CITY OF CALGARY NOTICE OF 2021 JULY 5 PUBLIC HEARING ON PLANNING MATTERS

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.

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 Monday, 2021 July 5, 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 may do so provided they are printed, typewritten or legibly written and include the name of the writer, mailing address, electronic address (as applicable) and must focus on the application and it's planning merits. Submissions with defamatory content and/or offensive language will be filed by the City Clerk and not printed in the Council Agenda or shared with Members of Council. Only those submissions received by the City Clerk not later than 12:00 p.m., Tuesday 2021 June 28, shall be included in the Agenda of Council. Late submissions will not be accepted in the City Clerk's Office. Submissions 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 electronically at www.calgary.ca/publicsubmissions.

Personal information provided in submissions relating to Public Hearing Matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making. Your name, contact information 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 City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

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

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 matter mentioned herein may do so for a period of FIVE MINUTES. The five (5) minutes shall be exclusive of any time required to answer questions. Persons addressing Council shall 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 shall submit the material to the City Clerk electronically at www.calgary.ca/publicsubmissions the day of the Public Hearing. It should be noted that such additional material will require the approval of the Mayor before distribution to Members of Council. If the Public Hearing is still in progress at 9:30 p.m., Council may conclude the matter under discussion and will reconvene at 1:00 p.m. of the next business day, unless otherwise directed by Council.

Katarzyna Martin CITY CLERK

The uses and rules that apply to different land use designations are found in the Land Use Bylaw 1P2007 www.calgary.ca/landusebylaw, except those for the DC District 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 Monday, 2021 July 5 at 9:30 a.m.

* * * * * *

CALGARY PLANNING COMMISSION REPORTS

Item 1	Land Use Amendment in Highland Park (Ward 4) at 4024 – 2 Street NW, LOC2020-0187, CPC2021-0682 Bylaw 92D2021
Item 2	Land Use Amendment in Homestead (Ward 3) at 7055 – 84 Street NE, LOC2020-0103, CPC2021-0685 Bylaw 97D2021
Item 3	Land Use Amendment in Capitol Hill (Ward 7) at 1501 – 23 Avenue NW, LOC2020-0120, CPC2021-0591 Bylaw 93D2021
Item 4	Policy Amendment and Land Use Amendment in Hounsfield Heights / Briar Hill (Ward 7) at 1922 and 1924 – 10 Avenue NW, LOC2021-0032, CPC2021-0764 Bylaws 30P2021 & 96D2021
Item 5	Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at 1724 Westmount Boulevard NW, LOC2020-0132, CPC2021-0709 Bylaws 31P2021 & 98D2021
Item 6	Policy Amendment and Land Use Amendment in Chinatown (Ward 7) at multiple properties, LOC2020-0072, CPC2021-0706 Bylaws 33P2021 & 99D2021
Item 7	Policy Amendments and Land Use Amendment in Shaganappi (Ward 8) at multiple addresses, LOC2021-0002, CPC2021-0659 Bylaws 29P2021 & 95D2021
Item 8	Land Use Amendment in Mahogany (Ward 12) at 80 Mahogany Road SE, LOC2020-0211, CPC2021-0654 Bylaw 94D2021

OTHER REPORTS

Item 9 Policy Amendment in Medicine Hill (Ward 6) at 1024 Na'a Drive SW,

LOC2020-0160, CPC2021-0660

Bylaw 32P2021

Planning & Development Report to Calgary Planning Commission 2021 May 20

ISC: UNRESTRICTED
CPC2021-0682
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Land Use Amendment in Highland Park (Ward 4) at 4024 – 2 Street NW, LOC2020-0187

RECOMMENDATION(S):

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.06 hectares ± (0.14 acres ±) located at 4024 – 2 Street NW (Plan 3674S, Block 25, Lots 20 and 21) from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade Oriented Infill (R-CG) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2021 MAY 20:

That Council hold a Public Hearing and give three readings to **Proposed Bylaw 92D2021** for the redesignation of 0.06 hectares \pm (0.14 acres \pm) located at 4024 – 2 Street NW (Plan 3674S, Block 25, Lots 20 and 21) from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade Oriented Infill (R-CG) District.

HIGHLIGHTS

- The proposed land use amendment would allow for rowhouses, in addition to the building types already listed in the district (e.g. single detached, semi-detached, duplex dwellings, and secondary suites).
- This application represents an appropriate density increase of the site, allows for development that will be compatible with the character of the existing neighbourhood, and is in keeping with the applicable policies of the *Municipal Development Plan*.
- What does this mean to Calgarians? This application represents a modest increase in density in close proximity to established transit routes in an inner city neighbourhood.
- Why does this matter? The proposed R-CG land use district allows for greater choice of housing types in established areas close to amenities and services.
- There is no previous Council direction in relation to this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

DISCUSSION

This land use amendment application was submitted by QAADesigns on behalf of the landowner, Balwinder Singh Sahota, on 2020 November 23. The Applicant Submission (Attachment 2) indicates that the owner's intention is to redevelop the property to accommodate a four-unit rowhouse building. The parcel is currently developed with a single detached dwelling and rear detached garage accessed from the rear lane. A development permit application has not been submitted at this time.

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

Planning & Development Report to Calgary Planning Commission 2021 May 20

ISC: UNRESTRICTED CPC2021-0682 Page 2 of 3

Land Use Amendment in Highland Park (Ward 4) at 4024 - 2 Street NW, LOC2020-0187

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

☐ Outreach was undertaken by the Applicant

☑ Public/Stakeholders 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 <u>Applicant Outreach Toolkit</u> to assess which level of outreach with public stakeholders and the community association was appropriate. In response, the applicant contacted the Highland Park Community Association with conceptual plans for the development. The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to stakeholders, notice posted on-site, published <u>online</u>, and notification letters were sent to adjacent landowners.

Administration received no communication from the public during the application's review. The Highland Park Community Association provided a response which is included in Attachment 4. They noted that they are generally supportive of R-CG land use amendments along 40 Avenue NW, and identified development permit concerns including location of balconies, privacy and parking.

Administration considered the relevant planning issues specific to the proposed redesignation, the low-density proposed as part of the application and the site context and has determined the proposal to be appropriate. Further review would occur during the development permit process in more detail regarding the concerns expressed by the Highland Park Community Association.

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

IMPLICATIONS

Social

The recommended land use allows for a wider range of housing types than the existing R-C2 District and, as such, the proposed change may better accommodate the housing needs of different age groups, lifestyles, and demographics.

Environmental

This application does not include any actions that specifically address objectives of the <u>Climate Resilience Strategy</u>. Further opportunities to align future development on this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.

Approval: T. Goldstein concurs with this report. Author: J. Maximattis-White City Clerks: A. Degrood

CPC2021-0682

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ISC: UNRESTRICTED

Planning & Development Report to **Calgary Planning Commission** 2021 May 20

Land Use Amendment in Highland Park (Ward 4) at 4024 - 2 Street NW, LOC2020-0187

Economic

The ability to develop up to four rowhouse units with the option to include secondary suites or backyard suites would allow for more efficient use of land, existing infrastructure and services.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this application.

ATTACHMENT(S)

- 1. Background and Planning Evaluation
- 2. Applicant Submission
- 3. Applicant Outreach Summary
- 4. Community Association Response
- 5. Proposed Bylaw 92D2021

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

City Clerks: A. Degrood

Background and Planning Evaluation

Background and Site Context

This 0.06 hectare parcel is located in the northwest community of Highland Park, on the southeast corner of 40 Avenue NW and 2 Street NW. The immediate area is characterized by low density development (single and semi-detached dwellings). Centre Street N is located approximately 300 metres to the east and includes multi-residential and commercial districts.

The subject parcel has approximate dimensions of 36 metres by 17 metres. Vehicular access to the site is available from a rear lane. The parcel is currently developed with a single detached dwelling and rear detached garage with access from the rear lane.

No development permit application has been submitted at this time.

Community Peak Population Table

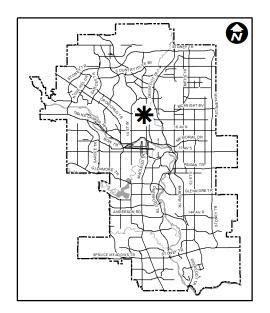
As identified below, the community of Highland Park reached its peak population in 1969.

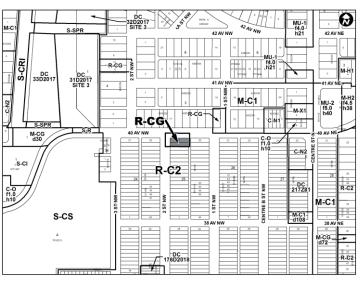
Highland Park	
Peak Population Year	1969
Peak Population	4,875
2019 Current Population	3,838
Difference in Population (Number)	-1,037
Difference in Population (Percent)	-27%

Source: The City of Calgary 2019 Civic Census

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

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C2 District is a residential designation applied to developed areas that are primarily for single detached, semi-detached and duplex homes. The R-C2 District allows for a maximum building height of 10 metres and a maximum density of two dwelling units.

The proposed R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings and rowhouses. The R-CG District allows for a maximum building height of 11 metres (3 storeys) and a maximum density of 75 dwelling units per hectare. Based on parcel area, this would allow up to a maximum of four dwelling units on the site in rowhouse building form where one façade of each dwelling unit must directly face a public street.

Secondary suites (one backyard suite or secondary suite per dwelling unit) are also allowed in the R-CG District. Secondary suites do not count towards allowable density and do not require motor vehicle parking stalls subject to the rules of the R-CG District.

Development and Site Design

If this application is approved by Council, the rules of the R-CG District will provide guidance for future site development including appropriate uses, building massing, height, landscaping, and parking. Vehicular access to the site will be required to come from the rear lane. Given the specific context of this corner site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along both the 2 Street NW and 40 Avenue NW frontages;
- mitigation of shadowing, overlooking, and privacy concerns of the adjacent property; and
- evaluation of any secondary suite designs.

Transportation

Pedestrian and vehicular access is available from 40 Avenue NW and 2 Street NW as well as the rear lane. The area is well served by Calgary Transit with local and primary transit locations in close proximity. Bus Rapid Transit (BRT) Routes 300 and 301 are located approximately 300 metres east (4-minute walking distance) on Centre Street N. A future Green Line LRT Station is proposed at 40 Avenue NW and Centre Street N.

On-street parking adjacent to the site is available along both 40 Avenue NW and 2 Street NW, and is not regulated by the Calgary Parking Authority.

Environmental Site Considerations

There are no known environmental concerns associated with the proposal and/or site at this time.

Utilities and Servicing

Water, sanitary and storm deep utilities are available to the site. Development servicing requirements will be determined at the future development permit stages.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered, and is aligned with, the policy direction of the <u>South Saskatchewan Regional Plan</u> which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's <u>Interim Growth Plan</u> (IGP). The proposed land use amendment builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The community of Highland Park does not currently have a local area plan in place, and as such Administration utilized the MDP to evaluate the application. The subject parcel is located within the Residential - Developed - Established area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established communities to make more efficient use of existing infrastructure, public amenities, and transit. Such redevelopment is intended to occur in a form and nature that respects the scale and character of the neighbourhood context. The proposal is in keeping with relevant MDP policies as the R-CG District provides for a modest increase in density in a form that is sensitive to existing residential development in terms of height, scale, and massing.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address objective of the <u>Climate</u> <u>Resilience Strategy</u>. Further opportunities to align development of this site with applicable climate resilience strategies may be explored and encouraged at the development permit stage.

North Hill Communities Local Area Plan – Proposed (2021)

On 2021 March 21, Administration presented the proposed <u>North Hill Communities Local Area Plan</u> (LAP) to Council. The proposed LAP includes Highland Park and surrounding communities. On 2021 April 12 Council referred the LAP back to Administration to incorporate amendments, policies from the Guide for Local Area Plans, as required, and return directly to Council on 2021 June 21. Planning applications are being accepted for review during this process. The proposed land use is in alignment with the Urban Form and Building Scale categories of the proposed *North Hill Communities LAP*.

Applicant Submission

November 25, 2020

PROPOSAL

The purpose of this application by QAADesigns on behalf of Mr Balwinder Singh Sahota (Jagroup Custom Homes), the property owner is for Rezoning of the property located at 4024, 2nd Street NW in Highland Park from R-C2 to R-CG in order to build 4unit Row House Development.

A full design will be submitted for Development Permit in due course.

The property is in an ideal location to rezone to R-CG due to its proximity other properties zoned for Multi- residential. To the north of this property is a similar approved Residential R-CG 4unit row house development (204 40 Av NW), further Eastern direction of this site, there are other recently approved small Commercial Developments and Place of Worship.

The property enjoys proximity to public transportation, public parks, recreation grounds and gardens, commercial banks and exotic restaurants as well as public schools.

Each unit of the proposed row of 4 unit townhouses will include as follows:

- Full Front porch to give a communal feel.
- The corner unit will face the adjacent street.
- Upper floor Balconies for a more communal feel and more eyes on the community for added security.
- Rear garden on the ground Amenity Space per unit.
- Garage parking is provided for each unit to limit/avoid street parking and a Visitor parking is also provided.

Applicant Outreach Summary

with. (Please do not include individual names)

April 29, 2021



Community Outreach on Planning & Development
Applicant-led Outreach Summary

Calgary (Applicant-led Outreach Summ
Please complete this form and include with your a	application submission.
Project name: JAG CUSTOM HOMES - 4 ROW	HOUSES
Did you conduct community outreach on your applica	tion? VES or NO
If no, please provide your rationale for why you did no	ot conduct outreach.
Outreach Strategy Provide an overview of your outreach strategy, summundertook (Include dates, locations, # of participants	, , ,
A PRELIMINARY DESIGN OF THE PROJECT V ASSOCIATION SHOWING 3D EXTERIOR COLO OF PLANS, SITE PLAN & BLOCK PLAN TO SHO PROJECT AS A PRELIMINARY PROPOSAL.	OUR RENDERING, COMPLETE SET
Stakeholders Who did you connect with in your outreach program?	List all stakeholder groups you connected
vino did you connect with in your outreach program:	List an stakenolder groups you connected

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 CAME BACK.

How did stakeholder input influence decisions?

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

N/A

How did you close the loop with stakeholders?

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

N/A

calgary.ca/planningoutreach

Community Association Response

April 29, 2021

RE: LOC2020-0187 - 4024 2 St NW

In general, the Highland Park Community Association is supportive of R-CG land use designation along a major roadway such as 40th Avenue. We have already given our support to the parcel for a land use change at 204 40 Ave NW as well as to a recent one at 4025 2 St. NW (just across 2nd Street).

I note that there is no DP application on file yet for this property. I do have some concerns based on the scant description provided with this LOC application. Balconies -- are they intended for the front or the rear of the building? We would strongly object to any balconies that overlook adjacent properties. Are the units intended to be suited? The proposed structure across 2nd Street at #4025 does propose basement secondary suites, and two such buildings in close proximity might overwhelm both 40th Avenue NW and 2nd Street with parked cars that cannot be accommodated in the garage units that will be provided. 2nd Street NW is already considerably redeveloped with semi-detached houses.

I am not aware if the applicant advertised their intentions for this site with nearby neighbours. By way of contrast, the applicant for an R-CG land use change at 4025 2nd St NW delivered door hangers advertising a website for neighbours as far away as 1st Street to learn more about their proposal. The applicant for #4025 also provided preliminary drawings to help visualize the look of their project. If we were to be given a choice of having only 1 of the 2 applications, we would select the one at #4025 because of their preliminary engagement efforts.

Furthermore, because of an ongoing SDAB appeal concerning parking relaxations at another rowhouse project within Highland Park, I urge the Development Authority to NOT grant any parking relaxations. If the site can only accommodate 4 parking spaces, then either there should be no secondary suites OR the suites need to be less than the maximum area size allowed for a relaxation and provide for alternative mobility storage. Proposed Amendment B21 to the *Guidebook for Great Communities* (soon to be the *Guide for Local Area Plans*) acknowledges that personal vehicles are a reality for Calgarians and can't just be wished away. Just because someone lives in a small suite or lives close to transit does not mean that they won't own a vehicle and will bicycle everywhere. The number of vehicles parked on street is a concerning issue for many residents within Highland Park.

Thank you.

D. Jeanne Kimber President, Highland Park Community Association



CPC2021-0682 ATTACHMENT 5

BYLAW NUMBER 92D2021

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2020-0187/CPC2021-0682)

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:

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

2.

- 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".
- READ A FIRST TIME ON

 READ A SECOND TIME ON

 READ A THIRD TIME ON

 MAYOR

 SIGNED ON

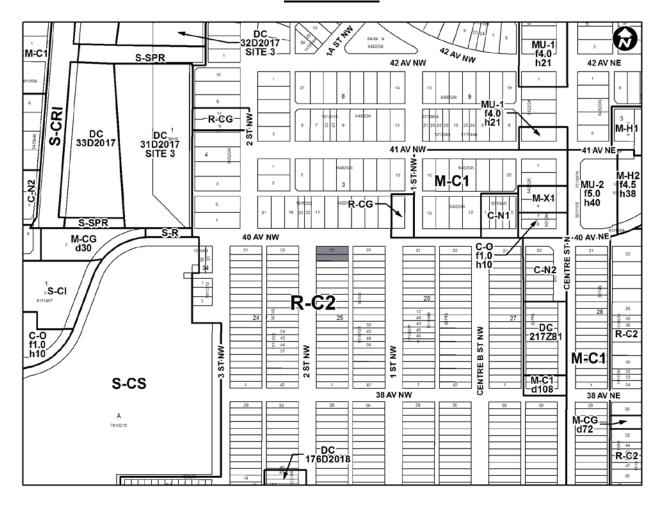
 CITY CLERK

SIGNED ON _____



AMENDMENT LOC2020-0187/CPC2021-0682 BYLAW NUMBER 92D2021

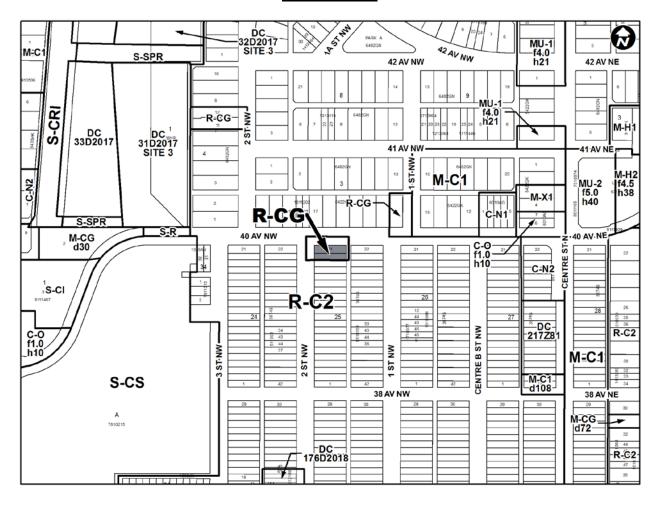
SCHEDULE A





AMENDMENT LOC2020-0187/CPC2021-0682 BYLAW NUMBER 92D2021

SCHEDULE B



Planning & Development Report to Calgary Planning Commission 2021 May 20

ISC: UNRESTRICTED
CPC2021-0685
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Land Use Amendment in Homestead (Ward 5) at 7055 – 84 Street NE, LOC2020-0103

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 6.54 hectares \pm (16.16 acres \pm) located at 7055 – 84 Street NE (Portion of Plan 1612484, Block 1, Lot 1) from Special Purpose – Transportation Utility Corridor (S-TUC) District and Special Purpose – City and Regional Infrastructure (S-CRI) District to Special Purpose – Urban Reserve (S-UN) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2021 MAY 20:

That Council hold a Public Hearing and give three readings to **Proposed Bylaw 97D2021** for the redesignation of 6.54 hectares ± (16.16 acres ±) located at 7055 – 84 Street NE (Portion of Plan 1612484, Block 1, Lot 1) from Special Purpose – Transportation Utility Corridor (S-TUC) District and Special Purpose – City and Regional Infrastructure (S-CRI) District to Special Purpose – Urban Reserve (S-UN) District.

HIGHLIGHTS

- This land use amendment application seeks to redesignate the subject property to the S-UN District which would allow for dedication of the lands as Environmental Reserve (ER).
- The proposal would allow for the protection of an existing Class V wetland as well as lands adjacent to a constructed wetland area, and conforms to the relevant policies of the *Municipal Development Plan* and *East Stoney Area Structure Plan*.
- What does this mean to Calgarians? The proposed land use amendment allows for the
 protection of natural areas on lands that are no longer needed for transportation or utility
 infrastructure formerly contained within the Transportation Utility Corridor (TUC).
- Why does this matter? The proposal would facilitate the creation of additional ER lands, protecting the existing wetlands, and supporting the local habitat and biodiversity.
- There is no previous Council direction related to this proposal.
- Strategic Alignment to Council's Citizen Priorities: A healthy and green city

DISCUSSION

This application was submitted by Urban Systems on 2020 June 20 on behalf of the landowner, Partners Homestead GP Ltd. The proposal includes approximately 6.54 hectares of land located in the southwest corner of the northeast community of Homestead. A 6.09-hectare portion of the site located to the west contains a Class V wetland and is currently designated S-TUC. The remaining 0.45 hectare portion of the site located to the east is currently designated S-CRI and will form part of the constructed wetland. The proposed redesignation lands are adjacent to existing S-UN lands. The redesignation of the subject site will allow the lands to be dedicated as ER.

CPC2021-0685

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Planning & Development Report to **Calgary Planning Commission** 2021 May 20

Land Use Amendment in Homestead (Ward 5) at 7055 - 84 Street NE, LOC2020-

Stoney Trail is located directly west of the site. Development is beginning to occur within the community, with low density development planned northeast of the subject site. Rocky View County is located approximately 200 metres to the east.

An outline plan application for a portion of the subject site was approved in 2018 (LOC2017-0111). At that time the Class V wetland was owned by the province.

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

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- Outreach was undertaken by the Applicant
- \boxtimes Public/Stakeholders 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 public stakeholders was appropriate. They determined that no outreach would be undertaken as this is a developing area that has no residents at this time.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to stakeholders, notice posted on-site and published online, and notification letters were sent to adjacent landowners. Rocky View County was also circulated during the application review as per the provisions of the Intermunicipal Development Plan. Rocky View County provided a response of no concern (Attachment 3).

No letters from the public were received during the review process, and there is no community association established for the area. Administration has considered the relevant planning issues and has determined the proposal to be appropriate.

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

IMPLICATIONS

Social

The proposal would provide additional environmental protection in proximity to future residential development. In addition, there is a pathway proposed around the constructed wetland area and a regional pathway in close proximity which provides additional benefits to future residents.

City Clerks: A. Degrood

CPC2021-0685

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ISC: UNRESTRICTED

Planning & Development Report to **Calgary Planning Commission** 2021 May 20

Land Use Amendment in Homestead (Ward 5) at 7055 - 84 Street NE, LOC2020-

Environmental

The application addresses the objectives of the *Climate Resilience Strategy*, specifically ensuring protection and conservation of natural areas including a wetland, and protects biodiversity, which supports climate change mitigation.

Economic

As these lands are no longer needed for the construction of Stoney Trail, the redesignation would allow for the lands to be dedicated as ER.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENT(S)

- 1. Background and Planning Evaluation
- 2. Applicant Submission
- 3. Rocky View County Response
- 4. Proposed Bylaw 97D2021

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

City Clerks: A. Degrood

Background and Planning Evaluation

Background and Site Context

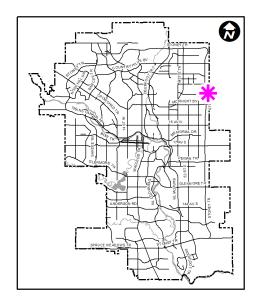
The subject site is located in the northeast community of Homestead. The site is approximately 6.54 hectares in size. Adjacent to Stoney Trail, a portion of the subject lands were previously owned by the province and were subsequently transferred to the current owner as they were no longer needed following the construction of Stoney Trail. The remainder of the subject lands are adjacent to an existing S-UN site and form part of a constructed stormwater wetland.

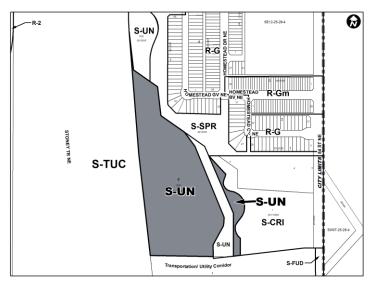
The surrounding area is in various stages of development. Low density residential houses are currently being built to the northeast, and a stormwater pond is being constructed immediately east of the subject site. The site is approximately 200 metres from the City of Calgary's boundary with Rocky View County, which is located along 84 Street NE.

Community Peak Population Table

There is no population data available for Homestead as residents have not yet moved into the area.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use

An approximately 6.09-hectare portion of the site is currently designated as S-TUC District which is intended for lands located within the provincial transportation and utility corridor where the primary purpose is to provide for such facilities. Certain temporary and removable uses such as park maintenance facilities and vehicle storage are allowed within the district.

The 0.45-hectare remainder of the site is designated as S-CRI District which is intended to provide for infrastructure and utility facilities. Limited permitted and discretionary uses are allowed in this district.

The proposed S-UN District is intended to be applied to lands that have been set aside for the purpose of preserving natural areas, including wetlands, and are dedicated through subdivision as ER. Development in these areas is limited to improvements that facilitate passive recreational use. In this proposal, redesignation of the subject site would allow the lands to be dedicated as ER, protecting the existing Class V wetland.

Development and Site Design

Future development permits are not expected on the subject site. A future subdivision application is anticipated to dedicate the lands as ER.

Transportation

The subject parcel is bounded by Stoney Trail (skeletal road) and 64 Avenue NE (arterial street). Changes proposed with this land use redesignation do not impact the approved / established local road network as part of the existing outline plan, and a Transportation Impact Assessment was not required for this application. These lands were declared surplus by the province following construction of Stoney Trail.

Environmental Site Considerations

The Class V wetland and associated 30 metre setback on the western portion of the subject site will be retained in situ. This wetland is the largest and most significant wetland in the ASP area. It is also identified in the ASP as a locally significant Environmentally Significant Area. The 30 metre setback was protected as a result of the previous outline plan approval but an additional setback will be dedicated as ER and would extend further to the east where it abuts the future constructed stormwater wetland. A regional pathway is present in the area, located within the 84 Street NE right of way, along the east interface of the constructed wetland. No changes are proposed to this area. The regional pathway is intended to be used for recreation and maintenance access to the northeast section of the pond when needed.

Utilities and Servicing

There will be no impact to utilities and servicing as a result of the proposed land use amendment.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered, and is aligned with, the policy direction of the <u>South Saskatchewan Regional Plan</u> which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's <u>Interim Growth Plan</u> (IGP). The land use amendment builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Rocky View/Calgary Intermunicipal Development Plan (IDP) (Statutory – 2012)

The <u>Rocky View/Calgary Intermunicipal Development Plan</u> (IDP) identified the subject lands as "Residual Long-Term Growth Areas" until the East Stoney Area Structure Plan was approved on 2018 May 8. The proposed land use amendment complies with the general policies included in the plan. Rocky View County was circulated during the application review as per the IDP and provided a response of no concern.

Municipal Development Plan (Statutory – 2009)

The <u>Municipal Development Plan</u> (MDP), <u>Map 1: Urban Structure</u> identifies the subject lands as Residential – Developing – Future Greenfield. The Municipal Development Plan provides guidance for the development of new communities through the policies of the East Stoney Area Structure Plan. The proposed application meets the *Municipal Development Plan* as it allows for protection of natural features.

East Stoney Area Structure Plan (Statutory – 2013)

The <u>East Stoney Area Structure Plan</u> (ASP) provides more detailed direction on development in the area. The proposed application is consistent with the applicable policies of this plan. The 0.45-hectare portion is included in the 'Residential' area as identified on Map 1: Land Use Concept, in proximity to the proposed stormwater pond. The 6.09-hectare portion comprising the Class V wetland is located outside of the ASP boundary, however, the location of the wetland is included in the ASP maps. This land use follows the general intent of the ASP, and no amendment is required.

Climate Resilience Strategy (2018)

This application addresses the objectives of the <u>Climate Resilience Strategy</u>, specifically Program 9 Green Spaces and Natural Areas to Support Mitigation. This section emphasizes that protection and conservation of green space and natural areas support climate change mitigation. The redesignation proposed will allow the subject site to be dedicated as ER, protecting this natural asset in the long term

Applicant Submission

April 21, 2021

On behalf of Partners Development Group, Urban Systems is applying for a land use redesignation to amend a portion of land in the community of Homestead in northeast Calgary. The subject parcel is located at 7055 – 84th Street NE and has previous outline plan and land use approvals (LOC 2017-0111). The parcels are currently designated as S-CRI (PUL) and S-TUC. It is proposed to amend these districts to accommodate a constructed wetlands area and retain/protect a current Class V wetland by amending both portions to S-UN (ER).

For the easterly portion, this redesignation is to complement the current wetland design. This facility will provide a valuable amenity to the Homestead community, improve water quality of stormwater discharges, support aquatic habitat and biodiversity, and meet stormwater objectives for the Homestead development. This wetland will also tie in with the proposed S-UN (ER) Class V Crown-claimed wetland to the west in terms of overall site planning. The development already includes a naturalized MR strip between the facilities and the more manicured community MR, which provides a better transition between ER wetland and the urbanized land.

The regional pathway along the east interface of the wetland is unchanged and located entirely within the 84th Street NE right-of-way, as previously approved. The regional pathway will primarily be used for recreational pursuits but can be used for maintenance access to the northeast section of the pond at the PUL location when required.

On behalf of Partners Development Group, Urban Systems respectfully requests recommendation for approval from CPC, and approval for the land use to be redesignated to Special Purpose – Urban Nature (S-UN) by City Council.

Rocky View County Response

March 21, 2021

Good afternoon,

The County has no comments or concerns on the above noted application at this time.

Thank you for the opportunity to comment.

Regards,

Jessica Anderson

Senior Planner | Planning Policy

Please note, our office will be closed to public access as of December 7 until further notice. Staff are working remotely. Please visit our webpage for further details: https://www.rockyview.ca/covid19

Rocky View County

262075 Rocky View Point | Rocky View County | AB | T4A 0X2 DIR: 403-520-8184



CPC2021-0685 ATTACHMENT 4

BYLAW NUMBER 97D2021

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2020-0103/CPC2021-0685)

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:

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

2.

- 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".
- READ A FIRST TIME ON

 READ A SECOND TIME ON

 READ A THIRD TIME ON

 MAYOR

 SIGNED ON

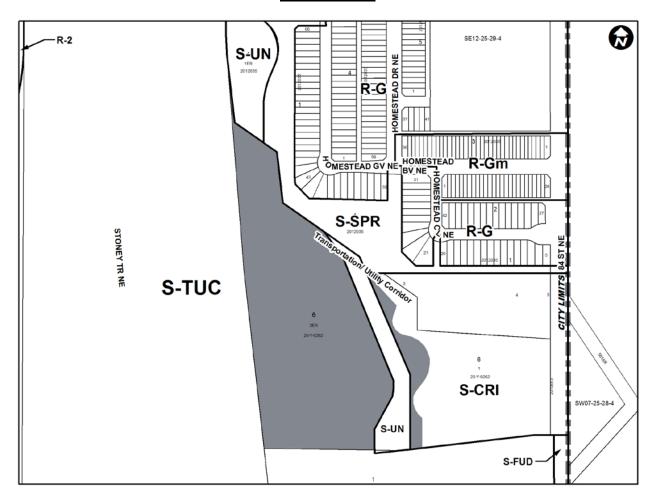
 CITY CLERK

SIGNED ON _____



AMENDMENT LOC2020-0103/CPC2021-0685 BYLAW NUMBER 97D2021

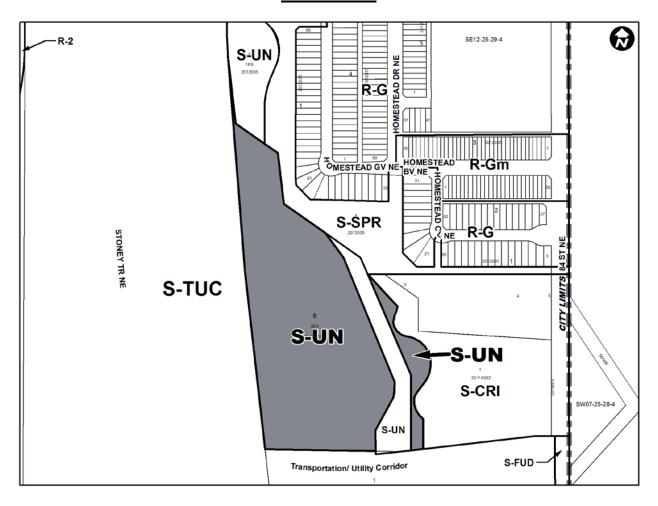
SCHEDULE A





AMENDMENT LOC2020-0103/CPC2021-0685 BYLAW NUMBER 97D2021

SCHEDULE B



Planning & Development Report to Calgary Planning Commission 2021 May 20

ISC: UNRESTRICTED
CPC2021-0591
Page 1 of 3

Land Use Amendment in Capitol Hill (Ward 7) at 1501 – 23 Avenue NW, LOC2020-0120

RECOMMENDATION(S):

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.06 hectares ± (0.14 acres ±) located at 1501 – 23 Avenue NW (Plan 2864AF, Block 7, Lots 39 and 40) from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Grade-Oriented Infill (M-CGd75) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2021 MAY 20:

That Council hold a Public Hearing and give three readings to **Proposed Bylaw 93D2021** for the redesignation of 0.06 hectares ± (0.14 acres ±) located at 1501 – 23 Avenue NW (Plan 2864AF, Block 7, Lots 39 and 40) from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Grade-Oriented Infill (M-CGd75) District.

HIGHLIGHTS

- This application seeks to redesignate the subject property from R-C2 District to M-CGd75 District to allow for low density development with the intent of building a three-unit residential building.
- The application represents an appropriate density increase of an inner-city parcel of land and allows for development that has the ability to be compatible with the character of the existing neighbourhood. The application conforms with the relevant policies of the *Municipal Development Plan* (MDP) and the *North Hill Area Redevelopment Plan-2000* (ARP).
- What does this mean to Calgarians? This proposal allows for more choice in the types of housing available to homebuilders and residents, and promotes more efficient use of existing infrastructure.
- Why does this matter? By providing more housing choice within existing developed areas, Calgary will have a more diverse population living in close proximity to existing services and facilities.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

DISCUSSION

This land use amendment was submitted on 2020 August 11 by K5 Designs on behalf of the landowners, Catalin and Irina Caprita. No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), the intent is to develop a three-unit residential building with the option for live work units.

Page 2 of 3

ISC: UNRESTRICTED

Planning & Development Report to **Calgary Planning Commission** 2021 May 20

Land Use Amendment in Capitol Hill (Ward 7) at 1501 - 23 Avenue NW, LOC2020-

The subject site is located in the northwest community of Capitol Hill, west of 14 Street NW and south of 23 Avenue NW. The site is approximately 0.06 hectares (0.14 acres), with rear lane access from the southern property line.

The proposed M-CGd75 District allows for multi-residential development in a variety of forms with some or all units having direct access to grade. A density modifier of 75 units per hectare is proposed, which would allow for a maximum of four units on the site based on parcel area.

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

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- \boxtimes Outreach was undertaken by the Applicant
- \boxtimes Public / Stakeholders 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 public stakeholders and the community association was appropriate. In response, the applicant placed signage on-site with their contact information, and contacted the Capitol Hill Community Association.

The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to stakeholders, notice posted on-site, published online, and notification letters were sent to adjacent landowners.

Administration received one letter in opposition to the application, and one letter in support. Reasons for opposition included the desire to maintain single detached homes in Capitol Hill, and concerns with parking, short-term rentals, and garbage in back lane. Reasons for support included increasing density along 14 Street NW makes sense, and the neighbourhood could support more commercial/live/work.

No comments from the Capitol Hill Community Association were received by Administration.

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

ISC: UNRESTRICTED

Planning & Development Report to Calgary Planning Commission 2021 May 20

Page 3 of 3

Land Use Amendment in Capitol Hill (Ward 7) at 1501 - 23 Avenue NW, LOC2020-0120

IMPLICATIONS

Social

The proposed land use district allows for a wider range of housing types than the existing land use district, and as such, the proposed changes may better accommodate the housing needs of different age groups, lifestyles, and demographics.

Environmental

This application does not include any actions that specifically address objectives of the *Climate* Resilience Strategy. Further opportunities to align future development on this site with applicable climate resilience strategies will be explored and/or implemented at the development permit and building permit stages.

Economic

The proposal will make more efficient use of existing infrastructure and services.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENT(S)

- 1. Background and Planning Evaluation
- 2. Applicant Submission
- 3. Applicant Outreach Summary
- 4. Proposed Bylaw 93D2021

Department Circulation

General Manager	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Capitol Hill, at the southwest corner of 14 Street NW and 23 Avenue NW. The site is approximately 0.06 hectares (0.14 acres) in size, and is approximately 15 metres wide by 37 metres long. The site is currently developed with a single detached dwelling, and has rear lane access along the south side of the site. The site is subject to a road right-of-way bylawed setback of 5.182 metres from 14 Street NW.

Surrounding development is characterized by a mix of single and semi-detached dwellings designated as Residential – Contextual One / Two Dwelling (R-C2) District, with a townhouse development designated Multi-Residential – Contextual Grade-Oriented (M-CGd89) District immediately to the northeast of the site.

Confederation Park is located approximately 75 metres to the north, the Capitol Hill Community Association is approximately 175 metres to the south, and St Pius X Elementary School and Capitol Hill Elementary School are located 500 metres to the west. North Hill Mall and SAIT are approximately 700 metres south of the site.

Community Peak Population Table

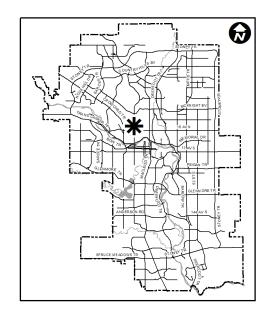
As identified below, the community of Capitol Hill reached its peak population in 2019.

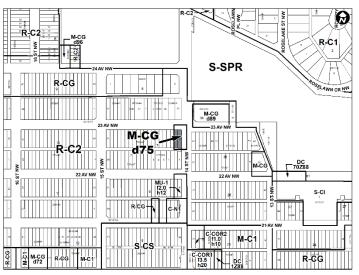
Capitol Hill	
Peak Population Year	2019
Peak Population	4,744
2019 Current Population	4,744
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: The City of Calgary 2019 Civic Census

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

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C2 District is a residential designation in developed areas that is primarily for single detached, semi-detached, duplex homes, and secondary suites. The R-C2 District allows for a maximum building height of 10 metres and a maximum density of two dwelling units per parcel.

The proposed M-CGd75 District is a multi-residential designation that is primarily for townhouses and fourplexes where some or all of the units have direct access to grade. The M-CGd75 District allows for a maximum building height of 12 metres (three to four storeys). The proposed 75-unit per hectare density modifier would allow a maximum of four dwelling units on this site based on parcel area.

If the applicant wishes to pursue a rowhouse building with suites instead of live/work units in the future, a redesignation may be required. Secondary Suites (as a listed use in Land Use Bylaw) are not allowed in multi-residential buildings, which rowhouses are considered in the M-CG District, and are instead considered as individual dwelling units, which factor into the density calculation. Removing the density modifier to allow for more flexibility for future redevelopment was discussed, but the applicant chose to have a density modifier.

Development and Site Design

The applicable policies of the <u>North Hill Area Redevelopment Plan</u> - 2000 (ARP) and the rules of the proposed M-CGd75 District will provide guidance for the future redevelopment of this site including appropriate uses, height, building massing, landscaping, and parking. Additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging interface along 14 Street NW and 23 Avenue NW;
- improving pedestrian connections by ensuring vehicle access to the site is from the rear lane; and
- ensuring proposed buildings are compatible with the adjacent low density residential development.

The existing approved *North Hill ARP* (2000) allows for mid-rise development at this site. The applicant was encouraged to consider consolidating lots to achieve the density envisioned by the plan by creating a greater developable area. The applicant has communicated with the adjacent landowners in an attempt to include additional parcels in this application. The adjacent landowners would like to wait and see the results of this application, as the cost of redesignation is prohibitive for them at this time. If the redesignation of the subject site is successful, it has been indicated that the applicant's client would consider discussing consolidating the adjacent lot at a later date for the development permit stage.

The applicant is aware that developing this site on its own may be challenging. Parking and site design will be limited due to the road right-of-way setback, site grades, and Enmax guy wire locations in the rear lane. The applicant has been in contact with Enmax to discuss potential relocation of the guy wires. Further, the applicant is aware that they made need to develop fewer units if site constraints cannot be accommodated.

Transportation

A Transportation Impact Assessment was not required for this proposal. Pedestrian access is available from the existing sidewalks on 14 Street NW and 23 Avenue NW. Vehicular access to the site will be provided from the existing rear lane. Street parking is available on 23 Avenue NW.

The subject site is located along the Primary Transit Network on 14 Street NW and is well served by Calgary Transit bus service, including stops located on 14 Street NW within 50 metres of the site (one-minute walk), and at 20 Avenue NW approximately 350 metres to the south (four-minute walk).

The site is subject to a bylawed road right-of-way setback of 5.182 metres from 14 Street NW. No plans for the setback have been identified at this time. As part of the *North Central Mobility Study*, further review of 14 Street NW for multi-modal enhancements has been recommended in the future as part of the medium-term mobility recommendations (five-10 years).

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water and sanitary sewer are available for connection from 23 Avenue NW but storm sewer is unavailable adjacent to the site. Stormwater management solutions will be evaluated at the development permit stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered, and is aligned with, the policy direction of the <u>South Saskatchewan Regional Plan</u> which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's <u>Interim Growth Plan</u> (IGP). The proposed land use amendment builds on the principles of the IGP 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 Residential - Developed - 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.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address objectives of the <u>Climate Resilience Strategy</u>. Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.

North Hill Area Redevelopment Plan (Statutory – 2000)

The subject site is identified on Map 4: Future Land Use Policy – Capitol Hill of the <u>North Hill</u> <u>ARP</u> as within the Medium Density Mid-Rise area, and on Map 5: Maximum Building Heights – Capitol Hill as within an area with a maximum building height of 16 metres.

The Medium Density Mid-Rise area allows for buildings of up to six stories in height (16 metres maximum for this specific site), and includes building forms such as townhouses, apartments, and live/work units. The proposal is in alignment with the ARP.

North Hill Communities Local Area Plan – Proposed (2021)

On 2021 March 21, Administration presented the proposed <u>North Hill Communities Local Area Plan</u> (LAP) to Council. The proposed LAP includes Capitol Hill and surrounding communities. On 2021 April 12 Council referred the LAP back to Administration to incorporate amendments, policies from the Guide for Local Area Plans, as required, and return directly to Council on 2021 June 21. Planning applications are being accepted for review during this process. The proposed land use is in alignment with the Urban Form and Building Scale categories of the proposed North Hill Communities LAP.

Applicant Submission

April 20, 2021

RE: Land Use Re-designation from R-C2 to M-CG; 1501 23 Avenue NW (LOT 39 & 40, BLOCK 7, PLAN 2864AF)

This application proposes to re-designate the parcel 1501 23 Avenue NW from R-C2 (Low Density Residential Districts) to a M-CG (Multi Residential - Contextual Grade Oriented District).

The subject parcel is a corner lot, located on the 14 Street NW. Surrounded by Multi Residential and single low-density buildings, in the community of Capital Hill. The lot consists of 0.0557ha in area. We are seeking a development with a 3-unit residential building. Parking would be provided at grade within the property at the rear lane. Properties surrounded the subject site are single/semi dwellings, Mixed Used Residential, and Commercial building along 14 Street SW. The proximity is currently low-density buildings with the potential of higher density due to the following factors.

- 14 Street Corridor is within walking distance.
- Located approximately 250m to the South are commercial development and West are single family/multi-residential
- Multiple Buses serve the area.
- The subject site is approximately 750 metres from Trans-Canada Hwy
- Making efficient use of the available block of lots near major a transportation corridor to enhance the pedestrian realm
- Creating a welcome gate into the city by redeveloping with updated buildings improving public space
- Provides housing for people who want to live near downtown but not directly downtown.

Fundamentally this is about the future development for North hill community. Current Designated along 14 Street are mixtures of R-CG, R-C2, M-X1, M-X2, DC, C-Cor1, M-CG, and C-N1. The subject parcel is well situated in the transitional area along 14 Street NW. While M-CG allows slightly higher density than the current designation, the rules of the district ensure that development is compatible with current and future low-medium density residential developments.

The proposed re-designate meets the goals of the North Hill Redevelopment Plan (ARP). This City policy encourages more housing options in established and central Calgary communities, more efficient use of infrastructure, and more compact built forms in locations with direct easy access to transit, shopping, schools and other community services.

Land Use Bylaw for the M-CG district as follows:

- Multi-Residential Contextual Grade Oriented District is intended to apply to the Developed Area
- Development that will typically have higher numbers of Dwelling Units and traffic generation than low density residential dwellings
- Development designed to provide some or all units with direct access to grade
- Development in a variety of forms, low height and low density allows for varied building height and front setback areas in a manner that reflects the immediate context, intended to be in close proximity or adjacent to low density residential development
- Development provides outdoor space for social interaction and provides landscaping to complement the design of the development

The Capitol Hill Community Association will be consulted as this application progress.

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.			
Project name: 1501 23 Ave N.W.			
Did you conduct community outreach on your application?			
If no, please provide your rationale for why you did not conduct outreach.			
Due to recent health measures regarding COVID-19, we have revised our strategy for conducting outreach within the community during this time, as detailed 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)

Due to recent health measures regarding COVID-19, we have revised our strategy for conducting outreach within the community during this time. Our primary outreach strategy is to place signs at street level on the property where it is clearly visible; on the sign is a small summary of the proposed re-designation, as well as our company's contact information. This will be done in lieu of community outreach where close contact with other individuals is more likely- this is done as a precaution to COVID 19. Any individuals within the neighbourhood will be able to contact us via phone/e-mail accordingly. From the latest sign posting, we were able to garnish one more support letter. Also the one of the stakeholder also reach out to us in regards to the application. We are in the process to address all the comments arises from the stakeholder.

Stakeholders

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

A summary of proposal was emailed to the Capitol Hill Community Association. At the moment no issues/concerns have been received. We did received 4 support letters with the City signage and company signage display on site. The primary stakeholders are the nearby residents within close proximity of the subject property.

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.

As stated above we received 4 support letters in favour for this redesignation; however, we will provide all feedback upon receipt of any issues/concerns we are informed of through phone/e-mail in regards to the subject property and it's associated land use re-designation.

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.

This is N/A at this current time; however, we will provide all information upon receipt of any issues/concerns we are informed of through phone/e-mail in regards to the subject property and its' associated land use re-designation.

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)

This is N/A at this current time; however, we will provide all information upon receipt of any issues/concerns we are informed of through phone/e-mail in regards to the subject property and its' associated land use re-designation.

calgary.ca/planningoutreach



CPC2021-0591 ATTACHMENT 4

BYLAW NUMBER 93D2021

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2020-0120/CPC2021-0591)

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:

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

2.

- 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".
- READ A FIRST TIME ON

 READ A SECOND TIME ON

 READ A THIRD TIME ON

 MAYOR

 SIGNED ON

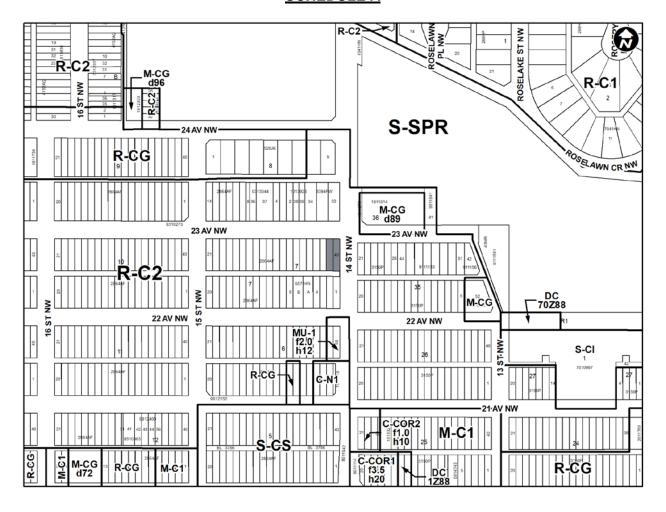
 CITY CLERK

SIGNED ON _____



AMENDMENT LOC2020-0120/CPC2021-0591 BYLAW NUMBER 93D2021

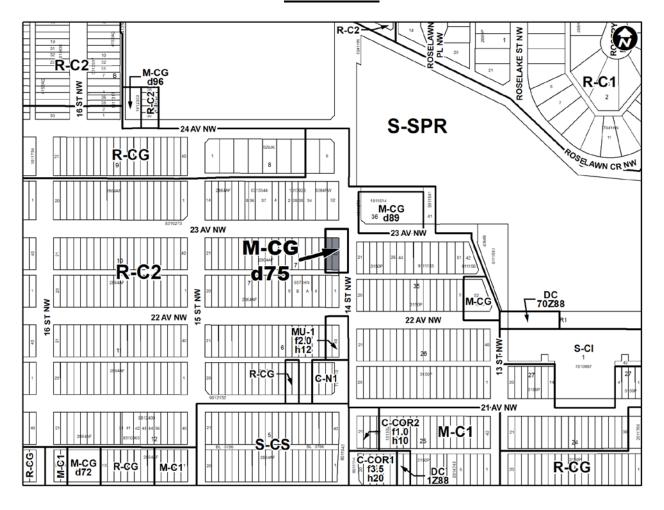
SCHEDULE A





AMENDMENT LOC2020-0120/CPC2021-0591 BYLAW NUMBER 93D2021

SCHEDULE B



Planning & Development Report to **Calgary Planning Commission** 2021 May 20

ISC: UNRESTRICTED CPC2021-0764 Page 1 of 4

Policy Amendment and Land Use Amendment in Hounsfield Heights / Briar Hill (Ward 7) at 1922 and 1924 – 10 Avenue NW, LOC2021-0032

RECOMMENDATION(S):

That Calgary Planning Commission recommend that Council:

- 1. Give three readings to the proposed bylaw for the amendment to the Hounsfield Heights/Briar Hill Area Redevelopment Plan (Attachment 2); and
- 2. Give three readings to the proposed bylaw for the redesignation of 0.09 hectares ± (0.23) acres ±) located at 1922 and 1924 – 10 Avenue NW (Plan 1911453, Block 15, Lots 27 and 28) from Residential - Contextual One Dwelling (R-C1) District to Residential -Contextual Narrow Parcel One Dwelling (R-C1N) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2021 MAY 08:

That Council hold a Public Hearing; and

- 1. Give three readings to **Proposed Bylaw 30P2021** for the amendment to the Hounsfield Heights/Briar Hill Area Redevelopment Plan (Attachment 2); and
- 2. Give three readings to **Proposed Bylaw 96D2021** for the redesignation of 0.09 hectares ± (0.23 acres ±) located at 1922 and 1924 – 10 Avenue NW (Plan 1911453, Block 15, Lots 27 and 28) from Residential – Contextual One Dwelling (R-C1) District to Residential – Contextual Narrow Parcel One Dwelling (R-C1N) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for a three-lot subdivision, and to develop a single detached dwelling on each new parcel.
- This application represents an appropriate density increase of a residential site, allows for development compatible with the character of the existing neighbourhood, and aligns with the applicable policies of the *Municipal Development Plan*.
- What does this mean to Calgarians? The proposed R-C1N would allow for a greater housing choice within the community, and more efficient use of land, existing infrastructure and nearby amenities.
- Why does this matter? The proposal would accommodate the evolving needs of different age groups, lifestyles and demographics.
- An amendment to the Hounsfield Heights / Briar Hill Area Redevelopment Plan (ARP) is required for the proposal.
- Three development permits for single detached dwellings have been submitted and are
- There is no previous Council direction in relation to this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

DISCUSSION

The applicant, Civicworks, submitted this application on behalf of the landowner, Kiran Rattan, on 2021 February 26 with the intent of developing three single detached homes on the site, as

Approval: T. Goldstein concurs with this report. Author: M. Rockley

Page 2 of 4

ISC: UNRESTRICTED

Planning & Development Report to **Calgary Planning Commission** 2021 May 20

Policy Amendment and Land Use Amendment in Hounsfield Heights / Briar Hill (Ward 7) at 1922 and 1924 - 10 Avenue NW, LOC2021-0032

per the Applicant Submission (Attachment 3). Three concurrent development permits for single detached dwellings have been submitted and Administration is ready to approve them pending Council's decision on this redesignation application. See Development Permit (DP2021-1312, DP2021-1336 and DP2021-1337) Summary (Attachment 5) for additional information.

The 0.09-hectare site, currently consisting of two parcels, is located in the community of Hounsfield Heights / Briar Hill at the northeast corner of 10 Avenue NW and 19 Street NW. The parcels are currently vacant.

To accommodate the proposed R-C1N District, an amendment to Policy 2.1.3.4 of the Hounsfield Heights / Briar Hill ARP is required. (Attachment 2).

A restrictive covenant (1950) exists on the titles of these properties stating that only one single family dwelling house may be erected on each lot. This restrictive covenant was not considered during the planning review and does not restrict Council from making decisions on the proposed policy amendment and land use redesignation.

At the 2020 July 20 Public Hearing, Council considered and refused an identical policy and land use amendment (CPC2020-0596) on this site, seeking redesignation from R-C1 to R-C1N.

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

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- \boxtimes Outreach was undertaken by the Applicant
- \boxtimes Public/Stakeholders 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 public stakeholders and the community association was appropriate.

The applicant undertook community outreach in the form of custom on-site signage, project website, neighbour postcards, and stakeholder update letters. Feedback received by the Applicant in response to the community outreach included concerns regarding:

- precedence/future change in the community;
- contextual fit within community;
- increased density;
- property value depreciation;
- traffic/parking:
- waste provision/servicing;
- restrictive covenant; and
- misalignment with policy.

Page 3 of 4

ISC: UNRESTRICTED

Planning & Development Report to **Calgary Planning Commission** 2021 May 20

Policy Amendment and Land Use Amendment in Hounsfield Heights / Briar Hill (Ward 7) at 1922 and 1924 - 10 Avenue NW, LOC2021-0032

In response to the feedback provided by the community, the applicant made a number of adjustments to the proposal, including:

- completion of a transportation review;
- revised site design and lot widths; and
- a comprehensive site landscape plan for the private lots and public boulevard.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to stakeholders, notice posted on-site, published online and notification letters were sent to adjacent landowners. Administration received 19 letters in opposition from the public. The letters of opposition focused on the following areas of concern:

- application is the same as the past application refused by Council (Bylaws 29P2020 and 83D2020);
- amending the Hounsfield Heights / Briar Hill ARP;
- increased density;
- parking;
- traffic;
- community character; and
- property values.

The Hounsfield Heights / Briar Hill Community Association provided a letter, on 2021 March 31 (Attachment 4), requesting that the application be withdrawn or refused.

Administration has considered the relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate for the site, as it is in keeping with the policies of the Municipal Development Plan and the Land Use Bylaw.

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

IMPLICATIONS

Social

The proposed land use will allow for subdivision and redevelopment to accommodate three single detached dwellings where development of two single detached dwellings is currently permitted. The additional dwelling provides additional housing types for the community, and can bring additional population into an established community.

Approval: T. Goldstein concurs with this report. Author: M. Rockley

Page 4 of 4

ISC: UNRESTRICTED

Planning & Development Report to Calgary Planning Commission 2021 May 20

Policy Amendment and Land Use Amendment in Hounsfield Heights / Briar Hill (Ward 7) at 1922 and 1924 - 10 Avenue NW, LOC2021-0032

Environmental

This application does not include any actions that specifically address objectives of the Climate Resilience Strategy. Administration is working with the applicant to align development on this site with applicable climate resilience strategies.

Economic

The ability to develop up to three single detached homes will make more efficient use of land, existing infrastructure and services.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no significant risks associated with this application.

ATTACHMENT(S)

- 1. Background and Planning Evaluation
- 2. Proposed Bylaw 30P2021
- 3. Applicant Submission
- 4. Community Association Response
- Development Permit (DP2021-1312, DP2021-1336 and DP2021-1337) Summary
- 6. Applicant Outreach Summary
- 7. Proposed Bylaw 96D2021

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

At the 2020 July 20 Public Hearing, Council considered and refused an identical policy and land use amendment (CPC2020-0596) on this site, seeking redesignation from R-C1 to R-C1N. In accordance with the *Municipal Government Act*, the applicant waited six months after refusal of the application before submission of this current application. To reduce any uncertainty regarding the final design the applicant has submitted concurrent development permit applications at this time for the three single detached dwellings.

The subject site is located in the community of Hounsfield Heights / Briar Hill at the northeast corner of 10 Avenue NW and 19 Street NW. The site includes two parcels and is approximately 0.09 hectares (0.23 acres) in size. Site dimensions are approximately 31 metres wide by 31 metres long. The parcels are currently vacant.

Surrounding development consists of single detached dwellings designated as R-C1 District. R-C1N District land uses exist approximately 130 metres south of the subject site adjacent to 8 Avenue NW. Briar Hill Elementary School is approximately 500 metres west of the site. The Lions Park LRT Station is located approximately 500 metres north of the subject site.

Community Peak Population Table

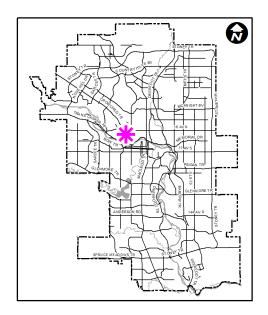
As identified below, the community of Hounsfield Heights / Briar Hill reached its peak population in 1971.

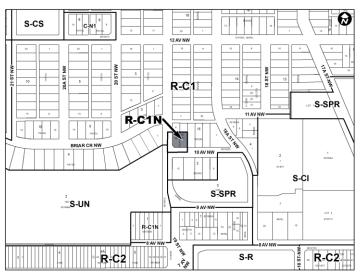
Hounsfield Heights / Briar Hill	
Peak Population Year	1971
Peak Population	3,294
2019 Current Population	2,798
Difference in Population (Number)	-476
Difference in Population (Percent)	-15.1%

Source: The City of Calgary 2019 Civic Census

Additional demographic and socio-economic information may be obtained online through the Hounsfield Heights / Briar Hill community profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C1 District is a residential designation applied to developed areas that is primarily for single detached dwellings that may include a secondary suite. The R-C1 District allows for a maximum building height of 10 metres and requires a minimum parcel width of 12 metres. The R-C1 District allows for a maximum of one dwelling unit per parcel.

The proposed Residential – Contextual Narrow Parcel One Dwelling (R-C1N) District is a residential designation applied to developed areas that is primarily for single detached dwellings that may include a secondary suite. The R-C1N District allows for a maximum building height of 10 metres and a minimum parcel width of 7.5 metres. The R-C1N District allows for a maximum of one dwelling unit per parcel.

Development and Site Design

The rules of the R-C1N District and policies of the *Hounsfield Heights/Briar Hill ARP*, as amended, would provide guidance for future subdivision and site development including appropriate uses, building massing, height, landscaping, and parking. Concurrent development permits for three single detached homes at the subject site have been received by Administration, a summary has been included as Attachment 5. A subdivision application will be submitted if the proposed policy and land use amendment are approved. The proposed single detached homes have been designed to be standalone, with building floor areas similar in size ranging from 2,000 square feet to 3,200 square feet and are consistent with adjacent single detached homes.

The concurrent development permit applications provided an opportunity for a detailed review of site access, landscaping, parking and building height in relation to site and adjacent development. The concurrent development permit applications have been reviewed by Administration, the Community Association and adjacent residents. Administration has reviewed the amended applications in response to the community concerns raised at the July 2020 meeting of Council and recommends approval of the land use, policy amendment and concurrent development permit applications. The applications have addressed many of the concerns raised during the initial application process and propose three low density, single detached dwellings that are in line with the community context, scale, and design considerations.

Transportation

Pedestrian access to the site is available from existing sidewalks along 19 Street NW and 10 Avenue NW. Direct vehicular access for new development would be from 10 Avenue NW. The site is serviced by Calgary Transit with bus stops located approximately 350 metres south on 19 Street NW, 400 metres southeast on 8 Avenue NW and 450 metres north on 14 Avenue NW.

The Lions Park LRT Station on 14 Avenue NW is approximately 500 metres to the north or an 8-minute walk.

The applicant provided a transportation review prepared by a transportation engineering consultant in response to concerns stated by community members at the 2020 July 20 public hearing. Key findings of the transportation review are:

- the proposed development will result in minimal impact to the traffic network;
- a net loss of one on-street parking stall, however on-site parking requirements are met;
- The proposed driveway access relocation from 19 Street NW to 10 Avenue NW reduces pedestrian-vehicle conflict and improves overall pedestrian safety;
- based on collision data between 2015 2020, the 19 Street NW and 10 Avenue NW intersection is not considered unsafe;
- removal of vegetation and retaining walls will improve motorist sightlines at the corner of 10 Avenue NW and 19 Street NW; and
- sidewalks will be widened adjacent to the site.

The Corporate Planning Applications Group agrees with the findings of the transportation review provided by the applicant.

Environmental Site Considerations

There are no environmental concerns associated with the site or this proposal.

Utilities and Servicing

Water and sanitary mains are available and can accommodate potential redevelopment of the subject site without the need for off-site improvements at this time. Individual servicing connections, as well as appropriate stormwater management will be considered and reviewed as part of a development permit.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered, and is aligned with, the policy direction of the <u>South Saskatchewan Regional Plan</u> which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's <u>Interim Growth Plan</u> (IGP). The proposed land use and policy amendment builds on the principles of the IGP 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 Residential – Developed – Inner City area as identified on Map 1: Urban Structure of the <u>Municipal Development Plan</u> (MDP). Both City-Wide policies and Inner City area policies apply. In general, these policies encourage redevelopment in inner city communities that is similar in scale and built-form to existing development, including a mix of housing. In addition, MDP policies encourage higher residential densities in areas that are more extensively served by existing infrastructure, public facilities, and transit. The application is a low-density proposal for three single detached homes that are similar in scale, size and built form to the surrounding community. Administration has determined that the proposal is in alignment with the principles of the MDP.

Climate Resilience Strategy (2018)

The <u>Climate Resilience Strategy</u> identifies programs and actions intended to reduce Calgary's greenhouse gas emissions and mitigate climate risks. This application does not include any actions that specifically meet objectives of this plan, however, opportunities to align development of this site with applicable climate resilience strategies may be explored and encouraged at subsequent development approval stages.

Hounsfield Heights/Briar Hill Area Redevelopment Plan (Statutory – 1989)

The site is located within the Low Density Residential Conservation and Infill category of the *Hounsfield Heights/Briar Hill Area Redevelopment Plan* (ARP). The ARP predates the approval of the current *Municipal Development Plan*. The Low Density Residential Conservation and Infill areas are intended to maintain stability in the community and to protect the existing low density residential character and quality of the neighbourhood through the preservation of single detached housing styles. The proposal allows for building forms consistent with the ARP objectives for this area, as it would provide exclusively single detached housing. The ARP also notes in Section 2.1.3.4 specific language around future subdivisions and as such, an ARP amendment is required to accommodate the proposed R-C1N District and subsequent subdivision (Attachment 2).

Current ARP policy:

Section 2.1.3.4 Re-subdivision of existing lots should respect the general development and subdivision pattern of the adjacent area in terms of parcel size, dimensions and orientation. Lands located at 1616 11 Avenue NW may be appropriate for subdivision.

Proposed ARP policy: Section 2.1.3.4 Re-subdivision of existing lots should respect the general development and subdivision pattern of the adjacent area in terms of parcel size, dimensions and orientation. Lands located at 1616 - 11 Avenue NW and 1922 and 1924 - 10 Avenue NW may be appropriate for subdivision.

Riley Communities Local Area Plan

The Hillhurst/Sunnyside ARP is currently in the initial phases of review as Administration is currently working on the Riley Communities Local Area Plan (LAP) which includes Hillhurst/Sunnyside and other surrounding communities. Planning applications are being accepted and reviewed during the local growth planning process. The Riley Communities LAP is currently on hold but is anticipated to be relaunching in Q4 2021.



CPC2021-0764 ATTACHMENT 2

BYLAW NUMBER 30P2021

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE HOUNSFIELD HEIGHTS/BRIAR HILL AREA REDEVELOPMENT PLAN BYLAW 15P89

(LOC2021-0032/CPC2021-0764)

WHEREAS it is desirable to amend the Hounsfield Heights/Briar Hill Area Redevelopment Plan Bylaw 15P89, as amended;

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

2

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 Hounsfield Heights/Briar Hill Area Redevelopment Plan attached to and forming part of Bylaw 15P89, as amended, is hereby further amended as follows:
 - (a) Under section 2.1.3.4, delete the last sentence and replace it with the following:

"Lands located at 1616 - 11 Avenue NW and 1922 and 1924 - 10 Avenue NW may be appropriate for subdivision."

z. Tillo Bylaw domico ilito fordo t	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 F 403 201 5344

2021.02.26

Planning & Development The City of Calgary PO Box 2100, Station M 800 Macleod Trail SE

Calgary, Alberta T2P 2M5

APPLICANT STATEMENT

RE:

New-revised planning and development applications and update regarding a previous application (LOC2019-0160)

Land Use Redesignation and concurrent Development Permit Applications at: 1922 and 1924 10 AV NW (Hounsfield Heights/Briar Hill), City of Calgary

PROJECT OVERVIEW

- Project: Briar Hill Land Use Redesignation from Residential-Contextual One Dwelling (R-C1) to Residential Contextual Narrow Parcel One Dwelling (R-C1N)
- Address: 1922 + 1924 10 AV NW
- Landowner (developer-builder): Kiran Rattan (Eagle Crest Construction)
- Development Proposal: Three single detached dwellings/lots (from currently allowed two single detached dwellings/lots)
- Application Number: LOC2019-0160
- Administration Recommendation: Approved
- Council Public Hearing Date: July 20, 2020
- Council Decision: Refusal

The City of Calgary (City) allows a new land use amendment application to be submitted and considered on a parcel after a 6-month period following a Council decision. Over the last few months, the landowner and project team have re-evaluated the previous application and reviewed the concerns and comments heard, including at the July 2020 Council Public Hearing. We also recognize that during the Public Hearing there was some misunderstanding and incomplete information about the site and application, which was apparent through the questions and debate among some Councillors. We have undertaken a formal Pre-Application Meeting with The City to discuss the previous application and our proposed changes and approach with a new application. We have made a number of adjustments to the proposal. These includes:

- the submission of a concurrent Development Permit application (to be led by project architect FAAS) -- addressing concerns over demonstrating the detailed bricks and mortar development intent;
- completion of a Transportation Review (completed by a professional Transportation Engineer, Bunt & Associates) -- addressing concerns over intersection safety, sight lines, driveway access and parking;
- revised site design and lot widths, addressing concerns that wider lots should be adjacent to the easterly neighbouring lot and the lot at the 19 ST/10 AV NW intersection/corner should be designed to improve intersections safety; and,
- retained Arquiecos Group to prepare a considered site landscape plan for the private lots, addressing concerns related to loss of existing vegetation and intersection sight lines and safety.

www.civicworks.ca



460 - 5119 Elbow Drive SW Calgary, Alberta T2V 1H2 P 403 201 5305 F 403 201 5344

With the new application and adjustments, we resubmit with the same fundamental land use amendment (R-C1 to R-C1N) to allow: three (3) single detached dwellings on three (3) separate lots -- a net increase of one (1) single detached dwelling/lot.

Similar to the previous application, we will be undertaking a comprehensive stakeholder outreach, which will include:

- launching a website (www.1922hh-bh.ca) with detailed application information, updates, contact information (engage@civicworks.ca and 587.747.0317) and feedback forms;
- posting detailed on-site signage to complement City required on-site notice;
- sharing this letter with residents that have previously inquired with the project team, and a
 postcard notice with residents within a 1-block radius of the site; and,
- reaching out and staying in regular contact with the Community Association and Ward 7
 Office throughout the application process.

With this new application, we continue to be committed to good information sharing and a transparent outreach process with our neighbours and area stakeholders. We invite feedback and will commit to listening and responding to what we hear, including providing a publicly available What We Heard Report at the conclusion of the application review process. While we may not be able to satisfy all suggestions made, we will endeavour to respond and refine the application where feasible. We also recognize that many neighbours and area stakeholder oppose the fundamental increase of one (1) additional lot and dwelling being sought through the application.

The proposed land use redesignation is in keeping with the policy intent of the Municipal Development Plan and Area Redevelopment Plan and will facilitate a development vision that provides 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 that Administration, Calgary Planning Commission and Council support this application.

Should you have any questions, comments, or concerns, please contact me at 587.392.6184 or darlene@civicworks.ca.

Sincerely, CivicWorks

Darlene Jehn | Urban Planner BES, MSc, RPP, MCIP, PMP

www.civicworks.ca

Community Association Response



File Manager Rockley,

Thank you for the opportunity to once again comment on this application. Please find attached all of the Community Association's submissions on the previous application (LOC2019-0160) which was refused at Council. From the perspective of Land Use Redesignation, nothing has substantively changed between the final version of the previous redesignation application considered by Council and this one. As such, the Community Association's position taken on behalf of its residents and the neighbourhood-at-large has not changed and it respectfully requests that these submissions be taken into consideration for the current application.

In particular, the Community Association notes in this application the geometry of the three parcels has been tweaked slightly and acknowledges and appreciates that the applicant has done so to mitigate - to an extent - concerns raised by the community and residents with respect to the previous application. However, for all the reasons set out previously, the aggregate parcel that was originally known as 1924 10 Ave NW is simply not appropriate for redesignation and subdivision into three parcels. As noted before, the Community Association is supportive of redevelopment on the two parcels that the original one was subdivided into several years ago in that redesignation is not required to do so, it aligns with the ARP without amendment, and the additional intensity represented by two parcels does not raise the same extensive concerns as the prospect of three does.

Although the Community Association appreciates that the applicant has submitted development permit applications for each of the three parcels proposed to be created through this Land Use Redesignation, it notes that full approval of this redevelopment proposal will also require two additional applications: one for ARP amendment and one for subdivision. (If this understanding is incorrect, the CA requests immediate clarification from the Development Authority as to why one or both of these applications will not be required!) As such, the CA respectfully suggests that any consideration of this application be deferred until all of the necessary applications have been submitted and can all be considered concurrently.

The Community Association also observes that neither the planning considerations guiding the redevelopment of this parcel nor the approval process have changed since the previous application was considered. On this basis, the Community Association regards submission of this application at this time to be frivolous and a waste of both City and Community resources and hopes that Planning & Development shares this perspective.

More specifically in this regard, the Guidebook for Great Communities policy remains in draft and Council has directed its further revision. Even if it had been approved earlier this month, the Community Association would like to remind Planning & Development that Guidebook policies would still not have been in effect for this parcel in that the development of the requisite Riley Communities Local Area Plan has not yet even commenced. It would be entirely inappropriate to recommend approval of any proposal in anticipation of a future Local Area Plan which has not yet even been drafted muchless finalized and enacted by Council. Despite age or other concerns that Planning & Development may have with it, the existing planning rationale currently in effect for this parcel must be that which is used to evaluate this application.

So to summarize, in that

- despite Planning & Development's recommendation for approval, Council refused a previous application for redesignation
- the current application for redesignation is not substantively different from the previous one
- neither the redevelopment rules or approval process have changed in the time since the previous application

the Hounsfield Heights Briar Hill Community Association requests that Planning & Development ask the applicant to consider withdrawing the application, and if the applicant is unwilling to do so, recommend to City Council that this application be REFUSED.

Although it acknowledges that the development authority has no statutory requirement to do so, the Hounsfield Heights Briar Hill Community Association respectfully requests to be kept apprised via email to this address of changes to the status of this application and be notified of any decision made by development authority on it forthwith.

Given delivery problems with past submissions, the Community Association also requests confirmation from the File Manager of receipt of this email.

Please don't hesitate to get in touch if you have any questions or require any further information.

\|/ Jeff Marsh \|/ Director, Strategic Planning & Land Use Hounsfield Heights Briar Hill Community Association (403)606-2774



HOUNSFIELD HEIGHTS - BRIAR HILL COMMUNITY ASSOCIATION

Box 65086, RPO North Hill Calgary, AB T2N 4T6 403-282-6634 http://www.hh-bh.ca

December 4, 2019

Delivered via email (Matt.Rockley@calgary.ca, cpag.circ@calgary.ca)

City of Calgary Attn: Matt Rockley Re: LOC2019-0160 800 Macleod Tr SE PO Box 2100, Postal Station 'M' Calgary, AB T2P 2M5

Mr Rockley,

Please accept the following submission from the Hounsfield Heights Briar Hill (HHBH) Community Association (CA) which both encapsulates the many, many comments that we have received from our residents regarding the proposed land use redesignation (LOC2019-0160) for 1922 & 1924 10 Ave NW and expands upon them in the context of our community's history and evolution. The HHBH CA respectfully requests that City of Calgary Planning and Development recommend to City Council REFUSAL of redesignation application LOC2019-0160 for 1922 & 1924 10 Ave NW on the basis that it is entirely inappropriate not only from a community planning perspective but also as a result of the inadequacy of the site to sustain such a redesignation. It should be further noted that the HHBH CA has not received even a submission from a single resident in support of either the land use redesignation application or larger redevelopment proposal. In our experience this is without precedent.

Community Planning Perspective

Most important to the CA and our residents is maintaining a healthy and vital environment in which to conduct our daily lives. We embrace investment and redevelopment within our neighborhood that enhances this environment. Unfortunately, not only does the proposed land use resignation of 1922 & 1924 10 Ave NW NOT enhance it, if approved as proposed, the redesignation would be to the detriment of the long term health and vitality of our community as outlined below:

Overview of the Community Architecture of Hounsfield Heights Briar Hill

The heart of Hounsfield Heights Briar Hill is one of the last remaining examples of a neighborhood of single family dwellings built on generously sized lots in such a fashion as to create a feeling of open natural space throughout the neighborhood. This community architecture was introduced through greenfield development in the 1950's during which time both parcel and dwelling size increased from that which had been build in previous decades. It proved such a popular model during that period that as of a quarter century ago it was likely the predominant community architecture throughout the area of Calgary we now generally refer to as the "inner city". As such, diversification in the inner city to introduce other architectures (and

1

thereby a greater variety of dwelling types) was both inevitable and necessary, and has subsequently occurred. However, at present, said diversification has been so successful that there remain only a very few communities where this architecture persists with contiguity in more than isolated copses. Additionally, of that which remains, HHBH's share is arguably some of the most centrally located, has the best access to transit, and is within walking distance of the widest variety of retail, educational, and institutional amenities. Maintaining the existing community architecture found in the heart of HHBH is very much about retaining a lifestyle choice for every Calgarian.

This, however, is not to say that the heart of HHBH has remained static and unchanged since its inception. That diversity in the built form of dwellings has exploded over the years has only strengthened the character of the neighborhood. Through infill redevelopment, many original bungalows have been replaced by homes ranging in architectural style from traditional to modern and in function from larger two storey homes for families to more accessible bungalows catering to the needs of retirees and empty nesters. Secondary suites are welcomed in the heart of community in the context of furthering single family use of dwellings such as the co-accommodation of older relatives, adult children and extended family. However, in other neighborhoods previously developed in this style, when parcel size has diminished, lot coverage has increased and building separations have diminished, the character of the community has fundamentally changed with it. The key to sustaining and perpetuating the existing style of single family living amid open natural space in the heart of HHBH is not about the built form of the dwellings but instead the generous parcels defined by well established minimums for size, width, separation and a maximum coverage.

It is worth noting that while sometimes historical community architectures phase out over time in that they are no longer desirable and fall out of demand, this is very much *NOT* the case with regard to the long standing community architecture of the heart of HHBH. This architecture supports a "single family living amid open natural space" lifestyle and remains very much in demand. While the neighborhood has many long term residents, there are likely just as many, if not more, who have sought out real estate in and relocated to the heart HHBH explicitly for this lifestyle. This is demonstrated by the fact that both land and dwelling value in the heart of the neighborhood remain at or above the city average and the rolling inventory of real estate for sale in the heart of the community remains consistently low. Further, the observed trend is that as the community architecture found in the heart of HHBH continues to disappear from other communities, demand for it in HHBH continues to increase. A decreasing supply of any commodity that is in demand is harmful in that it increases prices and decreases affordability. In this instance, from a market perspective there is absolutely no impetus for land in the heart of HHBH to be redesignated for other uses as current demand more than sufficient to sustain the existing supply.

By nature a community is not comprised of a single architecture but is instead defined the combination of several. At the same time it is important to note that not every architecture needs to or should exist in every community. Especially accounting for its small geographic size, HHBH already also hosts a large variety of other community architectures that support a great number of lifestyles from high-rise condo to low rise apartment to clustered townhome to retirement and institutional living.

The final aspect to consider regarding HHBH is how its different community architectures are oriented and interact with one another. To illustrate the orientation of HHBH, consider its skyline. For purposes of visualization, if the community were to be flattened out (i.e. take out the hill) and its corners rounded to make it oval rather than rectangular, one could very much envision the skyline reaching up to touch - but not project into - a giant egg hovering over the centre of the community. In other words, taller buildings and thus greater intensity occur exclusively around the periphery of our community with the least intense use thriving at its centre. With regard to interaction, whether through careful design or lucky happenstance, this layout combined with the physical geography of the community results in very harmoniously coexistence. Almost all of the least intense use found in the heart of the community is buffered from the more intense uses on the north by the LRT right-of-way and on the south by green space along the side of the escarpment. HHBH is fortunate that the existing boundaries between land use designations coincide with geographic separations and as such redrawing said boundaries would not be in the best interest of the community.

While 19 St W is a necessary traffic collector through HHBH, it provides central access to the community itself and, more importantly, from a community perspective, does not disruptively bisect the neighborhood to the same extent that it does in adjacent communities to the north and south. This is primarily the result of measures that the community has taken over the years to calm traffic along it and diminish its impact on our neighborhood which include the reduction from 4 traffic lanes to 2 traffic lanes and 2 parking lanes, an overhead lit-on-demand crosswalk along with curbs that protrude to the traffic lanes at 12 Ave N and the installation of a cautionary digital speed sign on the hill. Hence, despite how it might appear on a map, from the perspective of land use, 19 St does not segregate HHBH. That being said the community is cognizant of the potentially divisive influence it could have on our neighborhood and as such efforts continue to manage its effect. In fact, just yesterday there was significant discussion on our community forum regarding the calming infrastructure at 12 Ave N which resulted in a request being placed with the city to investigate making changes to further improve the safety of this intersection. From the perspective of endeavoring to continue to diminish its local impact, it is not in HHBH's best interests for change to occur along 19 St W which accentuates its potential to divide the community.

Similarly it is also necessary to challenge some common misconceptions associated with the need for redevelopment along 19 St W through HHBH. Generally there is a strong correlation in Calgary between thoroughfares and more intense redevelopment. However, it is important to consider why that correlation exists. The usual reason is that as traffic levels increases along thoroughfares, adjacent parcels become less desirable and consequently are often allowed to deteriorate as they are less attractive for revitalization. One method of encouraging said revitalization is to redesignate the adjacent parcels to uses that are less impacted by traffic levels on the adjacent thoroughfare. Ergo the association between intensification and major thoroughfares materializes. However, this is very clearly *NOT* the case for parcels along and proximate to 19 St W through HHBH. Full infill redevelopment within the existing designation has and continues to occur along in both 19 St W as well as at the end of streets that abut it such as 10 Ave W and Briar Crescent. Many of the original dwellings along 19 St W are highly renovated and, as a group, are some of the best maintained homes in the entire neighborhood regardless of their level of renovation. As one of the healthiest and most vital areas of

neighborhood, there is no compelling reason to preferentially consider redesignation along and proximate to 19 St W. In fact, redesignation in this area is less desirable than it might be elsewhere given its potential to disrupt the delicate balance of elusive factors which has resulted in this level of health and vitality.

Lack of Fit of Proposed Redesignation in the HHBH Community Architecture

- * The parcel proposed for redesignation is actually located right in the heart of Hounsfield Heights Briar Hill. From an east-west perspective it is smack dab in the middle and from a north-south perspective while slightly more towards the southern boundary than the north it is by no means at the edge of the community. Specifically, the community is only 8 blocks wide and the parcel under consideration is in the 3rd block from the south which places it more towards the centre than the outside. From a distance perspective, the community is 800m wide and the proposed redesignation site is 200m from the south edge of the community. Hence it is 25% or a full one quarter of the way into the neighborhood! From this perspective the application's claim deeming 'the higher order topologies' being 'proximate' to the site is highly misleading. The parcel under consideration, being in the heart of HHBH, is *NOT* appropriate for redesignation in that there is no impetus to redesignate land in the heart of Hounsfield Heights Briar Hill which remains very much in demand based on its current use.
- * The parcels which would be created under the redesignation are adjacent and/or proximate to 19 St W. The HHBH CA asserts the application for redesignation should be REFUSED on the basis that it threatens the continued vitality of one of the healthiest areas of our neighborhood.
- * The appeal in the application that the land proposed for redesignation is 'proximate' to the R-C1N and R-C2 parcels to the south is paramount to suggesting that over the longer term the current boundary between the R-C1 designation and the more intense designations to the south could shift to the north. In that the community believes the land use designation boundaries to be optimally drawn based on their present coincidence with geographic separators, the intimation that the boundary could shift to the north to accommodate this redesignation is NOT a valid argument in support of the application.
- * Also, while the application's claim deeming of 'the higher order topologies' being 'proximate' to the site has already been refuted, it is very important to note that the site is *NOT* 'adjacent' to them. As such, redesignation of this parcel would create an island of R-C1N designation surrounded by area of existing R-C1. Not only is the site surrounded by R-C1 designated land, but that R-C1 designated land is further separated from 'the higher order topologies' by green space. There is no compelling reason to introduce unnecessary inconsistency and fragmentation into the zoning of our community and the application should be REFUSED on this basis.
- * The proposed redevelopment will result in a relatively tall structure setback a minimum distance from 19 St W. This type of massing, particularly if it established the precedent for future redevelopment along 19 St W, creates a visual impact that emphasizes rather than diminishes the potential of 19 St NW to divide HHBH. The land use redesignation should be

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REFUSED on the basis that it is in the best interests of the community to minimize, not emphasize, the divisive potential of 19th St NW.

- * The resulting redevelopment from the redesignation will occur along 10 Ave N (*NOT* 19th St W) which is one of the most sedate streets in the entire neighborhood in that this portion of it extends only a single block. As such intensification along it will necessarily cause a higher degree of intensification of this street on the whole than would result on a longer, busier street elsewhere in the neighborhood. From an overall community perspective, land along 10 Ave N is less desirable for redesignation and the application should be REFUSED on this basis.
- * The width of the narrowest of the 4 parcels proposed under the redesignation will be 7.57m. The other parcels on 10 Ave N range in width from 15.24m to 40.31m which means that the smallest proposed parcel is between 19% and 50% the size of the neighboring ones. The smallest width is also only 62% of the well established minimum lot width of 12.19m in the heart of the community. The redesignation application should be REFUSED on the basis that lot width is important in terms of upholding the character of HHBH and both the relative difference in width as compared to neighboring parcels and the degree of relaxation required from the well established community minimum are very significant.
- * The area of the smallest of the 4 parcels proposed under the redesignation will be approximately 236 sq m in area. At approximately 560 sq m, the adjacent parcel to the north is otherwise by far the smallest parcel in the immediate area and the smallest new parcel is only 42% of the size of it. The other parcels on the street range from 750 sq m to more than 1000 sq m which places the smallest of the new parcels at between (less than) 24% and 32% of its neighbors on 10 Ave NW. The minimum parcel size under the existing designation is 330 sq m which means that the area of the smallest proposed parcel is only 72% of the established community minimum. In that the minimum parcel size under the proposed redesignation is 233 sq m, the proposed parcels are also just over the minimum size even it allows. The redesignation application should be REFUSED on the basis that lot size is important in terms of upholding the character of HHBH and the degree of relaxation required from the well established community minimum is very large.
- * Under the proposed redesignation, the maximum coverage will increase from 45% to 50%. The existing community standard of 45% lot coverage is important parameter to maintain balance between dwellings of disparate scales and has been strictly enforced. In that maximum coverage is important in upholding the character of HHBH, the CA asserts that this is sufficient basis for REFUSAL of the application, however if the development authority disagrees then, at a minimum, the HHBH CA requests that it restrict the maximum coverage of these parcels to 45% by special provision.
- * The average minimum separation between buildings under the existing designation is 1.8m but under the new designation the minimum separation between buildings on the new parcels is proposed to be 1.5m which is only 83% of the established minimum community standard. In that minimum separation is important in upholding the character of HHBH, the CA asserts that this is sufficient basis for REFUSAL of the application, however if the development authority disagrees then, at a minimum, the HHBH CA requests that it define minimum

side yard setback such that the minimum building separation will be at least 1.8m by special provision.

- * Streetscapes in the heart of Briar Hill continue to evolve and while eclectic and highly varied still retain a sense of consistency and flow. The streetscape of 10 Ave is no exception. Given its location along the side of the hill it has always had grand homes and the trend over time has been towards broader dwellings. The introduction of 4 tall and very narrow dwellings is neither consistent with the context of the existing streetscape nor the direction in which it has been evolving. The redesignation application should be REFUSED on the basis that new development should be designed in a manner which is responsive to the local context.
- * Policy-wise, the aforementioned attributes of the community architecture in the heart of HHBH are largely protected by specific provisions of the Hounsfield Heights Briar Hill Area Redevelopment Plan, and the Low Density Residential Housing Guidelines for Established Communities. The proposed resignation is in violation of numerous provisions of these policies. In his already delivered submission, Bob MacInnis, an HHBH resident has provided a detailed analysis of these violations with which the HHBH CA concurs. Rather than repeat that information here, Mr MacInnis' submission is included with this one for convenience.
- * The HHBH CA also asserts that it is inappropriate to grant a land use redesignation for 1922 & 1924 10 Ave NW at this time on the basis of both the Certificate of Lis Pendens and the Restrictive Covenant currently registered against Provincial Land Title of each parcel. With regard to the Certificate of Lis Pendens, our position is that it is untimely and ill advised to approve a material change to the land use of the parcels while an action remains before the courts with respect to their ownership. As a matter of principle, we also believe that restrictive covenants registered against title should be respected and the proposed redevelopment is in violation of the existing covenant. However, in that HHBH CA mentions these only briefly in that it understands the city's maintains that there is no requirement for it to consider registrations on title and thus they have no bearing on civic planning and development processes.

Site Inadequacies

Notwithstanding the relative location of 1922 & 1924 10 Ave NW in the community, it's physical attributes also make it a particularly poor choice to be redesignated as proposed - in fact it is probably one of the least adequate parcels in Hounsfield Heights Briar Hill to support the higher intensity use of an R-C1N designation. Specifically, that the site has:

- 1. No access to a back lane
- 2. A steep grade from back to front
- 3. Immediate adjacency to a significant intersection

These factor independently and in combination pose a myriad of complications and challenges in the redevelopment of the site to the detriment of the neighborhood that increase proportionally with intensity.

- * That the parcel is laneless, necessitates a front driveway for all four dwellings onto to 10 Ave NW which as compared to the amount of driveway required for the two dwellings the site is presently subdivided for:
- leaves little, if any, space for trees or landscaping. A lack of trees and landscaping in the portion of the development adjacent to public realm is contrary to the "living amid open natural space" characteristic of the community
- ii) requires at least twice as much curb cut in the front side walk. Curb cut is hazardous to sidewalk users, particularly scooter riders. Current residents of 10 Ave N already observe that existing front driveways crossing the sidewalk create a significant icing hazard during winter freeze-melt cycles
- iii) will reduce the amount of on street parking available on 10 Ave N despite the proposed redevelopment actually increasing the requirement for on street parking
- iv) creates additional safety hazards with twice as many sloped driveways from which twice as much traffic will reverse either onto and off of 10 Ave N on a regular basis within 30m of its intersection with 19 St NW. Southbound traffic on 19th St W forced to wait to turn left onto 10 Ave N is in a precarious position stopped just over the crest of the hill. If traffic or hazards (such as waste, recycling and compost carts) further increase turning time, vehicles remain in that precarious position for longer. In the winter safety concerns are magnified yet again as 10 Ave N is a point at which vehicles northbound on 19 St N often become stuck and will veer onto 10 Ave N as to escape the impassable grade.
- * That the parcel is laneless requires waste and recycling services to be rendered via the street at the front. On recycling and compost collection day, there will be no fewer than 8 carts on the street within 31m of a significant intersection with two of those within 8m of the intersection. This is twice as many carts, some of which will invariably be closer to the intersection, as would be present with the two dwellings for which the site is presently subdivided. Depending upon how close the carts are in practice placed to the intersection, the waste services vehicle may not be able to safely collect them without impeding traffic on 19 St N.
- * Given that historically there have been problems with stability of the slope on which the site is located there remain outstanding concerns about it (egg that it is not uncommon for sink holes to develop in the area) given the scope of the proposed development, is considerably more substantial than had previously been considered for the site

That the site is laneless, has a significant grade, and adjacent to a significant intersection render it unable to adequately support a higher intensity R-C1N designation and this on its own should be sufficient justification for the redesignation application to be REFUSED.

Summary

The unsuitability of this site for the redesignation proposed is clear for obvious reasons and has generated community wide concern amongst the residents of HHBH. A community meeting held on November 26, 2019 which CivicWorks, as applicant and representative of the owner, was kind enough to attend, saw 87 HHBH residents come out to express concerns about the redesignation and larger redevelopment proposal. This is the largest attendance recorded at a community meeting in more than 5 years. Upon leaving the meeting every resident was asked if he/she believed the proposed redevelopment would have a positive, neutral, or negative impact on the community. More than 90% of attendees felt the impact would be negative and none felt it would be positive. Residents from 70% of the households located on the same block of 10 Ave NW attended the meeting and all of them believed the redesignation would have a negative impact on the community.

The HHBH CA feels justified in saying that the current owner of 1922 & 1924 10 Ave NW has not been good neighbor since acquiring the (then single property) in December 2017. Although the site has been vacant for more than two years now it remains fenced off with unattractive construction fence that is only intended for temporary use. The owner has allowed graffiti to persist on a trailer that is perpetually parked on the site and in the winter frequently fails to remove snow from the sidewalk along 10 Ave N and 19 St W as required by bylaw (which the CA believes has been enforced against the owner on at least one occasion). Despite the HHBH CA reaching out to the owner through his representatives during the prior subdivision application in early 2019 to request community consultation if anything other than conventional redevelopment was contemplated for the site, the owner or his representatives chose to not reciprocate until after this redesignation application was submitted. In that past actions are often indicative of future behavior, the HHBH CA doesn't not believe that the owner is working with the best interests of the community in mind in proceeding with the proposed redevelopment.

In conclusion, the Hounsfield Heights Briar Hill Community Association respectfully requests that City of Calgary Planning and Development recommend to City Council REFUSAL of redesignation application LOC2019-0160 for 1922 & 1924 10 Ave NW. Furthermore, the HHBH CA requests City of Calgary Planning and Development provide the CA with its recommendation to City Council promptly and in a timely manner. The HHBH also politely asks to be circulated on all documentation generated by the City of Calgary with regard to this application (such as Detailed Team Reports) as soon as it becomes available and can be released.



HOUNSFIELD HEIGHTS – BRIAR HILL COMMUNITY ASSOCIATION

Box 65086, RPO North Hill Calgary, AB T2N 4T6 403-282-6634 http://www.hh-bh.ca

April 28, 2020

Delivered via email (Matt.Rockley@calgary.ca, cpag.circ@calgary.ca)

City of Calgary
Attn: Matt Rockley Re: LOC2019-0160
800 Macleod Tr SE
PO Box 2100, Postal Station 'M'
Calgary, AB
T2P 2M5

Mr. Rockley,

Separate and apart from the land use redesignation application for 1922 & 1924 10 Ave NW (LOC2019-0160) circulated in late 2019 on which the Hounsfield Heights Briar Hill Community Association (HHBH CA) provided comment at the time, please consider the comments from HHBH CA on behalf of the community regarding the subsequent application for an amendment to the Hounsfield Heights Briar Hill Area Redevelopment Plan (HHBH ARP) in respect of 1922 & 1924 10 Ave NW. Although the HHBH CA's comments with regards to the land use redesignation stand, it will not re-iterate them in this submission and instead comment exclusively on the ARP amendment application.

Although the ARP Amendment application was not submitted at the same time as land use redesignation application, it appears that the City of Calgary is appending the ARP amendment application to the land use redesignation application and proposes to consider these applications concurrently. HHBH CA considers this to be inappropriate in that these are independent applications of different scope which deserve to be considered separately and sequentially. Specifically, the HHBH CA requests that the land use redesignation application be put on hold, not progressing further through the planning and development process, until the application for ARP amendment has been fully considered and decided. This position is directly supported by the Detailed Team Review (DTR) issued by the Development Authority in respect of LOC2019-0160 on December 30, 2019 which states:

"Redesignation of existing low density residential to other higher density residential uses is strongly discouraged, so as to protect and maintain the stability

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and character of the community. Such redesignations are contrary to this Plan and would require an ARP amendment **before** proceeding." [Bold added for emphasis]

Without the context provided by a decision from Calgary City Council on the ARP amendment, the HHBH CA contends that neither can the Development Authority reasonably and responsibly make an informed recommendation to Calgary Planning Commission nor can the Calgary Planning Commission reasonably and responsibly make an informed recommendation to City Council on the redesignation. Similarly, the land use redesignation application should be recirculated to community residents and the public for comment having the context and perspective provided by a decision by City Council on an ARP amendment.

With regard to the proposed ARP amendment, exempting 1922 & 1924 10 Ave NW from provisions of our local ARP has significant ramifications for our community-at-large. It is our experience that the majority of our residents choose to live in our community because they enjoy and value its unique nature and established character. There are very few mechanisms available to our community to ensure that redevelopment which occurs within its bounds respects and enhances its nature and character, and the HHBH ARP is probably the most effective tool available to us in that regard. Despite the age of the document, for the portion of the neighbourhood in which 1922 & 1924 10 Ave NW are located it remains entirely relevant, and continues to well represent the community vision commonly shared by our residents. Its relevance is evidenced through both frequency and recency with which it has been and is referenced in respect of proposed redevelopment within the community.

While the HHBH CA acknowledges that the ARP amendment process exists for good reason, these particular parcels are not appropriate candidates for exemption from provisions of the ARP. In cases where there are unique or exceptional circumstances, such as being located on the edge of a community or adjacent to another land use type, there can be logical and valid reasons to exempt a particular parcel from provisions of an ARP. However in this case, the parcels are not extraordinary in any way and are located in the heart of an established area of the neighbourhood characterized by both original and new infill single family detached homes generously spaces across large parcels. In fact the parcels in question are much more representative of the norm than any exception.

The HHBH CA agrees with the Development Authority's conclusion in the DTR that the proposed redesignation is contrary to the HHBH ARP which has also been acknowledged by the applicant with its submission of an application for an ARP

amendment. Hence, while the necessity of applying for an ARP amendment is apparent, the appropriateness of granting such an ARP amendment is not. The applicant has provided no justification whatsoever as to why the provisions the ARP should not apply to these parcels. Without reasonable justification, the prospect of arbitrarily exempting particular parcels from provisions of an ARP renders the ARP entirely ineffective in fulfilling its mandate of providing specific direction relative to the local context. As such, arbitrary exemptions of particular parcels from provisions of an ARP can never be allowed.

The HHBH CA acknowledges the Local Growth Planning initiative which the City of Calgary is proposing to imminently launch for the Riley Communities (i.e. Local Growth Area 4) will result in the replacement of the current HHBH ARP with a new Local Area Growth Plan. However, this provides no valid justification to override the provisions of the existing in force ARP by allowing a site specific exemption from it. To frame this proposal in the context of Local Growth Planning (as outlined at https://engage.calgary.ca/Riley?redirect=/area4lap), the fabric of the local area around 1922 & 1924 10 Ave NW is consistent and well established and, as evidenced by the large number of submissions from HHBH residents on the proposed redevelopment, the community's vision for the evolution of the area is well defined and unanimously agreed upon. In that the proposed redevelopment will neither integrate with nor enhance the existing fabric of this area and does not align with the community vision for the area, it would almost certainly also be contrary to future Riley Communities Local Growth Plan.

As such, the HHBH CA respectfully requests that the Development Authority recommend the REFUSAL of this application to exempt 1922 & 1924 10 Ave NW Avenue NW from provisions of the HHBH ARP on the basis that there is no compelling reason to do so, and the precedent which would result from doing would substantially limit the future effectiveness and utility of our ARP which remains both relevant and in force.

The HHBH CA kindly requests the Development Authority provide it with written notice of the Development Authority's decision along with reasons in respect of its requests to consider the ARP amendment and land use redesignation applications separately and sequentially prior to issuing a recommendation to Calgary Planning Commission on either application. The HHBH CA also asks to be notified in writing of any recommendation the Development Authority makes to the Planning Commission on either application.



HOUNSFIELD HEIGHTS - BRIAR HILL COMMUNITY ASSOCIATION

Box 65086, RPO North Hill Calgary, AB T2N 4T6 403-282-6634 http://www.hh-bh.ca

July 12, 2020

Delivered via online form:

https://forms.calgary.ca/content/forms/af/public/public/public-submission-to-city-clerks.html

City Clerks Office, City Hall City of Calgary Mail Code #8007, PO Box 2100, Postal Station 'M' Calgary, AB T2P 2M5

Re: Additional Material for inclusion in the Agenda Package for the Public Hearing for LOC2019-0160 (1922 &1924 10 Ave NW) on July 20, 2020

His Worship, Mayor Nenshi & Members of Calgary City Council,

The Hounsfield Heights Briar Hill Community Association (HHBH CA) seeks to ensure that City Council is aware of its opposition to both the applications for Land Use Redesignation and ARP Amendment for 1922 & 1924 10 Ave NW for the reasons outlined in our previous submissions to the Development Authority which have been included with this submission for your reference. The redevelopment, as proposed, would be to the detriment of the long term health and vitality of our community and thus is not in the best interests of our residents.

In addition, the HHBH CA wishes to provide further perspective on revisions to the Land Use Redesignation regarding which it has not, until now, been afforded an opportunity to provide comment. As summarized by the statement in the Planning & Development Report to CPC:

"The application has been revised to create a total of three parcels instead of four in response to comments from the Community Association and residents."

Although this revision was made concurrently with the addition of the application for ARP Amendment, which required circulation, the Development Authority elected to not concurrently re-circulate the modified Land Use Redesignation even though it would not have incurred delay or cost. The HHBH CA contends that this is a represents a disregard for due process and transparency as was

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communicated via phone conversation with file manager Matt Rockley at the time of the ARP amendment circulation.

Consequently the application was reviewed by the Calgary Planning Commission without any perspective from either the community or its residents on the revisions. Similarly, although the HHBH CA is taking this opportunity to comment on the revisions, comment on the revised application has and will never be solicited from our residents.

The HHBH CA believes the brief statement regarding the change from four to three parcels is disingenious in that it also inherently implies that the modification also addresses concerns raised by the Community Association and residents. To be explicit, from the HHBH CA's perspective, the reduction from four to three parcels does not substantively alleviate or mitigate the concerns and/or overall incompatibility of the proposed redevelopment outlined in its previous submissions. As such, despite the revisions, the HHBH CA continues to strongly oppose the revised redevelopment proposal.

However, in the interests of providing constructive comment whenever possible, the HHBH CA would also like to use this opportunity to express it's support for redevelopment of this site with two (or fewer) parcels. Although superficially it seems reasonable to assert that the progression from the single parcel that the site has historically hosted to the four parcels originally proposed would be linear, it is not. There is very significant and consequential difference between creating 2 and 3 parcels on this site. Two parcels can be created – and in fact already have been created by the already approved subdivision application which cleaved 1922 from 1924 10 Ave NW and was not opposed by the HHBH CA – requiring neither a land use redesignation that is disruptive to and incompatible with the adjacent land use nor an amendment to the HHBH Area Redevelopment Plan in that through careful design two compliant dwellings could reasonably be proposed. If the applicant were to revert to proposing two respectfully designed dwellings for the site, the HHBH CA would happily support and champion the redevelopment in that it would strengthen and enhance the character and vitality of this area of our commiuity.

In conclusion, the HHBH CA respectfully requests that Calgary City Council REFUSE both applications presently before it to redesignate the zoning of 1922 & 1924 10 Ave NW and to exempt this site from provisions of the HHBH ARP.

Development Permit (DP2021-1312, DP2021-1336 and DP2021-1337) Summary

Development permit applications (DP2021-1312, DP2021-1336 and DP2021-1337) were submitted by Formed Alliance Architecture Studio on 2021 March 2. The development permit applications are for three single detached homes.

The following excerpts (Figures 1, 2 and 3) from the development permit applications provide an overview of the proposal and are included for information purposes only. Administration's review of the development permit applications will determine the ultimate site and building layout, including parking, landscaping and site access and will also look at building design and materials. No decision will be made on the development permit application until Council has made a decision on this land use amendment application.

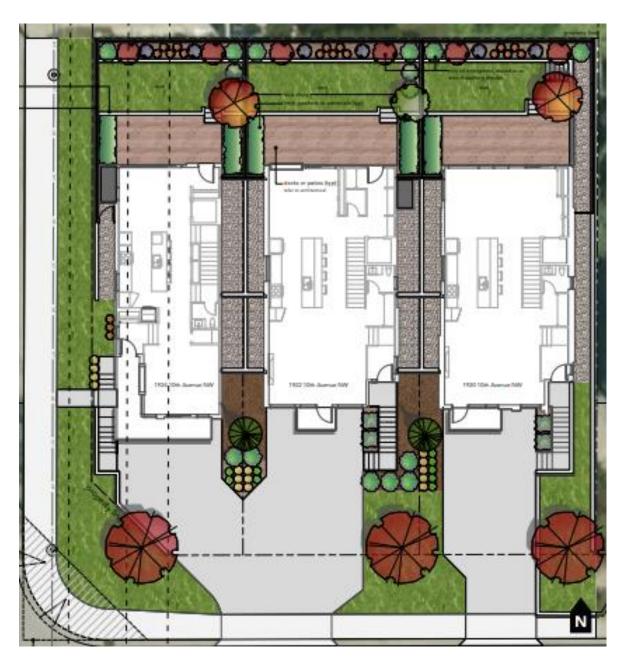
Figure 1: Rendering of DP2021-1337 Proposed Development (View looking northeast from 10 Avenue NW)



Figure 2: Rendering of DP2021-1312 and DP2021-1336 Proposed Development (View looking northeast from 10 Avenue NW)



Figure 3: Site Plan



Applicant Outreach Summary

Applicant-Led Outreach Strategies.



HAND DELIVERED MAILERS

Mailers were hand-delivered door-to-door (2021.03.03) to one-hundred and eighteen (118) of the nearest residences to the site, sharing project details and project team contact information.



STAKEHOLDER UPDATE LETTERS

To provide information on the project and outreach opportunities, letters were emailed directly (2021.03.03) to the Ward 7 Councillor's Office, Hounsfield Heights - Briar Hill Community Association, and all stakeholders who previously engaged with the project team regarding the prior Land Use Redesignation application (LOC2019-0160).



ON-SITE SIGNAGE

In addition to The City of Calgary's required notice posting, two (2) signs were installed on site (2021.03.03) by the project team, notifying the surrounding community of the applications and sharing project team contact information.



PROJECT WEBSITE

A dedicated project website (www.1922hh-bh.ca) was launched on 2021.03.03 to provide convenient access to up-to-date project information and an online feedback form. The Application Brief, concurrent Development Permit applications, Transportation Review, and Landscape Strategy were all provided for direct download and viewing



PROJECT PHONE LINE & VOICEMAIL

A project phone line voicemail inbox (587.747.0317) was shared with stakeholders to provide an alternative communication channel to reach the project team.



APPLICATION BRIEF

A brief summary of the development vision, including a planning / design rationale and a conceptual site plan, was made available for direct viewing and download on the project website (2021.03.03).

Applicant-led Outreach Overview.

Outreach Process

Our best practice outreach process was designed to share information on the development vision and provide communication channels for stakeholders to share their thoughts early in the process – all with the intent of maintaining a respectful and transparent conversation.

The project team would like to thank all those who participated in our outreach process and reached out with their questions and comments.

Our Commitment

Since no single design solution can satisfy all stakeholder groups 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 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.

Stakeholder Feedback + What We Heard

The project team has sorted all stakeholder feedback received in the applicant-led outreach for the current Land Use Redesignation application (LOC2021-0032) to date (2021.05.11), in addition to comments shared by The City of Calgary File Manager, according to key themes. We received a total of ten (10) responses through the applicant-led outreach process for LOC2021-0032. The following page addresses each theme by breaking it into "What We Heard" and the "Project Team Response".

We identified four (4) key themes:

- 1. Community Character
- 2. Policy Alignment
- 3. Lot Sizes
- 4. Application History

www.civicworks.ca

OUTREACH SUMMARY (LOC2021-0032, DP2021-1312, DP2021-1336, DP2021-1337)

What We Heard + Project Team Response.



COMMUNITY CHARACTER

WHAT WE HEARD

Some stakeholders indicated that they did not feel that the proposed built form was compatible with the community's existing character and built form.

PROJECT TEAM RESPONSE

We understand concerns around community character, and the project team is committed to creating homes that are considerate of their surrounding context. Concurrent Development Permit applications (DP2021-1312, DP2021-1336, DP2021-1337) have been submitted to ensure a comprehensive and thoughtful "bricks-and-mortar" outcome is clearly understood by stakeholders and directly informs decision-making by The City of Calgary Council. The proposed developments offer a high standard of architectural and material quality aligned with the existing developments on 10 AV NW, as well as across the community.

This is a low-density, single-detached housing proposal in a low-density, single-detached housing neighbourhood. By design, R-C1N is a low-density residential district and intended to integrate into the low-density residential fabric of established Calgary neighbourhoods. The proposed Land Use Redesignation and associated development vision represents a modest increase in density, maintaining the single-detached built form while introducing more housing options in a community with direct and easy access to transit, shopping, schools, amenities, parks and other services.



POLICY ALIGNMENT

WHAT WE HEARD

Some stakeholders identified concerns around how this proposal would align with existing policies.

PROJECT TEAM RESPONSE

The Hounsfield Heights - Briar Hill Area Redevelopment Plan (HHBH ARP) supports sensitive infill development to contribute to the continued renewal and vitality of the community and generally supports the proposal. A minor amendment to the HHBH ARP is however required to specifically identify the subject lands as being appropriate for subdivision. The HHBH ARP was originally approved in 1989 with a stated planning horizon of 10-15 years.

This proposed Land Use Redesignation and development vision is also consistent with the city-wide goals and policies of the Municipal Development Plan, which aim to intensify inner-city communities to make more efficient use of existing infrastructure, public amenities and transit. The Calgary Transportation Plan further emphasizes higher-intensity development concentrated near transit stops and stations to encourage ridership and optimize public infrastructure investments.

The proposed building-form and lot type also complies with the existing Restrictive Covenant (1950) registered on title.



LOT SIZES

WHAT WE HEARD

The resultant size of lots after the proposed subdivision from two to three lots was noted as a concern for some stakeholders.

PROJECT TEAM RESPONSE

Currently, the site is comprised by two (2) lots with widths of approximately 15m. Under the current R-C1 regulations, the minimum lot width is 12m, and under the proposed R-C1N regulations, the minimum lot width is 7.5m. To reduce the impact to the most adjacent property to the east of the site, the two eastern lots are proposed to have a width of 10.7m. The most western lot, abutting 19 ST NW, is proposed with lot width of 9.1m. Although many lots in the community of Hounsfield Heights - Briar Hill are 15m wide, the community contains a variety of lot sizes. For example, narrower lots than proposed are located one (1) block south, along 9 AV NW, with lot widths as narrow as ±7.7m.



APPLICATION HISTORY

WHAT WE HEARD

Some stakeholders had questions around this site's history in relation to previous Land Use Redesignation and Subdivision applications.

PROJECT TEAM RESPONSE

A previous Subdivision application divided the original oversized lot into two 15.0+m wide lots (approved July 24, 2018). A Land Use Redesignation from R-C1 to R-C1N and supporting Subdivision application was submitted on October 22, 2019 to re-subdivide the site into four (4) lots and to allow for the development proposal of four (4) single-detached dwellings. During the stakeholder outreach process, residents identified a number of concerns with the smaller lot sizes. In response to these concerns, the landowner and project team amended the application to instead create a total of three (3) single-detached dwellings/lots – a net increase of one (1) single detached dwelling/lot.

The previous Land Use Redesignation application (LOC2019-0160) was presented to Council at the July 20, 2020 meeting with Administration's recommendation for approval, however, the application was ultimately refused. Following a required six-month waiting period after the City Council decision, the project team reapplied for a Land Use Redesignation on the site (LOC2021-0032). In consideration of concerns and comments heard at the July 20, 2020 City Council Public Hearing, a number of adjustments have been made by the project team for consideration of Administration, Calgary Planning Commission and City Council. This includes the submission of concurrent Development Permit applications to provide certainty of the development intent; a supporting professionally prepared Transportation Review; a third-party Landscaping Strategy; and design changes to lot widths and site corner conditions in an effort to improve the development proposal.

www.civicworks.ca

OUTREACH SUMMARY (LOC2021-0032, DP2021-1312, DP2021-1336, DP2021-1337)



CPC2021-0764 ATTACHMENT 7

BYLAW NUMBER 96D2021

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2021-0032/CPC2021-0764)

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:

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

2.

- 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".
- READ A FIRST TIME ON

 READ A SECOND TIME ON

 READ A THIRD TIME ON

 MAYOR

 SIGNED ON

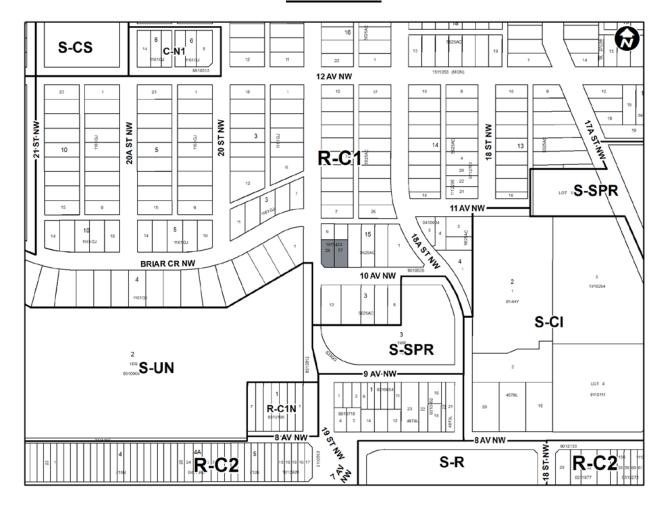
 CITY CLERK

SIGNED ON _____



AMENDMENT LOC2021-0032/CPC2021-0764 BYLAW NUMBER 96D2021

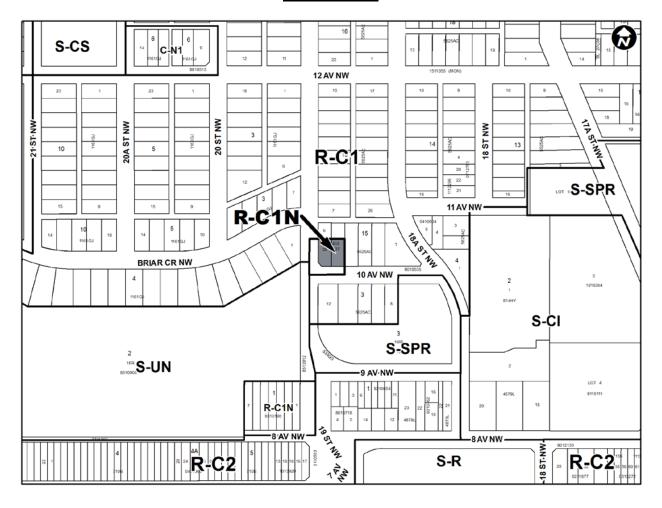
SCHEDULE A





AMENDMENT LOC2021-0032/CPC2021-0764 BYLAW NUMBER 96D2021

SCHEDULE B



Planning & Development Report to Calgary Planning Commission 2021 May 20

ISC: UNRESTRICTED CPC2021-0709 Page 1 of 4

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at 1724 Westmount Boulevard NW, LOC2020-0132

RECOMMENDATION(S):

That Calgary Planning Commission recommend that Council:

- 1. Give three readings to proposed bylaw for the amendments to the Hillhurst/Sunnyside Area Redevelopment Plan (Attachment 3); and
- 2. Give three readings to the proposed bylaw for the redesignation of 0.98 hectares ± (2.42) acres ±) located at 1724 Westmount Boulevard NW (Plan 5151O, Block 34, Lots 1 to 20) from Direct Control District to Direct Control District to accommodate a townhouse development, with guidelines (Attachment 4).

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2021 MAY 20:

That Council hold a Public Hearing; and

- 1. Give three readings to Proposed Bylaw 31P2021 for the amendments to the Hillhurst/Sunnyside Area Redevelopment Plan (Attachment 3); and
- 2. Give three readings to **Proposed Bylaw 98D2021** for the redesignation of 0.98 hectares ± (2.42 acres ±) located at 1724 Westmount Boulevard NW (Plan 5151O, Block 34, Lots 1 to 20) from Direct Control District to Direct Control District to accommodate a townhouse development, with guidelines (Attachment 4).

HIGHLIGHTS

- This policy and land use amendment application seeks to enable the development of a townhouse project.
- The proposal allows for the desired built form as proposed in the corresponding development permit application. The proposal aligns with the applicable policies of the Municipal Development Plan (MDP) and the Hillhurst/Sunnyside Area Redevelopment Plan (ARP), as amended.
- What does this mean to Calgarians? This proposal would provide for efficient reuse of an inner-city site that is well connected to existing amenities and infrastructure in a townhouse form that provides additional housing choice and considers the surrounding low-density residential context.
- Why does this matter? This site is located at a prominent location in the community and is currently undeveloped. The existing Television and Broadcast Studio use, formerly operated by the Canadian Broadcast Corporation (CBC), is no longer required and the associated buildings were demolished.
- A development permit has been submitted and is under review.
- There is no previous Council direction regarding this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods

Approval: T. Goldstein concurs with this report. Author: J. de Jong

CPC2021-0709

Page 2 of 4

ISC: UNRESTRICTED

Planning & Development Report to Calgary Planning Commission 2021 May 20

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at 1724 Westmount Boulevard NW, LOC2020-0132

DISCUSSION

This application was submitted by the landowner Anthem Properties Inc on 2020 August 31.

The 0.98-hectare (2.42 acres) site in Hillhurst is located at 1724 Westmount Boulevard NW. This site is in close proximity to parks, pathways, and downtown Calgary. Transit service is available on Kensington Road NW and 14 Street NW, approximately 350 metres from the site. The site has rear lane access and is currently undeveloped.

The site is located within an area that has historically been affected by the migration of the groundwater plume and residual creosote contamination from the former Canada Creosote company site. A Risk Management Plan was completed by the applicant in support of this proposal.

A development permit has been submitted and is currently under review. The development permit application proposes 83 three-storey townhouse units and is contingent on the approval of this land use amendment.

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

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☐ Outreach was undertaken by the Applicant
- ☑ Public/Stakeholders 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 <u>Applicant Outreach Toolkit</u> to assess which level of outreach with public stakeholders was appropriate.

As part of the proposed land use amendment application, the applicant has provided an engagement summary (Attachment 5) of outreach completed with public stakeholders and the Hillhurst Sunnyside Community Association. As identified in the summary, the applicant has participated in 20 stakeholder meetings, including audiences with the Community Association, immediate neighbours, Ward Councillor, and Administration. The applicant also prepared a project website which provided additional opportunities for residents to provide feedback.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to stakeholders, notice posted on-site, published <u>online</u> and notification letters were sent to adjacent landowners. Administration also attended meetings with residents held by the Community Association and the Ward Councillor.

Administration had many conversations and correspondence with the public and received letters in both opposition and in support. The comments received focused on the following areas:

- site access and impacts on adjacent dwellings;
- increased traffic;

Approval: T. Goldstein concurs with this report. Author: J. de Jong

City Clerks: A. Degrood

CPC2021-0709

Page 3 of 4

ISC: UNRESTRICTED

Planning & Development Report to Calgary Planning Commission 2021 May 20

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at 1724 Westmount Boulevard NW, LOC2020-0132

- lane design; and
- privacy concerns.

The Hillhurst Sunnyside Community Association provided comments on 2021 May 03 (Attachment 3) stating general support for the proposal but with a number of concerns they expect to have addressed through the development permit application.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The site and building design is being reviewed through the associated development permit application and any planning-related comments pertaining to the project are being considered.

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

IMPLICATIONS

Social

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

Environmental

The application has identified a number of actions that specifically address the objectives of the <u>Climate Resilience Strategy</u> to be completed with the development permit application. These actions include energy star certified buildings that save energy and reduce GHG emissions, and garages with wiring for electric vehicle chargers.

Economic

The ability to develop additional dwelling units would allow for a more efficient use of existing infrastructure and services.

Service and Financial Implications

No anticipated financial impact.

RISK

A Risk Management Plan (RMP) was completed by the applicant and presents the requirements to manage the site and the commitments to ensure long-term care and control of contamination related to the former Canada Creosote Company site located on the south side of the Bow River. The RMP has been accepted by Administration and Alberta Ministry of Environment and Parks and will be implemented through the associated development permit application.

ATTACHMENT(S)

- 1. Background and Planning Evaluation
- 2. Applicant Submission
- 3. Proposed Bylaw 31P2021

Approval: T. Goldstein concurs with this report. Author: J. de Jong
City Clerks: A. Degrood

CPC2021-0709

ISC: UNRESTRICTED

Planning & Development Report to Calgary Planning Commission 2021 May 20

Page 4 of 4

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at 1724 Westmount Boulevard NW, LOC2020-0132

- 4. Proposed Bylaw 98D2021
- 5. Applicant Outreach Summary
- 6. Community Association Response
- 7. Development Permit Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

City Clerks: A. Degrood

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Hillhurst, located on Westmount Boulevard NW between 16 and 17 Street NW. The 0.98 hectare site was the location of the Canadian Broadcasting Corporation (CBC) Calgary until 2017 when the CBC moved to a new building after nearly six decades in the community. Upon relocation the lands were sold and the CBC building was demolished.

The CBC broadcast centre was a unique use in this area of the community as the surrounding land uses are primarily R-C1 District and R-C2 District and characterized by single and semi-detached dwellings. A more recent multi-family redevelopment along Memorial Drive is located 150m to the east of the site. The existing Direct Control District is intended to enable a television and broadcasting studio; however, now that the CBC has relocated it is no longer relevant.

The subject site is located adjacent to a small public park and close to the Regional Pathway network which is located on the south side of Memorial Drive NW, adjacent to the Bow River. The parcel is easily accessed by all modes of transportation, and is located in close proximity to the downtown core and other amenities. The parcel has frontages on Westmount Drive NW, 16 Street NW, 17 Street NW and has rear lane access. Transit service is available approximately 500 metres from the site on Kensington Road NW and 14 Street NW.

The site is located within an area that has historically been affected by the migration of the groundwater plume and residual creosote contamination from the former Canada Creosote company site. The Canadian Creosote company operated a wood treatment plant on the south side of the Bow River, west of downtown Calgary, from 1924 to 1962 and over time the chemicals used to preserve wood products migrated into and under the Bow River and into the communities on the north side of the Bow River. The Alberta Government, with cooperation from Alberta Health, Alberta Health Services, and the City of Calgary continues to monitor the plume to determine if there is a potential risk to human health. The Alberta government has taken the lead and established a monitoring program in the communities on the North Side of the Bow River including development of a comprehensive Human Health Risk Assessment for the community.

Community Peak Population Table

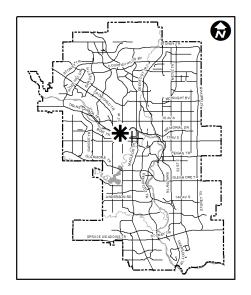
As identified below, the community of Hillhurst reached its peak population in 2015.

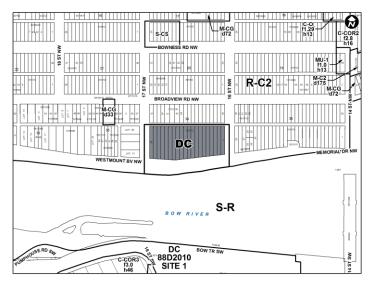
Hillhurst	
Peak Population Year	2015
Peak Population	6,737
2019 Current Population	6,558
Difference in Population (Number)	- 179
Difference in Population (Percent)	- 2.7%

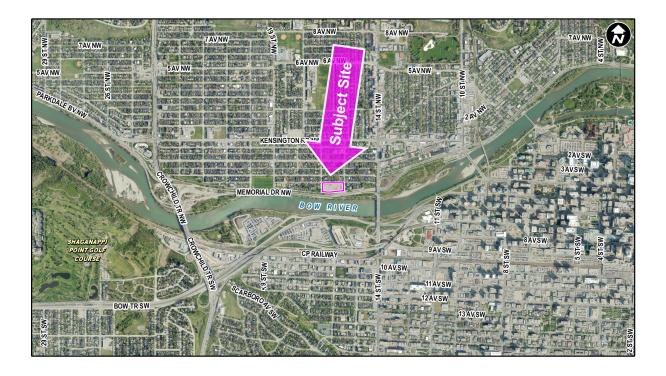
Source: The City of Calgary 2019 Civic Census

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

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use

The existing DC District (<u>Bylaw 87D2011</u>) is intended to allow for Radio and Television Studio and Office in existing buildings. The DC District is based on the Residential – Contextual One / Two Dwelling (R-C2) District of Bylaw 1P2007 with the additional permitted uses of Radio and Television Studio and Office. Otherwise, the rules of the R-C2 District of Bylaw 1P2007 apply.

The proposed Direct Control District is intended to allow for a townhouse development. The proposed DC is based on the M-C1 District with modified rules to enable a specific site design and built form. The M-C1 District provides for multi-residential development in a variety of forms of low building height (maximum 14 metres) and medium density (maximum 148 units per hectare).

To provide for a comprehensively designed, grade oriented, and contextually sensitive townhouse development, the DC District includes a number of unique rules which differentiate it from the stock M-C1 District, including:

- the addition of townhouse as a permitted use;
- exclusion of several uses;
- a maximum density of 90.0 units per hectare (base district allows maximum 148 units per hectare);
- a maximum building height of 13.0 metres;

- requiring all units to have direct grade access;
- no visitor parking requirement; and
- additional site and building design considerations.

The DC District rules are intended to enable the specific built form and site design proposed in the associated development permit. The DC lists Townhouse as a permitted use. Should the proposed development not meet the Townhouse use definition (as defined by Land Use Bylaw 1P2007) the development may be considered as a discretionary use (Multi-Residential Development).

To enable the proposed land use amendment a minor amendment to the ARP is also required (Attachment 3).

Development and Site Design

If approved by Council, the rules of the proposed DC District and the policies of the *Hillhurst /Sunnyside ARP* (as amended) will enable a townhouse development on the site. The rules of the DC District are intended to respond to the low-density residential context by providing a lower building height and density than allowed in the M-C1 District.

The corresponding development permit proposes a 14-building, 83-unit townhouse development. The site design includes a central amenity area, with pathways, an internal road network, an improved connection to the adjacent park, and an enhanced lane. All units front onto the central amenity area or a public street. Many of the unique site design elements for the proposed development, including improved lane condition, were prepared in consultation with surrounding residents. The proposed townhouses would be constructed slab-on-grade which would help limit soil disturbances and mitigate risks associated with the potential site contamination from the former Canada Creosote lands. Using a townhouse form for the site was an important consideration when considering the surrounding developments and previous use on site.

The height and density rules of the DC District are slightly greater than the proposed development permit to allow for development flexibility. The proposed density would allow for a maximum of 88 units, the corresponding development permit proposes 83 units. The proposed 13.0 metre maximum building height is higher than the surrounding R-C2 maximum building height of 10.0 metres. The corresponding development permit is 12.15 metres in height. The decision on the associated development permit will not be made until Council has made a decision on this application.

Transportation

The site is located in close proximity to the Bow River Pathway which offers pedestrians and cyclists access to the Regional Pathway network. Transit service is available 350 metres (4-minute walk) north of the site on Kensington Road NW at 16 Street NW (Route 1: Bowness/Forest Lawn) and 450 metres (6-minute walk) east of the site on 14 Street NW at Bowness Road NW (Route 65: Market Mall and Route 414: 14 Street Crosstown). The site location also offers easy access to Memorial Drive NW which is directly connected to Calgary's skeletal road network.

A Transportation Impact Assessment (TIA) was completed in support of the proposed development. The findings of the TIA indicate that the existing road network can handle the additional traffic, with minor improvements. The required improvements will be addressed through the associated development permit and include closing Westmount Boulevard NW at 16

Street NW and intersection improvements at 16 Street NW and Memorial Drive NW. The TIA also concluded, that while there will be some minor shifts in peak directional travel, the overall trip generation for the site will significantly decrease in both the AM and PM peaks compared to the former CBC development.

The proposed DC District contains considerations for visitor parking and driveway length. The rules of the DC do not require visitor parking, however, it is anticipated that visitor parking will be provided in a layby on Westmount Boulevard NW. Additionally, the DC District does not require a minimum driveway length. This rule is intended to allow for greater flexibility by shortening the driveway length between the development and the lane and the development and the street.

Environmental Site Considerations

The site is located within an area that has historically been affected by the migration of the groundwater plume and residual creosote contamination from the former Canada Creosote Company site located on the south side of the Bow River. The Canada Creosote Company operated a wood treatment plant in downtown Calgary from 1942 to 1962. Over time, the chemicals that were used migrated into and under the Bow River and into ground under the communities on the north side of the Bow River. The Alberta Government, working with the City of Calgary, has explored options to remediate, contain, and manage the contamination including an ongoing monitoring program.

A Risk Management Plan (RMP) was completed by the applicant in support of the proposed townhouse development. The RMP presents requirements to manage the site, the commitments to be established between the appropriate parties to ensure long-term care and control. These requirements include instillation of passive soil vapour management system, creation of a monitoring program, and registration of an environmental protection and enhancement agreement on title. The requirements of that report have been reviewed and accepted by Alberta Environment and Administration and will be implemented through the associated development permit, where applicable. The building form being proposed would not include the development of underground parking or basements which further supports the RMP.

Utilities and Servicing

Water, sanitary sewer, and storm sewer mains are available and can accommodate the redevelopment of the subject site without the need for off-site improvements at this time. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of the associated development permit.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered, and is aligned with the policy direction of the <u>South Saskatchewan Regional Plan</u> (SSRP) which directs population growth in the region to cities and towns and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's <u>Interim Growth Plan</u> (IGP). The proposed land use amendment and policy amendment builds on the principles of the IGP 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 Residential Developed - Inner City area identified on Map 1: Urban Structure of the <u>Municipal Development Plan</u> (MDP). The Inner City area comprises residential communities that primarily feature a grid road network, older housing stock in the form of low to moderate housing densities and a finer mix of land uses along many of the edge streets.

The proposed land use and ARP amendments are in alignment with the MDP policies for the Inner City area by allowing for intensification on an edge street that is compatible with the existing character of the neighbourhood. This proposal offers a comprehensive intensification strategy that modestly intensifies a site that encompasses an entire block.

The proposed land use and ARP amendments recognize the predominately low-density residential nature of the surrounding area and proposes a built form that respects the scale of the community. The redevelopment of the site for townhouses would be compatible with the established pattern of development in the community, and would introduce a unique housing type to the area.

Overall, the proposal would contribute to shaping a more compact urban form in alignment with Section 2.2: Shaping a More Compact Urban Form of the MDP. The proposed land use amendment would allow for an efficient use of land, contribute to creating walkable neighbourhoods, contribute to housing diversity, and utilize existing transit and infrastructure.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address the objective of the <u>Climate Resilience Strategy</u>. Further opportunities to align development of this site with applicable climate resilience strategies have been proposed through the associated development permit including a commitment to Energy Star Certified buildings and providing electric vehicle charging infrastructure, which support Program Area 1- Buildings and Energy Systems, and Program Area 3 – Electric and Low Emission Vehicles of the Climate Mitigation Plan..

Hillhurst/Sunnyside Area Redevelopment Plan (Statutory – 1988)

The subject site is located within Residential Character Area 6 identified on Map 3 Residential Character Areas of the <u>Hillhurst/Sunnyside Area Redevelopment Plan</u> (ARP). The Residential Character Area 6 is characterized as primarily single-detached and semi-detached dwellings and the ARP contains guidelines which encourage the maintenance of these low-density residential built forms.

To enable the proposed land use amendment a minor amendment to the ARP is required. This amendment is intended to allow for the proposed townhouse development, to clarify the allowable density and height on the subject site. The proposed amendment may be found in Attachment 3. If approved, this site will be identified as Medium Density in the ARP.

Riley Communities Local Area Plan

The Hillhurst/Sunnyside ARP is currently in the initial phases of review as Administration is currently working on the <u>Riley Communities Local Area Plan</u> (LAP) which includes Hillhurst/Sunnyside and other surrounding communities. Planning applications are being accepted and reviewed during the local growth planning process. The Riley Communities LAP is currently on hold but is anticipated to be relaunching in Q4 2021.

Applicant Submission

2020 September 3

1724 Westmount Boulevard (former CBC site) Applicant's Submission

This land use redesignation application is simply to provide an update to the original submission made back in 2018. Following months of detailed work including several meetings and conversations with CPAG staff, the local CA and adjacent home owners, Anthem is proposing a land use redesignation that would allow for the development of a comprehensively designed, ground oriented townhome project on the subject site. The site design work that has informed this land use application utilized the following design principles:

- A sensitive addition of density along a main community corridor within Calgary's established area
- A thoughtful interface with the existing/surrounding neighbourhood
- Ample soft landscaped common/shared amenity space
- Properly addressing the site edge conditions
- Appropriate site porosity
- The provision of at grade access for each home

Additionally, we considered the following key design principles while designing the site plan that will accompany this land use redesignation application:

Creativity: With this project, we are striving to achieve a visually appealing design that will stand the test of time in one of Calgary's premiere communities and serve as a model of smart, sensitive development for years to come. We are excited for the opportunity to achieve a functional urban density of 86 UPH on a project where each home will still have a true front door.

Context: The proposed 3 storey, grade-oriented townhomes balance adding density to a high profile site along a key community corridor while providing a sensitive response to the surrounding single family home neighbours.

Connectivity: Throughout the design process we have been driven to provide connections to the surrounding area. Some of the key connections include the park to the north and the pedestrian network along the river.

Integration: The scale of the proposed project will allow for a sensitive integration into the existing community. The deliberate connection of the private and public green spaces will also add to the site's integration.

Accessibility: Each unit in the proposed project will have multiple points of access directly at grade.

Scale: The orientation of the proposed units has been designed to create a strong street edge. The mass and scale of the buildings have specifically been designed to appropriately relate to the existing built forms in the community.

Safety: The porosity of the site allows for clear site lines and safe pedestrian connections. The grade-oriented units create additional eyes on the street and the rear man doors on the lane to the north further emphasize this condition.

Quality: We are proposing to use brick and a variety of cementitious board products (both smooth and wood grain), which are long lasting and require little maintenance.

Animation: Pedestrian access and site porosity have been key design elements from the outset. Interaction

with the park to the north is also a key consideration.

Flexibility: The ground floor layout of the units could potentially lend itself to a home-based occupation use in the future.

Diversity: The two different unit layouts we are proposing will allow us to cater to everyone from singles to multi-generational families, allowing for age in place opportunities.

Sustainability: The exterior building materials we are considering are very robust and have low life cycle costs. We will also incorporate a luxurious pallet of soft landscaping to enhance the ecological responsiveness of the project.

Orientation: Due to the relatively small size of the site and the clear lines through the project, pedestrian navigation will be straight forward.

While the above design principals deal primarily with the specifics related to the associated development permit application for the site, all of these principals have been main drivers from the outset and have led us to the current proposal for a land sue redesignation that we are putting forward. Should you have any questions or require any further clarification on this land use redesignation application, please do not hesitate to contact me.



CPC2021-0709 ATTACHMENT 3

BYLAW NUMBER 31P2021

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE HILLHURST/SUNNYSIDE AREA REDEVELOPMENT PLAN BYLAW 19P87 (LOC2020-0132/CPC2021-0709)

WHEREAS it is desirable to amend the Hillhurst/Sunnyside Area Redevelopment Plan Bylaw 19P87, 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 Hillhurst/Sunnyside Area Redevelopment Plan attached to and forming part of Bylaw 19P87, as amended, is hereby further amended as follows:
 - (a) In Part 1, section 2.3 'Policy', subsection 2.3.3 'Medium Density', after the second paragraph add the following:

"The parcel located at 1724 Westmount Boulevard NW is considered appropriate for medium density development with a maximum building height of 13.0 metres and a maximum density of 90 units per hectare in the form of townhouse buildings."

2.	This Bylaw comes into force or	n 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	



CPC2021-0709 ATTACHMENT 4

BYLAW NUMBER 98D2021

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2020-0132/CPC2021-0709)

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:

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

2.

- 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".
- READ A FIRST TIME ON

 READ A SECOND TIME ON

 READ A THIRD TIME ON

 MAYOR

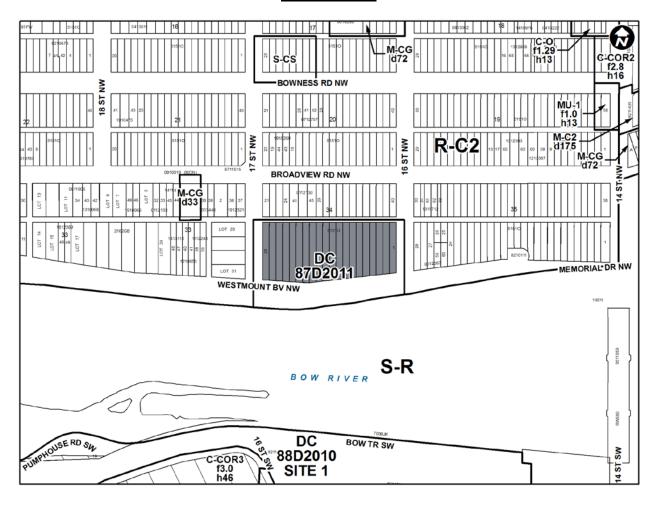
 SIGNED ON

 CITY CLERK

SIGNED ON _____

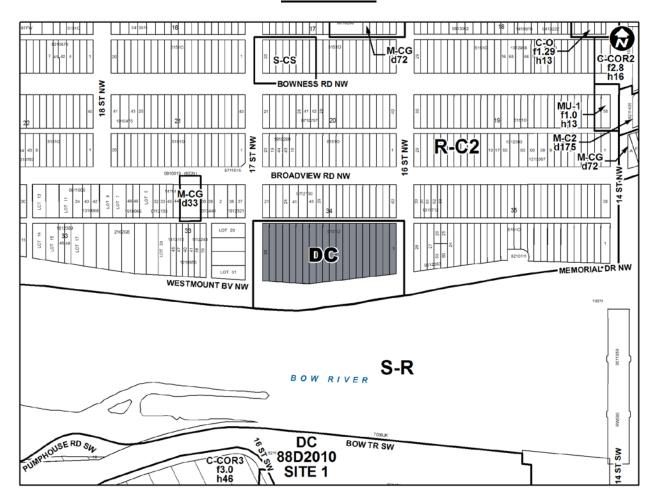


SCHEDULE A





SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to provide for:
 - (a) multi-residential development in the form of townhouse buildings;
 - (b) units with an individual, separate, direct entry from grade; and
 - (c) a townhouse development designed in a manner that is respectful of, and appropriately responds to, the built form of the adjacent low density residential development.

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

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

- The *permitted uses* of the Multi-Residential Contextual Low Profile (M-C1) District of Bylaw 1P2007 are the *permitted uses* in this Direct Control District:
 - (a) with the addition of:
 - (i) **Townhouse**; and
 - (b) with the exclusion of:
 - (i) Secondary Suite.

Discretionary Uses

- The *discretionary uses* of the Multi-Residential Contextual Low Profile (M-C1) District of Bylaw 1P2007 are the *discretionary uses* in this Direct Control District with the exclusion of:
 - (a) Backyard Suite;
 - (b) **Duplex Dwelling**;
 - (c) Place of Worship Medium;
 - (d) Place of Worship Small;
 - (e) **Semi-detached Dwelling**; and
 - (f) Single Detached Dwelling.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Multi-Residential – Contextual Low Profile (M-C1) District of Bylaw 1P2007 apply in this Direct Control District.

Density

7 The maximum *density* is 90 *units* per hectare.

At Grade Orientation of Units

Each *unit* must have an individual, separate, direct access to *grade*.

Specific Rules for Landscaped Areas for Townhouse

- 9 For a Townhouse:
 - (a) a minimum of 30.0 per cent of the area of a *parcel* must be a *landscaped area*; and
 - (b) the maximum *hard surfaced landscaped area* is 65.0 per cent of the required *landscaped area*.

Building Height and Cross Section

10 The maximum *building height* is 13.0 metres.



Private Amenity Space Rules for Townhouse

A *private amenity space* for a **Townhouse** may be located in a *setback area* between a *building* and a *property line* shared with a *street* or *lane*.

Visitor Parking Stall Rules for Townhouse

12 There is no minimum requirement for *visitor parking stalls* for a **Townhouse**.

Driveway Length for Townhouse

Subsections 565(2) and 565(3) of Bylaw 1P2007 do not apply to a **Townhouse** in this Direct Control District.

Relaxations

14 The *Development Authority* may relax the rules contained in Sections 6 through 10 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw1P2007.

Applicant Outreach Summary

	1724 Westmount Boulevard Development Project Engagement Events					
Event	Date	Location	Audience	Discussion Points		
1	March 7, 2017	1658 Memorial Drive NW	HSCA planning committee	General site discussion, project typology		
2	August 3, 2017	1727 Broadview Road NW (neighbour's home)	Home owners directly across the lane	General site discussion, project typology		
3	July 6, 2017	Ward 7 Councillor's Office	Councillor Farrell	General site discussion, project typology		
4	September 12, 2017	HSCA Community Hall	HSCA board and community members	General intent for the site and high level project timing		
5	November 30, 2017	1705 Broadview Road NW (neighbour's home)	Home owners directly across the lane	General intent for the site and high level project timing		
6	January 30, 2018	Ward 7 Councillor's Office	Councillor Farrell	Development of site plan, building design, traffic, community engagement		
7	February 6, 2018	1727 Broadview Road NW (neighbour's home)	Home owners directly across the lane	Development of site plan, location of services, building heights, tree retention, parking, traffic		
8	February 13, 2018	HSCA Community Hall	HSCA board, community members and city planners	Development of site plan, building heights, parking, traffic		
9	May 28, 2018	1727 Broadview Road NW (neighbour's home)	Home owners directly across the lane	Presentation on what will be submitted for the LU and DP application, explanation of next steps		
10	June 12, 2018	HSCA Community Hall	HSCA board, community members and city planners	Presentation on what had been submitted for the LU and DP application, explanation of next steps		
11	June 26, 2018	1727 Broadview Road NW (neighbour's home)	Home owners directly across the lane	Update on project development and timeline		
12	July 4, 2018	1724 Westmount Blvd NW (Former CBC Building)	Hillhurst Sunnyside Community Project Open House	Full project open house with entire community, Q&A for entire project, full Anthem and consultant team present		
14	October 9, 2018	HSCA Community Hall	HSCA board, community members and city planners	Update on project development and timeline		
15	November 15, 2018	Ward 7 Councillor's Office	Councillor Farrell	Update discussion regarding engagement and where the project is at		
16	November 20, 2018	1918 Kensington Road NW (Kensington Legion)	Immediate neighbours, City Departments, Ward 7 rep.	Rear lane redesign discussion		
17	April 11, 2018	Hotel Arts Kensington	Immediate neighbours, City Departments, Ward 7 rep.	Rear lane design update (responses to previous meeting)		
18	October 13, 2020	Zoom Meeting (virtual)	HSCA board and community members	Updates to land use, timing of project, general Q&A		
19	November 17, 2020	Teams Meeting (virtual)	Home owners directly across the lane	Updates to land use, timing of project, requests for additional changes to site plan		
20	March 11, 2021	Teams Meeting (virtual)	HSCA board and community members	Updates on project status, focused discussion with transportation department present on traffic concerns		

Community Association Response



October 29, 2020 (Amended May 3, 2021)

Emailed to Joshua DeJong, City of Calgary File Manager

RE: LOC2020-0132 | 1724 Westmount Boulevard NW or former CBC Calgary/Radio Canada Site Land Use Amendment from Direct Control 87D2011 to DC / M-CG | Amended Letter

Dear Mr. Joshua DeJong,

The Hillhurst Sunnyside Planning Committee (HSPC) welcomes the opportunity to provide comments on the above application. In anticipation of this future redevelopment, the Hillhurst Sunnyside Community Association (HSCA) continues to work collaboratively with neighbours to engage with our community and City of Calgary staff. We have seen high resident turnout at community planning meetings and have had positive dialogue with Anthem (the Applicant) throughout the pre-application process.

This letter is based on feedback received at a number of community meetings regarding the prior application (LOC2018-0125). We hosted several meetings prior to the Applicant's submission and facilitated a community meeting on August 1, 2018 to discuss the community response to the application.

In response to the updated application, we met with the Applicant on October 13, 2020 with Q&A from ~25 community members and held a follow-up community meeting on October 21, reflecting on the information provided by the Applicant. HSCA also hosted a community meeting with the Applicant, City Planning and Transportation representatives. The action items are reflected in the HSCA's amended letter on DP2018-2660.

Based on community comments and our assessment, we are generally in support of the currently proposed townhouse form, albeit with a number of concerns detailed below. The community feels that the application is incomplete and would like to see more options presented to neighbours before the DP application is made.

The following sections detail the major areas of concern that were voiced at these meetings, namely

- Land use,
- Mobility and Traffic,
- Parking and
- Livable Lanes

Land Use Redesignation Application

Hillhurst Sunnyside is a community that has experienced major change and redevelopment in recent years. We believe the redevelopment of the CBC site has potential to create a signature development keeping with the residential nature of the community and represents a once-in-a-lifetime development that the community would like to see done well.

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The provision of middle-housing that is family-supportive housing is also welcome — most of the redevelopment within the Transit Oriented Development area has produced single-demographic condominiums catering to higher income single/ dual occupancies. A diverse housing mix, affordability, and family friendly housing are priorities within the Hillhurst Sunnyside Area Redevelopment Plan (ARP).

Based on the current design, residents support a ground-oriented Land Use District that is more reflective of the townhouse form with doors at the ground level using the Multi-Residential Contextual Grade-Oriented (M-CG) Land Use District in place of a DC based on M-C1 as currently proposed.

Due to the complexity of this application and without full information, we reserve the ability to provide additional comments once details are available. Areas of concern include:

- We understand that the application is still under review by Alberta Environment & Parks and that
 the applicant and AEP are close to coming to an agreement.
- The proposed Direct Control district application appears to reference the M-C1 Land Use District
 to accommodate the accompanying Development Permit. There is inconsistency where the
 application has been applied for under M-CG, whereas the reference for a 14m height limit is
 more consistent with M-C1, where M-CG has a 12m height limit.
 - The community prefers M-CG with the shorter height limit without relaxations to height.
- The community prefers to see a Concurrent Submission land use and Development Permit
 application at the same time, so that there is more certainty on the final design.
- While a shadow study has been provided, we have not heard from affected local residents to
 understand and adequately comment on the impacts the proposed development will have on
 their exposure to the sun. As expected, this study should be conducted for the following scenarios:
 9:00AM, Noon and 3:00PM on both solstices (June and March) and the March Equinox (results
 will be similar for the September Equinox).
- We are greatly concerned about the possible schedule extension for completing the development.
 Since there is no expiry on Development Permits, the developer has hinted that depending on uptake by buyers the construction phase could last up to ten years! This quasi-permanent construction zone would represent a safety hazard as well as adversely affect property values in the immediate vicinity of the site. This issue needs further discussion with the community.

Mobility & Traffic

While primary auto-oriented, the site accommodates multi-modal transportation as a walkable, bikefriendly area that is within 300 metres of the regular bus routes on Kensington Road, the Bow River Pathway, and vehicular connections to major arterial streets.

As with redevelopment in the inner city, safety for all modes of transportation remains a high priority for the community. The intersection at 16 Street NW, Memorial Drive and Westmount Boulevard already represents a major challenge in the area. A comprehensive traffic study and strategy is needed to ameliorate the effects of increased density, including the impacts on 19 Street NW and 14 Street NW. This is also an area that sees commuter shortcutting and associated decreased attentiveness to existing area traffic conditions.

As a general improvement for the Hillhurst/West Hillhurst area, area community members requested adding a signalized intersection crossing Memorial Drive, such as on 19 Street, which is a through-road northbound and is a part of the City's Kensington Road Main Streets catchment area for increased density and public realm improvements (whereas 16 Street terminates on Kensington Road).

Through our discussions with the City, the addition of a traffic light at 16 Street could cause backups from the ramp from 14 Street northbound to Memorial Drive. However, a light at 19 Street would pose much less of a problem from this perspective.

Further investigation on mobility is needed as we would ask that the City engage with the communities of Hillhurst and West Hillhurst. Our communities are experiencing significant growth as we continue to welcome additional neighbours. This is while work on the Riley Communities Local Area Planning work is delayed until at least the fall or even 2022. One key aspect of the Local Area Planning process is the expectation that public improvements are built into growth and change in established communities. We ask that Council keep its promises to our communities as we continue to accept population density.

Further, we point out that the ARP promises a mobility study for the Transit Oriented Development area of Hillhurst Sunnyside; however, we believe that a mobility study for the *entire community* is required. This study has not yet been conducted and we consider it an essential component of the DP review and approval process because of the issues we raise, below.

Areas of concern include:

- 19 Street NW is a Main Street designated for mixed-use density, including larger multi-residential business. There is a concern that 16 Street will continue to see an increase in traffic.
- Increased traffic onto alleyways has been noted by long-time residents. There is a concern that the
 proposed development will exacerbate this problem.
- The "porkchop" traffic island at the corner of 16 Street and Memorial Drive, as shown in the proposed site plan, is unacceptable for the following reasons:
 - Southbound traffic on 16th street cannot turn east on Memorial resulting in traffic flowing elsewhere, including alleys.
 - This would have an impact on the wider community of Hillhurst and West Hillhurst, not just the immediate area.
 - o Units on the east will be blocked off with the closure of Westmount Boulevard.
 - Access must be maintained for those residences on Westmount Boulevard, east of 16 Street, that lack a laneway to facilitate east/west movement.
 - Traffic wishing to turn northbound on 16 Street from Westbound Memorial Drive would have to slow down excessively to negotiate the new island, representing a safety hazard.
- Access to the development will be closed from 16 Street. Thus, traffic from the development necessarily moves through 17 Street and laneways, severely increasing flow along those routes.

Additionally:

- 16th Street is a major north/south connector for Hillhurst south of Kensington Road, which has seen
 intensification with infills, rowhouses and multi-plexes (north of Kensington Road).
- . Offsite traffic calming should be required for the nearby children's playground on Broadview Rd.
- Phase 2 of the Kensington Legion redevelopment will add a mixed-use commercial/retail building with 218 condo units and new neighbours.
- An 8-plex, DP2018-1181 has been approved at 1705 Westmount Road, two blocks north of the CBC site. This project proposes a single curb cut for two front drive garages, adding to safety concerns for vehicles backing out of those garages.

These concerns can only be addressed through a comprehensive traffic study and strategy, with involvement from the City, the Applicant, and the community.

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Parking

Parking is a major constraint. While policy in the ARP does not exist to restrict on-street parking for multiresidential homes, we ask that parking restrictions be reviewed in the immediate area and enforced by Calgary Parking Authority. The application seeks a major relaxation to visitor parking onsite with the intention that visitors park along Westmount Boulevard. We do not believe this is sufficient as many residents support the provision of visitor parking onsite. Additionally:

- The City of Calgary Land-Use bylaw requires 0.15 visitor parking stalls per unit (reference Motor Vehicle Parking Stall Requirements for Multi-Residential Development 558 (2) (c)). To fulfill this requirement, 12 visitor parking stalls must be provided.
- The developer's proposal is that visitors park not on their site, but on the Westmount Blvd indent, which comprises only 4 spots, one of which is actually a loading stall.
- This aspect of the proposal is unacceptable because of the cumulative effects that visitor parking will
 have on neighbouring streets, representing a major inconvenience to existing residents.
- The proposal could be improved by considering converting the whole curb into visitor parking.

Livable Lane

A review of the most recent proposed site plan has raised concerns that the buildings appear closer to the laneway.

Residents on the south side of the 1700 block of Broadview Road are organized and have been engaged in cooperative conversations with the applicant. Neighbours sharing the laneway with the site are concerned about the sensitive transition to a lower density street. Neighbours are concerned about the addition of 23 garages backing onto the lane and the children's playground.

Broadview neighbours would like to explore more diverse housing, to allow for a softer transition, such as a wider, landscaped setback sharing the Broadview Road laneway. Laneway design would also help slow traffic and promote multi-use. An activated laneway (through design interventions such as front doors on the lane, more articulation for laneway units and changes to pavement texture) would also add eyes on the children's playground and help with security issues.

Engagement

Our community was engaged early in the planning process; Anthem has been in regular contact with the HSCA and as a presenter at our monthly community planning meetings. Community comments from the July 4, 2018 development open house have been attached as Appendix I. Feedback from immediate neighbours should also be taken into high consideration.

HSCA has been involved with the future redevelopment of the CBC Calgary site since the sale of the building was announced. We hosted a community open house in November 2016 to find out what our neighbours value about the area and hear their vision for their neighbourhood in the future. A report was generated and is available at the following link: http://bit.ly/HSCA_CBC_Engagement. We also curated a large email list and facilitated meetings to provide information and space for discussion and ensure that neighbours' voices are incorporated.

Most recently, the developer, Anthem, presented to the community on October 13, 2020. Neighbours and HSCA met and worked together on this letter on October 21, 2020. Due to Anthem's offer of an

4

additional open house, we worked with the City to help bring community members together for a transportation-focused meeting on March 11, 2021.

We reiterate that we wish to work together with Anthem to ensure that this development fulfills this once-in-a-lifetime opportunity that both fits in with and improves the community. To that end, and in consideration of the issues raised above, the community offers the following suggestions and recommendations.

Recommendations

- More work is required on the design of the DP application. We believe that there is a need for a Concurrent Submission application so that any outstanding issues can be resolved prior to Council's approval of the Land Use Amendment application.
- 2. Encourage the developer to consider contributing to traffic calming measures.
- Extend the CBC Childrens' Park greenspace to the north of the site, continuously as cul-de-sacs in the middle of the site.
 - Encourage the Applicant to consider an offsite improvement to the Park.
- A comprehensive traffic study and strategy is required to provide a greater understanding about wider impacts to the community.
 - We ask the City to investigate a safer left turn option for residents' access/egress into the
 area. A wider conversation with West Hillhurst and Hillhurst is needed to ameliorate this
 existing mobility and safety concern.
- We would encourage the Applicant to pre-purchase HSCA memberships to involve new neighbours in community life at the start of the development, as has been done with another recent redevelopment.

Thank you for your consideration of these comments. Should you have any questions, please contact the undersigned.

Sincerely,

Hans Verwijs, Lisa Chong

Resident volunteer Community Planning & Engagement Coordinator, HSCA

On behalf of Hillhurst Sunnyside Planning Committee Hillhurst Sunnyside Community Association

cc: Members, Hillhurst Sunnyside Planning Committee
Joel Tiedemann, Applicant's Representatives, Anthem Properties
Dale Calkins, Senior Policy & Planning Advisor, Ward 7 Councillor's Office

Development Permit (DP2018-2660) Summary

A development permit application (DP2018-2660) was submitted by Anthem Developments on 2018 June 04. The development permit application is for a townhouse development with a total of 83 units.

The following renderings (Figures 1,2, and 3) from the development permit application provide an overview of the proposal and are included for information purposes only. Please note that there have been small changes to the site plan since the 3D renderings were produced. Administration's review of the development permit application will determine the ultimate site and building layout, building design, parking, landscaping and site access. No decision will be made on the development permit application until Council has made a decision on this land use amendment application.





Figure 2: Rendering of Proposed Development (southeast corner looking northwest)

Figure 3: Landscaping Plan



Planning & Development Report to Calgary Planning Commission 2021 May 20

ISC: UNRESTRICTED
CPC2021-0706
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Policy Amendment and Land Use Amendment in Chinatown (Ward 7) at multiple properties, LOC2020-0072

RECOMMENDATION(S):

That Calgary Planning Commission recommend that Council:

- 1. Give three readings to the proposed bylaw for the amendments to the Chinatown Area Redevelopment Plan (Attachment 5); and
- Give three readings to the proposed bylaw for the redesignation of 0.61 hectares ± (1.5 acres ±) located at 117, 121, 123, 125, and 129 2 Avenue SW and 116, 120, 124, 130, 134 3 Avenue SW (Plan C, Block 8, Lots 6 to 12 and 28 to 40) from Direct Control District to Direct Control District to accommodate mixed-use development, with guidelines (Attachment 6).

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2021 MAY 20:

That Council hold a Public Hearing; and

- 1. Give three readings to **Proposed Bylaw 33P2021** for the amendments to the Chinatown Area Redevelopment Plan (Attachment 5); and
- 2. Give three readings to **Proposed Bylaw 99D2021** for the redesignation of 0.61 hectares ± (1.5 acres ±) located at 117, 121, 123, 125, and 129 2 Avenue SW and 116, 120, 124, 130, 134 3 Avenue SW (Plan C, Block 8, Lots 6 to 12 and 28 to 40) from Direct Control District to Direct Control District to accommodate mixed-use development, with guidelines (Attachment 6).

Excerpt from the Minutes of the 2021 May 20 Regular Meeting of the Calgary Planning Commission:

"By General Consent, Calgary Planning Commission accepted the letters from the Chinatown Community Association, Chinatown Business Improvement Area, and adjacent businesses owners and forward on with the report and attachments to Council."

HIGHLIGHTS

- This application emulates the intent of the existing DC District (<u>Bylaw 179D2015</u>) and adds clarity and flexibility to the rules within the existing DC District.
- This application is supported as the proposed DC District remains aligned with the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? Provides new opportunity for development that would help to revitalize an older, established community.
- Why does it matter? By providing new housing options and additional commercial spaces within the community, this would encourage a more diverse population to come and live in Chinatown and can help support the existing businesses within the community.
- Amendments to the *Chinatown Area Redevelopment Plan* (ARP) are required.
- There is no previous Council direction for this application.

Approval: S. Lockwood $\,$ concurs with this report. Author: C. Renne-Grivell

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Policy Amendment and Land Use Amendment in Chinatown (Ward 7) at multiple properties, LOC2020-0072

• Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

DISCUSSION

The subject site consists of ten parcels of land located in the community of Chinatown. The primary site frontage is located on 3 Avenue SW and the site also fronts onto 2 Avenue SW and 1 Street SW. The site area is approximately 0.61 hectares (1.5 acres), and it is currently used as a surface parking lot.

As identified in the Applicant Submission (Attachment 2), this application proposes to redesignate the site from DC District (<u>Bylaw 179D2015</u>) to a new DC District to add clarity and flexibility to some of the existing regulations within the DC District which will guide the submission of a future development permit. The proposed changes are minor in nature and do not change the overall intent of the existing DC District.

The changes include:

- Clarifying that only one or more of the listed residential uses are needed to qualify for a
 density bonus of 9.0 Floor Area Ratio (FAR) above the base density of 3.0 FAR for a
 total of 12.0 FAR;
- Maintaining the requirement for mandatory residential for each building, and exempting
 the first six storeys of development from this requirement, as the residential component
 is anticipated to be provided in a tower form, (but may also be provided in a podium
 form);
- Increasing the percentage of mandatory residential from 60 percent to 80 percent, to
 ensure that the same total amount of residential can be achieved considering the
 exemption of FAR for the podium component;
- Adding in specific requirements for side setback areas along both 2 and 3 Avenues SW to allow for more flexibility in design to address flood protection methods while still maintaining active streetscapes;
- Removing reference to Cash-In-Lieu of parking and parking minimums to be in alignment with Land Use Bylaw 1P2007;
- Allowing the "entranceway" to Sien Lok Park to be shadowed between 1:30 pm and 4:00 pm Mountain Daylight time on September 21; and
- Allowing for a future pedestrian bridge connection as a density bonusing option to allow for a connection through the Plus 15 system into Chinatown. Note that this would not be an official part of the Plus 15 Skywalk System, as the boundaries of the +15 system in the current +15 Policy do not extend into Chinatown.

A detailed planning evaluation of this land use application, including location maps and site context, is provided in Attachment 1, Background and Planning Evaluation.

To accommodate the proposed revisions to the DC District, an amendment to Table 1 in the <u>Chinatown ARP</u> is required to clarify allowable densities and provide additional detail as to how the requirements for Chinese or Asian motifs or architectural elements may be incorporated as part of the future development on this site. In addition, the amendment clarifies that the

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Planning & Development Report to Calgary Planning Commission 2021 May 20

Policy Amendment and Land Use Amendment in Chinatown (Ward 7) at multiple properties, LOC2020-0072

calculation of the contribution formula for density bonusing pertaining to the Chinatown Improvement Fund is set by the DC District for the site (Attachment 5).

Administration has considered the relevant planning issues and stakeholder feedback specific to the proposed policy amendment and land use redesignation and has determined the proposal to be appropriate.

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☐ Outreach was undertaken by the Applicant
- □ Public/Stakeholders 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 <u>Applicant Outreach Toolkit</u> to assess which level of outreach with public stakeholders and the Chinatown Community Association was appropriate. They determined that no outreach 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 stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

Through the circulation and notice posting processes, Administration received a total of six public responses regarding this application, with one letter of support and five in opposition. The letter in support focused on the benefits of development which would bring vibrancy to the community and increase walkability. The concerns of those opposed focused on the following areas:

- Traffic impacts on adjacent businesses and reduced enjoyment and value of properties;
- Concern that no development permit was submitted concurrently with this land use application which would have allowed for concurrent review and transparency of proposed changes;
- Concern that there was no additional public engagement conducted with this application;
- Concern that this application precedes the creation of the new Local Area Plan for Chinatown in conjunction with Tomorrow's Chinatown – Cultural Plan; and
- Concern that the eight Guiding Principles as approved by Council are not explicitly stated in the DC District.

The Chinatown Community Association submitted a letter in opposition (Attachment 4). This letter echoes a number of concerns that were also expressed by the community in terms of no concurrent development permit, lack of additional public engagement, and the fact that this application precedes the completion of the Cultural Plan and the new ARP being developed with the Tomorrow's Chinatown project. In addition, the letter responds to the specific changes that were requested by the applicant as part of the submission package, for example, concern with

Approval: S. Lockwood concurs with this report. Author: C. Renne-Grivell

CPC2021-0706

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properties, LOC2020-0072

2021 May 20 Page 4 of 5 Policy Amendment and Land Use Amendment in Chinatown (Ward 7) at multiple

how the requirement for traditional Chinese motifs and architectural features would be handled in the DC, the possibility of shadowing of Sien Lok Park and concern that the mandatory residential requirement would be altered.

In regards to the concern expressed with this application moving forward while the Cultural Plan and the ARP are still being developed with the Tomorrow's Chinatown project, there is no restriction that prevents applications from being submitted during this time. While the policy work on Tomorrow's Chinatown is underway through 2020-2022, applications received in Chinatown will be processed and reviewed against the currently approved Land Use Bylaw, the existing *Chinatown* ARP and the existing policy framework which includes the *Guiding Principles for Development* as approved by Council. This is not a concurrent land use and development permit application as was the case with the previous land use application, as the owner advises there is uncertainty in the current market conditions for major developments. However, the changes that are proposed are minor clarification items and amendments, with the intent of the existing DC District - facilitating high-density, mixed-use development – remaining in the proposed DC District.

Following Calgary Planning Commission, notifications for 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 allows for new development in an older, established community that will encourage and accommodate the housing needs of a wider range of age groups, lifestyles and demographics. In addition, the allowance for additional commercial development in the area may also attract and service additional residents.

Environmental

The <u>Climate Resilience Strategy</u> identifies programs and actions intended to reduce Calgary's greenhouse gas emissions and mitigate climate risks. This land use application does not include any actions that specifically meet objectives of this plan; however, opportunities to align development of this site with applicable climate resilience strategies may be explored and encouraged at subsequent development application approval stages.

Economic

As the subject site is currently occupied by a surface parking lot, the proposed land use allows the subject lands and existing infrastructure to be utilized more effectively.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

Planning & Development Report to Calgary Planning Commission 2021 May 20

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Policy Amendment and Land Use Amendment in Chinatown (Ward 7) at multiple properties, LOC2020-0072

ATTACHMENT(S)

- 1. Background and Planning Evaluation
- 2. Applicant Submission
- 3. Applicant Outreach Summary
- 4. Community Association Response
- 5. Proposed Bylaw 33P2021
- 6. Proposed Bylaw 99D2021
- 7. Letters

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Approval: S. Lockwood concurs with this report. Author: C. Renne-Grivell City Clerks: A. Degrood

Background and Planning Evaluation

Background and Site Context

The subject site consists of ten parcels of land located in the community of Chinatown. The primary site frontage is located on 3 Avenue SW, but also has frontages to 2 Avenue SW and 1 Street SW. The site area is approximately 0.61 hectares (1.5 acres) in size and it is currently used as a surface parking lot.

To the north, the land is designated DC Bylaw 48Z84 to provide for residential and commercial uses, and street-orientated development. The building form is primarily residential with commercial at grade.

To the east, the land is designated DC Bylaw 70Z84 to provide for residential and commercial uses, and street-orientated development. There are two existing residential blocks, each approximately 12 storeys in height.

To the south, the land is designated as Commercial Residential District (CR20-C20/R20) and is part of the downtown core wherein the Centre City Plan seeks to ensure connection to the surrounding residential/mixed-use neighbourhoods. The Sun Life Plaza building comprises three office towers on a podium over the majority of the entire block.

To the west, in the north-west corner of the block is a 126 unit senior citizens apartment building of approximately 15 storeys designated under DC Bylaw 224Z8. Across 1 Street SW is a surface parking lot and the Chinese Cultural Centre.

There was a previous land use amendment application first submitted in 2012 (LOC2012-0101, CPC2015-183) which proposed a number of changes from the existing DC District and ARP, most significantly to the density and building height allowed. This proposal was modeled on land uses found in the Beltline and Downtown and is therefore not unusual for Centre City neighbourhoods. However, as this was significantly different from the densities and heights historically found in Chinatown, there was significant opposition within the community. As a result, CPC2015-183 was tabled by Council twice (2015 November 09 and 2016 February 08). Community members expressed concerns with the application, citing the scale of intensification relative to the existing ARP, the potential to significantly alter Chinatown, and the belief that additional public consultation was required. There was also a desire to evaluate a detailed building design, rather than the set of broad development rules that form a land use amendment application.

Subsequently in 2016 April, Council referred the application back to Administration to undertake a community-wide City-led engagement process with an intent to not only gather input on the proposed application, but also to scope a potential new *Chinatown ARP*. The engagement took place between May and October of 2016, and involved more than 4,700 participants in on-street events, interviews, open houses, workshops, online participation, and a walking tour event. Based on this engagement exercise, Administration developed a set of Guiding Principles whose purpose was to inform the direction of a future ARP and to help assess applications that occur before a new ARP can be drafted. Work on the new ARP is currently underway. The Guiding Principles provoked a list of recommended changes to the pending land

use and policy amendments, which in turn were then incorporated into the original 2012 land use proposal.

The revised proposal was heard by Council on 2016 December 05. First and second readings were granted to both the new DC District and the amendments to the ARP. Third reading of the bylaws were withheld pending conditional approval of a development permit by Calgary Planning Commission which was granted on 2018 November 12 (DP2018-2769, CPC2018-1093). Third reading of the policy amendment and land use were also given on 2018 November 12. However, the development permit was subsequently appealed on the grounds of the Development Authority not taking into account the policies of the ARP, the Municipal Development Plan (MDP) nor the DC Bylaw. In addition, the appellants cited the Development Authority failing to properly take into account access and transportation requirements, the compatibility of the proposed development with the surrounding developments and the appropriateness of the development for the site. The applicant decided to cancel the development permit application before the hearing by the Subdivision and Development Appeal Board. As is indicated in the Applicant Submission (Attachment 2), the revised DC District that is the subject of this current land use amendment application is intended to add clarity and flexibility to some of the regulations in the existing DC District as well as correct some clerical errors. The overall intent of the existing DC District, allowing for mixed-use development, has not changed from the existing DC District.

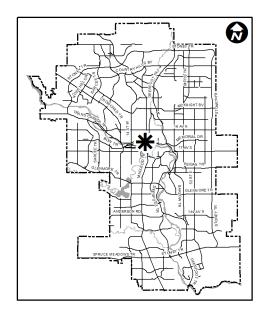
Community Peak Population Table

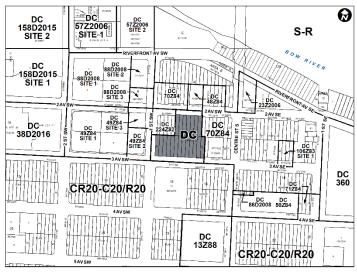
Chinatown	
Peak Population Year	2019
Peak Population	2,471
2019 Current Population	2,471
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: The City of Calgary 2019 Civic Census

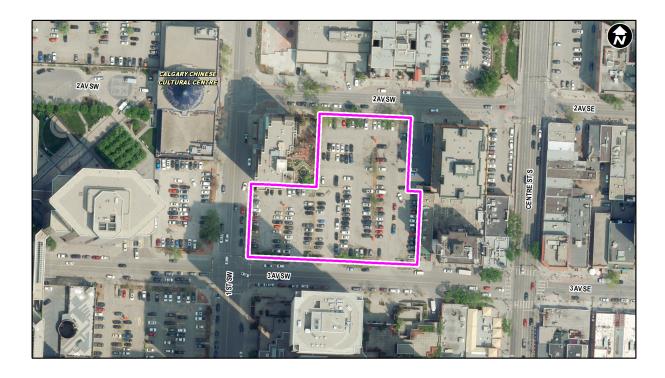
Additional demographic and socio-economic information may be obtained online through the Chinatown community profile.

Location Maps









Previous Council Direction

There has been no recent Council direction for this application after the approval of the initial land use amendment on 2018 November 12.

Planning Evaluation

Land Use

The proposed DC District seeks to add clarity and flexibility to some of the rules within the existing DC District, and retain the overall intent of the existing DC District which is to allow for high-density, mixed-use development. The base district remains as the Centre City Mixed Use District (CC-X), and the maximum FAR remains 12.0, as do the allowed uses within the district (other than excluding the Cannabis Counselling and Cannabis Store uses updated from the original DC which excluded the Medical Marijuana use).

Section 9 Floor Area Ratio

Additional clarity has been added to the intent of Section 9(2), as found in the proposed DC District, which allows for an increase of 9.0 FAR above the base density when certain residential uses are provided in the development. The existing statement in this section has been interpreted in the past as meaning that all of the listed uses must be provided in the development in order to achieve this increase in FAR. However, this is standard wording that can be found in other districts in Land Use Bylaw 1P2007 and has been interpreted as meaning that only one or more of these uses needs to be provided in order to qualify for this increase in FAR. Therefore, additional wording has been added to this section to ensure that this will be interpreted as elsewhere in Land Use Bylaw 1P2007.

Section 10 Mandatory Residential

The intent of the existing DC District has been maintained in this section, in that each building is required to contain a residential component. However, there has been additional flexibility added to this section that exempts the FAR of any building up to and including the sixth storey to be excluded from the mandatory residential requirement. This would reduce some available FAR that would be used in the calculation of the mandatory 60 percent residential per building. Therefore, this requirement has been increased to 80 percent mandatory residential for any portion of a building above the sixth storey. This will ensure that approximately the same amount of residential area will be achieved as previously required.

Section 13 Use Area

"Market" has been added to Section 13(3) as a use that can have a maximum use area of 3,000 square metres as opposed to a limit of 465 square metres. The applicant had indicated that they wished to have flexibility with the use area, as they are considering a larger, multi-tenanted food hall type use on the ground floor.

Section 15 Setback Areas

The maximum front setback area in Section 15 has been increased from 3.0 metres to up to 6.0 metres and specific rules for side setback requirements for both 2 Avenue SW and 3 Avenue SW have been added. These rules are in alignment with the CC-X District, and will allow for more flexibility in design of any proposed building to address flood protection methods while still maintaining active streetscapes. For example, this will allow for a more pedestrian friendly transition from the sidewalk to building entrances through the use of steps and landscaping elements.

Section 18 Sunlight Protection

A provision has been added to Section 18 to allow for shadowing of the "entranceway" to Sien Lok Park from 1:30 to 4:00 pm Mountain Daylight Time on September 21. Although this encroaches into the restricted hours for shadowing of Sien Lok Park south of Riverfront Avenue SW which are from 12:00 to 2:00 pm Mountain Daylight Time, Calgary Parks supported this shadowing when reviewing the previously submitted development permit. In addition, as this functions as an "entrance" to the larger park space where people are passing through, rather than stopping, shadowing is likely less impactful at this location.

Section 25 Parking Lot-Grade (Temporary)

Section 25, the time limit for approval of Development Permits for Temporary Parking Lots has been extended until the end of 2030. This is in response to delays due to COVID, and a lengthier time for approval than anticipated, as well as changing economic conditions.

Section 27 Relaxations

The proposed DC District also includes a rule that allows the Development Authority to relax Section 8. Section 8 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulations. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district. Sections 12, 13, 15, 17 and 23 have also been included as eligible for consideration for relaxation under this section, to allow for some flexibility in application of these requirements.

Schedule C

The density bonusing provisions in Schedule C have also been updated to include the development of a future Plus 15 pedestrian bridge connection as an additional bonusing option. While the subject site is not officially within the boundaries of the Plus 15 system, there has been community interest expressed for a connection to the system. In addition, the Sunlife Towers development across from the subject site on 3 Avenue SW has dedicated interior space which preserves the potential of a future pedestrian bridge connection.

The proposed DC District guidelines are set out in Attachment 6.

Development and Site Design

The rules of the proposed DC District will provide guidance for future site development including uses, building massing, height, landscaping and parking.

Transportation

Pedestrian and vehicular access to the site is available from 1 Street SW as well as 2 Avenue SW and 3 Avenue SW. The area is served by a westbound Calgary Transit #449 Eau Claire/Parkhill bus route, which is within approximately 200m walking distance from the site via 2 Avenue SW which offers service through the Downtown core & the 1 Street LRT Station, and continues through the Beltline, Mission, Roxboro, and on to the 39 Street LRT Station.

The site is also approximately 275 metre walking distance from the northbound and southbound Routes 2, 3, 17, 109, 116, and 300 BRT Airport bus routes on Centre Street at 4 Avenue S.

At the future Development Permit stage, a Transportation Impact Assessment will be required.

Environmental Site Considerations

A Phase 1 Environmental Site Assessment, completed in 2018, was submitted with this application. There were no significant findings with this report.

Climate Resilience

The applicant has not identified any climate resilience measures as part of this application. Further opportunities to align future development on this site with applicable climate resilience strategies may be explored and encouraged at the development permit stage.

Utilities and Servicing

Public water, sanitary, and storm deep main utilities exist within the adjacent public right-of-way. Ultimate development servicing will be determined at the future development permit stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered, and is aligned with, the policy direction of the <u>South Saskatchewan Regional Plan</u> (SSRP) which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's <u>Interim Growth Plan</u> (IGP). The proposed land use amendment builds on the principles of the IGP 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 Activity Centres - Centre City as identified on Map 1 of the Municipal Development Plan (MDP). The Centre City land use policies seek to reinforce the Centre City as the focus of business, employment, culture, recreation, retail and high-density housing.

Climate Resilience Strategy (2018)

The <u>Climate Resilience Strategy</u> identifies programs and actions intended to reduce Calgary's greenhouse gas emissions and mitigate climate risks. This land use application does not include any actions that specifically meet objectives of this plan, however, opportunities to align development of this site with applicable climate resilience strategies may be explored and encouraged at subsequent development application approval stages.

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

<u>Calgary's Greater Downtown Plan</u> recognizes Chinatown as a culturally rich and unique community that is highly valued by Calgarians and visitors. However, it also recognizes that consideration must be given as to how to sustain and grow the community's vitality through its cultural presence, community design and built form. This proposed application aligns with many of the guiding principles as outlined in this plan, such as the creation of unique, mixed-use neighbourhoods, provision of a range of housing choices and amenities for residents in close proximity to where they live.

Chinatown Area Redevelopment Plan (Statutory - 1986)

To accommodate the proposed revisions to the DC District, an amendment to Table 1 in the <u>Chinatown Area Redevelopment Plan</u> (ARP) is required to clarify allowable densities and provide additional detail as to how the requirements for Chinese or Asian motifs or architectural elements may be incorporated as part of the future development on this site. In addition, the amendment clarifies that the calculation of the contribution formula for density bonusing pertaining to the Chinatown Improvement Fund is set by the DC District for the site (Attachment 5).

Guiding Principles for Development in Chinatown (2016)

A set of *Guiding Principles for Development in Chinatown* was approved by Council in December of 2016 as an interim guide to reviewing planning applications, in conjunction with the to *Chinatown ARP*. The proposal aligns with each of the principles as follows:

1. All new developments reinforce the distinct cultural and historical character of Chinatown.

Keeping the Culture Vibrant: Chinatown has a deep and rich history in the cultural fabric of Calgary. Therefore, this new development will reinforce the distinct cultural and historical character of Chinatown, through architectural motifs, masonry, and lighting treatments. The architecture connects the traditional with the modern, paying homage to elements found in historical Chinese architecture. Vertical and horizontal rectangles are inspired by the intricate geometric wood lattice, found in the windows, doors, and balustrades of traditional Chinese design. Brick materials chosen for the development include reduction-fired brick, which is elemental of traditional Chinese architecture. The pedestrian levels at the podium encourages uses of signage and lighting that extends the visual language of Chinatown, and reinforcing contrast with downtown business district developments that predominantly use glass and concrete lobbies at pedestrian level.

Promoting distinctive cultural recognition: This development is designed with opportunities to both reinforce and promote that mandate across multiple scales and areas, including commemorative plaques, murals by local Asian artists, and decorative motifs. Ground level retail provides opportunities for businesses to offer and share their take on Chinese culture. From Bubble tea cafes and Chinese bakeshops to Asian grocers, and Chinese restaurants, this development is designed to offer them all.

2. Chinatown is a residential, mixed-use community.

Providing housing for all ages and incomes: The development provides a variety of residential units with a supportive commercial mix to ensure Chinatown remains a mixed-use community. Residential development will offset the aging housing stock in Chinatown's existing buildings, helping to attract younger homeowners. Built in amenities, local services, and the nature of low-maintenance condo/apartment living will continue to appeal to elderly residents of Chinatown. We've worked hard to provide a variety of retail, hotel, restaurants and residential units to ensure individuals, couples and families of all ages and incomes can call Chinatown home.

3. All developments enhance the pedestrian experience.

This development has been designed to support the human scaled environment, as we're building in a number of initiatives to enhance the pedestrian experience, including bench

seating, overhead lighting, bike racks, planters, trees and accessible storefronts. Residential entrances are designed to be less pronounced, placing more focus on retail units and other points of interest to create a pedestrian-oriented development.

4. Chinatown is a community for all, and provides housing for residents for all ages and incomes.

As outlined in Point 2 above, this development provides a variety of residential units that will attract people from a range of ages and income

5. There are a variety of options for getting to Chinatown.

Transit Oriented Development: the site has excellent connectivity to alternative transportation networks, as it is located within a 400 m walk zone from Calgary's primary transit network: the future 2 St SW Greenline LTR station, and the MAX yellow BRT. It is also 100 m removed from the extensive riverfront walking and cycling track networks.

Improving mobility around Chinatown: We've thoughtfully designed the site with porosity at grade to encourage pedestrian access to the North, South, and West sides. Underground parking, and both underground and surface loading areas take into consideration accessibility on various modes of transportation.

Enhancing parking in Chinatown: There will be 4 floors of parking that include 470 stalls and two sets of bike parking with a total of 376 bike stalls to encourage cycling and enhance parking options. There will also be two additional stalls for street parking.

Maximizing sunshine penetration: No new shadow is being cast on the shadow protected areas of Sien Lok Park or the Bow River pathway.

6. Chinatown has a variety of public and private gathering spaces.

Water features, gathering spaces, street level retail, and wide walkways were designed to encourage open air markets and social meeting spaces. Large contiguous restaurant spaces create opportunities for indoor banquet spaces, and a traditional gathering place for family and community.

7. Chinatown is safe, clean and vibrant, day or night.

Design features to ensure Chinatown is clean, safe and secure: Chinatown has always been home to a variety of public and private gathering spaces. This new development in Chinatown will be built in that tradition, incorporating bright lighting, welcoming plazas and design that encourages people to come together safely and as a community. Emphasis has been placed on creating spaces that promote round-the-clock usage. We achieved this by allowing for a mix of commercial and residential uses to create activity throughout the day.

8. Commercial activity in Chinatown supports the residential and cultural community.

Providing authentic retail and dining experiences: The development will feature a wide selection of ground level retail spaces, with a majority of units under 1000 square feet. These small but vibrant retail spaces encourage various kinds of tenants and customers. A

wide variety of signage and canopy options that aid in providing an authentic retail and dining experience. This, along with the street food night market and our partnership with Moonlight market will ensure there are affordable and vibrant options for locals and tourists to choose from.

Building for economic viability: When you build a quality development you can expect to see quality returns. With a wide variety of residential and retail options available to all, this development in Chinatown will be no different.

Applicant Submission

May 14, 2020

On behalf of 2236798 AB Ltd. (El Condor Lands), Perkins and Will is submitting this application. On November 23rd 2018, the Development Authority approved the development permit application submitted by Perkins and Will Architects for a new mixed-use project comprised of ground floor retail, a twelve-storey hotel on 2nd Avenue SW, and two twenty-eight storey residential towers on 3rd Avenue SW, in the community of Chinatown. The site, directly surrounded by residential and commercial buildings, lies on the Chinatown / Centre City border, and the parcels of land are located between 2nd and 3rd Avenue SW and bordered by 1st Street SW. Specific addresses: 129, 125, 123, 121 and 117 2nd Avenue SW and 116, 120, 124 and 130 3rd Avenue SW. The property is owned by EI Condor Lands (2236798 AB Ltd.) and the proposal was designed to fit contextually within the fabric of Chinatown, in alignment with the requirements outlined in the revised land use bylaws 38P2015, 179D2015, and the Chinatown ARP. The current DC land use was drafted prior to the submission of the Development Permit (DP). The DP was unanimously approved by Calgary Planning Commission. This application outlines the proposed amendments to the DC bylaw. The amendments were a result of scrutiny throughout the DP process. These amendments would allow for the resubmission of the previously approved development permit application.

The proposed project, dubbed "OurChinatownYYC", framed Chinatown`s unique urbanism centered around retail activity and celebration of street culture through elements such as: pedestrian oriented fine grain commercial spaces; diverse tenants; at-grade retail, and accompanying signage; historical layering of development; and a dense, but organically evolved socio-spatial environment. Coupled with applicant led engagement, these elements adhere to the 8 Guiding Principles which are based on hundreds of hours of rigorous City engagement and ratified by City Council.

The proposed project added a strong edge to the community and enhanced connectivity into Chinatown, while augmenting a sense of place by incorporating elements of historical Chinese architecture and distinctively scaled internal commercial alleyways that maximized customizable space and activity. Ultimately, OurChinatownYYC sought to model culturally responsible development in Chinatown. The intensive consultation process framing this iteration drew almost 600 participants through multiple modes of connection (focus groups, surveys, open houses, pop-up events) both in-person and online. However, the decision of the Development Authority was appealed before the Subdivision and Development Appeal Board, and El Condor decided to withdraw the Development Permit Application. This revocation was upheld on June 18, 2019.

The DC changes proposed in this land use amendment make it technically possible for DP approval, while retaining the spirit of the development guidelines that were part of the initial land use application in 2015. It was always the landowner's intention to reapply to correct clerical items in the Direct Control (DC) District. This application allows for the resubmission of the previously approved DP application.

Applicant Outreach Summary

May 5, 2021

The Development Permit (DP) application submitted by Perkins + Will Architects for this new mixed-use project was originally approved by the Development Authority on November 23rd, 2018. The intensive consultation process framing the development of this concept drew almost 600 participants through multiple modes of connection (focus groups, surveys, open houses, pop-up events) in both in-person and virtual spheres. However, following the subsequent decision appeal brought before the Subdivision and Development Appeal Board, the DP application was withdrawn. However, it was always the landowner's intention to reapply to correct and clarify clerical items in the approved Direct Control (DC) District. Therefore, a fresh consultation process was deemed unnecessary, since the scope of these modifications involved no material alterations to the approved concept, and no substantial changes were made to the previously approved DP either, thereby maintaining the essential form and substance of the previously approved DC district.

Community Association Response

June 30, 2020

Circulation Controller Planning & Development P.O. Box 2100 Station M Calgary, AB T2P 2M5 IMC 8201 cpag.circ@calgary.ca

File Number: LOC2020-072 – 121 2 Avenue SW

Planner: Colleen Renne-Grivell

Dear Ms. Renne-Grivell:

Thank you for allowing the Calgary Chinatown Community Association (CCCA) the opportunity to provide comments on Land Use Amendment Application LOC2020-072. We are saddened and disappointed by the applicant's letter and their indication of submitting the same Development Permit as previously appealed. We are also concerned with their absence of public engagement prior to the applicant submitting this application for re-zoning. To us it indicates that they do not intend to work with the community to come to a reasonable solution.

We also find a number of inaccuracies in their application letter including but not limited to "... and the proposal was designed to fit contextually within the fabric of Chinatown, in alignment with the requirements outlined in the revised land use bylaws 38P2015, 179D2015, and the Chinatown ARP."

If the development fit within the Bylaws and the Chinatown ARP we would not have had grounds to appeal the application and these revisions would not be required. We believe they are using this as an opportunity to revise a Land Use to suit a plan instead of altering the plan to suit the approved Land Use. The applicant often refers to adding flexibility to the DC, but this current DC guideline had already been tailored to their project as per their specifications. Adding flexibility to the DC guidelines speaks to the fact that the project is not solidified and plans that were submitted and are going to be resubmitted are speculative only.

We are also concerned with the timing of the application. The city and the community have begun the process of working on Tomorrow's Chinatown, the new Cultural Plan, Local Area Plan (LAP) and Area Redevelopment Plan (ARP). We recommend that this application not be considered until these documents are in place and can be used as a guiding documents. This application is premature and requires extensive scrutiny by the planning and transportation departments.

DC Tied to a Plan and Concurrent DP Application

Should this revised Land Use be considered prior to the completion of the Tomorrow's Chinatown, the new Land Use and Development must comply with the eight (8) Chinatown Development Guiding Principles, as approved by Council, the existing Chinatown ARP and existing Chinatown Handbook of Public Improvement. We respectfully request that the approval of the proposed new DC Bylaw be tied to a Plan and that a concurrent Development Permit application be approved with no appeals prior to acceptance. Given the history of the file and applicant we feel that this is a prudent and required step. The previous Land Use Amendment was withheld third reading until an approved Development Permit was obtained. The applicant waited until just before the expiry date to submit an application, received third reading and then withdrew the Development Permit when it was appealed. We do not feel that they fulfilled the requirement of receiving the 2015 Land Use. We believe that by tying the Land Use to a Plan it will lessen the likelihood of the same issues recurring.

Below are our comments on the requested modifications to the DC Land Use Amendment. However, as there is no such thing as a revised DC Land Use Application and this must be a completely new Land Use, we would like the Development Authority and Council to consider some of the other shortcomings of the approved Land Use. It is important to note that Land Use Guidelines not only serve the interests of the property owner but also serve the overall public interests in Chinatown and the downtown area.

Site Access

• In the previous design the applicant had all the underground parking access located on 2 Avenue SW. We feel strongly that this is not appropriate. As per the Chinatown ARP, 2 Avenue SW is classified as a local road and has several senior's residences located on both sides of the street. We take the safety of our residents, especially our senior, very seriously and do not believe that the parking access on 2 Avenue SW takes this into consideration. Additionally, 2 Avenue SW is effectively only a single block long, as it does not extend west beyond 1 Street SW and to the east is the lighted intersection at Centre Street with the priority given to the traffic on Centre Street. The approval of the Green Line development and the increase of BRT traffic on Centre Street will only perpetuate this issue. It would be more appropriate to locate all vehicle access on 3 Avenue SW as this is more of a traffic corridor with better access east and west.

Location of Uses

We would also ask that consideration be given to the uses on site. In the previous application the
applicant located the hotel on 2 Avenue SW and the residential buildings on 3 Avenue SW. We
suggested numerous times that it would make more sense for the residential to be on 2 Avenue
SW as it is surrounded by other residential buildings. The hotel is more conducive to being
located on 3 Avenue SW due to the improved pedestrian, vehicle, taxi and bus access.
Additionally, there is the possibility that a connection to the +15 network could be sought from
the hotel should it be located on 3 Avenue SW.

4(a)(ii) "Residential Sales Centre"

Given the current economic climate we find it acceptable to extend the time frame from the four (4) year limit. However, we do not believe that this needs to be revised as the applicant can reapply once the first 4 year period has elapsed.

6(b)(ii) Uses

We are accepting of the revision to revise the spelling of marijuana.

8(a)(ii) Floor Area Ratio

We are not in support of revising the word "and" to the word "or". Diversity is very important to the community and to Council and we believe that the wording in the Land Use is intentional and reflective of this goal. The Tong Houses are of significant importance to the community, it is our concern that if this wording is revised that this development will lose these important cultural spaces. 9.0 FAR is a significant increase in area and we believe it is not too much to ask that the space be diverse in its uses.

8.1 Mandatory Residential

We are not in support of the revision to revisit the 60% residential rule. We do not believe that this has anything to do with the phasing, as it clearly reads that 60% of the FAR for any building must be comprised of one or more of the following uses: Assisted Living, Dwelling Unit, Live Work Unit, Multi-Residential Development or Tong House. Therefore, all the buildings on the site must meet this clause independent of phasing.

As with 8(a)(ii), this clause speaks to the diversity of the site and the fact that we are a Residential neighborhood. The applicant refers to the protection of this diversity in their rational by indicating that 8(a)(ii) ensures the diversity but has also asked to revise that clause. This is another strong reason that we are requesting that the Land Use be tied to a Plan.

11(1) Use Area and 11.1 Retail Storage Frontage

We have some concerns with the revision to the maximum use area and the maximum frontage widths. The maximum use areas and widths of individual units are proscribed to fit with the contextual neighborhood. The small storefronts are an important part of the cultural identity of Chinatown and therefore are an important part of the planning document. It is important to the community that the main floor retail enhance the pedestrian oriented public realm that contributes to the ambiance of Chinatown.

Additionally, we do not believe that a multi-tenanted food hall type of venue is appropriate on the main floor of the development. We would be willing to accept a larger use area on the second floor, especially if a +15 was contemplated.

12 Building Setbacks

We are strongly opposed to any revision to the setbacks and in fact would prefer that the setback was increased. There was a lot of thought and time put into this matter by Council when the existing DC was approved. The 1.5 meters is already below the 2.134 meters in the Chinatown Handbook for Public Improvement. We would be willing to accept the removal of the maximum depth of 3.0 meters should the minimum depth of 1.5 meters remain. This would provide flexibility and assist in the addition of outdoor patio spaces and a more pedestrian friendly environment.

We also have concerns with the lack of addressing the side setbacks and rear setbacks in DC179D2015. We understand that the *front property line* is defined as

- (a) the property line separating a parcel from an adjoining street;
- (b) in the case of a parcel that adjoins more than one street, the shortest property line that is parallel to the direction of travel on the street;

For the subject site this would be 1 Street SW. We would like it added that for a side setback and rear setback where the parcel shares a property line with a street, the front setback area requirement applies. We strongly believe that this was the intent of Council and is part of the CC-X zoning. This is a loophole that needs to be closed.

13 Residential Window Separation for Property Line

We do not support a revision to the window separation as the separation of the new building from the existing surrounding residential towers is important to maintain. No one wants to look into their neighbors' windows.

14(1), 14(3), 14(4) Required Motor Vehicle Parking Stalls

We do not support a reduction in parking anywhere in Chinatown. The community is an important hub for all of Calgary and many people come to the community via single passenger vehicles, especially in the evenings and weekends. We have repeatedly asked that no relaxations be granted and that any applicant be encouraged to supply on-demand spots for hourly parking. This is also supported in both the Chinatown ARP and Chinatown Handbook of Public Improvement.

We do not support the request that the cash-in-lieu be suspended. This is in line with the original DC zoning, the DC zonings of the rest of the community, the Chinatown ARP and the Chinatown Handbook of Public Improvement. We ask that this fund please be used to provide public parking in Chinatown to rectify the situation.

15(d) Sunlight Protection

We do not support any type of relaxation to the shadowing requirements. The park and the Seniors Centre are important parts of the community. The current DC guideline is very clear on these

CPC2021-0706 Attachment 4 ISC: UNRESTRICTED

requirements and is inline with the previous DC guideline and the Chinatown ARP. The applicant's argument that the property to the west will cast a shadow should not be considered as this is speculation. We do not know what form or when any development on that parcel will take place.

16 Building Height and 17 Podium Height

We do not support a reduction in the 20 meter setback from 2 Avenue SW, especially as the applicant does not indicate what sort of change they are looking for. This was carefully thought out by Council and a thoroughly discussed element with the approval of the current DC guideline. The 46 meter height and 4-storey podium limit within this 20 meter setback is there it ensure that the new building interfaces with the contextual height of the neighboring buildings. 2 Avenue SW is a residential street and as such any new development should fit into the existing fabric of the neighborhood.

18 Podium Design

We are unclear as to what the applicant is requesting in the revision of this requirement. The wording and intent are clear to us. We do not understand what the applicant is looking for.

19 Architectural Motifs

We do not support this change as this is of critical importance to the community. We object to the wording proposed as we do not believe that the Development Authority has the right to judge Cultural significance if they are not part of the that culture. The City is currently in the process of developing Tomorrow's Chinatown and upon completion this document will improve the direction of development in the community going forward.

Should this Land Use Amendment go through prior to the completion of Tomorrow's Chinatown the incorporated motifs and architectural elements should only be evaluated by the Urban Design Review Committee alongside a committee of delegated Chinatown members to act as a cultural authority.

22 Parking Lot-Grade (Temporary)

We are accepting of the extension of the parking lot from December 31, 2027 to December 31, 2030.

Should you have any questions or require any clarifications please reach out. We are more then willing to work with the city and the applicant on the future development of the property.

CPC2021-0706 Attachment 4 ISC: UNRESTRICTED

Sincerely,

Ed Tam

Ediam

President, Calgary Community Chinatown Association

t. 403-617-7911 e. ccca.vvc@gmail.com

Tiffany Whitnack, M.Arch, Architect, AAA, MRAIC Secretary, Calgary Community Chinatown Association

t. 403-813-6959 e. TWhitnack@shaw.ca



CPC2021-0706 ATTACHMENT 5

BYLAW NUMBER 33P2021

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE CHINATOWN AREA REDEVELOPMENT PLAN BYLAW 3P86 (LOC2020-0072/CPC2021-0706)

WHEREAS it is desirable to amend the Chinatown Area Redevelopment Plan Bylaw 3P86, 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 Chinatown Area Redevelopment Plan attached to and forming part of Bylaw 3P86, as amended, is hereby further amended as follows:
 - (a) In Section III. Chinatown Land Use and Development, in Table 1, delete the row for Site 1b and replace with the following:

SITE	EXISTING DESIGNATION	LAND USE	DENSITY	DEVELOPMENT GUIDELINES
1b	DC (Direct Control) Bylaw	Mixed Commercial and Residential Use	FAR	 The main floor shall be designed and built so as to be capable of accommodating a range of non-office commercial uses. New development must incorporate character-defining and culturally appropriate elements which reinforce the distinctive identity and sense of place of Chinatown. These elements may include, but are not limited to:

PROPOSED

BYLAW NUMBER 33P2021

		(a) contemporary interpretations of traditional Asian architectural elements (expressed in forms, massing, patterns, materials, colours, etc.) which recall cultural motifs without necessarily mimicking historic façade elements found in Calgary's Chinatown or elsewhere;
		(b) fine-grain, visually interesting frontage design elements which create a unique sense of place through the use of high quality materials and decorative façade elements including ornamental columns and beams, patterned screen walls, canopies, signage, lighting and colours; and
		building lighting and signage which animate the streetscape and highlight entries and architectural elements while emphasizing the distinctiveness of businesses.

(b) In Section IV. Public Improvements, section C. Implementation Strategies, subsection 2. Chinatown Improvement Fund, at the end of policy b. add the following:

"For Site 1b as shown on Map 1, the amount of density that can be earned and the calculation of the contribution formula are set by the Direct Control District Bylaw for the site."



BYLAW NUMBER 33P2021

2. This E	Bylaw comes into force on the	date it is passed.	
READ A FIRS	ST TIME ON		
READ A SEC	OND TIME ON		
READ A THIF	RD TIME ON		
		MAYOR	
		WATOK	
		SIGNED ON	
		CITY CLERK	
		SIGNED ON	
		SIGNED ON	



CPC2021-0706 ATTACHMENT 6

BYLAW NUMBER 99D2021

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2020-0072/CPC2021-0706)

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:

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

2.

- 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".
- READ A FIRST TIME ON

 READ A SECOND TIME ON

 READ A THIRD TIME ON

 MAYOR

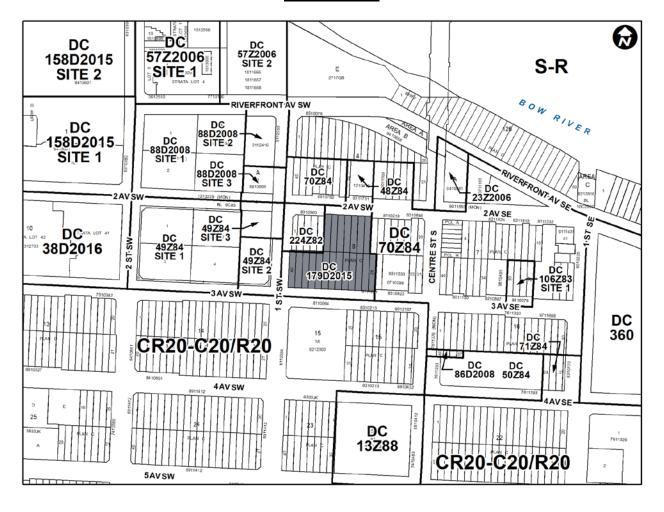
 SIGNED ON

 CITY CLERK

SIGNED ON _____

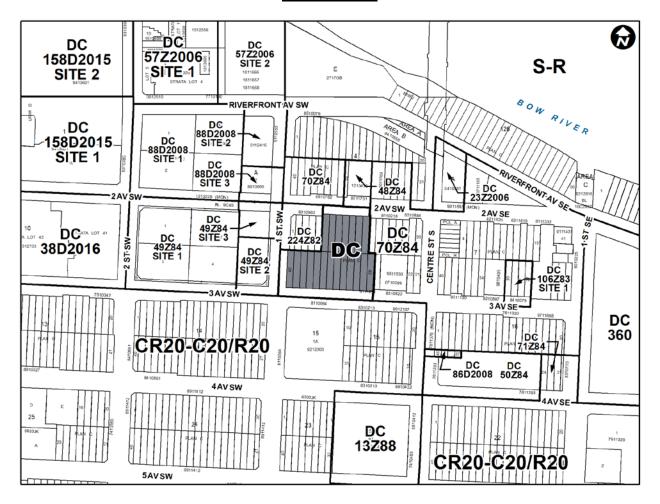


SCHEDULE A





SCHEDULE B



DC DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to:
 - (a) provide for a high density mixed-use development;
 - (b) have a maximum base density with the opportunity for a density bonus to achieve commercial residential mixed-use, public benefit, and amenities within the Chinatown community;
 - (c) allow for a building form that is street oriented at grade; and
 - (d) ensure that new development incorporates character-defining and culturally appropriate elements which reinforce the distinctive identity and sense of place of Chinatown.



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

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

General Definitions

- 4 In this Direct Control District Bylaw:
 - (a) "bonus provisions" means those items set out in Schedule C of this Direct Control District Bylaw which may be provided by a **development** in order to earn additional **floor area ratio**; and
 - (b) "residential uses" means any one or more of the following uses: Assisted Living, Dwelling Unit, Live Work Unit, Multi-Residential Development, Hotel and Tong House.

Defined Uses

- 5 In this Direct Control District Bylaw:
 - (a) "Residential Sales Centre" means a use:
 - (i) where *units* are offered for sale to the public;
 - (ii) that may include sales **Offices** and displays of materials used in the construction of the *units* that are offered for sale; and
 - (iii) that must only occur:
 - (a) in a *unit* which may be temporarily modified to accommodate the *use*: or
 - (b) in a temporary **building**; and
 - (b) "Tong House" means a *use*:
 - (i) which provides for a Chinese family affinity meeting hall; and
 - (ii) that may include the provision of rooming accommodation with shared washing and cooking facilities.

Permitted Uses

The **permitted uses** of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.



Discretionary Uses

- 7 The *discretionary uses* of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the *discretionary uses* in this Direct Control District:
 - (a) with the addition of:
 - (i) Residential Sales Centre; and
 - (ii) **Tong House**; and
 - (b) with the exclusion of:
 - (i) Beverage Container Quick Drop Facility;
 - (ii) Cannabis Counselling;
 - (iii) Cannabis Store:
 - (iv) **Pawn Shop**; and
 - (v) Payday Loan.

Bylaw 1P2007 District Rules

Unless otherwise specified, the rules of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 9 (1) Unless otherwise specified in subsections (2), (3), and (4), the maximum *floor area ratio* is 3.0.
 - (2) Unless otherwise provided in subsection (4), the maximum *floor area ratio* referenced in subsection (1) may be increased by up to an additional *floor area ratio* of 9.0 when this additional floor area is used for one or more "*residential uses*".
 - (3) Unless otherwise provided in subsection (4), the maximum *floor area ratio* referenced in subsection (1) may be increased by up to an additional *floor area ratio* of 5.0 in accordance with the "*bonus provisions*" contained in Schedule C of this Direct Control District Bylaw.
 - (4) The cumulative maximum *floor area ratio* referenced in subsections (1), (2) and (3) must not exceed 12.0.
 - (5) Unless otherwise specified in Schedule C of this Direct Control District Bylaw, a public amenity item for which additional *gross floor area* has been achieved must be maintained on the *parcel* for so long as the *development* exists.
 - (6) The **Development Authority** must determine whether a proposed amenity item is appropriate for the **development**.



Mandatory Residential

- Unless otherwise provided in subsection (2), a minimum of 80 per cent of the floor area ratio above the sixth storey of any building in this Direct Control District must be comprised of one or more of the following uses: Assisted Living, Dwelling Unit, Live Work Unit, Multi-Residential Development, and Tong House.
 - (2) If any of the *uses* listed in subsection (1) are provided within the first six storeys of any *building* in this Direct Control District, the *floor area ratio* for those *uses* will be credited towards the minimum 80 per cent required for that *building* by subsection (1).

Floor Plate Restrictions

- 11 Each floor of a *building* located partially or wholly above 36.0 metres above *grade* and containing "*residential uses*" must not exceed a maximum:
 - (a) floor plate area of 930.0 square metres; and
 - (b) horizontal dimension of 44.0 metres.

Location of Uses within Buildings

- 12 (1) The following *uses* must not be located on the ground floor of *buildings*:
 - (a) Catering Service Minor;
 - (b) Community Recreation Facility;
 - (c) Counselling Service:
 - (d) Health Services Laboratory With Clients;
 - (e) Indoor Recreation Facility;
 - (f) Instructional Facility;
 - (g) Medical Clinic;
 - (h) Office;
 - (i) Place of Worship Small;
 - (j) Radio and Television Studio; and
 - (k) Service Organization.
 - (2) Only those *uses* listed in the Residential Group of Schedule A to Bylaw 1P2007, with the inclusion of **Tong House** and exception of **Hotel**, may share a hallway with any other *use* in the Residential Group of Schedule A to Bylaw 1P2007 or **Tong House**.
 - (3) All **uses** must be contained completely within a **building**, with the exception of **Outdoor Café** and **Market**.
 - (4) Only those *uses* listed in the Residential Group of Schedule A to Bylaw 1P2007, with the inclusion of **Tong House** and exception of **Hotel**, may share an area of a parking structure with any other *use* in the Residential Group of Schedule A to Bylaw 1P2007 or **Tong House**.
 - (5) All **uses** may share an entrance to areas of a parking structure.



(6) When not combined with other uses in a comprehensive development, the General Industrial – Light use may only be located in a building that was legally existing or approved prior to the effective date of this Direct Control District Bylaw.

Use Area

- 13 (1) Unless otherwise provided in this section, the maximum *use area* on the ground floor of a *building* is 465.0 square metres.
 - (2) The maximum *use area* of a **Night Club** is 300.0 square metres of *public area*.
 - (3) For a Retail and Consumer Service, Market, Supermarket, or a Supermarket combined with any other *use*, the maximum *use area* on the ground floor of a *building* is 3000.0 square metres.
 - (4) The following **uses** do not have a **use area** restriction:
 - (a) Addiction Treatment;
 - (b) Assisted Living:
 - (c) Custodial Care;
 - (d) Hotel;
 - (e) Place of Worship Medium;
 - (f) Place of Worship Small;
 - (g) Protective and Emergency Service;
 - (h) Residential Care; and
 - (i) Utility Building.
 - (5) Where a *building* is located on one or more *parcels* where the cumulative *parcel* area is greater than 1812.0 square metres, the cumulative *gross floor area* of **Office** *uses* on the ground floor of a *building* must not exceed the greater of:
 - (a) 50.0 per cent of the of the **gross floor area** of the ground floor; or
 - (b) 550.0 square metres.

Retail Storage Frontage

14 The maximum width of an individual **Retail and Consumer Service** *frontage* is 15.0 metres.

Setback Areas

- 15 (1) The **setback area** from a **property line** shared with 1 Street SW must be a minimum depth of 1.5 metres and a maximum depth of 6.0 metres.
 - (2) The **setback area** from a **property line** shared with 2 Avenue SW must be a minimum depth of 1.5 metres and a maximum depth of 6.0 metres.
 - (3) The **setback area** from a **property line** shared with 3 Avenue SW must be a minimum depth of 1.5 metres and a maximum depth of 6.0 metres.



(4) Where the *parcel* shares a *property line* with a *parcel* designated as a *residential district* or a *special purpose district*, the *side setback area* from that *property line* may be zero metres.

Residential Window Separation from Property Line

- Windows for "residential uses" must provide a minimum horizontal separation of:
 - (a) 9.0 metres from a **property line** shared with another **parcel**; and
 - (b) 6.0 metres from a *property line* shared with a *lane*.

Motor Vehicle Parking Stall Requirements

- 17 (1) Unless otherwise provided in subsection (2), the minimum number of required motor vehicle parking stalls, visitor parking stalls, bicycle parking stalls class 1 and bicycle parking stalls class 2 is the requirement specified in the General Rules for Centre City Commercial Land Use Districts referenced in Part 11, Division 4 of Bylaw 1P2007.
 - (2) For a **Residential Sales Centre**, there is no requirement for **motor vehicle parking stalls** or for **bicycle parking stalls Class 1** or **Class 2**.

Sunlight Protection

- 18 (1) The following sunlight protection areas must not be placed in greater shadow by a *development* as measured on September 21, at the times and locations indicated for each area, than were already existing on the date the *development permit* was applied for:
 - (a) the Riverbank (not including the Riverbank Promenade and between 3 and 7 Streets SW) as measured throughout the 20.0 metre wide area abutting the southern *top of bank* of the Bow River, from 10:00 a.m. to 4:00 p.m. Mountain Daylight Time;
 - (b) the Riverbank Promenade (between 3 Street SW and Centre Street S) as measured throughout the 9.0 metre wide area abutting the southern top of bank of the Bow River, from 10:00 a.m. to 4:00 p.m. Mountain Daylight Time;
 - (c) the Sien Lok Park north of Riverfront Avenue SW between Centre Street S and 1 Street SW, from 10:00 a.m. to 4:00 p.m. Mountain Daylight Time; and
 - (d) the Sien Lok Park south of Riverfront Avenue SW between Centre Street S and 1 Street SW, from 12:00 p.m. to 2:00 p.m. Mountain Daylight Time.
 - (2) Notwithstanding subsection (1)(d), the "entranceway" to Sien Lok Park, located directly *adjacent* to Centre Street S and 2 Avenue SW, extending to the northernmost boundary of the *parcel* to the west (as shown outlined in Illustration 1 below), may be shadowed between 1:30 p.m. and 4:00 p.m. Mountain Daylight Time.



Illustration 1



Building Height

- **19** (1) Unless otherwise provided in subsection (2), the maximum *building height* is 97 metres.
 - (2) Within 20.0 metres of a *property line* shared with 2 Avenue SW, the maximum *building height* is 46 metres.

Podium Height

- **20** (1) Unless otherwise provided in subsection (2), the maximum podium height is 6 *storeys*.
 - (2) Within 20.0 metres of a *property line* shared with 2 Avenue SW, the maximum podium height is 4 *storeys*.

Podium Design

- 21 The podium design must accommodate one or more of the following:
 - (a) on-site, at-*grade* pedestrian connections between 2 and 3 Avenues SW;
 - (b) at-*grade* pedestrian connections to 2 and 3 Avenue SW;
 - (c) sunlight penetration to the south side of 2 Avenue SW; and
 - (d) significant at-*grade* gathering space for public use.

Architectural Motifs

22 All *buildings* must incorporate Chinese or Asian motifs or architectural elements.



Articulation of the Building

Where *building* facades, at or below the sixth *storey*, face 2 Avenue SW or 3 Avenue SW, the *building* facade must incorporate a recess or projection every 7.5 metres of horizontal distance.

Street Walls

A minimum horizontal separation of 3.0 metres is required from the facade of the podium which is shared with the **street** and portions of the **building** located above the podium.

Parking Lot-Grade (Temporary)

Development permits for **Parking Lot – Grade (Temporary)** must not be approved beyond December 31, 2030.

Residential Sales Centre Rules

- 26 (1) A *development permit* for a **Residential Sales Centre** must not be approved for a period longer than four years.
 - (2) Upon the expiry of a *development permit* for a **Residential Sales Centre**, the *Development Authority* may, at their discretion, approve a new *development permit* for a **Residential Sales Centre** for an additional four-year period.

Relaxations

The **Development Authority** may relax the rules contained in Sections 8, 12, 13, 15, 17 and 23 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.



SCHEDULE C

Item No.	Public Amenity Items				
1.1	PUBLICLY ACCESSIBLE PRIVATE OPEN SPACE				
	Publicly accessible private open space is defined as outdoor open space located on the <i>development parcel</i> that is made available to the public through a registered public access easement agreement acceptable to the <i>Development Authority</i> , and is in a location, form, configuration and constructed in a manner acceptable to the <i>Development Authority</i> .				
1.1.1	The maximum incentive <i>floor area ratio</i> for this item is 2.0.				
1.1.2	Incentive calculation:				
	The allowable bonus floor area in square metres is equal to the total construction or restoration cost of the bonus earning item, divided by Incentive Rate 1 of Bylaw 1P2007multiplied by 0.75.				
	Method:				
	Allowable bonus floor area = total construction cost / Incentive Rate 1 (\$) X 0.75).				
1.1.3	Requirements:				
	A publicly accessible private open space must:				
	(a) be in a location at <i>grade</i> or within 0.45 metres above or below <i>grade</i> ;				
	(b) be in a location adjacent to, and accessible from, a public sidewalk;				
	(c) where the publicly accessible private open space shares a perimeter with a public sidewalk, have a minimum of 40.0 per cent of that as <i>hard surfaced landscaped area</i> to enable direct pedestrian access from the sidewalk;				
	(d) have a building along a minimum of 70.0 per cent of one side of its perimeter;				
	(e) have a minimum contiguous area of the lesser of 10.0 per cent of the cumulative <i>parcel</i> area within this Direct Control District or:				
	(i) 250.0 square metres for sites greater than or equal to 1812.0 square metres in area; or				



	BILAW NUMBER 9902021
	(ii) 150.0 square metres for sites of less than 1812.0 square metres in area;
	(f) have a depth that is not greater than 3.0 times the street frontage;
	(g) have a maximum combined width of all entranceways to Office of the greater of:
	(i) 25.0 per cent of the <i>building</i> frontages forming the perimeter of the publicly accessible private open space; and
	(ii) 15.0 metres;
	(h) screen any mechanical systems or equipment that are located inside the perimeter of the publicly accessible private open space, and the surface areas of the mechanical systems or equipment must not be included in the area calculation of the publicly accessible private open space;
	(i) include public seating as individual fixed seats or bench seating;
	 (j) where hard surfaced landscaped areas are provided, exceed any minimum standards for hard surfaced landscaped areas as established in Bylaw 1P2007;
	 (k) have a maximum cumulative total of 50.0 per cent of the area of the publicly accessible private open space used as an Outdoor Café; and
	 (I) must provide public access 24 hours a day, seven days a week through a registered public access easement agreement with the <i>City</i>.
1.2	PUBLIC ART – ON SITE
	Public art is publicly accessible art of any kind that is permanently suspended, attached to a wall or other surface, or otherwise integrated into a <i>development</i> . It is privately owned and must be an original piece of art in any style, expression, genre or media, created by a recognized artist.
1.2.1	The maximum incentive floor area ratio for this item is 1.0.
1.2.2	Incentive calculation:
	Where a development provides public art – on site the Incentive Rate is Incentive Rate 1 of Bylaw 1P2007.



	BYLAW NUMBER 99D2021
	Method: Incentive gross floor area (square metres) = value of the artwork (\$) divided by Incentive Rate 1 (\$).
1.2.3	Requirements:
	Public art – on site must:
	(a) be artwork, the minimum value of which must be \$200,000.00
	(b) be the work of a recognized artist, i.e. created by a practitioner in the visual arts;
	(c) be located in a publicly accessible area; and
	(d) have a minimum of 75.0 per cent of the artwork located either:
	(i) outdoors, at <i>grade</i> and visible from the public sidewalk;
	(ii) on the building's exterior and visible from the public sidewalk; or
	(iii) in an indoor park and visible from the publicly accessible landscaped areas or the public sidewalk at all times.
1.3	CONTRIBUTION TO CHINATOWN IMPROVEMENT FUND
	Financial contributions to a dedicated fund to be used to support off-site public realm improvements in Chinatown. Off site public realm improvements include, but are not limited to, improvements to public sidewalks, squares and parks and the acquisition of land for public squares and parks.
1.3.1	The maximum incentive floor area ratio for this item is 5.0.
1.3.2	Incentive calculation:
	Where a <i>development</i> provides a contribution to the Chinatown Improvement Fund, the applicable Incentive Rate is Incentive Rate 1 of Bylaw 1P2007.
	Method
	The incentive gross floor area (square metres) = contribution amount (\$) divided by Incentive Rate 1 (\$).



1.3.3	Requirements:
	A contribution must be made to the Chinatown Improvement Fund for the <i>development</i> .
1.4	FUTURE PEDESTRIAN BRIDGE CONNECTION
	Provision of structural elements and interior public access for potential connection to a future pedestrian bridge connecting the <i>development parcel</i> to an <i>adjacent parcel</i> .
1.4.1	The maximum incentive floor area ratio for this item is 1.0.
1.4.2	Incentive calculation:
	Where a development provides Future Pedestrian Bridge Connection elements, the Incentive Rate is Incentive Rate 1 of Bylaw 1P2007.
	Method
	The amount of eligible FAR = the cost estimate for the future pedestrian bridge connection elements (\$) divided by Incentive Rate 1 (\$)
1.4.3	Requirements:
	(a) provision of a publicly accessible pedestrian route with an unobstructed width of 4.5 metres through and across the second floor of a <i>building</i> which is entirely contained within the <i>property</i> <i>lines</i> of a <i>parcel</i> , oriented in a manner that provides the greatest opportunity for future connection to a future pedestrian bridge and is protected by an easement for the benefit of the <i>City</i> and the public registered on title to the <i>parcel</i> , as shown on a plan approved by the <i>Development Authority</i> ;
	(b) structural supports, at locations indicated on a plan approved by the <i>Development Authority</i> , that would allow for possible connection of a future pedestrian bridge, which must be incorporated into the overall structure and design of the <i>building</i> ; and
	(c) vertical movement opportunities between <i>grade</i> and the second <i>storey</i> within a <i>building</i> , which must include:
	(i) a publicly accessible elevator; and
	(ii) either a pair of escalators or a staircase with a minimum unobstructed width of 2.0 metres; and





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May 14, 2021

The City of Calgary
Secretary to the Calgary Planning Commission
P.O. Box 2100 Station M
Calgary, AB T2P 2M5
cpc@calgary.ca

File Number: LOC2020-072 – 121 2 Avenue SW

Planner: Colleen Renne-Grivell

Dear Calgary Planning Commission

Thank you for allowing the Calgary Chinatown Community Association (CCCA) the opportunity to provide comments on Land Use Amendment Application LOC2020–072. We are saddened and disappointed by the applicant's letter and their indication of submitting the same Development Permit as previously appealed. We are also concerned with their absence of public engagement prior to the applicant submitting this application for re-zoning. To us, it indicates that they do not intend to work with the community to come to a reasonable solution. We ask that you strongly consider not approving this application.

Our concerns with the application stem from such comments as "... and the proposal was designed to fit contextually within the fabric of Chinatown, in alignment with the requirements outlined in the revised land use bylaws 38P2015, 179D2015, and the Chinatown ARP."

If the development fit within the Bylaws and the Chinatown ARP we would not have had grounds to appeal the application and these revisions would not be required. We believe they are using this as an opportunity to revise a Land Use to suit a plan instead of altering the plan to suit the approved Land Use. The applicant often refers to adding flexibility to the DC, but the currently approved DC guideline was already tailored to their project as per their original specifications. Adding flexibility to the DC guidelines speaks to the fact that the project is not solidified and plans that were submitted and are going to be resubmitted are speculative only.

We are also concerned with the timing of the application. The city and the community have begun the process of working on Tomorrow's Chinatown, the new Cultural Plan, Local Area Plan (LAP) and Area Redevelopment Plan (ARP). We recommend that this application not be considered until these documents are in place and can be used as guiding documents. This application is premature and requires extensive scrutiny by the planning and transportation departments.

Finally, as a representative of the residence, tong and business owners of the community, we have always stated that we do not believe that it fits within the context and culture of the community. Should not those that are part of the culture be the final judge of what is in context to that culture?



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DC Tied to a Plan and Concurrent DP Application

Should the CPC decide that this revised Land Use be considered prior to the completion of Tomorrow's Chinatown, the new Land Use and Development must comply with the eight (8) Chinatown Development Guiding Principles, as approved by Council, the existing Chinatown ARP and existing Chinatown Handbook of Public Improvement.

We also respectfully request that the approval of the proposed new DC Bylaw be tied to a Plan and that a concurrent Development Permit application be approved with no appeals prior to acceptance. Given the history of the file and applicant, we feel that this is a prudent and required step. The previous Land Use Amendment was withheld third reading until an approved Development Permit was obtained. The applicant waited until just before the expiry date to submit an application, received third reading and then withdrew the Development Permit when it was appealed. We do not feel that they fulfilled the requirement of receiving the 2015 Land Use. We believe that tying the Land Use to a Plan it will lessen the likelihood of the same issues recurring.

Below are our comments on the requested modifications to the DC Land Use Amendment. However, as there is no such thing as a revised DC Land Use Application and this must be a completely new Land Use, we would like the Development Authority and Council to consider some of the other shortcomings of the approved Land Use. It is important to note that Land Use Guidelines not only serve the interests of the property owner but also serve the overall public interests in Chinatown and the downtown area.

Site Access

• In the previous design, the applicant had all the underground parking access located on 2 Avenue SW. We feel strongly that this is not appropriate. As per the Chinatown ARP, 2 Avenue SW is classified as a local road and has several seniors residences located on both sides of the street. We take the safety of our residents, especially our seniors, very seriously and do not believe that the parking access on 2 Avenue SW takes this into consideration. Additionally, 2 Avenue SW is effectively only a single block long, as it does not extend west beyond 1 Street SW and to the east is the lighted intersection at Centre Street, with the priority given to the traffic on Centre Street. The approval of the Green Line development and the increase of BRT traffic on Centre Street will only perpetuate this issue. It would be more appropriate to locate all vehicle access on 3 Avenue SW as this is more of a traffic corridor with better access east and west.

Location of Uses

• We would also ask that consideration be given to the uses on site. In the previous application, the applicant located the hotel on 2 Avenue SW and the residential buildings on 3 Avenue SW. We suggested numerous times that it would make more sense for the residential to be on 2 Avenue SW as it is surrounded by other residential buildings. The hotel is more conducive to being located on 3 Avenue SW due to the improved pedestrian, vehicle, taxi and bus access. Additionally, there is the possibility that a connection to the +15 network could be sought from the hotel should it be located on 3 Avenue SW.

8(a)(ii) Floor Area Ratio

We are not in support of revising the word "and" to the word "or". Diversity is very important to the community and we believe that the wording in the Land Use is intentional and reflective of this goal. The Tong Houses are of significant importance to the community, it is our concern that if this wording



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is revised that this development will lose these important cultural spaces. 9.0 FAR is a significant increase in area and we believe it is not too much to ask that the space be diverse in its uses.

8.1 Mandatory Residential

We are not in support of the revision to revisit the 60% residential rule. We do not believe that this has anything to do with the phasing, as it clearly reads that 60% of the FAR for **any building** must be comprised of one or more of the following uses: Assisted Living, Dwelling Unit, Live Work Unit, Multi-Residential Development or Tong House. Therefore, all the buildings on the site must meet this clause independent of phasing.

As with 8(a)(ii), this clause speaks to the diversity of the site and the fact that we are a Residential neighbourhood. The applicant refers to the protection of this diversity in their rationale by indicating that 8(a)(ii) ensures the diversity but has also asked to revise that clause. This is another strong reason that we are requesting that the Land Use be tied to a Plan.

11(1) Use Area and 11.1 Retail Storage Frontage

We have some concerns with the revision to the maximum use area and the maximum frontage widths. The maximum use areas and widths of individual units are proscribed to fit with the contextual neighbourhood. The small storefronts are an important part of the cultural identity of Chinatown and therefore are an important part of the planning document. It is important to the community that the main floor retail enhance the pedestrian-oriented public realm that contributes to the ambiance of Chinatown.

Additionally, we do not believe that a multi-tenanted food hall type of venue is appropriate on the main floor of the development. We would be willing to accept a larger use area on the second floor, especially if a +15 was contemplated.

12 Building Setbacks

We are strongly opposed to any revision to the setbacks and in fact, would prefer that the setback was increased. There was a lot of thought and time put into this matter by Council when the existing DC was approved. The 1.5 meters is already below the 2.134 meters in the Chinatown Handbook for Public Improvement. We would be willing to accept the removal of the maximum depth of 3.0 meters should the minimum depth of 1.5 meters remain. This would provide flexibility and assist in the addition of outdoor patio spaces and a more pedestrian-friendly environment.

We also have concerns with the lack of addressing the side setbacks and rear setbacks in DC179D2015. We understand that the *front property line* is defined as

- (a) the property line separating a parcel from an adjoining street;
- (b) in the case of a parcel that adjoins more than one street, the shortest property line that is parallel to the direction of travel on the street;

For the subject site this would be 1 Street SW. We would like it added that for a side setback and rear setback where the parcel shares a property line with any street, the front setback area requirement applies. We strongly believe that this was the intent of Council and is part of the CC-X zoning. This is a loophole that needs to be closed.



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13 Residential Window Separation for Property Line

We do not support a revision to the window separation as the separation of the new building from the existing surrounding residential towers is important to maintain. No one wants to look into their neighbours' windows.

14(1), 14(3), 14(4) Required Motor Vehicle Parking Stalls

We do not support a reduction in parking anywhere in Chinatown. The community is an important hub for all of Calgary and many people come to the community via single passenger vehicles, especially in the evenings and weekends. We have repeatedly asked that no relaxations be granted and that any applicant be encouraged to supply on-demand spots for hourly parking. This is also supported in both the Chinatown ARP and Chinatown Handbook of Public Improvement.

We do not support the request that the cash-in-lieu be suspended. This is in line with the original DC zoning, the DC zonings of the rest of the community, the Chinatown ARP and the Chinatown Handbook of Public Improvement. We ask that this fund please be used to provide public parking in Chinatown to rectify the shortage of parking in the community.

15(d) Sunlight Protection

We do not support any type of relaxation to the shadowing requirements. The park and the Seniors Centre are important parts of the community. The current DC guideline is very clear on these requirements and is in line with the previous DC guideline and the Chinatown ARP. The applicant's argument that the property to the west will cast a shadow should not be considered as this is speculation. We do not know what form or when any development on that parcel will take place.

16 Building Height and 17 Podium Height

We do not support a reduction in the 20 meter setback from 2 Avenue SW, especially as the applicant does not indicate what sort of change they are looking for. This was carefully thought out by Council and a thoroughly discussed element with the approval of the current DC guideline. The 46 meter height and 4-storey podium limit within this 20 meter setback are there to ensure that the new building interfaces with the contextual height of the neighbouring buildings. 2 Avenue SW is a residential street and as such any new development should fit into the existing fabric of the neighbourhood.

19 Architectural Motifs

We do not support this change as this is of critical importance to the community. We object to the wording proposed as we do not believe that the Development Authority has the right to judge Cultural significance if they are not part of that culture. The City is currently in the process of developing Tomorrow's Chinatown and upon completion, this document will improve the direction of development in the community going forward.

Should this Land Use Amendment go through prior to the completion of Tomorrow's Chinatown the incorporated motifs and architectural elements should only be evaluated by the Urban Design Review Committee alongside a committee of delegated Chinatown members to act as a cultural authority.



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Should you have any questions or require any clarifications please reach out. We are more than willing to work with the city and the applicant on the future development of the property.

Sincerely,

Ed Tam

Catam

President, Calgary Community Chinatown Association

t. 403-617-7911 e. ccca.vvc@gmail.com

Tiffany Whitnack, M.Arch, Architect, AAA, MRAIC Secretary, Calgary Community Chinatown Association

t. 403-813-6959 e. TWhitnack@shaw.ca





May 19, 2021

The City of Calgary
Attention: Calgary Planning Commission Members
P.O. Box 2100 Station 'M'
Calgary Alberta T2P 2M5

Re; Policy Amendment and Land Use Amendment in Chinatown (Ward 7) at multiple properties, LOC2020-0072, CPC2021-0706

Your Worship, Madame Chair and Members of the Calgary Planning Commission

It has come to our attention that the Chinatown Business Improvement Area (BIA) public feedback on the requested amendment to District Control (DC) District (Bylaw 179D2015) and to Chinatown Area Redevelopment Plan (ARP) on behalf of the 200+ corporate, retail, dining, and professional services taxpayer ratepayers and property owner landlords have not been included in the City Planning File Manager's Report. As a mixed residential / commercial district, the input of these businesses is critically important to Calgary's tourism industry and cultural destination. Please accept this direct submission accordingly.

The Chinatown BIA and its ratepayer members respectfully request that the Calgary Planning Commission (CPC) give very careful consideration to amending the Direct Control District (Bylaw 179D2015) and the Chinatown Area Redevelopment Plan (3P86) as the amendments:

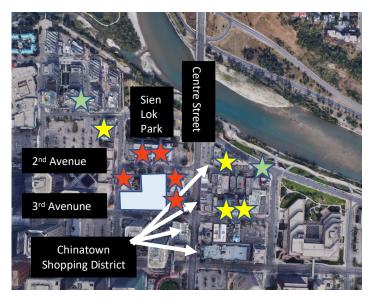
• WILL FOREVER CHANGE THE CULTURAL CHARACTERISTICS OF CHINATOWN "Chinatown is a unique cultural enclave of Calgary which visitors and tourist alike come to experience Alberta's Chinese Canadian history and heritage" cited Mayor Nenshi at a Hong Kong Canada Business Association Dinner (2016).

Chinatown is a treasured low-density residential/commercial district with a population of approximate 2,500. Approximately 1,800 residents (as denoted in Red and Yellow Stars on the satellite map view) live within 1 block of the proposed 'redesignation site' and most speak a foreign Asian based language (i.e. Cantonese, Mandarin, Tibetan, etc.). Approximately 32% or 1,600+ (2016 census) are seniors over the age of 65.

Ten percent (10%) of Calgary's population identify themselves as immigrants of Chinese origin and many frequent Chinatown for its cultural heritage. Additionally, there are over 100 different Chinese Ethno-Cultural Associations in Calgary with members from all parts of Calgary that visit Chinatown for family, social, medical, shopping and dining reasons.

It is important that the Direct Control District Bylaw explicitly respect the wishes of the community and local businesses that, 'Calgarians want an authentic Alberta Chinatown'.

All future land use and development permits must reflect Chinatown's 110+ year history and heritage and not be associated with parts of Asia do not bearing to Calgary's Chinese cultural heritage. The proposed Direct Control District Bylaw does not explicitly refer to Calgary's Chinatown heritage as an expression of architecture and Asian motif. The Chinatown Area Redevelopment Plan – Chinatown Handbook for Public Improvement is a better guide of historical and heritage relevance and should be directly referenced.



In 2016, City Council approved eight (8) guiding principles for which were based upon public engagement feedback. Critical to these stakeholders were the need to preserve Chinatown's cultural and historical relevance, status as a residential-mixed use community, a pedestrian friendly experience with a high walkability index, housing for all ages, a variety of options to travel into Chinatown, place of public gathering, safety and cleanliness standard, and commercial activities to support the community.

As Chinatown is centrally located within 1 block of Centre Street, adherence to these 8 principles is critically important.

• FAILURE TO ENGAGE

Through 2015, 2016, 2018 and 2020/21, the Owner of the property 'El Condor Lands' have ignored the Chinatown BIA's request to meet and discuss amendments to the Direct Control Bylaw, Chinatown ARP, Tomorrow's Chinatown ARP, and an appealed Development Permit which was subsequently withdrawn before appearing before the Sub-Division Appeal Board. Numerous attempts to connect were made by the BIA's Executive Director through the City Planner, Development Applicant, and the owners directly. Aside from the general public information sessions, there were no formal meetings ever including this application to amend the Direct Control Bylaw and the Chinatown ARP.

NO DEVELOPMENT PERMIT INTENTIONS SUBMITTED

On November 12, 2018, City Council gave 3rd reading to the Direct Control Bylaw 179D2015 and Chinatown ARP Amendment following Calgary Planning Commission approval of a Development Permit (DP2018-2769, CPC2018-1093). The DP was immediately appealed on groups that the Development Authority did not take into account the policies of the ARP, Municipal Development Plan (MDP), DC Bylaw, access and transportation requirements, compatibility with surrounding developments, and the appropriateness of the development for the site. The applicant decided

FILE NAME: CPC May 20 - El Condor Lands.docx

to cancel the DP application before the hearing by the Subdivision and Development Appeal Board. The Applicant has stated the amendment to the DC Bylaw (179D2015) is intended to add clarity and flexibility as well as correct some clerical errors.

If the intentions of the DC Bylaw amendment are to resolve the DP issues identified with the SDAB appeal in 2018, it remains a community interest to receive, review and comment on a newly revised DP. Chinatown is anxious to develop the community for the introduction of more business and residential improvements. Failure to provide a concurrent DP application leads to speculation that a future development is not forthcoming and doubt that a new DP will be submitted anytime soon. Calgary's economic and market conditions are no different in 2021 than it was in 2018 with the exception of the pandemic.

- **DELETION OF SECTION 17(3), (4)(a)(b) MOTOR VEHICLE PARKING STALL REQUIREMENT**The Chinatown BIA is not supportive of the deletion of Section 17(3) and (4)(a)(b) as availability, accessibility and affordability of parking in Chinatown is a perennial concern. Many patrons to Chinatown arrive in private vehicles as their journey often is a family trip with 3 or more people, a grocery shopping trip where numerous bags including 50lbs bags of rice are often purchased, and part of a multi-destination journey that often includes other downtown destinations.
 - (3) For a **Hotel**, the minimum number of required *motor vehicle parking stalls* is 1.0 per 3.0 guest rooms.
 - (4) For all **uses** other than **Dwelling Units**:
 - (a) a minimum of 75 percent and a maximum of 100 per cent of the required parking stalls must be provided on site unless limiting transportation and engineering constraints are demonstrated; and
 - (b) a cash-in-lieu payment must be provided for the difference between the total number of required parking stalls and the number of parking stalls provided within the *development*. Such payment will be based on the cost of constructing the required number and type of parking stalls in accordance with *Council's* policy and calculated at a rate per parking stall established by *Council* at the time payment is made.

The current at-grade parking lot contains over 250 parking stalls for community and downtown use. With the potential of a six-storey commercial/office podium, hundreds of residential units, and the provision of bike storage and commercial waste removal and shipping dock facilities on the property, any loss of on-demand or monthly parking on this site would be very detrimental to Chinatown's economic and business viability.

• It is understood that removal of this requirement means parking requirements reverts to the Land Use Bylaw (1P2007). The planned bylaw upgrades are unknown but there is high probability that parking requirements will be reduced as indicated in the Greater Downtown Plan.

FILE NAME: CPC May 20 - El Condor Lands.docx

Additionally, the Chinatown BIA submitted comments to the Development Authority on July 24, 2020 (last year) which are not included in the Proposed Amendment package. This is attached for your consideration, however, in summary the concerns expressed at that time include:

- Lack of Public Engagement
- Inappropriate Public Notice Signboard Obscured Behind Bushes
- Failure to Submit a Concurrent Development Permit
- Failure to Abide by the Eight (8) Chinatown Development Guiding Principles
- Failure to Align the Particular Type of Residential Use with the Needs of the Community
- Failure to Acknowledge How Multi-Tenant Food Hall Venue Could Ever Be Accommodated
- Failure to Provide Minimum Setback of 3M
- Failure to Provide Residential Window Separation
- Failure to Continue the Cash-in-Lieu Parking Program
- Failure to Abide by Council Policy for Sunlight Protection at Sien Lok Park
- Reduction of the 20M Setback on Development along 2nd Ave SW
- Failure to Acknowledge the Requirement for an Alberta-Chinese Cultural Motif Guided by the Tomorrow's Chinatown Cultural Plan
- Failure to Protect 2nd Avenue SW as a Low Density, Low Traffic Volume Residential Roadway
- Failure to Designate 3rd Avenue SW as the Primary Commercial Roadway
- Failure to Provide a Plus15 Network Connection
- Failure to Restrict Hotel Development on 2nd Avenue SW
- Failure to Provide a Minimum 1000 sq ft of Tong Association Space
- Failure to Provide On-Street Festival and Events Performance and Viewing Venue
- Failure to Replace Current On-Street Parking for Monthly Parking and Off-Street Commercial Parking

Finally, The City's Tomorrow's Chinatown - Cultural Plan will be reaching its conclusion 3Q2021 and followed by a Chinatown Local Area Plan in 2022. The proposed amendment to DC Bylaw (179D2015) and Chinatown ARP (3P86) is ignorant of the outcome of momentous replacement of the Chinatown ARP with a modern Local Area Plan.

Terry Wong,

Chinatown BIA Executive Director

Sincerely,

Grace Su,

Chinatown BIA Chair

frame Su

cc: Mayor Nenshi

Colleen Renne-Grivell, The City of Calgary Ed Tam, Chinatown Community Association Malcolm Chow, Chinatown Cultural Centre Liza Chan, Calgary Chinese Elderly Citizens Association

John Dong, Sien Lok Society

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July 24, 2020

The City of Calgary
Planning and Development Department
Circulation Control IMC 8201
P.O. Box 2100 Station M
Calgary, Alberta T2P 2M5
Attention: Colleen Renne-Grivell

File # LOC2020-0072 - 121 2nd Ave SW

Dear Ms. Renne-Grivell,

Thank you for the opportunity to review Land Use Amendment Request – LOC2020-0072 as requested by the 'Applicant' - Perkins and Will Architects and the 'Owner / Developer' - 2236796 AB Ltd. or El Condor Lands.

Thank you also for following up on our inquiry about the public notice sign placement on 2nd and 3rd Avenue SW. The sign subsequent placement has raised the Chinatown community's awareness of this amendment request as additional adjacent property owners and concerned Chinatown stakeholders have approached the Chinatown BIA in recent days thus delaying out reply until now. We agree with their concerns and some are included in this response.

Who we are, the Chinatown BIA

Established November 8, 2015 by Calgary Municipal Bylaw, the Chinatown Business Improvement Area (Chinatown BIA) as a non-profit organization representing the Chinatown businesses and merchants to promote and improve the Chinatown business district and to fund activities to promote and improve economic vitality of this area.

The Municipal Government Act mandates of a BIA include:

- Improve, beautify, and maintain property in the area;
- Develop, improve and maintain public parking;
- Promote the zone as a business or shopping area; and

the BIA achieves this through:

- Enhancing Chinatown's economic development through promotion and marketing;
- Improving the physical environment (i.e. cleaning, maintenance, beautification, etc.) of public spaces in commercial areas;
- Developing, improving and maintaining public parking;
- Advocating for policies and practices that support economic vitality in the commercial areas;
- Playing a leading role in area revitalization
- Working with their communities on public safety and crime prevention efforts;
- Investing in public art (e.g. ice sculptures, murals, etc.) and sponsor some of Calgary's most popular events (e.g. Chinatown Street Festival, Chinese Lunar New Year, etc.);
- Collaborating with The City to address operational issues in the community (e.g. parks, land use, urban
 design, redevelopment, physical improvements, public safety, maintenance, traffic, transit, cycling, parking,
 etc.); and,
- Providing input on policies to support economic health.

In the strategic plan of the Chinatown BIA, the ratepayers have adopted adopted three fundamental goals to improve Chinatown and economic vitality:

- 1. Keeping Chinatown Clean and Safe
- 2. Making Chinatown a Must Visit Destination; and
- 3. Establishing a Great Visitor Experience.

The Chinatown BIA undertakes serious consideration of initiatives to improve Chinatown through good urban design (i.e. cultural plan, local area plans, transportation and transit plan, etc.), land use policies (i.e. area redevelopment plans, land use bylaws, etc.), well-considered development plans and quality constructed buildings.

Land Use Amendment – 121 2nd Ave SW and other addresses on the permit application File # LOC2020-0072

Scope of the Review and Comments

Thank you for the opportunity to review, comment and submit our thoughts and concerns about

- the proposed amendments to Direct Control Bylaw (DC179-2015);
- the implications to other aspect of the proposed 'new' DC Bylaw; and,
- the ramifications of other City policy commitments and considerations

The Chinatown BIA supports urban growth and development plus the economic revitalization and opportunities that these commitments and investments bring tomorrow and in the future to Chinatown.

We have been guided since 2016 by a long-term vision and series of ten (10) guiding principles established by the Chinatown Community Stakeholders' Committee (CCSC) when it first addressed Owner/Developer's initial land use amendment request. This community-based understanding was intended to focus the community when dealing with land use planning discussions, place making initiatives, landscape and building design, real estate and property development, business growth and development, and plans for municipal infrastructure additions and improvements.

The following is the Vision Statement; the guiding principles are found in Attachment 1.

Calgary Chinatown is an iconic place and cultural community that prides itself for its heritage, open space and Asian streetscape and architecture.

It is a most walkable, accessible and livable community, a thriving authentic small-business district, an intergenerational social and community hub, and a most visited local and tourist destination.

Of the guiding principles, the ability to maintain a 'human-scale' is of great paramount consideration. The Chinatown BIA has great concern that these land use amendments and other expectations under Direct Control Bylaw 179D2015 will dwarf and overshadow the other vital elements, sites and social aspects of Chinatown. It is with this concern where the following comments have established context.

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General Comments

Since the initial Direct Control Bylaw was established in 2016, Calgary has faced changes that must be addressed in the new Direct Control Bylaw for these properties, specifically,

- 8 Guiding Principles for Chinatown Development (Council approved 2016)
 - it is imperative that each of the 8 guiding principles be explicitly specified in the Direct Control Bylaw;
 - that the DC bylaw provide the technical specifications and desired expressions of appearance, function, or utility; and
 - the cultural articulations and aesthetics be defined.
- o Green Line LRT Alignment and BRT Expansion (Council approved 2020)
 - it is imperative that a Traffic Impact Assessment be reconsidered, if not re-evaluated, consistent with traffic and transit accessibility study along 2nd and 3rd SW
 - to and from Centre Street South and the Centre Street Bridge
 - to and from Riverfront Avenue SW
 - to and from 3rd Avenue SW
 - it is imperative that a pedestrian and cyclist impact assessment be conducted along 2nd and 3rd Avenue SW and 1st Street SW
 - to and from Centre Street South and the Centre Street Bridge
 - to and from Sien Lok Park and Riverwalk;
 - to and from 2nd Ave / 2nd Street Green Line LRT
- Downtown Strategy (underway)
 - It is highly advisable that the Applicant consult the City Downtown Strategy Project Team with respect to Calgary downtown revitalization strategies related to 'Live', 'Work', and 'Play' urban planning considerations. The downtown core currently has close to 30% office vacancy, 9% retail vacancy, and growing concerns about long term recovery due to COVID-19, downturn in the oil and gas economy, the lack of economic diversification plan, and 8.6%% unemployment rate. We cannot afford to build excess capacity before its time.
- Plus15 Network Policy update (underway)
 - Chinatown has long hoped that the City's Plus15 Network boundary extends into Chinatown and especially along 3rd Ave SW between the Sun Life Building and the El Condor Lands project. The Urban Design Review Committee even made this suggestion in their review of the previously submitted Development Permit in 2018.
- o ramification of Local State of Emergency (i.e. COVID-19 lessons learned)
 - this global pandemic has forced government and society to recognize the need for
 - social distancing,
 - sheltering in place,
 - sanitizing stations,
 - provision of daily living and life support
 - 'environmentally-healthy' building designs which is unconducive to the broad spread of unhealthy pathogens (airborne or surface growth)
- Public Unrest, Damage and Looting recent protests following anti-racism movements highlight
 the need for greater CEPTED evaluation to prevent unwanted gathering, hiding, and ultimate
 physical damage to buildings and surrounding public infrastructure, public art, and monuments
- Homelessness, Rough-Sleepers, Encampments due to recent economic downturns, downtown
 office vacancies, job and income loss, and increases in mental health population, Calgary
 Chinatown has seen a significant increase in this city's homeless and rough sleeping crowd and an
 increase in illegal public encampments. A more thorough CEPTED review is required.

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Comments on the Applicant's Submission for Land Use Amendments

Please and thank you for receiving these comments provided with the greatest of respect by the Chinatown BIA and its representative business / merchant ratepayers.

Comment #1 - Public Engagement

It is our understanding that The City of Calgary encourages Applicants to engage, inform and consult adjacent property owners, related community associations (CA), business improvement areas (BIA), and other stakeholders prior to applying for land use amendment application.

We are certain that the applicant has not engaged the public, the Chinatown BIA or any other stakeholders. We encourage the Applicant to engage the public and the Chinatown community and to provide Chinese language translation support.

The Chinatown BIA has received insights on this land use amendment along with unsolicited advice on how to assess and comment from the Ward Councillor office. It is concerning to the Chinatown BIA that the Applicant has elected to consult with the Ward Councillor and not with the public or with the Chinatown BIA who are prescribed on the City's land use and development permit circulation list. The Applicant is also aware of the Chinatown BIA's role in advancing the Tomorrow's Chinatown – Cultural Plan and Local Area Plan initiative through the City and in the community and yet missed us in consultations prior to Application.

The Chinatown BIA is and will continue to be available to assist developers, architects, builders, and property owners in their pursuit of welcomed development in Chinatown. Our aim is to support our mandate and goals. Thus, going forward, the Chinatown BIA would expect the Applicant to engage, inform and consult (if not collaborate) with this office prior to filing a land use amendment or development permit application.

Comment #2 - The City of Calgary Public Notice

The Chinatown BIA became aware of the proposed land use amendment through the City's circulation process on June 9, 2020. The notice indicated an amendment from DC to CCX land use designation. This was determined by The City to be incorrect just prior to the noted deadline date of July 1st for public submissions.

Secondly, neither we or the public were aware of the public notice signboard until just before the public submission deadline date as the physical sign boards were hidden. The sign board at the southwest corner of 3rd Avenue / 1st Street SW was hidden behind a white wood fence and the second public notice board at 2nd Avenue SW was obscured behind a white picket fence and shrubbery.

Additionally, the signboard indicated a change from DC to DC and a submission deadline date of July 3rd. This led to confusion within the community which was clarified only after the BIA made inquiries. None of the public notices were in the community's other languages - Traditional Chinese and Simplified Chinese - thus a sector of the Chinatown community was not engaged or had misunderstood the public notice.

Comment #3 - Submission of a Concurrent Land Use Amendment and Development Permit Application

Per the Applicant's Submission of May 14, 2020 included in the LOC2020-0072 file, it asserts that

'This application outlines the proposed amendments to the DC bylaw. The amendments were a result of scrutiny throughout the DP process. These amendments would allow for the resubmission of the previously approved development permit application.'

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The Chinatown BIA disagrees with the Application as all concerns scrutinized prior to Development Authority approval (November 23, 2018) were resolved with the approval.

We challenge that the requested amendments reflect the scrutiny following the Sub-Division Appeal Board (SDAB 2018-0194) appeal by members of the Chinatown community. The Appeal questioned the DP approval process and non-compliance with the Direct Control land use bylaw (DC179D2015) requirements.

Secondly, the **Applicant** also cites that

'These amendments would allow for the resubmission of the previously approved development permit application.'

If this is true, the Applicant should be willing to file a concurrent Development Permit Application with the 'previously approved development permit' plan and application. However, given the amendments and relaxations, we suspect that there will be substantial change to the development plans which warrant a full review once again.

The Chinatown BIA would strongly urge The City to request and require that a concurrent development permit application and plan be submitted for review, comments and approval.

Relative to this subject group of properties the Owner/Developer and the Applicant recently have a history and propensity of not being transparent in fully disclosing their intent, the full designs, and the development timeline (i.e. all-at-one, phases, stages, etc.) to the public. The Chinatown BIA respectfully request the Applicant to submit a complete and comprehensive development permit including a phasing proposal ideally prior to submission so the affected stakeholders can evaluate the proposal and density per the Direct Control bylaw.

Comment #5 - Calgary's Eight (8) Chinatown Development Guiding Principles

At the December 5th, 2016 City Council meeting, City Administration - Community Planners submitted the 'Chinatown Area Redevelopment Plan (ARP) Scoping Report' C2016-0864 to City Council. This report recommended City Council approve the eight (8) Chinatown Development Guiding Principles and to direct Administration to utilize these principles when developing land use policy (i.e. land use bylaws) and approval of development permits. These guiding principles were established after The City conducted an extensive, and expensive \$400,000 public engagement process after the Owner/Developer repeatedly failed to fulfill the requirements for public engagement when the first sought to amend the existing Direct Control 70Z84 Bylaw and the 1986 Chinatown Area Redevelopment Plan (Chinatown ARP).

On May 14, 2020, the Applicant filed this request for land use amendment (LOC2020-0072). In the Applicant's Submission they cite that their previous 'Applicant Withdrawn' Development Permit (DP2018-2769)

'adhere to the 8 Guiding Principles'

thus implying that these land use amendments and relaxations are compliant with the guiding principles.

The Chinatown BIA challenges this assertion as the requested amendments and relaxations is a significant change from the previous Direct Control Bylaw. The Chinatown BIA has not had the time to complete this assessment nor provide comment to support or contest its compliance with the Guiding Principles since there is no new Development Permit Plan.

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The Chinatown BIA requests the entire Direct Control Land Use Bylaw with the complete proposed land use bylaw (including all amendments and relaxations) be assessed using the Eight (8) Chinatown Development Guiding Principles to ensure compliance and referential integrity and the recommended Direct Control Land Use Bylaw include specific requirement and specifications in context with each guiding principle. The Chinatown BIA respectfully requests to be a participant in this assessment

Comment #6 - Applicant's Request for Land Use Amendments and Relaxation

The Chinatown BIA offers the following comments specific to the Applicant's land use amendment requests:

Firstly, in the Applicant's Submission, it refers to this site as

'...lies on the Chinatown - Centre City border'

and

'The proposed project added a strong edge to the community...'

Both statements are incorrect. Their site is closer to the center of Chinatown. The west border is 2nd Street SW and development at 2nd Street SW including the Green Line LRT that will define Chinatown's edge. The Development Authority must regard their site as crucial to the heritage and cultural fabric of Chinatown.

We disagree that the previous development permit application conforms with the **8 Chinatown Development Guiding Principles** as the community challenges many of the characterizations to the Development Authority. The development permit did not offer proper attention or substantial reference. Secondly, it's was likely that they were not qualified to make these unique cultural determinations. Additionally, the Applicant's quote that they heard from over 600 people including qualified Chinese cultural authorities during public engagement yet, the final development permit plan submissions did not reflect any of their input. As an example, the red color is clearly stated in the Chinatown Handbook for Public Improvement, yet the Applicant ignored this prime consideration and continued to use grey stone.

Comment #7 – Specific Comments to Applicant's Request for Land Use Amendments and Relaxation

• 4(a)(ii) "Residential Sales Centre"

The Chinatown BIA is not opposed to extending the timeframe for the residential sales centre from 4 years to a period where sufficient marketing / sales effort is complete. This does not imply support to permit construction of the site beyond 4 years from the start of site preparation for excavation. The project must be completed within 4 years.

• 6(b)ii) Uses

The Chinatown BIA does not object to amending for the correct spelling of marijuana.

8(a)ii Floor Area Ratio

The Chinatown BIA strongly opposes replacing the word 'and' for the word 'or'. The Chinatown BIA believes the distribution of mixed residential uses as listed is appropriate for the site. Secondly, the significant increase in FAR would justify including each type of residential use.

A strong residential mix supports the long-range vision and Chinatown's 10 guiding principles. Today and tomorrow's Chinatown will not strictly be for one or two types of citizens, we must prepare for young, old, disabled, infirmed, and more. This site possesses significant residential density to meet the housing needs

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of this community and has capacity and flexibility to incorporate the same in any of the site buildings. The current article on providing these diverse residential types goes a long way to fulfilling Calgary and this community's housing needs and we would find it surprising if City Council would disagree.

Secondly, the provision for a Tong House was missed in the previous development permit. A Tong House is a mandatory carryforward of this requirement in the previous DC 70Z85 Direct Control Bylaw and included in the Chinatown ARP. A Tong House not only serves as community gathering and celebration space for Chinatown cultural associations, but it will also serve as a respite area for Chinese residents in the building, those in the other 7 apartment / condominium buildings in Chinatown, and those visiting from suburbia.

Chinese benevolent societies, associations and tongs form a vital fabric to this community and the lack of a place for association and service is very detrimental. A properly resourced Tong House would provide the social, recreational, physical and mental health support, food service, and companionship support. Again, we should find it surprising if City Council would disagree and deny this use in such a large mixed residential / commercial development and in a community where vacant land will become even more limited after this development.

8.1 Mandatory Residential

The Chinatown BIA strongly opposes amending the mandatory residential minimum of 60% residential of the floor area ratio of any building to comprise one or more of the following uses: Assisted Living, Dwelling Unit, Live Work Unit, Multi-Residential Development, or Tong House.

A strong presence of residential units in all sites and buildings support Chinatown's long range vision and the 10 Guiding Principles. The previous Development Permit (DP2018-2769) met these requirements in each of the three buildings. Developing this site in phases should, therefore, not disqualify the mandatory residential requirement per building.

Secondly, while the BIA is generally in favour of phased development, if the mandatory residential requirement is not met in the initial phase of development, there is serious concern whether it will ever be fulfilled by the current owner / developer given the economic climate. This mandatory requirement ensures a strong and ever-present residential development on this site.

• 11(1) Use Area and 11.1 Retail Storage Frontage

The Chinatown BIA does not support this amendment as it cannot understand or see how the Applicant's rationale for multi-tenanted food hall type venue could or would ever be facilitated on the main level of any building on this site. This type of food hall (or food court) is typically on mezzanine or upper podium floor development with complimentary Plus 15 connectors to neighbouring commercial retail / office buildings.

Secondly, the individual retail units on the main level were intended to provide small independent food and retail business operations at ground level for both site and community enjoyment. Diminishing this potential in favour of a multi-tenant food hall does not support the strength of small, boutique style and sized retailers that would add to the diversity of commercial offerings in Chinatown.

• 12 Building Setbacks

The current minimum 1.5M setback is already too little to provide a comfortable perspective of human scale. The prominence of the podium and building height would be overbearing. The Chinatown BIA would consider a wider range of setbacks with a minimum of 2.134M as per the Chinatown Handbook for Public

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Improvement except in certain areas 2.134M would not be possible; in this case, the minimum 1.5M setback is required.

Establishment of a higher maximum setback greater than 3M is highly desirable to enable a pedestrian friendly orientation, to establish greater open space ambiance, to provide room for street side, sidewalk patios and public buskers, and to facilitate larger public gathering / public performance / cultural event space. In today's COVID-19 and requirement for social distancing, a greater setback would be appropriate provided the space is activated for use and not passive display.

Currently, the designated front setback area is 1st Street SW as this is the shortest street on the site but for development and use, it is widely held that 2nd or 3rd Avenue SW would be the front. Both amendments to the minimum and maximum setback would be applicable to the front setback area and to the side and back setback areas.

13 Residential Window Separation for Property Line

The Chinatown BIA does not support amending the minimum horizontal window separation as public space for the residential unit residents and for adjacent residents in neighbouring residential buildings is crucial to strong physical and mental health. The lack of sunlight and the imposing view of neighbouring property and residents is a detriment to health and privacy concerns.

• 14(1), 14(3), 14(4) Required Motor Vehicle Parking Stalls

The Chinatown BIA represents over 150 business and merchant ratepayers in Chinatown. Capacity and access to on-demand parking both on-street and off-street is a perennial concern for business owners, customers and visitors. The Chinatown BIA does not support any relaxation or reduction in motor vehicle parking stalls. In fact, it would advocate for a minimum number of parking stalls dedicated for hotel guests and visitors, at least 100 on-demand (daily or hourly) parking stalls for community visitors and commercial customers, and preservation of on-street parking for visitors, commercial loading, and tour bus parking. In 2015, a Chinatown study showed 74% of Chinatown patrons lived greater than 20 blocks away and 50% use personal vehicles to visit Chinatown. This vehicle use and parking pattern has been demonstrated through history and documented in the Chinatown ARP and Chinatown Handbook for Property Improvement.

The Chinatown BIA does not support suspension, cancellation or removal of the cash-in-lieu. The inability to provide public parking on the site should not preclude the contribution of cash-in-lieu for public parking elsewhere in Chinatown.

• 15(d) Sunlight Protection

The Chinatown BIA does not support relaxation of sunlight protection requirements especially on this community's very limited City Parks green space. Sunlight on the pathway in Sien Lok Park also serves as an ice-abatement measure on this pathway to the Calgary Chinese Elderly Ciizens' Association - Senior Centre building. The Applicant's statement that adjacent property development would impact sunlight protection is speculation and beyond his control to determine. The Chinatown BIA will address this speculation if, and when, it ever arises.

• 16 Building Height / 17 Podium Height

The Chinatown BIA does not support reduction of the 20M setback on development along 2nd Avenue SW which would allow an increase in building and podium height. The current setback policy was accepted by the Owner/Developer during approval of the current Direct Control Land Use Bylaw (DC179D2015) in 2016 despite the community's request for an even wider setback. Secondly, as stated earlier, the Chinatown BIA

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expects that 2nd Avenue SW be restricted to its current lower density mixed residential / commercial use with public space (horizontal and vertical) be preserved for community use.

While it has been relayed that the Applicant no longer requires this amendment, the Chinatown BIA reserves these comments until the final amendments are proposed.

• 18 Podium Design

The Chinatown BIA cannot comment on this amendment as the Applicant has not describe the rationale for the amendment or a legal review. The Chinatown BIA reserves comment on this amendment until it is clarified.

19 Architectural Motifs

The Chinatown BIA does not support this amendment to allow the Development Authority the discretion to decide architectural Chinese motifs as the Development Authority has no competence to make these determinations. Any development should be guided by the upcoming Chinatown Cultural Plan and Local Area Plan through the Tomorrow's Chinatown initiative. If guidance through a Chinatown Cultural Plan is not possible due to the lack of an approved policy, the Urban Review Design Committee should review alongside a Chinatown / Chinese cultural authority.

• 22 Parking Lot - Grade (Temporary)

The Chinatown BIA is in favour of extending the temporary parking lot through to December 31st, 2030.

Comment #8 - Additional Request for Land Use Amendment and Relaxation

Approval of the Applicant's request for amendment to the existing Direct Control Bylaw - DC179D2015 will result in the establishment of a new Direct Control Bylaw. Consequently, the Chinatown BIA requests that The City consider these requests to amend Direct Control Bylaw DC179D2015.

• Protect and Preserve 2nd Avenue SW between Centre Street and 1st Avenue SW for low density mixed use residential and commercial like Direct Control Bylaw DC70Z84.

As this transportation corridor and the adjacent properties, residents and businesses are

- the location of four (4) high density apartment, condominium and independent / assisted living complexes with close to 1,000 of the community's seniors;
- the public space where Chinatown's senior population rely on 2nd Avenue SW as quiet, serene, and safe street to enjoy public space and as a corridor to the Calgary Chinese Elderly Citizens' Association Centre (CCECA) and the Chinatown Seniors Centre Foundation located in Sien Lok Park with entrance on 2nd Avenue / Centre Street SW
- the prime and centroid location of Calgary's Chinese culture located in the Chinese Cultural Centre where annual festivals, parades, and events are held both indoors and outdoors on 1st Street and 2nd Avenue SW

it is vital that 2nd Avenue remain a safe, quiet haven for local Chinatown and visitors. A hotel should not be placed on this street.

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Designate

- 2nd Avenue SW between Centre Street and 1st Avenue SW
- 1st Street between Riverfront Avenue and 3rd Avenue as a low capacity vehicle load and maximum 40 kph roadway.

To

- protect the senior residents in these apartment / condominium residents, the young children who
 attend the Chinese Public School located at 128 2nd Avenue SW, and the visitors to the Calgary
 Chinese Cultural Centre,
- designate 2nd Avenue SW roadway as a cultural zone for future festivals, events, and pedestrian promenades,
- designate 1st Street SW as a pathway to the 2nd Street / Riverfront Avenue Green Line LRT station, and
- provide protected east-west and north-south bike path

2nd Ave and 1st Street should be a low capacity vehicle zone.

 Designate 3rd Avenue SW between Centre Street and 2nd Street SW as a commercial roadway, location for a hotel, and access to the underground parkade.

This would provide for and support commercial vehicles including tour buses for the downtown office, hotels, and entertainment districts.

- Conduct a new a new Traffic Impact Assessment to consider the impacts of the Green Line LRT on the designation of 2nd, 3rd, and 4th Avenue SW and the ramifications of the proposed land use amendments. The recent approval of the Green Line LRT project complete with dedicated centre lanes on the Centre Street Bridge for BRT transit introduces traffic access and traffic control conflicts at 2nd, 3rd and 4th Avenue SW along Centre Street. Traffic diverted to 2nd and 3rd Avenue and the associated conflicts are unknown. A traffic assessment review must be conducted prior to approval of the land use amendments.
- Provide a 2nd floor mezzanine on buildings fronting 3rd Avenue SW and Plus 15 support to connect with the Sun Life Building for multi-tenant retail and open space food services.
- Provide transparent ceiling open space to establish protected public space. A glass covered open air
 promenade would allow for year-round use of this public space especially Mid-Autumn and Chinese Lunar
 New Year Festivals.
- Limitation of hotel use, ideally at 1st St SW, and underground parking access to 3rd Avenue SW away from the residential aspects of 2nd Avenue SW. The placement of a hotel and underground parkade entrance on 1st Street or 3rd Avenue SW will preserve and protect the Chinatown / Chinese culture and heritage on 2nd Avenue SW including the residents who live there, the children who attend Chinese public school there, the visitors other Calgary Chinese Elderly Citizens' Association Seniors Centre and the Chinese Cultural Centre.
- **Provisioning of a Tong Association use space of minimum 1,000 sq. ft.** in the building on 2nd Avenue SW. would comply with the Direct Control Land Use Bylaw and the Chinatown ARP.
- Provisioning of public gathering space on 2nd Avenue to support cultural and festival activities and the cultural diversity and promotion of Chinese heritage through festivals and events.

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Provisioning of underground parking

- o Dedicated for hotel guest and visitor use exclusive of Chinatown community use.
- o f minimum 100 underground parking spaces and bike storage racks for Chinatown on-demand, daily / hourly use.
- Establish Chinese-Asian building design, motif, and public art as defined through the Tomorrow's Chinatown Cultural Plan, Local Area Plan, and Area Redevelopment Plan

Comment #9 - Tomorrow's Chinatown

In 1910, Calgary established its 3rd Chinatown at this location of 2nd Avenue / Centre Street following displacement from two previous locations since 1883. Chinatown has faced public and private pressure to displace, transform, develop, and eliminate its cultural place and heritage several times in its 110-year history.

In 2016, The City of Calgary recognized that future development in Chinatown was severely constrained as the current Area Redevelopment Plan was 'technically obsolete'. Consequently, Council approved the establishment of an administrative team to develop a Cultural Plan for Chinatown (the very first for Calgary) and an associated Local Area Plan that would contribute to updating, if not replacing, the current Chinatown Area Redevelopment Plan. This initiative was supported by the Chinatown community (including the Chinatown BIA) and is about to embark on this 2+ year initiative.

When the current Land Use Designation - Direct Control Bylaw (DC179D2015) was established in 2016, it was understood that development could proceed without consideration of Tomorrow's Chinatown and Cultural Plan.

As this Land Use Amendment will trigger a new Direct Control Land Use Bylaw and the Applicant's and the Chinatown BIA's request for amendments would entail significant deviation from the existing Direct Control Bylaw, it would be prudent to ensure future land use amendments and development permit applications be concurrent with the Tomorrow's Chinatown initiative through planning liaison.

Respectfully Submitted

Grace Su,

Chinatown BIA Chair

Terry Wong,

Chinatown BIA Executive Director

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Attachment #1 - Chinatown Community Stakeholder's Committee - 10 Guiding Principles

KEEP OUR CULTURE VIBRANT

The unique culture of Calgary's Chinatown must be kept vibrant.

PROMOTE DISTINCTIVE CULTURAL RECOGNITION

Calgary's Chinatown must be promoted as a unique place to experience Chinese culture.

CREATE CULTURAL AND SOCIAL PLACES OF GATHERING

Calgary's Chinatown must have adequate and suitably designed public and commercial spaces and facilities to support the cultural and social functions of its users – individuals and groups.

BE A HUMAN SCALE ENVIRONMENT

Calgary Chinatown must remain one of Calgary's 'Most Walkable Communities' with access to the river and parks and preserving human scale development.

DEVELOP MORE CHINATOWN HOUSING

Calgary Chinatown must remain a mixed use, medium density community that is primarily residential with supportive commercial retail and an adequate supply of affordable and suitable housing.

ENHANCE PUBLIC SAFETY

Calgary Chinatown must be clean, safe and secure.

PROVIDE AUTHENTIC 'MOM & POP' RETAIL AND DINING EXPERIENCES

Calgary Chinatown must provide and promote a strong retail and dining experiences that include unique, affordable, assorted and convenient choices.

BUILD FOR ECONOMIC VIABILITY

Calgary's Chinatown property and business owners must earn a reasonable return on investments so that their investments remain viable.

IMPROVE MOBILITY AROUND CHINATOWN

Calgary Chinatown must have ease of pedestrian access and complimentary flow of vehicular traffic in a safe and efficient manner.

ENHANCE PARKING IN CHINATOWN

Calgary Chinatown must possess available, affordable and accessible parking especially for Calgarians who live outside convenient transit corridors or for those who require personal vehicle.

FILE NAME: July 24V4 LU-Amendment Response Letter.docx



SDR Management Ltd.

#803, 205 Riverfront Ave., S.W. Calgary, Alberta T2P 5K4 Phone: (403) 261-9913 Fax: (403) 261-9896

July 24, 2020

Via Email: colleen.renne-grivell@calgary.ca

The City of Calgary Planning & Development P.O. Box 2100, Station "M" Calgary, AB T2P 2M5

Attention: Colleen Renne-Grivell

Dear Ms. Renne-Grivell:

RE: Land Use Amendment application LOC2020-0072;

Properties: 129, 125, 123, 121 and 117 2 Avenue SW and 116, 120, 124 and

130 3 Avenue SW. So-called EI Condor Lands

Our company, SDR Management Ltd., is the registered property owner of the property 303 Centre Street SW, located to the immediate southeast of the lands that are the subject of the land use amendment application. Our property encompasses the City Plaza Shopping Centre which contains several businesses that service the community of Chinatown. We received a notice letter from The City of Calgary regarding the subject LOC application. Below are our comments with respect to the application.

Incorrect Notice Posting

The notice letter we received, we believe, incorrectly indicate that the amendment is to re-designate the subject lands from DC to CC-X. If this is truly in error, this is misleading the public to believe this is a simple redesignation/ land use amendment application to a stock district of the Land Use Bylaw. If the application is for a new DC Bylaw for the subject lands, then the recipients of this notice must be informed to allow them the opportunity to comment on the entire Direct Control bylaw, not just the amendments.

On a second point, as I often walk between my commercial property and my Chinatown residence and notice that the two public signboards are hidden behind a fence and overgrown bushes. This is not clearly visible for the public and not in Chinese to allow them to understand and engage.

No Engagement with Stakeholders

I was involved on this property's original land use amendment in 2016 and again their development permit application in 2018 that resulted in my filing an appeal at the Sub-Division Appeal Board in 2019. Regarding this land use amendment, the applicant and the developer/property owner have again made no attempt to engage me or any other the adjacent property owners, surrounding businesses and other stakeholders in Chinatown like the BIA and Community Association. I was told back in 2016 by The City that this is contrary to the City's engagement policies and to best practices in land use planning.

As a result, how can I believe or trust the intentions in this land use amendment. I don't know if they will build on this property or sell their interest. I would like to know their intentions and to see if they plan on submitting the same development permit plan again or make more modifications. I hope we can see this before this land use amendment is heard by the Calgary Planning Commission and City Council. The true intentions need to be known as this property represents a large part and the fabric of Chinatown.

Concerns

As a former Board Director of the Calgary Chinatown Community Association (CCCA) and a sitting Director of the Chinatown Business Improvement Area (BIA), I have personally received, read and fully agree with their comments submitted regarding the subject application.

Negative Impacts on Adjacent Properties & Businesses

We are concerned that the proposed development that are accommodated by the new DC Bylaw will negatively impact the use, enjoyment and value of our property and unduly affect our tenants' businesses due to transportation issues (traffic and parking) generated by the proposed uses on the site. This may become even worst with the additional traffic congestion and vehicle routing issues created by the Green Line LRT proposal for more BRT buses on Centre Street that will divert cars onto 3rd Avenue SW.

The existing DC Bylaw and its content was established in 2016 by City Council following a rigorous process by City Administration and the applicant and with specific directions from City Council that are reflexed in the governing DC Bylaw. City Council then approved the existing DC Bylaw in 2018 that was tailored to a concurrent Development Permit application for the proposed development. The applicant subsequently withdrew the DP application in 2019 following submission of strong appeal arguments which I was an appellant.

It bothers me that the Applicant chose not to fix the development permit plan. Instead they are choosing to 're-write the rules through land use amendments' to get a very poor development permit plan resubmitted. I believe they should fix the problem that this community has identified. The Planning Commission and City Council should not allow them to proceed in this way.

There are no reasons why the applicant cannot submit a DP application for a development on the subject lands that stays within the confines of the existing DC Bylaw and follows the directions of Council as stipulated in the Bylaw.

There is a lack of transparency from the applicant and developer about the proposed wording of the new DC Bylaw provisions. We respectfully request that the subject land use amendment application be accompanied by a concurrent DP application to allow all stakeholders, including surrounding property owners, a proper review of the sought amendments to the existing DC Bylaw. The subject application is unfair to affected stakeholders. Stakeholders should be provided a reasonable opportunity to review the draft of the proposed DC Bylaw in conjunction with a development permit prior to the application being forwarded to Calgary Planning Commission for review.

Our main concern regarding the subject application is that the applicant is seeking to remove the requirement of a minimum of 60 per cent floor area ratio for residential uses in any building. Given the uncertain market conditions, eliminating this requirement would be a significant change to the proposed development as envisioned by the existing DC Bylaw. It should be noted that an important element of the current DC Bylaw is that the subject lands would be developed in a comprehensive and holistic manner.

Eliminating the aforementioned 60 per cent requirement could result in piece-meal developments on the lands. As a result, some portions of the land may never be redeveloped due to unsustainable economic circumstances. This would be to the detriment of the community. It appears the applicant and developer are seeking maximum flexibility in the terms of the DC Bylaw rules at the expense of the community.

Local Area Plan - new Chinatown Area Redevelopment Plan

The sought amendments are premature considering the new Local Area Plan that is being prepared in association with a Tomorrow's Chinatown - Cultural Plan. Furthermore, the Centre City Enterprise Plan is under review that will have consequences on this community. Finally, the recently approved Green Line LRT with increased BRT service intersecting at 2nd and 3rd Avenue SW along Centre Street is void of any transportation impact assessment and the TIA submission under the previous DP submission does not include these Green Line LRT / BRT services. In our opinion, these plans should be guiding any new development for the subject lands.

Conclusion

For the aforementioned reasons, we are opposed to the proposed land use amendment application. Thank you for allowing us to provide our comments regarding the proposed land use amendment.

Sincerely,

SDR Management Ltd., per

Annette Fung



SDR Management Ltd.

#803, 205 Riverfront Ave., S.W. Calgary, Alberta T2P 5K4 Phone: (403) 261-9913 Fax: (403) 261-9896

May 19, 2021

VIA E-Mail

The City of Calgary Calgary Planning Commission P.O. Box 2100 Station 'M' Calgary Alberta T2P 2M5

Attention: Calgary Planning Commission Members

Re; Land Use Amendment application LOC2020-0072;
Properties: 129, 125, 123, 121 and 117 2 Avenue SW and 116, 120, 124 and 130 3

Avenue SW. So-called EI Condor Lands

My name is Annette Fung and my company, SDR Management Ltd., is a registered property owner of the property at 303 Centre Street SW. We are located 60M to the southeast of the subject property that has applied for a land use amendment. I would like to express my objections to the proposed Chinatown ARP amendments and changes to the Direct Control Bylaw (179D2015).

A year ago, July 24, 2020, I submitted a letter of objection to The City of Calgary planner with my objections to these amendments. Upon review of the CPC agenda for May 20th I noticed that my letter was not provided. I would like CPC to be aware of my precise concerns and have attached a copy here.

Additionally, upon review of the proposed amendments, I note that the Applicant has requested the removal of mandatory parking requirements from the proposed DC bylaw and relying instead on Land Use Bylaw 1P2007. My concern is that the parking requirements under this Bylaw is insufficient to encompass the parking requirements for:

- Residential occupants
- Commercial business occupants
- Commercial visitors

plus, their previous customers

- Monthly Contract Parking
- On-Demand 'Per Hour' Commercial Parking

plus, the new parking demands

- As The City is removing on-street parking in favour of protected bike lanes
- Return in Downtown office, Chinatown business patrons, and cultural destination visitors once the pandemic restrictions eases

Additionally, I am concerned that this land use will not provide the level of cultural, commercial and community engagement which will sustain, if not grow, the Chinatown community. An increase in residential density from 60% to 80% is good for business but there must be ample commercial/retail/restaurant/cultural space to support improve the appearance and significance of Chinatown as a 'Must Visit Destination' and a 'Great Visitor Experience'.

As a business owner, I've welcomed the opportunity to engage with the owner/applicant but have been disappointed that they have never responded to the community invitation for dialogue. Chinatown is a destination community for Calgarians and visitors from the province and country. They come by the thousands each year. During the public hearings of December 6, 2016 on the land use amendment, I stressed that Chinatown must maintain its

- human-scale pedestrian environment,
- cultural heritage as Calgary's Chinatown of 110+ years,
- 'mom and pop' commercial retail / dining,
- Visitor accessibility by bus, car, and bicycle, and
- low density mixed residential housing form

as this was what Calgary Chinatown was all about. Our Chinatown character is a 'village' where people live, work, play, invest and prosper. It is not a tall tower, high density, hotel visitor, zero car visiting community. There is no other Chinatown across Canada with the proposed level of density as permitted in this land use amendment.

For these reasons and those outlined in my July 24th, 2020 letter, I am opposed to the proposed land use amendment application. Thank you for allowing us to provide our comments regarding the proposed land use amendment.

Sincerely, SDR Management Ltd., per Annette Fung

Planning & Development Report to Calgary Planning Commission 2021 May 20

ISC: UNRESTRICTED CPC2021-0659 Page 1 of 5

Policy Amendments and Land Use Amendment in Shaganappi (Ward 8) at multiple addresses, LOC2021-0002

RECOMMENDATION(S):

That Calgary Planning Commission recommend that Council:

- 1. Give three readings to the proposed bylaw for the amendments to the Shaganappi Point Area Redevelopment Plan (Attachment 2); and
- 2. Give three readings to the proposed bylaw for the redesignation of 0.29 hectares ± (0.71 acres ±) located at 1404, 1408, 1410, 1414, and 1418 27 Street SW (Plan 307EO, Block B, Lot 11 and 12 and portion of Lot 10) from Residential Contextual One / Two Dwelling (R-C2) District and Multi-Residential Contextual Medium Profile (M-C2f2.5) District to Direct Control District to accommodate multi-residential development, with guidelines (Attachment 3).

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2021 MAY 20:

That Council hold a Public Hearing; and

- 1. Give three readings to **Proposed Bylaw 29P2021** for the amendments to the Shaganappi Point Area Redevelopment Plan (Attachment 2); and
- 2. Give three readings to **Proposed Bylaw 95D2021** for the redesignation of 0.29 hectares ± (0.71 acres ±) located at 1404, 1408, 1410, 1414, and 1418 27 Street SW (Plan 307EO, Block B, Lot 11 and 12 and portion of Lot 10) from Residential Contextual One / Two Dwelling (R-C2) District and Multi-Residential Contextual Medium Profile (M-C2f2.5) District to Direct Control District to accommodate multi-residential development, with guidelines (Attachment 3).
- 3. Direct that the Calgary Planning Commission review the associated Development Permit, as the Development Authority, subject to the approval of the bylaw amendments by Council.

Opposition to Recommendations:

Against: Councillor Woolley

Excerpt from the Minutes of the 2021 May 05 Regular Meeting of the Calgary Planning Commission:

"Moved by Councillor Woolley

That with respect to Report CPC2021-0659, the following be approved:

That Calgary Planning Commission recommends that Council:

- 1. Refuse the proposed bylaw for the amendments to the Shaganappi Point Area Redevelopment Plan and abandon the proposed bylaw (Attachment 2); and
- Refuse the proposed bylaw for the redesignation of 0.29 hectares ± (0.71 acres ±) located at 1404, 1408, 1410, 1414, and 1418 27 Street SW (Plan 307EO, Block B, Lot 11 and 12 and portion of Lot 10) from Residential Contextual One / Two Dwelling (R-C2) District and Multi-Residential Contextual Medium Profile

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ISC: UNRESTRICTED

Planning & Development Report to **Calgary Planning Commission** 2021 May 20

Policy Amendments and Land Use Amendment in Shaganappi (Ward 8) at multiple addresses, LOC2021-0002

> (M-C2f2.5) District to Direct Control District to accommodate multi-residential development, with quidelines, and abandon the proposed bylaw (Attachment 3).

ROLL CALL VOTE:

For: (1) Councillor Woolley

Against: Commissioner Mortezaee, Commissioner Pollen, Commissioner Sonego,

Councillor Gondek, and Director Vanderputten (5)

MOTION DEFEATED"

HIGHLIGHTS

- This policy and land use amendment application seeks to redesignate the subject properties to a DC District to facilitate a six-storey multi-residential development with reduced parking requirements.
- The proposed land use allows higher density development near the Shaganappi Point LRT Station, and appropriately responds to the existing residential context. The proposal is in keeping with the applicable policies of the Municipal Development Plan (MDP), and the goals of the Shaganappi Point Area Redevelopment Plan (ARP).
- What does this mean to Calgarians? More housing opportunities in the inner city within walking distance to primary transit, and more efficient use of existing infrastructure.
- Why does this matter? The proposal would provide additional housing options in this area, with convenient access to transit and a wide range of community amenities.
- Amendments to the Shaganappi Point ARP are required.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

DISCUSSION

This application was submitted on 2021 January 08 by O2 Planning and Design on behalf of the landowners. Daniel Balaban and Tim Cran Holdings Ltd. While no development permit has been submitted at this time, the applicant identifies the intent to pursue a development permit for a six storey multi-residential development in the future, as noted in the Applicant Submission (Attachment 4).

The subject site is comprised of five parcels located in the community of Shaganappi, at the southeast intersection of 12 Avenue SW and 27 Street SW, south of Bow Trail SW. The site is currently developed with five single detached dwellings, each with a detached garage that is accessed from the rear lane. The site is approximately 200 metres (3-minute walk) from the Shaqanappi Point LRT Station.

A DC District is being proposed to accommodate a specific built form and setbacks, as well as a lower parking requirements on this site (Attachment 3). The proposed building height steps down from 12 Avenue SW to low-density development to the south. Site specific rules within the DC District and the local area plan policies will guide the design of future redevelopment on site and ensure it is responsive to both their existing and planned context.

Page 3 of 5

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Planning & Development Report to Calgary Planning Commission 2021 May 20

Policy Amendments and Land Use Amendment in Shaganappi (Ward 8) at multiple addresses, LOC2021-0002

This application was reviewed by the City Wide Urban Design Team and the Urban Design Review Panel (UDRP) on 2021 April 14. Comments from UDRP are included in Attachment 7.

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

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

☐ Outreach was undertaken by the Applicant

☑ Public/Stakeholders 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 <u>Applicant Outreach Toolkit</u> to assess which level of outreach with public stakeholders and respective community association was appropriate. In response, the applicant attended four virtual meetings with both the Shaganappi Community Association Development Committee and with community residents. Efforts to notify residents of these meetings were made by email, post card drops, and via the applicant's project website.

The first meeting held on 2021 February 21 was to introduce the project to the Community Association. A meeting with the Community Association and the wider community residents group was hosted by the applicant and held on 2021 March 17 through a Microsoft Teams Live event, which included a presentation of the project and a question session, during which the applicant responded to written questions submitted. As a result of this meeting, the applicant committed to additional communication once residents had an opportunity to review the application information.

A subsequent meeting was hosted by the community residents group on 2021 March 24. The applicant attended this meeting to answer follow up questions from the 2021 March 17 meeting. Following application revisions, a meeting on 2021 April 21 was held with the Community Association to provide an overview of the changes to the design and proposed development to address community comments. These changes included addressing the compatibility of the proposed development with the existing low density development (fifth storey and third storey step backs, reduced building height, and changes to parking). The revisions were communicated to community residents via email and the project website.

The Applicant Outreach Summary can be found in Attachment 5.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to stakeholders, notice posted on-site, published <u>online</u> and notification letters were sent to adjacent landowners. Administration also attended the aforementioned community meetings with the applicant. Administration received 22 letters of opposition from the public and a joint residents' letter representing 21 residents. The letters of opposition include the following areas of concern:

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Planning & Development Report to Calgary Planning Commission 2021 May 20

Policy Amendments and Land Use Amendment in Shaganappi (Ward 8) at multiple addresses, LOC2021-0002

- inclusion of the fourth and fifth lot (1414 and 1418 27 Street SW) in the land use application. The residents contend that the application proposes medium-density redevelopment in the Low Density Residential area identified in the ARP;
- inappropriate location for another mid-rise development and suggested density should be allocated to the 17 Avenue SW Main Street;
- size and height of the building, and sensitivity to surrounding low density development;
- ARP amendments that would be required to accommodate this development;
- compatibility of the proposed development with the existing character of the neighbourhood;
- traffic and parking concerns;
- loss of privacy and potential shadowing impacts;
- no concurrent development permit being submitted with the land use application; and
- use of a DC District to solidify a lower parking rate will eliminate residents' right to appeal.

The Shaganappi Community Association provided their original letter in opposition on 2021 April 02 (Attachment 6) identifying similar concerns as those referenced in the joint residents' letter. A second letter from the Community Association was received on 2021 May 07. The second letter outlines concerns on design in the original community letter that have been resolved, but certainty around design and implementation during the development permit remains an open issue.

Administration considered the relevant planning issues specific to the application, and the revisions from the original proposal, including reducing the height and increasing building stepbacks, and determined the revised proposal to be appropriate. The base district chosen for the proposed DC Direct Control District has also been revised from Multi-Residential – High Density Low Rise (M-H1) District to Multi-Residential – Contextual Medium Profile (M-C2) District to better align with the proposed density, uses, and height. The building and site design, number of units, and on-site parking will be reviewed and determined at the development permit stage.

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

IMPLICATIONS

Social

The proposal would allow for additional housing choices for Calgarians within an established neighbourhood that already offers a wide range of community amenities with convenient access to transit.

Environmental

The <u>Climate Resilience Strategy</u> identifies programs and actions intended to reduce Calgary's greenhouse gas emissions and mitigate climate risks. This application allows choice and access to alternative transportation modes, other than owning a personal vehicle, which supports

Approval: S. Lockwood concurs with this report. Author: C. Leung

City Clerks: A. Degrood

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Planning & Development Report to Calgary Planning Commission 2021 May 20

Policy Amendments and Land Use Amendment in Shaganappi (Ward 8) at multiple addresses, LOC2021-0002

Calgary's Climate Change Mitigation Action Plan Program 5: Low or Zero-Emissions Transportation Modes. In addition, the applicant has committed to providing one electric vehicle charging station as part of a future development permit application and adapting electric vehicle capable supply equipment for 80 percent of the required parking stalls. This supports Program 4: Electric and Low-Emissions Vehicles of the Climate Resilience Strategy.

Economic

The site is located where people have access to employment opportunities. The subject site is located within walking distance to 17 Avenue SW Main Street and the Westbrook Mall, which features a mix of retail, dining, cultural, and employment opportunities. The proposed parking reduction promotes active mobility and transit use, and encourages future residents to live local and support local businesses.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENT(S)

- 1. Background and Planning Evaluation
- 2. Proposed Bylaw 29P2021
- 3. Proposed Bylaw 95D2021
- 4. Applicant Submission
- 5. Applicant Outreach Summary
- 6. Community Association Response
- 7. Urban Design Review Panel Comments

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is comprised of five parcels located in the southwest community of Shaganappi, at the southeast intersection of 12 Avenue SW and 27 Street SW south of Bow Trail SW. The site is bounded on the north by 12 Avenue SW and Bow Trail SW, and on the west and south by low density residential developments. A five storey multi-residential development exists to the east across the lane on parcels designated as M-C2 District. Presently, the site is developed with five single detached dwellings, each with a detached garage that is accessed from the rear lane.

The subject site is approximately 200 metres (3-minute walk) from the Shaganappi Point LRT Station. Alexander Ferguson Elementary School is a 5-minute walk to the southeast and the Killarney Aquatic and Recreation Centre is an approximate 8-minute walk to the southwest. Other location attributes include the site's walkability to the 17 Avenue SW Main Street and Westbrook Mall, access to a cycle lane on 12 Avenue SW, parks, and regional pathways.

Community Peak Population Table

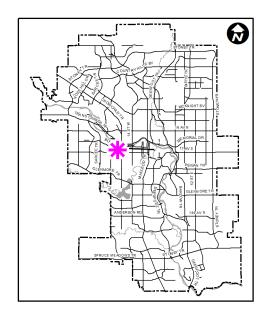
As identified below, the community of Shaganappi reached its peak population in 1969.

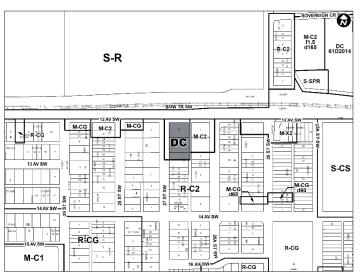
Shaganappi	
Peak Population Year	1969
Peak Population	2,132
2019 Current Population	1,626
Difference in Population (Number)	-506
Difference in Population (Percent)	-24%

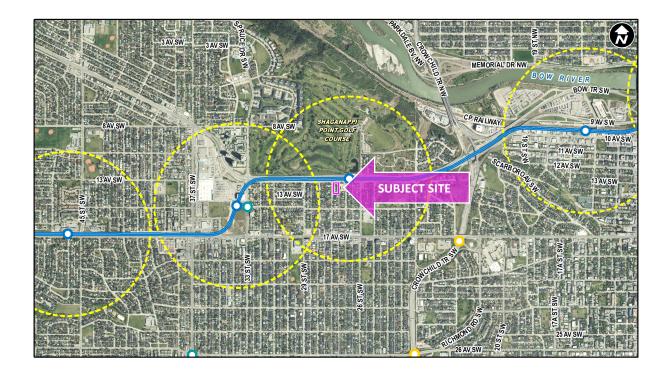
Source: The City of Calgary 2019 Civic Census

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

Location Maps









Previous Council Direction None.

Planning Evaluation

Land Use

On 2015 February, the three northerly parcels (1404, 1408, and 1410 – 27 Street SW) were redesignated from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Medium Profile (M-C2f2.5) District, which allows for a maximum building height of 16 metres and a maximum floor area ratio (FAR) of 2.5. A development permit for a 60 unit multi-residential development was also approved in 2016 August but the development never proceeded with construction. The two southern parcels (1414 and 1418 – 27 Street SW) are currently designated Residential – Contextual One / Two Dwelling (R-C2) District and would allow for up to two units on each lot with a maximum building height of 10 metres.

The proposed DC District is based on the Multi-Residential – Contextual Medium Profile (M-C2) District. Section 20 of <u>Land Use Bylaw 1P2007</u> indicates that DC Districts must only be used for developments that, due to their unique characteristics, innovative ideas or unusual site constraints, require specific regulation unavailable in other land use districts. The proposal fits the criteria to use a DC because it is taking an innovative approach to transitioning the intensity of the TOD site. There are lower density areas nearby and this is moving the TOD area towards more transit supportive intensity in the future.

The proposal would facilitate a six storey multi-residential development, which cannot be accommodated in M-C2 District without significant relaxations. As part of Administration's review, alternative land use districts were explored, including the M-H1 District and the MU-1

District; however, it was determined that neither M-C2, MU-1, nor M-H1 Districts were appropriate land use districts for this proposal given the applicant's intent. The lack of an appropriate land use which bridges the height requirements of M-C2 to M-H1 was identified, and the use of a DC District is supported.

The proposed DC District is based on the rules of the M-C2 District with the purpose of accommodating a transit-supportive multi-residential development near the LRT station. The DC District proposes to:

- establish a maximum floor area ratio (FAR) of 3.2;
- allow a maximum building height of 22.5 metres (approximately six storeys) that steps down from 12 Avenue SW to 17.0 metres (approximately five storeys) and then to 10.0 metres (approximately three storeys) within 10.0 metres of a low density development;
- provide a minimum 3.0 metres building setback from the street;
- increase building setback from a low density parcel to a minimum 3.0 metres;
- reduce resident parking to a minimum of 0.5 stalls per unit;
- provide visitor parking in accordance to M-C2 (0.15 stalls per dwelling unit and 0.5 stalls per live work unit);
- increase the provision of class 1 (secured) bicycle parking to 0.75 stalls per unit; and
- adapt electric vehicle (EV) supply equipment for a ratio of parking stalls to future-proof the building for future EV charging capability.

The DC District also includes a rule that allows the Development Authority to relax Sections 7, 9, 10, and 11 of the DC District. Section 7 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 rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district. Sections 9, 10 and 11 include provisions for building setbacks and building height. The intent is to allow the Development Authority to consider minor relaxations for unique building design, architectural elements that may inconsequentially project into required setback area(s) or extend beyond the building height envelope but would not have a significant result on neighbouring properties.

Development and Site Design

If this application is approved by Council, the rules of the proposed DC District would provide guidance for future site development including appropriate building design, height, landscaping and motor vehicle and bicycle parking requirements. The *Shaganappi Point ARP* also contains built form and site design policies to inform site and building design elements such as building façade articulation, amenity areas, and other architectural details.

City Wide Urban Design

This application was reviewed by the City Wide Urban Design Team, and the Urban Design Review Panel (UDRP) on 2021 April 14. As there is no active development permit, the Panel's review focused on the land use proposal, specifically the appropriateness of the DC District's rules to encode sensitive built form transitions. The Panel endorses the proposal and is supportive of the increase in density with reduced parking requirements at this location. The Panel noted the DC District's form and setback rules provide an appropriate level of transition to the lower density residential context directly south, while balancing city-wide imperatives to match land use decisions with significant capital investments in the adjacent primary transit

network. The Panel also provided comments on areas requiring further review include building interface with 12 Avenue SW, setback along 27 Street SW frontage to create a more engaging public realm.

Transportation

As identified above the site is located approximately 200 metres (3-minute walk) from the Shaganappi Point LRT Station and within walking distance of multiple bus routes nearby. Route 9 provides access to Westbrook Mall and LRT Station, Mount Royal College, and Chinook Mall and LRT Station. Eastbound, it connects to Kensington, Foothills Hospital, and the University of Calgary. The site is also a 10-minute walk to Routes 2 and Route 698, which provide a direct connection to Western Canada and St. Mary's High Schools, along with other locations in downtown. A nearby on-street bikeway links the site through 26 Street SW and Sovereign Crescent SW to the wider Bow River pathway system to the north, and a cycle track connects to Westbrook LRT Station along 12 Avenue SW.

A parking analysis was submitted with the land use amendment application which supports the reduced residential parking proposed in the Direct Control District. Additional Class 1 bicycle parking beyond the Land Use Bylaw requirement is proposed to help encourage cycling for residents and encourage the reduction of dependence on private vehicle for residents. On-street parking adjacent to the site is regulated through the Calgary Parking Authority's residential parking permit system. Residents of multi-family sites will not be eligible for residential parking permit program for on-street parking. The developer should pursue additional Transportation Demand Management (TDM) measures at the development permit stage to encourage and support its prime connection to transit and active modes networks in the area.

Vehicular access, waste and recycling operations and loading will occur off the rear lane and upgrades may be required at development permit stage.

Environmental Site Considerations

There are no environmental concerns resulting from the proposed land use amendment.

Utilities and Servicing

Sanitary, water, and storm utilities are available to service the subject site. A sanitary service study will be required at part of a future development permit application. Further utility and servicing details will be determined at the development permit stage of development.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered, and is aligned with, the policy direction of the <u>South Saskatchewan Regional Plan</u> (SSRP) which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's <u>Interim Growth Plan</u> (IGP). The proposed policy and land use amendment builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The <u>Municipal Development Plan</u> identifies the site as located within the Developed - Inner City area on the Urban Structure Map (Map 1). The proposal is consistent with the General Policies for Developed Residential Areas (Section 3.5.1), and Inner City Area policies (Section 3.5.2). The MDP's City-wide policies (Section 2) and specifically Section 2.2 Shaping a More Compact Urban Form provides directions to encourage transit use, making optimal use of transit infrastructure, and improve the quality of the environment in communities. The goals of these policies is to direct future growth of the city in a way that fosters a more compact and efficient use of land, create complete communities, allows for greater mobility choices and enhances vitality and character in local neighbourhoods.

The proposed land use application allows for the site to develop with higher intensity that is transit-oriented and is in keeping with the MDP policies.

Climate Resilience Strategy (2018)

The <u>Climate Resilience Strategy</u> identifies programs and actions intended to reduce Calgary's greenhouse gas emissions and mitigate climate risks. This application proposes measures to support low or zero-emissions transportation modes by providing bicycle parking beyond the Land Use Bylaw requirements. This measure capitalizes on existing cycling infrastructure and supports Climate Mitigation Action Plan, Program 5: Low or Zero-Emissions Transportation Modes. In addition, the applicant has committed to providing one electric vehicle charging station as part of a future development permit application and adapting electric vehicle supply equipment for 80 percent of the required parking stalls. This supports Program 4: Electric and Low-Emissions Vehicles of the Climate Resilience Strategy. The increase in density close to the LRT Station supports Program 5.6: Enable transit oriented development along the Green, Red and Blue LRT lines.

Shaganappi Point Area Redevelopment Plan (Statutory – 2014)

The <u>Shaganappi Point Area Redevelopment Plan</u> (ARP) provides policies to encourage higher density development along 12 Avenue SW and near the LRT station by ensuring redevelopment respects and enhances the existing community. The ARP also encourages the development of a diverse range of residential unit types and sizes to accommodate a broad demographic group, ranging from old to young and singles to families.

The three northerly parcels (1404, 1408, and 1410 – 27 Street SW) are indicated in the ARP as located within the Medium Density Residential area on Map 2.1: Land Use Policy Areas of the ARP. The intent of the Medium Density Residential area is to provide opportunity for increase in density, while ensuring redevelopment is sensitive to the surrounding community. The ARP envisions that new development within this area should be limited to medium-density multi-residential developments and include townhouses, apartments, and live/work units. The two southern parcels (1414 and 1418 – 27 Street SW) are indicated on Map 2.3 as located adjacent to the Medium Density Residential area, in a Low Density Residential area.

Map 2.1 identifies land use the boundaries as conceptual only. While Administration is satisfied that the proposed application aligns with the intent of the overall objectives of the *Shaganappi Point ARP*, an amendment to Map 2.1 of the ARP is being proposed to accommodate this application in order to provide clarity for stakeholders on the extent of the Medium Density Residential area on this block. An amendment to Figure 3.4 Building Height and Setbacks is also required to accommodate the proposed building height. Administration believes the proposed amendments are consistent with the MDP, and the planned context of the area. If supported by Council, the proposed amendment aligns with future local area planning work.

Westbrook Local Area Plan (under review)

The Westbrook Local Area Plan is under review as Administration is currently working on the Westbrook Communities Local Area Planning Project (LAP) which includes Shaganappi and surrounding communities. Planning applications are being accepted for processing during the local growth plan process.

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

The location criteria identify the preferred conditions to support land use amendments for multi-residential developments in low density residential areas. While these criteria are not to be used as a checklist, they do provide for a framework in which to evaluate a parcel's appropriateness for intensification. The proposed land use amendment meets the majority of the Location Criteria for Multi-Residential Infill, as follows: (Note, three of the lots are already designated as M-C2).

- Corner Lot: The subject site occupies a corner lot, allowing the proposed development to contribute to the neighbourhood streetscape by addressing both 12 Avenue SW and 27 Street NE with grade-oriented units and entrances.
- Proximity to transit: 200 metres (3-minute walking distance) to the Shaganappi Point LRT Station.
- On a collector standard roadway: The subject site is not located along a collector road.
- Adjacent to existing or planned non-residential development or multi-unit development:
 The subject site is located across the lane from Giordano, a 5 storey Multi-Residential development under construction. The parcels along 12 Avenue SW are also indicated as medium density residential in the ARP.
- Proximity to an existing open space, park, or community amenity: The subject is located within 400 metres of the Shaganappi Park, community hall and tennis courts. It's also located within a 5-minutes walk to an elementary school, an 8-minute walk to the Killarney Aquatic Recreation Centre and the Shaganappi Community Church. The site is also located within close proximity to Westbrook Mall and the Public Library.
- In close proximity to an existing or planned corridor: The site is in close proximity to 17
 Avenue and 37 Street SW Main Streets projects.
- Direct lane access: The subject site has direct lane access, facilitating a development that orients vehicle access to the rear lane.



CPC2021-0659 ATTACHMENT 2

BYLAW NUMBER 29P2021

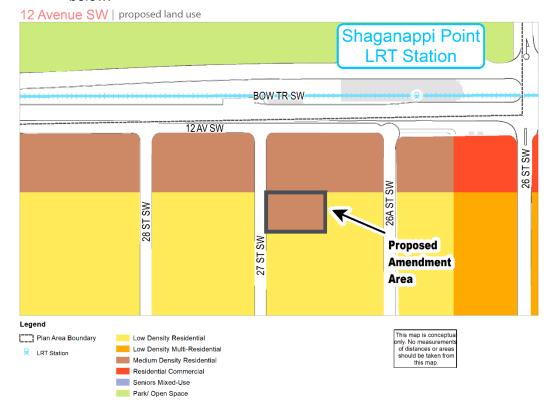
BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE SHAGANAPPI POINT AREA REDEVELOPMENT PLAN BYLAW 16P2014 (LOC2021-0002/CPC2021-0659)

WHEREAS it is desirable to amend the Shaganappi Point Area Redevelopment Plan Bylaw 16P2014, 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 Shaganappi Point Area Redevelopment Plan attached to and forming part of Bylaw 16P2014, as amended, is hereby further amended as follows:
 - (a) Amend Map 2.1 entitled 'Land Use Policy Areas' by changing 0.12 hectares ± (0.28 acres ±) located at 1414 and 1418 27 Street SW (Plan 307EO, Block B, the south half of Lot 11 and the north half of Lot 10) from 'Low Density Residential' to 'Medium Density Residential' as generally illustrated in the sketch below:





BYLAW NUMBER 29P2021

(b) Delete the existing Figure 3.4 entitled "Building Heights and Setbacks" and replace with the revised Figure 3.4 entitled "Building Heights and Setbacks" attached as Schedule A.

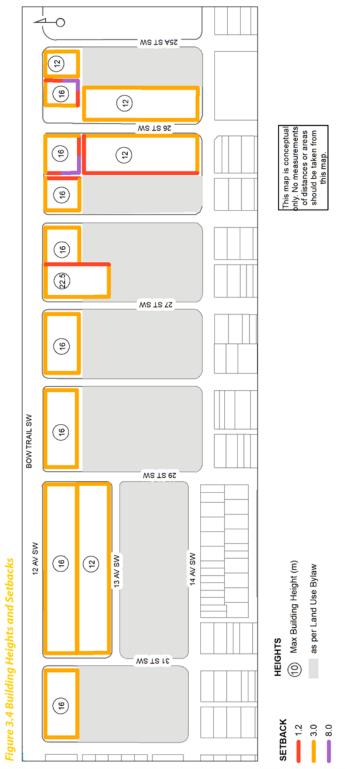
I his Bylaw comes into force of	This Bylaw comes into force on the date it is passed.		
READ A FIRST TIME ON		_	
READ A SECOND TIME ON		_	
READ A THIRD TIME ON		_	
	MAYOR		
	SIGNED ON		
	CITY OF EDV		
	CITY CLERK		
	SIGNED ON		



BYLAW NUMBER 29P2021

SCHEDULE A

Revised Figure 3.4 Building Heights and Setbacks





CPC2021-0659 ATTACHMENT 3

BYLAW NUMBER 95D2021

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2021-0002/CPC2021-0659)

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:

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

2.

- 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".
- READ A FIRST TIME ON

 READ A SECOND TIME ON

 READ A THIRD TIME ON

 MAYOR

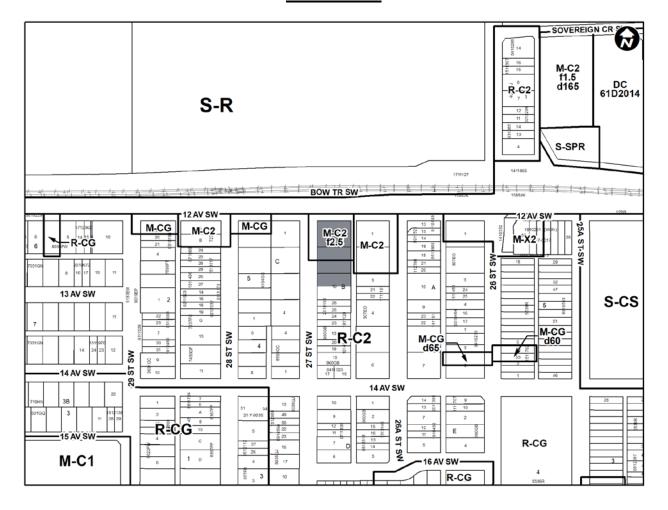
 SIGNED ON

 CITY CLERK

SIGNED ON _____

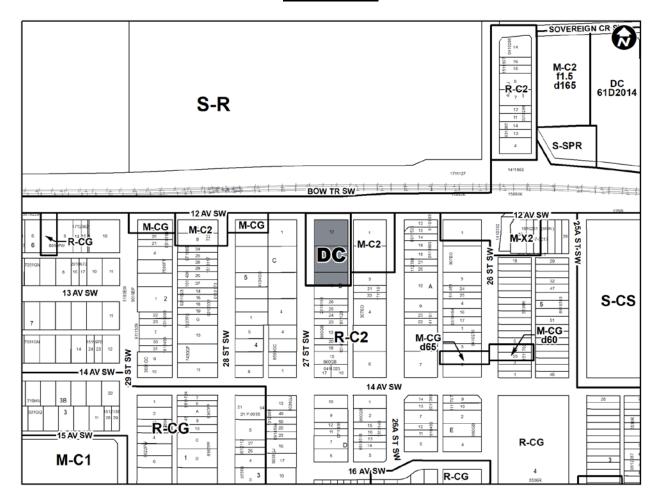


SCHEDULE A





SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to:
 - (a) accommodate transit supportive multi-residential development in close proximity to the Shaganappi Point LRT Station;
 - (b) establish site-specific requirements for motor vehicle parking; and
 - (c) require a built form where building height steps down from 12 Avenue SW to the low-density residential development.

Compliance with Bylaw 1P2007

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

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

General Definitions

- 4 In this Direct Control District Bylaw,
 - (a) "electric vehicle" means a vehicle that uses electricity for propulsion, and that can use an external source of electricity to charge the vehicle's batteries.
 - (b) "electric vehicle parking stall capable" means a motor vehicle parking stall capable of supporting a minimum of 40 Amps at 208 Volts or 240 Volts for electric vehicle charging which must include the installation of distribution panels, electrical capacity, and wall and floor penetrations to accommodate future charging cabling, and may include an electric vehicle energy management system.
 - (c) "electric vehicle parking stall" means a motor vehicle parking stall with all necessary equipment for the purpose of transferring a minimum of 40 Amps at 208 Volts or 240 Volts electrical power for electric vehicle charging purposes installed and fully operational. The equipment may serve one or more motor vehicle parking stalls provided that each electric vehicle is able to access the charging infrastructure independently and all motor vehicle parking stalls can charge simultaneously.

Permitted Uses

The *permitted uses* of the Multi-Residential – Contextual Medium Profile (M-C2) District of Bylaw 1P2007 are the *permitted uses* in this Direct Control District.

Discretionary Uses

The *discretionary uses* of the Multi-Residential – Contextual Medium Profile (M-C2) District of Bylaw 1P2007 are the *discretionary uses* in this Direct Control District.

Bylaw 1P2007 District Rules

7 Unless otherwise specified, the rules of the Multi-Residential – Contextual Medium Profile (M-C2) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

8 The maximum floor area ratio is 3.2.

Setback Area

The depth of all **setback areas** must equal to the minimum **building setbacks** required in Section 10 of this Direct Control District Bylaw.

Building Setbacks

10 (1) The minimum *building setback* from a *property line* shared with a *street* is 3.0 metres.

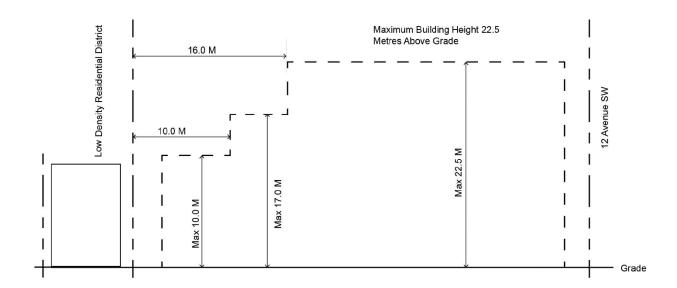


- (2) The minimum *building setback* from a *property line* shared with another *parcel* that is designated as a *low density residential district* is 3.0 metres.
- (3) The minimum *building setback* from a *property line* shared with a *lane* is 1.2 metres.

Building Height and Cross Section

- 11 (1) Unless otherwise provided in subsection (2), the maximum *building height* is 22.5 metres.
 - (2) The maximum **building height** is:
 - (a) 10.0 metres within 10.0 metres of the property line of a parcel designated as a low density residential district that is not separated from the development parcel by a lane; and
 - (b) 17.0 metres between 10.0 metres and 16.0 metres from the *property line* of a *parcel* designated as a *low density residential district* that is not separated from the *development parcel* by a *lane*.
 - (3) The following diagram illustrates the rules of Section 11:

Illustration 1: Building Height in Section 11



Motor Vehicle Parking Stalls Requirements in Multi-Residential Development

- 12 (1) The minimum number of *motor vehicle parking stalls* for **Dwelling Units** and **Live Work Units** is 0.5 stalls per *unit*.
 - (2) The minimum number of *visitor parking stalls* for each:



- (a) **Dwelling Unit** is 0.15 stalls per *unit*, and
- (b) **Live Work Unit** is 0.5 stalls per *unit*.
- (3) A minimum of 80.0 per cent of required *motor vehicle parking stalls* referenced in subsection (1) must be "*electric vehicle parking stall capable*".
- (4) The minimum *motor vehicle parking stall* requirement referenced in subsection (1), must include a minimum of 2.0 "*electric vehicle parking stalls*".

Bicycle Parking Stall Requirements in Multi-Residential Development

- The minimum number of *bicycle parking stalls* for **Dwelling Unit** and **Live Work Unit** is:
 - (a) 0.75 bicycle parking stalls class 1 per unit, and
 - (b) 0.1 bicycle parking stalls class 2 per unit.

Relaxations

The **Development Authority** may relax the rules contained in Sections 7, 9, 10, and 11 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Applicant Submission

January 8, 2021

On behalf of Jemm Properties, O2 Planning + Design (O2) proposes to redesignate the parcels located at 1404, 1408, 1410, 1414 and 1418 - 27 Street SW from Multi-Residential – Contextual Medium Profile District (M-C2 f2.5) with an FAR of 2.5 and Residential – Contextual One/Two Dwelling District (R-C2) to a Direct Control (DC) based on Multi-Residential - Contextual Medium Profile District (M-C2). The subject sites currently contain 5 single-detached residential dwellings on approximately 1,440.95 square metres. The proposed land use is to accommodate a 6 storey multi-residential development up to 22.5 metres with a maximum density of 3.2 FAR. The site is also immediately adjacent to a recently constructed 5 storey multi-residential development across the lane.

A DC district is being proposed to accommodate specific building height and setback rules to accommodate a high density development in close proximity to the LRT that respects the adjacent low density residential context. The proposed DC district will include a height transition from 6 storeys for the northern portion of the building down to 5 storeys within 16m to 10m of the south property line and an additional step down to 3 storeys within 10m of the south property line. The proposed DC will include a front setback of 4m from 27 Street SW for the building and 3m setbacks from 12 Avenue and the adjacent low density parcel. The proposed DC District will also include lower residential parking requirements and higher class 1 bicycle parking requirements of:

- (i) 0.5 parking stalls for each Dwelling Unit;
- (ii) 0.15 visitor parking stalls per unit; and
- (iii) 0.75 bicycle stalls class 1 per unit.

The proposed transit-oriented development will take advantage of the significant infrastructure investment made by The City of Calgary in the West LRT and is immediately adjacent to active modes connections to the downtown, 17 Avenue SW, Nicholls Family Library and Westbrook Mall. The subject site is currently within the Shaganappi Point Area Redevelopment Plan and the future Westbrook Communities Local Area Plan. The current ARP designates the land Medium Density Residential and Low Density Residential. The proposed development aligns to existing policies calling for density to be focused along corridors and TOD areas.

In summary, the proposed land use enables a development that will:

- Increase residential growth within the established area in proximity to significant capital investment by The City of Calgary.
- Increase density while mitigating against GHG emissions due to the location of the development.
- Provide contextually sensitive development in a low rise form.
- Provide increased density to support the activation and vibrancy of the planned Community Activity Centre, 17th Ave SW Main Street, and local streets and businesses.

A variety of platforms for residents to learn about the project, share feedback, and ask questions will be provided. COVID-19 has provided the opportunity to re-think engagement and shift away from traditional methods. In addition to focused virtual meetings with the Shaganappi Community Association and Councillor Evan Woolley's office, we will create a project website where residents can learn about the proposal, provide feedback and reachout directly to the applicant team. On-site signage will provide an overview of the project and direct traffic to the website. Feedback gathered throughout the process will be summarized in an Outreach Summary Report.

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission
Project name: Jemm Properties 27 Street SW
Did you conduct community outreach on your application? 📝 YES or 🔲 NO
If no, please provide your rationale for why you did not conduct outreach.
Outreach Strategy
Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)
A heads up that the application was going to be submitted was given to the Shaganappi Community Association in January 2021.
A meeting was held with the CA development committee on February 8/21 to present the application submission. A presentation was given to community residents on March 17 to present the application and answer questions through a Teams Live event. 25 residents were in attendance. Postcards were dropped to nearby residents to inform them of the meeting. A project website was also created to allow for the meeting sign up and to provide information on the project. https://jemm.ca/shaganappi/
A follow up meeting was held with community residents to answer questions on March 24 hosted by the community residents.
Following application revisions, a meeting on April 21 was held with the CA development committee to present the application changes as a result of community feedback.
The proposed application changes were also added to the project website.
Stakeholders
Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)
Shaganappi Community Association Development Committee Nearby residents

calgary.ca/planningoutreach



Community Outreach on Planning & Development Applicant-led Outreach Summary

What did you hear?

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

The development is too big, too tall and out of scale with the surrounding neighbourhood. Residents prefer a development that has less height and massing as opposed to increased setbacks. The development should be evaluated against the existing policies of the Shaganappi Point ARP. Concerns were raised about privacy and shadowing from the proposed development. The proposed development would excessively encroach into the remaining low density development. The 0.5 parking stall per unit rate is likely to create an insufficient parking problem in the community.

How did stakeholder input influence decisions?

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

- -The proposed Direct Control land use is now based on the M-C2 district instead of the M-H1 district. This eliminates the commercial uses that were part of the M-H1 base district.
- -The maximum FAR has been reduced from 3.5 to a maximum of 3.2 FAR.
- -The pitched roof has been eliminated in exchange for a flat roof. The maximum height has been reduced to 22.5m from the original 26m.
- -The building stepbacks at the south property line have been increased and now are consistent with the ARP policy 3.3(4), illustrated on page 5 of the summary of changes attached to this outreach document.
- -Additional articulation has been included along the southern portion of the building by stepping the 6th storey back along the 27 Street frontage.
- -The balconies have been inset into the building and no longer protrude beyond the building façade.
- -A parking study was completed and reviewed by the City.

How did you close the loop with stakeholders?

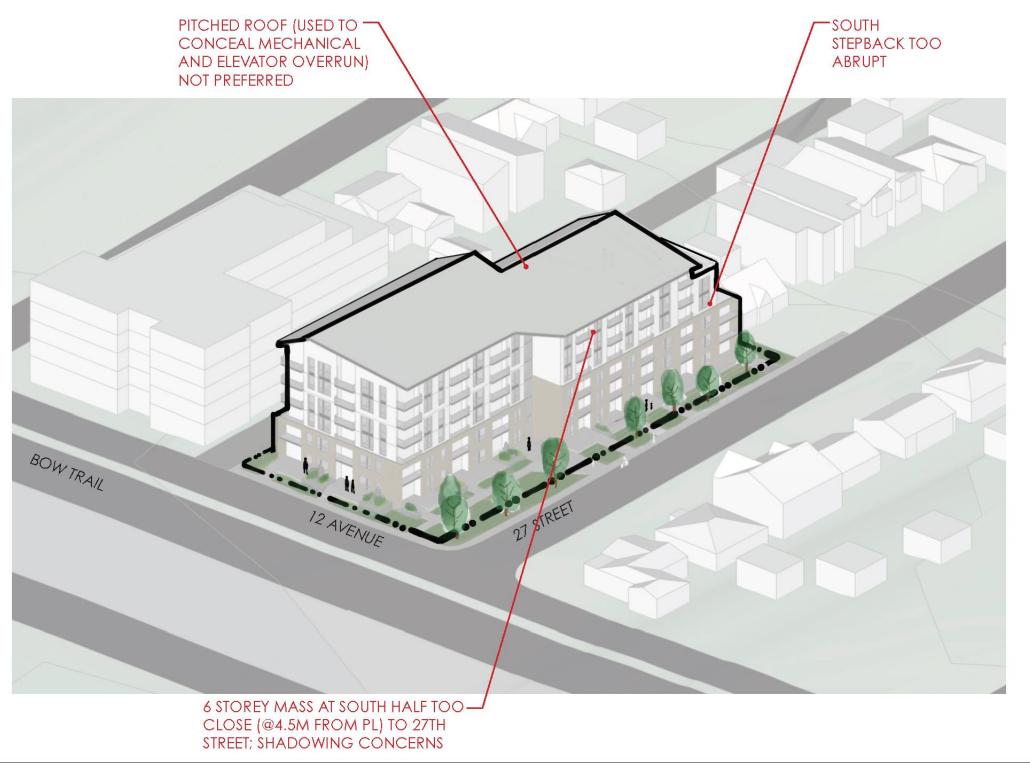
Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

Following application revisions, a meeting on April 21 was held with the CA development committee to present the application changes as a result of community feedback. A summary of application and massing changes was sent out to residents on April 30 and May 3. Follow up meetings are being held with some residents to speak about their specific concerns.

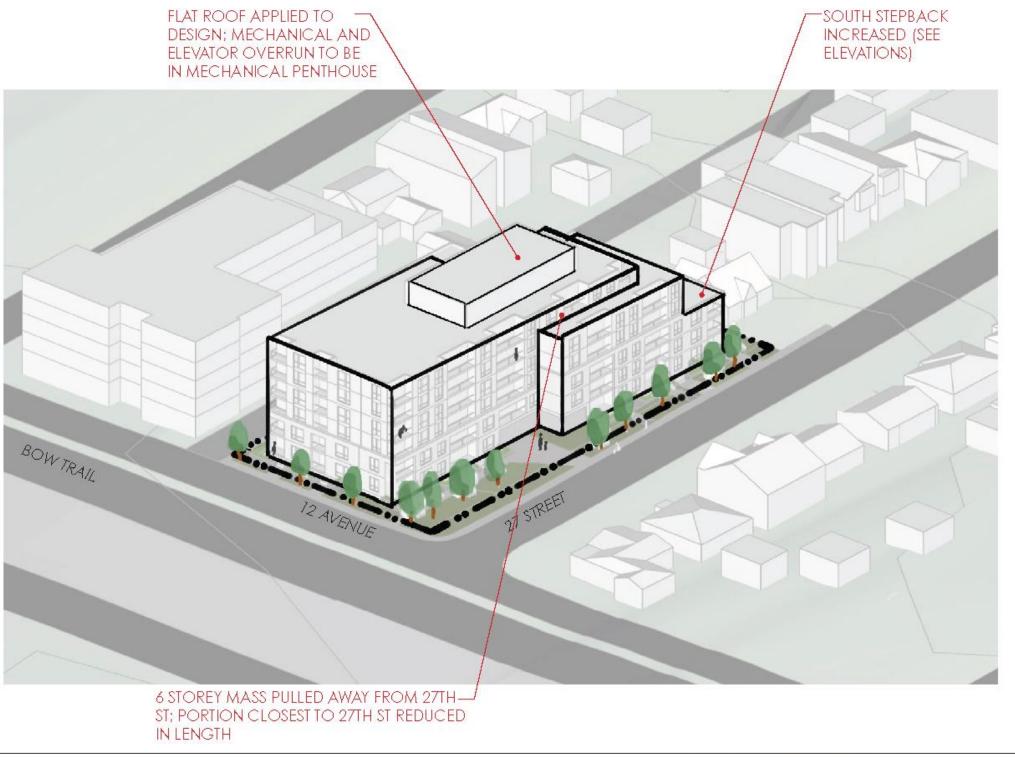
The proposed application changes were also added to the project website.

calgary.ca/planningoutreach





PREVIOUS CONCEPT MASSING CONCERNS



CURRENT CONCEPT MASSING REVISIONS



PREVIOUS CONCEPT MASSING CONCERNS



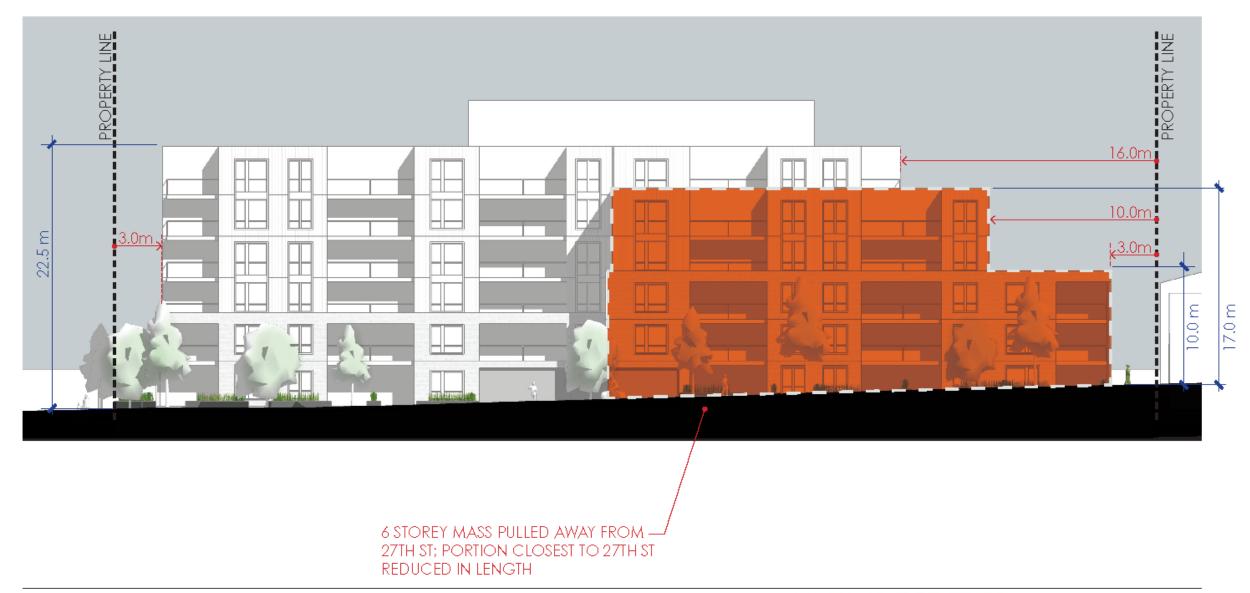


CURRENT CONCEPT MASSING REVISIONS





PREVIOUS CONCEPT MASSING CONCERNS



CURRENT CONCEPT MASSING REVISIONS



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CURRENT CONCEPT MASSING REVISIONS



PREVIOUS CONCEPT MASSING CONCERNS





CURRENT CONCEPT MASSING REVISIONS



CURRENT CONCEPT MASSING - SUN STUDY



Community Association Response



April 2, 2021

Christine Leung
Senior Planner | Community Planning, South Team
The City of Calgary
5th Floor, 800 Macleod Trail S.E.
Calgary AB T2G 2M3

Dear Christine:

Re: LOC2020-0002 @ 1404-1410 27th Street SW – JEMM Properties LAND USE AMENDMENT

Thank you for the extension to the original deadline for comments. This allowed the applicant to meet with us and numerous residents in the immediate area to provide more details concerning their plans for the five-lot site.

Further to the two rounds of consultations with residents, O2 Design, LOLA and JEMM Properties, the Shaganappi Community Association supports the position of residents from the immediate area who have written letters of objection to you. The main issues have been captured in an additional letter of April 1, 2021 signed by the local community representative for the adjacent residents.

In Shaganappi, our operational model is to support development and to get to "yes." We have followed a similar engagement process on several projects successfully and through negotiation and initiative, have helped to create some highly successful projects.

Our website provides positive direction for developers who might want to build outside of policy: "We recognize that the Land Use Regulations and Guidelines cannot cover all the possibilities and solutions for achieving a high standard of design and development. As such, we are willing to enter into two-way discussions with proponents to find mutually beneficial solutions for all concerned; we value high quality design that will enhance Shaganappi as a desirable place to live and further a wider community interest."

Current Shaganappi Policy Context

Shaganappi has two very new ARPs, and a third very recent ARP amendment made to accommodate Main Streets. Additional changes to City policy have brought a recent flurry of applications in response to expected favourable new outcomes from the ongoing Westbrook Local Area Plan process. We believe these applicants expect the election to introduce risk to that process and are trying to secure approvals

Shaganappi Community Association 2516 – 14 Avenue SW Calgary AB T3C 3V2 Christine Leung, Senior Planner LOC2020-0002

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around current policy without the City having fully completing the supporting engagement and planning work for that policy. This applicant has directly referenced expectations of Westbrook in this application.

This area for this application is covered by the Shaganappi Point ARP, which was initiated by City staff in 2011 and implemented in November 2014. The ARP created appropriate development and interfaces with the 12th Avenue frontage adjacent to Bow Trail and the Shaganappi Point LRT Station while being sensitive to the established community that is approximately only two blocks wide between its Bow trail and 17th Avenue edges. With our substantive support, in 2017, City staff subsequently implemented significant land use intensification in support of Main Streets medium rise re-designations on 17th Avenue. Both recent processes involved extensive consultation with adjacent residents to establish the criteria for the area and for these properties.

These recent planning outcomes are working. In contrast, the results of academic and aspirational Transit Oriented Development objectives are evident at Westbrook, where the availability of ambitious and non-viable land use has promoted vacant and speculative land outcomes. Not every transit station is created equal, and we believe a mixed and pragmatic approach to development around them is more viable. The subsequent Shaganappi Point ARP and Main Streets areas are already attracting more interest from developers looking to implement a mix of lower intensity ideas, the "Missing Middle" with various entry points still at reasonable cost.

Ours is an older, established community with some homeowners that have been living here for 35-40 years. We have also been very successful in attracting new families, with the 2019 census confirming the 25–35 year-old age group as our number one demographic at 28% of residents. We think this has occurred, partly, because we have very recent and appropriate planning policy. This policy was thoughtfully derived, through collaboration, and has already achieved both the affordability objectives of young families while still setting the broader goal of densification.

The trade-off in supporting density for both old and new residents is an expectation of stability. In our meetings with the applicant, new young entrants to the community told us that their decision to invest in a new home adjacent to the applicant's site was based on a view that the density in the Shaganappi Pont ARP was reasonably aspirational and appropriate. In this a situation, with policy already working, it is not prudent for the City to consider a proposal outside of the framework of a relatively new ARP unless the community fully supports it. Or the applicant justifies it. Ideally both.

If it is justified solely on the premise that we (probably meaning the City) should be grateful for the investment we all should push back; if the applicant wants something beyond the policy they should earn it through good design and appropriate scale.

Design Justification for Direct Control ("DC") and ARP Amendments Not Supported by Application

JEMM's proposal involves a five-lot consolidation and increased Floor Area Ratio ("FAR") and building height that will allow a massive development to protrude well into the interior of a single-family neighborhood that has already supported significant policy changes in support of increased density.

Issues of building design and scale are Development Permit ("DP") matters, but the applicant has been very clear that no concurrent DP will be provided to support this land use. As an alternative, a series of DC districts and ARP amendments have been offered, with details not yet available. We expect these policy and bylaw modifiers to be used as a proxy for a DP here, and the justifications for those amendments will be made by reference to built form and design. These ideas have already been

Christine Leung, Senior Planner LOC2020-0002

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presented to us to foreshadow intentions, and therefore, despite generally being DP issues, it is appropriate to discuss them here.

- The built form of this five-lot consolidation involves little, or no massing mitigations or step
 backs employed at the 12th Avenue, or 27th Street edges. There are very minimal step downs
 towards the adjoining homes. While the applicant has split the mass across the width and
 moved it to create a shift in setbacks, the uniform and massy design proposed does not create a
 compelling built form. Despite showing us images intended as inspiration, their own design is
 blocky and massive with no redeeming features.
- The applicant has asked for a building height of 26 meters, but 6 stories tall where a maximum height of 18 to 20 meters would be adequate. The design has a sloped roof, up to two-stories in height, to help "blend in with surrounding homes". In a building of this size, it is massive, intrusive, and perhaps even old fashioned. Moreover, it ends up increasing the height ask considerably to accommodate a slope that makes the problem it is trying to solve worse. We would urge the applicant to reconsider this roof form.
- The design attempts to create a townhome feel to the base as a material design concession, but
 in the absence of any step back, it just reads as banding, and really is not an effective tool to
 create an interesting form.
- The applicant has not provided enough parking and is seeking a bylaw relaxation (0.5 stalls per unit) citing that they plan to market the building to non-car owners. We do not think this is an appropriate building form or type for our neighborhood. We question the assumptions concerning market demand, and when pressed on the issue the applicant cited market research that they admitted did not exist. Why will they pick Shaganappi over communities like East or West Village on the edge of downtown in the free fare zone, Kensington at one train stop from SAIT, or Bridgeland one train stop from Bow Valley college, the East Village and downtown.
- Street parking in Shaganappi is already tight and is an issue for this proposed development due
 to an adjacent development with minimal (but ARP compliant) parking. There is no lane in the
 block immediately to the west, which puts additional pressure on 27th Avenue.

In summary, we strongly feel that the proposed development is oversized, uninteresting, and its success is dependent on conditions that do not exist here now and may not exist here in future. Nothing in the intended design would justify any amendment or relaxation from existing policy or bylaw. Particularly if secured by way of DCs which, if used in the manner proposed here particularly with parking, could severely restrict if not practically eliminate our residents' legitimate right to appeal.

This project needs to be done right if it is done at all. The numerous variances from City policy as specified in the residents' letters and the applicant's actions to date cause us to conclude that the applicant is unwilling to respect very recently set policy set through extensive consultation processes.

We also believe the applicant expects a better outcome from the Westbrook Local Area Planning Process than from policy Shaganappi has now. We ask that prospective policy, not yet approved by Council, not be considered in approving this land use application, especially policy that will need to be supported by a Guidebook for Better Communities outcome that has been very difficult for Council to approve.

Christine Leung, Senior Planner LOC2020-0002

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Seemingly justified by a fashionable development concept and limited coherent details, we are concerned that this consolidation might allow the applicant secure land now for different options later.

As such, we cannot support the application in its current form.

Thank you.

Yours truly,

Shaganappi Community Association

Michael Wilhelm President Ramneet Cheema, B. Arch, M.Arch, M.A. Housing & Urbanism, Development Committee Member

Ron Goodfellow, FRAIC

Advisor, Planning and Development

Cc: Evan Woolley, Zev Klymochko, Ward 8 Office, City of Calgary

Breanne Harder, Peter Schryvers, Heloisa Ceccato Mendes, Westbrook LAP Team

Development Committee, Shaganappi CA Brian Horton, Shawn Small, O2 Design Edan Lindenbach, JEMM Properties



May 7, 2021

Christine Leung Senior Planner | Community Planning, South Team The City of Calgary 5th Floor, 800 Macleod Trail S.E. Calgary AB T2G 2M3

Dear Christine:

Re: LOC2020-0002 @ 1404-1410 27th Street SW – JEMM Properties LAND USE AMENDMENT

Further to the two rounds of consultations with residents, O2 Design, LOLA and JEMM Properties, and two subsequent rounds with members of our Development Committee the Shaganappi Community Association ("CA") continues to support the position of residents from the immediate area who have written letters of objection.

We now ask that the applicant better articulate their plans through the provision of a Development Permit ("DP").

The main issues have been captured in additional letters of April 1, 2021 and May 6, 2021 signed by the local community representative for the adjacent residents. These points are further reinforced in additional letters from the resident leader for successful engagement on the adjacent Giordano project, and the resident directly across the street who purchased his home after thoroughly researching the recently established Shaganappi Point ARP for this site.

Current Shaganappi Policy Context

Expected changes to City policy have brought a recent flurry of applications in response to expected favourable new outcomes from the ongoing Westbrook Local Area Plan ("LAP") process. We believe these applicants expect the upcoming election to introduce risk to that process and to secure approvals for anticipated policy outcomes without the City having fully completed the supporting engagement and planning work for that policy.

This applicant has directly referenced expectations of Westbrook in this application.

Shaganappi Community Association 2516 – 14 Avenue SW Calgary AB T3C 3V2 Christine Leung, Senior Planner LOC2020-0002

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Significant Direct Control ("DC") & ARP Amendments Requested & Not Supported by a Concurrent DP

Our website provides positive direction for developers who might want to build outside of policy: "We recognize that the Land Use Regulations and Guidelines cannot cover all the possibilities and solutions for achieving a high standard of design and development. As such, we are willing to enter into two-way discussions with proponents to find mutually beneficial solutions for all concerned; we value high quality design that will enhance Shaganappi as a desirable place to live and further a wider community interest."

Issues of building design and scale are DP matters, but to date the applicant has been very clear that a concurrent DP will not be provided. As an alternative, a series of DC districts and ARP amendments are proposed with the justifications for those amendments made by reference to a general design concept.

We see this DC approach being used to partially address potential community concerns while mitigating the applicant's financial exposure prior to closing a contingent land purchase. Therefore, despite normally being DP issues, it is appropriate to discuss those design changes here.

Considerations on Ability to Execute on a Favorable Project Design

- We acknowledge that the preliminary concept supported by the DC has been improved since our last letter, with increased step backs, an improved flat roof, and improved renderings.
- Massing mitigations and step backs at 12th Avenue and 27th Street edges are improved but remain minimal in the context of overall building mass.
- Despite these improvements in intended design, the building is too large.
- When challenged on the building size, the applicant points to a minimum size required by their business model. However, the applicant is incapable or unwilling to provide details concerning that model; details other applicants provide, based on our experiences to date.
- We continue to question assumptions concerning market demand as supported by market research cited that the applicant subsequently admitted did not exist. As presented to us, the application therefore still appears to be, perhaps unintentionally, speculative.
- These details, when taken together, signal intent rather than a commitment to a final design and we are therefore left to trust the reputation of the applicant in delivering a high-quality product.
- The applicant's reputation should not be a planning consideration in evaluating the scale of building proposed.

Consistency of Applicant's Approach as Compared to Others in a Newly Established Policy Area

- In seeking policy and bylaw amendments, other applicants acknowledge our policy and meet a
 deeper obligation to thoroughly engage with adjacent interests on details, not intentions.
- This applicant's approach is therefore unique for our area. Our community has new policy throughout by way of new ARPs. As a result, DP support is customarily provided for projects of

CPC2021-0659 Attachment 6 ISC: UNRESTRICTED

Christine Leung, Senior Planner LOC2020-0002

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this scale and variance with policy, with 3 other pending applications recently received with concurrent DPs. (See DP 2021-2356+2354; DP 2021-0147 and DP2021-0337)

 This applicant has directly referenced favorable policy revisions by way of the Westbrook LAP and a DP may have therefore been considered unnecessary. However, that policy is not approved by Council, and may result from a Westbrook LAP process not yet completed or reviewed by stakeholders.

Economic Circumstances Raised by the Applicant

- The Giordano, adjacent to the east, had tied its land purchase to the approval of land use as supported by a concurrent supporting DP. This precondition for a building plan supported engagement with the CA and residents on the design of that project. As a result, the project was approved unanimously by Council in 2018 with full support of the CA (DP2017-2379/LOC 2017-0121).
- This application has tied its land purchase to approval of land use only. We expect final design will not be achievable within timelines set to facilitate timing of the land purchase.
- The City, through the planning process, should not become a party to an applicant's need to manage private transaction risk. This risk should be addressed directly between counterparties to the transaction.
- Facilitating a commercial outcome not otherwise be better supported by a DP is not a planning consideration.

Therefore, we cannot support the application in its current form without a supporting DP to allow us to evaluate fully the merit of the project and its ability to provide a community benefit. We would therefore like the applicant to proceed to a DP before final Council approval.

Yours truly, Shaganappi Community Association

Michael Wilhelm President

Ron Goodfellow, FRAIC (retired) Advisor, Planning and Development Ramneet Cheema, B. Arch, M.Arch, M.A. Housing & Urbanism, Development Committee Member

Mia Leung, BA, Urban Studies

Development Committee Member

Cc: Evan Woolley, Zev Klymochko, Ward 8 Office, City of Calgary
Breanne Harder, Peter Schryvers, Heloisa Ceccato Mendes, Westbrook LAP Team
Development Committee, Shaganappi CA
Brian Horton, Shawn Small, O2 Design, Edan Lindenbach, Joe Osinski, JEMM Properties

CPC2021-0659 Attachment 6 ISC: UNRESTRICTED

May 11, 2021

Christine Leung Senior Planner | Community Planning, South Team The City of Calgary 5th Floor, 800 Macleod Trail S.E. Calgary AB T2G 2M3

Dear Christine:

Re: LOC2020-0002 @ 1404-1410 27th Street SW – JEMM Properties

LAND USE AMENDMENT

Further to our conversation, the letters of April 1, 2021 and May 6, 2021 signed by local community representative for the adjacent residents are an integral part of the Shaganappi Community Associations position on this application and should be considered as such by CPC. has been formally delegated to fulfill this role directly by our development committee.

These letters were incorporated by reference in our prior two letters, and we re-attach these as part of our official submission to CPC.

Thank you.

Yours truly, Shaganappi Community Association

Michael Wilhelm President

Cc: Evan Woolley, Zev Klymochko, Ward 8 Office, City of Calgary Development Committee, Shaganappi CA

Shaganappi Community Association 2516 – 14 Avenue SW Calgary AB T3C 3V2

May 6, 2021

Christine Leung, RPP, MCIP, LEED Green Assoc Senior Planner Community Planning, South Team Planning & Development The City of Calgary Mail

BY EMAIL Christine.leung@calgary.ca

Dear Ms. Leung,

Re: Shaganappi Proximal Residents' Opposition

Land Use Amendment Number: LOC2021-0002; 1404 - 1410 27 Street SW

Second Letter of Opposition

I write further to and in the same capacity as my letter of April 1, 2021 (copy attached).

Thank you for the opportunity to submit this second letter on behalf of the Residents.

Not every proposed building is a good fit for an existing neighbourhood. Similarly, just because something can theoretically be approved if existing policy is sufficiently tortured doesn't mean it should be built. Both of these statements apply to JEMM's proposed development in Shaganappi (the "Proposed Development").

The Residents repeat the concerns expressed in our letter of April 1 and the many letters delivered on behalf of individual residents. As you know, many of those residents made decisions to invest and raise their families in this neighbourhood in reliance upon the scope of permissible development at the north end of our streets as articulated in the ARP. No one contemplated a 23 metre high building consuming 40% of one of two city blocks comprising this predominantly low density residential neighbourhood towering over them, invading their privacy and blocking sunlight. And, respectfully, no one ought to have such a structure forced upon them over their legitimate reliance upon existing policy simply to advance the business and financial interests of a single developer.

This brings me to the focus of this letter: what if anything has changed since April 1?

The short answer is: nothing.

Despite very clear expression from the Residents that support for the Proposed Development would require less overall height and/or less coverage in terms of number of lots and/or increased parking (to bring it into alignment with the community-supported Giordano building), the developer has refused to budge on any one of those aspects. As a result, there has been no meaningful engagement between Residents and developer, a hallmark of past and current successful development in Shaganappi. A few examples of the Residents' frustration with the process undertaken by the developer include:

- When pressed for an explanation as to why the height, size and parking restrictions are
 untouchable, the only explanation provided is the developer's own financial model. Yet, the
 developer refuses to provide any detail on that, despite similar information being supplied by other
 developers in the area. It strikes us that this developer is making its own financial considerations
 our problem, as they continue to fail to articulate a case for this development being in the
 community's interest.
- When asked to explain its confidence in its restricted parking model, the developer references its "market research"; but when pressed to share that research, confesses there is none.

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- 2 -

• When asked why it won't apply for a concurrent development permit, the developer simply says it is not their model to do so and that the Residents should simply "trust" that we will get a great building. Again, the strong feeling of the Residents is that we are being asked to support a concept that has no precedent in a neighbourhood like Shaganappi without the developer investing the time or money to establish some semblance of proof of concept or even a reliable indicator of what the proposed finished product would look like.

We acknowledge that the developer has made some tweaks to its initial design concept, and appreciate the concession to stepdown the height to 10 metres more than 3 metres away from the adjacent single family home. However, as they fail to address the fundamental concerns, they are of limited material consequence to the Residents. Moreover, given the lack of a concurrent development permit, the drawings remain conceptual at best and there is no assurance that what we are being asked to support by way of land use will result in a building that reflects the latest design concepts or respects the existing character of the neighbourhood.

For all of these reasons, the Residents remain steadfast in their opposition to the Proposed Development.

Yours Truly, on behalf of the Residents

CC: ca:caward8@calgary.ca; shawn.small@o2design.com; development@shayanappicommunity.ca; Breanne.Harder@calgary.ca; Peter.Schryvers@calgary.ca; Heloisa.CeccatoMendes@calgary.ca Evan.Woolley@calgary.ca; Heloisa.CeccatoMendes@calgary.ca

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April 1, 2021

Christine Leung, RPP, MCIP, LEED Green Assoc Senior Planner Community Planning, South Team Planning & Development The City of Calgary Mail

BY EMAIL Christine.leung@calgary.ca

Dear Ms. Leung.

Re: Shaganappi Proximal Residents' Opposition
Land Use Amendment Number: LOC2021-0002; 1404 – 1410 27 Street SW

I write as a resident, and on behalf of a group of my fellow residents, of Shaganappi that are proximal to the application site (the "**Residents**") in opposition to the application for the above-referenced land use amendment and proposed development of a 6 storey, (and possibly 8 storey with the addition of a pitched roof), 26 metre high apartment building spread over 5 existing lots (the "**Proposed Development**").

Shaganappi is an established inner-city community. It is also a very narrow neighbourhood from north to south, only 2-3 blocks, bordered by both the Bow Trail and 17th Av. SW corridors. The Residents appreciate that the age and condition of a number of the homes in the community combined with the construction of the Shaganappi Point LRT Station mean that development and modest densification of the area can be achieved. Indeed, the Residents welcome thoughtful and respectful development that enhances the community as a whole, while maintaining the integrity of the 2014 Shaganappi Point Area Redevelopment Plan (the "ARP"). The ARP provides a very recent statement of goals, objectives and policies to guide appropriate development in the community. It is the result of a significant effort on the part of the City and our Community Association to strike the right balance between the need for development and densification and respect for and preservation of the existing low-density neighbourhood.

Development under the ARP is still in its relative infancy, and we recognize that it will evolve as experience and economic determinants come into play. However, The Proposed Development pays little heed to the ARP, is contextually unsympathetic to the surrounding neighbourhood and there are no economic determinants that warrant a land use redesignation that is such a marked departure from the ARP. Moreover, the applicant has elected to proceed without a concurrent Development Permit application – thereby denying the Residents a detailed picture of the building form and mix of the Proposed Development. We are also concerned that the applicant's strategy of proceeding by way of a DC designation for matters including the requested parking relaxation are intended to, or at least have the consequence of, severely restricting any appeal rights the Residents would otherwise possess.

The conceptual drawings and information provided to date show a boxy building with height of 26 metres over 5 lots with little to no height recession on the 12th Ave. or 27th St. frontages and no particular architectural interest. This is sufficient information for the Residents to know that the Proposed Development is simply too big, too tall and completely out of scale with the surrounding neighbourhood. If permitted, it would stand a full 10 metres, or up to 3 stories, taller than the recently constructed Giordano apartment building across the lane. If allowed to proceed, it would also consume approximately 40% of the 1400 block of 27th St. – one of the only two north-south blocks in this part of the community.

We elaborate on these points below.

1. Non-Compliance with the ARP

The application for land use amendments should be evaluated against the existing goals, objectives, policies, and expectations outlined in the ARP.

-2-

Under the heading "Purpose" (Section 1.1) the ARP states that it "provides clear policy direction for key aspects such as the vision, **scale**, urban form and character for Shaganappi redevelopment". It also speaks to a 25-30 year horizon (s.1.2). Numerous Residents have made clear that they made significant investment decisions on the strength of the ARP. Below is an excerpt from the email submission of a young, first-time homeowner who will be living adjacent to the Proposed Development, if approved:

"I am writing you as a resident of 27 Street and neighbour of the proposed high density apartment building on the lots 101-1018. My primary intention of reaching out to you at this point is to voice my concern about this specific land use change and its lack of alignment or respect to the Shaganappi ARP and the City of Calgary's work in ensuring that communities have predictable and consistent access to information about respectful and thoughtful community growth.

While choosing to invest in real estate in the Shaganappi community my partner and I did extensive research into the city's plan for the area and thoroughly read the current ARP. We were excited to explore the city's vision for the community and [were] inspired by the commitment to providing a framework that would guide future development in this area for what was projected in the ARP to be a period of 25-30 years. The ARP and demonstrated ability of developers to successfully work within it, namely by the Giordano building, reassured my decision to invest in my first home in the community and on 27 Street specifically."

The fact is that Shaganappi is experiencing an influx of new, younger homeowners. According to the 2019 census, the single largest demographic in our community is the 25-35 year old age group (at 28%). These new, young homeowners are driving a demand for detached and semi-detached residences and the market is responding as evidenced by the level of new construction activity. Construction of the Proposed Development, with its domineering size and uninteresting architecture, can only serve to dampen the enthusiasm of new investment in the community and potentially cause people to leave. That is not a result which benefits the Residents, the community or the City.

While the Residents appreciate that the ARP is a living document and capable of incremental amendment over time, the Proposed Development purports to shoot a cannon through its core principles, policies and guidelines while the ARP remains in its infancy.

The site of the Proposed Development is intended to be limited to a combination of Low Density Residential, Low Density Multi- Residential and Medium Density Residential, with the medium density being contained to the area adjacent to Bow Trail, as per the below map from the ARP. By contrast, the Proposed Development (outlined in black) seeks re-designation to a Direct Control based on Multi-Residential High Density Low Rise District (M-H1). Under the ARP, there is no provision for high density in the area comprising the site. The advisors, planners and residents who carefully crafted the ARP understood that high density was not appropriate for this specific neighbourhood, and the Residents remain unaware of any coherent policy that would justify altering the ARP on such a fundamental point.

The Residents see no basis for a DC designation other than to avoid the most basic tenets of the ARP, converting what is clearly intended to be a thoughtful blend of low and some minimal medium density residential into spot zoning to permit construction of a significant high density development.

- 3 -





The ARP also provides direction with respect to Built Form & Site Design, including that:

- buildings should "relate well to the street and to each other, provide opportunities to maintain street views and sunlight...and minimize shadowing" (3.0);
- "Building heights vary throughout the Plan area, with primarily a low scale building from
 proposed throughout most of the area...For larger buildings, building facades should be
 modulated in width, height and finishing materials to visually break up the building" (3.0/3.1);
- The maximum building height for the site is 16 metres for the portion adjacent to Bow Trail, decreasing from there as it approaches the existing houses (3.3 and Figure 3.4).

The Proposed Development seeks approval to build to a height of 26 metres, with no modulation in height or width until dropping from 6 storeys to 5 storeys within 9 metres and from 5 storeys to 3 storeys within 3 metres of the existing adjacent houses. There is no modulation in height for the vast majority of the 27^{th} St. frontage, leaving residents to look up at a sheer 6 storey wall which will undoubtedly impact privacy and sunlight. Based upon the conceptual drawings shared by the applicant, the balconies are protruding (as opposed to inset) thereby increasing the imposition (and internal floor area) of the structure. As noted, this height is a full 10 metres taller than the recently constructed Giordano, even though the Proposed Development is further from the LRT Station, the acknowledged rationale for increased density. We are not aware of a best planning practice or policy which would justify increasing density as one moves further away from the LRT Station, and the ARP accordingly supports no such increase.

- 4 -

The Residents understand that the applicant proposes to mitigate the imposing nature of its structure by increased setbacks from what is strictly required under the ARP and to offset the two halves of its structures. With respect, those "gestures" do nothing to take away from the fact that it is simply too large a structure for the neighbourhood. At the second of two sessions we had with the applicant, a straw poll of the Residents revealed a unanimous preference for less height and size of structure over any increased setbacks.

To approve the Proposed Development would, in the Residents' respectful submission, ignore the City investment and supporting engagement that went into the careful development of the ARP and leave the Residents – and prospective residents/investors in the community – with no reliable indication of the direction of future development in our community. Moreover, the construction of a 6 storey building over 5 lots would significantly impair the use and enjoyment of the surrounding properties and excessively encroach upon the remaining low density neighbourhood. For these reasons, the ARP map clearly indicates that the "medium Density" land use extends to three lots (150 feet), not five lots (250 feet) south of 12th Ave, and those restrictions ought to remain in force.

2. Parking

The applicant also seeks a bylaw relaxation for parking, to a ratio of 0.5 stalls per unit. The ostensible justification for this relaxation is that the applicant will market the building to people who do not, and do not wish to, own cars and that tenants will not be allowed to apply for RR parking. There is no track record for a successful building model of this type in Calgary in a comparable community. The applicant has, despite request, been unable to supply any market research to support the viability of its thesis and points to M3 in East Village as its only comparable. Respectfully, East Village and Shaganappi are very different communities and the comparison is tenuous at best. Moreover, we have had at least one resident write to the City email dated March 17, 2021) indicating his experience living in a similar style building in Sunnyside and that, as he says, living near the train is not enough to forgo owning a car. That view is made even more clear by our recent experience in Shaganappi. As Resident described in his March 23, 2021 letter to the City:

"My last point is that the summary of the development identifies that the developer wishes to have bylaw relaxation for parking stalls. This issue was also addressed in the Girodano negotiations with the Shaganappi Committee Association. The developer addressed the resident's concerns by increasing the parking in the building to accommodate one car per apartment plus Bylaw required visitor parking. The City also committed to not approving Parking Permit Applications from the Apartment residents based on a statement by the Developer that the Giordano would be marketed to young professionals who weren't reliant on cars. I see that this claim is being made again. As of March 22nd, 2021 the City Parking Authority has confirmed that the residents of the Girodano Apartment Building have started to apply for RR street Parking Permits. The recent applications have been denied pending appeal. So I find the claims of City Staff and Developers about finding a 'new' non car dependent resident to be lacking."

Street parking in Shaganappi in the area around the Proposed Development is already very tight. If we are experiencing pressure on an already tight situation from the Giordano (a 73 unit building with a 1.0 stall to unit ratio, that is not close to being fully-rented), that situation will become disastrous if the Proposed Development (with its estimated 100-120 units and a 0.5 stall to unit ratio) is permitted the requested parking relaxation. When asked by Residents, the applicant refused to consider incorporating a "no car" provision into its lease agreements. This issue alone has the potential to significantly impair the fabric and enjoyment of the community as people battle their neighbours for insufficient parking. In addition, the block immediately to the west has no lane, and relies on vehicle access exclusively from the street.

Finally, we note from your email dated March 24, 2021 that you are prepared to share the draft DC with us once the applicant has provided additional information. We have also seen reference to a Shadow Study from the applicant and heard that they intend to obtain a View Line Study. In addition, we understand that

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they are required to submit a Parking Plan and draft ARP amendments. We look forward to the opportunity to review as many of those documents as possible and may wish to provide additional comment following that review.

The Residents remain committed to working with the City and developers on thoughtful and respectful development that both protects and enhances the character of our community while the City advances its goal of density. At this time, however, the Residents do not consider the Proposed Development to either protect or enhance our community and have no choice but to signal our opposition.

We thank you for your time and consideration of these submissions.

Yours Truly, on behalf of the Residents



CC: cay:shawn.small@o2design.com; development@shaqanappicommunity.ca; Breanne.Harder@calgary.ca; Peter.Schryvers@calgary.ca; Heloisa.CeccatoMendes@calgary.ca Evan.Woolley@calgary.ca.

Urban Design Review Panel Comments

Date	April 14, 2021		
Time	2:00		
Panel Members	Present Chad Russill (Chair) Ben Bailey Jeff Lyness Glen Pardoe Katherine Robinson Anna Lawrence	Distribution Chris Hardwicke (Co-Chair) Gary Mundy Beverly Sandalack Michael Sydenham Jack Vanstone Noorullah Hussain Zada	
Advisor	Dawn Clarke, Urban Designer		
Application number	LOC2021-0002		
Municipal address	1404, 1408, 1410, 1414, and 1418 27 Street SW		
Community	Shaganappi		
Project description	Land Use Amendment (R-C2 and M-C2 to DC/M-C2)		
Review	First		
File Manager	Christine Leung		
City Wide Urban Design	Jihad Bitar		
Applicant	O2 Planning and Design		

Summary

The Jemm Properties proposal located at 1404, 1408, 1410, 1414 and 1418 - 27 Street SW seeks to redesignate an assembly of parcels to accommodate a 6-storey multi-residential development up to 22.5 metres in height and a maximum 3.2 FAR. The site is located in close proximity to the Shaganappi Point LRT Station (less than 200m) and is also immediately adjacent to a recently constructed 5 storey multi-residential development across the lane. A Direct Control (DC) district is being proposed to accommodate specific built form and setback rules, as well as lower residential parking requirements. As there is no active Development Permit, The Panel's review focused on the land use proposal, specifically the appropriateness of the draft DC district's setback and stepback rules to encode sensitive built form transitions.

The Panel endorses the proposal and is supportive of the increase in density with reduced parking requirements at this location. The draft DC district form and setback rules provide an appropriate level of transition to the lower density residential context directly south, while balancing city-wide imperatives to match land use decisions with significant capital investments in the adjacent primary transit network. Notwithstanding, recurring elements in the Panel's discussion that are noted for further review include:

Setbacks

- 12 Avenue SW, in its current configuration, is inhospitable with exposure to fast-moving vehicular traffic.
 This frontage may benefit from an increased setback to create a more pedestrian friendly and-inviting front patio condition.
- The proposed DC includes a shift in the massing volume east, creating an increased setback along the 27 Street SW frontage. The panel contends a street-oriented building, with at-grade patios and closer to the street, would create a more engaging public realm. The panel is not convinced a large, 10m landscaped setback area along the primary entry-frontage as presented would bring any added community benefit. Conversely, the panel supports the shift in the massing volume west to allow for screened/concealed at-grade parking and loading spaces from 12th Avenue along the rear of the building.

Applicant Response provided on April 22, 2021

	Urban Design Element
Creativity Encourage	e innovation; model best practices
 Overall project ap 	proach as it relates to original ideas or innovation
UDRP Commentary	The proposal is a successful response to the constraints of a TOD site in transition, that is, a lower density community moving towards more mid-rise, transit-supporting densities while still maintain sensitive edges with lower density neighbours.
Applicant Response	Acknowledged.
uses, heights and derMassing relations	uilt form with respect to mass and spacing of buildings, placement on site, response to adjacent asities whip to context, distribution on site, and orientation to street edges public realm and adjacent sites
UDRP Commentary	The building setbacks pull the southern portion of the building away from the rear yard amenity space of neighbouring lots and allows for a concealed at-grade parking area along the lane. Building height stepbacks provide a generous/sensitive transition to low-density residential directly south; this aspect is strongly supported by the Panel. The northern portion of the building is setback 10m from 27 Street SW. The Panel recommends the applicant consider the quality of this space and the net-trade-off of providing a more street-oriented built form that directly engages the sidewalk. The Panel also noted concerns regarding the desirability of front potics for its 12 August SW. Applicant to consider potential for a fitting the desirability of front potics for its 12 August SW. Applicant to consider potential for a fitting the desirability of front potics for its 12 August SW. Applicant to consider potential for a fitting the desirability of front potics for its 12 August SW. Applicant to consider potential for a fitting the fitting that the consider potential for a fitting the fitting that the consider potential for a fitting that the consideration and the consi
Applicant Response	the desirability of front patios facing 12 Avenue SW. Applicant to consider potential for softening this edge with more generous landscaping as opposed to 27 Street SW. The northern portion of the building has been pulled away from 27 Street to reduce the shadowing impacts on the properties to the west and to conceal the parking and loading along the lane. Stretching the width of the building will create awkward unit sizes with poor natural lighting.
	Through the development permit process, the ability to soften the 12 Avenue frontage will be examined. The overhead powerlines will create some landscape limitations along this frontage. The ground floor amenity space will be designed taking into consideration the noise from Bow Trail.
Building form conResidential units p	ate active uses; pay attention to details; add colour, wit and fun tributes to an active pedestrian realm provided at-grade eresting and enhance the streetscape
UDRP Commentary	At the Development Permit stage, consider building articulation and design emphasis along 12 Avenue SW, though this element is not applicable for meaningful review at this time.
Applicant Response	These design elements will be considered through the development permit process.
	es street edges, ensures height and mass respect context; pay attention to scale ion to public realm at grade
UDRP Commentary	The Panel acknowledges the southern portion of the building will be setback from the street to maintain a similar building depth and street definition along the block.
	Building stepbacks along the southern portion of the building are also recognized as creating a sensitive height transition that is consistent with the height plane of the adjacent dwelling to the south of the site.
Applicant Response	Acknowledged.
 Parking entrances 	junction of land-use, built form, landscaping and public realm design is and at-grade parking areas are concealed in at entrances and solar exposure for outdoor public areas ase
UDRP Commentary	Building setbacks that pull the southern portion of the building away from the rear yard amenity space of neighbouring lots and incorporate a screened/concealed at-grade parking space demonstrate a best-practice solution to fitting all distinct site components in a thoughtful and
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	contextual sensitive manner. At the Development Permit stage, careful consideration of the interface of the parking/ loading area and adjacent ground floor units is recommended.
	Applicant to consider appeal and success of landscaped amenity space at the corner of 12 Avenue and 27 Street. See Urban Design Elements 'Context' for reference to setback area treatment.
Applicant Response	Acknowledged – The interface between the ground floor units and parking and loading area will
Applicant Nesponse	be designed to create an attractive amenity area for those ground floor units. The landscaped amenity at the corner of 12 Avenue will be designed in a manner to ensure the amenity provides value to the residents and the community.
Connectivity Achievand future networks.	ve visual and functional connections between buildings and places; ensure connection to existing
 Pedestrian first de 	esign, walkability, pathways through site
 Connections to LF 	RT stations, regional pathways and cycle paths
	ay materials extend across driveways and lanes
UDRP Commentary	Proximity to the LRT lends itself to reduced parking ratios. At the Development Permit stage,
	applicant to review parking/loading area with secondary building access/entry location for potential conflicts/connectivity considerations related to pedestrian desire lines.
Applicant Response	Acknowledged – Potential conflicts with the parking and loading area and underground parking
	and building access as well as pedestrian desire lines will be examined through the
	development permit process and building design stage. Potential conflicts will be avoided or mitigated through the site and building design.
Accessibility Ensur	re clear and simple access for all types of users
 Barrier free design 	
Entry definition, le	egibility, and natural wayfinding
UDRP Commentary	Not Applicable for review at this stage.
Applicant Response	Clear and simple access will be provided through the development permit process.
	lesigns accommodating a broad range of users and uses ty, at-grade areas, transparency into spaces
 Corner treatments 	s and project porosity
UDRP Commentary	During the presentation and review, discussion of unit mixes and retail opportunities occurred.
,	While acknowledging it is early in this stage of the project, based on the presentation materials provided, the Panel feels that very little consideration has been given to Diversity.
Applicant Response	Acknowledged – Unit mix and tenant diversity will be examined through future market research and considered in the development permit process.
Elevibility Develop	
	planning and building concepts which allow adaptation to future uses, new technologies relating to market and/or context changes
UDRP Commentary	A residential apartment building is not exceptional at flexibility by nature of unit separation and design, especially when void of mix-use considerations.
Applicant Response	Acknowledged – the viability of mixed-use in this location would be challenging due to the limited vehicular access to the site through the interior of a residential neighbourhood. The
	ability for the building to adapt to new technologies will be examined through the development
	permit application.
	nse of comfort and create places that provide security at all times
Safety and securitNight time design	
UDRP Commentary	Not Applicable for review at this stage
Applicant Response	Safety and security considerations will be incorporated at the time of development permit.
• Enhance natural v	clear and consistent directional clues for urban navigation views and vistas
UDRP Commentary	Project responds very well to natural views and reinforces the directional cues of urban navigation.
Applicant Response	Agreed.

Sustainability Be aware of lifecycle costs; incorporate sustainable practices and materials • Site/solar orientation and passive heating/cooling • Material selection and sustainable products			
UDRP Commentary	Project location as a Transit-Oriented-Development and incremental densification of amenity- rich established area communities are intrinsic sustainable qualities.		
Applicant Response	Agreed.		
 Durability Incorporate long-lasting materials and details that will provide a legacy rather than a liability Use of low maintenance materials and/or sustainable products Project detailed to avoid maintenance issues 			
UDRP Commentary	Not Applicable for review at this stage.		
Applicant Response	High quality materials will be used in the construction of the building.		

Planning & Development Report to Calgary Planning Commission 2021 May 20

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Land Use Amendment in Mahogany (Ward 12) at 80 Mahogany Road SE, LOC2020-0211

RECOMMENDATION(S):

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.81 hectares ± (2.0 acres ±) located at 80 Mahogany Road SE (Portion of Plan 1612917, Block 43, Lot 1) from Commercial – Community 2 (C-C2f0.75h18) District to Direct Control District to accommodate a Self Storage Facility, with guidelines (Attachment 4).

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION. 2021 MAY 20:

That Council hold a Public Hearing and give three readings to Proposed Bylaw 94D2021 for the redesignation of 0.81 hectares ± (2.0 acres ±) located at 80 Mahogany Road SE (Portion of Plan 1612917, Block 43, Lot 1) from Commercial – Community 2 (C-C2f0.75h18) District to Direct Control District to accommodate a Self Storage Facility, with guidelines (Attachment 4).

Opposition to Recommendations:

Against: Commissioner Pollen and Commissioner Palmiere

HIGHLIGHTS

- The proposed application seeks to redesignate the subject site to a Direct Control District based on the Commercial – Community 2 (C-C2) District to allow for development of a Self Storage Facility with at-grade commercial opportunities.
- The proposed land use district is compatible with adjacent land uses in area and aligns with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The additional use of Self Storage Facility with atgrade commercial opportunities would allow residents to walk to commercial amenities and free up household space in a higher density residential environment. It is anticipated that the proposed development could be converted to a more intensive use in the future if self storage is no longer the desired use for the site.
- Why does this matter? Providing self storage and at-grade commercial opportunities within close proximity to higher density residential development may incentivize higher density residential living by allow residents to more easily live in smaller dwelling units. The ability to convert the building to a more intensive use over time also allows the proposed building to adapt to the community's changing needs.
- There is no previous Council Direction in relation to this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

DISCUSSION

This land use amendment application, located in the southeast community of Mahogany, was submitted on 2020 December 22 by B&A Planning Group on behalf of the landowner, Hopewell

Approval: K. Froese concurs with this report. Author: C. Thompson

City Clerks: A. Degrood

Planning & Development Report to Calgary Planning Commission 2021 May 20

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Land Use Amendment in Mahogany (Ward 12) at 80 Mahogany Road SE, LOC2020-0211

Development. As per the Applicant Submission (Attachment 2), the intent of the application is to enable development of a 12,000 square metre Self Storage Facility.

The amendment application was originally submitted to Administration as a Self Storage Facility with a maximum building height of 18 metres (no change from the existing maximum height from the current C-C2 district) and a maximum Floor Area Ratio (FAR) of 2.0 (a change from the existing maximum FAR of 0.75). The applicant also indicated they intend to apply for a Car Wash – Multi-Vehicle (currently listed as a discretionary use in the base C-C2 district) on a portion of the ground floor at the development permit stage. To ensure the subject site continues to support a pedestrian-oriented, active Transit Oriented Development (TOD) environment, Administration and the applicant worked together to revise the proposal to ensure the DC District complied with the relevant statutory and TOD policy guidance for the area. Administration also ensured the revised DC District addressed the planning concerns brought forward by the residents. Changes to the original DC District submission include a requirement for a portion of the ground floor of the building to be dedicated to commercial uses, a combined limit for the amount of self storage and auto oriented uses that can exist on the ground floor of the building, and a design requirement for all access to the individual storage compartments to be entirely internal to the building. The visual appearance of the building, including external façade selections, massing, and parking design, is expected to appear similar to a three to four storey office building to further enhance the visual appearance of the TOD site.

The developer has indicated they intend to design and construct the anticipated Self Storage Facility in a way that allows the building to be converted to a more intensive use in the future, should the Self Storage Facility no longer be the desired use for the site.

No development permit submission has been made at this time. A future development permit submission will be reviewed by the Urban Design Review Panel (UDRP) at the development permit stage to ensure the building and site design further enhance the TOD area.

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

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☐ Outreach was undertaken by the Applicant
- ☑ Public/Stakeholders were informed by Administration

Applicant-Led Outreach

As part of the proposed land use amendment application, the applicant was encouraged to use the <u>Applicant Outreach Toolkit</u> to assess which level of outreach with public stakeholders and the community association was appropriate. The applicant notice posted the site on 2021 January 11, delivered flyers to adjacent condominium buildings, shared the project in the "What's Up Mahogany" community newsletter, hosted an online survey for two weeks and held a virtual open house on 2021 March 11 attended by 38 people. The applicant also reached out

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Land Use Amendment in Mahogany (Ward 12) at 80 Mahogany Road SE, LOC2020-0211

to the Mahogany – Copperfield Community Association, but no comments were received. A general breakdown of the resident concerns is listed below:

- loss of views due to the height of the proposed structure;
- increased traffic generation and property crime;
- · lack of commercial amenities and potential for decreased property values; and
- noise generated from a potential car wash on the main floor.

Overall, the applicant's engagement resulted in positive and negative feedback. A detailed summary of the engagement is provided in the Applicant Outreach Summary (Attachment 3).

City-Led Outreach

In keeping with Administration's practices, Administration circulated this application to key stakeholders, published the application <u>online</u>, sent notification letters to adjacent landowners, and ensured the applicant notice posted the site.

Administration received 70 objections from residents in the area and five letters of support to the proposed Self Storage Facility. A general breakdown of the objections raised about the proposed Self Storage Facility to Administration are listed below:

- self storage not aligning with the commercial vision residents have for the area;
- noise generated from a potential car wash on the main floor;
- an increase in traffic generation, property crime, and decreasing property values; and
- the possibility of using "unsightly" sea-containers to store items in.

Administration reached out to the Mahogany – Copperfield Community Association on three separate occasions through mail, telephone, and email. No comments were received from the Community Association.

Administration has reviewed the relevant policies, planning issues and resident concerns and worked with the applicant to revise the original submission to ensure compliance with the statutory and non-statutory policy for the area. Administration supports this application as it generally supports the TOD nature of the larger area and accommodates the future transition of the development to a more intensive use.

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

IMPLICATIONS

Social

The proposed DC District may incentivize higher density residential living in the community by allowing residents to more easily live in smaller dwelling units.

Environmental

Approval: K. Froese concurs with this report. Author: C. Thompson

City Clerks: A. Degrood

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Land Use Amendment in Mahogany (Ward 12) at 80 Mahogany Road SE, LOC2020-0211

This application does not include any actions that specifically address objectives of the Climate Resilience Strategy. Further opportunities to align future development of this site with applicable climate resilience strategies may be explored and encouraged at subsequent development approval stages.

Economic

The ability to operate a self storage facility with at-grade commercial opportunities at this location provides a business opportunity within the community of Mahogany.

Service and Financial Implications

No anticipated financial impacts.

RISK

There is a chance the proposed use may not transition over time to a more intensive use. If the use does not transition as anticipated, the requirement for at-grade commercial uses will help mitigate the effects of a less intensive use on the upper floors of the structure.

ATTACHMENT(S)

- 1. Background and Planning Evaluation
- 2. Applicant Submission
- 3. Applicant Outreach Summary
- 4. Proposed Bylaw 94D2021

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

City Clerks: A. Degrood

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Mahogany. The parcel has a total area of approximately 0.81 hectares (2.0 acres), with approximately 100 metres of frontage along Mahogany Road SE and approximately 81 metres along Mahogany Avenue SE.

Surrounding development is characterized primarily by three to five-storey apartment buildings to the north and east of the subject site designated Multi-Residential – High Density Medium Rise (M-H2) District. Surrounding developments to the south and west of the subject site include the balance of the larger C-C2 District development which currently includes a mixture of retail and service commercial uses. The 52 Street SE corridor is located approximately 150 metres to the west of the subject site which is anticipated to accommodate a future Green Line LRT Station.

Community Peak Population Table

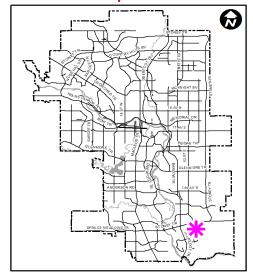
As identified below, the community of Mahogany reached its peak population in 2019.

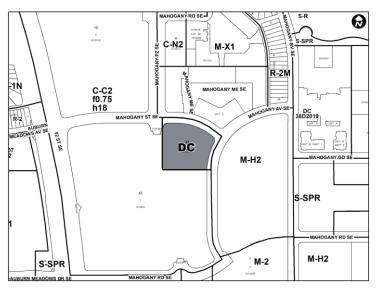
Mahogany	
Peak Population Year	2019
Peak Population	11,784
2019 Current Population	11,784
Difference in Population (Number)	0
Difference in Population (Percent)	0.0%

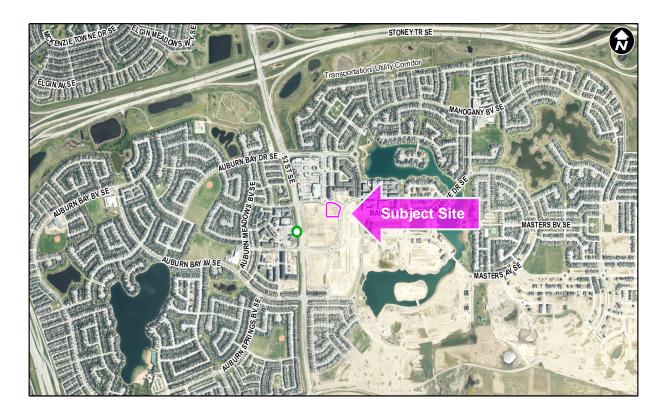
Source: The City of Calgary 2019 Civic Census

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

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use

The existing C-C2f0.75h18 District is characterized by larger commercial developments that allow for a wide range of commercial uses. The C-C2f0.75h18 District allows for a maximum building height of 18 metres and a maximum Floor Area Ratio (FAR) of 0.75 which could accommodate a maximum building size of 6,075 square metres.

The proposed DC District is based on the C-C2 District with the additional discretionary use of Self Storage Facility. Specific rules have been added to the DC District which require at least 10 per cent of the ground floor gross floor area (GFA) of the building to be dedicated to commercial uses. Commercial uses in this DC District Bylaw are defined as uses listed in the C-C2 District with the exception of those uses that are part of the Automotive Use Group in Schedule 'A' of Bylaw 1P2007. In addition, the DC District requires all access to the individual storage compartments to be internal to the building. No changes are being proposed to the maximum height of 18 metres, however, the maximum FAR of 0.75 is increasing to 2.0. This would allow for a maximum building size of approximately 16,200 square metres on the site. Despite the maximum FAR the DC District limits the use area of the Self Storage Facility to a maximum of 12,000 square metres.

The DC District also has a rule that allows the Development Authority to relax all the rules of the DC. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC Direct Control 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 rule is to ensure that rules regulating aspects of development that are not specifically regulated by

the DC can also be relaxed in the same way that they would be in a standard district. Sections 7, 8, 9, and 10 that include provisions for building size, building height, and location of commercial uses may also be relaxed. The intent is to allow the Development Authority to consider minor relaxations for unique building design, architectural elements, and distribution of uses throughout the building that would not have significant impacts on adjacent lands.

Development and Site Design

If this application is approved by Council, the rules of the proposed DC District and polices of the *Mahogany Community Plan* will provide guidance for future site development including appropriate uses, building massing, building height, 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:

- ensuring an engaging built interface that compliments the surrounding commercial and residential built form;
- ensuring the building layout and overall site design can transition in the future to a more intensive use to further compliment the TOD nature of the site; and
- mitigation of shadowing and privacy concerns to adjacent properties.

Transportation

Pedestrian and vehicular access to this site is available from the adjacent private road via an access easement agreement. This site is within roughly 150 metres walking distance of transit service on 52 Street SE and is served by Calgary Transit Routes 302, 468, 845, 863, and 864. Route 302 SE Bus Rapid Transit (BRT) provides service every 20 minutes in the peak hours. On street parking is available adjacent to the site on Mahogany Street SE and Mahogany Avenue SE. A Transportation Impact Assessment was not required for this land use amendment.

Environmental Site Considerations

There are no known outstanding environmentally related concerns associated with the proposal and/or site at this time. As such, no Environmental Site Assessment was required.

Utilities and Servicing

Service connections are available from the existing on-site water main, sanitary sewer and storm sewer for Mahogany Village Commons from Mahogany Avenue SE.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the <u>South Saskatchewan Regional Plan</u> which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's <u>Interim Growth Plan</u> (IGP). The proposed land use amendment builds on the principles of the IGP 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 within Area Structure Plan" area as identified on Map 1: Urban Structure in the <u>Municipal Development Plan</u> (MDP). These areas are primarily comprised of residential communities that have been planned and are still being developed. The proposal to redesignate the subject site from the C-C2 District to DC District to accommodate a Self Storage Facility is generally consistent with the Urban Structure policies of the MDP.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address objectives of the <u>Climate</u> <u>Resilience Strategy</u>. Further opportunities to align development of this parcel with applicable climate resilience strategies may be explored and encouraged at the development permit stage.

Mahogany Community Plan (Statutory – 2006)

The subject site is located in the Core Commercial Centre, as identified on Map 3: Land Use Concept, of the <u>Mahogany Community Plan</u>. The Core Commercial Centre area is intended to accommodate a range of retail and service commercial uses. The area is designed to create a cohesive shopping, living and leisure environment that incorporates complementary and compatible institutional, recreational, office and employment-oriented uses, and mixed-use buildings. The proposal is generally consistent with the Core Commercial Centre policy direction of the <u>Mahogany Community Plan</u>.

Transit Oriented Development Policy Guidelines (Non-Statutory – 2004)

The subject site is located within a future Transit Oriented Development (TOD) area as a future Green Line LRT station is anticipated to be located at 52 Street SE approximately 230 metres southwest of the subject site. The <u>TOD Policy Guidelines</u> are intended to provide policy guidance to ensure TOD sites incorporate elements of higher density, walkable, and mixed-use environments that optimize existing and future transit infrastructure. The <u>TOD Policy Guidelines</u> provide guidance to ensure TOD sites incorporate a diverse mixture of land uses that include supporting retail and service uses, limit non-transit supportive uses, and prioritize pedestrian-oriented uses at the ground floor level.

On behalf of Hopewell Development, B&A Planning Group has submitted a Land Use Redesignation Application to redesignate ~0.81 ha (2.0 ac) located at 80 Mahogany Road SE (Portion of Plan 1612917; Block 43; Lot 1) within the community of Mahogany from C-C2 Commercial - Community 2 District to Direct Control (DC) District to facilitate the additional use of self storage.

The intent is to enable the construction of a three-storey mini self storage facility with a multi vehicle automated car wash and commercial retail included on the main floor. The inclusion of the self storage facility is to accommodate the increased storage needs for both single detached and multi-residential dwellings in the immediate area.

Our proposal is to bring the self storage option to the community closer to where the people live. We intend to provide an option to residents that will be safe, secure and convenient, enabling homeowners to take back their garages and free up space on otherwise congested street parking. Self Storage also helps remove one disincentive of multi-residential living which is the lack of storage space.

Although the current land use designation allows for car wash and retail uses, it does not allow for self storage. As such, we are proposing a Direct Control District based on the C-C2 District, including the same maximum height, with the additional use of self storage facility combined with a minimum requirement for commercial retail to activate the ground floor.

Even though self storage is allowed in various stock Industrial land use districts, we did not feel it would be appropriate to introduce an industrial land use district into a residential neighbourhood or alarm the public about the potential for other industrial type uses that are not being contemplated for the site.

As the land use is consistent with the general land uses identified in the Mahogany ASP, is consistent with surrounding land use designation and will provide uses that are in high demand within the surrounding residential community, we respectfully request your support of the application.

CPC2021-0654 - Attachment 2 ISC: UNRESTRICTED

HOPEWELL DEVELOPMENT SELF STORAGE

Land Use Redesignation

Hopewell[®]

WHAT WE HEARD REPORT



APRIL 2021

Prepared By **B&A Planning Group**On Behalf Of **Hopewell Development**



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CPC2021-0654 - Attachment 3 ISC: UNRESTRICTED

MAHOGANY | HOPEWELL DEVELOPMENT

LAND USE REDESIGNATION

WHAT WE HEARD REPORT

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b&a

Submitted by: **B&A Planning Group** 600, 215 9 Ave SW Calgary, AB T2P 1K3



1.0 PROJECT BACKGROUND

B&A Planning Group, on behalf of the landowner, Hopewell Development, has submitted a Land Use Redesignation application for a 2 acre portion of land at the southwest corner of Mahogany Avenue and Mahogany Street SE.

The proposal is to redesignate the land from the Commercial – Community 2 (C-C2) District to a Direct Control (DC) District. The amendment will maintain all other uses and rules of the C-C2 District, while adding the use of self storage to allow for the construction of a self storage building to accommodate the increased storage needs of both single detached and multi-residential dwellings in the surrounding area.

The rezoning would maintain the existing building height of 18 meters, which is allowed within the C-C2 District.

A multi-vehicle automated car wash (an allowable use within the current C-C2 district) is included within the plans for the site to help activate the main floor.

This What We Heard report has been prepared by B&A Planning Group on behalf of Hopewell Development. This report summarizes the project's engagement program as well as the feedback received through the a virtual community meeting, online survey and email correspondence.

Area Site Map SITE AUBURN MEADOWS AN SE SUbject Lands



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2.0 PUBLIC OUTREACH TIMELINE

PROJECT INTRODUCTION December 22, 2020 Initial outreach to Mahogany Homeowners' Association and Copperfield/ Mahogany Community, offering a meeting requesting to share project information on their platforms January 7, 2021 Flyers delivered to Sandgate Condominium residents January 11, 2021 Land Use Amendment notice posted on site with project contact information January 27, 2021 Project information shared in "What's Up Mahogany" newsletter **PUBLIC ENGAGEMENT PREPARATION** January-February, 2021 Project team learned of opposition letters submitted to City of Calgary Ongoing email correspondence with community members Preparation for a Virtual Community Meeting in response to community concerns February 24-28, 2021 Virtual meeting invitation sent to Mahogany Homeowners' Association and Copperfield/ Mahogany Community Association Virtual meeting invitation posted in "What's Up Mahogany" newsletter Virtual meeting invitation emailed to community members who had previously been contacted Virtual meeting invitation distributed to Sandgate Condominium residents Newsletter promotion in Westman Village newsletters **PUBLIC ENGAGEMENT** March 11, 2021 Virtual Community Meeting held to share information, answer questions and collect Online survey made available until March 24, 2021 Ongoing emails with community members What We Heard report distributed to participants **NEXT STEPS**

Calgary Planning Commission (TBD) Public Hearing of Council (TBD)

2



3.0 PUBLIC ENGAGEMENT

At a Glance

Direct Communication With Community MembersJanuary - April 2021



Individuals provided feedback and questions over the phone

12 Individuals provided feedback and questions via email

Virtual Community Meeting March 11, 2021



50 Registered

38 Attended

Comments/questions received through

Online Survey March 11 - 24, 2021



27

Online surveys completed





What We Heard Report April 2021



4.0 VIRTUAL COMMUNITY MEETING

4.1 Who Participated?

Facilitators

Grant Mihalcheon, Planner, B&A Planning Group Tamille Beynon, Senior Communications & Engagement Specialist, B&A Planning Group

Project Team Members in Attendance

Don Larke, Landowner, Hopewell Development Reade DeCurtins, Proponent, Bluebird Self Storage Roland Schatz, Proponent, StoreWest Layne Gardner, Proponent, StoreWest Allen Deboer, Architect, Gibbs Gage Architect Ty McCulloch, Architect, Gibbs Gage Architect

Virtual Open House Participants

Fifty people registered and 38 people attended the virtual meeting. Attendees included:

- Mahogany residents x 27
- Not identified x 4
- StoreWest observer x 3
- Auburn Bay resident x 1
- Ward 12 Councillor, Shane Keating
- Ward 12 Executive Assistant, Evan Spencer
- City of Calgary File Manager, Cameron Thompson



What We Heard Report March 2021

4.2 Virtual Community Meeting Overview

The Virtual Open House Meeting was held on Thursday, March 11, 2021 from 6:30 - 8:30 p.m. The meeting was held on the GoTo Webinar platform, which allowed interested stakeholders and community members to register for the meeting in advance and join the meeting by simply clicking on a link they received via email.

Meeting Format

- The meeting opened with a brief introduction and welcome by Tamille Beynon (B&A). Tamille thanked attendees for joining the meeting and provided instructions on how to participate.
- Grant Mihalcheon (B&A) gave a brief presentation to share the purpose and rationale of the land use redesignation, provide information on the planning process and the benefits of localized storage, and shared conceptual renderings of the proposed building.
- Reade DeCurtins (BlueBird Self Storage) provided responses to some of the questions and concerns heard from community members to date.
- After the presentation, attendees were able to ask questions and provide comments in two ways:
 - o By typing and submitting questions through the "chat" function, which were read aloud to the group; or
 - o By indicating their interest in speaking to the project team directly by "raising their hand"
- The Q&A session continued until 8:28 p.m., at which time the project team thanked attendees for their participation.
- Attendees were provided a link to complete an online survey and were informed that a What We Heard report would be shared via email.

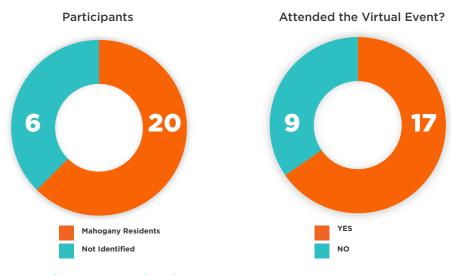




5.0 ONLINE SURVEY

5.1 Who Participated

26 Surveys Completed MARCH 11TH - 24TH 2021



5.2 What We Asked

- Do you have any outstanding questions for the project team? We will review all questions and will include
 responses within a What We Heard report, which will be emailed to participants and shared with The City of
 Calgary.
- Do you have any additional comments or ideas related to the proposed Land Use Redesignation?
- Respondents were asked to evaluate the virtual open house by rating their responses to the following questions from "Strongly Agree" to "Strongly Disagree":
 - o The information provided in the virtual community meeting helped me understand the proposed Land Use Redesignation
 - o The information provided in the virtual community meeting met my expectations.
 - o I was able to provide feedback and ask questions.
- Responses to the online survey have been included in Section 6.0 and verbatim responses have been included in Appendix C.



6.0 WHAT WE HEARD

The project team provided multiple avenues for community members to ask questions and provide feedback, including telephone and email correspondence, the virtual community event and the online survey.

The feedback received throughout all platforms has been consolidated and categorized into a number of themes. This section provides a list of the identified themes, as well as an overview of specific questions and comments received, with the responses provided by the project team.

Verbatim comments from the online survey and engagement event can be found within the Appendices.

6.1 Feedback Themes







Traffic / Parking / Access

Theft / Crime

Carwash

Community Value

Timeline / Process

Engagement

Support

Other





6.2 Feedback and Responses



QUESTIONS/COMMENTS REGARDING LOCATION

QUESTION / COMMENT PROJ

Why have you chosen to build in Mahogany and not in another community such as Seton?

PROJECT TEAM RESPONSE

The project team has conducted extensive research into the sites in and around Mahogany to determine the best locations for this site, based on market need and accessibility. This site provides an ideal location to address the community's needs while considering the look and feel of Mahogany.

When determining a Bluebird Self Storage location, we look at the 5-kilometre radius of storage servicing available in the community. To provide context to our decision-making process, in Canada self-storage averages are 3-4 sq. ft. per capita; in Mahogany, there is zero. Given this, Bluebird is confident in its ability to fill that need while integrating seamlessly into the community.

Many of Calgary's southeast communities are well-suited to provide self-storage services. Another company may see that Seton will require additional storage services in the future and conduct the same research and market analysis to determine the best process for that; however, that does not detract from the need for a facility of this type in Mahogany. We hope that the quality of the facility will help enhance the community.

Mahogany is relatively underserved with this type of offering. Most sites within this general area would require re-zoning for development. We have chosen this site precisely because of our experience with similar sites across North America where the community has utilized the facility. We are confident there is a need in the community, bringing what our customers need right to them.

The proposed Bluebird Self Storage is intended to be a mixed-use facility; the storage creates minimal traffic impact. Further, The Bluebird team conducts thorough research into any location that their storage facility is built, looking at market demand, community suitability, etc.; considering this, we are not able to select an alternate site without this same amount of due diligence. Bluebird can confirm that everything within 5-kilometres of this site has been researched thoroughly before coming to the proposed site conclusion.

6.0

Why is self storage being proposed in the middle of a residential community?	Modern third-generational storage goes beyond the typical idea of storage and focuses on quick and accessible storage for many uses; this type of new standard for the storage facility, and the design proposed for this project, align with the residential placement.
	In addition to supporting home-based workers and business, modern storage supports lifestyle communities like Mahogany by offering quick access to items such as sporting or outdoor equipment.
	A community like Mahogany should have between 3 and 4 sq. ft. per capita of self storage to meet the needs of its residents. Currently, Mahogany has no self storage within a 5 kilometre radius, meaning it is completely lacking access to this amenity.
	Based on the current zoning, an office building could be developed on these lands by right; which ultimately would provide less parking and offer less services to the community. Our proposed development is less invasive, addresses a lot of concerns and a market need in the community.
Have you considered a location closer to 52nd ?	This location was chosen based on the planning in place for this area of Mahogany - it is a logical corner for this use. There are additional anchor tenants in discussion for development on the site closer to 52 Street Southeast.
Why didn't Hopewell look at other surrounding communities?	Hopewell Residential and Hopewell Development are under the same parent company with separate operations. We have previously developed the first phase of commercial to the North of the Sobeys grocery store and are into the second phase, just south of the Sobeys.
	We are always looking at new opportunities to build out the commercial offerings in the second phase of development. When Bluebird approached us, we engaged in extensive discussions with the team to ensure it would fit in with the current commercial offerings, given our vested investment in this area's success.
	We are intrigued by this new generation of self-storage, with its visual assets, as an anchor tenant in our development. As mentioned, it is not a significant traffic generator for the community, yet it is an excellent service for a growing community to address any storage uses. Bluebird Self Storage approached Hopewell Commercial, having conducted a market analysis to provide a self-storage facility to the Mahogany community.





Are there any other structures (storage units) of this type situated in residential communities here in Calgary?

Bluebird Self Storage has built facilities directly in residential areas or directly abutting residential areas for a number of their projects, which you can find on the Bluebird Self Storage website (https://ww2.bluebirdstorage.ca/).

Will BlueBird release the feasibility study feasibility study that determined there is adequate demand in Mahogany? The feasibility study report is a proprietary document and we would not like the report available for use by our competition

We are however, happy to share the results of the study. The feasibility study indicated there are zero existing self-storage providers within a 5 km radius of the site (population of ~102,500). This is as strong of a demand scenario as one in our industry could find. An identified sub-market (5k radius) with an existing self-storage saturation of less than 2 square feet person is labeled "severely under-served" per widely accepted industry standards. Zero square feet per person in a densely populated and affluent submarket is almost unheard of in North America, at this point in time.



QUESTIONS/COMMENTS REGARDING FIT AND FEEL

QUESTION / COMMENT	PROJECT TEAM RESPONSE
Concern with allowing an industrial use within commercial zoning and in a predominantly residential area.	Our proposed land use application is to amend the current Commercial - Community 2 District (C-C2) to add the additional Discretionary Use of Self Storage and allow the floor area to accommodate a 3-storey building. I want to be clear; we are not proposing to change the zoning to an industrial land use district.
	What we are doing is adding a low impact use to a commercial district. Other municipalities consider self storage a commercial use and allow it within their commercial zoning districts. I have attached a Google air photo of a couple of storage sites in Victoria, BC where the use integrates well with the surrounding residential development. What the proponent of the self storage business would like to do in our case is bring the service closer to where people live.
Does not fit with Hopewell's model of community / does not lend itself to a village feel.	Every Bluebird storage facility is designed with the community inmind, addressing servicing needs while also adhering to the area's look and feel. Additionally, Bluebird has been able to integrate into high-profile/value areas is based on adaptability. As a company, Bluebird does not have a default prototype but adapts to the community's look and feel.
	All the Mahogany projects have the architectural guidelines listed on Land Title; these will always remain on the property. Bluebird is responsive to Hopewell, as the current and adjacent landowner, and the greater community to stay in line with the site's proposed architecture.

MAHOGANY Hopewell Development Land Use Redesignation



6.0

Concern with walkability and a pedestrian friendly experience.	Pedestrian and vehicular traffic corridors have been considered in the design of the building. The architect has incorporated sidewalk connections within their concept design and lighting of the public realm is an important aspect to make pedestrians comfortable walking next to the site at night.
	The landscaping and site lighting will be provided in a future development permit application that ensures an enhanced pedestrian experience around the building, while creating a safe and enjoyable walking environment. Those specific details will come at the development permit stage should the land use proposal be approved by Council.
Concern with an industrial-looking building in a commercial area next to residential.	The intent of the proponent is to design a building that looks like an office building and not an industrial building. The photo shown in the flyer is an example of one of their projects and was used to show the similarities with an office building. The proponent and their architect are seeking input from a design perspective that will aid them with their future development permit design. When we discuss proximity to the houses, the office space that the land is currently designated for would provide greater impacts on the look and feel than our facility with additional traffic and parking requirements.
Concern with fourth Sandgate building views of an storage building and carwash.	Hopewell Residential, our sister company, is developing the Sandgate condos; however, we are very much aligned and informed about this overall proposal. Collectively, Hopewell is agreed in their direction to pursue this. Additionally, the set-back around the site allows for activity around the site area. The development aims to be good neighbours by facilitating the functional portions that are located away from the residential communities' immediate view. Additionally, there is enhanced landscaping across the site, providing a filter between the facility and the residential buildings. Overall, the development will focus on high-quality materials and architectural design, providing an attractive view of the community's site at large





QUESTIONS/COMMENTS REGARDING HEIGHT AND DESIGN	
QUESTION / COMMENT	PROJECT TEAM RESPONSE
Will the self-storage building be at the full height of 18 meters?	The exact height of the proposed three-story building will not be confirmed until the Development Permit application phase. However, typical floors range from 3-4 meters in height; therefore, we expect the building to be approximately 12 meters in height, similar to expected heights for a comparable office building.
Would the building size/height or architectural design be any different if the land designation does not change?	The current height designated for the site is 18 meters; we are not changing that height on this Land Use Application; however, surrounding sites can allow for up to 50 metres.
Concern with design changing after approval	Bluebird Self Storage has been able to integrate into high-profile/value areas is based on adaptability.
	Any Mahogany projects have the architectural guidelines listed on Land Title; these will always remain on the property. Bluebird is responsive to Hopewell, as the current landowner, and the greater community to align with the community's look and feel. There are several layers of review and control, in addition to the City of Calgary regulations, to ensure the facility aligns well with the community development as a whole.
	Bluebird has specifically developed architectural mock-ups to ensure transparency with the community and provide an early impression that can receive feedback at every stage ahead of the development permit and construction stage.
	Bluebird is committed to engaging with the community to ensure the community is aware of the architectural elements. Additionally, Bluebird's previous facilities have been in line with the proposed architectural design and always reflect the community's look and feel in which they reside.

6.0

QUESTIONS/COMMENTS REGARDING TRAFFIC / PARKING / ACCESS **QUESTION / COMMENT** PROJECT TEAM RESPONSE How will you ensure this does not The stacking on the car wash is designed to run on the interior of impact traffic adversely? the building. The tunnel that we utilize is a high-velocity express exterior tunnel - a state-of-the-art operation with the capacity to process approximately 100 cars an hour. Based on our experience, typically, only 3 to 4 vehicles are stacking at any one time. All stacking will be maintained on the inside. Storewest, the car wash proponent, operates another Calgarybased car wash in a high-traffic area, which we can comfortably contain the line-ups. There is no direct access to and from the carwash to any of the main roads, the traffic from the carwash will be managed internally, on the site. How will you ensure your parking area is Bluebird does not rent parking spaces; none of the parking spaces are slated for long-term parking, etc., similar to the commercial for your customers and not "long term storage" for some people's vehicles? parking guidelines already in the area. The proximity of the self-storage facility in comparison to the Do you expect people to walk to the self-storage or car wash? residential neighbourhoods allows for convenient access for those utilizing storage services when they need it. If this is the master plan design, would Since this portion of Mahogany is and will become more heavily densified, people will be living in more confined spaces with a not a re-zoning or variance to the master plan or community plan be potentially greater need to store their personal belongings to free up living hazardous to (potential fatalities) space. The proposed use does not generate much traffic as clients pedestrian traffic environment? are only expected to visit the site sporadically. The use is only anticipated to generate four visits per hour between 9 a.m. and 6 p.m. This limited number of visits and traffic generated by local businesses and residents visiting their assigned storage room, in my opinion, would not create a hazardous environment.







QUESTIONS/COMMENTS REGARDING THEFT / CRIME	
QUESTION / COMMENT	PROJECT TEAM RESPONSE
Is there any expectations or need for 24-hour on-site security?	There is no need or expectation for 24 hours on site security. Bluebird would like to reiterate that they do not experience crime issues in their existing storage facilities. The building will be locked down at night with copious camera systems and alarm monitoring. Should this location become the first to experience crime concerns, they would certainly address it. Crime statistics for storage are far less than even your average office use.
Have you all considered the crime statistics before making this decision?	Crime-related issues in Bluebird Self Storage are rare; the building is not a target given its security precautions, including the abundance of cameras and locked metal doors.
What precautions have been considered regarding security around the building itself, both with patrols and lighting?	Crime-related issues in Bluebird Self Storage are rare; the building is not a target given its security precautions, including the abundance of cameras and locked metal doors.
	The facility's lighting will cover a multitude of areas, both internally and externally. On the ground level, lighting from the carwash will extend to the exterior, providing visibility to the areas in and around the facility. In the additional classes, soft lighting will highlight the architectural aspects of the building. Additionally, all the lighting within site will be designed with controls to leverage the proposed site's sustainability and functionality. The facility will employ a "good neighbour" initiative in terms of lighting.
How will BlueBird prevent sharing of access codes for the building?	Each tenant must apply for the use of the storage and a copy of their drivers' license associated with their unique code. This format allows for Bluebird to monitor codes used by individuals. All individuals are on closed circuit camera when entering and within the facility.

6.0

QUESTIONS/COMMENTS REGARDING THE CARWASH



OUESTION / COMMENT	PROJECT TEAM RESPONSE
QUESTION / COMMENT	
Why are you including a carwash as part of this facility?	A "car wash" use is already allowed by the existing C-C2 District and is not subject to this land use application. The statement "a car wash to light and activate the street" was referencing that there will not be any blank walls at ground level facing the street. Instead, they are glazing, shedding light onto the adjacent sidewalk to improve lighting for pedestrians walking along the road for an improved sense of safety. Although the carwash details on the ground floor of the self-storage building will be part of a future Development Permit application, it was referenced in the email for full disclosure so that stakeholders can better understand what future development is intended for this corner of the site.
What are the hours of operation for the carwash?	Bluebird does not rent parking spaces; none of the parking spaces are slated for long-term parking, etc., similar to the commercial parking guidelines already in the area.
Do you expect people to walk to the self-storage or car wash?	The proximity of the self-storage facility in comparison to the residential neighbourhoods allows for convenient access for those utilizing storage services when they need it.
Why is there leniency with a drive- through facility on this project when there are strict guidelines in the community.	A car wash is an allowable/discretionary use (correction from virtual event where "permitted use" was used) in the district of this site; as long as it meets setbacks and height requirements, it is allowed. Additionally, with fully-internalized operations, the carwash design allows for a more seamless and aesthetically pleasing process for a drive-thru operation. as long as it meets setbacks and height requirements, it is allowed. Additionally, with fully-internalized operations, the carwash design allows for a more seamless and aesthetically pleasing process for a drive-thru operation.
What considerations have been made for the noise related to the operations of the car wash facility?	The only noise we foresee with the plan is the car wash dryers, which the latest technology can muffle to a level where a conversation can be held in their direct vicinity.
Will there be location for vacuuming inside of vehicles inside facility or outside?	As designed and intended at this point, the site has no vacuums. The specifics of the location will be confirmed during the planning process; however, if approved, the project team will ensure that they are located in a convenient, accessible space that allows for easy flow-through of traffic. A central vacuum system would be considered for significant reduction of noise on the site.





What is the reason for not including vacuums now?	Currently, they are not planned given the style of the development does not lend itself to it; however, we could look at integrating them outside the building. The decision to implement vacuum facilities will be determined based on need, climate considerations and aesthetic integration with the overall facility.
Is this the first car wash of its kind in Calgary?	This facility will not be the first car wash development of its kind, nor is it our first location. This type of technology is becoming increasingly popular across North America, specifically in Calgary and Edmonton; it is more sustainable and provides an efficient alternative to touchless carwash facilities.
Is there a carwash in Calgary we can go visit?	Yes, there is a similar facility at 5411 Dufferin Blvd SE; Is it a car and truck wash as it is in more of an industrial area; however, it has all the facilities prominent in this development, such as: uniformed attendance, express car wash tunnel. This would provide you with an idea of the overall service it provides to the community; however, it is a slightly different concept.



QUESTIONS/COMMENTS REGARDING COMMUNITY VALUE

QUESTION / COMMENT	PROJECT TEAM RESPONSE
Have you seen impact to the value of homes in residential areas where you have built a self-storage unit?	We have not seen an impact to the value of homes in residential areas where we have built self-storage units. We've successfully developed and established Bluebird locations in some of the most affluent sub-markets in Canada. The building operates similarly to a new Class A office building, but with less traffic and parking lot activity. We would perceive this use to be less concerning to neighbors than other existing commercial uses area already established in the community such as liquor stores, gas stations, fast food and a brewery/restaurant.
How can you assure us that this is in our community's best interest?	We are always looking at new opportunities to build out the commercial offerings in the second phase of development. When Bluebird approached us, we engaged in extensive discussions with the team to ensure it would fit in with the current commercial offerings, given our vested infested in the success of this area. We are intrigued by this new generation of self-storage, with its visual assets, as an anchor tenant in our development As mentioned, it is not a significant traffic generator for the community yet is a great service for a growing community to address any storage uses.

6.0

QUESTIONS/COMMENTS REGARDING TIMELINE / PROCESS QUESTION / COMMENT Can you confirm the development timeline for both the self-storage unit and the car wash? Upon receiving approval to add self-storage as a use, a development permit will be submitted, for the storage facility and car wash. Once in the development permit phase (for the entirety of the building), the DP application would be notice-posted on the site and circulated to the Community Association. We anticipate a Public Hearing of Council for the land use redesignation this spring.



QUESTIONS/COMMENTS REGARDING ENGAGEMENT

QUESTION / COMMENT	PROJECT TEAM RESPONSE
Have you experienced any negative feedback from residents regarding your projects in residential neighbourhoods?	Many municipalities treat self-storage units as a commercial entity yet allow for them to directly abut residential areas. Given its low-impact use, we are pursuing this application to integrate this type of facility to provide community member servicing. We anticipate a Public Hearing of Council for the land use redesignation this spring.
Who can I reach out to further discuss this project?	For additional questions and comments regarding the project, please reach out to our Communication and Engagement consultant, Tamille Beynon at 403-692-5234 or

tbeynon@bapg.ca







What came of the letters we all wrote to the City of Calgary against this build?	Those letters are still with the City of Calgary; we are not provided with the direct letters, but we were provided with a summary of concerns to address.
	We can confirm that the City has captured them in conjunction with the proactive engagement conducted by this project team.
	We opted to host this engagement session as we understand that there was a conversation happening that we were not privy to and wanted to provide an opportunity to facilitate open dialogue between the project team and interested parties.
How was the Mahogany community informed of this project and tonight's engagement session? Can you confirm the promotional/engagement tactics undertaken?	We had 45 people registered for this event. The team started communicating about this project in December 2020, with flyers to all residents and the Community Association, the Homeowners Association, and the area condos, which sparked an initial interest. We were made aware of a Facebook page discussing the proposed project.
	Because of the dialogue that arose from our initial outreach with residents, we wanted to host this engagement session to facilitate an open discussion with all interested parties. To raise awareness for this engagement session, we went back out to residents and the local associations, in addition to the area Councilors, and share information in the "What's Up Mahogany" and Westman Village newsletters.
	Beyond this, the engagement team has facilitated email correspondence with those who have reached out since December 2020.
	Overall, we did our best to inform and engage all potential impacted and interest parties; however, if there are individuals who were not aware, I would be happy to reach out and provide additional information regarding the project at any point.
The event was excellent. Very informative and professional	Thank you for your comments and feedback.
Kudos to the commentator. You did a fantastic job - I loved your style and approach and overall management	Thank you for your comments and feedback.



6.0

QUESTIONS/COMMENTS REGARDING SUPPORT



GUESTIONS/COMMENTS REGARDING SUPPORT		
QUESTION / COMMENT	PROJECT TEAM RESPONSE	
The land is already zoned for a large building - the only difference is what will happen within the four walls. This isn't taking away from any other plans for the area besides having under used and expensive office space.	Thank you for your comments and feedback.	
The points made tonight were good. As I said at the top though, it will be viewed as much less of an issue and contentious building if everyone is acutely aware of what it was already zoned for.		
The aesthetics are really nice which is what a lot of mahogany residents would care about. The aesthetics would have been similar if the original plan was used. The concern is probably also born out of the fact that the one in chaparral and others nearby are ugly warehouses.	Thank you for your comments and feedback.	
I think having a storage facility in the community is a great idea and would be a welcomed addition to the community to provide a much needed local service to the residents. I hope the project goes forward and has my support.	Thank you for your comments and feedback.	
As per some comments/questions from onlookers, I fail to see how the proposed building will detract from Mahogany, especially in light of all the other businesses being built on that parcel of land. ALL of the above is going to increase traffic flow, change the landscape somewhat, and that's what happens as communities grow.	Thank you for your comments and feedback.	
I feel as long as it looks like the mock up it will be a good addition to the community especially those who live in the condos and may not have their own storage.	Thank you for your comments and feedback.	

What We Heard Report April 2021



6.0

After listening, I'd prefer this proposal instead of an office building because of reasons identified by panel members (increased traffic flow, etc)

Thank you for your comments and feedback.



QUESTIONS/COMMENTS REGARDING OTHER

QUESTION / COMMENT	PROJECT TEAM RESPONSE
How did the project arise?	Bluebird Self Storage approached Hopewell Commercial, having conducted a market analysis to provide a self-storage facility to the Mahogany community.
How many persons will the site employ?	Thank you for your comments and feedback.
I think having a storage facility in the community is a great idea and would be a welcomed addition to the community to provide a much needed local service to the residents. I hope the project goes forward and has my support.	The storage facility will likely have three employees (2 full-time with some part-time support). The car wash will probably have four full-time employees with help to cover shifts; In total, likely somewhere between 8-10 total members for shift coverage.



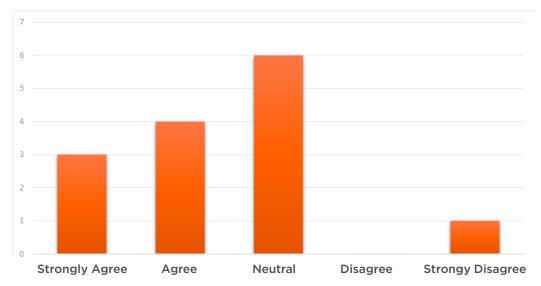
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6.3 Evaluation

The following is a summary of the feedback provided by online survey participants related to the evaluation of the virtual open house.

Twenty survey respondents completed the evaluation, however six of the respondents did not attend the virtual event. This summary reflects the responses provided by the 14 respondents that attended the virtual event.

The information provided in the virtual community meeting helped me understand the proposed Land Use Redesignation.

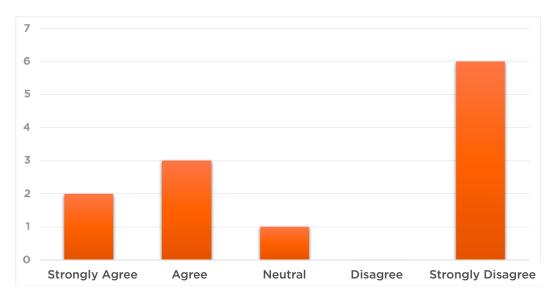




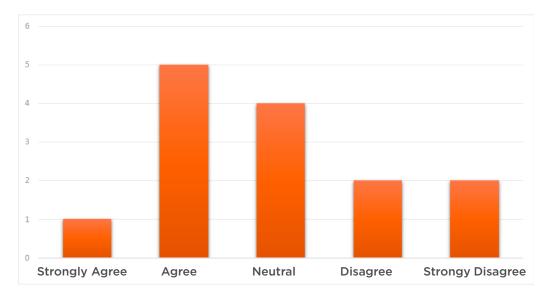
21 MAHOGANY Hopewell Development Land Use Redesignation



The information provided in the virtual community meeting met my expectations.



I was able to provide feedback and ask questions.





7.0 NEXT STEPS

The project team is currently reviewing all feedback received through the virtual community event, email and telephone correspondence, and online survey. Upon completing this review, the project team will make any necessary amendments to the plans prior to the City's approvals process.

The project team anticipates the Public Hearing of Council to take place in spring 2021.

CONTACT INFORMATION

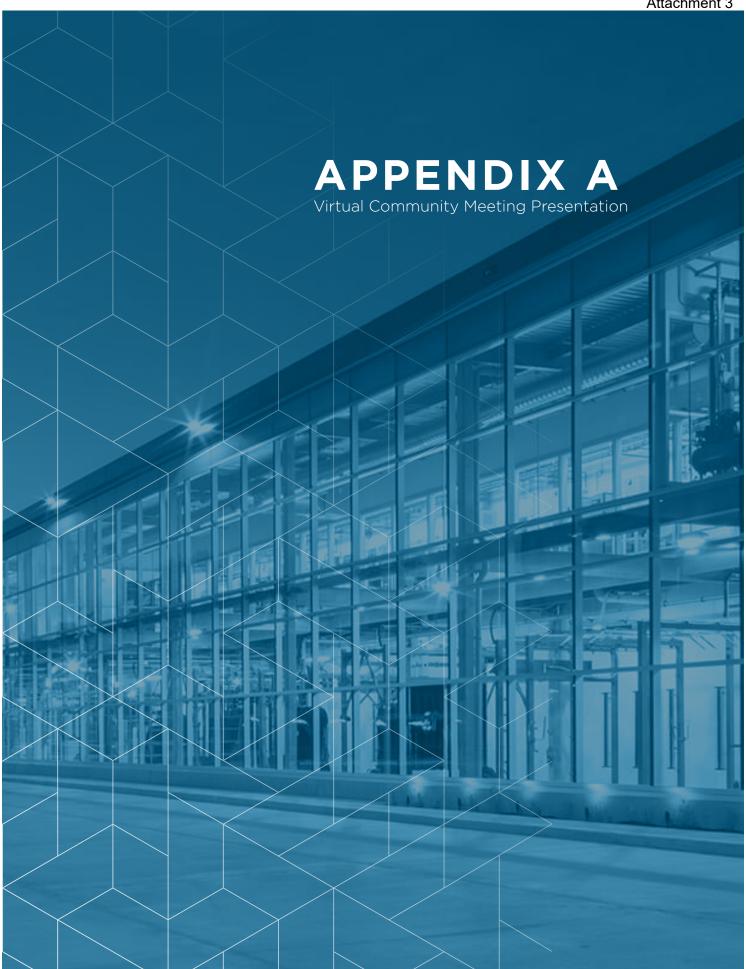
Tamille Beynon, Senior Engagement Specialist

tbeynon@bapg.ca 403-852-3054

Grant Mihalcheon, Associate/Planner

gmihalcheon@bapg.ca 403-880-6814





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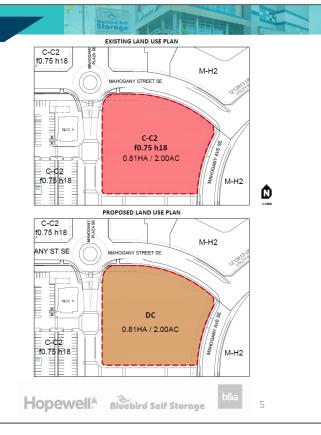
How to Participate

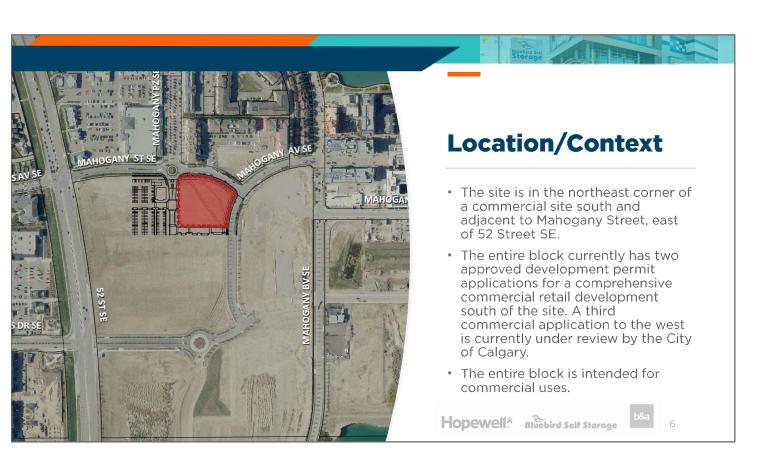
- 1. Ask questions by typing into the chat function on your device.
- 2. Raise your hand to indicate you would like to speak.
- 3. Complete the on-line survey at the completion of the virtual event.
- 4. "What we heard report" will be produced, shared with the City and made available to participants.

Hopewell Bluebird Self Storage



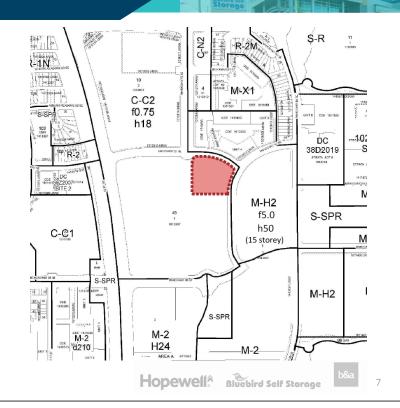
- The proposal is to redesignate (rezone) ~2.0 acre portion of land within the block from C-C2 Commercial - Community 2 District to Direct Control (DC) District.
- A DC District is a tailored made district based on an existing land use district with modifications.
- The proposed DC District includes all other uses and rules of the C-C2 District.
- The amendment is to add the use of self storage and increase the maximum Floor Area Ratio from 0.75 to 2.0.
- Maximum Height remains at 18m.
- The intent is to enable the construction of a three-storey self storage facility with a multi vehicle automated car wash that will help activate the main floor.
- Car washes are a permitted use in the current C-C2 district.
- The inclusion of the self storage facility is to accommodate the increased storage needs of both single detached and multi-residential dwellings in the surrounding area.





Existing and Surrounding Land Uses

- The entire block is designated (zoned) C-C2 which allows for uses such as retail, office, multi vehicle car wash but does not allow for a self storage facility.
- Lands to the north include an existing commercial retail centre (C-C2) and multiresidential apartments (M-H2).
- Lands to the east and southeast are currently vacant and are also designated M-H2 for future high density, medium rise multi-residential development.
- Lands to the west of 52nd Street include a mix of commercial and medium density residential development (C-C1, DC, M-2, E-2 and R-1N).



Difference between Land Use Redesignation and Development Permit Applications

- A redesignation application changes the zoning of a property to accommodate intended uses associated with the land.
- Each zone or "land use district" has its own set of rules that apply to Development Permit applications.
- A land use district can be changed to allow for a different development focus or amended to allow for additional uses or revision to development rules.
- Specific uses must be listed in the land use districts before a Development Permit application can be submitted.
- A Development Permit application provides the site and building design for a proposed structure.
- This application is for a Land Use Redesignation to add Self Storage as an allowable use.
- If the redesignation is approved by Council, a Development Permit application will follow.

Hopewell Bluebird Self Storage



Planning Processes

Land Use Redesignation Application

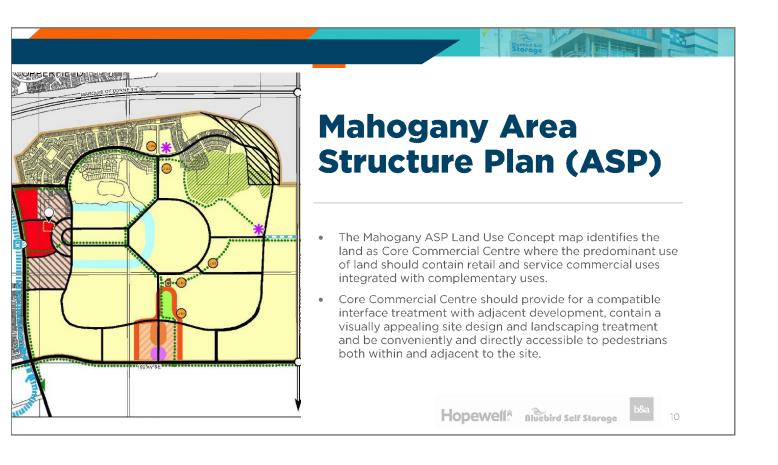
Pre-Application Community Outreach - Application Submission - Public Consultation and What We Heard Report - Administration Review - Calgary Planning Commission (Recommendation) - Public Hearing of Council (Decision)

~6-8 months from submission to Council for a decision.

Development Permit (DP) Application

DP Plan Submission - Community Association Consultation - Administration Review and Decision.

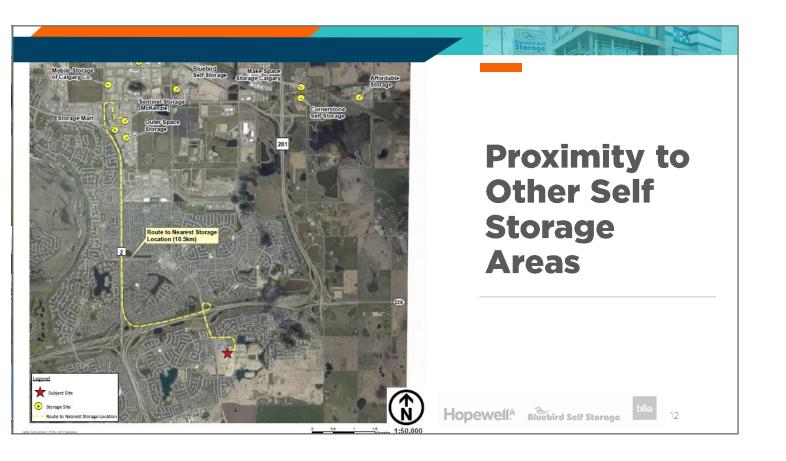
Hopewell Bluebird Self Storage



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store their possessions.

more convenient for customers.



Benefits of Localized Storage

- Provides added convenience for clients.
- Reduced travel time and vehicle emissions between storage yard and home.
- Provides a safe, secure environment.
- Frees up space in garages for vehicle parking, allowing streets to be less congested and more livable.
- Removes a disincentive towards multi-residential living which is the lack of storage space.
- Provides convenience and complimentary service that benefits local small businesses.

- Frees up space enabling people to comfortably work from home, reducing the need to move to a larger home which could result in further urban sprawl.
- The building's appearance will be similar to an office building with the benefit of less crime, traffic and parking needs.
- Building design will blend in with the look and feel of the community.
- The site can be repurposed or redevelopment into a higher intensity use over time.

Hopewell? Bluebird Self Storage















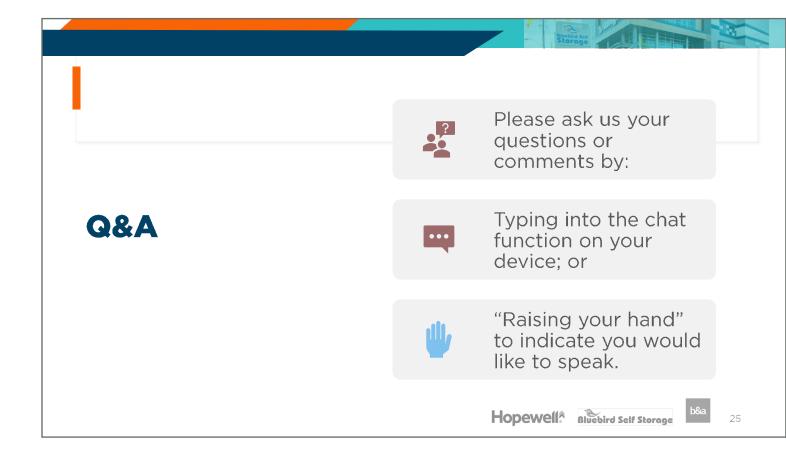
Broad Community Concerns

- Fitting in with Community Look and Feel
- Impact on walkability, small-businesses, and amenities
- Appearance
- Hopewell Design Guidelines
- Security/Crime
- Property Values
- Lighting

Hopewell Bluebird Self Storage

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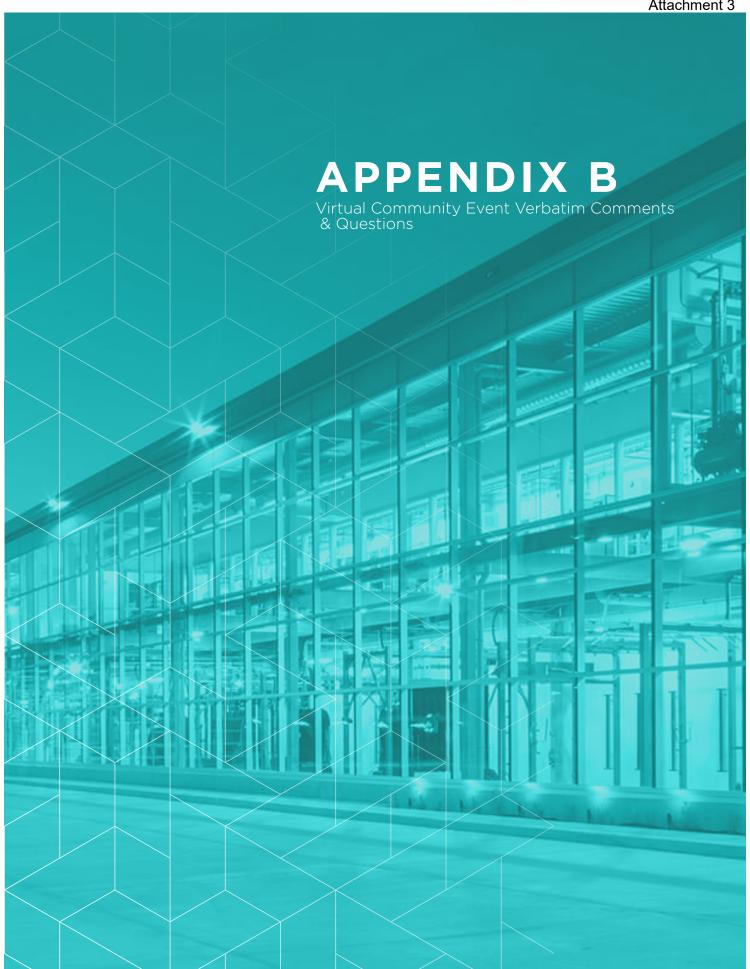
Thank you for participating

Engagement Contact information:

Tamille Beynon, Communications and Engagement Specialist Phone: 403-692-5234 Email: tbeynon@bapg.ca

Hopewell? Bluebird Self Storage

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The following are verbatim comments and questions shared during the virtual community meeting on March 11, 2021. All comments and questions, along with responses, have been consolidated and categorized into a number of themes represented in Section 6 of the report.

QUESTION / COMMENT

Mahoganites are very protective of this community. I feel like this is a rash way to make money during Covid due to retail businesses struggling. How can you assure us that this is in the best interest of our community, rather than a 'money maker'? is this truly in the best interest for our neighbourhood?

What is the reason for not including vaccumes now, and what would be the reason to add them later? So that we may be able to assess the likelyhood of this change occurring in the future.

Are these facilities we are seeing pictures of now directly in residential neighbourhoods? And where?

What neighbourhoods?

To the builders: have you had this kind of pushback from residents in other neighbourhoods before? If so, why do you believe this to be such an attractive space for your business inspite of such resistance?

So if these merely abutt neighbourhoods, then why the push to integrate directly into the neighbourhood in this case? Are lots closer to 52nd not available?

Traffic will be increased

Traffic is an issue for Sandgate and Westman village now

This car wash/ storage unit will increase it

As well entrance and exits and congestion

The car wash will generate traffic

Across from residential Sandgate buildings

As an owner in Sandgate who will be impacted the most by the car wash - I'm disappointed that this corner opposite to my balcony will show canopies with vaccums and line ups

The view is my issue and a restaurant would be better

Can it be built without the car wash

What is this garbage? Get this crap out of Mahogany. I completely disapprove.

Quit pretending like you are doing this for our community.

What can I do to make sure this doesn't happen? Who can I talk too?

Mahogany is not underserved. Stop saying that.

Life style storage...hahahaha. Ridiculous.

This is super corrupt how you are controlling all questions/comments and softening the ones you do allow through. Let them know we ABSOLUTELY hate the idea, the building and business type won't activate the street as you suggest. This is not a pedestrian oriented type of development. It will only attract vehicular traffic. Other small types of business attractive to pedestrians would be more appropriate.

Yes Reade, but self storage is not allowed by right. Surely the planners had a reason for that?

I completely agree with the points raised in the slide - I don't see at all how this design fits with the community. It looks like an ugly monstrosity that I have no doubt will reduce the appeal of the community. It will without a doubt reduce the "market feel" that has been established with both the existing commercial/retail areas to the north of this site and across 52nd at Auburn Station.

If I had known something like this would be built here I would never have bought in Mahogany.

I'm very shocked that Hopewell is even considering this as it surely has to have a big impact on their reputation for following through on a theme for a development such as Mahogany. I'd like to hear their comments on why they are even considering it and how much they truely support it.

And I'd also want to know why a building like this isn't looking to go in to the Seton area - where it isn't that much further away and is more fitting to that area.

Seton is within 5 KM....

agree! why not use the empty MEC building

the only thing we like in this proposal is the car wash

mahogany was marketed to us as a resort style living, very luxurous lifestyle, self storage is not on brand for what was advertised to us

if this was researched prior why were we not asked before now?

Can you please clarify for me if there are any other structures (storage units) of this type situated in the middle of a residential community here in Calgary. I am not aware of any situated in the middle of a residential area.

I am concerned about the crime that these storage units bring. I am aware of the security measures that are in place with cameras,, lighting, ets. However, criminals don't care about cameras. That never stops them, they just conceal their identity. These attract the wrong type of people. And Mahogany is a fairly young community with many children and young families in it. Have you all taken the crime statistics into consideration before making this decision?

This question is for Hopewell. Hopewell are developing the Sandgate Condos, and the fourth building is still yet to be build. There won't be many people wanting to buy with a view of an office building, self-storage unit or a car wash.

Hi All it is Councillor Keating thank you for the questions and input. I am sorry but I leave in 5.

Why in Mahogany. Seton is one community away which is much better suited to this. They are a high density community. They have space by the y or the firehall. The car wash sounds lovely. But further backing up the street as there is little space and it's a high traffic zone.

Also. What's to say it doesn't turn into some horrid looking cheap storage unit. As it was said the design can change after approval.

So what I hear is hopewell doesn't actually cara what they sold us."A high end community." With a boutique feel. But they need to sell off space and because Alberta is in a slump. So they don't cate what they promised?

We were given 24 hours notice of this meeting on our community page

You have authority to go to 18 metres but indicated in presentation you might be lower. Is that true? Concerned about loss of view of mountains from Westman Village - we are already losing some site lines with Hopewell's Sandgate southern most building across the street from your proposal.

Will there be location for vacumming inside of vehicels inside facility or outside? If outside, who will ensure garbage is minimized?

People in Sandgate and Westman are already parking on the street (2nd vehicles or not wanting to buy a parking spot). How will you ensure your parking area is for your customers and not "long term storage" for some people's vehicles?

That question is more to Hopewell in general for the entire area, not just Bluebird

Thanks for the update. Well presented.

We've visited your car wash many times at your location 7.5KM away and very much like the concept. However, that location is in a very industrial area. I really can't see how this is going to fit in with the feel of the Mahogany community at all which I'm very concerned about. Would this not be a better fit in the larger commercial area in Seton?

Have to drop. Thanks for organizing this meeting, was very informative.

Why chose to be so close to our Lake when there are suitable locations closer Seton where you would not displace walking-distance amenities for my household

Seems that all the concerns being address are the those of Bluebird and it's stakeholders.

Time to hear more from residents

Would like to address the bluebird and Hopewell representatives by mic

Figured out the mic Mute, sorry

Would still like to address the panel, thanks

Didn't see I needed to change settings, new app. Thanks

One more point to address to Reade if I may

Appreciate it

Why here? Why not in seton? By the fire hall or somewhere similar? Somewhere with more big box shopping? Why in the middle of Mahogany?

Why not in Seton? When we look at the bigger plan for the South East corner of the City, there is significantly more development accruing. There is an opportunity to build a high-quality storage unit in Seton's commercial area that is still under development, where it will be more centralized for all south east communities.

The development doesn't seem to be very centralized for the future development of the South East.

Seton is five minutes away. This equally underserved. With Cranston right there also. Homes in seton cost less and have just as many multi family dwellings and condos and townhomes homes etc.

Given we bought these homes in a higher-than-average home value community with amenities and lake access, why would you choose to place a large storage facility displace some potential tenants/additional community amenities, within walking distance and eye-sight of the \$500 - 750k homes in Mahogany?

Thus*

In seton they bought in an area where they knew there would be retail. The retail was there first.

Here it was not what we were sold.

Put it on 130th with the other "suburban office buildings"

Why isn't reader familiar with the other surrounding communities in the area? I feel like he probably did some pretty good research before landing on mahogany. It's almost impossible to get to mahogany without going through the other communities. Auburn bay, seton, Cranston etc.

Reade*

This sounds like it's all about hopewells greed. Unable to attract a suitable business so trying to just fill it with any old business willing to

Come in.

How do we know hopewell isn't the one who approached blue bird? This all sounds dishonest

Why is the narrative being so controlled that this panel can't see our questions?

Reade is still not answering, why here. Why he didn't even look at the other surrounding communities. He says he researches thoroughly. But then he says he didn't know about seton.

What kind of break is hopewell giving him?

Reade is contradicting himself. He said he didn't know of seton earlier and now he says he did research it all. Which is it Reade?

Seton is off the highway. Mahogany isn't more central.

Hopewell clearly doesn't have the community's best interests in mind and it's all about lining their pockets.

Have there been any tenants that are being displaced by this proposal?

You cannot just call cps for a crime report. That's not a thing Reade. They don't just hand out crime reports.

What came of our letters we all wrote to the city against this build?

I know more than the thirty on here sent letters to the city agains this.

Next to and butting residential. Why now do you need to put it in the middle of the community Reade and Hopewell?

Trying to skirt around community placement. Lol. Ya cause communities don't want it. Across in a business sector from a community is different. If I lived along 52. I would expect something ugly. But again. I chose to not have that

Why is the project team not looking at a location right along 52 Street Southeast? Does its proximity to the lake provide any value to the Bluebird group?

I don't know what flyer you're talking about. We didn't get a flyer. But I did write a letter to the city once the sign went up on the site.

The demand is not HERE mahogany specifically. If it needs to be in the area out it in a retail area in seton. Go take a look at it Reade! You may like it there.

So it's happening. Hopewell is just talking now like this is going ahead.

So what is the point of this?

Why this corner? Why not the corner closer to 52nd

There are no other 'office looking' designs in the community

"we're allowed by right" means you don't really care what the residents think

I hope these public hearings are better advertised than this session

Do you expect people to walk to the self storage or car wash? Obviously they will be driving so this location is not necessary.

I have seen other Bluebird facilities. They look like light industry. Why here and not further north along 52nd?

Why not across from Sobeys instead of Sandgate?

This two lane street is congested already. How will you ensure this doesn't impact that adversely?

Why is there leniancy with a drive-thru facility on this project, when we have seen strict guidelines for any other type of drive-thru in the community?

A webinar is not as interactive as a zoom meeting. It does feel more like downloading.

I think they are too industrial looking.

Where is the access to this facility? Is it from Mahogany Street or Avenue?

I would not have purchased my Sandgate condo if I had known there would be this change.

Money and business trumps the individual. Why are we bothering with this?

I was unable to mute myself.

Is there a car wash in Calgary we can go visit?

The communication was very good. I just am not happy to have this facility in our "family friendly" neighbourhood.

If Mahogany residents are against this development, will that be a waste of time and resoucres into this development?

There was a miscommunication of who to provide feedback to.

How often do people who resist actually affect the permission outcome from the city?

I wrote to the city but didn't realize I could contact you. I guess I was too angry.

That will be my view for sure. I also don't need to be entertained by seeing into the car wash...not appealing.

It would have been nice to see the other questions asked and comments made.

Thank you for the opportunity to participate.

The clear win is the close storage option for seasonal decorations, winter tires, golf clubs for residents with limted space.

Would the building size/height or architecual design be any different if the land designation does not change?

Is there any data that shows the positive environmental impact from having localized self storage within a community? ie reduction of emissions

Can someone speak to the car wash?

Is this the first carwash of its kind in Calgary?

If approved, where will the car vacuums be located?

Will this impact traffic build up from Mahogany and surrounding communities?

What capacity does Bluebird anticipate for this location?

Hello. It appears from the presentation that the queue for the car wash will be enclosed, which I did not know. Since the photos show approximately 12 cars lined up, most line ups involve the cars running. Will this create an exhaust problem? How will this be managed? Also, one of the photos in the presentation show the windows for the car wash as being clear. Since this faces the street and 2 of the Sandgate buildings, will there be no ability to see through into the carwash? Other carwash concerns, how early would you plan to open and how late would it run? Again, for the noise factor with respect to Sandgate. Thank you.

My question is about security around the building itself both with patrols and lighting? At Sandgate, we have had problems with break ins and continual "hanging about" and destruction of property by homeless and addicted individuals. I would be concerned that the areas around the outside of the building could be a place for more of the illegal activity to occur depending on the lighting and alcoves, etc where loitering could occur.

While he says there may only be a queue of 6 cars, in Calgary, there are often line ups of 15 cars or more, which would likely happen here.

It's not crime about the building itself. These issues are already occurring in Mahogany, including Sandgate. That is the concern specifically.

Thanks. It can be discussed in writing later.

Concept looks really good. My concern is the height. We moved to Westman to have a view of the mountains and it looks like that will disappear. Would like it to be only 2 stories. Thank you.

Kudos to the commentator. You did a fantastic job - I loved your style and approach and overall management

Uses will have a code to access. What are the plans to stoping the sharing of the code?

I live in Sandgate and traffic is a real concern for everyone

Do you have photo of a completed project? Sorry if you answered this, I missed the first few minutes.

I love that it is more environmental!

Project opening date?

Question for Reade - can we see the feasibility study and the method and details of the study to ascertain how you determined that there is adequate demand in Mahogany

Hopewell - how does a storage facility lend itself to a village feel - a vibrant and walkable community. This proposed facility would be accessed by all surrounding neighbourhoods and therefore not target or benefit Mahogany only residents

Hopewell - in planning and building multi-residential units/apartment buildings - why do these new buildings not incorporate storage areas underground for each unit?

Tamille - of the over 12,000 residents (>4,500 homes) of Mahogany only 38 registered for the Self Storage Virtual Meeting and only 24 attending. There appears to be a lack of clear communication to all Mahogany residents. An advert deep in a community newsletter is not an appropriate way to engage the residents of Mahogany. I have just contacted another household who has no idea about the proposal or meeting happening this evening abs are asking how they can vote against this.

Agreed with Brian's verbal comment - Seton is the ideal location. Agree also - the value of property will decrease or remain empty as I will not buy or rent an apartment overlooking a storage facility ("even if high end")

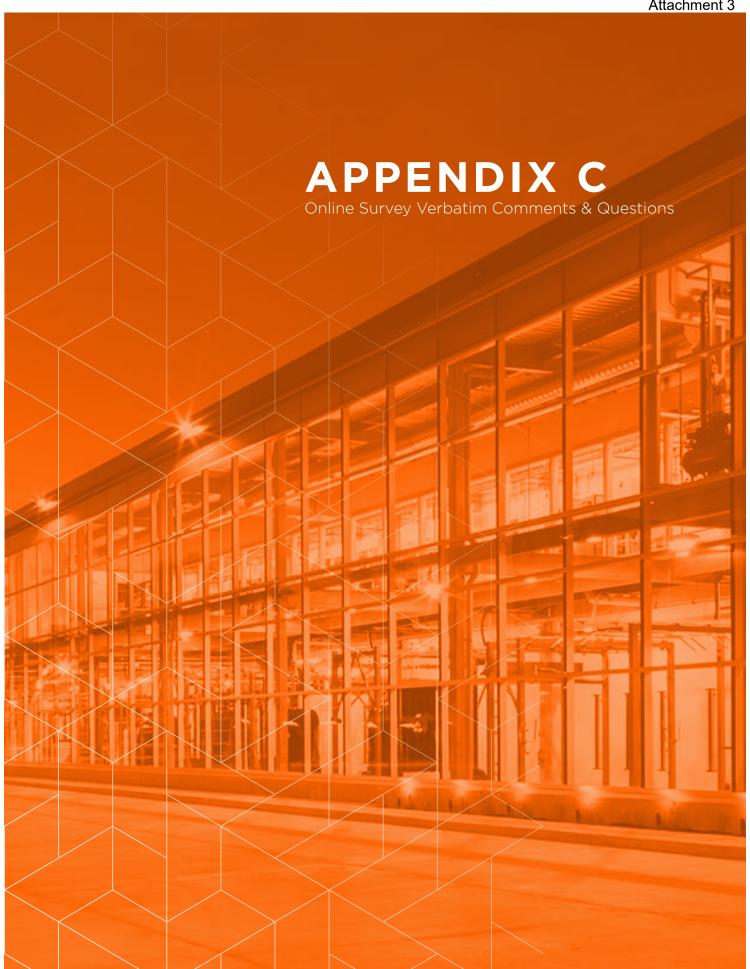
Tamille - thank you - please confirm the answers will be included in the overall report from this evening

Reade - please release feasibility studies for Seton as well as you mentioned there were studies not just for Mahogany

Car Wash - "fun for kids"? Surely a large indoor play area would better suit a family community (post-Covid) and fit the ethos that Hopewell and Mahogany promoted and continue to promote

An office building would be more amenable and create jobs within the area. Why do you continue to compare "external aesthetics" with proposals which benefit a minority of residents.

Bluebird - Crime non existent at 52nd St facility - how can you compare crime rates at an industrial area to a proposed development in a residential area.



CPC2021-0654 - Attachment 3 ISC: UNRESTRICTED

The following are verbatim comments and questions shared through the online survey from March 11-24, 2021. All comments and questions, along with responses, have been consolidated and categorized into a number of themes represented in Section 6 of the report.

Do you have any outstanding questions for the project team?

I would like to speak to the individual who changed the land proposal as per the storage facility that is being placed across from the beach house.

No. The event was excellent. Very informative and professional.

How can we stop this from being built? No one in our community wants a storage building here! It should be built in an industrial area not in our beautiful community!

why is there a proposed land use for a 3-story storage building in Mahogany? A young family neighbourhood with parks, pathways, a lake? I did not move outside of the city core for an industrial feel. I personally believe it will bring unwanted crime to the residents and business owners of mahogany; has anyone looked at the crime stats for areas with storage unit facilities? Why not dedicate that space for LOCAL business opportunities so that our community can grow and attract more families? This proposal does not fit with Hopewell's model of the community or surrounding communities and would tarnish the area.

No

I am completely opposed to this use of land. We paid a premium to live in this beautiful community and the land should be used for more amenities like coffee shops, cafes, or stores. This is completely unnecessary and will be an eyesore from our beautiful community. Not to mention to additional truck traffic this will cause!

As per some comments/questions from onlookers, I fail to see how the proposed building will detract from Mahogany, especially in light of all the other businesses being built on that parcel of land. ALL of the above is going to increase traffic flow, change the landscape somewhat, and that is what happens as communities grow.

All questions entered on chat at time of event. No one answered the concerns regarding decreased property value.

If you want your home re zoned, you need to notify neighbours and get permission. Is there any kind of process like this for our community?

None

I am curious why you feel a storage facility is a building that fits with the esthetic of our beautiful community? I do not agree and feel it will be an eye sore and take away from our community charm

What would it take to not build a storage facility in our community? This is not what I was told the land was going to be used for when we moved here, it is very disappointing to hear this.

No

No

I do not think this project is in the well-being of our community. It will completely change the landscape of our community and be an eyesore.

No

I support the car wash but do not support the self-storage facility. Please consider seton for this project to still meet your goals for the proximity

No. Questions answered.

Do you have any additional comments or ideas related to the proposed Land Use Redesignation?

The land redesign regarding the storage facility is an absolute horrid idea. We pay premium prices to live in this Beautiful lake community. It does NEED a storage facility. Especially across from the beach house. This will initially drive down the prices of resale homes. I do not even believe there was any sort of information provided for this. As part of our community fees are, we do not subject to such notice or at least a vote. I am extremely displeased with such behavior of this proposed land change. The sole person who purchased the land from Hopewell does not even live in the community or is not familiar with the community. I would think Hopewell would have integrity.

The file will likely be reviewed by UDRP at DP stage. This may ease residents' concerns about the appearance of the building "changing" as many expressed concerns about last night.

This should NOT be allowed to happen! Residents like myself do not want an eye soar of a storage facility! We want more independent restaurants, coffee shops and shopping in our area.

Said it all above. Completely disagree with it. All neighbours and friends that live in Mahogany had no idea about the virtual meeting, poor communication

I am absolutely opposed to this redesignation of land. No one in Mahogany wants self-storage in our community. This is what is best and easy for Hopewell- not the residence it will affect for years to come.

I do NOT want the land redesignation to a storage facility. We moved to mahogany to avoid these types of buildings in our community. This is a high-end community where members like me want a different look and use to our space. This for not fit that aesthetic at all.

Absolutely opposed to this use.

What a horrible idea to permit industrial buildings just beside a Resort stile live type of residences as is Westman Village, making a traffic pain for everyone who live here and want to enjoy a calmly and beach small commercial area for recreation and not to have big boxes building with a coin car wash. Horrible idea having a million-dollar condo beside a horrible industrial appeal area, not matter the architecture or other excuses.

Oops - my comments were outlined in question 3.

Opposed to storage units. Community not represented as a whole during the virtual meeting. Use the space in keeping with the advertised ethos of the community.

A storage facility is not what the majority of this community wants or needs

I feel as long as it looks like the mockup it will be a good addition to the community especially those who live in the condos and may not have their own storage.

Yes, I do not want it redesignated.

Do not use it for a storage facility/car wash! It is going to make our beautiful beach community look industrial.

I strongly oppose having a storage facility built in the neighborhood. Not only it would make the area look awfully industrial, but I do not want to see the area I chose to live in full of trucks loading and unloading... If the area cannot be sold for its original purpose at this time, I suggest finishing the area as a green space (sod) until it can be leased or sold for its original intent

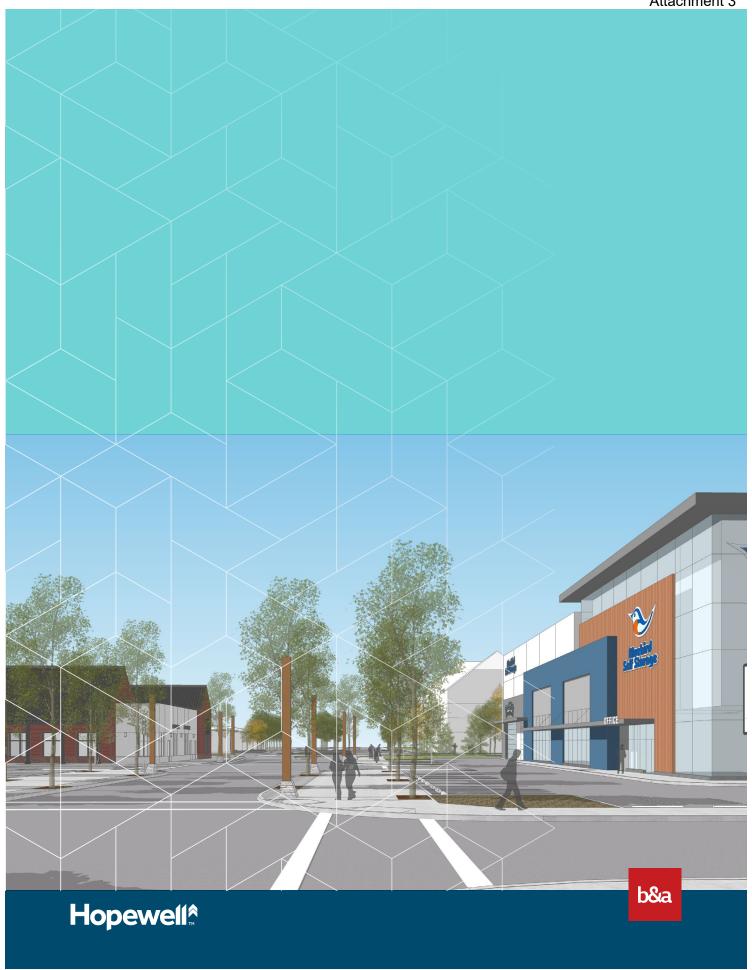
While I did not attend the meeting, I do not support the land use redesignation. Our community has become a vibrant, charming community and a large storage facility at the entrance to it would distract from its charm. I also feel that traffic would be a huge concern in this area as it is already a problem there. Many residents paid a premium to live here away from more commercial areas. A storage facility would take away the charm and appeal and potentially decrease the value in living here.

I do not support this proposed development.

It is a terrible idea for this area, and it should be moved to seton. No one is arguing with Reade about it being necessary or whatever. If he says he did the research, then he may have. But is it necessary in the middle of our community when it could be in a retail area instead and not in view from someone's bedroom window, I think not? There are areas equally central to all of the neighbourhood she is trying to hit without being in our backyard. And for Reade to say he is unfamiliar with seton in one breath and then say he had explored the area s this was the best option is contradictory. As for Hopewell, they care only about money. Of course, it is slow for businesses to want to develop right now. Look at the economic climate from covid. But to welcome this business is greedy and goes directly against what Hopewell sold us all on when we purchased homes in mahogany. Pick another area Reade. 3 km down the road and closer to 3 communities (seton, Cranston, auburn bay) will not hurt his business. our location targets mahogany and auburn bay and will look just as out of place as the one at the entrance to chaparral. No thank you Reade and Hopewell. No thank you.

no

After listening, I would prefer this proposal instead of an office building because of reasons identified by panel members (increased traffic flow, etc.)



CPC2021-0654 - Attachment 3 ISC: UNRESTRICTED



CPC2021-0654 ATTACHMENT 4

BYLAW NUMBER 94D2021

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2020-0211/CPC2021-0654)

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:

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

2.

- 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".
- READ A FIRST TIME ON

 READ A SECOND TIME ON

 READ A THIRD TIME ON

 MAYOR

 SIGNED ON

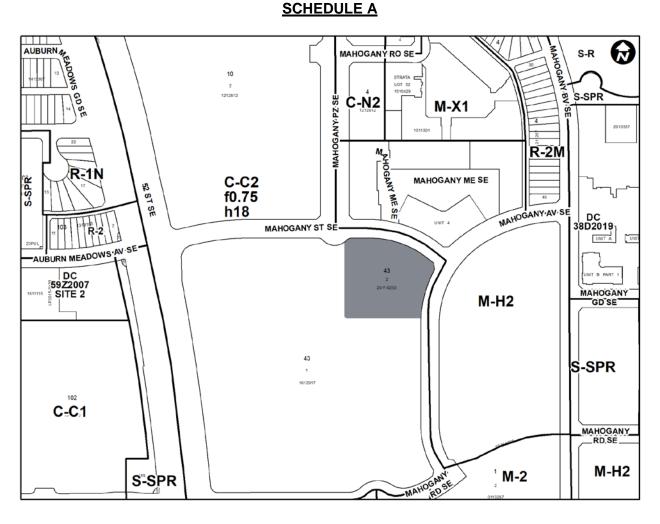
 CITY CLERK

SIGNED ON _____



AMENDMENT LOC2020-0211/CPC2021-0654 **BYLAW NUMBER 94D2021**

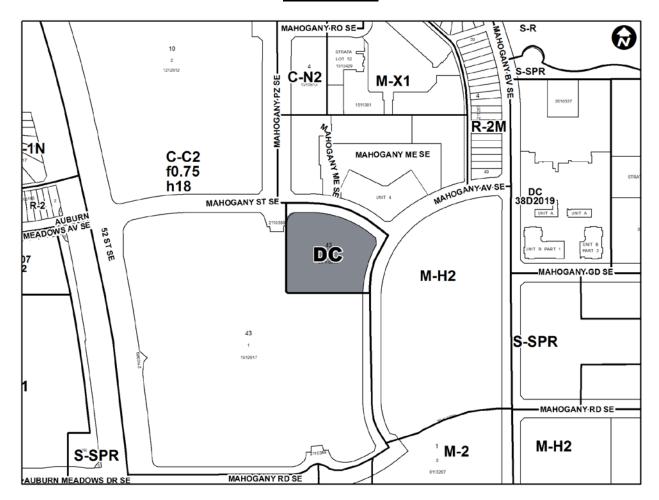
SCHEDULE A





AMENDMENT LOC2020-0211/CPC2021-0654 BYLAW NUMBER 94D2021

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to:
 - (a) allow for the additional use of self storage facility with specific use size and design requirements; and
 - (b) limit the amount of self storage and auto-oriented uses on the ground floor of buildings.

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

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.



AMENDMENT LOC2020-0211/CPC2021-0654 BYLAW NUMBER 94D2021

Permitted Uses

The **permitted uses** of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- The *discretionary uses* of the Commercial Community 2 (C-C2) District of Bylaw 1P2007 are the *discretionary uses* in this Direct Control District with the addition of:
 - (a) Self Storage Facility.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

7 The maximum *floor area ratio* is 2.0.

Building Height

8 The maximum *building height* is 18.0 metres.

Additional Rules for Location of Uses within Building

- 9 (1) A minimum of 10.0 per cent of the ground floor **gross floor area** of a **building** in this Direct Control District must contain "Commercial Uses".
 - Where this Section refers to "Commercial Uses", it refers to the *uses* listed in Sections 4 and 5 of this Direct Control District Bylaw, except:
 - (a) Self Storage Facility; and
 - (b) those uses listed in Sections 4 and 5 of this Direct Control District Bylaw that are classified as Automotive Service Group uses in Schedule A of Bylaw 1P2007.

Rules for Self Storage Facility

- **10** (1) The individual access to each compartment must be entirely internal to a *building*.
 - (2) The maximum *use area* for a **Self Storage Facility** is 12,000 square metres.

Relaxations

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

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Policy Amendment in Medicine Hill (Ward 6) at 1024 Na'a Drive SW, LOC2020-0160

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the amendments to the Canada Olympic Park and Adjacent Lands Area Structure Plan (Attachment 5).

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2021 MAY 20:

That Council give three readings to **Proposed Bylaw 32P2021** for the amendments to the Canada Olympic Park and Adjacent Lands Area Structure Plan (Attachment 5).

HIGHLIGHTS

- This application proposes a range of amendments to the Canada Olympic Park and Adjacent Lands Area Structure Plan (ASP), specific to the lands occupied by the community of Medicine Hill, to reflect changing market demand away from traditional retail and office spaces while accommodating an increase in demand for residential uses.
- The proposed amendments uphold the intent of the ASP and align with the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? These amendments will allow for more residential
 units to be built in the community of Medicine Hill and allow for additional flexibility in
 terms of uses that can be located along the Main Street which may help attract a larger
 range of businesses within this area.
- Why does this matter? More people living in this community will result in a greater population base to support the commercial development in Medicine Hill and the surrounding areas.
- This application is solely for amendments to the ASP. These proposed amendments have not triggered the need for any land use amendments at this time.
- There is no previous Council direction with this application.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

DISCUSSION

This application was submitted on 2020 October 30 by B&A Planning Group on behalf of the landowner, Plateau Village Properties Inc. This application pertains to lands within the developing community of Medicine Hill, on the west edge of the City directly east of Canada Olympic Park (COP) and does not impact the COP lands or the Core Development Area adjacent to COP, as identified on Map 2 Land Use Concept in the ASP. Since the 2015 approval of amendments to this ASP, the developer, Trinity Development Group, has facilitated the development, or pending development, of approximately 50 percent of the Medicine Hill community. For example, 5 development permits have been approved to date, with 662 residential units and approximately 360,000 square feet of commercial already built or under construction.

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Planning & Development Report to Calgary Planning Commission 2021 May 20

Policy Amendment in Medicine Hill (Ward 6) at 1024 Na a Drive SW, LOC2020-0160

The primary development that now exists within Medicine Hill is located in Blocks B, E and I as seen on Figure 1 of Attachment 1. For example, substantial commercial spaces have been developed in both Block B and Block I and there are two mixed-use buildings in Block I fronting onto the Main Street that contain retail uses at grade and residential above. Townhouses have been developed in Block E. However, Trinity Development Group is now seeking policy clarification to facilitate the on-going build-out of this community.

As referenced in the Applicant Submission (Attachment 2), the proposed amendments to the ASP are primarily intended to accommodate increased residential uses within the community and reduce the amount of commercial and office uses initially envisioned within Medicine Hill. As mentioned, this is in direct response to changing market demand for traditional office and retail spaces.

Additional amendments allow for flexibility in location of uses, and clarification on design of developments on sloped sites, use of retaining walls etc. As much development has already occurred in Medicine Hill, these amendments will have the most impact on those blocks that are currently undeveloped or do not have current approvals for development, specifically Blocks A, C, F, the lower portions of Block H and Block L as seen in Figure 1 of Attachment 1. The proposed amendments maintain the vision for this community, developing into a vibrant mixed-use centre that offers retail opportunities, restaurants, commercial and public amenities.

The following outlines the main changes within the ASP document:

- Replace the density tables as a means of tracking densities within the community with a
 policy to ensure on-going monitoring of densities based on capacity, outlined by the
 Transportation Impact Assessment (TIA) and the Sanitary Sewer Study submitted as
 part of this application. The rationale for this change is that the density tables are too
 prescriptive and do not allow for any flexibility in variation of densities within each block
 of development;
- Flexibility of uses that can be accommodated on the ground level of the Main Street, with additional language added to some of the urban design policies and guidelines to ensure the ground floor uses meet a minimum design standard along the Main Street. The rationale for this change is due in part to the challenges with leasing out the retail units along the Main Street with the changes occurring in market demand for these types of spaces:
- Clarification added that single use development, rather than mixed use development, can be allowed along the Main Street, such as a stand-a-lone multi-residential development;
- Additional language added to several guidelines within Appendix A to clarify urban design intent for prominent building design, slope adaptive development and building orientation. The rationale for these changes is to add additional clarity to these guidelines to ensure that the form of development that is ultimately built is what was envisioned; and
- Clarification that while structured and underground parking is the preferred option along the Main Street, there may be some circumstances where limited surface parking may be allowed for drop-off areas.

City Clerks: A. Degrood

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Planning & Development Report to Calgary Planning Commission 2021 May 20

Policy Amendment in Medicine Hill (Ward 6) at 1024 Na 'a Drive SW, LOC2020-0160

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

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☐ Outreach was undertaken by the Applicant
- ☑ Public/Stakeholders were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with public stakeholders and the Community Association was appropriate. In response to this, the applicant conducted an online public open house on 2021 February 25. There were 32 members of the public who attended this open house, and City administration was present as well to answer any questions related to City process in regards to this application. The applicant team responded to 30 separate questions during this open house, ranging from questions on number of residential units proposed, how parking will be impacted, design of buildings to interconnections between Medicine Hill and the surrounding communities. In addition, the applicant completed two mailouts to stakeholders in the nearby communities, the first being prior to the formal submission of this application and the second following shortly after the submission of the application. The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to stakeholders, notice posted on-site and notification letters were sent to adjacent landowners. In addition, a meeting with the Paskapoo Slopes Joint Advisory Committee (JAC) was held on 2021 January 18. City Council established the JAC to act as a voluntary and advisory committee to review and comment on land use redesignation and outline plan applications for the Paskapoo Slopes area. Although this application is for neither a land use redesignation nor an outline plan, Administration felt that it was important to provide the JAC with an opportunity to hear the applicant present the requested amendments to the ASP and to then ask questions and provide feedback on these amendments. Six members of the JAC attended this meeting.

Administration received three letters of support from Winsport, the Highland Shoppe and Wellings of Calgary Inc. and one letter of concern from the Paskapoo Slopes Preservation Society. The main concerns in the initial letter received were as follows:

- Concern that the requested amendments to the ASP are moving away from creating the type of special community that was envisioned for Medicine Hill with the original amendments made to the ASP in 2015.
- Concern that there was a significant amount of time and effort spent on developing the
 original amendments for this ASP and that there was a rationale and justification for why
 the ASP was written as prescriptively as it was. Now, these amendments are proposing
 to reduce the prescriptive nature of this ASP.
- Concern that the rationale for these amendments is based on only a temporary condition and is not in the best long term interests for the community.

Approval: S. Lockwood concurs with this report. Author: C. Renne-Grivell

City Clerks: A. Degrood

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0160

Policy Amendment in Medicine Hill (Ward 6) at 1024 Na a Drive SW, LOC2020-

The Paskapoo Slopes Preservation Society provided a follow-up email based on the final proposed amendments to the ASP. They continued to express concerns with many of the proposed amendments and also highlighted that:

- This application should be following the "New Community Planning Guidebook" in regards to provision of variability in housing mix and services which meet the needs of all ages, abilities, incomes, and sectors of society. In addition, they highlighted that in the Calgary Affordable Housing Implementation Plan, provision of affordable housing should be a Council priority. This application includes no specific reference to housing and service mix and does not put affordable housing as a priority.
- In addition, they highlighted that some amendments "push back" review and analysis to later stages in the process which is not in keeping with direction found in the "New Community Planning Guidebook".

This application was also circulated to four community associations, the Bowness Community Association, the Coach Hill/Patterson Heights Community Association, the Valley Ridge Community Association and the West Springs/Cougar Ridge Community Association, representing the communities adjoining Medicine Hill. One letter of concern was received from the Bowness Community Association on 2021 February 5 and one letter of concern was received from the West Springs/Cougar Ridge Community Association on 2021 May 11 (Attachment 4). These letters expressed similar concerns regarding how these amendments move away from the original intent of the 2015 amendments and that the market challenges are a temporary condition. In addition, specific concerns were raised relating to:

- potential relaxations to the proposed location of the prominent buildings;
- the possibility that the public plaza envisioned for the Gateway District to compliment operations at Canada Olympic Park may not be developed; and
- the proposed wording regarding surface parking that may not be strong enough to prevent development of surface parking lots.

Administration has considered these concerns expressed. It should be noted that since the circulation of this application, the applicant responded to the feedback received and has retracted several of the proposed amendments that were of most concern. For example, those amendments that have been retracted relate to interpretation of the guidelines section, the vision statements describing the type of unique community envisioned for this area and some of the guidelines relating to prominent building design, building orientation as well as number of prominent buildings proposed within the community. Therefore, Administration feels that the remaining amendments requested, along with additional clarification items that have been added, do uphold the original vision for this community.

Following Calgary Planning Commission, notifications for 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.

City Clerks: A. Degrood

Planning & Development Report to Calgary Planning Commission 2021 May 20

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Policy Amendment in Medicine Hill (Ward 6) at 1024 Na a Drive SW, LOC2020-0160

IMPLICATIONS

Social

Adding additional residential development in this community will provide for a wider range of housing choice.

Environmental

Administration has reviewed this application against the applicable policies in the <u>Climate</u> <u>Resilience Strategy</u>. The applicant has indicated that increased densities in this area may attract additional businesses which will reduce the vehicle trips exiting the community, as there are more shopping and dining options locally.

Economic

Development of a new community will contribute to Calgary's overall economic health by creating property value and housing new residents within Calgary's city limits.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENT(S)

- 1. Background and Planning Evaluation
- 2. Applicant Submission
- 3. Applicant Outreach Summary
- 4. Community Association Response
- 5. Proposed Bylaw 32P2021

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Approval: S. Lockwood concurs with this report. Author: C. Renne-Grivell

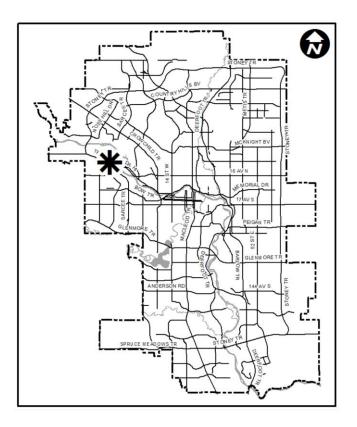
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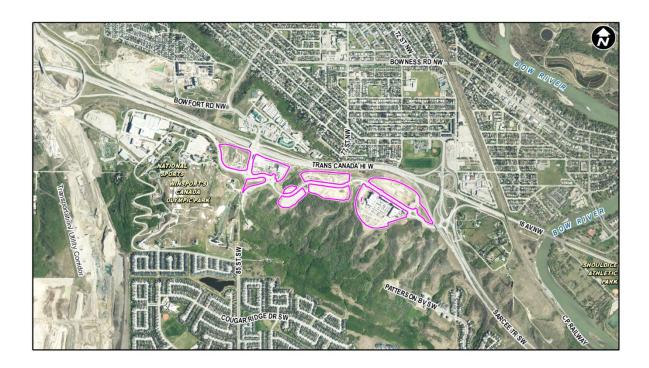
Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Medicine Hill in the southwest quadrant of the City. The site is characterized by its location along the northern edge of the Paskapoo Slopes Natural Area, an approximately 165 hectare environmentally significant natural area that has been previously dedicated as Special Purpose – Urban Nature (S-UN) District with an Environmental Reserve (ER) designation, as well as its adjacency to Canada Olympic Park bordering the western edge of the subject site. To the north, there is the Trans Canada Highway and beyond that, the community of Bowness. To the east of the subject site is Sarcee Trail, a significant connector road between the City's north-west and south-west quadrants.

Location Maps





Previous Council Direction None.

Planning Evaluation

Relevant Planning History

When the community of Medicine Hill was first envisioned, there were extensive amendments made to the *Canada Olympic Park and Adjacent Lands Area Structure Plan* (ASP) to accommodate the vision for this community. The intent for Medicine Hill was for it to be a vibrant, mixed-use community that had a range of amenities and services that complemented its location adjacent to Canada Olympic Park. There were 11 blocks of development ultimately approved as part of Medicine Hill within three "districts":

- the "Gateway District" in the west portion of the site;
- the "Village District" in the middle of the site; and.
- the "Commercial District" in the east portion of the site (see Figure 1 below).

Both the "Gateway" and "Commercial Districts" are envisioned as mixed-use areas with an active main street running through the core of these areas. The "Village District" is envisioned as a residential area. The upper Paskapoo Slopes portion of the site was designated as a natural area and will be subject to a future parks management plan when funding is made available. The amendments to the ASP to facilitate this vision were approved on 2015 July 20 (LOC2014-0080, CPC2015-124).

Since the 2015 approval, over 50 percent of the area has either been already developed or has active development permits on the parcels. For example, Block B has 140,805 square feet of commercial space being developed, Block E has 71 townhome units under construction, Block

H has 158 apartment rental units and 24,542 square feet of commercial space to be developed, Block I has 158 apartment rental units and 189,204 square feet of commercial developed as well as a senior's mixed-use apartment development with 275 rental units and 5,834 square feet of commercial space under construction (see Figure 1 below).

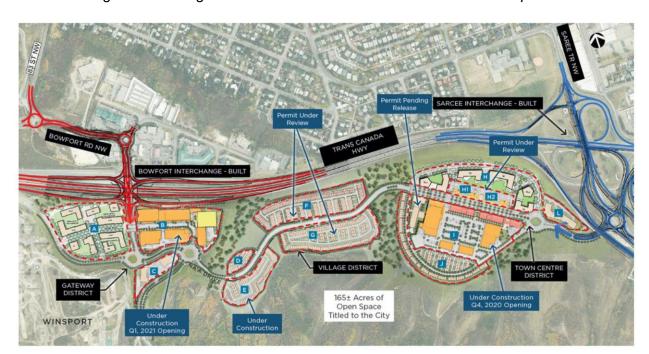


Figure 1: Existing Blocks within Medicine Hill and Status of Development

Discussion on Proposed Amendments to the ASP

As mentioned, the main intent of the proposed amendments to the ASP is to respond to changing market demand, where there is a decreased demand for traditional office and commercial spaces, and an increase in demand for residential development. A significant portion of the proposed commercial space within Medicine Hill has already been developed (specifically in Blocks I and B as seen in Figure 1 above). However, the developer has reported that the commercial spaces located along the Main Street have proven to be difficult to lease. In addition, a market study submitted with this application shows that there is likely not enough market opportunity to absorb any major office space in this area within the next 10-15 years, with only locally serving retail spaces being able to best survive in this community. Therefore, the amendments are intended to allow for flexibility in uses and allow for more residential development in some of the blocks than what was originally envisioned. These amendments will only have a more significant impact on those "Blocks" that have yet to be developed, specifically Blocks A, C, F, the northern portions of Block H and Block L in the Gateway and Commercial Districts that have seen no development as yet under the current ASP (although a portion of Block H has seen recent approval of a development permit). The requested amendments will have no impact on the Paskapoo Slopes Natural Area to the south of the development site.

The following section outlines the main proposed amendments to the ASP:

 Supersede the existing density tables contained in "Section 8.4 – Use Intensity in the Gateway, Village and Commercial Districts", and replace with a policy requirement for a Traffic Impact Assessment at DP application(s) stage to monitor development intensity and capacity. The existing density tables that outline minimum and maximum use requirements for each block of development are proposed to be removed from the ASP. The rationale for this change is that these tables do not allow flexibility in terms of the amount of each type of use, and would not allow for the increase in residential development that is now being contemplated for Medicine Hill. As an example of where the tables have not currently been working is with Block C, where the ASP has identified this block has having two prominent buildings of up to 15 storeys, but the existing density table only allows a maximum of 130 units, below what would be expected for development of two towers. The proposed amendment would use the transportation and sewer capacity for the area as a means of monitoring densities and ensuring that proposed development does not exceed the capacity as outlined in the Transportation Impact Assessment (TIA) and the Sanitary Sewer Study submitted with the subject application. The applicant has suggested that no minimum density requirements are needed, as the type and form of development that has occurred in Medicine Hill is above any minimum requirements that were set.

- Flexibility added as to the types of uses that can be located along the Main Street, specifically on the ground floor in the Commercial and Gateway Districts. In addition, clarification has been added that allows for single-use buildings along the Main Street where appropriate. The existing ASP envisions development along the Main Street as being mixed-use buildings with retail uses at grade and other uses such as residential and office above. However, due to the shift to potentially more residential in the area, flexibility has been added to allow for uses other than just retail to be located at ground level. Office uses above 465 square metres are still excluded from the ground floor, except for health service uses, such as a medical clinic, which will be an allowable use. In addition, the amendments specify that the west portion of the Gateway District will be primarily residential in nature and the east portion primarily commercial.
- Additional language has been added to the policies and guidelines governing uses proposed on the Main Street and on the ground floor to ensure that these uses meet a certain standard of design, and fit within the overall vision of a Main Street.
- Clarification has been added to confirm that while structured and underground parking is
 the preferred option along the Main Street, there may be some circumstances where
 limited surface parking may be allowed for drop-off areas in relation to hotel or
 residential uses.
- Additional detail has been added to several of the guidelines within Appendix A to clarify
 urban design intent. For example, additional design requirements have been added for
 developments directly adjacent to the Trans-Canada Highway. Detail has also been
 added in regards to the architectural treatment of the storefronts along the Main Street to
 ensure that the appearance of narrow, individual storefronts is maintained where
 possible. Additional clarity has also been added for design of developments on
 significantly sloped sites.

Land Use

As mentioned, no changes to the land use districts are required as a result of the proposed amendments to the ASP.

Transportation

No changes are proposed to the primary access points to the site, provided from two interchanges, the Bowfort Interchange on the western edge of the site and the Sarcee Interchange on the eastern edge. Both of these interchanges were developed within the last few years following approval in 2015 of the initial amendments to the *Canada Olympic Park and Adjacent Lands* ASP. Na'a Drive is the primary public road within the plan area, providing connectivity between the Bowfort interchange and the Sarcee interchange.

No changes are contemplated for pedestrian connectivity and pathways proposed through the site and connecting to surrounding areas. Pedestrian connectivity is provided along Na'a Drive which travels through the three districts within the plan area.

Transit service will be provided along Na'a Drive with stops located in each of the districts per the approved Trinity Hills Outline Plan. It is not anticipated that the proposed amendments to the ASP will result in changes to Transit routing, however route schedules may ultimately change due to the potential increase in residential uses. Transit service will be further evaluated as the area is developed pending the ultimate use and densities proposed.

Revisions were required to the TIA submitted as part of the original amendments to the ASP in 2015 to evaluate potential impacts that may result from an increase in residential uses and a decrease in commercial uses. Findings from the TIA indicated that the infrastructure within the plan area will accommodate anticipated volumes, however additional signalization may be required at some of the intersections along Na'a Drive. Pending the ultimate uses and densities proposed, additional TIA's may be required with each Development Permit application in the area to further evaluate the need for signalization and other improvements.

Environmental Site Considerations

The application was reviewed by the Environmental & Safety Management group at the City of Calgary and no environmental issues were identified.

Utilities and Servicing

Water, sanitary and storm sewer mains are available and can accommodate the proposed application. Development servicing will be determined at the subdivision or development permit stage, with separate service connections to a public main to be provided for each proposed parcel.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered, and is aligned with, the policy direction of the <u>South Saskatchewan Regional Plan</u> (SSRP) which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's <u>Interim Growth Plan</u> (IGP). The proposal builds on the principles of the IGP 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 area as identified on Map 1: Urban Structure of the <u>Municipal Development Plan</u> (MDP).

The MDP refers to the applicable ASP as the guiding document for development in these areas and provides guidance for what should be included within these ASPs, for example, provision of a Neighbourhood Main Street that includes transit, a school, and retail services, accessibility to the Primary Transit Network and street, and walking connections throughout the community. This application aligns with this direction, as there is a Main Street within the community that provides many of these features, and there are planned connections within and to the open spaces on the borders of the plan area.

The proposal also aligns with many of the applicable city-wide policies. For example, development of complete communities in regards to provision of open space areas, and a range of housing choices within the community.

Climate Resilience Strategy (2018)

The applicant has indicated that there are a few potential ways in which this community will support objectives of the <u>Climate Resilience Strategy</u>. For example, by allowing for increased residential options within the community, there will be a greater density of people to support the commercial development that is located in the area. This will attract future commercial retail as well which will potentially reduce the need for more vehicle trips away from the community as there are increased options for shopping, dining etc. within the community itself.

Canada Olympic Park and Adjacent Lands Area Structure Plan (Statutory – 2005)
The proposed amendments align with and generally retain the intent of the <u>Canada Olympic Park and Adjacent Lands Area Structure Plan</u> as discussed throughout this report.

Applicant Submission

May 5, 2021

Background

Trinity Development Group is committed to the vision and continued development of the community of Medicine Hill as an industry leading pedestrian, bike and nature focused mixed-use community. As of Q1 2021, approximately 35% of the community has been built or under construction and another 26% has active or approved development permit applications. 662 residential units and 330,000 ft2 of retail space is already built or under construction. To date, Trinity Development Group and its partners have invested over \$400 million in the community and they expect to invest an additional \$1 Billion in the years to come as the community nears completion.

Evolving Market Opportunities

As a result of changes in market conditions since the original Council approved land use in 2015, there has been a significant reduction in the opportunity for brick-and-mortar retail and office premises and a welcomed increase in opportunity for residential units by people who want to live in the community. To address these new realities and opportunities while still achieving the mixed-use vision for the Medicine Hill, refinements are required to the Area Structure Plan.

Retaining the Original Vision

Important elements of the original concept and vision are not changing, including:

- (i) the size and location of open space, development boundaries and park interface areas;
- (ii) the incorporation of retail and residential uses along pedestrian friendly streets;
- (iii) the location of the main spine public road (Na'a Drive) and predominant use of underground/structured parking; and
- (iv) the urban nature of the development and high quality of development design and construction.

ASP Amendments Sought

The Canada Olympic Park and Surrounding Lands Area Structure Plan (ASP) is too rigid on the original mix of uses for the development blocks and inhibits the flexibility required to have less retail uses and more residential units and residents that will support the retail and service businesses. Amendments to the ASP are proposed to refine the mix of uses and clarify some of the policies and guidelines while maintaining the special overall vision increasing the amount of pedestrian and bike activity within the community.

a) Uses

1. The overly prescriptive density and use tables for blocks within the community are proposed to be deleted so that the mix of uses can fluctuate within and between the blocks according to the market opportunities but still aligning with the overall mixed-use vision for the community. Less retail and office and more residential uses are now envisioned, all of which will be governed by the capacity of the road network and other key infrastructure.

CPC2021-0660 Attachment 2 ISC: UNRESTRICTED

2. Amendments are proposed to accommodate office size flexibility for medical and commercial uses and flexibility for standalone residential uses on the main street. These changes will provide the necessary flexibility to accommodate users who want to locate to Medicine Hill.

b) Design Elements

- 1. Refinements will be incorporated to ensure additional clarity regarding the detailed design elements with respect to slope adaptation, setback and massing requirements, building height and terracing.
- 2. Amendments will remove street cross-sections for streets already built and provide building design clarity adjacent to the streets to respond to commercial and residential user desires.
- 3. Amendments will allow for refinements of structured parking requirements to allow the possibility of townhouse development on certain blocks and recognize the increased structured parking requirements on others.
- 4. Amendments will provide more discretion to the approving authority on certain design elements where warranted.

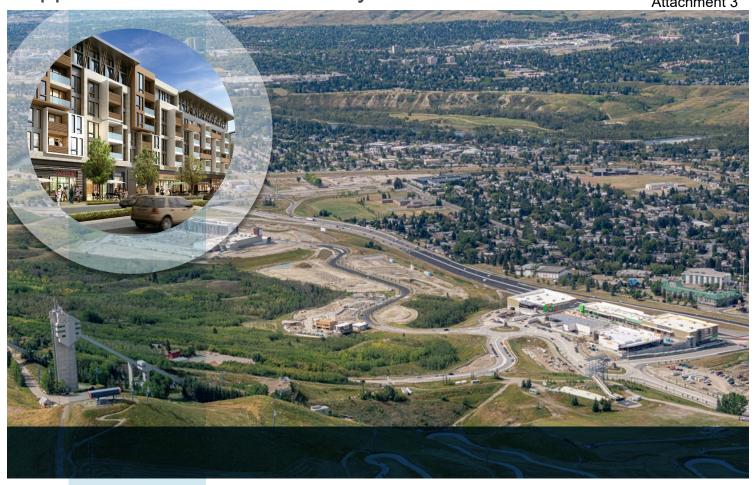
c) Natural Area

An amendment will clarify that a Biological Impact Analysis' (BIA) will be required at the development permit stage for trails proposed within Environmental Reserve parcels.

Summary

The main objective of the proposed ASP amendments is to accommodate less retail and more residential uses in this bikeable and walkable urban mixed-use development which will add more vibrancy to this sensitively designed high quality community.

CPC2021-0660 Attachment 2 ISC: UNRESTRICTED





Medicine Hill

Canada Olympic Park and Adjacent Lands
Area Structure Plan Amendment

WHAT WE HEARD REPORT

MARCH 2021

Prepared by B&A PLANNING GROUP

On Behalf of TRINITY DEVELOPMENT GROUP





CPC2021-0660 - Attachment 3 ISC: UNRESTRICTED



CPC2021-0660 - Attachment 3 ISC: UNRESTRICTED

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Appendix

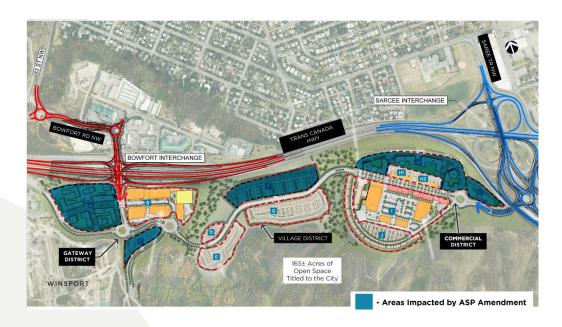
A Virtual Open House Presentation February 25, 2021 Available on project website

Project Background

Trinity Development Group has applied to the City of Calgary for amendments to the Canada Olympic Park and Adjacent Lands Area Structure Plan (ASP). The primary goal of the amendments is to increase the opportunity for residential development within the community while reducing retail and commercial, all within the existing utility and road network limitations.

The proposed changes refine policies and provide flexibility to enhance the development of the lands all while ensuring there is alignment with the high quality mixed-use vision for the neighbourhood.

This What We Heard report has been prepared by B&A Planning Group on behalf of Trinity Development Group. This report documents feedback received throughout the virtual public open house held on February 25, 2021 and the corresponding online survey.





Public Outreach © Timeline & Process





October 16, 2020

First applicant mailout to 16 stakeholders



November 2, 2020

Application submission to City of Calgary



November 12, 2020

Second applicant mailout to 17 stakeholders



December 2, 2020

Virtual meeting with Bowness Community Association to share information, answer questions and collect feedback (12 participants).



December 24, 2020

City acceptance of application submission



January 18, 2021

Virtual meeting with East Springbank Joint Advisory Committee (6 participants) to share information, answer questions and collect feedback.



February 25, 2021

Virtual public open house to share information, answer questions and collect feedback from the broader public (32 participants).



May 2021 (TBD)

Calgary Planning Commission



June 2021 (TBD)

Public Hearing of Council

5

MEDICINE HILL CANADA OLYMPIC PARK AND ADJACENT LANDS AREA STRUCTURE PLAN AMENDMENT



Virtual Public Open House At A Glance

Due to the Covid-19 pandemic and provincial regulations surrounding social gatherings, Trinity Development Group hosted a Virtual Open House on February 25, 2021 from 5-7 p.m. to provide an opportunity for the public to learn about the project and provide feedback in a safe format.

The meeting ended at 6:45 p.m. when there were no additional questions or comments from participants.





Promotions

1. Temporary Road Signs

February 12-25, 2021



Cougar Ridge & Bowness

2. Emailed Invitations

February 11, 2021



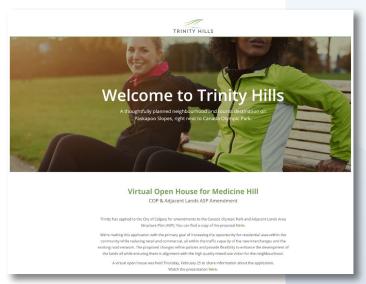
20 Email invitations were sent to stakeholders

3. Website Update



www.trinityhills.ca





Who Participated (ii)

Facilitators

- Greg Brown, Senior Planning Advisor, B&A Planning Group
- Tamille Beynon, Senior Communications & Engagement Specialist, B&A Planning Group

Project Team Members in Attendance

- Aly Premji, Trinity Development Group
- Cameron Wallace, Community Outreach / Public Engagement, The Catalyst Group
- Grant Mihalcheon, Planner / Associate, B&A Planning Group
- Jason Dunn, P.Eng / Associate, Bunt & Associates (Transportation)
- Jeremy Nutma, Senior Technologist / Principal, Urban Systems (Engineering)

Virtual Open House Attendees

Sixty-one people registered and 32 people participated in the virtual meeting.

Participants included:

- Thirteen (13) stakeholder group representatives from:
 - + Paskapoo Slopes Preservation Society (3)
 - + West Springs / Cougar Ridge Community Association (2)
 - + Nautical Lands Group Contractors Inc. (NLGC) (2)
 - + Bowness Community Association (1)
 - + Calgary River Forum Society (1)
 - + Coach Hill / Patterson Heights Community Association (1)
 - + WinSport (1)
 - + Deveraux Developments (1)
 - + The Highland Shoppe (1)
- City of Calgary File Manager, Colleen Renne-Grivell
- City of Calgary Aboriginal Issues Strategist, Lorna Crowshoe
- Ward 6 Councillor's Communications Assistant, Meagan Ladouceur
- Sixteen (16) adjacent community members from:
 - + Bowness (8)
 - + Medicine Hills (4)
 - + West Springs / Cougar Ridge / Paskapoo (2)
 - + Wentworth (1)
 - + Not identified (1)

Online Survey Participants

Eleven people completed the online survey. Participants included:

- West Springs / Cougar Ridge Community Association (3)
- Bowness residents (3)
- Paskapoo Slopes Preservation Society (2)
- Medicine Hill residents (2)
- Calgary River Forum Society (1)

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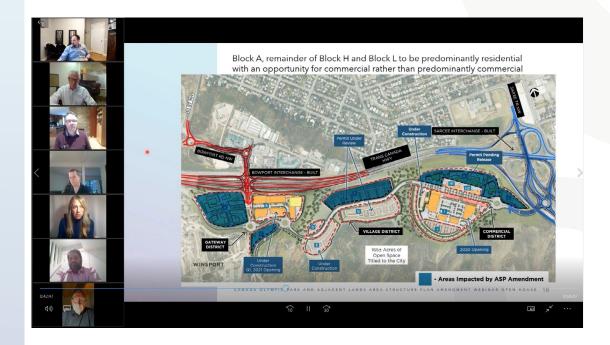
Meeting Overview ©

The Virtual Open House Meeting was held on Thursday, February 25, 2021 from 5 - 7 p.m.

The meeting was held on the GoTo Webinar platform, which allowed interested stakeholders and community members to register for the webinar in advance and join the meeting by simply clicking on a link they received via email.

The meeting opened with a brief introduction and welcome by Tamille Beynon (B&A). Tamille thanked attendees for joining the meeting, gave a land acknowledgment, and provided the purpose of the meeting and instructions on how to participate.

- Greg Brown (B&A) gave a brief presentation, sharing the purpose of the ASP amendments, an overview of what is not changing, and information on the planning process and timeline.
- After the presentation, attendees were able to ask questions and provide comments by:
 - + Typing and submitting questions through the "chat" function, which were read aloud to the project team; or by
 - + Indicating their interest in speaking to the team using their microphone, by "raising their hands" using the GoTo platform.
- After the presentation, the team initiated a Q&A session with attendees, where they responded to all comments and questions asked.
- After the Q&A session, the project team thanked attendees for their participation, directed them
 to the online survey and informed them that a copy of the engagement summary would be
 shared on the website.





What We Heard

VIRTUAL OPEN HOUSE

.com

QUESTION

9 of 32 attendees participated in the Q&A providing a total of 30 questions or comments





Individuals participated in the Q&A session and completed the online survey



The following is a breakdown of the questions and comments received through the virtual open house and online survey, along with responses provided by the project team. Please note we have included repeat questions, which were asked more than once to ensure all responses were documented.

Questions and comments have been categorized into several themes for the purpose of this report.

Attendees names and personal information have been removed from verbatim comments.

QUESTIONS/COMMENTS REGARDING RESIDENTIAL UNITS



What is considered affordable housing in this proposal?	There is no reference to affordable housing requirements in the ASP. Rental apartment housing options are available to the public within the community.
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RESPONSE

How many residential units are you proposing for the pending areas?

The number of units is based on the maximum capacity identified in the transportation and sanitary reports. Then we will follow housing market indications to determine the exact amount.

The maximum number presented by the studies is approximately 4,200 units. Given this, the project team has identified an opportunity for 333 townhouses and just under 4,000 multi-residential units.

A question about affordable housing. Is there consideration of support for an amendment to Part 1 of the ASP? "The Developer shall incorporate in the development a variety of housing types suitable for low- and moderate-income households and creation of a complete community."

Currently, it is not being contemplated as part of our application; however, we will certainly look at it if it becomes a City requirement. As of now, there are no policies related to affordable housing in the ASP. One of the changes that has happened since 2014, causing an increased demand in residential developments, has been the increase in apartment units above the main street – seen in Block I and H, which has been approved.

In the original vision, those units were not included. With this increased density of residential units, these units are becoming more affordable than what was originally envisioned in the plan. Additionally, those units are rental rather than condo ownership.

WHAT WE HEARD - PUBLIC ENGAGEMENT SUMMARY



The City has a 10 Year Affordable Housing Strategy and Implementation Plan that states that it will make affordable housing a clear Council Priority across its line of business. Would Trinity be open to supporting such a notion?	We do not think that this development is being considered by the City for an affordable housing project, but we will review and consider it if this does arise.
I would encourage you to consider building an area of bungalow-style row homes for seniors as many seniors do not want to live in multi-floor homes, not in apartment buildings.	In the original ASP in 2015, the City Administration did not want to see single-detached housing as part of this development. The current land uses do not envision this type of development. However, we do feel and see that there is sufficient demand for seniors-focused apartment-style units.
I believe the baby boomer generation is looking for larger luxury condos with access to some of the amenities you originally proposed & Townhomes that can provide sufficient space.	The opportunity is there for bungalow row homes; however, the City has encouraged the development's residential capacity to be up to that of the interchanges. Therefore, the City is accepting proposals for a range of unit types.
I had previously asked the question about the number of residential units proposed. You said you had a maximum capacity of 333 single-family units (including townhouses) and just over 4,000 multi-family units. What has been constructed to date?	There are approximately 180 units (158 actual) in the town centre (Block I) and approximately 80 townhome units in Block E. From the TIA, townhomes are considered single-family, meaning there are no single-detached dwellings proposed as part of this development.
Please advise on the residential numbers (min/mean/max) for all the blocks, and the number of Single-Family and/or Multi-Family units in each block.	The number of units is based on the maximum capacity identified in the transportation and sanitary reports. Then we will follow housing market indications to determine the exact amount. The maximum number presented by the studies is approximately 4,200 units. Given this, the project team
Tall building location changes should be carefully considered and not allowed close to Paskapoo Slopes natural area. It should be specified that NO tall buildings in Cell J. Tall building massing also need to be avoided.	has identified an opportunity for 333 townhouses and just over under 4,000 multi-residential units. Maximum Height depends on the block. They are 3, 6, and 8 storey blocks. There is also the potential for 10 prominent buildings of 15 stories in height, of which one may be up to 22 stories. None of the ASP height rules are changing with this application.
Can you confirm the original max residential units permitted, the residential units built/approved to date, and the new total of residential units proposed by CELL?	The current minimum/maximum capacity by block is as follows: Block C: 48-130 units Blocks D-G: 400-1,664 units Blocks H-L: 344-435 units

QUESTIONS/COMMENTS REGARDING PARKING



QUESTION

What is the development's parking percentage over what is currently suggested by the policy?

We are not proposing any percentage. We are recommending and strongly suggesting opportunities; however, that will be decided by market opportunity. We are simply changing the wording of the current ASP to offer that flexibility.

RESPONSE

One of the areas of concern would be Block H, given its previous designation for commercial buildings, but there is a requirement of 60% structured parking in the plan. The concern with the current policy is that if the development includes townhome units within Block H, this percentage would not be achieved. A single garage only represents 50% structured parking.

We are not anticipating going under the required percentage of structured parking as an overall development, but on a project-by-project basis may be above or below these values. The proposed rewording is to avoid conflicts/interpretation of the proposed percentage at the development permit stage.

Of the flexibility regarding structured parking, what percentage do you envision would be surface parking?

Based on the higher densities, it would be very little. Currently, some of the development in place, for example:

- Block B has 89% structured parking;Block I has 55%; and,
- H1 and H2 have 71% structured parking.

Can you outline details of the structured parking proposed? How many structured parking already built/ approved exceeds the existing requirements? How would the proposed structured parking increase/ decrease for the remaining cells?

What does the project team envision the total percent of structured parking will be compared to that outlined in the initial ASP?

The WSCRCA has serious concerns with the possible increase of above-ground parking lots. The existing structured parking requirements were put in place to minimize the visual, aesthetic, and environmental impact of cars and parking lots and improve the development's walkability. We would like to see the TOTAL percentage of unstructured parking remain the same. In cell H, no additional above-ground parking lots should be allowed above what is currently permitted.

If development occurs in Block A that requires higher density, structured parking will stay in the higher percentages. In the case of townhome units, the parking percentages would likely be approximately 50% structured.

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WHAT WE HEARD - PUBLIC ENGAGEMENT SUMMARY



If you are looking at reducing structured parking, increasing surface parking lots, will this affect the stormwater values?	We are not reducing the structured parking percentages; we are just proposing further flexibility in the ASP to allow for appropriate parking percentages per development area.
On Na'a Drive, the grocery store area – the apartment buildings to the south have parking that exits onto the road. Is there parking access from the inside, connecting through the Save On Foods?	There is access from both the West and East sides and an access down to structured parking through the Save On Foods surface parking lot. There is also a pedestrian crossing mid-block, requested by the City of Calgary.
The existing townhomes only have single car garage none of which will accommodate a larger SUV or truck which is what 70% of Calgarians own. Given this, I do foresee a problem with the number of vehicles parked on the street.	Specific information regarding the residential unit developments, and parking availability per unit, will be informed by the Traffic Impact Assessment and determined by the individual builders.

QUESTIONS/COMMENTS REGARDING TRAFFIC/VEHICLE ACCESSIBILITY		
QUESTION	RESPONSE	
Where are the entry & exit areas for Cell A? How do you access this site?	From the West side of the cell onto Canada Olympic Drive.	
Are there any concerns with that being the main entrance into Winsport? Do you foresee any traffic implications during events, etc.?	At this point, the specifics of entrance into Block A have not been analyzed. Those specifics will be addressed when a development permit is undertaken. The TIA completed to-date looked at the round-about capacity and the two interchanges.	

QUESTIONS/COMMENTS REGARDING COMMUNITY DESIGN/DEVELOPMENT	
QUESTION	RESPONSE
When this was approved in July 2015, it was understood that this development's visual aspect was intended to be "Whistler-like"; and that was conveyed in the media. Is there an intent for the development to be Banff-like? Additionally, if the peaked roofs are becoming a flexible option, how is the Whistler concept presented in this plan?	The comments were made by the predecessor who was creating architectural concepts of the building styles; however, those do change from one architect to another and there are different opinions on what would work for a specific site. Having peaked roofs on rectangular buildings is not always feasible; however, the project team has provided several roofing options, sloped or slanting, but not every built form can accommodate a peaked roof.

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If you Google this development, the press suggests this project will have a "Whistler concept," The images presented are not what I perceive Whistler to look like. The development does not look to blend into the slopes.

The comment was likely made in reference to the proximity to the ski/snowboard hill; given the development is adjacent to Canada Olympic Park.

I attended the original and several other information sessions, and I also was under the impression that this development at Trinity was to have a 'mountain-side/ Whistler' feeling. I am a bit disappointed that this looks like most other developments in and around the city - with nothing that truly differentiates it from others. I was hoping for something unique, considering this is a gateway community for our city coming in from the west. I do not feel the townhomes' design and some buildings built todate really reflect a western feel.

The development has a strong focus on pedestrian orientation, with several mixed-use facilities – which aligns with the Whistler concept; however, the design elements are evolving as the buildings are developed. Many of the renderings and images you have seen in this presentation were not presented in the original plan and have come about due to a need for multi-residential, affordable housing and rental/lease options.

Calgary does have a minimal supply of this living style, which I thought was excited to see the concept when the design was proposed. Now it seems very ordinary and repetitious of other developments. Many people are looking for a downsized home and not wanting to give up the luxury of proximity to the city. The location is a gateway to the mountains and close to town; it is a dream spot.

This will be further addressed in the Development Permit stage, where the City will review the proposed overall context of this setting's design.

From what I heard, it seems that because of the economic times that are affecting the Trinity developments, that Trinity needs these amendments to save itself. I listened to the words 'flexible' and 'suggested' terms of use in the development changes, which makes me think that the Trinity is willing to compromise by being 'flexible' to go ahead with these new amendments to see their profits realized.

No response required.

These compromises could mean changes that do not benefit the neighbourhoods themselves or the surrounding communities and green spaces that were first approved. What seemed to be transparency - I wonder. I appreciated seeing the site maps and the proposed changes; however, I am not reassured.

The proposed ASP looks to address the current market need for diverse housing options, within a multi-use community.

I would prefer to see less housing and more of a village feel with some commercial office space or amenities; this would be more in line with the original concept, maybe more in line with those looking for office space outside the downtown core.

WHAT WE HEARD - PUBLIC ENGAGEMENT SUMMARY



 We suggest incorporating some positive changes, such as: Best practices for stormwater management. Rain gardens that could be a beautiful asset; and, Safe passage for wildlife north & south in the coulees to cross (underpass or overpass) the spine road. 	The proposed ASP will allow for greater flexibility to facilitate continued innovative development. Wildlife corridors and stormwater best practices were addressed at the Outline Plan stage to the satisfaction of the City. Rain gardens can be considered as part of any development permit proposal.
Are there any peaked roofs planned? The townhomes are all boxes without peaked roofs.	There are different elements incorporated in the Seniors' Housing development, such as terracing that provides a different appearance; however, this will be decided by the individual architect for each building.
Could you please go over the flexibility in roof styles one more time?	The type of roof would depend on the construction form proposed by the builder.
I wondered about the changes in roof styles; if that could be re-addressed, what changes are you looking at doing?	This ASP is requesting flexibility in what is being asked for in terms of the design of developments. Not every building form or footprint can accommodate a peaked roof.
Has there been any consideration with the use of green roofs due to this development's environmental focus?	Depending on the type of building constructed, the structure may be able to accommodate green roofs. For instance, a concrete building would accommodate; however, a wooden structure would not be able to.



QUESTION	RESPONSE
I do not recall seeing a sidewalk or bike trail going south from Bowfort Road.	If you are referring to currently, there is a pathway on the east side of Canada Olympic Drive; however, it is presently covered with temporary scaffolding to protect pedestrians due to construction.
What is the state of bicycle and pedestrian access to and from the development, such as the Bowfort interchange and Sarcee?	The regional infrastructure is already built to provide access to and from the development area and several gravel pathways that connect to the storm pond and the open space, as requested by the City. The paths have already been built from the Bowfort interchange, along Canada Olympic Drive to Sarcee Trail. There is a pedestrian/bicycle trail underneath Sarcee Trail leading to the east.

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The pedestrian overpass is not an issue that is being contemplated as part of the ASP amendment. There is a provision in the ASP that requires a cost sharing agreement when development in Block H occurs. Any construction of the pedestrian overpass is the City's responsibility and is subject to their budget deliberations.
Yes, that is correct. It is currently covered by temporary scaffolding to protect from potential debris from the ongoing construction, but there is a pathway for pedestrian/bicycle use.
The pathway is located on the east side of the City-built infrastructure. Pedestrians can cross into the services area utilizing the interchange – using the buttons and signals to ensure safe passage.
The pathway is on Na'a Drive and continues along Piita Rise to a parking lot, where there is now access to the slopes.
The parking lot accommodates approximately 20 cars, allowing the public to access the adjacent open space; this was a requirement in the initial 2014 ASP application. The parking lot was completed in the fall of 2020; however, there is still street parking.
Thank you.
The pedestrian overpass is not an issue that is being contemplated as part of the ASP amendment. There is a provision in the ASP that requires a cost sharing agreement when development in Block H occurs. Any construction of the pedestrian overpass is the City's responsibility and is subject to their budget deliberations.

QUESTIONS/COMMENTS REGARDING AREA SERVICING

What is the overall stormwater management plan for the site?

The proposed amendments do not affect the existing stormwater and master drainage plans currently in place from 2015. The existing drainage corridors function as the stormwater management facilities for this development and happen between all of these major blocks. As well, the Sarcee interchange has facilities to manage the stormwater from this site. The changes proposed to the ASP do not impact the water capacities within the development.

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MEDICINE HILL CANADA OLYMPIC PARK AND ADJACENT LANDS AREA STRUCTURE PLAN AMENDMENT

RESPONSE

QUESTION

WHAT WE HEARD - PUBLIC ENGAGEMENT SUMMARY



If you are looking at reducing structured parking, increasing surface parking lots, will this affect the stormwater values?	We are not reducing the structured parking percentages; we are just proposing further flexibility in the ASP to allow for appropriate parking percentages per development area. In this case, we allow for a significant hard surface in this development, but this will not impact the area's water capacity.
Is the pedestrian overpass to Bowness threatened, or will it be built as planned?	The pedestrian overpass is not an issue that is being contemplated as part of the ASP amendment. There is a provision in the ASP that requires a cost sharing agreement when development in Block H occurs. Any construction of the pedestrian overpass is the City's responsibility and is subject to their budget deliberations.
Are you saying there is a sidewalk at the buildings' base, to the East of Bowfort road?	Yes, that is correct. It is currently covered by temporary scaffolding to protect from potential debris from the ongoing construction, but there is a pathway for pedestrian/bicycle use.

QUESTIONS/COMMENTS REGARDING COMMUNITY AMENITIES



QUESTION	RESPONSE
The Gateway District is intended to provide a pleasant visitor experience that celebrates the themes of sports, competition, and winter; this concourse offers a protected environment to enhance the outdoor experience, even in the colder months. Other features include:	Our application is only removing the reference to theme in Gateway District's overall vision or purpose statement. The policy will remain the same. We will still incorporate the theme of sports, referencing the Blackfoot First Nations history of the area.
	Initially, Trinity had envisioned a hotel on one of the sites; however, it is difficult to secure a tenant for this space. The purpose statement is almost like a marketing statement. As a team, we do not think that a marketing statement should be included in an ASP. The City followed the vision of the initial architect consultant to develop this purpose statement.
	Overall, we are still envisioning a plaza, with opportunities for diverse commercial offerings, along with additional residential units, potentially a café, potentially an iconic tower, etc. We are not saying we do not want to develop a hotel or a movie theatre; we are looking for flexibility so that if these commercial offerings are not feasible, there is the option of moving ahead with residential development.
Why do the proposed amendments NOT apply to Cell J?	Cell J was, and still is, envisioned to be for townhouse development. We do not anticipate any of these ASP changes to impact that. These amendments will apply to Block J; however, there will not be a change to use envisioned.

MEDICINE HILL CANADA OLYMPIC PARK AND ADJACENT LANDS AREA STRUCTURE PLAN AMENDMENT

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Any idea where you would want to move prominent buildings to?	The intent is to have flexibility. In the current ASP phrasing, the movement of these prominent building locations requires the approval of Council. We are asking for more flexibility by Administration to determine building locations while ensuring the facilities will not interfere with view corridors. For example, we currently are not building a taller building in Block B. We are hoping that Administration would be allowed more flexibility in the decision-making process.
So, regarding cell L a prominent building could possibly be proposed for there?	Yes, that has always been the case.
Has your vision of the Gateway central plaza just changed, or do these amendments remove the plaza? If there is to be a plaza, would it be in Cell A or C?	The Gateway Central Plaza is currently proposed for Cell A. This ASP amendment is just removing the reference to it in the purpose statement. However, with additional residential units, there will likely be a need for a private plaza.
Was there a discussion about what stores are going into the commercial district?	Trinity is working to secure tenants to sign leases right now. However, as many are aware, Calgary's economy is making that difficult; and with the emergence of COVID-19, signing brick & mortar leases is becoming increasingly difficult. Trinity has already opened some of its offerings in the development, including Save On Foods, PetSmart, and Dollarama.
Regarding the Gateway District, the City had requested the project team integrate details regarding how the area is intended to "look and feel." The original intent was to have a strong connection between the District and COP by including some of the listed features in this area – so that the spirit and intent be included in this section. This was not just a marketing statement; it was to ensure the spirit and intent be prominent in the area, a development that is supposed to be and feel special, outlined in the Public Hearing.	The policy remains, specifically regarding public art, signage and other urban design elements of the Gateway District, reflecting the theme of sports, competition and winter.
The wording in the proposed ASP suggests that public art, signage, and other urban design elements are being removed. The purpose statement outlines the vision for Gateway District.	The purpose statement specific to the Gateway District is being amended, but not the policy. We are just simplifying the purpose statement. The policy remains that the development requires a pedestrian corridor connecting Gateway District to Canada Olympic Park. We will review the purpose statement in conjunction with the City's and revise if necessary.
Given the increase in residential units in Cell A, does the project team see a need for the Plaza?	With the proposal for additional residential units in Block A, there will likely be a need for a private plaza.

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WHAT WE HEARD - PUBLIC ENGAGEMENT SUMMARY



Regarding the Legacy Plaza, The ASP 5.1.1(3) mentions it will be in the WinSport Legacy Plaza Precinct, besides cell A, which is currently the WinSport parking lot. However, at the virtual meeting, it was stated that it would be in cell A. Is Trinity requesting a change of location?

Our proposed amendment does not impact any plazas planned for WinSport. We are only stating that Block A will likely have their own plaza in addition to any plazas planned on WinSport's land.

The Purpose Statement for the Gateway District was never viewed as just a Marketing theme by the City or the public. Key features such as a central plaza serving as a social and recreational gathering place; an iconic marquee tower to enhance the distinctive character of the district and promote wayfinding; and a grand promenade lined with rows of trees and flagpoles connecting the central plaza to Canada Olympic Park, were all intended to create a look and feel that was expected for the Gateway development in such a unique and special area.

Our application is solely removing specific details from the Gateway District's overall vision or purpose statement. The project team still envisions a plaza, with opportunities for diverse commercial offerings, along with additional residential units, potentially a café, potentially an iconic tower, etc. We are not saying we do not want to develop a hotel or a movie theatre; we are looking for flexibility so that if these commercial offerings are not feasible, there is the option of moving ahead with residential development.

This has nothing to do with the hotels or movie theatres, so why is it being changed as it is just as relevant to residential development, the people who will live there and fostering a greater sense of pride and belonging - living in a development that has achieved a higher level of planning and design purpose?

The Gateway district's purpose was to connect the Trinity Hills development to COP; this was a vision that was "sold" to the public and Council. However, due to changes in the economy, this area is completely changing to residential.

My concern is that you've removed this "vision" that the public had about this area, centered around bringing people together socially and recreationally to celebrate sports. How do you plan to capture this vision within the proposed changes in this district? Where else in the development do you plan to relocate this social gathering area initially presented?

Our application is solely removing specific details from the Gateway District's overall vision or purpose statement. The policies will remain the same. We will still incorporate the theme of sports, or referencing the Blackfoot First Nations history of the area. It will still have a connection to Winsport where the road intersects Canada Olympic Drive.

QUESTIONS/COMMENTS REGARDING CITY REVIEW/POLICY



The City issued a Detailed Team Review on Feb 12th with 35 requirements. Does Trinity agree to accept these requirements, and if not, what specific items does Trinity not accept. Will Trinity share the DTR with participants today to be better informed of the issues and concerns

raised by the City? Will Trinity directly share their formal response to the City to the DTR requirements with

QUESTION

participants?

We are conducting an internal review of the DTR comments and will review those in tandem with the comments and questions heard this evening. We will then meet with the City Administration to discuss their requirements.

RESPONSE

We have acknowledged a few elements that we will accept and put into play; however, there are a few that we would like to discuss further concerning some wording revisions previously proposed. At this point, we would prefer not to share the DTR comments, instead work through those comments with various departments within the City. Once we have worked through those and discussed potential changes and compromises, we will share the final revisions at that time.

When do you anticipate a response to be submitted?

We are currently working through the comments and hoping to finalize that in the coming weeks. At that point, we will go back to the City to discuss refinements to our submission.

We will also likely meet with the City ahead of submitting our proposed revisions to ensure we understand the comments made, then provide a formal response and modify our proposal accordingly.

Will the DTR be available from the City?

The project team will work with the City about their comments and use those in combination with comments from other interested parties and the public to address the DTR's wording before proceeding to Calgary Planning Commission. Ahead of going to Calgary Planning Commission, we would make the submission public.

In the interest of openness, I think Trinity should share the issues that the City has raised. Specifically, the topics you have touched on this evening, including adaptive slope design, visibility and other issues in the amendment, such as visual design, surface parking, traffic access.

The application we have made is in the public domain, and the public is encouraged to share their comments with the City and the project team. The DTR comments are confidential between the City and the project team.

We seek to provide greater clarity for the future development of this area; however, if we are unable to make the amendments we are proposing to the wording in the ASP, the current ASP wording will have to stay the same.

The application with the proposed changes to the ASP is available on the project website.

WHAT WE HEARD - PUBLIC ENGAGEMENT SUMMARY



Has your vision of the Gateway central plaza just changed, or do these amendments remove the plaza? If there is to be a plaza, would it be in Cell A or C?	The Gateway Central Plaza is currently proposed for Cell A. This ASP amendment is just removing the reference to it in the purpose statement. However, with additional residential units, there will likely be a need for a private plaza.	
I fully support the PSPS submission made to the Planning Dept, which includes similar comments to the DTR.	No response required.	

QUESTIONS/COMMENTS REGARDING BLACKFOOT FIRST NATION ACKNOWLEDGMENT



QUESTION	RESPONSE
We have not yet seen any nods to the Blackfoot first nation in this development. Will you be providing art, building names, or any indication this is a significant historical site?	Yes, there is acknowledgment of the Blackfoot First Nations in this development. As noted earlier, there will be statues throughout the site, in addition to signage referencing the historic nature of the site. The development will also have First Nations' references throughout, such as wall-based art and traditional Blackfoot street naming. The proposed ASP is proposing to remove the reference in the purpose statement; however, the policy remains and will guide the integration of First Nations' references in this development. Our primary focus is to display First Nations' art and references in the public, open spaces, including the proposed Plaza area.
	Additionally, the significant archaeological sites have been preserved in the open space throughout the development. Some of the most important sites, the oldest in this geographic region, are between Block C and Block E – dating back approximately 9,000 years. These are notable archaeological sites preserved throughout the development, with signage recognizing the sight's historical references.
Will the Indigenous art be provided/created by local Indigenous artists? If not, will your team consider this?	We have a Blackfoot artist who created the town centre statue, with other art being considered for the Gateway District. Trinity has a very good working relationship with the artist.

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QUESTIONS/COMMENTS REGARDING WILDLIFE/ENVIRONMENTAL CONCERNS

RESPONSE

RESPONSE



What provision has been made for wildlife crossing Na'a
Drive as it traverses the coulees, or are you expecting the
deer, coyotes, and smaller animals to cross the several lane
roadways (plus bike lanes) safely?

Specific information reg
infrastructure was addre
and approved by the Ci
corridors for animals, str

Specific information regarding wildlife crossing infrastructure was addressed at the Outline Plan stage and approved by the City. The development includes corridors for animals, structured East to West on the upper portion of the slopes.

We understand you are proposing to convert some previously zoned commercial or retail spaces into residential zoning.

QUESTION

QUESTION

residential zoning.

Will this change present further impacts and entranceways into the natural area park that would not have been

present for a retail & office space?
Will it further reduce habitat for ground nesters?

I want to make sure there is a focus on keeping away from the slopes and protecting the wildlife corridors. There are no zoning changes proposed by this application. All land use districts allow both commercial and residential uses. The development cell boundaries are not changing, therefore there is no reduction in habitat for ground nesters. There will be no impact on entranceways into the natural areas as the areas impacted are located north of Na'a Drive and Canada Olympic drive, not adjacent to the natural areas.

There are no changes to the development cell boundaries as previously approved by Calgary Planning Commission.

QUESTIONS/COMMENTS REGARDING ENGAGEMENT OPPORTUNITIES



The timeline for engagement was somewhat contrived as it started when the first notice of the generalized intentions for amendments was sent out, but the actual proposed amendments were not available until the end of December or early January.

Our engagement timeline also includes our outreach and communications efforts related to our engagement program.

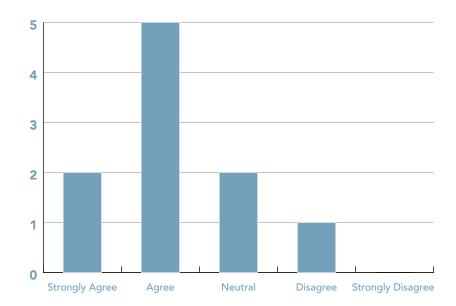


Evaluation •

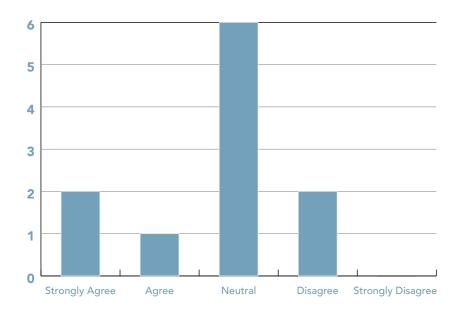


The following is a summary of the feedback provided by online survey participants related to the evaluation of the virtual open house.

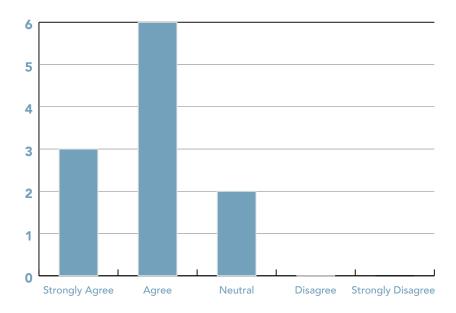
The information provided in the virtual open house helped me understand the proposed amendments to the ASP.



The information provided in the virtual open house met my expectations.



I was able to provide feedback and ask questions.





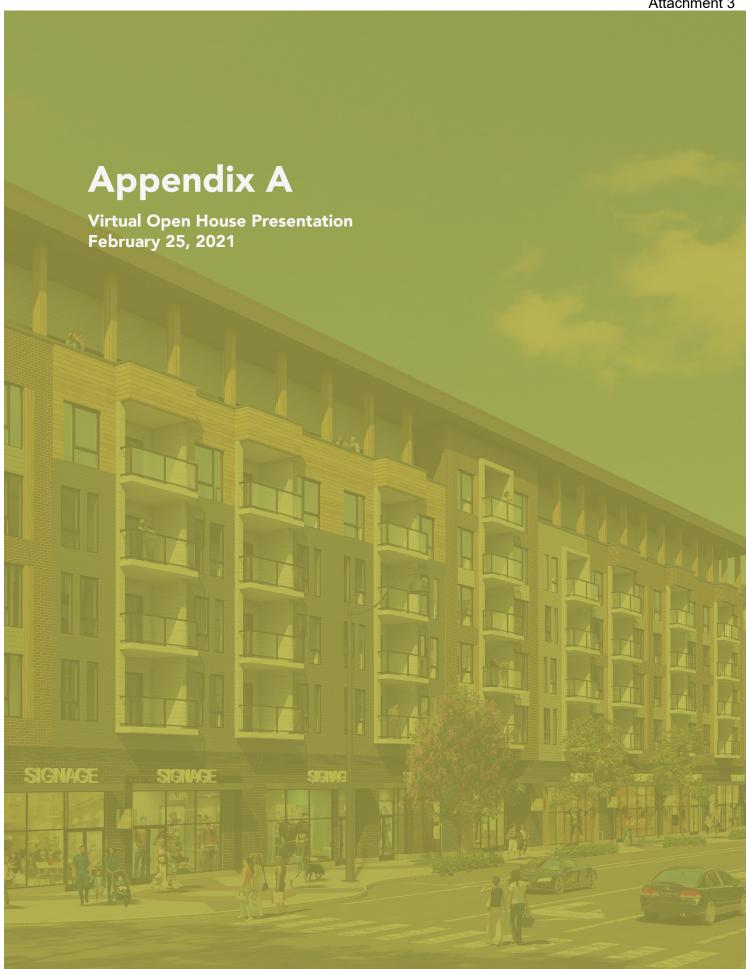
Next Steps 😝

The project team is currently reviewing all feedback received through the virtual open house and online survey, as well at the comments provided by The City of Calgary.

Upon completing this review, the project team will make any necessary amendments to the plans prior to the City's approvals process. We are committed to ensuring the public has access to timely information regarding the project and will continue to share updates on **www.trinityhills.ca**

CONTACT INFORMATION

Cameron Wallace | cameronw@thecatalystgroup.ca **Grant Mihalcheon** | gmihalcheon@bapg.ca



CPC2021-0660 - Attachment 3 ISC: UNRESTRICTED

Canada Olympic Park and Adjacent Lands Area Structure Plan Amendment



Medicine Hill Virtual Open House

February 25, 2021

1



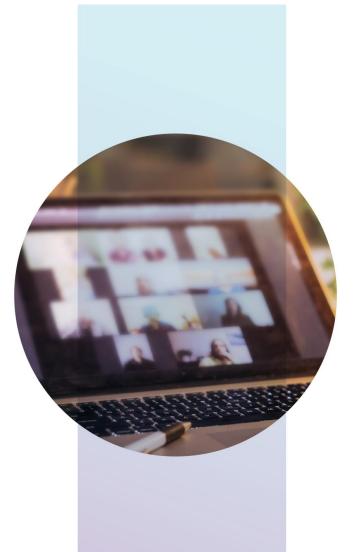




- 2. Introductions
- 3. Purpose of the ASP Amendment
- 4. Area Impacted by Changes
- 5. What is Not Changing
- 6. Policy Amendments
- 7. Planning Process and Timeline
- 8. Q&A
- 9. Conclusion



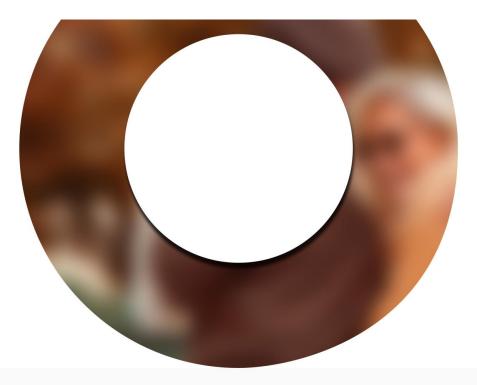
ANADA OLYMPIC PARK AND ADJACENT LANDS AREA STRUCTURE PLAN AMENDMENT WEBINAR OPEN HOUSE



How to Participate

- Ask questions by typing into the chat function on your device or by raising your hand.
- Completing the on-line survey at the completion of the open house.
- "What we heard report" and FAQ will be posted on our website <u>www.trinityhills.ca</u> and shared with the City of Calgary.

ANADA OLYMPIC PARK AND ADJACENT LANDS AREA STRUCTURE PLAN AMENDMENT WEBLNAR OPEN HOUSE



Introductions Thank you for joining us







Aly Premji Trinity Development Group

Tamille Beynon Senior Communications & Engagement Specialist, B&A Planning Group

Cameron Wallace Community Outreach/Public Engagement, The Catalyst Group

Greg Brown Senior Planning Advisor, B&A Planning Group

Grant Mihalcheon Planner / Associate, B&A Planning Group (Planning Project Manager)

Jason Dunn P.Eng / Associate, Bunt & Associates (Transportation)

Jeremy Nutma Senior Technologist / Principal, Urban Systems (Engineering)

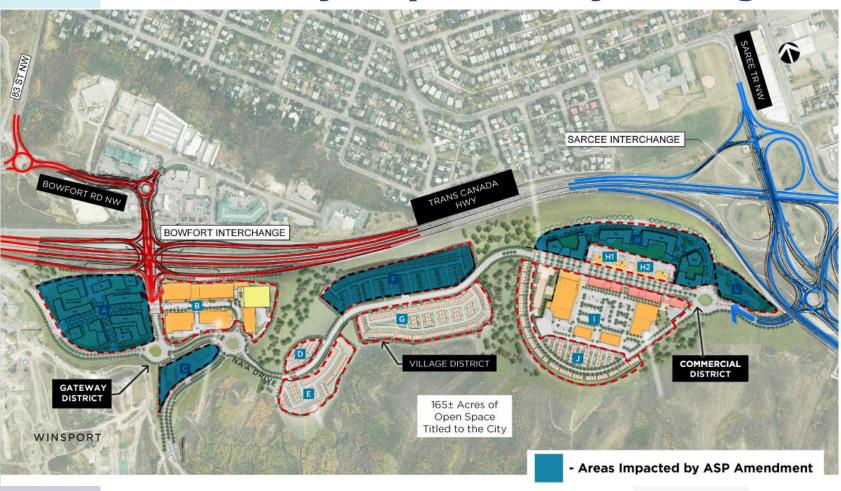


General Purpose of the ASP Amendment



- To address the changes in market conditions since 2014 that have reduced the demand for brick and mortar retail and office premises and increased demand for residential development at the Medicine Hill Site while maintaining the overall vision of a mixed-use urban development.
- To provide flexibility to facilitate continued innovative development.

Areas Primarily Impacted by Changes



What Is Not Changing



- Open space policies or boundaries. The open space land has already been dedicated to the City;
- The interchange traffic capacity. Traffic will not exceed the capacity of the new interchanges at Bowfort Road and Sarcee Trail;
- The incorporation of retail and residential uses along pedestrian friendly streets;
- The location of the main spine public road (Na'a Drive) and predominant use of underground/structured parking; and
- The urban nature of the development and high quality of development design.



Policy Amendments

60% of land is developed, under construction or has approved Development Permits. The proposed refinements will essentially impact the remaining 40% of land.

Guideline Interpretation

Changes are proposed to allow ASP appendix guidelines to be applied in a more flexible manner.

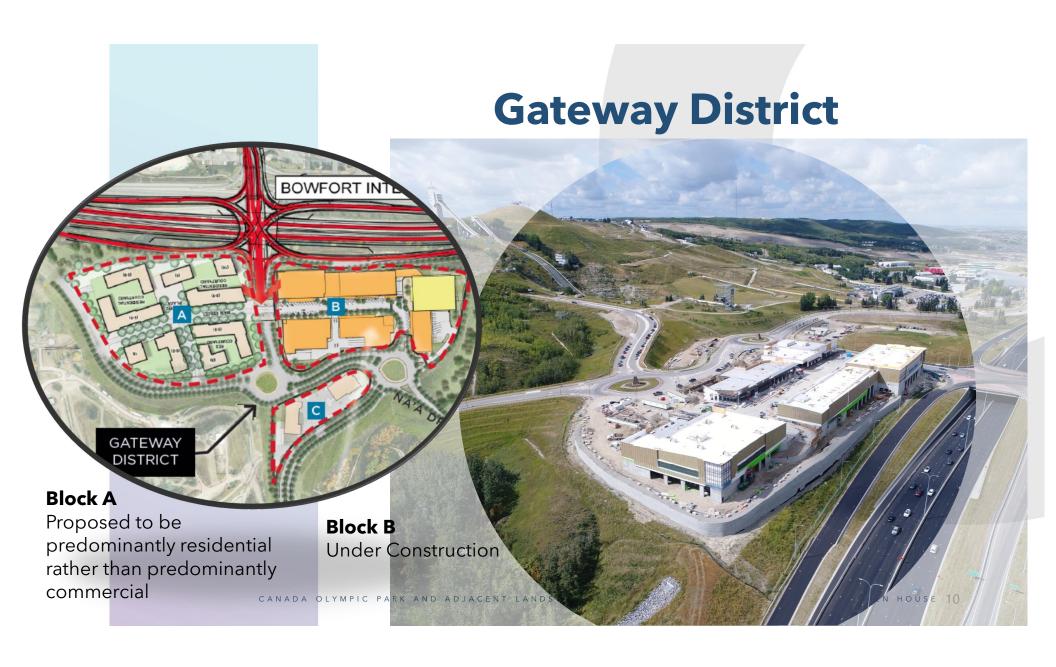
Vision

Proposed wording changes recognize the challenge of attracting certain uses. Although various uses are still being pursued, the ability to secure cinema or office development have proven difficult due to economic factors.



Block I Seniors Apartment Permits Approved

Block E Townhomes Permit Approved



Gateway District Renderings



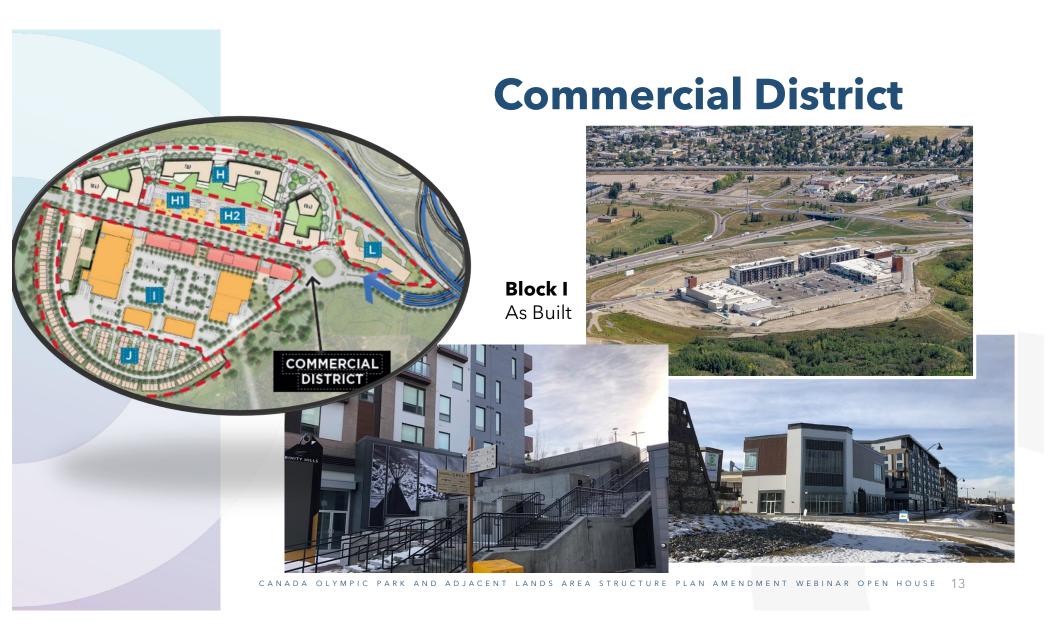
Block BUnder Construction



Gateway District

Changes to allow:

- Predominantly residential with opportunity for commercial in Block A;
- Both residential and commercial uses on the pedestrian oriented main street;
- Mixed-use development not just mixed-use buildings;
- Flexibility to allow for stand-alone multiresidential buildings along the street;
- Allows for office uses to occupy greater than 465 m² (5,005 ft²); and
- Less specific structured parking requirements but still a dominance of structured parking.



Commercial District







Block HRecently
Approved

Block I Built

CANADA OLYMPIC PARK AND ADJACENT LANDS AREA STRUCTURE PLAN AMENDMENT WEBINAR OPEN HOUSE

14











Commercial District

Changes to allow:

- Flexibility to attract tenants and to allow for commercial and limited residential uses along the Main Street;
- Uses such as minor auto sales (ie. Tesla) or car sharing outlet along the main street;
- Mixed-use development not just mixed-use buildings;
- Flexibility for stand-alone multi-residential buildings along the street;
- Office uses to occupy greater than 465 m² (5,005 ft²);
 and
- Structured parking to be encouraged and evaluated by Planning on a receipt of an application.

Use Density Tables

Currently the ASP prescribes the following density with min and max for each block. Block C allows two towers but only 130 units which is unrealistic. None of the following densities would be developed based on current market.

Gateway District: Minimum and Maximum Use by Block				
Block	Block Area	General Use	Minimum Use Requirement	Maximum Use Allowed
	3.43 ha	Retail	12,000 m ²	17,700 m ²
A		Office	2,300 m ²	5,100 m ²
A		Residential	-	-
		Hotel	-	250 rooms
	3.25 ha	Retail	9,300 m²	10,200 m ²
В		Office	2,300 m ²	5,100 m ²
B		Residential	-	-
		Theatre	-	1,500 seats
	0.80 ha	Retail	-	-
С		Office	-	-
		Residential	48 units	130 units
	7.48 ha	Retail	21,300 m ²	27,900 m ²
Total		Office	4,600 m²	10,200 m ²
		Residential	48 units	130 units
		Hotel	-	250 rooms
		Theatre	-	1,500 seats

Section 8.4 of Existing ASP

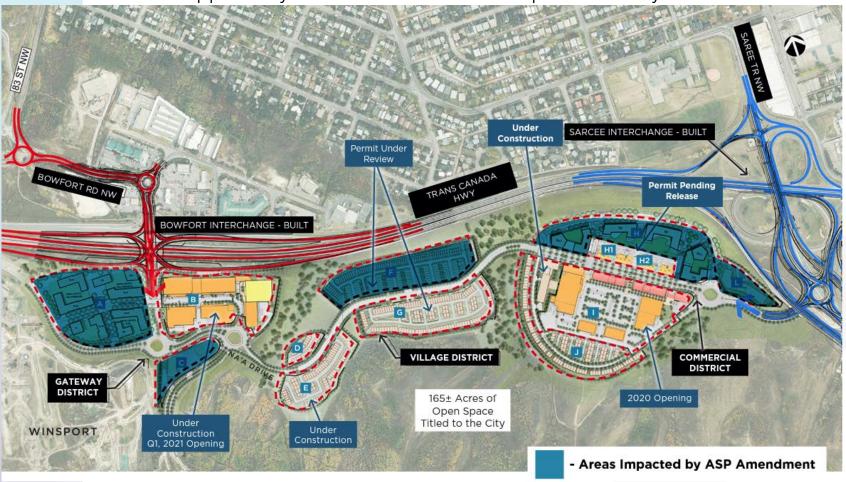
These figures are unnecessarily prescriptive in 2021

The purpose of the table was to achieve a mix of uses which has already been achieved

Village District: Minimum and Maximum Use by Block				
Block	Block Area	General Use	Minimum Unit Requirement	Maximum Units Allowed
D	0.36 ha	Residential		
E	1.42 ha	Residential		
F	2.71 ha	Residential		
G	2.63 ha	Residential		
Total	7.12 ha		400 units	1,664 units

Block Block Area General Use Minimum Use Requirement Maximum Use Requirement Allowed	Commercial District: Minimum and Maximum Use by Block				
H 4.40 ha Office 4,650 m² Residential 264 units Retail 13,000 m² I 5.00 ha Office - Residential - Residential 80 units Retail 2,000 m² L 0.76 ha Office - Residential - Residential - Residential - Retail 28,200 m² 37,200 m² Total 12.74 ha Office 4,650 m² 9,300 m²	Block	Block Area	General Use		Maximum Use Allowed
Residential 264 units Retail 13,000 m² Some constant of the properties o			Retail	13,200 m ²	
Refail 13,000 m²	Н	4.40 ha	Office	4,650 m²	
Solution			Residential	264 units	
Residential -			Retail	13,000 m ²	
J 2.58 ha Residential 80 units Retail 2,000 m² L 0.76 ha Office - Residential - - Retail 28,200 m² 37,200 m² Total 12.74 ha Office 4,650 m² 9,300 m²	1	5.00 ha	Office	-	
Retail 2,000 m²			Residential	-	
L 0.76 ha Office - Residential - Retail 28,200 m² 37,200 m² Total 12.74 ha Office 4,650 m² 9,300 m²	J	2.58 ha	Residential	80 units	
Residential -			Retail	2,000 m ²	
Retail 28,200 m² 37,200 m² Total 12.74 ha Office 4,650 m² 9,300 m²	L	0.76 ha	Office	-	
Total 12.74 ha Office 4,650 m² 9,300 m²			Residential	-	
	Total	12.74 ha	Retail	28,200 m ²	37,200 m ²
Residential 344 units 435 units			Office	4,650 m ²	9,300 m ²
			Residential	344 units	435 units

Block A, remainder of Block H and Block L to be predominantly residential with an opportunity for commercial rather than predominantly commercial





Use Density

Changes to allow:

- Density tables to be removed so that mix of uses can fluctuate amongst blocks more easily according to market opportunity;
- Density to be limited by capacity of the road network and municipal infrastructure as set out in the new transportation and sanitary studies;
- Each new development to be considered relative to new transportation and sanitary studies.

ASP Appendix A: Design Guideline Amendments / Slope Stability

The VillageBlocks D,E,F,G



Changes to allow:

- City discretion in relation to retaining walls, building stepping and roof lines;
- Clarification that trails within the environmental reserve parcels require a Biophysical Impact Assessment, not for pathways within each development block;
- Specific slope adaptive analysis reports at the outline plan or stripping and grading stage not at the land use or development permit stage; and
- Wildlife corridor and environmental standards report necessary at the outline plan stage and not at the development permit stage after land has been graded.

Visual Compatibility & Built Form



Gateway District Block B

Changes to allow:

- Variation in setbacks, orientation and grades to specifically mitigate negative visual impact to highly visible developments next to the Trans-Canada Highway.
- Pitched roofs to be encouraged, not mandatory, to allow for variety and creativity in design.
- Signature or landmark elements, distinctive penthouse or roof treatments be encouraged not mandatory.

Continued..

Visual Compatibility & Built Form

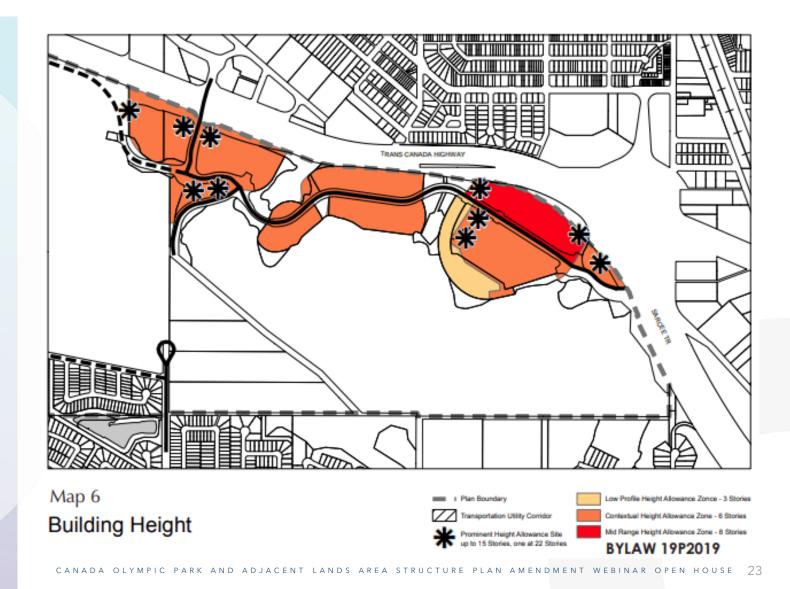


Changes to allow:

- Central lobbies for apartments be allowed to access main streets.
- Flexibility in retail frontage width to attract a greater variety of retailers and offices.
- Building setbacks above the sixth storey instead of fourth.
- Guidelines be applied with discretion rather than with the rigidity of policy.

The location of prominent buildings should have a greater level of flexibility to allow shift in locations at the discretion of Administration while still ensuring viewsheds through the development.

No increase in total number or maximum height of prominent buildings is proposed.

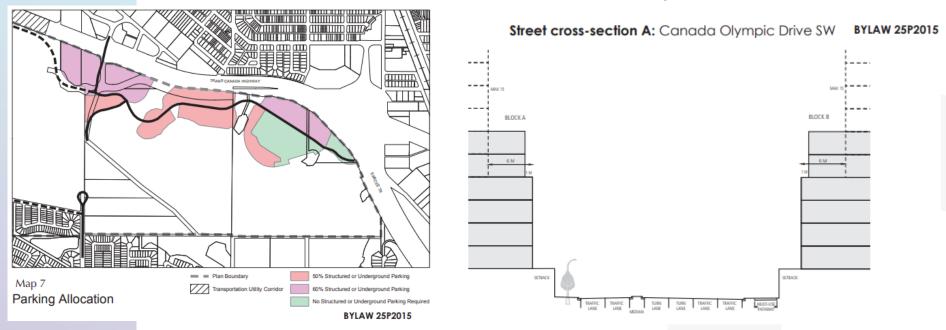


CPC2021-0660 - Attachment 3 ISC: UNRESTRICTED

Parking and Street Cross-Sections

Changes to allow:

- Flexibility as it applies to structured parking percentages but still dominance of structured parking.
- Removal of street cross-sections as roads are already constructed.







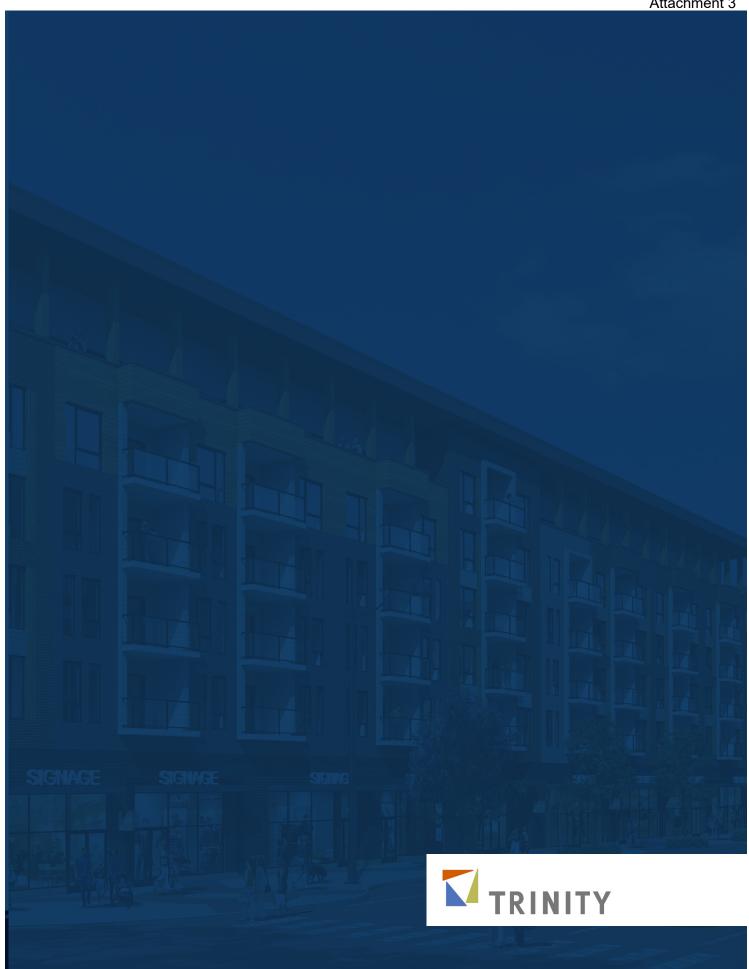




Please ask us your questions or comments by:

- Typing into the chat function on your device; or
- "Raising your hand" to indicate you would like to speak.





Community Association Response

February 5, 2021

The Planning and Development Committee of the Bowness Community Association has reviewed this application and provides the following comments.

The BCA was a member of the Joint Advisory Committee that helped to craft the Canada Olympic Park and Surrounding Lands Area Structure Plan. This was necessary when Trinity Developments purchased a significant part of the properties then known as the Paskapoo Slopes. This committee worked very hard to ensure that safeguards were in place to honour the lands that have significant historical importance as well as civic pride as a natural environment located within the confines of the city. Many hours were spent wordsmithing as the intent of the ASP was meant to protect what would be left after all development occurred. When the application went to council for approval many, many residents from across the city took the time to express their dismay at the loss of this iconic space. Council was very clear in their discussion that this would be a landmark development that all of Calgary would be proud of and that would provide a strong gateway to the City from the west. The language in the ASP reflected this and was approved by the City.

Forward to 2021 and a pandemic that has changed the business landscape of the City. While I can understand that the development industry is facing challenges unprecedented in modern times so is everyone else. Why are we bowing to pressures from developers at the expense of everything else? Because of the importance of this development both as a gateway to the city from the west, as well as an area of historical and environmental significance we believe that the ASP as written and approved by council should remain as is. All the unique items in that document were there intentionally to ensure the best development possible.

Thank you for the opportunity to respond, Sydney Empson on behalf of the Bowness Community Association Planning and Development Committee.

Sydney Empson

Planning and Development Coordinator Bowness Community Association www.mybowness.com

Phone: 403-288-8300 x 134

E-mail: planning@mybowness.com

CPC2021-0660 Attachment 4 ISC: UNRESTRICTED



West Springs/Cougar Ridge Community Association

Planning and Development PO. Box 2100, Station M IMC 8201 Calgary T2P 2M5 Attn: Ms. Colleen Rene-Grivell

May 11, 2021

Re: LOC2020-0160 Amendment to the Canada Olympic Park and Adjacent Lands ASP

REQUEST FOR COMMENT

To whom it may concern,

The West Springs/Cougar Ridge Community Association (WSCRCA) has participated in the engagement process with regard to the Trinity Hills development in Medicine Hill, and has been a member of the Paskapoo Slopes Joint Advisory Committee (PSJAC) for many years. In the past, the WSCRCA has actively participated in the PSJAC meetings and community open houses for this development. After attending the PSJAC meeting on January 18, 2021, and the virtual pubic open house held by the applicant on February 25, 2021, as well as reviewing the Detailed Team Review dated February 12, and the applicants response to the DTR dated April 20, 2021, the WSCRCA has the following comments and concerns to submit for consideration at this time.

The WSCRCA believes that the timely and successful completion of the Medicine Hill development is of utmost importance to the City of Calgary due to its prominence and importance at the western gateway of Calgary and the connection to Canada Olympic Park. The WSCRCA is cognizant of the changing economic situation in Calgary, and the world, and that a successful development needs to take market forces into consideration. However, the WSCRCA believes that the applicant should be held, in general, to their original plans and not be permitted to overly change the residential/commercial mix as this could result in a significant deviation from the original intent and feel of the Medicine Hill community.

Initially the WSCRCA had many concerns with the ASP amendments proposed by the applicant. However, some of these concerns have subsequently been addressed in the DTR response. The comments below are the remaining concerns that the WSCRCA continues to have regarding this application.

Prominent Building Design and Review

A.5.2(3)(a) The WSCRCA is opposed to any major relaxation in the *location* of Prominent Buildings. Having prominent buildings located closer to the ER park lands, or massed together would negatively impact the environment and wildlife, and would also negatively impact the patrons of the parkland and the residents of WSCR that live and walk along the upper escarpment. Any massing of prominent buildings would decrease the visible permeability of this gateway from all directions.

Public Flag Plaza and Gateway Vision

3.2 Vision of the Future and 5.6.1 Gateway District Purpose

The WSCRCA does not support the change to the wording "may feature" from "features" with respect to the "public flag plaza and commercial and public amenities that complement events and operations at Canada Olympic Park". It is felt that such a vision is central to original core principles of celebration of outdoor sports, competition and winter that was envisioned by the public and City Council in 2015. In addition, we would strongly encourage the indigenous theme be added to theme of the area, not as an alternative as proposed in 5.6.1.

The public plaza specifically, is a central idea to the Gateway District, and would provide a social and recreational gathering place for nearby residents and Medicine Hill/WinSport patrons. The Plaza, as well as the Main Street connecting COP and the Gateway, will provide a transition between these areas and thus, we believe, is a very important element in the development. The WSCR community is heavily involved in participating in WinSport activities and thus the inclusion of such a plaza will positively impact our community as well as Calgarians as a whole. To consider economic factors only when designing the Gateway District does not properly honour the indigenous and Olympic history of the area.

Suite 138, Unit 408, 917 - 85th St. SW, Calgary, Alberta T3H 5Z9 403.770.8585 www.wscr.ca



West Springs/Cougar Ridge Community Association

Structured Parking

The WSCRCA is strongly against additional above ground parking lots as this would take away from the pedestrian orientated feel of the Medicine Hill community. Additional above ground parking lots may have a negative impact on (1)the enjoyment of the ER lands by patrons; (2) wildlife; (3) the WSCR community in terms of noise pollution; and (4) the visual aspect of the community from the north and south as vast swaths of pavement are not attractive to look at; (5) solar glare and (6) overland water flow. It does appear that the intent of the applicant is to *not* increase above ground parking lots. Therefore the WSCRCA would suggest that stronger wording be put in place to stress that above ground parking be severely limited. In A.5.3(1)(a) we suggest changing "Surface parking is discouraged" to "Surface parking is *strongly* discouraged". In A.5.3(1)(b) the WSCRCA does not support the proposed change to allow "parking access and driveways along Main Streets". At a minimum, stronger wording should be put in to severely limit driveways and parking access along main streets.

ADDITIONAL CONCERNS:

Pedestrian Overpass

Although not part of this ASP Amendment application, the WSCRCA urges the City to finalize the plans for the pedestrian overpass from Medicine Hill to Bowness as soon as possible. This regional connectivity piece is vital to the WSCR, Medicine Hill and Bowness communities and the city at large. There is no other direct pathway link between the south and north sides of the Trans Canada Highway in the area. It is imperative that the financing of this pedestrian overpass, that was specifically added to the ASP by Council, and urged by surrounding communities and Ward Councillors, be finalized with the DP presently in place for Cell H.

Roadways Overpass Connecting Cells A and B

The abutments for the bridge roadway over Canada Olympic Drive SW linking cells A and B in the Gateway District are in place. Although we have not heard anything to the contrary, we would not support the abandonment of this overpass as it is an important pedestrian link between the cells.

Sustainable Practices and Renewable Energy Uses

WSCRCA also encourages the developer, CPC, City Council and CPAG to investigate a solution to allow blanket approvals for, and encourages the use of, solar panels for rooftops, and geothermal solutions for buildings throughout the subject lands. In addition, EV charging stations for electric cars should be required or, at the very least, 20% of all residential and customer parking stalls should be "EV Ready".

Regards,

Linda Nesset

L5 X/OMET

Director

Planning & Development Committee

West Springs/Cougar Ridge Community Association

cc: Jeff Davison, Councillor Ward 6

Paul Ghazar, President WSCR Community Association

Suite 138, Unit 408, 917 - 85th St. SW, Calgary, Alberta T3H 5Z9 403.770.8585 www.wscr.ca



CPC2021-0660 ATTACHMENT 5

BYLAW NUMBER 32P2021

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE CANADA OLYMPIC PARK AND ADJACENT LANDS AREA STRUCTURE PLAN BYLAW 1P2005 (LOC2020-0160/CPC2021-0660)

WHEREAS it is desirable to amend the Canada Olympic Park and Adjacent Lands Area Structure Plan Bylaw 1P2005, 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 Canada Olympic Park and Adjacent Lands Area Structure Plan attached to and forming part of Bylaw 1P2005, as amended, is hereby further amended as follows:
 - (a) Throughout the document, delete the term "Commercial Main Street" and replace with "Main Street" wherever it appears.
 - (b) In Section 3.0 Strategy, 3.1 Guiding Principles, delete the last bullet and replace with the following:
 - "Develop a distinct, compact, mixed-use area with unique identity and character that contains opportunities for entertainment, employment, and retail amenities for local residents and visitors."
 - (c) In Section 3.0 Strategy, 3.2 Vision of the Future, delete the third paragraph and replace with the following:
 - "A new mixed-use centre has been developed on the lower portion of the slopes, east of COP. It may feature hotels, restaurants, a public flag plaza and commercial and public amenities that complement events and operations at Canada Olympic Park. For residents of west Calgary, the mixed-use centre provides important new amenities such as residential development and retail amenities. These uses are integrated with the unique landscape through careful site and building design, preserving ravines, watercourses and other important natural features and functions."
 - (d) Delete the existing Map 2 entitled 'Land Use Concept' and replace with the revised Map 2 entitled 'Land Use Concept' attached as Schedule A.

BYLAW NUMBER 32P2021

(e) In Section 5.0 Land Use Areas, 5.6 Gateway District, delete 5.6.1 Purpose and replace with the following:

"5.6.1 Purpose

The Gateway District is intended to provide a pleasant visitor experience that either celebrates an indigenous theme or themes of sports, competition, and winter. It is characterized by a Main Street featuring a variety of outdoor gathering spaces, cafes, bars and restaurants, retail as well as office space and residential uses. While the west portion of the Main Street will be primarily residential and the east portion primarily commercial, the Main Street connecting Canada Olympic Park through the Gateway will be characterized by:

- distinctive architectural character of both the east and west portions of the block; and
- a safe and visually attractive pedestrian and bike environment with enhanced landscaping, urban furniture, lighting, branding/wayfinding features and social gathering places which recognize the chosen theme."
- (f) In Section 5.0 Land Use Areas, 5.6 Gateway District, 5.6.2 Policies, (1) Composition of the Gateway District, delete policies (a) and (b) and replace with the following:
 - "(a) Subject to the policies of this Plan, the Gateway District should predominantly contain mixed-use development with residential, office and other commercial or institutional uses, preferably located above at-grade retail uses. Other uses for the ground floor (e.g. residential, institutional) will be considered and evaluated based on appropriate activation and building design.
 - (b) Single-use residential, office and other commercial or institutional buildings may be considered acceptable in the Gateway District where an appropriate interface is proposed between the building and the public realm."
- (g) In Section 5.0 Land Use Areas, 5.6 Gateway District, 5.6.2 Policies, (2) Design of the Gateway District, delete policy (a) and replace with the following:
 - "(a) The Main Street in the eastern portion of the Gateway District shall be predominately lined with commercial uses at grade. The Main Street in the western portion of the Gateway District must accommodate residential uses and should consider opportunities for commercial uses at grade where there is an opportunity to create a strong focal point and/or sense of place to enhance the pedestrian experience."

BYLAW NUMBER 32P2021

- (h) In Section 5.0 Land Use Areas, 5.6 Gateway District, 5.6.2 Policies, (2) Design of the Gateway District, delete policies (c) through (f) and replace with the following:
 - "(c) At grade retail units on the Main Street and other focal points (e.g. squares) should have entryways onto the street.
 - (d) Office uses with a use area over 465 m2 in both the east and west portions of the Gateway District and residential uses in the east portion of the Gateway District must not locate at grade along the Main Street, except for health care service related uses.
 - (e) Structured and underground parking in the Gateway District should be the predominant form of parking.
 - (f) Surface parking lots shall not be located between buildings and the Main Street. Limited surface parking may be provided for temporary drop-off areas associated with residential, hotel or similar uses provided they do not impact pedestrian safety and interfere with pedestrian routes and pathways."
- (i) In Section 5.0 Land Use Areas, 5.6 Gateway District, 5.6.2 Policies, (2) Design of the Gateway District, delete policy (i) and replace with the following:
 - "(i) Buildings in the Gateway District may be up to 6 storeys."
- (j) In Section 5.0 Land Use Areas, 5.8 Commercial District, delete 5.8.1 Purpose and replace with the following:

"5.8.1 Purpose

The purpose of the Commercial District is to accommodate a wide range of commercial uses such as retail, office, and hotel as well as residential development. The Commercial District will serve as a draw for residents from surrounding communities, and will also provide everyday services and amenities for local residents. Retail units located along the Main Street will be characterized by street-oriented building design with frequent entries to provide an animated streetscape, while larger uses (e.g. supermarket) are located off the Main Street. Direct access to this area is provided via the access at Sarcee Trail."

- (k) In Section 5.0 Land Use Areas, 5.8 Commercial District, 5.8.2 Policies, (1) Composition of the Commercial District, delete policies (a) and (b) and replace with the following:
 - "(a) Subject to the policies of this Plan, the Commercial District should predominantly contain mixed-use development with residential, office and other commercial or institutional uses preferably located above at-grade retail uses. Other uses for the ground floor (e.g. residential, institutional) will be considered and evaluated based on appropriate activation and building design.

BYLAW NUMBER 32P2021

- (b) Single-use residential, live/work, office and other commercial or institutional buildings may be considered acceptable in the Commercial District where an appropriate interface is proposed between the building and the public realm."
- (I) In Section 5.0 Land Use Areas, 5.8 Commercial District, 5.8.2 Policies, (1) Composition of the Commercial District, delete policy (d) and replace with the following:
 - "(d) Large scale retail and gas bars may be located in the Commercial District, but are discouraged from locating along the Main Street."
- (m) In Section 5.0 Land Use Areas, 5.8 Commercial District, 5.8.2 Policies, (2) Design of the Commercial District, delete policies (b) through (d) and replace with the following:
 - "(b) Small to medium scale commercial units should be located at grade along the Main Street. Larger retail units may be considered along the Main Street provided they are located above or below grade, or located at grade and lined by smaller units fronting the street. Main Street viability and success will be predominantly shaped by commercial or mixed-use buildings with ground floor retail.
 - (c) Office uses with a use area over 465 m2 must not locate at grade along the Main Street, except for health care service related uses.
 - (d) A privately owned but publicly accessible amenity space should be provided in the Commercial District. The amenity space should provide appropriate street furniture including, but not limited to, seating, lighting and public art at key locations."
- (n) In Section 5.0 Land Use Areas, 5.8 Commercial District, 5.8.2 Policies, (2) Design of the Commercial District, delete policy (h) and replace with the following:
 - "(h) Structured and underground parking in the Commercial District shall be the predominant form of parking."
- (o) In Section 8.0 Density Policies, 8.4 Use Intensity in the Gateway, Village and Commercial Districts, delete 8.4.1 Purpose and replace with the following:

"8.4.1 Purpose

The purpose of this section is to outline how densities will be monitored with any new development proposed within the Gateway, Village and Commercial Districts. Maximum densities must align with the recommendations identified in available studies, specifically in regards to available transportation capacity and sanitary capacity. Policies are also provided to establish how density may be distributed on a block."

BYLAW NUMBER 32P2021

(p) In Section 8.0 Density Policies, 8.4 Use Intensity in the Gateway, Village and Commercial Districts, delete 8.4.2 Policies and all associated tables and replace with the following:

"8.4.2 Policy

- (1) Sanitary and road capacity are set by a Traffic Impact Assessment (TIA) and Sanitary Sewer Study. Supplementary study memos will be required to be provided with applicable development permit and/or land use redesignation applications so that intensity can be monitored by the Development Authority in relation with the conclusions of the initial studies and to justify any deviations from the initial studies. The Development Authority and both studies presume that all blocks, as identified on Map 4 Development Blocks, will be allocated a reasonable level of density. The Development Authority will also monitor the magnitude and mix of land use for appropriateness."
- (q) In Section 9.0 Development Staging Policies, 9.2 Off-Site Transportation Capacity, 9.2.2 Policies, delete policy (1)(a)(ii)(D) and replace with the following:
 - "(D) The intent of the policies is to ensure that the phasing of the proposed development within the Gateway, Village, and Commercial Districts meets the intent and vision of the mixed-use development assumptions and guiding principles proposed for the plan area. Proposed development in the Gateway, Village, and Commercial Districts is subject to ongoing analysis of implications to the local and regional transportation network. As a result of these analyses, development may be limited/restricted to ensure an appropriate mix of uses is achieved across the subject site, and that local and regional transportation networks are not compromised."
- (r) In Section A.3 Slope Adaptive Design, A.3.2 Guidelines, (1) Site Grading, delete guideline (iii) and replace with the following:
 - "(iii) minimize the use of retaining walls with any such walls not to exceed 1.8 metres (6.0 feet) in height, or 15.0 metres (50 feet) in length. Variances may be warranted if retaining walls are fully integrated within buildings or if the site incorporates landscape and architectural enhancements applied to retaining walls."
- (s) In Section A.3 Slope Adaptive Design, A.3.2 Guidelines, delete (3) Built Form and replace with the following:
 - "(3) Built Form

Development on a site should:

(i) on significantly sloped sites, consider designing buildings that step down the slope, using creative grade changes through multi-

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level terracing, especially when structurally justified,

- (ii) be terraced where logical to follow the natural topography with the grading at the base of an uphill building to be limited to one storey of cut per building step (in section). Half or two-storey terracing may be warranted where retaining walls are fully integrated within buildings or if the site incorporates landscape and architectural enhancements applied to retaining walls, and
- (iii) be designed so that the natural slope of the land and selected architectural style informs the selection of applicable rooflines/roof designs."
- (t) In Section A.3 Slope Adaptive Design, A.3.2 Guidelines, (5) Trail System, delete guideline (c) and replace with the following:
 - "(c) For multi-use trails within environmental reserve parcels, a
 Biophysical Impact Assessment report and other studies that
 address the design and impact of the multi-use trail system on the
 natural environment should be submitted at the Development
 Permit stage as part of the evaluation process."
- (u) In Section A.3 Slope Adaptive Design, A.3.3 Analysis, (1) Slope Adaptive Development Analysis, delete guideline (a) and replace with the following:
 - "(a) A Slope Adaptive Development Analysis should be submitted in conjunction with an Outline Plan application, or, if determined appropriate, a Development Permit application."
- (v) In Section A.4 Visual Compatibility, A.4.2 Guidelines, (3) Orientation, delete guideline (a) and replace with the following:
 - "(a) For developments immediately adjacent to the Trans-Canada Highway, site design should incorporate variations in building setbacks, orientation, and grades to mitigate the visual impact of development and avoid a "wall" or "string" of development along the slope. These developments should incorporate variations in:
 - (i) building length,
 - (ii) building setbacks and step-backs,
 - (iii) massing and grade changes to prevent creation of "wall" or "string development",
 - (iv) elevation treatment through creative interplay of primary and secondary architectural elements, balconies, rooflines, and
 - (v) colour and texture of materials."
- (w) In Section A.5 Built Form, A.5.2 Built Form, delete the heading "(1) General Design Policies" and replace with "(1) General Design Guidelines".

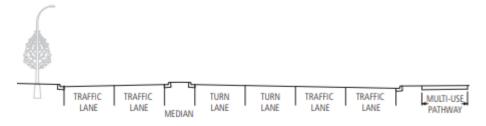
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- (x) Delete the existing Map 5 entitled 'Main Streets' and replace with the revised Map 5 entitled 'Main Streets' attached as Schedule B.
- (y) In Section A.5 Built Form, A.5.2 Built Form, (2) Building Design, delete guideline (b)(i) and replace with the following:
 - "(i) shall provide direct access to the public sidewalk from individual ground floor units that face the Main Streets. Other design options will be considered based on the proposed design and any specific needs or requirements identified."
- (z) In Section A.5 Built Form, A.5.2 Built Form, (2) Building Design, delete guideline (b)(iii) and replace with the following:
 - "(iii) should provide architectural treatments and building design that reflect narrow storefronts (as a guideline, a width of 10 metres is considered a useful benchmark) and frequent entries in commercial areas to help create strong visual interest, regardless of the size of use, and enable an easier transition to future smaller units if that opportunity occurs in the future."
- (aa) In Section A.5 Built Form, A.5.2 Built Form, (2) Building Design, delete guideline (d) and replace with the following:
 - "(d) Maximum heights of buildings in the Gateway, Village and Commercial Districts are identified in Map 6 Building Height."
- (bb) In Section A.5 Built Form, A.5.2 Built Form, (3) Prominent Building Design and Review, delete guideline (a) and replace with the following:
 - "(a) The number and general location of Prominent Buildings are identified in Map 6 Building Height. The exact location of each prominent building may vary at the discretion of the Development Authority."
- (cc) In Section A.5 Built Form, A.5.2 Built Form, (3) Prominent Building Design and Review, delete guidelines (d)(ii) and (d)(iii) and replace with the following:
 - "(ii) upper storey design should include special architectural attention through massing, step-backs, roof amenity space, screening and proper housing of roof top mechanical and communication equipment.
 - (iii) as per the above figure, prominent buildings should have a minimum 6.0 metre setback from the edge of the podium above the sixth storey."



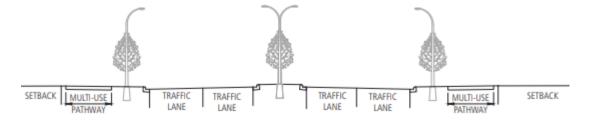
- (dd) In Section A.5 Built Form, A.5.3 Parking and Service Areas in the Gateway, Village and Commercial Districts, (1) Parking Orientation, delete guidelines (a) through (c) and replace with the following:
 - "(a) Structured and underground parking in the Gateway and Commercial Districts is preferred and should be provided as per Map 7 Parking Allocation. On-street parallel or angled parking is encouraged. Surface parking is discouraged.
 - (b) Parking access and driveways should be minimized along the Main Street, as they detract from the look and feel of the street, reduce the space available for viable planting opportunities, interrupt the pedestrian environment and conflict with bus stops. Access should be from rear lanes or side streets.
 - (c) Motor vehicle parking lots shall not be permitted adjacent to the Main Street. Limited surface parking may be provided for temporary drop-off areas associated with residential, hotel or similar uses provided they do not impact pedestrian safety or interfere with pedestrian routes and pathways. Parking locations will be further evaluated at the development permit stage to the satisfaction of the Development Authority."
- (ee) Delete the existing Map 7 entitled 'Parking Allocation' and replace with the revised Map 7 entitled 'Parking Allocation' attached as Schedule C.
- (ff) In Section A.5 Built Form, A.5.4 Street Cross-Sections, delete guideline (a) and replace with the following:
 - "(a) The street cross-sections shown in the figures below depict the general configuration of streets in the Gateway, Village and Commercial Districts."
- (gg) In Section A.5 Built Form, A.5.4 Street Cross-Sections, delete Street cross-section A, B, C and D figures and replace with the following:

Street cross-section A: Canada Olympic Drive SW

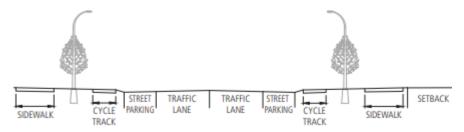


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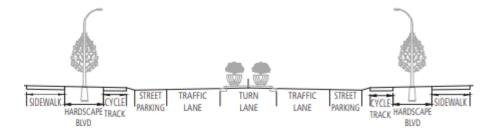
Street cross-section B: Canada Olympic Drive SW



Street cross-section C: Village District



Street cross-section D: Commercial District

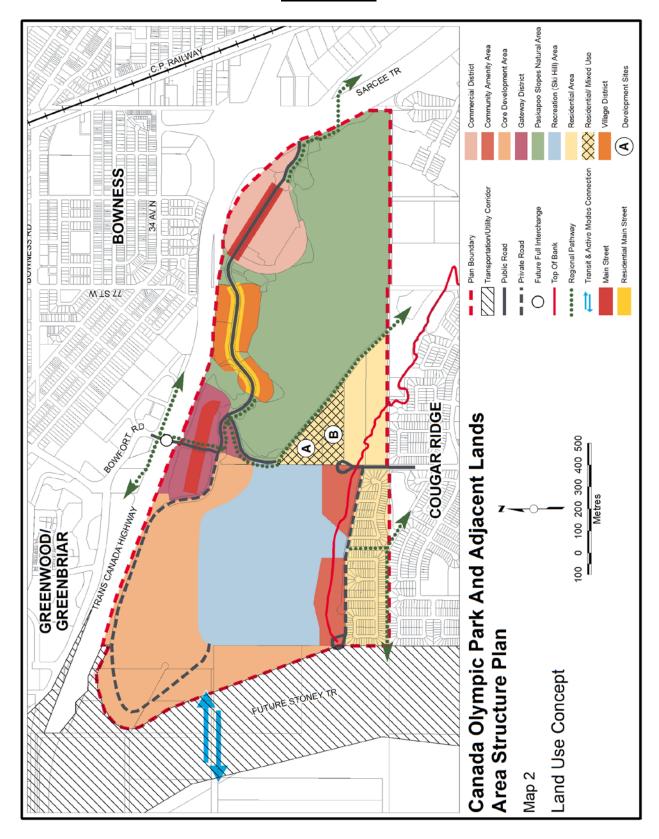




2.	This Bylaw comes into force or	n the date it is passed.	
READ	A FIRST TIME ON _		_
READ	A SECOND TIME ON _		_
READ	A THIRD TIME ON _		_
		MAYOR	
		SIGNED ON	
		CITY CLERK	
		SIGNED ON	

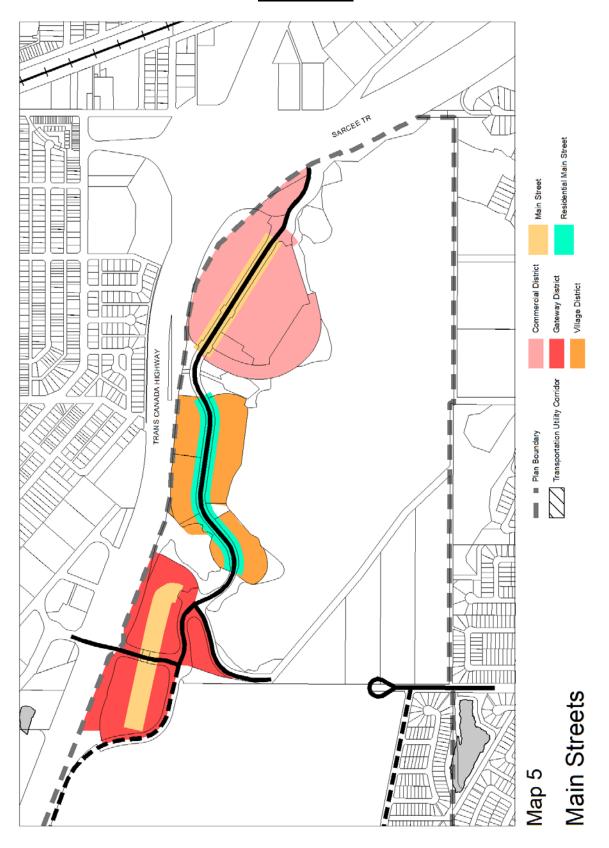


SCHEDULE A





SCHEDULE B





SCHEDULE C

