

**CITY OF CALGARY
NOTICE OF 2022 OCTOBER 4
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 **Tuesday, 2022 October 4, 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 its 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 2022 September 27**, 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

<p>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.</p>

INDEX OF ADVERTISED PLANNING ITEMS

For the meeting of City Council re: Public Hearing
on Proposed Amendments to the Land Use Bylaw
1P2007, and Other Planning Matters, to be held on
Tuesday, 2022 October 04 at 9:30 a.m.

* * * * *

CALGARY PLANNING COMMISSION REPORTS

- | | |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Item 1 | Policy Amendment and Land Use Amendment in Montgomery (Ward 7) at
2327 - 48 Street NW LOC2022-0040, CPC2022-0933
Bylaws 53P2022 & 147D2022 |
| Item 2 | Policy Amendment and Land Use Amendment in Sunnyside (Ward 7) at 1052
Memorial Drive NW, LOC2022-0049, CPC2022-0929
Bylaws 54P2022 & 148D2022 |
| Item 3 | Policy Amendment, Road Closure and Land Use Amendment in Cliff
Bungalow (Ward 8) at Multiple Addresses, LOC2018-0250, CPC2022-0966
Bylaws 55P2022, 8C2022 & 150D2022 |

OTHER REPORTS

- | | |
|--------|----------------------------------------------------------------------------------------------|
| Item 4 | Land Use Bylaw Amendments to Address Missing Middle Housing,
IP2022-0989
Bylaw 56P2022 |
|--------|----------------------------------------------------------------------------------------------|

Policy Amendment and Land Use Amendment in Montgomery (Ward 7) at 2327 - 48 Street NW LOC2022-0040

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendment to the Montgomery Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.08 hectares \pm (0.20 acres \pm) located at 2327 – 48 Street NW, (Plan 4994GI, Block 54, Lot 18) from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District.

RECOMMENDATIONS OF THE CALGARY PLANNING COMMISSION, 2022 AUGUST 18:

That Council:

1. Give three readings to **Proposed Bylaw 53P2022** for the amendment to the Montgomery Area Redevelopment Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 147D2022** for the redesignation of 0.08 hectares \pm (0.20 acres \pm) located at 2327 – 48 Street NW, (Plan 4994GI, Block 54, Lot 18) from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for rowhouses in addition to the uses already allowed (e.g. single detached, semi-detached, duplex dwellings and secondary suites).
- The proposal represents an appropriate density increase of a residential site, allows for development that may be compatible with the character of the existing neighbourhood, and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed Residential – Grade-Oriented Infill (R-CG) District would allow for greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed R-CG District would allow for greater housing options that may better accommodate the evolving needs of different age groups, lifestyles, and demographics.
- Amendments to the *Montgomery Area Redevelopment Plan* (ARP) are required to accommodate the proposed land use.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

Policy Amendment and Land Use Amendment in Montgomery (Ward 7) at 2327 - 48 Street NW LOC2022-0040

DISCUSSION

This application, located in the northwest community of Montgomery, was submitted by one of the landowners, Karim Shaarbafi, on 2022 March 18. No development permit has been submitted at this time; however, the Applicant Submission (Attachment 3) indicates that the landowner is looking to develop a rowhouse in the future.

The approximately 0.08-hectare (0.20-acre) parcel is developed with a single detached dwelling and a rear detached garage. The parcel is larger than many nearby and has a wider street frontage, therefore it is considered well suited to accommodate the low-density residential development enabled by the R-CG District.

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 [Applicant Outreach Toolkit](#) to assess which level of outreach with public stakeholders and respective community association was appropriate. The applicant reached out to the Montgomery Community Association and contacted neighbours on the block and across 48 Street NW, inviting them to a meeting at the Montgomery Community Association. Concerns such as density, a loss of community character, loss of property value and negative traffic impacts were raised. The applicant addressed the concerns during the meeting and stated that they will be considered during the design process. More information can be found in the Applicant Outreach Summary (Attachment 4).

City-Led Outreach

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

Administration received six letters from the public in opposition to the proposal. The most common areas of concern were:

- higher density and loss of community character;
- negative traffic impacts and street congestion;
- concerns regarding drivers sight lines due to on-street parking;
- back lane safety and accessibility; and
- location for garbage bins given the lot's shape;

No response was received from the Montgomery Community Association. A follow-up email was sent on 2022 July 29, however no response was received.

**Planning & Development Services Report to
Calgary Planning Commission
2022 August 18**

**ISC: UNRESTRICTED
CPC2022-0933
Page 3 of 3**

**Policy Amendment and Land Use Amendment in Montgomery (Ward 7) at 2327 -
48 Street NW LOC2022-0040**

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposal is for a low-density residential district compatible with the existing character of the neighbourhood. The building and site design, as well as on-site parking, will be reviewed and determined at the development permit stage.

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

IMPLICATIONS

Social

The proposed land use would allow a wider range of housing types than the existing R-C2 District and may better accommodate the housing needs of different age groups, lifestyles and demographics.

Environmental

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

Economic

The ability to develop up to six dwelling units, plus possible secondary suites, would allow for more efficient use of existing infrastructure and services.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. **Proposed Bylaw 53P2022**
3. Applicant's Submission
4. Applicant Outreach Summary
5. **Proposed Bylaw 147D2022**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Montgomery, west of the intersection of 48 Street NW and 23 Avenue NW. The site is larger than many surrounding parcels and is approximately 0.08 hectares (0.20 acres) in size. The site is a trapezoidal shape 27 metres wide at the eastern property line shared with 48 Street NW, 17 metres wide at the western property line shared with the rear lane and 36 metres deep. The site is currently developed with a single detached dwelling and a detached garage and has rear lane access.

Surrounding development is characterized by a mix of single and semi-detached dwellings. One property on 48 Street NW and located approximately 60 metres north of the site is designated as R-CG District. The site is located approximately 100 metres (a two-minute walk) from Montalban Park, 1.3 kilometres (a 15-minute walk) from Shouldice Athletic Park, and 650 metres (an eight-minute walk) from the Bow River pathway system. Terrace Road School, University Heights Preschool and a playground are located within 650 metres (a seven-minute walk of the site). Two areas identified in the *Municipal Development Plan* (MDP) as “Major Activity Centres” are located within 2.0 kilometres (a 24-minute walk or a four-minute drive) from the site: the main University of Calgary campus and the currently developing University District. The site is also located approximately 600 metres (an eight-minute walk) from Market Mall, which is identified in the MDP as a “Community Activity Centre”.

Community Peak Population Table

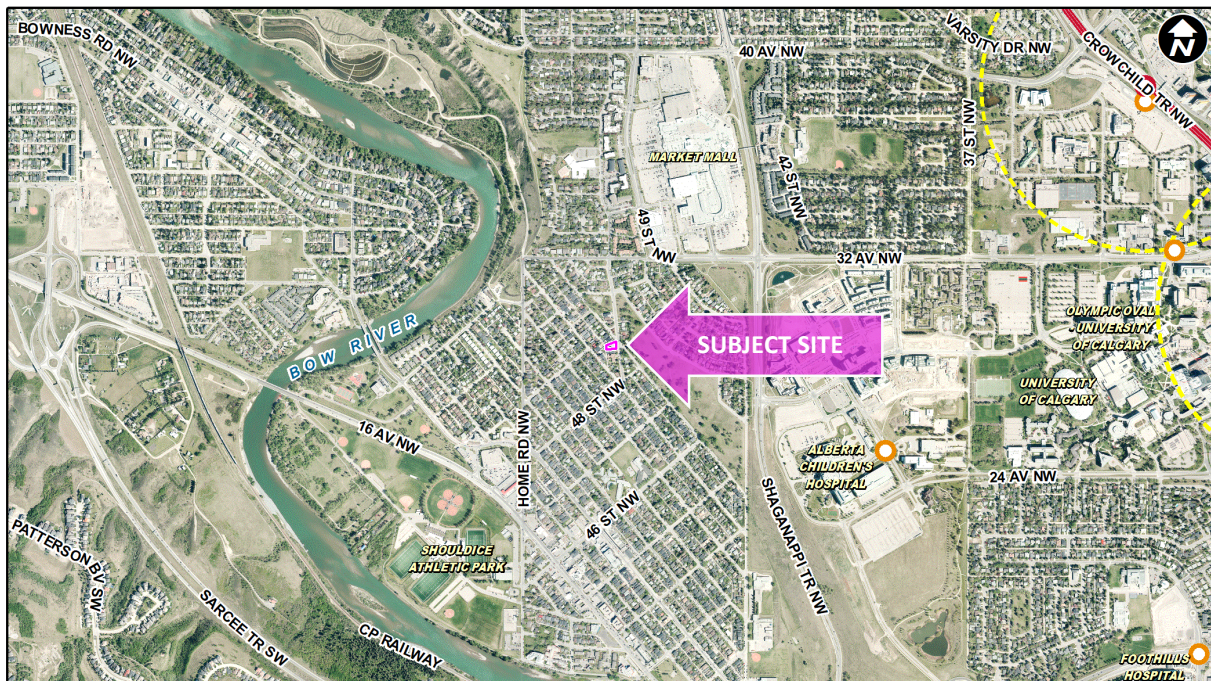
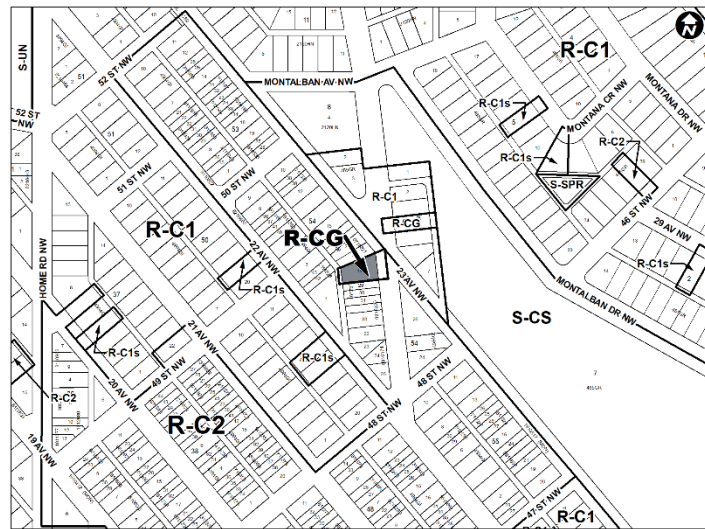
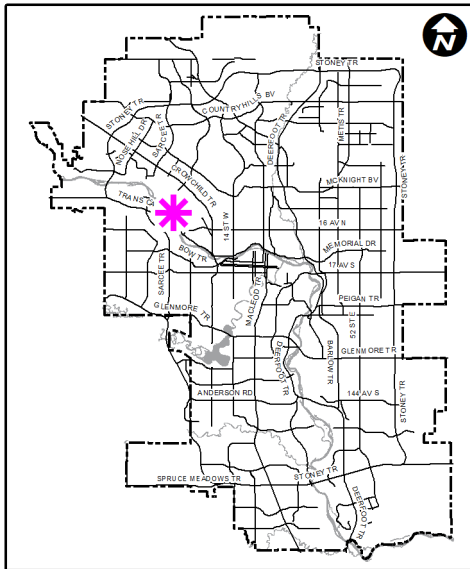
As identified below, the community of Montgomery reached its peak population in 1969.

Montgomery	
Peak Population Year	1969
Peak Population	5,287
2019 Current Population	4,515
Difference in Population (Number)	-772
Difference in Population (Percent)	-14.6%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Montgomery 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 R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, and rowhouse buildings, including secondary suites. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based simply on the parcel area, this would allow an overall maximum of six dwelling units on the subject site. The exact number of units feasible on the site will be determined during the future development permit process, which will consider the rules for the R-CG District and the specific characteristics of the site.

Secondary suites (one backyard suite per parcel or secondary suite per dwelling unit) are also allowed in the R-CG District. Secondary suites do not count towards allowable density. The subject parcel would require one parking stall per suite as the site location does not meet the rules of Section 546(2) of the Land Use Bylaw.

Development and Site Design

If approved by Council, the rules of the proposed R-CG District will provide guidance for future site development including appropriate uses, building massing, height, landscaping, parcel coverage and parking. Given the specific context and features of this site, additional items that

would be considered through the development permit review process include, but are not limited to:

- the layout and configuration of dwelling units;
- ensuring an engaging built interface along the street frontage;
- access and parking provisions;
- mitigation of shadowing, privacy, and visual overlooking; and
- appropriate location of landscaping and amenity space.

Transportation

The site is located in proximity to transit and amenities. A bus stop on 48 Street NW is located approximately 80 metres (a two-minute walk) from the site, providing service for Route 422 (Dalhousie/Montgomery). Another bus stop on 20 Avenue NW is located approximately 600 metres (a nine-minute walk) from the site, providing service for Route 53 (Brentwood Station/Greenwood) and Route 408 (Valley Ridge).

As per requirement of the Land Use Bylaw, all vehicular access shall be provided through the lane. Parking shall be provided on site. All vehicular access shall be taken via the rear lane. There are no parking restriction on 23 Avenue NW and on 48 Street NW adjacent to the parcel.

At time of development permit, the proposed number and configuration of stalls will be reviewed relative to the number of units and development concept to ensure right-sized parking for the residences.

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water and sanitary sewer mains are available to service the subject site. Separate service connections to a public main shall be provided for each proposed lot (including strata lots). Water, sanitary and storm sewer are available for connection from 48 Street NW. Details of site servicing, as well as appropriate stormwater management, will be considered and reviewed as part of a development permit review 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 [South Saskatchewan Regional Plan](#) which directs population growth in the region to cities and towns and promotes the efficient use of land.

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject site is located within the 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 deliver small and incremental benefits to climate resilience. Redevelopment is intended to be of a similar scale and built form to existing development. The proposal is in keeping with relevant MDP policies, as the rules of the R-CG District provide for a development form that is low density in nature and sensitive to existing residential development in terms of height and built form.

Calgary Climate Strategy – Pathways to 2050 (2022)

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

Montgomery Area Redevelopment Plan (Statutory – 2005)

The subject parcel is located within the Low Density Residential area as identified on Figure 1.3: Future Land Use Plan within the [Montgomery Area Redevelopment Plan](#) (ARP). The Low Density Residential Area policies generally discourage redesignation of residential parcels to higher densities but note the importance of increasing and stabilizing Montgomery's population, which has declined since its peak in the 1960s. The R-CG District is a low-density district that allows for an appropriate modest increase in density and contextually sensitive building forms compatible with the character of the community.

The ARP was created prior to the adoption of the MDP in 2009 which encourages modest intensification of inner-city communities. A minor map amendment to Figure 1.3 within the ARP changing the subject site from 'Low Density Residential' to 'Low Density Residential/ Townhouse' is proposed to accommodate the land use redesignation (Attachment 2). The 'Low Residential/ Townhouse' category is the best category within the ARP to accommodate the rowhouse built form, which would be allowed through the land use redesignation to the RC-G district.

South Shaganappi Communities Local Area Planning Project (Area 13)

Area 13 (South Shaganappi Communities), which includes Montgomery and surrounding communities, has been identified on the [City Planning and Policy Roadmap](#) and is currently planned to launch in 2022. Planning applications will be accepted for processing throughout the local area planning process.

PROPOSED

CPC2022-0933
ATTACHMENT 2

BYLAW NUMBER 53P2022

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE MONTGOMERY AREA
REDEVELOPMENT PLAN BYLAW 11P2004
(LOC2022-0040/CPC2022-0933)**

WHEREAS it is desirable to amend the Montgomery Area Redevelopment Plan Bylaw 11P2004, 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 Montgomery Area Redevelopment Plan attached to and forming part of Bylaw 11P2004, as amended, is hereby further amended as follows:
 - (a) Amend Figure 1.3 entitled 'Future Land Use Plan' by changing 0.08 hectares \pm (0.20 acres \pm) located at 2327 – 48 Street NW (Plan 4994GI, Block 54, Lot 18) from 'Low Density Residential' to 'Low Density Residential/ Townhouse' as generally illustrated in the sketch below:

PROPOSED

BYLAW NUMBER 53P2022



Figure 1.3

Future Land Use Plan

Legend

- Low Density Residential
- Low Density Residential/ Townhouse
- Parks/ Community Facilities

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

PROPOSED

BYLAW NUMBER 53P2022

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

READ A FIRST TIME ON

READ A SECOND TIME ON

READ A THIRD TIME ON

MAYOR

SIGNED ON

CITY CLERK

SIGNED ON

Applicant Submission

Received on 2022, March 18:

Company Name (if applicable):

LOC Number (office use only):

Applicant's Name:

Karim Shaarbafi

Date:

Dear Neighbors,

I am the owner of the above mentioned property. I am applying for change in land-use zoning from R-C2 to R-CG.

The proposed change to land-use of the parcel to R-CG will permit the options to develop a triplex row house dwellings.

The proposed development will enhance the quality of the environment in the community and will enrich the quality of living in our neighborhood by allowing additional housing forms, and to keep it in a low-density neighborhood congruent contexture. It is a small step in contributing to the continuous growth of Montgomery as a vibrant community.

I am seeking your supports and comments on this proposal.

Please forward your comments and suggestions by end of April to shaarbafi@gmail.com.

Best regards.

Karim

Applicant Outreach Summary

Received on 2022, August 05:



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: LOC2022-0040

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)

All neighbors in the block and neighbors in front of the property (other side of 48 st) and MCA planning people have been invited for the community meeting with a specified agenda which we had on July 14, 2022 at Montgomery Community Centre. We explained current condition, our options, the proposed application and the proposed construction plan. Then we went through the concerns raised by the oppositions after our application is announced by city. The attendees also discussed their concerns and we addressed them in detail with a presentation. The approach was based on the reply to the city in our applications process. (reply to the comments)

Stakeholders

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

Only 7 people from neighbors as listed below showed up in the meeting:

- Someone from MCA planning group had been joined virtually.
- The owner of a duplex house (2323, 48 St. NW, two house away),
- two owners of the properties in the other side of back alley (5008, 22 street NW and 5012) and the owner of 4923, 22 St NW

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.

I almost received the same concerns that have been sent to the city by opposition such as density; property value; increasing traffic in 48 st. NW and back alley; back alley safety, street parking congestion in 48 St. NW, community character, garages, garbage bins locations. I also received couple of additional comments as listed below:

- 1) Support to pave the back alley (we support)
- 2) Impact on the green space in the community,
- 2) Environmental impact (there is no impact as the plan is within all city bylaw requirements similar to the other development applications) . Also, there is no covenant in this property such as well, spring etc.

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.

There is no major issue that may affect the proposed plan as the proposed plan match with city requirements. However, I would like to consider their concerns in the design process such as more comfortable design with enough relaxations for the garages; considering having new trees in the back yard and front yard etc, more up to date design as I will live in one of the units with my family.

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)

A presentation had been prepared with details of the property, neighborhood and the conceptual plan of proposed application. It is presented to the attendees and explained that the raised concerns are all within the normal development projects in terms of density, traffic, street parking and etc.

calgary.ca/planningoutreach

PROPOSED

CPC2022-0933
ATTACHMENT 5

BYLAW NUMBER 147D2022

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2022-0040/CPC2022-0933)**

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

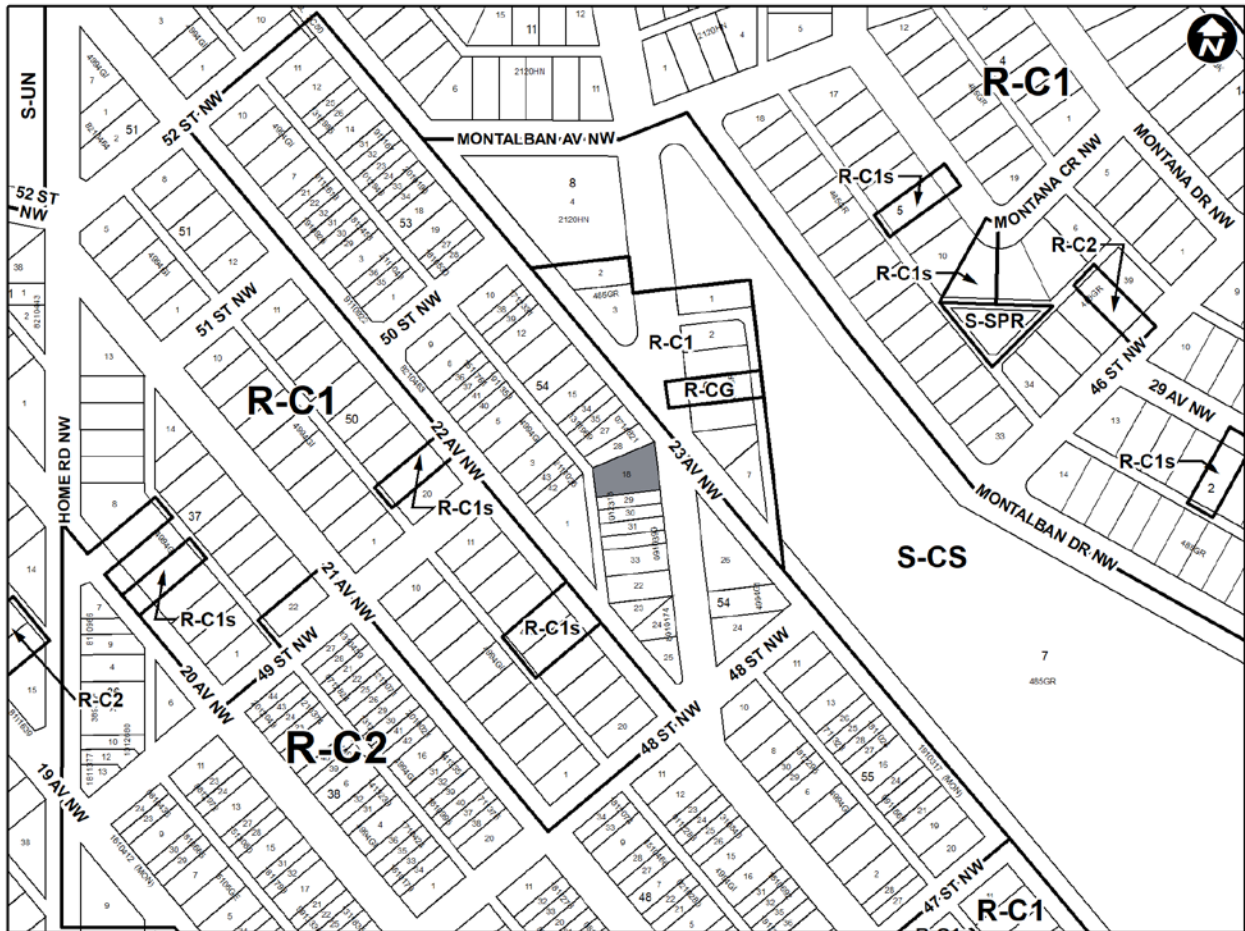
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2022-0040/CPC2022-0933
BYLAW NUMBER 147D2022

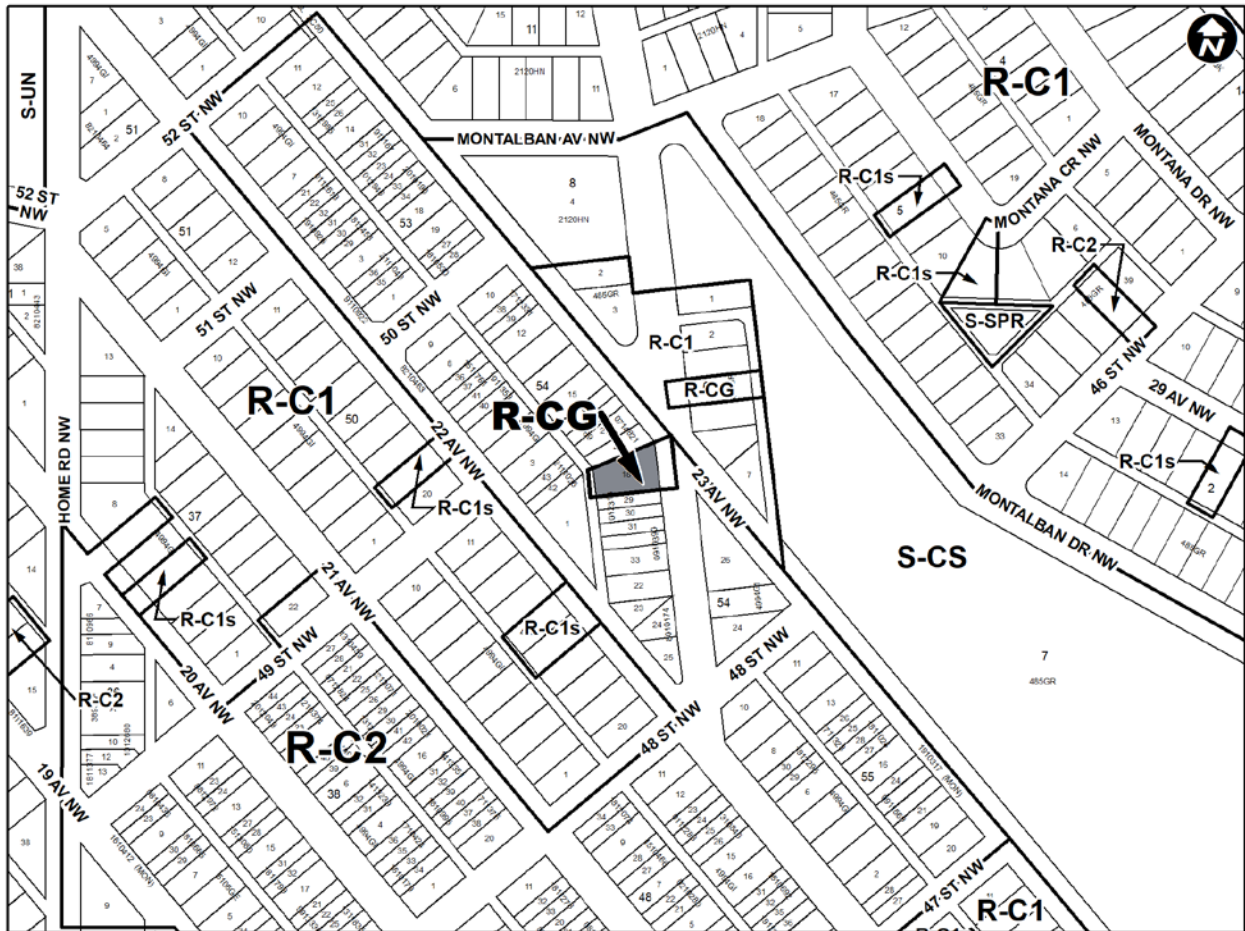
SCHEDULE A



PROPOSED

AMENDMENT LOC2022-0040/CPC2022-0933
BYLAW NUMBER 147D2022

SCHEDULE B



Policy Amendment and Land Use Amendment in Sunnyside (Ward 7) at 1052 Memorial Drive NW, LOC2022-0049

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendment to the Hillhurst/Sunnyside Area Redevelopment Plan; and
2. Give three readings to the proposed bylaw for the redesignation of 0.02 hectares \pm (0.05 acres \pm) located at 1052 Memorial Drive NW (Plan 2448O, Block 1, a portion of Lots 43 and 44) from Direct Control (DC) District to Commercial – Neighbourhood 1 (C-N1) District.

RECOMMENDATIONS OF THE CALGARY PLANNING COMMISSION, 2022 AUGUST 18:

That Council:

1. Give three readings to **Proposed Bylaw 54P2022** for the amendment to the Hillhurst/Sunnyside Area Redevelopment Plan; and
2. Give three readings to **Proposed Bylaw 148D2022** for the redesignation of 0.02 hectares \pm (0.05 acres \pm) located at 1052 Memorial Drive NW (Plan 2448O, Block 1, a portion of Lots 43 and 44) from Direct Control (DC) District to Commercial – Neighbourhood 1 (C-N1) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for small-scale commercial uses.
- The proposal will allow for a wider range of local commercial uses considered appropriate within an existing building listed on the City's Inventory of Evaluated Historic Resources and aligns with the policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed Commercial – Neighbourhood 1 (C-N1) District would allow for street-oriented retail and services in proximity to residents and transit.
- Why does this matter? The proposed land use will help to ensure the continued use and preservation of the existing building which is an important heritage asset in the community.
- An amendment to the *Hillhurst/Sunnyside Area Redevelopment Plan* (ARP) is required to accommodate the proposed land use.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

**Policy Amendment and Land Use Amendment in Sunnyside (Ward 7) at 1052
Memorial Drive NW, LOC2022-0049**

DISCUSSION

The application, located in the northwest community of Sunnyside, was submitted by Holland Design on 2022 March 28 on behalf of the landowner, McKay Investments Inc. Originally a proposal for the Commercial – Neighbourhood 2 (C-N2) District, the application was later amended to C-N1 during the review. No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 3), the applicant intends to apply for a change of use to Health Care Service or Retail and Consumer Service. This may involve minor interior upgrades depending on operational and building code requirements, but as noted in Attachment 3, there are no intended changes to the building exterior or the site.

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 utilized the [Applicant Outreach Toolkit](#) to assess which level of outreach with public stakeholders and the respective community association was appropriate. The applicant determined that direct engagement with neighbouring landowners was not necessary as the site is not intended for redevelopment, and because of the relatively minor impact this application is expected to have. The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

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

Administration received one letter of opposition from the public noting the following areas of concern:

- some of the discretionary uses in the initially proposed C-N2 district may not be appropriate for the site; and
- redesignation should not be necessary to achieve the desired uses.

The Hillhurst Sunnyside Community Association provided a letter on 2022 April 12 in response to the initially proposed C-N2 District, noting concerns over the auto-oriented discretionary uses in C-N2.

In response to the Community Association comments and direction from Administration, the applicant amended the proposed district to C-N1, which does not contain auto service uses and is more appropriate for the site. The Community Association responded by email on 2022 June 06 indicating their support for the change to the C-N1 District (Attachment 5).

**Policy Amendment and Land Use Amendment in Sunnyside (Ward 7) at 1052
Memorial Drive NW, LOC2022-0049**

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

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

IMPLICATIONS

Social

The proposed C-N1 District would allow for an existing heritage building within the community of Sunnyside to remain viable by allowing additional commercial uses to operate within it. The building serves as an important landmark in Sunnyside, and its preservation contributes to community identity and character.

Environmental

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

Economic

The ability to introduce a wider range of small-scale commercial uses may create additional jobs and could provide retail or service uses within walking distance of the highest-density areas in the community.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. **Proposed Bylaw 54P2022**
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response
6. **Proposed Bylaw 148D2022**

**Planning & Development Services Report to
Calgary Planning Commission
2022 August 18**

**ISC: UNRESTRICTED
CPC2022-0929
Page 4 of 4**

**Policy Amendment and Land Use Amendment in Sunnyside (Ward 7) at 1052
Memorial Drive NW, LOC2022-0049**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Sunnyside at the northwest corner of Memorial Drive NW and 9A Street NW. The parcel is approximately 0.02 hectares in size and is approximately 12 metres wide by 19 metres deep.

The site is currently developed with a two-storey building with heritage value, known as the [Brower House](#). The building was constructed in 1907 and is one of the earliest remaining houses in the Sunnyside area. Occupying a historically prominent location fronting onto Memorial Drive at the foot of the Louise Bridge, the building serves as an important landmark in the community and is a significant example of the Queen Anne Revival style. The site is listed on the Inventory of Evaluated Historic Resources but is not legally protected. Since 1993, the building has been used as a commercial office, however, the current landowner is seeking a district that includes Health Care Service, Office, and Retail and Consumer Service for future occupancy of the Brower House. The application was originally submitted as a redesignation to the C-N2 District to accommodate the Veterinary Clinic use in addition to those listed above, however, it was later amended to the C-N1 District. The change to C-N1 is a positive response to concerns raised from circulation stakeholders and removes the auto-oriented uses found within the C-N2 District.

Surrounding development is characterized by a mix of mid-rise multi-residential, commercial and mixed-use development, with a handful of single detached dwellings remaining on 9A Street NW directly north of the site. Calgary Parking Authority Lot 37 is adjacent and west of the site. Sunnyside LRT Station is located approximately 400 metres (a six-minute walk) north of the site. The site is approximately 70 metres east of the 10 Street NW Neighbourhood Main Street. The Bow-to-Bluff corridor is located across 9A Street NW and provides recreational space as well as pedestrian and bicycle connections to the Bow River Pathway that runs along Memorial Drive NW.

Community Peak Population Table

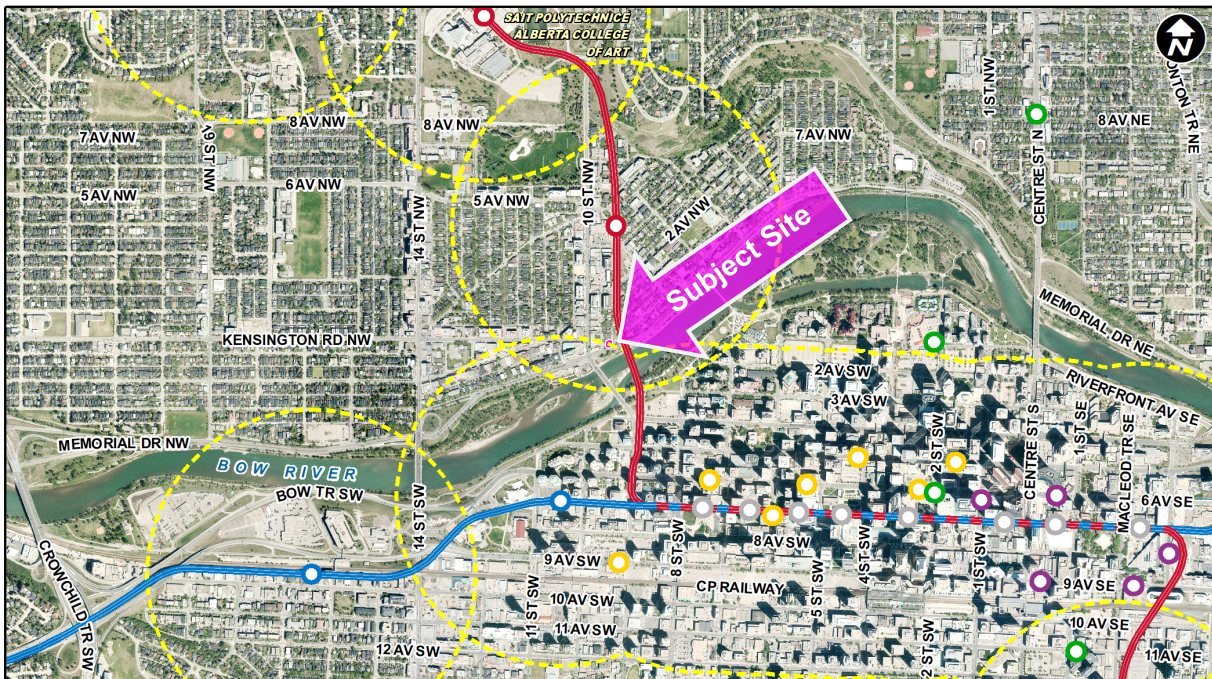
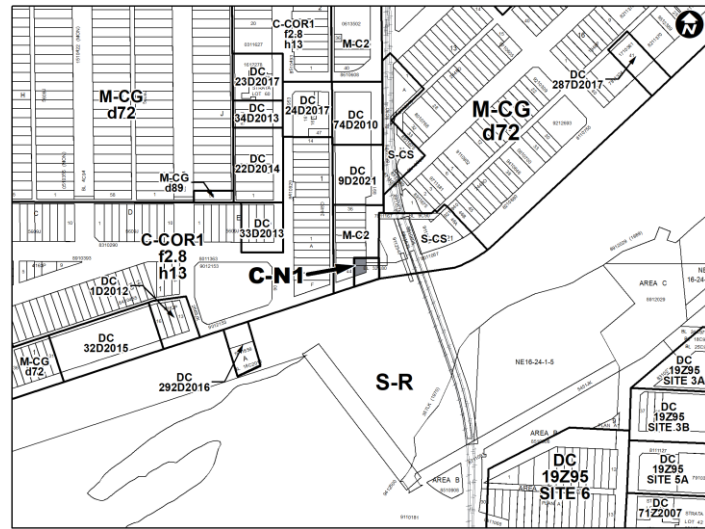
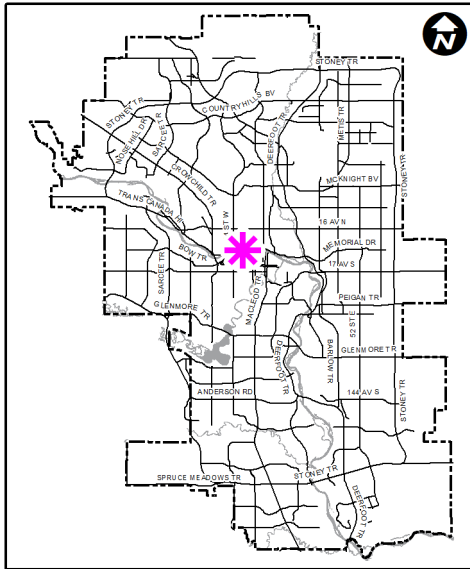
As identified below, the community of Sunnyside reached its peak population in 2019.

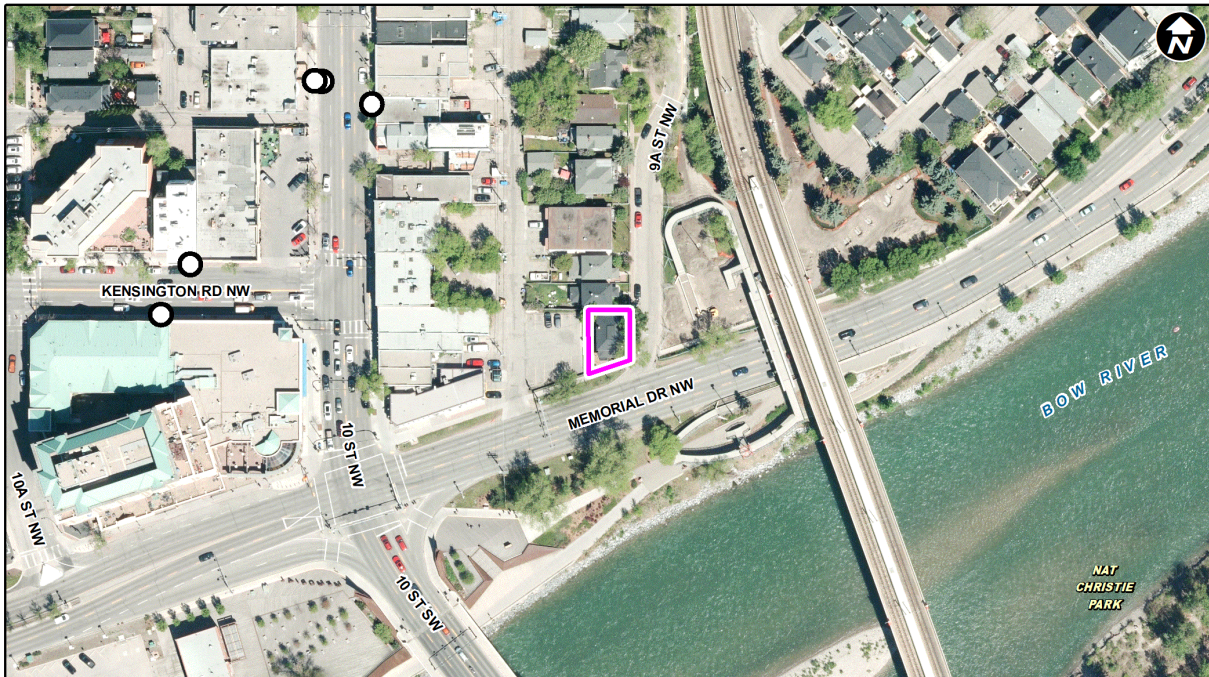
Sunnyside	
Peak Population Year	2019
Peak Population	4,230
2019 Current Population	4,230
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Direct Control District ([Bylaw 78Z93](#)) is based on the Residential Medium Density Multi-Dwelling (RM-5) District of Land Use Bylaw 2P80. The DC District was approved in 1993 for the purpose of adding the permitted use of professional offices for a single business within the existing building. The current land use designation allows for a maximum of four dwelling units on the site and a maximum building height of 12 metres. The existing building is considered non-conforming as it does not comply with front or rear setback requirements.

The proposed C-N1 District is intended for small-scale commercial developments with street-oriented storefronts that are close to the public sidewalk. The district is intended to accommodate buildings that are in keeping with the scale of nearby residential areas, and allows limited use sizes and types. The C-N1 District allows for dwelling units to be located above the main floor, has a maximum building height of 10 metres, and allows a maximum floor area ratio of 1.0. The existing building has a rear setback of 2.87 metres and would not conform to the required 3.0-metre setback of C-N1. For uses in buildings listed on The City's Inventory of Evaluated Historic Resources, the Development Authority may consider relaxation of the Land Use Bylaw requirements to address any non-conforming aspects of the site.

Development and Site Design

If approved by Council, the rules of the proposed C-N1 District will provide guidance for future site development, including appropriate uses. Additional items to consider in future development permit applications include, but are not limited to:

- considering relaxations of Land Use Bylaw requirements to accommodate adaptive re-use of the building;
- working with the landowner to protect the historical value of the site; and
- mitigating impacts of the commercial development on adjacent residential properties.

As indicated in the Applicant Submission (Attachment 3), the owner does not intend to demolish the existing building or redevelop the site. Future development of the site is anticipated to occur through change of use within the existing building. During the application review, consideration was given to the impact of the proposed land use on the heritage building, and it was determined that the proposed C-N1 District would not lead to increased risk of demolition or significant alterations to the building. Rather, Administration believes expanding the available uses in accordance with the C-N1 District would support efforts to maintain the heritage building into the future.

Transportation

Pedestrian access to the site is available from Memorial Drive NW. The only vehicular access to the site is available from 9A Street NW at the rear of the existing building.

Calgary Transit Route 4 (Huntington) and Route 5 (North Haven) travel along 10 Street NW, with stops located approximately 170 metres, or a two-minute walk from the subject site. The site is also located approximately 400 metres from the Sunnyside LRT Station (or about a six-minute walk) where the Red Line connects to downtown and to the northwest.

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

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

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 [South Saskatchewan Regional Plan](#) which directs population growth in the region to cities and towns and promotes the efficient use of land.

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential – Developed – Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The site is also situated on the boundary of the Neighbourhood Main Street typology (10 Street NW) to the west of the

subject site. Applicable MDP policies encourage redevelopment of inner-city communities, particularly in transition zones adjacent to areas designated for higher density (i.e., Neighbourhood Main Streets). The MDP also states the importance of maintaining and expanding local retail and service uses in close proximity to residents, and encourages at-grade retail to provide continuous, active, transparent edges to all streets and public spaces.

The MDP identifies heritage conservation as a part of good city building and community identity. Policies within the MDP encourage the protection and management of Calgary's heritage resources through their creative use and adaptive reuse.

The proposal is in keeping with the relevant MDP policies as the intent and rules of the C-N1 District are consistent with the form and function of the existing building. Additional small-scale commercial uses would operate with a similar intensity to the existing office use, while allowing greater flexibility for the landowner and ensuring the continued viability of the heritage building.

Calgary Climate Strategy – Pathways to 2050 (2022)

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

Hillhurst/Sunnyside Area Redevelopment Plan (Statutory – 1988)

The subject site falls within the Transit Oriented Development Area as identified on Map 1.1: TOD Study Area of the [Hillhurst/Sunnyside Area Redevelopment Plan](#) (ARP), and is subject to the policies within Part II of the plan. The subject site is also located within the Medium-Density Mid-Rise area as identified on Map 3.1: Land Use Policy Areas. The Medium-Density Mid-Rise area is intended to allow for increased residential density, primarily in the form of medium-density multi-residential developments such as townhouses, apartments and live/work units.

Standalone commercial uses are discouraged within the Medium-Density Mid-Rise area, therefore an amendment to Map 3.1 is required to align with the proposed C-N1 District. The proposed amendment would change the Land Use Policy Area for the subject site from Medium-Density Mid-Rise to Urban Mixed-Use, which offers greater flexibility and emphasizes small-scale retail. This policy change is considered appropriate given the site location and context, and facilitates adaptive re-use of a heritage building.

Riley Communities Local Area Planning Project

The *Hillhurst/Sunnyside Area Redevelopment Plan* is under review as Administration is currently working on the [Riley Communities Local Area Plan](#) (LAP) which includes Sunnyside and surrounding communities. Planning applications are being accepted for processing during the local growth plan process. The *Riley Communities LAP* is anticipated to be finalized in Fall 2023.

PROPOSED

CPC2022-0929
ATTACHMENT 2

BYLAW NUMBER 54P2022

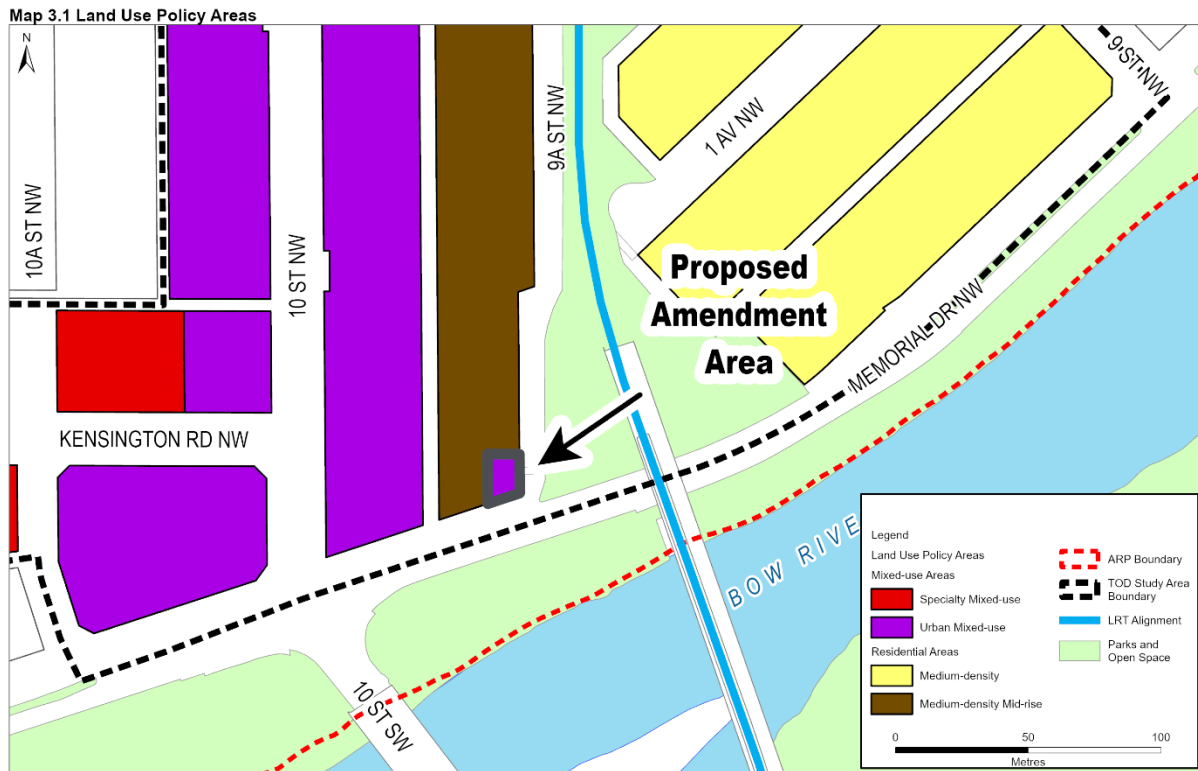
BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE HILLHURST/SUNNYSIDE AREA REDEVELOPMENT PLAN BYLAW 19P87 (LOC2022-0049/CPC2022-0929) *****

WHEREAS it is desirable to amend the Hillhurst/Sunnyside Area Redevelopment Plan Bylaw19P87, 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 II, 'Transit Oriented Development Area', amend Map 3.1 entitled 'Land Use Policy Areas' by changing 0.02 hectares \pm (0.05 acres \pm) located at 1052 Memorial Drive NW (Plan 2448O, Block 1, a portion of Lots 43 and 44) from 'Medium-density Mid-rise' to 'Urban Mixed-use' as generally illustrated in the sketch below:



PROPOSED

BYLAW NUMBER 54P2022

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

CITY CLERK

SIGNED ON _____

Applicant Submission

Company Name (if applicable):

Holland Design

LOC Number (office use only):

LOC2022-0049

Applicant's Name:

Jenny Hassell

Date:

May 25, 2022

This parcel is DC78Z93 and we are seeking approval for a land use re-designation to C-N1*. The owner would like to change their permitted uses to include health care service, office, and retail and consumer service, which are not allowed under the current designation. There will be minor upgrades to the interior of the building with no intention of changing the exterior or land.

*Amended from original C-N2 proposal submitted March 28.

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 1052 Memorial Drive NW

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

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

Small independent building, with large public parking lot next to it. We don't believe the change of use will have an effect that requires community 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)

Stakeholders

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

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.

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.

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)

calgary.ca/planningoutreach

Community Association Response



April 12, 2022

Development Circulation Controller
Planning & Development #8201
P.O. Box 2100 Station M
Calgary, AB T2P 2M5

Emailed to: callen.strang@calgary.ca

RE: LOC2022-0049 | 1052 Memorial Dr NW | DC to C-N2

This location hosts a the Bower House, a heritage asset highly valued by our community which is on the Inventory of Evaluated Historic Resources. It is our understanding that the original DC on this site was intended to preserve the building but give it a flexibility of uses to enable it to remain standing but creatively repurposed. We support this as a goal, whilst ultimately designation of the building would provide the best protection for its future. We strongly support any incentives the City can provide to designate the building, and allow flexibility of uses for the owner to make that viable. Please refer the applicant to Heritage Planning at the City to discuss options/ supports that may be available.

We are unsure what implications a stock, commercial use will have for this building but would prefer non auto-dominated uses listed in the discretionary section of C-N1 over C-N2 given the type of building and it's location. Some of the uses listed in C-N2 would be inappropriate for this site.

Please notify the HSCA if this Development Permit Application is Approved.

Thank you for the opportunity to comment,

Hillhurst Sunnyside Planning Committee
Hillhurst Sunnyside Community Association

cc: Executive, Hillhurst Sunnyside Planning Committee
Ali McMillan, Community Planning Coordinator, HSCA
Ward 7 Councillor's Office
Development Permit Circulation Controller

We are happy to see this application change to C-N1 from the previous C-N2 request as per the previous letter we sent in on April 12th (attached).

Hillhurst Sunnyside Community Association

1320 5 Ave NW

www.hsca.ca

Connect online: [Facebook](#), [blog](#) or

[Sign-up for our e-newsletter!](#)

To preserve and enhance a healthy and vibrant quality of life for the residents of Hillhurst Sunnyside

This message is intended for the above-named recipient. If you have received this message in error, please contact the sender immediately.



PROPOSED

CPC2022-0929
ATTACHMENT 6

BYLAW NUMBER 148D2022

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2022-0049/CPC2022-0929)**

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

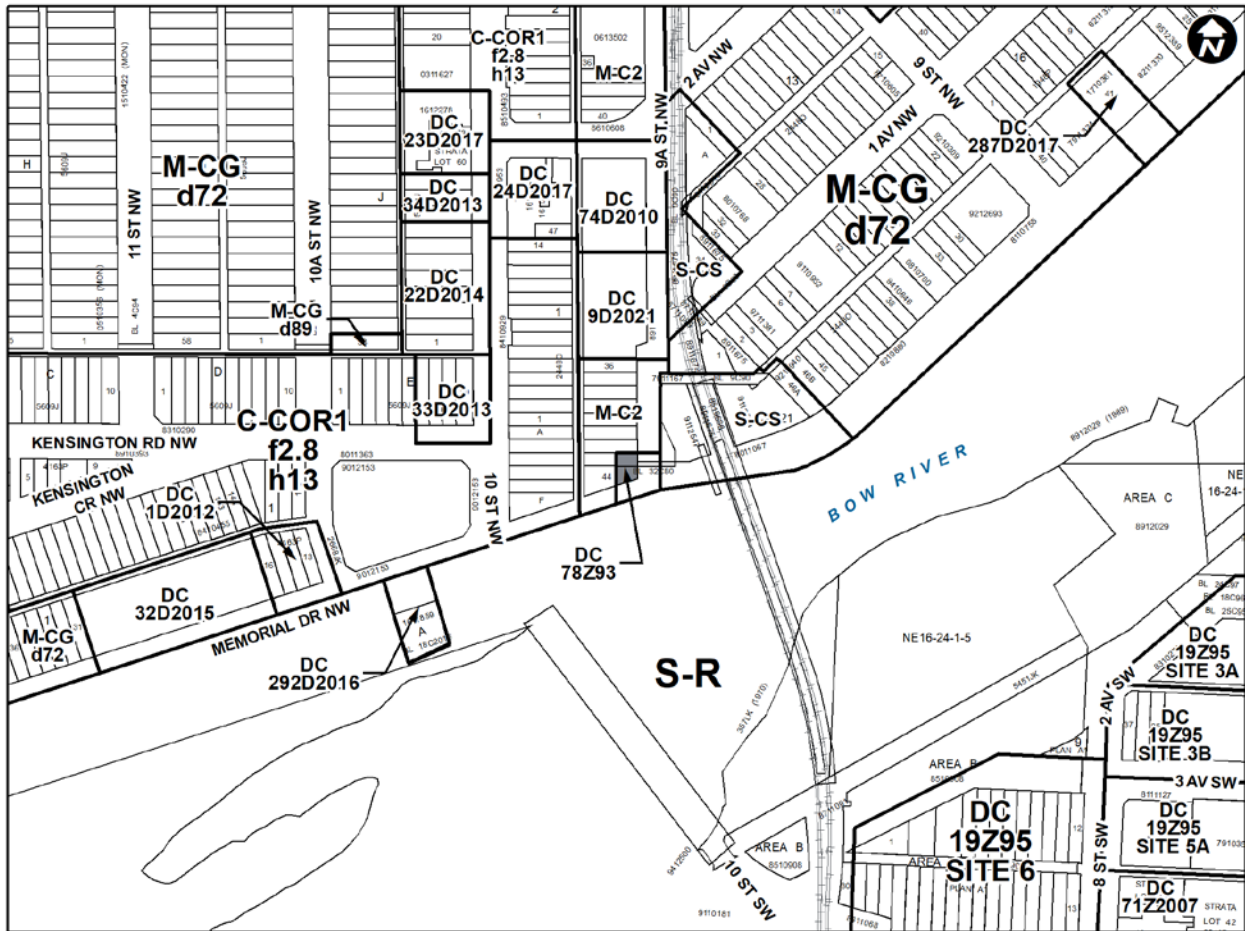
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2022-0049/CPC2022-0929
BYLAW NUMBER 148D2022

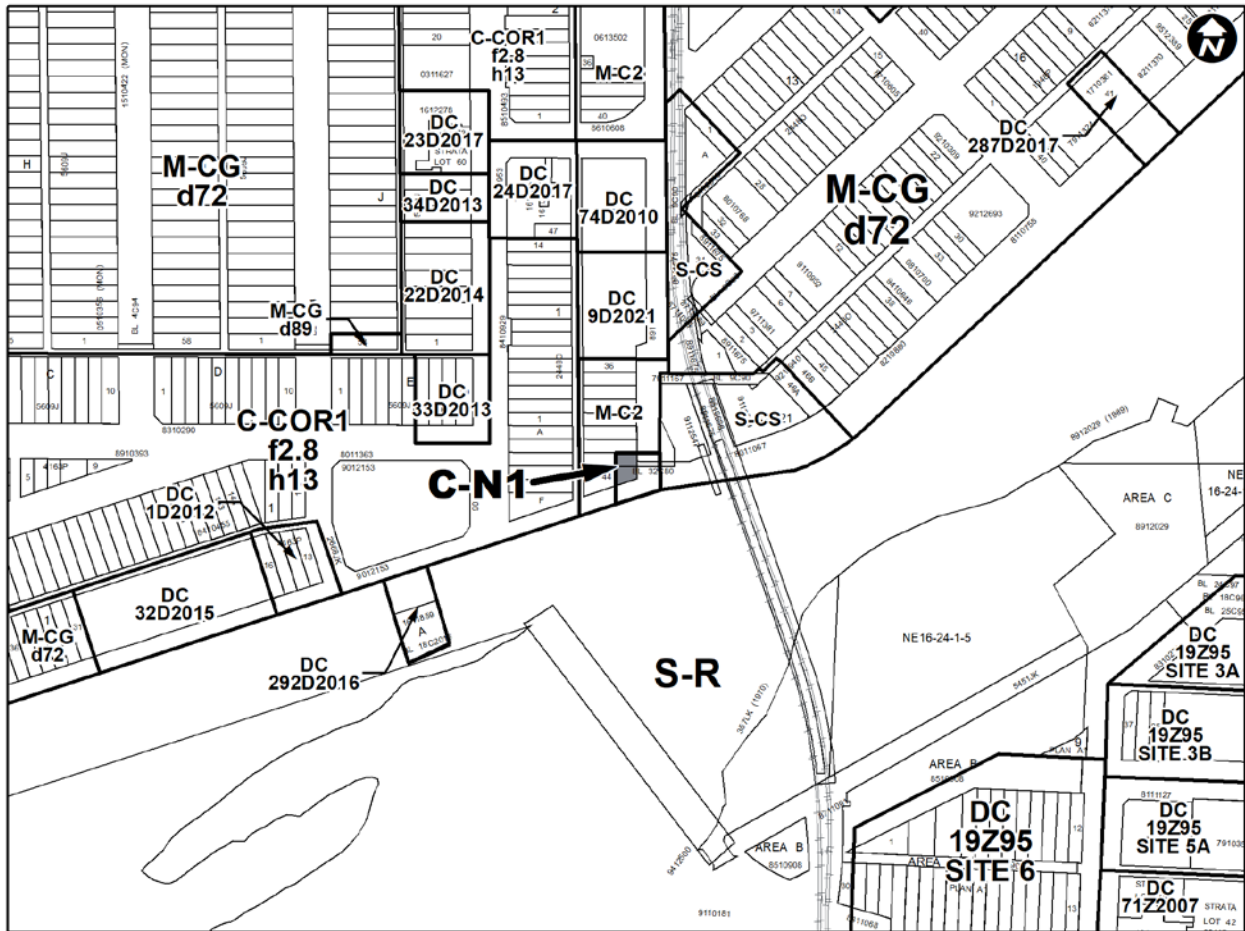
SCHEDULE A



PROPOSED

AMENDMENT LOC2022-0049/CPC2022-0929
BYLAW NUMBER 148D2022

SCHEDULE B



**Policy Amendment, Road Closure and Land Use Amendment in Cliff Bungalow (Ward 8)
 at Multiple Addresses, LOC2018-0250**

RECOMMENDATIONS:

That Calgary Planning Commission:

1. Forward this report (CPC2022-0966) to the 2022 October 04 Combined Meeting of Council to the Public Hearing portion of the Agenda; and

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the amendment to the Cliff Bungalow Area Redevelopment Plan (Attachment 2);
3. Give three readings to the proposed bylaw for the closure of 0.02 hectares \pm (0.05 acres) of road (Plan 1911117, Area 'A'), adjacent to 615 – 17 Avenue SW, with conditions (Attachment 5); and
4. Give three readings to the proposed bylaw for the redesignation of 0.26 hectares \pm (0.64 acres \pm) located at 615 – 17 Avenue SW, 1714, 1716 and 1718 – 5A Street SW and the closed road (Plan 3160AH, Block 1A, Lots 16 to 21; Plan 1911117, Area 'A') from Multi-Residential – Contextual Medium Profile (M-C2) District, Commercial – Corridor 1 (C-COR1f3.0h23) District and Undesignated Road Right-of-Way to Direct Control (DC) District to accommodate a mixed-use development, with guidelines (Attachment 3).

RECOMMENDATIONS OF THE CALGARY PLANNING COMMISSION, 2022 SEPTEMBER 1:

That Council:

1. Give three readings to **Proposed Bylaw 55P2022** for the amendment to the Cliff Bungalow Area Redevelopment Plan (Attachment 2);
2. Give three readings to **Proposed Bylaw 8C2022** for closure of 0.02 hectares \pm (0.05 acres) of road (Plan 1911117, Area 'A'), adjacent to 615 – 17 Avenue SW, with conditions (Attachment 5); and
3. Give three readings to **Proposed Bylaw 150D2022** for the redesignation of 0.26 hectares \pm (0.64 acres \pm) located at 615 – 17 Avenue SW, 1714, 1716 and 1718 – 5A Street SW and the closed road (Plan 3160AH, Block 1A, Lots 16 to 21; Plan 1911117, Area 'A') from Multi-Residential – Contextual Medium Profile (M-C2) District, Commercial – Corridor 1 (C-COR1f3.0h23) District and Undesignated Road Right-of-Way to Direct Control (DC) District to accommodate a mixed-use development, with guidelines (Attachment 3).

Policy Amendment, Road Closure and Land Use Amendment in Cliff Bungalow (Ward 8) at Multiple Addresses, LOC2018-0250

HIGHLIGHTS

- This application seeks to redesignate the subject site to a Direct Control (DC) District, based on the Commercial – Corridor 1 (C-COR1) District in order to allow for a mixed-use development.
- This proposal would allow for additional dwelling units and commercial uses on 17 Avenue SW which is identified as a Neighbourhood Main Street in the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The additional dwelling units and commercial uses would contribute to housing diversity and provide more goods and services for Calgarians.
- Why does this matter? Providing housing options and commercial uses would welcome more people into an established community that is located on a Neighbourhood Main Street well served by existing amenities, infrastructure and transit.
- An amendment to the *Cliff Bungalow Area Redevelopment Plan* (ARP) is required to enable this application.
- No development permit has been submitted at this time.
- There is no previous Council direction related 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 on 2018 November 15 by B&A Planning Group on behalf of the landowners, ASI Acquisition Corp and 205987 Alberta LTD. (Sheldon Fishman). The site is located in the community of Cliff Bungalow at the southeast corner of 17 Avenue SW and 5A Street SW. As noted in the Applicant Submission (Attachment 6), the intent of this application is to enable the comprehensive redevelopment of the site to a mixed-use development with commercial uses at grade fronting onto 17 Avenue SW and residential uses on 5A Street SW. The upper storeys are also expected to be residential uses. The site is approximately 0.28 hectares \pm (0.68 acres \pm) and has access to a lane which runs parallel to 5A Street SW.

The purpose of the proposed DC District would enable a built form which responds to the site context. The proposed DC District is based on the C-COR1 District and contains specific rules for building setbacks, building height, building stepbacks and maximum floor area. These rules intend to reduce the impacts to the 5A Street SW Heritage Boulevard, the 17 Avenue SW Neighbourhood Main Street and surrounding development. The proposed DC District would also allow for additional floor area when a public amenity contribution is provided.

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

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

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

Policy Amendment, Road Closure and Land Use Amendment in Cliff Bungalow (Ward 8) at Multiple Addresses, LOC2018-0250

Applicant-Led Outreach

As part of the review of this application, the Applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public stakeholders and the respective community association was appropriate. In response, the applicant contacted the Cliff Bungalow - Mission Community Association (CBMCA) and held an information session to inform the public of the application and gather feedback. The Applicant Outreach Summary is included in Attachment 7.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to stakeholders, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners. Due to project challenges, this application was temporarily placed on hold. Upon resubmission, the application was re-circulated to public stakeholders and a new notice was posted on site.

Administration received three letters of opposition. These letters state concerns regarding the scale and intensity of the proposed development and impacts related to traffic, parking, construction, noise, safety, infrastructure and the natural environment.

Administration received an opposition letter (Attachment 8) from the CBMCA. In their letter, the CBMCA identified several concerns including the amount of public engagement, proposed building mass, community benefit contribution and proposed lane closure. The CBMCA also highlighted positive attributes of the application including alignment with densification objectives of the MDP, limited shadow impacts on the north side of 17 Avenue SW, remediation of the site and public realm improvements.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposed land use change would allow for intensification within the inner city on a parcel that fronts onto a Neighbourhood Main Street corridor and is well served by existing amenities, infrastructure and transit. In response to resident feedback, the proposed rules of the DC District attempt to lessen the off-site impacts of the proposed development through a combination of building setbacks, building setbacks and public amenity contributions.

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

IMPLICATIONS

Social

The proposal would contribute to housing diversity and allow for more dwelling units and services in the community.

Environmental

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

Planning & Development Services Report to
Calgary Planning Commission
2022 September 1

ISC: UNRESTRICTED
CPC2022-0966
Page 4 of 4

**Policy Amendment, Road Closure and Land Use Amendment in Cliff Bungalow
(Ward 8) at Multiple Addresses, LOC2018-0250**

on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Economic

The closure of the lane and consolidation with adjacent property would enable more efficient redevelopment of the site and use of existing infrastructure and services.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. **Proposed Bylaw 55P2022**
3. **Proposed Bylaw 150D2022**
4. Registered Road Closure Plan
5. Road Closure Conditions
6. Applicant Submission
7. Applicant Outreach Summary
8. Community Association Letter
9. **Public Submissions**
10. **Proposed Bylaw 8C2022**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located at the southeast corner of 17 Avenue SW and 5A Street SW in the southwest community of Cliff Bungalow. The site is approximately 35 metres wide and 76 metres deep and consists of four parcels and a lane. The portion of the site along 17 Avenue SW is currently developed as a commercial building. The portion along 5A Street SW is developed with residential uses. In total, the site is approximately 0.27 hectares (0.67 acres) in area. Vehicular access to the site is currently provided from 17 Avenue SW and a rear lane which runs parallel to 5A Street.

The surrounding lands contain a mix of residential and commercial uses with primarily commercial development along 17 Avenue SW and residential development on 5A Street SW. The 17 Avenue SW Neighbourhood Main Street is located north of the subject site and the Carolina Apartments, an evaluated historic resource, is located the south. A mix of commercial and multi-residential development is located to the east, and Western Canada High School and the 5A Street SW Historic Landscape Boulevard are located to the west.

Community Peak Population Table

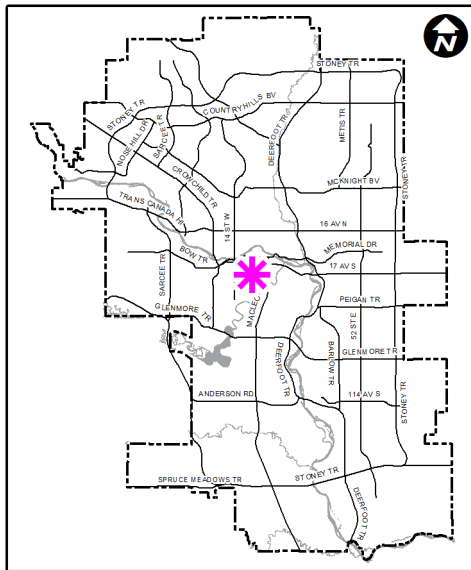
As identified below, the community of Cliff Bungalow reached its peak population in 1982.

Cliff Bungalow	
Peak Population Year	1982
Peak Population	2,219
2019 Current Population	1,895
Difference in Population (Number)	-324
Difference in Population (Percent)	-14.6%

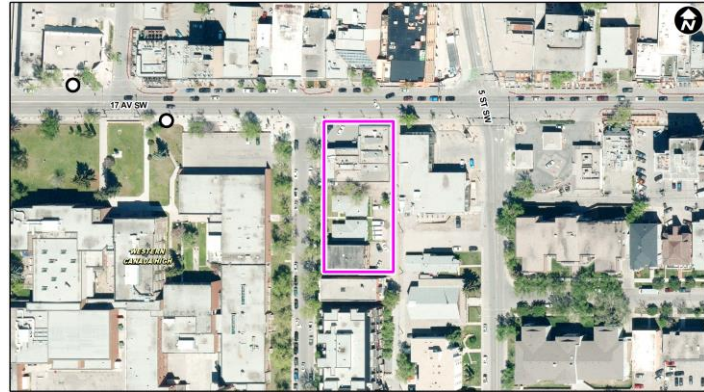
Source: *The City of Calgary 2019 Civic Census*

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

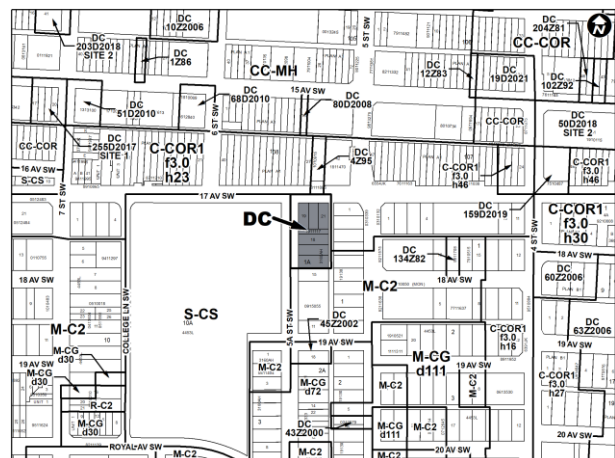
Location Maps

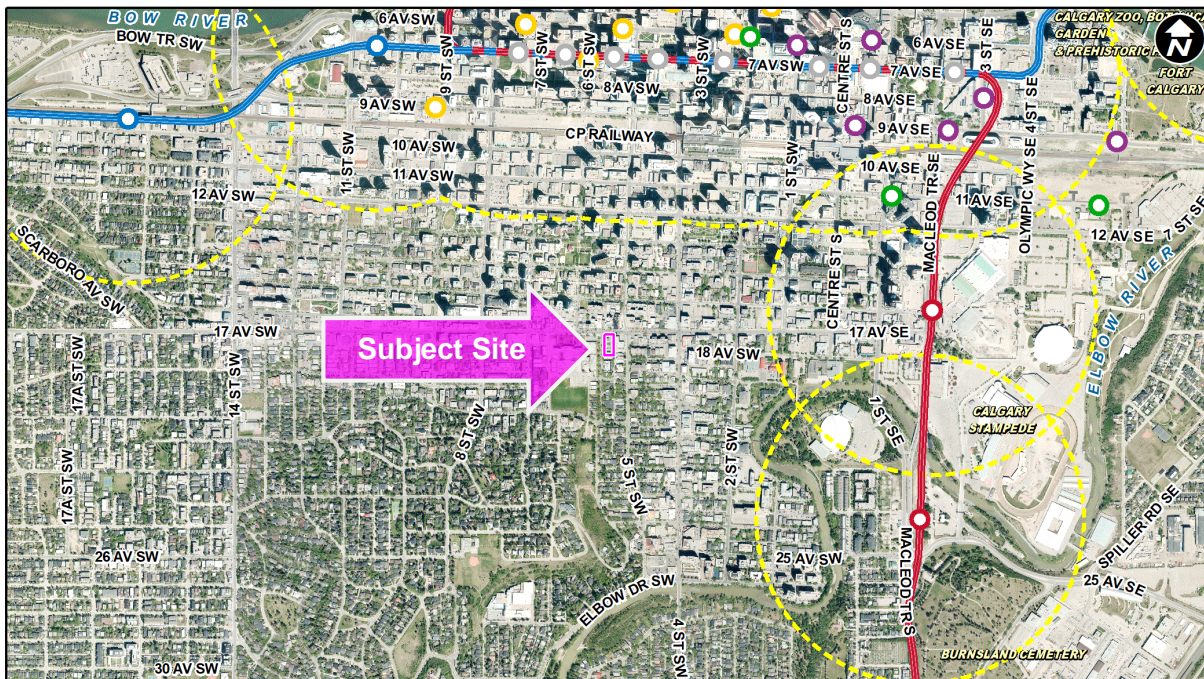


Proposed Road Closure



Proposed Land Use Amendment





Previous Council Direction

None.

Planning Evaluation

Road Closure

The proposed road closure includes approximately 0.02 hectares (0.05 acres) of an existing lane. The purpose of the road closure is to utilize the right-of-way as part of the overall development site.

Land Use

The subject site is currently designated a mix of C-COR1f3.0h23 District and Multi-Residential – Contextual Medium Profile (M-C2) District. The portion of the site that fronts 17 Avenue SW is designated as C-COR1f3.0h23. This land use district enables commercial development with storefronts along a continuous block face and a 23-metre maximum building height. The portion of the site along 5A Street SW is currently designated as the M-C2 District which provides for multi-residential development in a variety of forms. The maximum building height in the M-C2 District is 16.0 metres.

The proposed DC District is based on the C-COR1 District and allows for a maximum floor area ratio (FAR) of 3.0 and a maximum building height of 50 metres. The purpose of the DC is to provide for a mixed-use development in a built form which responds to the existing context. The DC also provides for additional floor area, to a maximum FAR of 6.0, when public amenity

contributions and/or urban design improvements are provided. The public amenity contribution, if pursued, would occur at development permit stage and would be subject to further stakeholder consultation.

Since application submission in 2018, the proposed policy amendment and land use redesignation have evolved to reflect changes to the building concept. These changes include refinements to the proposed building height, setbacks, stepbacks and public amenity contribution. The overall intent of the application remains unchanged. Following submission of the revised application, the application was recirculated to stakeholders and a second notice was posted on site.

Development and Site Design

If this application is approved by Council, the rules of the proposed DC District and the policies in the *Cliff Bungalow Area Redevelopment Plan* (ARP) would provide guidance for redevelopment of this site. The DC District and the *Cliff Bungalow* ARP envision a mixed-use development with commercial uses at grade along 17 Avenue SW and residential uses at grade along 5A Street SW. The building would stepback above 16 metres along 17 Avenue SW to allow sunlight to fall on the north side of the street. The DC District also includes additional setback and stepback rules to address the interfaces with the lane, the Carolina Apartments and the 5A Street Historic Landscape Boulevard.

Transportation

Pedestrian access to the subject site is available from existing sidewalks on 17 Avenue SW and 5A Street SW, while future vehicular access would be provided from the rear lane along the east side of the site. The site is located on 17 Avenue SW which is an important mobility corridor for the area. The subject site is served by Calgary Transit with an eastbound transit stop for Route 6 (Killarney – 26 Avenue), and a westbound transit stop for Route 7 (Marda Loop), both on 17 Avenue SW approximately 100 metres to the west (a one-minute walk). The subject site is located approximately 50 metres to the west of cycling infrastructure on 5 Street SW, with a signed bike route south of 17 Avenue SW and a cycle track north of 17 Avenue SW. Further analysis of the transportation impacts will be completed at development permit; however, a preliminary Trip Generation Statement was provided as part of this application to further understand the vehicular volume anticipated to access the future site.

Environmental Site Considerations

There are no known environmental concerns. An Environment Site Assessment will be completed at future development permit stages.

Utilities and Servicing

Public water, sanitary and storm deep utilities are available and can accommodate potential redevelopment of the subject site without the need for off-site improvements at this time. Details of site servicing will be considered and reviewed as part of a development permit application.

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 [South Saskatchewan Regional Plan](#) which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Residential – Developed – Inner City area of the [Municipal Development Plan](#) (MDP). Sites within the Inner City may intensify particularly in transition zones adjacent to areas designated for higher density such as the 17 Avenue SW Neighbourhood Main Street. The Inner City areas are expected to intensify in a sensitive manner compatible with the existing character of the neighbourhood.

Climate Strategy (2022)

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

Cliff Bungalow Area Redevelopment Plan (Statutory – 1993)

The subject site is located within the [Cliff Bungalow Area Redevelopment Plan](#) (ARP) area. In this plan, the site is located within two policy areas – General Commercial and Medium Density. The portion of the site located on 17 Avenue SW is identified as General Commercial. The General Commercial land use policy area encourages commercial land uses on the ground floor of buildings complimentary to the pedestrian-oriented character of 17 Avenue SW. The existing atmosphere is to be enhanced by emphasizing continuous retail frontage at grade, building scales sensitive to the pedestrian, the assurance of sunlight on the north sidewalks and a diversity of building façade treatments which provide visual interest at grade.

The portion of the site which fronts onto 5A Street SW is located within the Medium Density land use policy area. The Medium Density land use policy area provides for apartment development in the range of four storeys. Developments within this area are to be designed in a manner which is consistent and compatible with the character and scale of adjacent residential areas.

To enable the proposed land use amendment and road closure, an amendment to the *Cliff Bungalow* ARP is required. This amendment proposes to identify the entire site as General Commercial with additional land use and built form policies.

PROPOSED

CPC2022-0966
ATTACHMENT 2

BYLAW NUMBER 55P2022

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE CLIFF BUNGALOW AREA REDEVELOPMENT PLAN BYLAW 2P93 (LOC2018-0250/CPC2022-0966)

WHEREAS it is desirable to amend the Cliff Bungalow Area Redevelopment Plan Bylaw 2P93, 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 Cliff Bungalow Area Redevelopment Plan attached to and forming part of Bylaw 2P93, as amended, is hereby further amended as follows:
 - (a) Amend Figure 3 entitled 'Land Use Policy Areas' by changing 0.16 hectares \pm (0.39 acres \pm) located 1714, 1716 and 1718 – 5A Street SW and the closed road (Plan 3160AH, Block 1A, Lots 16 to 18; Plan 1911117, Area 'A') from road right-of-way and 'Medium Density' to 'General Commercial' as generally illustrated in the sketch below:

FIGURE 3
LAND USE POLICY AREAS



PROPOSED

BYLAW NUMBER 55P2022

- (b) In Section 3.3.3 17 Avenue S.W., after subsection 3.3.3.4.6 Parking, add the following:

“3.3.3.4.7 615 – 17 Avenue SW and 1714, 1716, and 1718 – 5A Street SW

For sites located at 615 –17 Avenue SW and 1714, 1716, and 1718 – 5A Street SW, the following policies apply:

- a. Development should include a mix of uses including residential and commercial uses.
- b. Commercial uses should front onto 17 Avenue SW along the ground floor of buildings.
- c. Residential uses should front onto 5A Street SW along the ground floor. Commercial uses may wrap the corner with 17 Avenue SW and provide limited frontage on 5A Street SW.
- d. Development should not exceed a maximum building height of 50 metres.
- e. Development should have a maximum floor plate of 750 square metres above 24 metres.
- f. Development should have a maximum floor area ratio of 3.0. Where a development application exceeds a floor area ratio of 3.0, to a maximum floor area ratio of 6.0, the additional floor area ratio can be achieved through the provisions of community benefits on and/or off-site improvements as determined by the Development Authority.
- g. To minimize the impacts of the building height on the surrounding area, development should demonstrate how the building design and massing responds to the adjacent development context. Design strategies may include, but are not limited to:
 - building stepbacks;
 - increased setbacks; and
 - building articulation.
- h. Development should respect the 5A Street SW Historic Landscaped Boulevard. To protect the existing boulevard trees and their root systems, the development should limit soil disturbance adjacent to the boulevard trees and provide adequate setback above and below grade, to the satisfaction of Urban Forestry.”

PROPOSED

BYLAW NUMBER 55P2022

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

CITY CLERK

SIGNED ON _____

PROPOSED

CPC2022-0966
ATTACHMENT 3

BYLAW NUMBER 150D2022

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2018-0250/CPC2022-0966)**

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

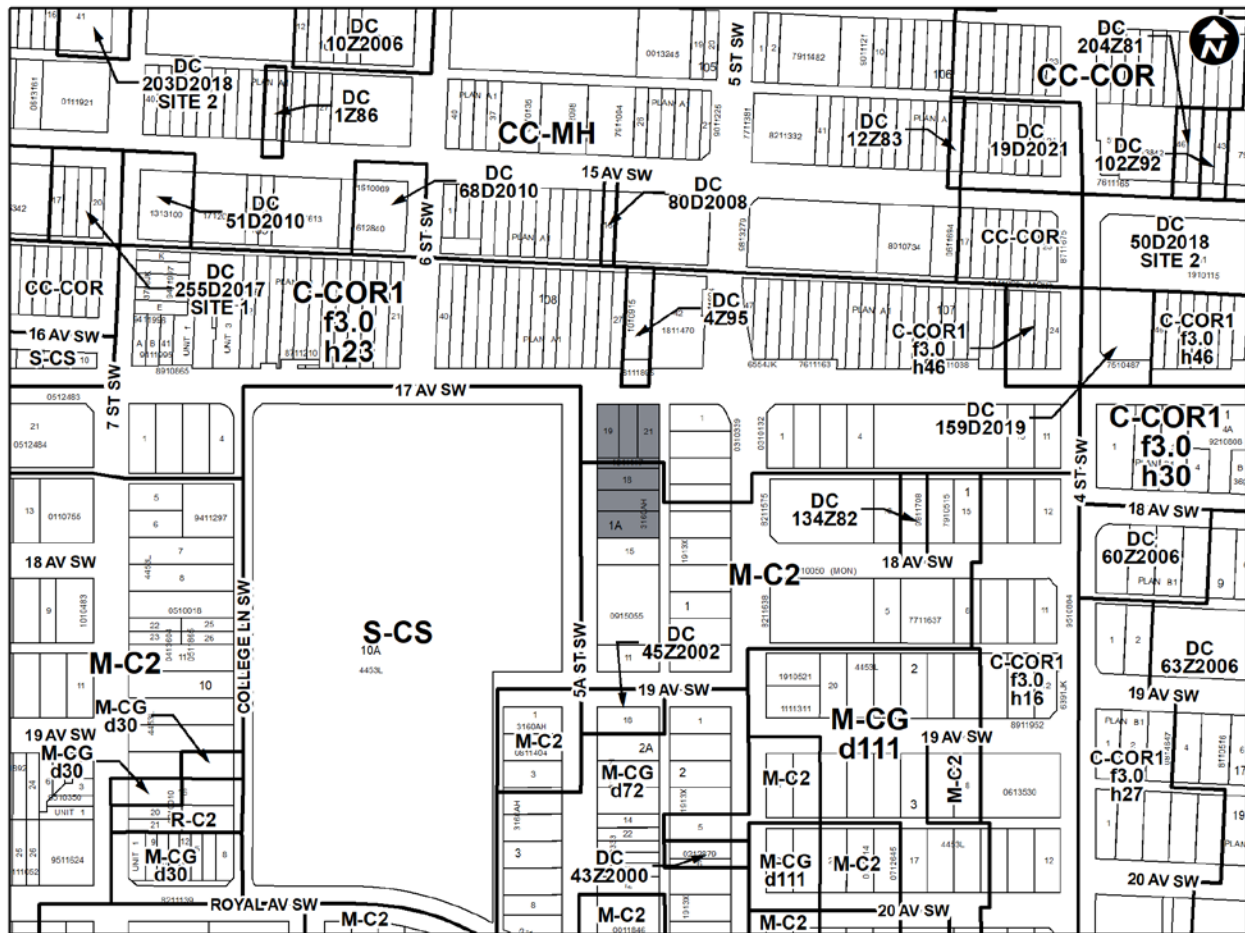
SIGNED ON _____

CITY CLERK

SIGNED ON _____

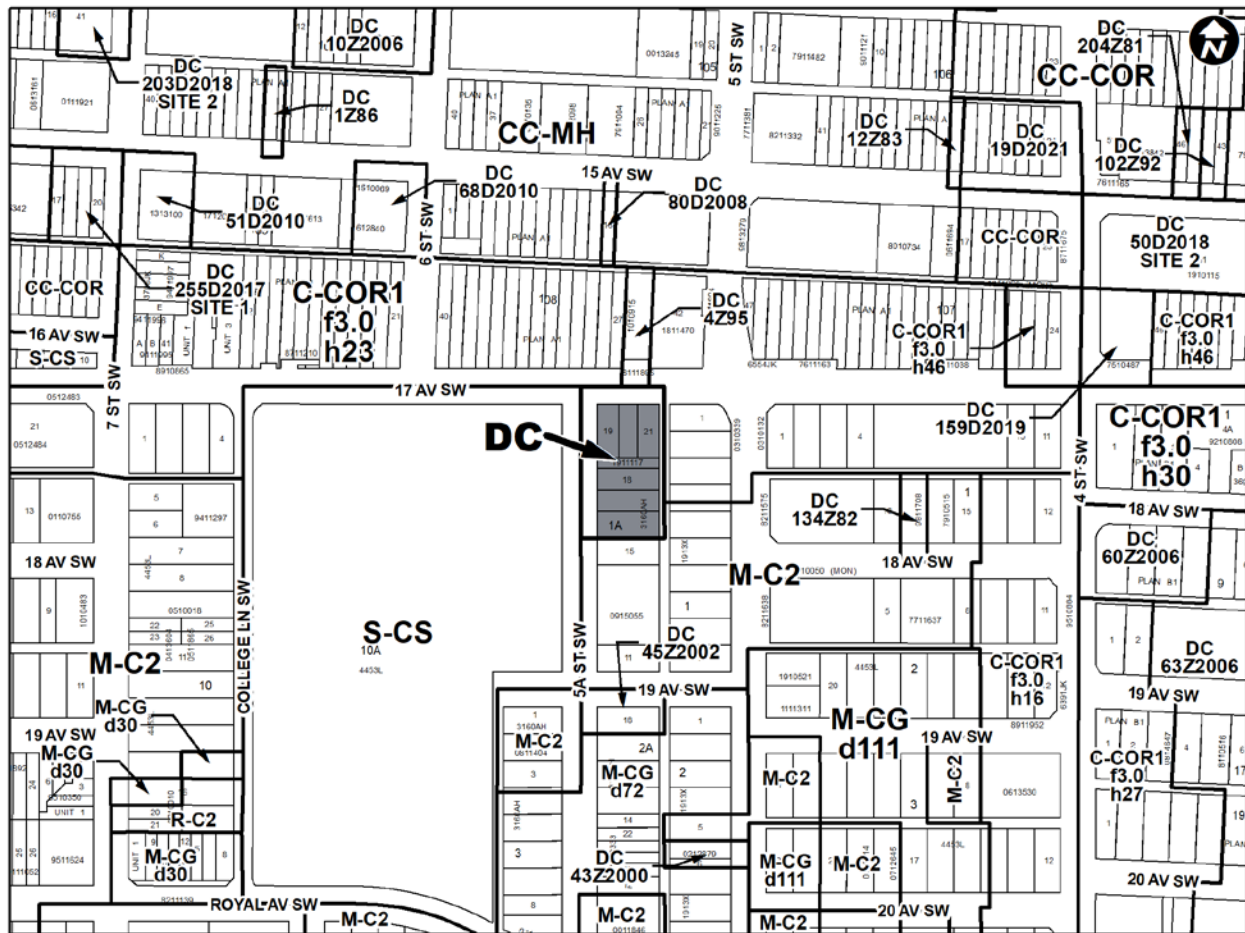
**AMENDMENT LOC2018-0250/CPC2022-0966
BYLAW NUMBER 150D2022**

SCHEDULE A



**AMENDMENT LOC2018-0250/CPC2022-0966
BYLAW NUMBER 150D2022**

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to:

- (a) provide for a mixed-use development that allows for commercial and retail uses fronting 17 Avenue SW and residential uses fronting 5A Street SW;
- (b) provide for a building form that considers the surrounding development context; and
- (c) provide an opportunity for a density bonus over and above base density to achieve public benefit and provide amenities within the same community.

Compliance with Bylaw 1P2007

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

PROPOSED

AMENDMENT LOC2018-0250/CPC2022-0966 BYLAW NUMBER 150D2022

Reference to Bylaw 1P2007

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

General Definitions

- 4 In this Direct Control District:

- (a) “**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 extra **floor area ratio**.
- (b) “**underground parking area**” means an enclosed space used for the parking of motor vehicles within part of a **building**, the whole of which lies entirely below the **grade** of the **building**.

Permitted Uses

- 5 The **permitted uses** of the Commercial – Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 6 The **discretionary uses** of the Commercial – Corridor 1 (C-COR1) 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 Commercial – Corridor 1 (C-COR1) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 8 (1) Unless otherwise referenced in subsection (2), the maximum **floor area ratio** is 3.0.
- (2) The maximum **floor area ratio** may be increased to 6.0 in accordance with the **bonus provisions** set out in Schedule C of this Direct Control District Bylaw.

Building Height

- 9 (1) Unless otherwise referenced in subsection (2), (3), or (4) the maximum **building height** is 50.0 metres.
- (2) Where the **parcel** shares a **property line** with 17 Avenue SW, the maximum **building height** is 20.0 metres within 30.0 metres of the **property line**.
- (3) Where the **parcel** shares a **property line** with another **parcel** the maximum **building height** is 10.0 metres within 6.5 metres of the **property line**.
- (4) Where the **parcel** shares a **property line** with a **lane**, the maximum **building height** is 20.0 metres within 3.0 metres of the **property line**.

PROPOSED

AMENDMENT LOC2018-0250/CPC2022-0966
BYLAW NUMBER 150D2022

Building Orientation

- 10 (1) The maximum **building setback** from a **property line** shared with a commercial **street** is 3.0 metres.
- (2) **Motor vehicle parking stalls** and **loading stalls** must not be located between a **building** and a commercial **street**.

Building Façade

- 11 (1) The length of the **building** façade that faces the commercial **street** must be a minimum of 80.0 per cent of the length of the **property line** it faces.
- (2) In calculating the length of the **building** façade, the depth of any required **setback areas** referenced in Sections 788 and 789 of will not be included as part of the length of the **property line**.

Use Area for Dwelling Units and Live Work Units

- 12 There is no maximum **use area** for **Dwelling Units** and **Live Work Units**.

Location of Uses within Buildings

- 13 (1) The following **uses** must not be located on the ground floor of **buildings** where the **use** fronts 17 Avenue SW:
- (a) **Assisted Living;**
 - (b) **Catering Service – Minor;**
 - (c) **Child Care Service;**
 - (d) **Dwelling Unit;**
 - (e) **Health Care Service;**
 - (f) **Instructional Facility;**
 - (g) **Live Work Unit;**
 - (h) **Office;**
 - (i) **Place of Worship – Small;**
 - (j) **Post-secondary Learning Institution;**
 - (k) **Residential Care;**
 - (l) **Social Organization;** and
 - (m) **Veterinary Clinic.**
- (2) “Commercial Uses” and **Live Work Units**:
- (a) may be located on the same floor as **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** and **Residential Care**; and
 - (b) must not share an internal hallway with **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** or **Residential Care**.
- (3) Where this section refers to “Commercial Uses” it refers to the listed **permitted uses** and **discretionary uses** in the Commercial – Corridor 1 (C-COR1) District of Bylaw 1P2007, other than **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Unit, Live Work Unit** and **Residential Care**.

PROPOSED

AMENDMENT LOC2018-0250/CPC2022-0966
BYLAW NUMBER 150D2022

Setback Areas

- 14 (1) Where a **parcel** shares a **property line** with 5A Street SW, the minimum **setback area** is:
- (a) unless otherwise referenced in subsections (b) and (c), 5.0 metres;
 - (b) 3.0 metres for any portion of a **building** that is located below **grade**; and
 - (c) 4.4 metres within 30.0 metres of the **property line** shared with 17 Avenue SW.
- (2) Where a **parcel** shares a **property line** with a **lane** the minimum **setback area** is:
- (a) unless otherwise referenced in subsection (b), 0.5 metres; and
 - (b) there is no minimum **setback area** within 30.0 metres of the **property line** shared with 17 Avenue SW.
- (3) Unless otherwise referenced in subsection (4), where a **parcel** shares a **property line** with another **parcel** the minimum **setback area** is 4.0 metres.
- (4) An entrance to an **underground parking area** may project a maximum of 3.5 metres into the **setback area** required in subsection (3).
- (5) There is no minimum requirement for a **setback area** where a **parcel** shares a **property line** with 17 Avenue SW, but where a **setback area** is provided, it must have a maximum depth of 3.0 metres.
- (6) Sections 787, 788, and 789 of Bylaw 1P2007 do not apply in this Direct Control District.

Relaxations

- 15 The **Development Authority** may relax the rules in Sections 7 and 9 through 14 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

PROPOSED

AMENDMENT LOC2018-0250/CPC2022-0966
BYLAW NUMBER 150D2022

SCHEDULE C

Provision of Public Amenities through Bonus System

1.0 Bonus System

1.1 Approach

Development sites can be developed up to the maximum **floor area ratio** without providing any bonus items. In order to develop above the maximum **floor area ratio** and up to the bonus maximum **floor area ratio**, **developments** must provide one or more bonus items in exchange for a defined amount of additional **gross floor area**.

Any combination of bonus items can be used to earn additional **gross floor area**, subject to the discretion of the **Development Authority**, the local context of the proposed **development** site, and any rules set out in Land Use Bylaw 1P2007 and this Direct Control District Bylaw. The contribution amount will be calculated at the time of **development permit** approval, based on the rate of \$70.00 per square metre of **gross floor area** that would bring the **development** above the maximum **floor area ratio** of 3.0.

2.0 Provision of Publicly Accessible Private Open Space

2.1 Description

Publicly accessible private open space is defined as a portion of a private **development** site that is made available to the public for the life of the **development** through a legal agreement acceptable to The **City**, and is in a location, form and configuration and is designed and constructed in a way that exceeds **City** standards for public realm and is acceptable to The **City**.

2.2 Eligibility

Any **development** that can provide a publicly accessible private open space that is in a location, form and configuration that is acceptable to The **City** is eligible for this bonus. A publicly accessible private open space must:

- (a) have a minimum overall contiguous area of no less than 90.0 square metres, including a minimum width of 8.5 metres of private land immediately adjacent to 17 Avenue SW;
- (b) have sufficient width to allow for a plaza or plaza-like space on the 17 Avenue SW frontage;
- (c) be located at **grade** between the face of the **building** and the **property line**;
- (d) be maintained by the owner for the life of the **development**;
- (e) include street furniture elements including, but not limited to seating, bicycle racks, general and feature lighting; and
- (f) include canopy trees and soft landscaping elements where possible and appropriate.

2.3 Bonus Rate

The bonus is based on the cost of construction (excluding land costs) of the proposed space to be accessible by the public. Cost estimates must be prepared by a Registered Landscape Architect or Professional Quantity Surveyor as part of the **development permit** application and must be accepted by the **Development Authority**.

PROPOSED

AMENDMENT LOC2018-0250/CPC2022-0966 BYLAW NUMBER 150D2022

For example, if the cost to the applicant to construct the space is \$500,000.00 and the rate per square metre of **gross floor area** that would bring the **development** above the maximum **floor area ratio** of 3.0 is \$70.00 then the amount of the bonus floor area will be calculated as follows:

Total construction cost / \$70.00 = Allowable Bonus Floor Area

\$500,000.00 / \$70.00 = 7,142.85 square metres

3.0 Provision of Public Art – On Site

3.1 Description

Public art – on site means publicly accessible art of any kind that is permanently suspended, attached to a wall or other surface, or otherwise integrated into a development. It is privately owned and must be an original piece of art in any style, expression, genre or media, created by a recognized artist.

3.2 Eligibility

Any **development** that can provide public art that is in a location, form and configuration that is acceptable to The **City** is eligible for this bonus. The artwork must be maintained by the owner for the life of the **development**; have a minimum value of \$150,000.00, as approved by The **City**; be located in a permanently and publicly accessible area; and located either outdoors, at **grade** and visible from the public sidewalk; in the **building's** interior and experienced from a publicly accessible space; or on the **building's** exterior and experienced from the public sidewalk.

3.3 Bonus Rate

The amount of additional floor area that may be earned through the provision of public art – on site will be determined through negotiations between the landowner/applicant and The **City**, based on the overall value of the artwork. As with other bonus items, the floor area bonus will relate to the rate of \$70.00 per square metre of floor area that would bring the **development** above 3.0 **floor area ratio**.

For example, if the total value of the artwork is determined to be \$100,000.00 and the rate per square metre of floor area above 3.0 **floor area ratio** is \$70.00, then the amount of the bonus floor area will be calculated as follows:

Total cost of the artwork / \$70.00 = Allowable Bonus Floor Area

\$100,000.00 / (\$70.00) = 1,428.57 square metres

Note: The total value of the proposed public art will be provided to the **Development Authority** at the time **development permit** application by an independent art professional, as accepted by the **Development Authority**.

PROPOSED

AMENDMENT LOC2018-0250/CPC2022-0966
BYLAW NUMBER 150D2022

4.0 Provision of Off-Site Improvements

4.1 Description

An applicant may provide unique off-site improvements within the community of Cliff Bungalow including but not limited to: streetscape design and improvements within **City** rights-of-way; implementation of urban design strategies and public art on public land; transit enhancements, or other public realm-enhancement projects deemed acceptable to the **Development Authority**.

4.2 Eligibility

Any **development** that can provide an off-site improvement or public realm enhancement project that is in a location, form and configuration that is acceptable to the **Development Authority** is eligible for this bonus. Off-site improvements which are necessary to fulfil the infrastructure requirements of the proposed **development** will not qualify for this bonus.

4.3 Bonus Rate

The allowable bonus floor area will be based on the construction cost of the off-site improvement. It does not include operating costs. Cost estimates must be prepared by a Professional Quantity Surveyor or Registered Architect as part of the **development permit** application and must be accepted by the **Development Authority**.

For example, if the cost to the applicant to provide the off-site improvement is \$500,000.00 and the rate per square metre of floor area above 3.0 **floor area ratio** is \$70.00, then the amount of the bonus floor area will be calculated as follows:

Total off-site improvement cost / \$70.00 = Allowable Bonus Floor Area
$$\$500,000.00 / \$70.00 = 7,142.85 \text{ sq}$$



Road Closure Conditions

1. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
2. The developer is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
3. The closed road right-of-way is to be consolidated with the adjacent lands.

Applicant Submission

June 2, 2022

Applicant's Submission

B&A Planning Group has been retained by Arlington Street Investments to pursue a land use amendment for 615 17th Avenue SW and 1714, 1716, 1718 5A Street SW. The properties' current land use is designated Commercial – Corridor 1 (C-COR1f3.0h23) and Multi-Residential – Contextual Medium Profile (M-C2) Districts respectively. The site presently accommodates Fishman's Dry Cleaners and Thai Tai Restaurant, an existing City laneway, two houses and an apartment complex. The tree lined 5A Street and the Carolina Apartment adjacent to our site are included in the City of Calgary inventory of historic resources.

This redesignation application provides the opportunity to comprehensively redevelop this site and to appropriately frame and contextually activate 17th Avenue SW and 5A Street SW. While implementing the City's Municipal Development Plan for strategic and sensitive intensification in established areas, the application integrates a mid-rise form with moderate intensity into the Cliff Bungalow Community and along the 17th Avenue main street.

Our proposal is for a Direct Control District based on the C – COR1 District to allow for a height of 50m and a density 6 FAR with fine grained active uses at grade along the 17th Avenue frontage and well defined residential uses with amenity space at grade to frame the tree-lined 5A Street. Sensitive setbacks and building design are intended to ensure the Carolina Apartment is appropriately honoured. The future building will be designed to allow sunlight access on the north sidewalk on 17th Avenue.

Our proposed land use amendment is in alignment with the Municipal Development Plan and the 17th Avenue Urban Design Strategy as it sensitively provides Main Street intensification creating both an active commercial and complementary residential interface at grade.

We look forward to Administration, Calgary Planning Commission and Council support of our application.

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Fishmans Land Use - Arlington Street Investment

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 number of outreach and engagement strategies were completed as part of this project, including in person and online stakeholder meetings, in-person and online public information sessions and a project website.

2018-2019

- Multiple (4+) meetings with CBMCA, Beltline CA and 17th Ave REDS
- Public introduction and engagement promotions
- Formal public information session (15 in-person attendees)
- Project updates through website

****The project was put on hold and re-started in 2022.**

2022

- Multiple meetings (2+) with CBMCA, CBE, Beltline CA and 17th Ave REDS
- Engagement promotions
- Online public information session and survey (11 participants, 1 survey response)
- Project updates through website

STAKEHOLDERS

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

Cliff Bungalow Mission Community Association
Beltline Community Association
17th Ave REDS
Calgary Board of Education
General Public (15 in person in 2018, 12 online in 2022)

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.

2018

- Open house attendees ranged from local business owners, residents, community association representatives and industry peers
- Discussions with stakeholders primarily consisted of the following topics:
 - o The importance of maintaining the historic and residential feel of 5A Street
 - o Timeline for application approval and construction
 - o If and how the project will influence future development in the area
 - o The City's broader plans for their Main Streets initiative, and 17th Avenue in particular
- In general, face-to-face discussions ranged from inquisitive, neutral to supportive. For the most part, stakeholders were generally accepting of the look and feel of the draft renderings of the project.

2022:

- o Importance of 5A Heritage Trees and Protection
- o Support for the proposed plaza and smaller CRU units
- o Preference for a stepped building, but understand the new proposed podium and tower
- o Will the CA's thoughts on Community Benefit be considered?
- o Assortment of unit sizes to accommodate singles to families should be considered
- o CA will provide a list of community benefits for consideration at DP Stage
- o Does the building guarantee no shadows on the north side of 17th?
- o Concern over density and parking in this area and desire for assurances that enough parking would be provided

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.

Arlington has incorporated a number of revisions noted in both 2018 and during the 2022 discussions. These include revisions to setback, facade treatment, stepbacks, floor plate size and shadowing. Arlington understands the significance of community benefits and would like to continue its dialogue with the City, CA, and CBE during the Development Permit stage to ensure that the benefits are meaningful to the community.

calgary.ca/planningoutreach



Community Outreach for Planning & Development Applicant-led Outreach Summary

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)

A What We Heard Report was started in 2018 and will be updated and shared with the CBMCA and posted on the project website to close the loop and act as a reference for the next level of discussions. The land use discussions are just the beginning.

calgary.ca/planningoutreach

Community Association Letter

CLIFF BUNGALOW-MISSION COMMUNITY ASSOCIATION

Planning and Development Committee

462, 1811 4 Street SW, Calgary Alberta, T2S 1W2

Community hall and office, 2201 Cliff Street SW

www.cliffbungalowmission.com

cbmca.development@gmail.com



June 30, 2022

City of Calgary

Planning and Development

Third floor, Municipal Building

800 Macleod Trail SE

Calgary, Alberta

Re: **LOC2018-0250**, 617 17 Avenue SW (Multiple Addresses)

Decision: **Objection¹**

The Cliff Bungalow-Mission Community Association ("CBMCA") is submitting a "Letter of Objection" to this LOC Application, believing that it does not currently provide a net benefit to the community of Cliff Bungalow-Mission.

The CBMCA believes that with further engagement and discussions between the relevant parties (Applicant, the Community and City Administration), this LOC Application could evolve to a point where it allows for the Applicant to deliver a great project that is in the public interest (both as it relates to the Community of Cliff Bungalow-Mission and for the City of Calgary as a whole), while also meeting the developer's profitability criteria. This sentiment has been expressed to the Councillor Walcott's Office, the Applicant and the File Manager.

¹ The CBMCA issues four types of decision: 1 Opposed, 2 Concerned, 3 No Objection/Comment & 4 Support.

1. **Letters of Opposition** indicate that the Application has serious discrepancies with respect to our ARP's and/or Bylaw 1P2007. When a letter of opposition is issued we will consider filing an appeal with SDAB if remedial actions are not forthcoming in an amended Application.
2. **Letters of Concern** indicate that either we have insufficient information on which to base a decision or that the Application has some discrepancies with respect to our ARP's and/or Bylaw 1P2007. When a letter of concern is issued we may consider filing an appeal with SDAB if further clarifications and/or amended plans are not provided.
3. **Letters of No Objection/Comment** are provided for reference. They do not indicate approval or opposition. We would not normally consider filing an appeal with SDAB after providing a letter of No Objection/Comment, unless affected residents requested our support or the DP is issued with relaxations to the relevant bylaws.
4. **Letters of Support** indicate that we consider the Application to be in general accordance with our ARP's. To obtain a letter of support the applicant is strongly encouraged to work the CBMCA and affected residents through a charrette or similar community engagement design-based workshop. We would not consider filing an appeal with SDAB after providing a letter of support.

The CBMCA's understanding is that all parties wish to engage further in good faith and the CBMCA looks forward to continuing to work together on this LOC Application. As a result, the CBMCA views its current position of "Objection" to the LOC Application as fluid and hopes it can be replaced with a position of "Approval" or "No Objection" through continued consultation and engagement.

The CBMCA's major objections are summarized below, with further context provided in the pages that follow.

- **There has been insufficient engagement with the Community since the LOC Application was reintroduced in 2022.** Since this LOC Application was reintroduced in 2Q22, the CBMCA has only had one engagement session with the Applicant, which consisted of a presentation, followed by a Q&A session. Over the past three years, the CBMCA's Planning and Development Committee has seen a substantial increase in bench strength, and now features three urban planners, one landscape architect, one capital markets specialist, a Past President of the Calgary Heritage Initiative, a Past President of the Federation of Calgary Communities and four long-standing residents of the Cliff Bungalow community. These are skilled professionals with substantial relevant expertise and a strong understanding of the community's needs and perspective. These professionals have put significant time into studying this LOC Application on a voluntary basis in order to serve their community. The CBMCA believes the LOC Application can be materially improved upon with further engagement and consultation between the City Administration, the CBMCA and the Applicant. Also of note, the massing model has changed considerably – which in conjunction with the large time lapse since the LOC Application was reintroduced – suggests the potential need for further consultation with the community more broadly, potentially including a new Open House and "What We Heard" report.
- **Questions of context regarding density and massing.** The CBMCA has significant concerns with regard to the context of massing and density in this location as it relates to planning concepts such as density step-downs, locating incremental density on busier thoroughfares, the historic context of the boulevard of 5A Street SW and the Cliff Bungalow ARP. This is further discussed in Section I.
- **Concerns regarding density bonusing and community benefits.** The CBMCA has calculated the market value of the incremental density requested through this LOC Application at \$5,000,000-\$8,000,000. This is a significant ask from the Applicant in terms of developer inducements. While the Applicant has proposed some community amenities, these proposed benefits have not been developed in consultation with the community of Cliff Bungalow-Mission. Additionally, the value of the proposed community benefits has not been costed by either the Applicant or City Administration, so there is no foundation from which to gauge whether the proposed benefits represent a reasonable sharing of the

incremental value of density being requested by the Applicant.² A discussion around the density bonusing and community benefits are provided in Section II of this note.

- **Micro-issues related to the DC-Zoning specifications.** In Section III, the CBMCA provides some comments on the LOC Application with regards to the proposed DC-Zoning specifications as it relates to setbacks, step-backs, urban forestry, public space, landscape architecture, etc. These items are best communicated and resolved through a dialogue between the City Administration, the planners and architects on the CBMCA Planning Committee and the Applicant. Of note, the CBMCA wishes to provide specific comments with regards to the draft LOC and draft ARP Amendment; however, to this date, no draft LOC or draft ARP Amendment have been provided to the CBMCA.
- **A public laneway will be sold from the City of Calgary to the Applicant if the LOC Application is successful. This in turn suggests that the City of Calgary should contribute towards the community amenity package with respect to this LOC Application.** A natural starting point for the City's contribution for this amenity value is the price obtained from the sale of the public laneway.



Exhibit 1. Public laneway, highlighted in green, will be sold from City of Calgary to the Applicant in the event an LOC Application is approved.

- **Concerns around the replacement of affordable housing with new housing stock.**³ The CBMCA notes its concern with the loss of 20 affordable housing units in conjunction with

² Best practice would entail the City of Calgary obtaining a third-party appraisal to assess the valuation of incremental density rights and the Applicant to provide their land acquisition, environmental remediation and the estimated costing of proposed community benefits. From here, a discussion could take place between City Administration, the Councilor's Office, the Applicant and the Community as to a reasonable request for community benefits.

³ This is much more a criticism for the City of Calgary and prior City Councils than it is for the Applicant. The City of Calgary can be much more thoughtful in nudging private economic actors to help achieve societal objectives (such as affordable housing) in cost-effective ways and this should be a priority for councilors and city administration who wish to prioritize both affordable housing and responsible fiscal policy.

any proposed development on this parcel, while over fifty significant parcels sit fallow (mostly surface parking lots) in the Beltline, East Village, Sunalta and the Downtown Core. While the replacement of old (non-historical) housing stock is part of the natural lifecycle of redevelopment, the loss of old housing stock is also typically the loss of affordable housing. In contrast, these fifty fallow parcels could provide upwards of 10,000 new housing units without the demolition of any affordable housing. If the City of Calgary is serious about maintaining affordable housing in Calgary's inner-city, its politicians and policymakers need to pursue policy mechanisms to extend the life of older housing stock while prioritizing the development of vacant parcels. This includes incentivizing developers to develop these fallow land parcels PRIOR to demolishing existing housing stock. Within this framework, the approval of upzoning applications that involve the demolition of affordable housing units is the antithesis of good policy.

The CBMCA also notes some positive attributes to this proposed LOC as summarized below.

- **The LOC Application would contribute to the densification objectives outlined in Calgary's Municipal Development Plan ("MDP").** The CBMCA is aware that a primary objective of the MDP is to have 50% of incremental growth to be situated in established communities. The Applicant has also noted this project would entail mid-market housing, which would increase the density within the neighbourhood of Cliff Bungalow-Mission more than luxury housing proposals.
- **The development is located on the periphery of the community.** The CBMCA is cognizant that all communities will be required to add density if the objectives of the MDP are to be met. The position of the CBMCA is to be supportive of sensitive densification proposals. The CBMCA believes that one strategy to accomplish gentle densification for the community is to consider slightly higher densification on the periphery of the historic community. A portion of the amalgamated parcel is located on the periphery of the community, so may be a good candidate for gentle upzoning (that said, upzoning from a blended FAR of 2.75x to an FAR of 6.0x stretches the definition of gentle upzoning).
- **The shadowing impact is limited.** The massing model shared by the Applicant would have contained shadowing impacts, both with regard to the pedestrian realm of 17th Avenue SW and the residential dwellings of Cliff Bungalow-Mission. This is a positive attribute of the proposed LOC Application and is one indication (of several) of the thoughtfulness of the Applicant.
- **Environmental remediation of the contaminated parcel.** The CBMCA is aware that the Fishman's parcel along 17 Avenue is likely contaminated due to the presence of a dry-cleaning facility on site. The redevelopment of this amalgamated parcel would entail environmental remediation of the Fishman's site, which is a positive outcome.

- **The Applicant has put forward some thoughtful design proposals in their LOC Application.** The CBMCA has been impressed with the some of the design proposals of the LOC Application, including the widening of sidewalks along 17 Avenue SW, tree plantings and the Applicant's attempts to pay homage to the historic boulevard of 5A Street, the historic Apartment building (The Carolina) located to the south of the Applicant's parcel and to Western Canada High School (also historic) to the west of the Applicant's parcel. However, these too can be improved upon with further consultation and engagement.⁴

Zaakir Karim

Director, Planning and Development Committee
Cliff Bungalow-Mission Community Association
cbmca.development@gmail.com

⁴ It should be noted, as referenced throughout this note, that these design proposals, in and of themselves, may not constitute community benefits, but rather simply be good architectural and landscape design. The correct categorization of which, will come down to the details, design and implementation of the specifics of each itemization. For example, if public plaza is a usable space that is open to the public, it would constitute a community amenity. If it simply functioned as an outdoor patio space for a retail tenant, it would not constitute a community amenity. The nuanced nature of this subject is important and was a substantial part of the discussion around the proposed event center.

I. Discussion of concerns around massing and density of proposed LOC

The Applicant's LOC Application is proposing a 5-storey podium and 15-storey tower, with an FAR of 6.0x. The CBMCA's calculations suggest the existing zoning of the amalgamated parcels has a blended FAR of ~2.7x and a maximum height of 5-storeys. As a result, the Applicant is proposing to increase the allowable height of the future development by nine storeys more than the current allowable height and increase the density by more than 100%.

A. The planning concept of density step-downs through the Beltline suggests a weak context for this LOC Application

Seventeenth Avenue SW (FAR of 3.0x and a maximum allowable height of five storeys) acts as a transition zone between the medium-rise density of the Beltline (the residential area of the Beltline a base FAR of 5.0x with most new towers in the 15-storey range) and Cliff Bungalow (FAR of 2.5, maximum of five-storeys).

This is illustrated in the map and table below, which show the step down of density through the Beltline from the North (near the downtown core) to the South (as it leads into lower-density neighbourhoods). The major thoroughfares close to downtown (between 10th Avenue SW and 12th Avenue SW demarked as Area C on the map below) have a base FAR of 8.0x for residential uses. Moving south, this allowable density then steps down between 12th Avenue SW and 15th Avenue SW (Area A), which has a base FAR of 5.0x. And going further south, the density then steps down further along 17 Avenue (Area D with a base FAR of 3.0x). And finally, to the south of 17 Avenue within Cliff Bungalow, the FAR steps down to 2.5x. *Given this context, stepping up from an FAR of 3.0x along 17 Avenue to an FAR of 6.0x in Cliff Bungalow is not justifiable using the planning application of density step-downs.*

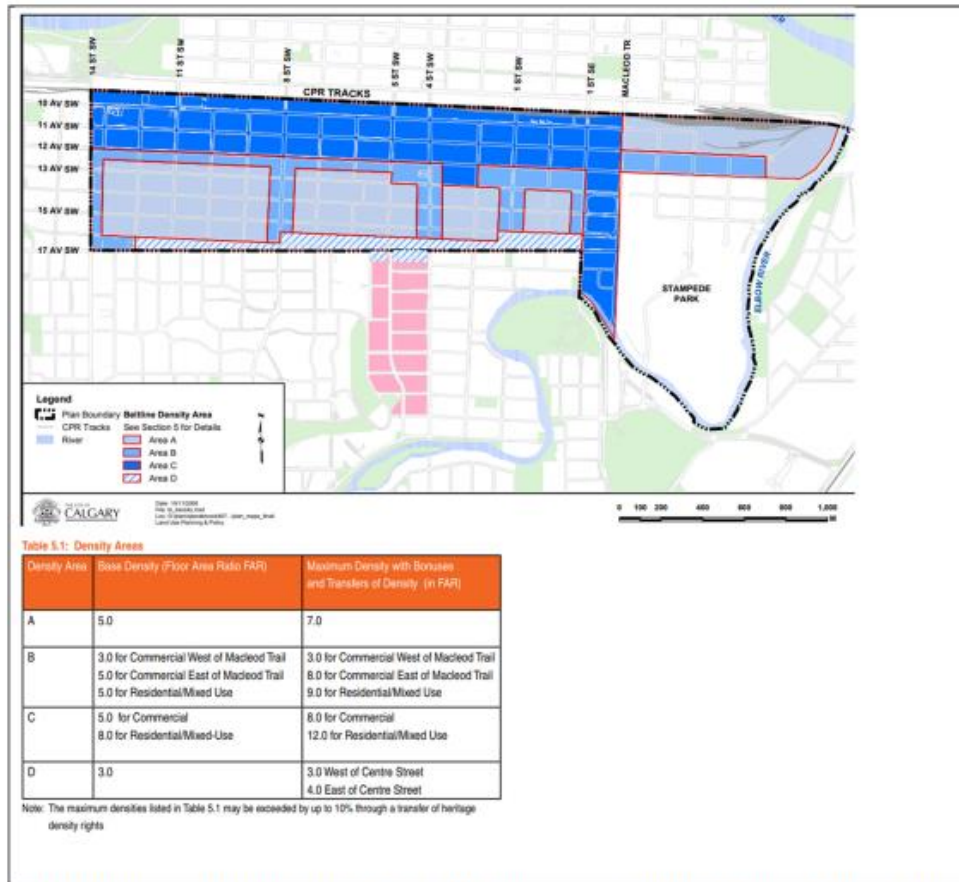


Exhibit 1. Density map of the Beltline shown in shades of blue, with the area of Cliff Bungalow with an FAR of 2.5x is shown in pink. This exhibit illustrates how density steps down from an FAR of 8.0x on 10 Ave SW, to 5.0x at 13 Ave SW to 3.0x at 17 Ave SW to 2.5x in Cliff Bungalow.

B. Planning concept of placing incremental density along “major thoroughfares” suggests a weak context of this LOC Application

Separately, another density strategy for the City of Calgary is to accommodate density along “major thoroughfares.” This can also be seen in the Beltline density map (above), where Area B allows for additional density along the higher traffic North-South corridors of 1st Street SW, 4th Street SW, 8th Street SW and 14th Street SW.

In contrast, this parcel is located along 5A Street SW. This street is one of the quietest streets within Cliff Bungalow, and already has difficulty accommodating one lane of traffic in each direction. Even though the LOC Application notes a parkade entrance located in the laneway between 5th Street SW and 5A Street SW, the addition of 200+ additional residents would substantially increase

traffic along 5A Street SW as this is where the main entrance to the residential tower is located (rideshare pick-ups/drop-offs, deliveries, visitors, resident traffic, etc.).

Existing resident traffic includes institutional traffic from Western Canada High School⁵, where over 200 cars occupy two parking lots for 10 months of the year, with two exits onto 5A, one a public parking lot adjacent to the 17 Ave intersection. The traffic engineering impact assessment would provide actual data and impacts.

Given the context outlined above, stepping up from an FAR of 3.0x to an FAR of 6.0x is not justifiable using the application of placing incremental density along major thoroughfares.

C. The existing approach to sensitive densification within the community of Cliff Bungalow-Mission is achieving exceptionally strong results. This provides strong evidence the sensitive density policies outlined within the Cliff Bungalow ARP are appropriate and effective.

To the Community Association's knowledge, no sufficient rationale outlining the Applicant's need for such a large increase in massing or density has been put forward beyond "sensitive densification" outlined within the MDP.

However, from the community perspective, Cliff Bungalow-Mission is already a successful model of sensitive densification within the confines outlined within their ARPs. And this sensitive densification is working to help achieve the densification objectives outlined within the MDP. The Cliff Bungalow Area Redevelopment Plan is a values-based, statutory document developed to inform the Bylaws by providing direction which is specific and appropriate to our district, and remains very relevant to smart growth within the community.

New developments within the Cliff Bungalow-Mission community over the past five years have increased the implied population of the community by ~7% (implied population capacity growth of 447 people relative to a total population of ~6,500 in 2019) proving the success of the sensitive densification policies outlined within the ARPs of community.

⁵ It is common knowledge that there have been numerous low-impact collisions that occur along 5A Street SW between 17 Avenue SW and 19 Avenue SW. This is driven by the confluence of young (inexperienced) drivers and the already significant traffic along the narrow streets along 5A Street.

Development	Year of Completion	Dwellings lost	Dwellings gained	Incremental dwelling count	Implied population growth	Compliance with ARP	Community Position (Objection or No Objection)
Matrix Apartments	2023	4	67	63	95	Yes	No Objection
Alicia Townhomes	2022	2	6	4	8	Yes	No Objection
Elva Apartments	2022	4	61	57	86	Yes	No Objection
The Block on Fourth	2022	0	39	39	59	Yes	No Objection
Riverwalk Retirement Facility	2022	36	141	105	131	No	Objection
Beverley Apartments	2021	8	35	27	41	Yes	No Objection
The Bergin	2020	2	21	19	29	Yes	No Objection
Total		56	370	314	447		

Exhibit 2. Residential developments completed or under construction within Cliff Bungalow – Mission over the most recent five years (2019-2023) have led to an implied population growth of 447 over this period. The CBMCA has not objected to six of the seven proposed developments, underscoring the community's value of supporting incremental density and development when proposed projects adhere to the confines of the Community's ARP. This also suggests that many projects are viable within the confines of the ARP within these communities.

Population estimates	Cliff Bungalow-Mission	Calgary
Population (2019)	6,480	1,285,711
Population growth (2019-2023)	447	69,389
New population (2023)	6,927	1,355,100
Implied population growth (2019-2023)	7%	5%

Exhibit 3. The population of Mission-Cliff Bungalow is growing proportionally faster than Calgary (~7% vs ~5% between 2019-2023) as a whole, illustrating the attractive of Mission-Cliff Bungalow to Calgarians and the success their respective ARP's in creating policies that allow for strong densification while retaining the historic character of the communities.

In comparison, the City of Calgary is estimated to grow ~5% over this same period. This means that if every community had been as successful as Cliff Bungalow-Mission in adding density over the past five years, the entirety of Calgary's population growth could have been fully confined to existing neighbourhoods (and then some) over this period. The community of Cliff Bungalow is already punching well above its weight relative to Calgary's MDP objective of having 50% of all population growth occur in established communities.

This underscores that the fabric of the Cliff Bungalow-Mission community is attractive. It also underscores that the policies embedded within the ARPs of Cliff Bungalow-Mission are not only valid, but immensely successful and highly effective in creating a community where people want to live and where developers are able to add significant amounts of incremental density within the confines of the ARP policies.

Furthermore, its contextually important to note that this densification is incrementally adding to an already dense community. At an average density of 8,945 people/km², Cliff Bungalow – Mission is Calgary's third most dense community (see for example, China Town at 8,274 people/km² and Beltline at 8,999 people/km²). Cliff Bungalow-Mission is one of the most desired communities exactly for that reason – its ability to accommodate many people and small businesses while retaining a 'sense of place' and cultural context. The CBMCA stresses the importance for City Administration and City Councillors to protect what makes the community of Cliff Bungalow-Mission special and attractive (which includes the predominance of new multifamily complexes with massing of 4-6 storey).

D. A 15-Storey tower would look out place in the historic neighbourhood of Cliff Bungalow, which is predominantly composed of single-family houses, townhomes and small apartment complexes

The neighbourhood of Cliff Bungalow is a historical community characterized predominantly by pre-WWI houses and sensitive densification that has primarily entailed the development of townhomes and small multi-family complexes (3-6 stories) within the neighbourhood. Given this context, a 15-storey tower would look substantially out of place, both with respect to the existing character of the neighbourhood and with respect to the community's approach to sensitive densification. This is illustrated below in a photograph of the community.

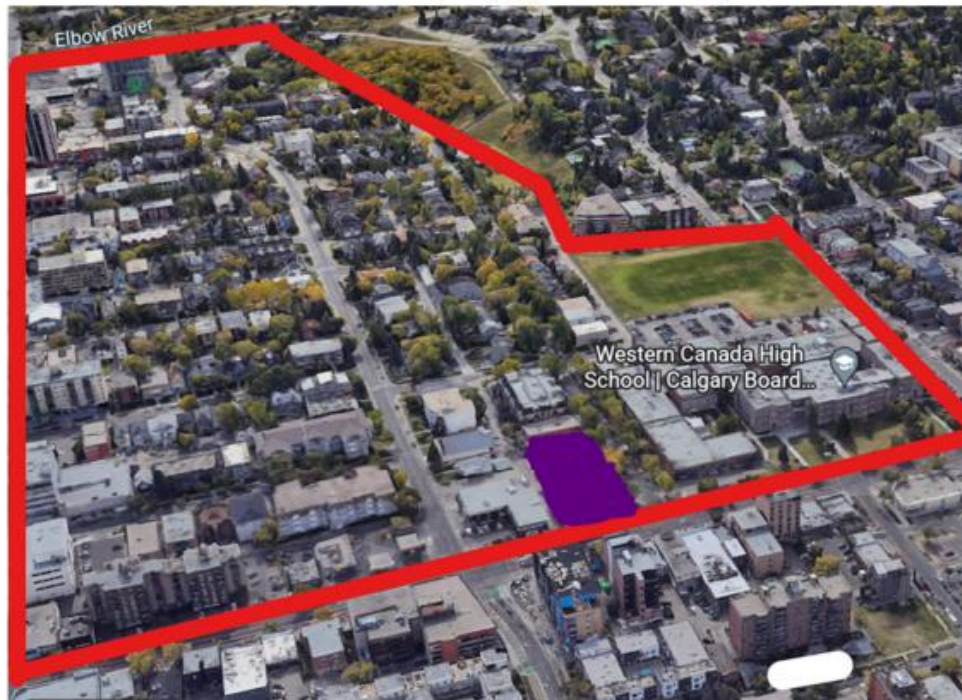


Exhibit 4. The neighbourhood of Cliff Bungalow is low-medium rise community, where most structures are a mix of circa-1900 single family homes, townhouses and 4-6 storey apartments. A fourteen-storey tower would upset the character and context of the neighbourhood. The location of this LOC Application is shaded in purple – the massing of a 15-storey tower here would be significantly out of context within the neighbourhood of Cliff Bungalow.

The Cliff Bungalow ARP notes that one objective for Residential Land Use is to “preserve and enhance the established low to medium density character.” A fifteen-storey tower does not align with this objective. A second objective is to ensure that housing, both new and redeveloped, is architecturally compatible with the existing residential character of the community. Once again, a fifteen-storey tower, does not align with this objective. Within the Medium Density Policy, the ARP notes that “The design of new developments should reflect the character of the original community.” Once again, a fifteen-storey tower does not reflect the character of the original community that was developed through the early-twentieth century.

II. Discussion of concerns around density bonusing and community benefits

The community of Cliff Bungalow-Mission has a clear position that commensurate community benefits need to be a major component of any LOC Application that entails any “spot” up-zoning component.

- The CBMCA estimates the market value of density rights being requested by The Applicant to be within a range of \$5,000,000-\$8,000,000. That value needs to be shared with other stakeholders including the citizens of Calgary; otherwise, it wholly represents a developer subsidy.
- The density bonusing framework in the Beltline would specify that 75% of the incremental density value must benefit the residents of the Beltline (this would equate to community amenities of \$3,750,000-\$6,000,000 on this LOC Application). The developer would be required to pay this if the incremental density was being sought on the North side of 17th Avenue. However, because the Applicant is seeking incremental density on the South side of 17th Avenue, there is no formal framework for density bonusing. This implies that City Administration and the area Councillor should propose a reasonable level of density bonusing and community amenities on a case-by-case basis. Given the proximity of this parcel to the Beltline, the CBMCA believes the formula that exists within the Beltline could be a logical starting point.
- **Concerns with regards to the lack of framework for calculating the appropriate level of community amenities.** The value of the proposed community benefits has not been costed by either the Applicant or City Administration, so there is no foundation from which to gauge whether the proposed benefits represent a reasonable sharing of the incremental value of density being requested by the Applicant.⁶
 - First, City Administration has not provided any analysis with regards to the market value of incremental density the Applicant is requesting. This analysis should be completed by City Administration.
 - Second, a rationale outlining a fair and reasonable amount of the community benefits in relation to the value of the density and height increase that should be sought has not been outlined by City Administration. The CBMCA has also not been consulted with on this matter.
 - Third, the Applicant has not costed the cost of community benefits they are proposing.

⁶ Best practice would entail the City of Calgary obtaining a third-party appraisal to assess the valuation of incremental density rights and the Applicant to provide their land acquisition, environmental remediation and the estimated costing of proposed community benefits. From here, a discussion could take place between City of Calgary, Councillor's Office, the Applicant and the Community as to a reasonable request for community benefits.

Without the above having been completed, neither CBMCA, City Administration, nor City Councillors have a reasonable basis on which to assess whether the value of community amenities being offered by the Applicant are fair and reasonable.

- **Concerns with regards to lack of engagement with regards to community amenities.** Once a reasonable level for community amenities has been established, the CBMCA should be consulted on its preferred menu for community amenities. While the Applicant has proposed some community amenities, these proposed benefits have not been developed in consultation with the community of Cliff Bungalow-Mission. There may be other projects within the community of Mission-Cliff Bungalow that would bring more benefit to the community and its residents than what has been proposed. Of note, one consideration that needs to be further discussed between City Administration and the CBMCA is the impact of the proposed plaza on Pocket Park⁷, which will likely be removed if the proposed public amenities are accepted. Pocket Square was completed in 2019 after 100s of volunteer hours and a \$300,000 grant from City Council.
- **Concerns with regards to the proposed community amenities.** The community benefits listed within the presentation to the committee are welcomed additions that will create a more cohesive and activated public realm along 17th Ave. That said, it's unclear where minimum standard design considerations (wide sidewalks, tree trees, site furniture) for development in the urban realm ends and legitimate "Community Amenities" begin without further detail and engagement with regards to what exactly is being proposed with regards to the public plazas along 17th Avenue.
- Without an identical density bonusing framework across inner-city neighbourhoods, developers have a perverse incentive to obtain free density within inner-city communities outside of the Beltline instead of paying for incremental density within the Beltline. This leads to three major unintended consequences.
 - First, developers have a perverse incentive to leave vacant lots fallow within the Beltline and instead pursue upzoning that will lead to the demolition of existing affordable housing in neighbourhoods surrounding the Beltline⁸.
 - This a major reason why there are over thirty vacant parcels within the Beltline while Calgary continues to lose affordable housing in surrounding neighborhood. This is a negative outcome for both the Beltline and for the surrounding neighborhoods.
 - It is also a significant contributing factor of why these same communities are becoming increasingly vocal with regards to the increased threat of

⁷ Further information on Pocket Park can be found at <https://www.lindsayfischer.ca/pocket-square> and at <https://pub-calgary.escribemeetings.com/filestream.ashx?DocumentId=26348>

⁸ Including, but not limited to Sunalta, Scarboro, South Calgary, Altadore, Cliff Bungalow, Mission, Sunnyside, Hillhurst, West Hillhurst, Bankview and Bridgeland

losing their identity. The pace of change within these neighborhoods is needlessly aggressive due to the perverse incentive of these policy gaps.

- It also leads to a reduced tax base for the City of Calgary, because instead of having BOTH affordable housing and new development, the City ends up with affordable housing AT THE EXPENSE of affordable housing.
- Second, these same communities outside of the Beltline are treated unfairly with regards to density bonusing.
- In the past, City Councillors have denied Cliff Bungalow-Mission a reasonable fair share of density bonusing noting that the Applicant was “small-time,” “the incremental value of density being sought was small” and that the CBMCA came to the negotiating table too late. In this case, none of those arguments (all of which have a weak fundamental basis with regards to good policy) apply. First, Arlington Street is a major developer within the City of Calgary. Second, the value of incremental density being sought is substantial. And third, the CBMCA is coming to the table very early stating its request to negotiate community benefits as part of this LOC-Application.
- Density bonusing is a mechanism to achieve MDP objectives – including park space, recreational amenities and affordable housing – without the need for additional taxpayer dollars. A fiscally responsible City needs to empower communities to obtain their fair share of density bonusing.

III. Micro-comments related to the proposed DC-Zoning

A. Comments with respect to landscape architecture and public realm

Below, the CBMCA provides some comments with regards to the proposed the LOC Application as it relates to setbacks, pedestrian circulation, urban forestry, public space and landscape architecture. The CBMCA believes these items are best communicated and resolved through an iterative dialogue between the City Administration, the planners and architects on the CBMCA Planning Committee and the Applicant.

Comments with regards to pedestrian circulation

- The CBMCA believes rather than the proposed boulevard planting application, the pedestrian realm along 17th Ave could be widened through the implementation of a CoC trench. This is further detailed in the subsection below (noted as Softscape Street Trees).
- The Application notes the “Interior Walk” along 5A Street a community benefit, marked as a “public sidewalk.” The CBMCA believes that it is important to ensure the public sidewalk

actually feels public, which comes down to considerations such as the use of specific hardscape vs softscape landscaping design features.

Comments with regards to softscaping along 17 Avenue SW and 5A Street SW

Along 17th Avenue SW

- Four trees are proposed along 17th Ave SW. The ultimate planting depth of these trees is unclear as it appears to be measured from face of curb rather than from the back of the curb. Soil volume, calculated at roughly 31 cubic meters (assuming 2.0m wide x 17.125 long x 0.9m deep) may be better suited for three trees assuming shared soil volume at 10 cubic meters per tree.
- The CBMCA has concerns with regards to whether the softscape boulevard along 17th Avenue will be able to stand up to urban realm conditions due to its north facing exposure (especially in the winter with snow plowing and salt/gravel/garbage). The CBMCA foresees long term maintenance issues with regards to tree and shrub/grass survival.
- The CBMCA believes there is a potential opportunity to space the proposed trees out over the length of the building façade facing 17th Ave SW in CoC standard tree trench and grate. By doing so, the pedestrian realm could be further widened along 17th Ave. Under the current iteration of the LOC Application, the face of building to the back of boulevard results in 2.6m sidewalk. In contrast, application of a CoC trench detail would allow the sidewalk to be widened to ~2.9m, with the opportunity to implement site furnishing in the spacings of the trees.

Along 5A Street SW

- The CBMCA appreciates the 3.5m softscape provided for large mature street trees
- The CBMCA is concerned that a significant amount of critical root zone and possible structural root plate of existing trees could be removed and damaged, even with the provided 3.55 m buffer provided. The CBMCA believes the Applicant should consider providing a soil vault system within private property to provide more soil volume for the existing trees to access and ultimately a soil vault system should likely be a requirement of the LOC Application. With any development, there is a risk that these trees will not survive construction activities; the impact on the trees may not be immediate, but in the long term (5-10 years) there is a material risk of a decline in the health and ultimately death of these historic trees. Providing soil vaults along this edge can future proof any future planting that is required if existing tree die within the boulevard.

Comments with regards to public plazas:

- The CBMCA appreciates the corner activation gesture to create a public plaza where Calgarians can congregate along 17 Avenue SW, especially in the afternoon and the evening sun. That said, the CBMCA believes the Applicant needs to provide clarity on the intent of the public plaza, as some renderings show the building architecture extending out into the plaza, while the landscape plan shows a proposed art feature. Does the Applicant intend the plaza to be open to the public or will it be fenced patio seating for an adjacent CRU? While patio spaces activate and liven street activity, they are not public amenities.

Comments related to the massing model

The CBMCA's believes 5A Street should each be maximized to minimize the visual impact of a modern tower while walking along historic 5A Street. The CBMCA would like to further engage with the applicant on various ideas to allow for this, including the ideas noted below:

- **Possible elimination of surface level parking on east side of massing model.** By eliminating the surface level parking lot on the east side of the massing model, the tower could be oriented further east, which in turn allows for a further set-back and/or step-back along 5A Street.
- **Use of in-set balconies.** The CBMCA believes that in conjunction with curtailing surface level parking on the east side of the podium, the developer may be able to increase the building footprint through the use of in-set balconies for the tower. This would also allow the tower footprint to be oriented further east, which in turn allows for a further set-back and/or step-back along 5A Street.

IV. Comments with regards to design, look and feel of the proposed development

This is a stand-alone LOC Application without an accompanying DP Application. As a result, it is too early to comment on the quality, materiality or architectural style of the proposed development.

This is unfortunate given the prominence a future development on this site would have (assuming the LOC Application is approved). At 15-storeys, the proposed residential tower would be the highest building on 17th Avenue (by ~9 storeys by our count). It would also be the tallest building within the entire neighbourhood of Cliff Bungalow. The context of this proposed LOC Application – specifically with regards to its proposed massing relative to existing building on 17th Avenue and within the community of Cliff Bungalow-Mission – suggests there should have been a stronger consideration given towards requiring the Applicant to submit concurrent LOC and DP Applications for this specific file.

Annex I – Proposed Approach to Community Amenities and Density Bonusing

To the knowledge of the CBMCA, the City of Calgary does not have a formalized policy to pass zoning by-laws involving increases in the height or density in return for the provision by the owner of community benefits. The CBMCA thus looked to Section 37³ of the City of Toronto for guidance. Below are the most pertinent policy considerations that the CBMCA would use in a discussion of community benefits:

1. **The proposed development must represent good planning.** An owner/developer should not expect inappropriately high density or height increases in return for community benefits and the City should not approve bad development simply to get community benefits.
2. **Good architecture and good design are expected of all developments, as a matter of course, and are not eligible as community benefits.** If the CBMCA were to accept good architecture and/or good design as eligible benefits, it would be signalling that lower standards are appropriate in developments where community benefits are not used, which is definitely not the case.
3. **No citywide formula should exist in determining the level of community benefits.** An example of such a formula would be that the cost of community benefits should be at least 30% of the increased land value resulting from the density increase. As a result, community benefits are to be negotiated on a case- by-case basis, and the amount or value of the community benefits in relation to the value of the density or height increase varies from project to project or from one area of the City to another.
4. **Community benefits should be specific capital facilities, or cash contributions to achieve specific capital facilities.** This principle contains two important sub-principles: a) community benefits should be capital facilities; and b) those capital facilities should be specific capital facilities. Community benefits should be durable.
5. **There should be an appropriate geographic relationship between the secured community benefits and the increase in height and/or density in the contributing development.** The priority location for community benefits should be on-site or in the local area.
6. **The Ward Councillor should always be consulted by City Planning staff prior to any negotiation of community benefits.** The Ward Councillor has a role, if he or she wishes, in determining what benefits should be the subject of negotiation between the City and the developer/owner, and should always be consulted prior to negotiations with the applicant.

7. **City Planning staff should always be involved in discussing or negotiating community benefits with developers/owners.** City Planning staff has a particular responsibility to ensure that the Official Plan policies are being complied with, and must recommend an appropriate package of community benefits when the staff report recommending approval of the proposed development is forwarded for Community Council consideration.

³ <https://www.toronto.ca/wp-content/uploads/2017/08/8f45-Implementation-Guidelines-for-Section-37-of-the-Planning-Act-and-Protocol-for-Negotiating-Section-37-Community-Benefits.pdf>

CLIFF BUNGALOW-MISSION COMMUNITY ASSOCIATION

Planning and Development Committee

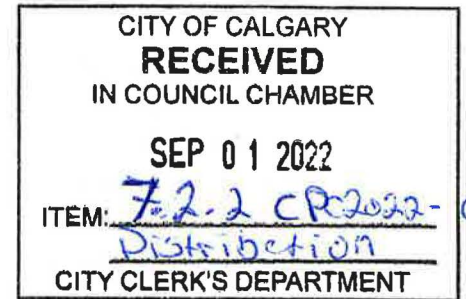
462, 1811 4 Street SW, Calgary Alberta, T2S 1W2
Community hall and office, 2201 Cliff Street SW
www.cliffbungalowmission.com
cbmca.development@gmail.com



August 30, 2022

City of Calgary
Planning and Development
Third floor, Municipal Building
800 Macleod Trail SE
Calgary, Alberta

Re: **LOC2018-0250**, 617 17 Avenue SW (Multiple Addresses)
Decision: **Withheld pending outcome of unresolved matters¹**



The Cliff Bungalow-Mission Community Association (“CBMCA”) is withdrawing its position of “Objection” to this LOC Application, reflecting perceived progress on issues of importance to community. The CBMCA’s final decision is now pending the outcome of two unresolved matters as noted below:

1. **Concrete action should be taken towards creating a formalized density bonusing policy for the community of Cliff Bungalow-Mission.** The CBMCA believes that this Application lays bare the failures of the existing policy framework. This failure is not the fault of either the Applicant, the File Manager, City Administration or the current iteration of City Council.

That said, City Council does have a responsibility to address this policy failure. A density bonusing framework would allow for more reasonable community share of the value created through future LOC Applications. A density bonusing policy would also work to correct numerous perverse incentives and unintended consequences of the current policy framework that are adversely impacting the community of Cliff Bungalow-Mission, while still allowing incremental density to be sought on parcels where there is a strong rationale to do so. ***The CBMCA is thus requesting that a motion is introduced at the Council Public Hearing on October 4th to direct City Administration***

¹ The CBMCA will ultimately issue one of four decision types: 1 Opposed, 2 Concerned, 3 No Objection/Comment or 4 Support.

1. **Letters of Opposition** indicate that the Application has serious discrepancies with respect to our ARP’s and/or Bylaw 1P2007. When a letter of opposition is issued we will consider filing an appeal with SDAB if remedial actions are not forthcoming in an amended Application.
2. **Letters of Concern** indicate that either we have insufficient information on which to base a decision or that the Application has some discrepancies with respect to our ARP’s and/or Bylaw 1P2007. When a letter of concern is issued we may consider filing an appeal with SDAB if further clarifications and/or amended plans are not provided.
3. **Letters of No Objection/Comment** are provided for reference. They do not indicate approval or opposition. We would not normally consider filing an appeal with SDAB after providing a letter of No Objection/Comment, unless affected residents requested our support or the DP is issued with relaxations to the relevant bylaws.
4. **Letters of Support** indicate that we consider the Application to be in general accordance with our ARP’s. To obtain a letter of support the applicant is strongly encouraged to work the CBMCA and affected residents through a charrette or similar community engagement design-based workshop. We would not consider filing an appeal with SDAB after providing a letter of support.

to work with the community to create a density bonusing framework specific to the community of Cliff Bungalow-Mission.

2. **Further details are required on the tangible community amenities being proposed as part of this LOC Application.** Without a fuller understanding of the community amenity package being provided (in terms of real outputs rather than monetary inputs), it is difficult to make a final decision as to whether this project should earn the support of the community. The CBMCA believes that even under a voluntary community contribution framework, an acceptable mix of community amenities should be provided. It is unclear whether that has been accomplished. The CBMCA continues to note that proceeds from the sale of a public laneway required to develop this project could be put towards funding an acceptable community amenity package.

While concerns with regards to context and massing remain valid, the CBMCA believes that all stakeholders – including the File Manager, the Applicant and Councillor Walcott – have engaged thoroughly with the CBMCA in good-faith and continue to work towards addressing the community's remaining concerns.

Concerns Addressed by the Applicant and City Administration

1. **The CBMCA believes there has now been sufficient engagement since the LOC Application was reintroduced.** The CBMCA is satisfied that both the Applicant and City Administration have thoughtfully and thoroughly engaged the CBMCA in good-faith.
2. **Micro-issues related to the LOC.** The Applicant did address micro-issues related to the LOC Application, while other micro-level concerns are not addressable until the DP Application. The CBMCA will send comments to the File Manager and Applicant prior to August 31, 2022 outlining suggestions around the wording in the draft ARP amendment and draft terms of the Direct Control District. While these comments are likely too late to be incorporated into the CPC submission, the CBMCA hopes there is some flexibility with regards to taking these comments into consideration prior to the Council Public Hearing.

Assessing the merit of this LOC Application within Cliff Bungalow-Mission

The CBMCA continues to have significant concerns with regard to the context of massing and density in this location as it relates to planning concepts such as density step-downs, locating incremental density on busier thoroughfares, the historic context of the boulevard of 5A Street SW and the Cliff Bungalow ARP. The CBMCA believes these critiques – which are outlined in our comment dated June 30, 2022 - remain valid.

Positive attributes of this Application include higher density, increased housing supply and proximity to transit; however, these positive attributes would be true of ANY parcel undergoing an LOC Application within the historic community of Cliff Bungalow-Mission. As a result, if these conditions were deemed sufficient for an LOC Application to gain approval, the neighborhood of Cliff Bungalow-Mission would inevitably lose many of the defining characteristics of what makes the community special, including the historic nature of the Cliff Bungalow neighborhood and density within a low to medium massing scale. Thus, in order to preserve these important characteristics of Cliff Bungalow-Mission, an LOC Application needs compelling rationales - beyond those noted above - in order to earn community support. The CBMCA believes the CPC and City Council should use this same approach when assessing LOC Applications for this community. And absent compelling additional rationales, the Cliff Bungalow's ARP – which remains the guiding statutory document for the redevelopment of the neighborhood - needs to be respected.

All that said, the CBMCA does recognize there are some compelling rationales for this LOC Application beyond the generic attributes noted above. These include the environmental remediation of a contaminated site, considerable improvements to the 17 Avenue SW pedestrian realm, an initial parcel that was likely too small for commercial development without additional land assembly (which then necessitated a residential component) and an undetermined mix of community amenities.

In contrast, prior LOC Applications within the community of Cliff Bungalow-Mission, including most recently LOC2020-0048 and LOC2018-0143, were approved with weak rationales. Approval of these two prior LOC applications by previous iterations of City Council have resulted in a significant loss of trust between community residents and City Council. To minimize outcomes like these from reoccurring and to restore a strong level of trust between the community and its council, there needs to be a recognition of the need for additional safeguards within the community of Cliff Bungalow-Mission. The CBMCA believes a formalized density bonusing framework developed in conjunction with the community would help achieve this objective.

Unresolved concerns

Concerns with regards to community amenities

The CBMCA has provided input on community amenities that would be of benefit to the community of Cliff Bungalow-Mission, but there has been no further communication with City Administration as to the community amenities that will be provided to the community. Without a fuller understanding of the community amenity package being provided, it is difficult for the CBMCA make a decision as to whether this project should earn the support of the community at this time. The CBMCA believes that even under the current voluntary density bonusing framework, enough funds should be provided to deliver a reasonable mix of community amenities for the community. It is unclear whether that has been accomplished.

The need for a density bonusing policy

The Applicant has offered a voluntary contribution that is fairly similar to contribution rates made for similar projects within the inner-city (outside of the Beltline). Under the current voluntary contribution regime, it is idealistic to expect the Applicant to come to the table with a substantially larger contribution. The Applicant is a private entity that has an objective to make a profit for its shareholders. And by the time this LOC Application was submitted, the Applicant had already negotiated prices for its land assembly that likely assumed an expected voluntary contribution based on past precedents. ***The CBMCA realizes that this implies the current Application should be assessed under a framework that incorporates the existing voluntary contribution policy as this was the regulatory regime in place when the Application was submitted.***

That said, the voluntary contribution framework is extremely unfair to the community of Cliff Bungalow-Mission.² Since 2019, three LOC Applications in the community of Cliff Bungalow-Mission have been brought to CPC, with the community only receiving about \$0.10 for each dollar of incremental density value created by council. Relative to the density bonusing policy that exists in the Beltline (where \$0.75 for each dollar of incremental density created are directed to the community), the voluntary framework has cost the community of Cliff Bungalow-Mission an estimated \$10,000,000-\$15,000,000 in community benefits over the past three LOC-Applications alone. These are funds that could be used to pursue MDP objectives such as affordable housing, urban forestry, public art and recreational facilities without the use of additional taxes.

² The current framework is regressive, benefiting landholders and developers at the expense of communities.

Beyond the inherent unfairness of the low community contributions, the voluntary contribution framework is bad public policy because it creates a number of perverse incentives and unintended consequences. The most important unintended consequences is that it incentivizes developers to knock-down existing housing outside of the Beltline (typically older housing stock, which is affordable) instead of developing the empty parking lots within the Beltline. This reduces the supply of privately owned affordable housing, but also is detrimental the build out of the Beltline community. The voluntary framework also has an adverse impact with regards to historical preservation because developers have a perverse incentive to seek upzoning in historical neighborhoods instead of adding to the built-form of the Beltline. And these perverse incentives disproportionately affect Cliff Bungalow-Mission more than any other neighborhood in Calgary for three important reasons:

1. Cliff Bungalow-Mission is directly contiguous to the most attractive part of the Beltline, so developers looking to upzone land in the heart of the Beltline can simply look a few blocks away and pay a substantially lower contribution rate (~10% instead of 75%)
2. Cliff Bungalow-Mission has the highest land value of all the multi-family, inner-city neighborhoods within Calgary. As a result, the perverse incentive to seek up-zoning in this community is higher than any other because the incremental value gained from upzoning is higher (per unit density) in Cliff Bungalow-Mission than it is in any other community.
3. Cliff Bungalow-Mission has a higher proportion of historically important structures than other inner-city communities, so upzoning within this community results in a higher chance of demolition of historically important structures and streetscapes relative to other communities.

This underscores that the need to counteract perverse incentives is especially urgent and imperative for the community Cliff Bungalow-Mission. *A density bonusing framework, in addition to allowing for a more reasonable split of value created through an approved LOC Application, could work to limit these unintended consequences, while still allowing upzoning on parcels where it makes sense.*

CLIFF BUNGALOW-MISSION COMMUNITY ASSOCIATION

Planning and Development Committee

462, 1811 4 Street SW, Calgary Alberta, T2S 1W2

Community hall and office, 2201 Cliff Street SW

www.cliffbungalowmission.com

cbmca.development@gmail.com



August 31, 2022

City of Calgary

Planning and Development

Third floor, Municipal Building

800 Macleod Trail SE

Calgary, Alberta

Re: **LOC2018-0250**, 617 17 Avenue SW (Multiple Addresses)

Decision: **Withheld pending outcome of unresolved matters¹**

CITY OF CALGARY
RECEIVED
IN COUNCIL CHAMBER

SEP 01 2022

ITEM: 7.2.2 CPC 2022-0966

Distribution - Letter

CITY CLERK'S DEPARTMENT

The Cliff Bungalow-Mission Community Association ("CBMCA") would like to further expand on its position on the **community amenities** aspect of this application. As noted in comments dated August 30, 2022, the CBMCA's position is that even under a voluntary community contribution framework, an acceptable mix of community amenities should be provided.

To this point, the CBMCA has noted that its favored public amenities include: (1) land acquisition for park space, (2) Elbow River Pathway Right-of-Way Extensions, and/or (3) conversion of 23rd/24rd Avenue cul-de-sacs into public space. Each of these amenities would be durable, contribute towards MDP objectives and be valued by residents within the community. The CBMCA would like the mix of community amenities offered to include some mix of these aforementioned items (in addition to the amenities proposed on the Applicant's site and the improvements proposed for the plaza across the street at Western Canada High School).

Also noted in the CBMCA's more recent note (dated August 30, 2022), it is unclear whether the proposed contribution would be sufficient to deliver a sufficient mix of community amenities and

¹ The CBMCA will ultimately issue one of four decision types: 1 Opposed, 2 Concerned, 3 No Objection/Comment or 4 Support.

1. **Letters of Opposition** indicate that the Application has serious discrepancies with respect to our ARP's and/or Bylaw 1P2007. When a letter of opposition is issued we will consider filing an appeal with SDAB if remedial actions are not forthcoming in an amended Application.
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4. **Letters of Support** indicate that we consider the Application to be in general accordance with our ARP's. To obtain a letter of support the applicant is strongly encouraged to work the CBMCA and affected residents through a charrette or similar community engagement design-based workshop. We would not consider filing an appeal with SDAB after providing a letter of support.

pending clarification on this matter, the CBMCA is unable to render its final position on this application.

While the CBMCA is focused on the amenities delivered rather than the input price of these amenities, it is important to put the proposed contribution into context. The CBMCA estimates that the proposed contribution only represents about \$0.085 for each \$1.00 of additional density being created by City Council (the other \$0.915 would go to the Applicant).

The CBMCA realizes that within the existing framework, it is idealistic to expect a voluntary contribution equating to what Beltline's density bonusing framework would require the Applicant to provide. **However, there is an extremely wide gulf between what the CBMCA estimates the Applicant is offering (~\$500,000) and what CBMCA estimates the Beltline's density bonusing policy would require (~\$4,600,000).** This is jarring given that this parcel sits across the street from the Beltline and is located in a community with even higher land values (per unit density).

Value created through upzoning	Community Contribution (%)	Contribution community (\$)	Notes
6,083,490	0%	0	
6,083,490	8.5%	516,479	Current Offer by Applicant
6,083,490	10%	608,349	
6,083,490	25%	1,520,873	
6,083,490	50%	3,041,745	
6,083,490	75%	4,562,618	Beltline Density Bonusing Framework
6,083,490	100%	6,083,490	

Table 1. Community contribution schedules for LOC2018-0250 as estimated by the CBMCA

Thus, it is the CBMCA's position that if the proposed contribution is insufficient to deliver a reasonable mix of community amenities, the Applicant has the ability to provide a more generous voluntary contribution in order to deliver such a package.

Zaakir Karim
Director, Planning and Development Committee
Cliff Bungalow-Mission Community Association
cbmca.development@gmail.com

PROPOSED

CPC2022-0966
ATTACHMENT 10

BYLAW NUMBER 8C2022

**BEING A BYLAW OF THE CITY OF CALGARY
FOR A CLOSURE OF A ROAD
(PLAN 1911117, AREA 'A')
(CLOSURE LOC2018-0250/CPC2022-0966)**

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

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

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

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

PLAN 1911117
AREA 'A'
EXCEPTING THEREOUT ALL MINES AND MINERALS

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

CITY CLERK

SIGNED ON _____

Land Use Bylaw Amendments to Address Missing Middle Housing

RECOMMENDATION:

That the Infrastructure and Planning Committee recommend that Council:

Give three readings to the Proposed Bylaw to amend Land Use Bylaw 1P2007 to add a new housing district (Housing – Grade-Oriented (H-GO) District), to amend the Residential – Grade-Oriented Infill (R-CG) district, as well as other minor consequential amendments to accommodate grade-oriented housing forms such as: semi-detached dwellings, rowhouses, townhouses, at-grade flats, and suites as outlined in Attachment 2.

RECOMMENDATION OF THE INFRASTRUCTURE AND PLANNING COMMITTEE, 2022 SEPTEMBER 9:

That Council give three readings to **Proposed Bylaw 56P2022** to amend Land Use Bylaw 1P2007 to add a new housing district (Housing – Grade-Oriented (H-GO) District), to amend the Residential – Grade-Oriented Infill (R-CG) district, as well as other minor consequential amendments to accommodate grade-oriented housing forms such as: semi-detached dwellings, rowhouses, townhouses, at-grade flats, and suites as outlined in Attachment 2.

Excerpt from the Minutes of the Regular Meeting of the Infrastructure and Planning Committee, held 2022 September 9:

“Moved by Councillor Chabot

That with respect to Report IP2022-0989, the following be approved:

That the Infrastructure and Planning Committee recommend that Council refer this report back to Administration to undertake a public engagement forum to allow members of the public to provide input into the proposed bylaw and report back to Council through the Infrastructure and Planning Committee no later than Q2 2023.

For: (5): Councillor Sharp, Councillor Chabot, Councillor McLean, Councillor Chu, and Councillor Wong

Against: (6): Councillor Mian, Councillor Carra, Councillor Demong, Councillor Spencer, Councillor Penner, and Councillor Walcott

MOTION DEFEATED

Moved by Councillor Mian

That the Recommendation contained in Report IP2022-0989 be amended by amending Attachment 2, as follows:

1. Amend section 2(r) of Attachment 2 to replace “Residential – Grade-Oriented Infill District” with “Housing – Grade-Oriented District” in section 1388 of the proposed H-GO District.
2. Amend section 3(o) of Attachment 2 to add “or **corner**” after “**laned**” in subsection 540(2) of the proposed amendment to the R-CG District.

Land Use Bylaw Amendments to Address Missing Middle Housing

3. Add a new section 5 to Attachment 2 as follows:

“5. This Bylaw comes into force on January 2, 2023.”:

For: (9): Councillor Sharp, Councillor Mian, Councillor Carra, Councillor Chabot, Councillor Demong, Councillor Spencer, Councillor Penner, Councillor Walcott, and Councillor Wong

Against: (2): Councillor McLean, and Councillor Chu

MOTION CARRIED”

Highlights

- A new land use district (Housing – Grade-Oriented (H-GO) District) is being proposed to provide more consistency for the development of grade-oriented housing forms such as: semi-detached dwellings, rowhouses, townhouses, and suites. Grade-oriented housing forms have all dwelling units with clear pedestrian access to the entrance of each unit from the street. Often referred to as “missing middle”, this form has seen limited development in many cities across North America including Calgary. These forms were not anticipated in Calgary’s current Land Use Bylaw resulting in inconsistent and unique direct control districts.
- **What does this mean to Calgarians?** Calgarians will have a better understanding of what could be built in their communities through more consistency in how homes are built. The new district will enable a wider variety of housing forms and increase Calgary’s housing stock, making it easier for existing and new Calgarians to find a home in a community that best suits their needs. Making housing more accessible will also help attract businesses and talent to Calgary as housing choice and affordability are two of the drivers for where businesses locate. Further, greater housing choice will lead to more complete and resilient communities by ensuring there is sufficient population needed to support services and amenities despite future challenges.
- **Why does this matter?** Peak population has declined in 86 per cent of Calgary’s established communities and they need new residents to support local businesses, schools, and city services. This directly impacts the social, environmental, and economic considerations identified as Council priorities by allowing more equitable access to housing in established communities. Environmental benefits will be realized through more efficient built forms, reductions in the amount of building materials required, due to increased number of dwelling units in a single building and the utilization of existing transit, utilities and amenities.
- The proposed amendments will provide greater efficiencies for the development industry, Administration and Council by reducing the number of direct control applications and associated costs, while ensuring a consistent set of rules meet the needs of surrounding neighbours.
- The Residential Grade-Oriented Infill (R-CG) district has successfully enabled rowhouses on many corner parcels, but it remains challenging on mid-block parcels. Administration is proposing amendments to the R-CG district to enable midblock and courtyard forms.
- The proposed amendments to multi-residential districts remove barriers to enabling a wide variety of housing forms on multi-residential parcels, further reducing the use of direct control districts.

Land Use Bylaw Amendments to Address Missing Middle Housing

- On 2022 April 12, Council directed Administration to reduce the number of direct control districts being brought to Council by creating a new land use district that addresses the challenges of implementing the grade-oriented forms of the R-CG district mid-block.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods
- Background and Previous Council Direction is included as Attachment 1.

DISCUSSION

This report proposes amendments to Land Use Bylaw 1P2007 to introduce a new land use district, Housing – Grade Oriented (H-GO) district, amendments to the Residential Grade - Oriented Infill (R-CG) district, the general rules for multi-residential districts and standardized parking rates (see Attachment 2 for amendments).

New Standard Land Use Bylaw District

The current Land Use Bylaw was adopted in 2008. Over the past 14 years, there have been many changes to housing forms and Calgarians' housing needs, resulting in a regulatory gap. This gap has led to a rise in the number of direct control applications for a wide variety of housing forms, which require more time and resources from Administration and Council to process and approve. Council approved a motion arising during the 2022 April 12 meeting of Council (CPC2022-0256) that directed Administration to create a standard district to address this gap and provide a consistent approach to these types of applications. To do this, Administration focused on researching different housing forms, conducting analysis into why these housing forms are important for Calgary and how it relates to other work being done at The City (details in Attachment 3), as well as what other cities are doing to accommodate these housing forms (details in Attachment 4).

To provide this form of housing through a standard district, a review of previous direct control applications was completed to identify problems and potential solutions. Administration carefully considered several regulations that impact built form, such as parking, landscaping, height, and massing. The new district proposes guidance on where the district is appropriate, such as close to light rail transit stations and Main Streets and where it is not, such as in the middle of low-density residential neighborhoods. More information on the rationale behind the creation of the district rules can be found in Attachment 5. Architectural testing on the draft district and proposed amendments was completed by industry (details in Attachment 6) to ensure the rules would result in the intended built form.

In addition to the new standard district, Administration has developed the Landscape Design Guide for Small Residential Sites to assist with development application review. This document will help support high-quality landscaping outcomes within the H-GO and R-CG districts (Attachment 7). This is an internal document (not needing Council approval) that will help inform builders and designers around landscape and site design expectations.

Amendments to the Residential – Contextual Grade-Oriented District (R-CG)

Previous motions arising directed Administration to bring forward amendments to the existing R-CG district to better enable mid-block and courtyard style housing forms (Attachment 1). In

Land Use Bylaw Amendments to Address Missing Middle Housing

response to these motions, Administration is proposing amendments to R-CG that will enable a mix of homes but will not result in an increase in maximum density already allowed in the district.

Amending the rules of R-CG will reduce the number of land use redesignations and direct control districts on existing R-CG parcels, allowing more applications to go straight to development permit. The need to apply for a direct control district increases costs for developers and leads to delays in implementing these much-needed housing forms. This effectively reduces availability and drives housing costs up, reducing access to housing in Calgary's established communities for many Calgarians. If amendments to R-CG are not adopted, Council would likely see an increase in redesignation applications to the new district, that would better accommodate the type of built form being sought through direct control districts.

Amendments to Multi-Residential Districts

Through testing of the new district and analysis of recent direct control districts, Administration identified that many of the applications for grade-oriented forms use a current multi-residential land use designation (i.e., M-CG, M-C1 and M-C2) as their base when they are proposing higher densities. Administration would like to accommodate these developments under existing land use districts without the need for a land use redesignation. As a result, administration is proposing amendments to the parking requirements for multi-residential districts along with some minor amendments to various definitions in the Land use Bylaw.

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☐ Public Engagement was undertaken
- ☐ Public Communication or Engagement was not required
- ☒ Public/Stakeholders were informed
- ☒ Stakeholder dialogue/relations were undertaken

Administration engaged stakeholders, primarily builders, architects, and planners, to ensure that the new district would result in the desired built forms and remove barriers to redevelopment. Administration also reviewed all the comments and discussion during public hearings for these direct control districts, to ensure the district best responds to community concerns. A detailed description of the stakeholder engagement can be found in Attachment 8. Further, feedback from Calgary Planning Commission (Attachment 9) was used to inform and develop the final amendments. Letters of support are included in Attachment 10.

IMPLICATIONS

Social

These amendments reduce barriers for the development of more homes in a consistent manner in established communities. Increasing the diversity of housing types in these communities aligns with Council's foundation of a resilient Calgary by removing barriers to development, making more homes more attainable and welcoming more people with diverse backgrounds into these communities. This leads to the city being more equitable, allowing a diversity of socio-

Land Use Bylaw Amendments to Address Missing Middle Housing

demographics throughout Calgary. This diversity keeps us socially resilient ensuring our communities and Calgarians can thrive.

Environmental

Calgary's net zero 2050 climate goal will not be met with current City building practices, and Calgary's Climate Strategy identifies that increasing the availability of housing types in a variety of communities will be necessary. Amendments will reduce barriers for redevelopment in established neighbourhoods, allowing for the efficient use of land and providing more homes close to existing transit, shopping, and workplaces, which can support the City's climate mitigation goals through reduced dependency on private vehicles.

Economic

Amendments will streamline the development process by reducing the need for direct control district applications and land use amendments, and their associated time and cost. Adding more units to our established communities will enhance the residential tax base and add customers in proximity to local businesses and existing City services.

Service and Financial Implications

No anticipated financial impact.

RISK

The proposed amendments may be perceived as a way for The City to change predominantly Single Detached communities. These amendments do not change the land use designation of any parcel in Calgary, nor do they increase the maximum density on any parcel. There is also the risk that there will be opposition to these changes from Calgarians that do not want to see their neighbourhoods change from being predominantly Single Detached Dwellings, as these amendments introduce a new district that does allow for more housing forms. These amendments do not make it harder for Single Detached Dwellings to be built, and Council will still render decisions on land use applications for the new district.

Amendments to R-CG and multi-residential districts will impact currently designated parcels while not changing the intent of these districts, allowing more applications to go straight to a development permit. Future applications for land use redesignations will be reviewed by Council prior to approval. If amendments to R-CG are not approved, it is anticipated that Council will see more direct control applications, or redesignations to the new district.

Not adding the H-GO district puts Calgary's established communities at risk of continued population decline and the associated inability to support business, civic services, and infrastructure. It will exclude some Calgarians from finding homes in complete communities due to a lack of diverse housing choice in developed areas. Not adopting these amendments could lead to an increase in Council time to review direct control applications for these forms of housing.

ATTACHMENT(S)

1. Attachment 1 - Previous Council Direction
2. **Proposed Bylaw 56P2022**

**Planning and Development Services Report to
Infrastructure and Planning Committee
2022 September 9**

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Land Use Bylaw Amendments to Address Missing Middle Housing

3. Attachment 3 - Why Housing Choice is Important to the Housing Continuum
4. Attachment 4 - Research Summary of Other Cities
5. Attachment 5 - Problem Identification and Rationale
6. Attachment 6 – District Testing and Visuals
7. Attachment 7 - Landscape Design Guide for Small Residential Sites
8. Attachment 8 - Engagement Summary and What We Heard
9. Attachment 9 - Calgary Planning Commission Comments
10. Attachment 10 - Letters of Support
11. Attachment 11 – Presentation - Land Use Bylaw Amendments to Address Missing Middle Housing
12. **Public Submissions Received at Committee**

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Stuart Dalgleish	Planning and Development	Approve
Trudy Wobeser	Law	Consult
Debra Hamilton	Community Planning	Consult
Brenda Desjardins	Calgary Building Services	Consult

Previous Council Direction

Below is the context and previous council direction around this report.

Context

Over the past few years, new emerging trends in ground-oriented housing forms have become more prominent. These were not anticipated through Land Use Bylaw 1P2007, which was created 14 years ago. Existing regulatory gaps makes accommodating these forms through a standard district difficult, leading to a rise in the number of direct control applications for housing products that aim to mix semi-detached, rowhouses, townhouses, at-grade flats, and basement suites.

While the Residential - Grade-Oriented Infill (R-CG) district was intended to accommodate missing middle housing forms and has successfully enabled the addition of rowhouse options on many corner parcels, constraints in the rules have not allowed development of the mid-block, courtyard form. On 2022 April 12, Council directed Administration to minimize the number of DC districts proposed for planning applications where R-CG does not fully serve the needs of the applicant and the community by bringing an amendment to the Land Use Bylaw to create a new land use district that addresses the shortcomings of the R-CG district in creating “the missing middle”. To address those short comings, and to avoid the need for land use redesignations where existing districts work, a new land use district was developed, as well as amendments to R-CG and the general rules of multi-residential rules.

Previous Council Direction

The table below provides details of Council direction since 2019 that have guided Administration’s work on amendments to the Land Use Bylaw proposed in this report.

Timeline of Previous Council Direction

DATE	REPORT NUMBER	DIRECTION/DESCRIPTION
2022 April 12	CPC2022-0256	Motion Arising with respect to Report CPC2022-0256 On 2022 April 12, Council directed Administration to minimize the number of Direct Control (DC) districts proposed for planning applications where R-CG does not fully serve the needs of the applicant and the community by bringing an amendment to the Land Use Bylaw to create a new land use district that addresses the shortcomings of the R-CG district in creating “the missing middle”, reporting back to Council through the Infrastructure and Planning Committee no later than end of Q3 2022.

9/13/2021	CPC2021-1183	<p>Motion Arising with respect to Report CPC2021-1183</p> <p>On 2021 September 13 Council directed Administration to prioritize and undertake a sustainment review of Land Use Bylaw 1P2007 pertaining to the Residential – Grade-Oriented Infill (R-CG) District. The scope of review should consider possible recommendations of refined or new rules to allow for: grade-oriented, low density multi-unit residential development in a variety of forms and unit configurations on mid-block and corner parcels; development forms with an orientation of dwelling units around a central courtyard; and specific motor vehicle parking requirements for secondary suites and backyard suites. And further, Administration be directed to report back through the successor committee of the Standing Policy Committee on Planning and Urban Development with a timeline for this work in Q1 2022 as part of the 2022 Planning Department Workplan.</p>
7/29/2019	CPC2019-0759	<p>Motion Arising with respect to Report CPC2021-1183</p> <p>On 2019 July 29 Council directed Administration, as part of ongoing review of the low-density land use districts and existing work on the Developed Areas Guidebook, to bring forward land use amendments that facilitate mid-block rowhouse implementation, with particular consideration to: allowing courtyard-style development with rules that require building separation distances that allow for reasonable sunlight penetration, sufficient private amenity/gathering space, and that minimize side yard massing challenges. Any additional rules required to enable successful internal private amenity/gathering space, including minimum dimensions and green landscaping requirements; and height limits, chamfers, setbacks, and/or step backs that reduce side/rear massing impacts and support appropriate transitions to adjacent parcels of varying intensities or scales of development, returning to Council through the Standing Policy Committee on Planning and Urban Development no later than Q4 2020.</p>

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ATTACHMENT 2

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BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (IP2022-0989)

WHEREAS it is desirable to amend the Land Use Bylaw 1P2007, as amended;

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

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

1. The City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:
 - (a) Add a new subsection 13(19.2) as follows:

"13(19.2) **"BRT station"** means a station used for embarking and disembarking bus rapid transit passengers."
 - (b) Delete subsection 13(24) and replace with:

"13(24) **"building height"** means the height of a **building**, excluding **ancillary structures**, determined by measuring from **grade**, except where otherwise referenced in a land use district or general rules applicable to a land use district."
 - (c) Add a new subsection 13(90.3) as follows:

"13(90.3) **"mobility storage locker"** means a secure **building**, or portion of a **building**, that:

 - (a) has a door with a minimum width of 0.9 metres that has direct access to **grade**;
 - (b) has a minimum length of 2.8 metres;
 - (c) has a minimum width of 1.2 metres; and
 - (d) has a minimum height of 1.8 metres.
 - (d) Add a new subsection 13(108.2) as follows:

"13(108.2) **"primary transit service"** means bus service provided on the primary transit network identified in the Calgary Transportation Plan."

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- (e) Add a new subsection 13(135.2) as follows:

“13(135.2) “suite” means a Backyard Suite or Secondary Suite.”

- (f) Add a new subsection 14(3) as follows:

“14(3) For the purpose of measuring the following:

- (a) the distance to a **BRT station** from a **development** is measured in a straight line from the closest edge of the station to the closest point of the **parcel**, or all the **parcels**, containing the subject **development**;
- (b) the distance to a **LRT platform** from a **development** is measured in a straight line from the closest edge of the platform to the closest point of the **parcel**, or all the **parcels**, containing the subject **development**; and
- (c) the distance to **primary transit service** from a **development** is measured in a straight line from the closest edge of public right-of-way containing the **primary transit service** to the closest point of the **parcel**, or all the **parcels**, containing the subject **development**.”

- (g) Amend subsection 270.1(a) by adding “**BRT stations**,” after “shelters,”.

- (h) Delete section 295 and replace with:

“295 “Secondary Suite”

- (a) means a **use** that:
 - (i) contains two or more rooms used or designed to be used as a residence by one or more persons;
 - (ii) contains a **kitchen**, living, sleeping and sanitary facilities;
 - (iii) is self-contained and located within a **Dwelling Unit**;
 - (iv) must not be located in a **Dwelling Unit** where another **Dwelling Unit** is located wholly or partially above or below the **Dwelling Unit** containing the **Secondary Suite**; and
 - (v) is considered part of and secondary to a **Dwelling Unit**;
- (b) is a **use** within the Residential Group in Schedule A to this Bylaw;
- (c) has a maximum floor area of 100.0 square metres, excluding any area covered by stairways and **landings**;

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- (d) requires a minimum of 1.0 *motor vehicle parking stalls*; and
 - (e) does not require ***bicycle parking stalls – class 1 or class 2.***
 - (i) Amend subsection 347.3(3) by deleting “Unless otherwise referenced in subsection (4)” and replacing it with “Where not located on a ***corner parcel***,”.
 - (j) Delete subsection 347.3(4).
- 2. The City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:
 - (a) Delete subsection 13(120) and replace with:

“13 (120) “residential district” means any of the land use districts in the low density residential districts and the multi-residential districts and the H-GO District.”
 - (b) Amend subsection 65(1)(a) by deleting “***low density residential districts, multi-residential districts***” and replacing with “***residential districts***”.
 - (c) Amend subsection 97(5) by adding “, the H-GO District” after “***low density residential districts***”.
 - (d) Amend subsection 104(2) by deleting “***low density residential districts, multi-residential districts***” and replacing with “***residential districts***”.
 - (e) Amend subsection 226(a)(iii) by adding “, the H-GO District,” after “***multi-residential districts***”.
 - (f) Amend subsection 541(2) by deleting “or the M-CG District” and replacing with “, the M-CG or H-GO District”.
 - (g) Amend subsection 585(2) by deleting “or M-CG District” and replacing with “, M-CG or H-GO District”.
 - (h) Amend subsection 585(3) by deleting “or M-CG District” and replacing with “, M-CG or H-GO District”.
 - (i) Amend subsection 594(2) by deleting “or M-CG District” and replacing with “, M-CG or H-GO District”.
 - (j) Amend subsection 604(2) by deleting “or M-CG District” and replacing with “, M-CG or H-GO District”.
 - (k) Amend subsection 644(4) by adding “H-GO,” after “***low density residential district***,”.
 - (l) Amend subsection 653(4)(b) by adding “H-GO,” before “M-CG”.

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- (m) Amend subsections 1057(1) and (2) by adding “H-GO,” after “**low density residential district**,”.
- (n) Amend subsections 1371(2), (3), (4), and (4)(a) by adding “H-GO,” after “**low density residential district**,”.
- (o) Amend subsection 1374(1) by adding “H-GO,” after “**low density residential district**,”.
- (p) Amend subsections 1381(2), (3), (4) and (4)(a) by adding “H-GO,” after “**low density residential district**,”.
- (q) Amend subsection 1385(1) by adding “H-GO,” after “**low density residential district**,”.
- (r) Add a new Part 15 as follows:

“PART 15

Division 1: Housing – Grade Oriented (H-GO) District

Purpose

1386 The Housing – Grade Oriented (H-GO) District:

- (a) accommodates grade-oriented development in a range of housing forms where the **Dwelling Units** may be attached or stacked within a shared **building** or cluster of **buildings** in a form and at a scale that is consistent with **low density residential districts**;
- (b) provides flexible **parcel** dimensions and **building setbacks** that allow a diversity of grade-oriented housing;
- (c) accommodates site and **building** design that is adaptable to evolving housing needs;
- (d) should only be designated on **parcels** located within:
 - (i) an area that supports the development form in an approved Local Area Plan as part of the Neighbourhood Connector or Neighbourhood Flex Urban Form Categories; or
 - (ii) the Centre City or Inner City areas identified on the Urban Structure Map of the Calgary Municipal Development Plan and also within one or more of the following:
 - (A) 200 metres of a Main Street or Activity Centre identified on the Urban Structure Map of the Calgary Municipal Development Plan;

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- (B) 600 metres of an existing or capital-funded **LRT platform**;
- (C) 400 metres of an existing or capital-funded **BRT station**; or
- (D) 200 metres of **primary transit service**.

Permitted Uses

1387 The following **uses** are **permitted uses** in the Housing – Grade Oriented District:

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

Discretionary Uses

1388 The following **uses** are **discretionary uses** in the Housing – Grade Oriented District:

- (a) **Addiction Treatment;**
- (b) **Assisted Living;**
- (c) **Bed and Breakfast;**
- (d) **Community Entrance Feature;**
- (e) **Custodial Care;**
- (f) **Home Occupation – Class 2;**
- (g) **Live Work Unit;**
- (h) **Place of Worship – Small;**
- (i) **Power Generation Facility – Small;**
- (j) **Residential Care;**
- (k) **Sign – Class B;**
- (l) **Sign – Class C;**
- (m) **Sign – Class E;**
- (n) **Temporary Residential Sales Centre; and**
- (o) **Utility Building.**

Rules

1389 In addition to the rules in this District, all **uses** in this District must comply with:

- (a) the Rules Governing All Districts referenced in Part 3; and
- (b) the applicable Uses and Use Rules referenced in Part 4.

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Floor Area Ratio

1390 The maximum **floor area ratio** is 1.5.

At Grade Orientation of Units

1391 (1) All **units** must provide individual, separate, direct access to **grade**.

(2) **Units** with an exterior wall facing a **street** must provide:

- (a) an entrance that is visible from the **street**; and
- (b) sidewalks that provide direct exterior access to the **unit**.

Parcel Coverage

1392 (1) Unless otherwise referenced in subsection (2), the maximum cumulative **building coverage** over all the **parcels** subject to a single **development permit** containing one or more **Dwelling Units** is:

- (a) 45.0 per cent of the area of the **parcels** subject to a single **development permit** for a **development** with a **density** of less than 40 **units** per hectare;
- (b) 50.0 per cent of the area of the **parcels** subject to a single **development permit** for a **development** with a **density** 40 **units** per hectare or greater and less than 50 **units** per hectare;
- (c) 55.0 per cent of the area of the **parcels** subject to a single **development permit** for a **development** with a **density** of 50 **units** per hectare or greater and less than 60 **units** per hectare; or
- (d) 60.0 per cent of the area of the **parcels** subject to a single **development permit** for a **development** with a **density** of 60 **units** per hectare or greater.

(2) The maximum **parcel coverage** referenced in subsection (1), must be reduced by 21.0 square metres for each **motor vehicle parking stall** provided on a **parcel** that is not located in a **private garage**.

(3) In all other cases, the maximum **parcel coverage** is 45.0 per cent.

Building Depth and Separation

1393 (1) Unless otherwise referenced in subsections (2) and (3) the maximum **building depth** is 65.0 per cent of the **parcel depth** for a **building** containing a **unit**.

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- (2) On a **laned parcel**, there is no maximum **building depth** for a **main residential building** wholly contained to the rear of 40.0 per cent **parcel depth** where:
- (a) there is more than one **main residential building** on the **parcel**;
 - (b) 50.0 per cent or more of the **units** on the **parcel** are contained in **main residential buildings** located within the first 60.0 per cent of the **parcel depth**; and
 - (c) where the minimum separation distance of the **main residential buildings** on the front portion of the **parcel** and the **main residential buildings** contained on the rear portion of the **parcel** is 6.5 metres.
- (3) For a **main residential building** that is located on a **corner parcel** there is no maximum **building depth** where the minimum **building setback** from the **side property line** shared with another **parcel** is 3.0 metres for any portion of the **building** located between the **rear property line** and:
- (a) 50.0 per cent **parcel depth**; or
 - (b) the **building depth** of the **main residential building** on the adjoining **parcel**;

whichever is closer to the **rear property line**.

Building Setback Areas

1394 The minimum depth of all **setback areas** must be equal to the minimum **building setback** required in sections 1393, 1395, 1396 and 1397.

Building Setback from Front Property Line

1395 The minimum **building setback** from a **front property line** is 3.0 metres.

Building Setback from Side Property Line

- 1396** (1) Subject to subsections (2) through (5), the minimum **building setback** from any **side property line** is 1.2 metres.
- (2) There is no requirement for a **building setback** from a **property line** upon which a party wall is located.
 - (3) For a **corner parcel**, the minimum **building setback** from a **side property line** shared with a **street** is 0.6 metres.
 - (4) Unless otherwise referenced in subsection (5), on a **laned parcel** the minimum **building setback** from a **side property line** for a **private garage** attached to a **main residential building** is 0.6 metres.

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- (5) On a **laned parcel**, the minimum **building setback** for a **private garage** attached to a **main residential building** that does not share a **side** or **rear property line** with a **street** may be reduced to zero metres where the wall of the portion of the **building** that contains the **private garage** is constructed of maintenance-free materials and there is no overhang of eaves onto an **adjacent parcel**.

Building Setback from Rear Property Line

- 1397 (1) Unless otherwise referenced in subsection (2) the minimum **building setback** from a **rear property line** is 5.0 metres.
- (2) On a **corner parcel** or a **laned parcel**, the minimum **building setback** from a **rear property line** is 1.2 metres.

Projections Into Setback Areas

- 1398 (1) Unless otherwise referenced in subsections (2) through (9), a **building** or air conditioning units must not be located in any **setback area**.
- (2) Portions of a **building** located above the surface of the ground may project into a **setback area** only in accordance with the rules contained in this section.
- (3) Portions of a **building** below the surface of the ground may extend without any limits into a **setback area**.
- (4) **Patios** may project without any limits into a **setback area**.
- (5) Wheelchair ramps may project without any limits into a **setback area**.
- (6) Eaves may project a maximum of 0.6 metres, and window wells may project a maximum of 0.8 metres, into any **setback area**.
- (7) **Landings** not exceeding 2.5 square metres, ramps other than wheelchair ramps and unenclosed stairs may project into any **setback area**.
- (8) **Signs** may be located in any **setback area**, and where so located, must be in accordance with Part 3, Division 5.
- (9) Air conditioning equipment may project a maximum of 1.0 metre into any **setback area** that does not share a **property line** with a **street**.

Building Height

- 1399 (1) Unless otherwise referenced in subsections (2), the maximum **building height** is 12.0 metres measured from **grade**.

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- (2) Where a **building setback** is required from a **property line** shared with another **parcel** designated with a **low density residential district**, H-GO or the M-CG District, the maximum **building height**:
- (a) is the greater of:
 - (i) the highest geodetic elevation of a **main residential building** on the adjoining **parcel**; or
 - (ii) 8.0 metres from **grade**;measured at the shared **property line**; and
 - (b) increases at a 45 degree angle to a maximum of 12.0 metres measured from **grade**.

Solar Collectors

- 1400 (1) A **solar collector** may only be located on the wall or roof of a **building**.
- (2) A **solar collector** mounted on a roof with a pitch of less than 4:12:
- (a) may project a maximum of 2.0 metres from the surface of the roof; and
 - (b) must be located at least 1.0 metres from the edge of the roof.
- (3) A **solar collector** mounted on a roof with a pitch of 4:12 or greater:
- (a) may project a maximum of 1.3 metres from the surface of the roof; and
 - (b) must not extend beyond the outermost edge of the roof.
- (4) A **solar collector** that is mounted on a wall:
- (a) must be located a minimum of 2.4 metres above **grade**; and
 - (b) may project a maximum of 0.6 metres from the surface of that wall.

Accessory Residential Buildings

- 1401 (1) An **Accessory Residential Building**:
- (a) may have an **amenity space** in the form of a **deck** or a **patio**;

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- (b) Unless specified in subsection (4) must not be located in a required **setback area**; and
 - (c) must not be located between any **building** and a public **street**.
- (2) Notwithstanding section 1399, the maximum height for an **Accessory Residential Building** is:
- (a) 4.6 metres, when measured from **grade** at any point **adjacent** to the **building**; and
 - (b) 3.0 metres to any **eaveline**, when measured from the finished floor of the **building**.
- (3) Notwithstanding section 1396, for an **Accessory Residential Building**, unless otherwise referenced in subsection (4), the minimum **building setback** from a **side property line** that is not shared with a **street** is 0.6 metres.
- (4) Notwithstanding section 1398, an **Accessory Residential Building** may be located in a **setback area** from another **parcel** where:
- (a) the **Accessory Residential Building** is less than 10.0 square metres **gross floor area**; or
 - (b) the wall of the **Accessory Residential Building** is constructed of maintenance-free materials and there is no overhang of eaves onto an **adjacent parcel**.

Landscaping Requirements

- 1402 (1) **Landscaped areas** must be provided in accordance with a landscape plan approved by the **Development Authority**.
- (2) All areas of a **parcel**, except for those portions specifically required for motor vehicle access, **motor vehicle parking stalls**, **loading stalls**, garbage facilities, or any purpose allowed by the **Development Authority**, must be a **landscaped area**.
- (3) All **setback areas adjacent** to a **street**, except for those portions specifically required for motor vehicle access, must be a **landscaped area**.
- (4) **Amenity space** provided outdoors at **grade** must be included in the calculation of a **landscaped area**.

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- (5) Any part of the **parcel** used for motor vehicle access, **motor vehicle parking stalls, loading stalls** and garbage or recycling facilities must not be included in the calculation of a **landscaped area**.
- (6) A minimum of 30.0 per cent of the **landscaped area** must be covered with **soft surfaced landscaping**.
- (7) All **soft surfaced landscaped area** must be irrigated by an underground irrigation system, unless otherwise provided by a **low water irrigation system**.
- (8) Mechanical systems or equipment that are located outside of a **building** must be **screened**.
- (9) The **landscaped areas** shown on the landscape plan approved by the **Development Authority** must be maintained on the **parcel** for so long as the **development** exists.

Landscape Plan Requirements

1403 A landscape plan for the entire **development** must be submitted as part of each **development permit** application where changes are proposed to **buildings** or the site plan, and must show at least the following:

- (a) the existing and proposed site grading;
- (b) the existing vegetation and indicate whether it is to be retained or removed;
- (c) the layout of berms, open space systems, pedestrian circulation, **retaining walls, screening, soft surfaced landscaped area** and **hard surfaced landscaped areas**;
- (d) **private amenity space** or **common amenity space**;
- (e) the types, species, sizes and numbers of plant material and the types of **hard surfaced landscaped areas**;
- (f) details of the irrigation system; and
- (g) for **landscaped areas** with a **building** or other structure below, the following additional information must be provided:
 - (i) the location of underlying slabs and abutting walls;
 - (ii) cross-sections detailing the waterproofing membranes, protection board, insulation and drainage layer;
 - (iii) depths of the growing medium for each planting area;

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- (iv) the mature height and spread of all trees and shrubs; and
- (v) the means of irrigating the planting areas.

Planting Requirements

1404 (1) Trees required by this section:

- (a) may be provided through the planting of new trees or the preservation of existing trees; and
 - (d) where approved by the **Development Authority**, may be provided on a boulevard **adjacent** to the **parcel**.
- (2)** A minimum of 1.0 tree and 3.0 shrubs must be provided for each 110.0 square meters of **parcel area**.
- (3)** Shrubs must be a minimum height or spread of 0.6 metres at the time of planting.
- (4)** The requirement for the provision of 1.0 tree is met where:
- (a) a deciduous tree has a minimum **calliper** of 60 millimetres; or
 - (b) a coniferous tree has a minimum height of 2.0 metres.
- (5)** The requirement for the provision of 2.0 trees is met where:
- (a) a deciduous tree has a minimum **calliper** of 85 millimetres; or
 - (b) a coniferous tree has a minimum height of 4.0 metres.
- (6)** The requirement for the provision of 3.0 trees is met where an existing deciduous tree with a **calliper** greater than 100 millimeters is preserved.
- (7)** For **landscaped areas** with a **building** below, planting areas must have the following minimum soil depths:
- (a) 1.2 metres for trees;
 - (b) 0.6 metres for shrubs; and
 - (c) 0.3 metres for all other planting areas.
- (8)** The soil depths referenced in (7) must cover an area equal to the mature spread of the planting material.

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- (9) All plant materials must be of a species capable of healthy growth in Calgary and must conform to the standards of the Canadian Nursery Landscape Association.

Amenity Space

- 1405 (1) Each **unit** and **suite** must have **amenity space** that is located outdoors and is labelled on the required landscape plan.
- (2) **Amenity space** may be provided as **common amenity space**, **private amenity space** or a combination of both.

Retaining Walls

- 1406 (1) A **retaining wall** must be less than 1.2 metres in height when measured from the lowest **grade** at any point **adjacent** to the **retaining wall** to the highest **grade** retained by the **retaining wall**.
- (2) A minimum horizontal separation of 1.0 metre must be maintained between **retaining walls**.

Fences

- 1407 The height of a **fence** above **grade**, at any point along a **fence** line, must not exceed:
- (a) 1.2 metres for that portion of the **fence** extending beyond the foremost portion of all **buildings** on the **parcel**;
- (b) 2.0 metres for that portion of the **fence** that does not extend beyond the foremost portion of all **buildings** on the **parcel**; and
- (c) 2.5 metres to the highest point of a gateway, provided that the gateway does not exceed 2.5 metres in length.

Visibility Setback

- 1408 Within a **corner visibility triangle**, **buildings**, **fences**, finished **grade** of a **parcel** and vegetation must not be located between 0.75 metres and 4.60 metres above the lowest elevation of the **street**.

Decks and Patios

- 1409 (1) The height of a **deck** must not exceed 1.5 metres above **grade** at any point.
- (2) A **privacy wall** located on a **deck** or **patio**:
- (a) must not exceed 2.0 metres in height when measured from the surface of the **deck** or **patio**; and
- (b) must not be located between the foremost front façade of the **main residential building** and the **front property line**.

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Balconies

- 1410 (1)** Unless otherwise referenced in subsection (2), an **open balcony** must not project more than 1.85 metres from the **building** façade to which it is attached.
- (2)** Where a **balcony** is located on the roof of the first or second **storey** and does not overhang any façade of the **storey** below the maximum area is equal to 50.0 per cent of the horizontal cross section of the **storey** below.

Motor Vehicle Parking Stalls

- 1411** The minimum number of **motor vehicle parking stalls** is calculated based on the sum of all **units** and **suites** at a rate of 0.375 stalls per **unit** or **suite**.

Mobility Storage

- 1412** The minimum number of **mobility storage lockers** is calculated based on the sum of all **units** and **suites** at a rate of 0.5 lockers per **unit** or **suite** where a **unit** or **suite** is not provided a **motor vehicle parking stall** located in a **private garage**.

Bicycle Parking Stalls

- 1413** The minimum number of **bicycle parking stalls – class 1** is calculated based on the sum of all **units** and **suites** at a rate of 1.0 stall per **unit** or **suite** where a **unit** or **suite** is not provided a **motor vehicle parking stall** located in a **private garage** or **mobility storage locker**.

Driveway Length and Parking Areas

- 1414 (1)** A driveway must not have direct access to a **major street** unless:
- (a)** there is no practical alternative method of vehicular access to the **parcel**; and
 - (b)** a turning space is provided on the **parcel** to allow all vehicles exiting to face the **major street**.
- (2)** A driveway connecting to a **street** must:
- (a)** be a minimum of 6.0 metres in length, when measured along the intended direction of travel for vehicles from the back of the public sidewalk or curb; and
 - (b)** be a minimum of 3.0 metres in width.
- (3)** A driveway connecting to a **lane** must:
- (a)** be a minimum of 0.60 metres in length, when measured along the intended direction of travel for vehicles; and

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- (b) be located between the **property line** shared with a **lane** and the vehicular entrance of the **private garage**.
- (4) In the **Developed Area** a driveway accessing a **street** must not be constructed, altered or replaced except where:
 - (a) it is located on a **laneless parcel**;
 - (b) it is located on a **laned parcel** and 50.0 per cent or more **parcels** on the same block face have an existing driveway accessing a **street**; or
 - (c) there is a legally existing driveway that it is not being relocated or widened.

Waste, Recycling and Organics

1415 Garbage, recycling, and organics containers must be stored in a **screened** location shown on a site plan approved by the **Development Authority**."

3. The City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:

- (a) Add a new subsection 13(143) as follows:

"**13 (143) "zero setback"** means a **building setback** where:

- (a) the **building setback** is not greater than 0.1 metres from the **side property line** for any portion of a **building** that is recessed 0.6 metres or greater from the front façade or the rear façade of the **building** and is setback less than 1.2 metres from the **side property line**;
 - (b) the wall at the shared **side property line** is constructed of maintenance-free materials and there is no overhang of eaves onto an **adjacent parcel**; and
 - (c) all roof drainage from the **building** is discharged through eavestroughs and downspouts onto the **parcel** on which the **building** is located."
- (b) Amend subsection 27(5)(d.1) by deleting "and" after ";
 - (c) Add a new subsection 27(5)(d.2) as follows:

"**27(5)(d.2) Townhouse** when listed as a **discretionary use** in a **residential district** in the **Developed Area**; and"

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- (d) Delete subsection 153.1(vii) and replace with:
 - “**153.1(vii)** in the R-CG District or a **multi-residential district** must be located on the same **parcel** or **bare land unit** with a single **Dwelling Unit**; and”
- (e) Amend subsection 351(4) by deleting “A” and replacing with “Except in the R-CG District, a”.
- (f) Amend subsection 352(7) by deleting “A” and replacing with “Except in the R-CG District, a”.
- (g) Amend subsection 525(1)(b) by adding “**Townhouses**,” after “**Rowhouse Buildings**”.
- (h) Amend subsection 527(2)(s) to delete “and”.
- (i) Add a new subsection 527(2)(s.1) as follows:
 - “**527(2)(s.1)** **Townhouse**; and”
- (j) Delete section 533 and replace with:
 - “**At Grade Orientation of Units**
 - 533 (1)** All **units** must provide individual, separate, direct access to **grade**.
 - (2)** **Units** with an exterior wall facing a **street** must provide:
 - (a) an entrance that is visible from the **street**; and
 - (b) sidewalks that provide direct exterior access to the **unit**.”
- (k) Amend subsection 534(2) to delete “or” after “**Semi-Detached Dwelling**” and replace with “,” and add “or **Townhouse**” after “**Single Detached Dwelling**”.
- (l) Delete section 535 and replace with:
 - “**Building Depth and Separation**
 - 535 (1)** Unless otherwise referenced in subsections (2) and (3) the maximum **building depth** is 65.0 per cent of the **parcel depth** for a **building** containing a **unit**.
 - (2)** On a **laned parcel**, there is no maximum **building depth** for a **main residential building** wholly contained to the rear of 40.0 per cent **parcel depth** where:
 - (a) there is more than one **main residential building** on the **parcel**;

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- (b) 50.0 per cent or more of the **units** on the **parcel** are contained in **main residential buildings** located within the first 60.0 per cent of the **parcel depth**; and
- (c) where the minimum separation distance of the **main residential buildings** on the front portion of the **parcel** and the **main residential buildings** contained on the rear portion of the **parcel** is 6.5 metres.

(3) For a **main residential building** that is located on a **corner parcel** there is no maximum **building depth** where the minimum **building setback** from the **side property line** shared with another **parcel** is 3.0 metres for any portion of the **building** located between the **rear property line** and:

- (a) 50.0 per cent **parcel depth**; or
- (b) the **building depth** of the **main residential building** on the adjoining **parcel**;

whichever is closer to the **rear property line**.”

(m) Amend section 536 to add “535,” after “sections”.

(n) Delete section 537 and replace with:

“Building Setback from Front Property Line

537 The minimum **building setback** from a **front property line** is 3.0 metres.”

(o) Delete sections 539 and 540 and replace with:

“Building Setback from Side Property Line

539 (1) Subject to subsections (3) through (9), the minimum **building setback** from any **side property line** is 1.2 metres.

(2) Subject to subsections (3) through (7), for a **laneless parcel**, the minimum **building setback** from any **side property line** is:

- (a) 1.2 metres; or
- (b) 3.0 metres on one side of the **parcel** when no provision is made for a **private garage** on the front or side of a **building**.

(3) There is no requirement for a **building setback** from a **property line** upon which a party wall is located.

(4) The minimum **building setback** from a **side property line** may be reduced to a **zero setback** where:

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- (a) the owner of the **parcel** proposed for **development** and the owner of the **adjacent parcel** register, against both titles, a 1.2 metre private maintenance easement.
- (5) The minimum **building setback** from a **side property line** may be reduced to a **zero setback** where the **main residential building** on the adjoining **parcel** has a **zero setback**.
- (6) For a **corner parcel**, the minimum **building setback** from a **side property line** shared with a **street** is 0.6 metres.
- (7) The **building setback** from a **side property line** of 3.0 metres required in subsection 2(b) may be reduced to zero metres where the owner of the **parcel** proposed for **development** and the owner of the **adjacent parcel** registers, against both titles, a private access easement:
 - (a) where the width of the easement, in combination with the reduced **building setback**, must be at least 3.0 metres; and
 - (b) that provides unrestricted vehicle access to the rear of the **parcel**.
- (8) Unless otherwise referenced in subsection (9), on a **laned parcel** the minimum **building setback** from a **side property line** for a **private garage** attached to a **main residential building** is 0.6 metres.
- (9) On a **laned parcel**, the minimum **building setback** for a **private garage** attached to a **main residential building** that does not share a **side** or **rear property line** with a **street** may be reduced to zero metres where the wall of the portion of the **building** that contains the **private garage** is constructed of maintenance-free materials and there is no overhang of eaves onto an **adjacent parcel**.

Building Setback from Rear Property Line

- 540 (1) Unless otherwise referenced in subsection (2) the minimum **building setback** from a **rear property line** is 7.5 metres.
 - (2) On a **laned** or **corner parcel**, the minimum **building setback** from a **rear property line** is 1.2 metres.”
- (p) Delete subsection 541(1) and replace with:
- “541 (1) Unless otherwise referenced in subsections (2), (3) and (4), the maximum **building height** is 11.0 metres measured from **grade**.”

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- (q) Amend subsection 541(3) to delete “The” at the beginning of the subsection and replace with “On a **corner parcel**, the”.
- (r) Delete subsection 541(4) and replace with:

“**541 (4)** Where not located on a **corner parcel**, the maximum **building height** is 8.6 metres for any portion of a **main residential building** located between the **rear property line** and 60.0 per cent **parcel depth** or the **contextual building depth average**, whichever is greater.”
- (s) Delete subsection 541(5).
- (t) Delete section 542 and replace with:

“Landscaping Requirements

- 542 (1)** For **developments** of three **units** or more, **landscaped areas** must be provided in accordance with a landscape plan approved by the **Development Authority**.
- (2)** For **developments** of two **units** or less the General Landscaping Rules of Section 346.1 apply.
 - (3)** All areas of a **parcel**, except for those portions specifically required for motor vehicle access, **motor vehicle parking stalls**, **loading stalls**, garbage facilities, or any purpose allowed by the **Development Authority**, must be a **landscaped area**.
 - (4)** All **setback areas adjacent** to a **street**, except for those portions specifically required for motor vehicle access, must be a **landscaped area**.
 - (5)** **Amenity space** provided outdoors at **grade** must be included in the calculation of a **landscaped area**.
 - (6)** Any part of the **parcel** used for motor vehicle access, **motor vehicle parking stalls**, **loading stalls** and garbage or recycling facilities must not be included in the calculation of a **landscaped area**.
 - (7)** A minimum of 30.0 per cent of the **landscaped area** must be covered with **soft surfaced landscaping**.
 - (8)** All **soft surfaced landscaped area** must be irrigated by an underground irrigation system, unless otherwise provided by a **low water irrigation system**.
 - (9)** Mechanical systems or equipment that are located outside of a **building** must be **screened**.

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- (10) The **landscaped areas** shown on the landscape plan approved by the **Development Authority** must be maintained on the **parcel** for so long as the **development** exists.”

- (u) Add new subsections 542.1 and 542.2 as follows:

“Landscape Plan Requirements

542.1 For **developments** of three **units** or more, a landscape plan for the entire **development** must be submitted as part of each **development permit** application where changes are proposed to **buildings** or the site plan, and must show at least the following:

- (a) the existing and proposed site grading;
- (b) the existing vegetation and indicate whether it is to be retained or removed;
- (c) the layout of berms, open space systems, pedestrian circulation, **retaining walls**, **screening**, **soft surfaced landscaped area** and **hard surfaced landscaped areas**;
- (d) **private amenity space** or **common amenity space**;
- (e) the types, species, sizes and numbers of plant material and the types of **hard surfaced landscaped areas**;
- (f) details of the irrigation system; and
- (g) for **landscaped areas** with a **building** or other structure below, the following additional information must be provided:
 - (i) the location of underlying slabs and abutting walls;
 - (ii) cross-sections detailing the waterproofing membranes, protection board, insulation and drainage layer;
 - (iii) depths of the growing medium for each planting area;
 - (iv) the mature height and spread of all trees and shrubs; and
 - (v) the means of irrigating the planting areas.

Planting Requirements

542.2 (1) Trees required by this section:

- (a) may be provided through the planting of new trees or the preservation of existing trees; and
- (d) where approved by the **Development Authority**, may be provided on a boulevard **adjacent** to the **parcel**.

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- (2) A minimum of 1.0 tree and 3.0 shrubs must be provided for each 110.0 square meters of **parcel area**.
 - (3) Shrubs must be a minimum height or spread of 0.6 metres at the time of planting.
 - (4) The requirement for the provision of 1.0 tree is met where:
 - (a) a deciduous tree has a minimum **calliper** of 60 millimetres; or
 - (b) a coniferous tree has a minimum height of 2.0 metres.
 - (5) The requirement for the provision of 2.0 trees is met where:
 - (a) a deciduous tree has a minimum **calliper** of 85 millimetres; or
 - (b) a coniferous tree has a minimum height of 4.0 metres.
 - (6) The requirement for the provision of 3.0 trees is met where an existing deciduous tree with a **calliper** greater than 100 millimeters is preserved.
 - (7) For **landscaped areas** with a **building** below, planting areas must have the following minimum soil depths:
 - (a) 1.2 metres for trees;
 - (b) 0.6 metres for shrubs; and
 - (c) 0.3 metres for all other planting areas.
 - (8) The soil depths referenced in (7) must cover an area equal to the mature spread of the planting material.
 - (9) All plant materials must be of a species capable of healthy growth in Calgary and must conform to the standards of the Canadian Nursery Landscape Association.”
- (v) Add a new section 543 as follows:
- “Amenity Space**
- 543** (1) For **developments** of three **units** or more, each **unit** and **suite** must have **amenity space** that is located outdoors and is labelled on the required landscape plan.
- (2) **Amenity space** may be provided as **common amenity space**, **private amenity space** or a combination of both.”

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- (w) Delete subsection 544(1) and replace with:
- “544 (1)** Where a **balcony** is located on the roof of the first or second **storey** of a **main residential building** and does not overhang any façade of the **storey** below, the **balcony** may have a maximum **floor area** that equals 50.0 per cent of the horizontal cross section of the **storey** below.”
- (x) Delete section 546 and replace with:
- “Motor Vehicle parking Stall**
546 The minimum number of **motor vehicle parking stalls** is calculated based on the sum of all **units** and **suites** at a rate of 0.375 stalls per **unit** or **suite**.”
- (y) Add a new section 546.1 as follows:
- “Mobility Storage**
546.1 The minimum number of **mobility storage lockers** is calculated based on the sum of all **units** and **suites** at a rate of 0.5 lockers per **unit** or **suite** where a **unit** or **suite** is not provided a **motor vehicle parking stall** located in a **private garage**.”
- (z) Add a new section 546.2 as follows:
- “Bicycle Parking Stalls**
546.2 The minimum number of **bicycle parking stalls – class 1** is calculated based on the sum of all **units** and **suites** at a rate of 1.0 stall per **unit** or **suite** where a **unit** or **suite** is not provided a **motor vehicle parking stall** located in a **private garage** or **mobility storage locker**.”
- (aa) Add a new section 546.3 as follows:
- “Waste, Recycling and Organics**
546.3 For **developments** of three or more **units**, garbage, recycling, and organics must be stored in a **screened** location approved by the **Development Authority**.”
4. The City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:
- (a) Delete subsection 239(a)(iii).
- (b) Amend subsection 239(a)(iv) by deleting “minimum of four **units**” and replacing with “minimum of three **units**”.

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- (c) Delete section 558 and replace with the following:

“Motor Vehicle Parking Stall Requirements

558 The minimum *motor vehicle parking stall* requirement is calculated:

- (a) based on the sum for all **Dwelling Units** and **suites** where the rate is 0.5 stalls per **Dwelling Unit** or **suite**; and
- (b) for each **Live Work Unit** is:
 - (i) 0.5 stalls per *unit* for resident parking; and
 - (ii) 0.5 *visitor parking stalls*.”

- (d) Delete section 559 and replace with the following:

“Bicycle Parking Stall Requirements in Multi-Residential Development

559 The minimum number of *bicycle parking stalls* is calculated based on the sum for all *units* and *suites* where the rate is:

- (a) 1.0 *bicycle parking stall – class 1* per *unit*;
- (b) 1.0 *bicycle parking stall – class 1* per *suite*; and
- (c) 0.1 *bicycle parking stalls – class 2* per *unit* for *developments* of 20 *units* or more, with a minimum of 2.0 stalls.”

- (e) Delete section 560 and replace with:

“Reduction for Transit Supportive Multi-Residential Development

560 The required number of *motor vehicle parking stalls* in section 558 is reduced by 25.0 per cent for a *development* on a *parcel* located within:

- (a) 600.0 metres of an existing or approved capital funded **LRT platform**;
- (b) 400.0 metres of an existing or approved capital funded **BRT station**; or
- (c) 200.0 metres of *primary transit service*.”

- (f) Add a new subsection 565(5) as follows:

“565 (5) In the *Developed Area* a driveway accessing a *street* must not be constructed, altered or replaced except where:

- (a) it is located on a *laneless parcel*;

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- (b) it is located on a ***laned parcel*** and 50.0 per cent or more ***parcels*** on the same block face have an existing driveway accessing a ***street***; or
 - (c) there is a legally existing driveway that it is not being relocated or widened.”
- (g) Amend section 573 by deleting the section title and replacing with:
“Single Detached, Semi-Detached, Duplex Dwellings and Backyard Suites”
- (h) Delete subsection 573(d).
- (i) Delete subsection 1352 and replace with:
“Reduction for Transit Supportive Development
1352 The required number of ***motor vehicle parking stalls*** in section 1350 is reduced by 25.0 per cent for a ***development*** on a ***parcel*** located within:
 - (a) 600.0 metres of an existing or approved capital funded ***LRT platform***;
 - (b) 400.0 metres of an existing or approved capital funded ***BRT station***; or
 - (c) 200.0 metres of ***primary transit service***.”

5. This Bylaw comes into force on 2023 January 02.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

CITY CLERK

SIGNED ON _____

Why Housing Choice is Important to the Housing Continuum

Context

To address Council's direction, Administration focused on conducting analysis into what housing forms are needed in Calgary, why they're important for Calgary as it grows over the next twenty years, and how it relates to other work being done at The City.

What is Missing Middle Housing?

Missing Middle Housing is a term coined by Daniel Parolek to capture different housing forms that are often lacking within many North American communities. These forms are seen as ways to respond to the housing crisis being felt in many North American cities. Due to changing household demographics, environmental and economic factors, and market interests, there is a large mismatch in many cities between the housing stock that is desired, and the housing stock being provided. Household and cultural demographics have changed substantially since the post-World War II development boom, where single-detached dwellings accommodated a large majority of the population.

Why Housing Choice is Needed in Calgary

Enabling housing choice in Calgary means there are more opportunities for all Calgarians to find a place that meets their needs that they can call home. The dominant housing form in Calgary is single-detached homes, and it is expected that this will continue well into the future. However, as Calgary evolves, grows, and diversifies, the housing stock must ensure that it meets the needs of a diverse population.

Calgary's changing demographics

Calgary has been in a constant state of change, and the following statistics demonstrate that more variety is needed in the housing stock to meet the needs of an increasingly diverse make-up of households.

- › 66 per cent of homes in Calgary are owner occupied single-detached homes, but 75 per cent of Calgary households have insufficient income to buy a single-detached house¹. This indicates that many Calgarians may be spending more than 30 per cent of their pre-tax income on shelter. A limited supply of alternative built forms may be forcing them to live in places that don't meet their needs.
- › 86 per cent of Calgary's established area communities have lost population since their peak². While various factors influence individual housing and community choices, the degree of this decline indicates that some Calgarians are not able to find housing options to suit their needs in their community and are being forced to leave.
- › The number of single and two-person households are the highest they have ever been in Canada, households composed of roommates are the fastest growing household category across the country, and the number of multi-generational homes or multiple family dwellings continues to

¹ The City of Calgary's report *Housing in Calgary: An Inventory of Housing Supply, 2015-2016*

² The City of Calgary, *Civic Census 2019*

grow³. This demonstrates that household make-up is changing and may indicate that housing type preferences are also changing/expanding.

The proposed Land Use Bylaw amendments will provide the regulatory tools necessary to enable increasing housing choice in Calgary's inner city and established communities.

The Role Housing Choice Plays in Housing Affordability

Housing affordability is impacted by many inter-related factors, many of them outside the jurisdiction or influence of municipal government such as global supply chains, availability of labour, economy, financing tools, and policy, as examples. There is no single solution for addressing housing affordability; it requires a range of actions on a variety of fronts. Below is a summary of the contributions that Administration's work on amendments to the Land Use Bylaw proposed in this report can make to this effort.

- › Reducing municipal regulatory barriers can decrease the length of time for development approvals and building costs by providing clear expectations for development outcomes that are informed by economic feasibility. In the case of amendments to existing districts in this report, the development of new homes on parcels already designated with these districts can proceed directly to the Development Permit step, saving significant time and money, and lowering the cost of development.
- › Increasing housing choice will not have a direct impact on the price of individual housing units given many factors that impact housing prices. However, diversifying Calgary's housing stock today ensures that there are a range of housing options at a range of prices for Calgarians for years to come. Today's market rental and ownership homes will be more affordable units in the future, just as more affordable market rental and ownership homes available today were built 30 or more years ago.
- › The recent Direct Control District applications and the development of rowhouses within the Residential – Grade-Oriented Infill (R-CG) District since it was introduced in 2015, demonstrate a demand for more variety in grade-oriented housing forms in Calgary. Through public engagement on other projects, Administration has heard that many Calgarians want a home in an established community that has a direct connection to the street (i.e., not an apartment building), but that there are minimal options available today. Making it easier to build these types of homes can increase the amount of supply in this segment of the housing market across Calgary's established areas. Increasing the supply for this form of housing will help meet the demand Calgary is experiencing.
- › New homes built within the rules of the proposed Housing – Ground-Oriented (H-GO) District would be cheaper compared to a new single detached home built on the same parcel and provide opportunity for numerous households to live within a single development with the added benefit of living in a location close to shops, amenities, and transit.
- › While the amendments to the Land Use Bylaw proposed in this report most directly impact market housing, the benefits of removing regulatory barriers mentioned above are also realized for affordable housing developments led by both the City of Calgary and not-for-profit housing providers.

³ Statistics Canada 2021 Census <https://www150.statcan.gc.ca/n1/daily-quotidien/220713/dq220713a-eng.htm>

The Role of This Work Supporting Other City Initiatives

The City is currently engaged in a lot of work surrounding the topic of housing. From aging-in-place to the creation of more affordable housing units, Administration knows that housing is not just a planning consideration, and as such, needs a comprehensive approach.

Accessible and Age-friendly Housing

A lot of work is being done across the corporation to look at how to make our housing stock more physically accessible. Whether it be for seniors or persons with disabilities, accessibility is something that many Calgarians need in a housing form they can afford, in a location where they feel at home. The proposed Housing – Ground-Oriented (H-GO) District enables, but does not incentivize nor require, including single-story ground-oriented units within developments. However, enabling these types of units is an important first step in ensuring that these forms of housing can also serve Calgarians seeking or needing more accessible housing options. Additionally, the location criteria of the proposed Housing – Ground-Oriented (H-GO) District emphasizes proximity to amenities and transit, something that is important for Calgarians with accessibility needs.

Affordable Housing Units and the Housing Continuum

The proposed amendments to the Land Use Bylaw in this report most directly impact the Market Rental Housing and Market Home Ownership components as shown on the housing continuum image below.



A healthy supply of housing across the housing continuum ensures that Calgarians can rely on housing that fits their budget and life circumstances.

Currently, there is no distinction between Affordable Housing (see definition below) and market housing from a land use perspective since land use addresses form and development standards rather than end users. This means that applications proposing Affordable Housing units go through the same process as applications for market housing. This can add significant cost to applications and can often limit or prevent much-needed units from being built due to stigma and misunderstandings around who will live, rent, or own these units.

Working with other business units to discover the needs across the housing continuum was an important factor in the creation of the new Housing – Grade-Oriented district. One of the main concerns we heard from other business units was the need to have a permitted approach to building dwelling units. A permitted approach means that the use is allowed as-of-right if it meets all the rules of the district. By ensuring the rules of the district are met, Administration is still able to ensure the application is meeting the appropriate form intended for a parcel, however, as a permitted use, there is less likelihood for an appeal of the application by those with unwarranted objections. This streamlines the application process ensuring what is intended to be built on a parcel can be done, while still ensuring the development meets the rules of the district.

Appeals to the Subdivision and Development Appeal Board are rising for applications that increase intensity as there is a worry that new housing forms will impact the value of neighbouring properties or

that it will change the “character” of a community. Communities are places that change over time, and that change, when intentional, can support Calgary’s ability to be more equitable and diverse. Change is key to ensure that communities can be resilient and meet the evolving needs of the people who live there.

Common Housing Terms

Housing affordability	Housing affordability is when housing supply balances and meets housing demand so that households have access to a range of housing options where they would be able to spend no more than 30% of their income on shelter expenses.
Missing middle housing	Missing middle housing encompasses a range of small to moderate scale developments that provide homes in buildings typically between 2 - 4 storeys with two or more units. These built forms integrate well within a neighbourhood and offer additional opportunities to single-detached homes, allowing more people of different demographics and needs, at different ranges of affordability and stages of life, to move into, or remain living in, a neighbourhood.
Affordable housing	The City of Calgary defines affordable housing as housing for people who, because of financial or other circumstances, need assistance to cover their housing costs. It may take several forms on the housing spectrum, from non-market rental units to attainable homeownership. To exclude discretionary overspending, The City targets affordable housing to households earning 65% or less of the Calgary area median income.
Affordable housing need	A household needs affordable housing when it earns less than 65% of the Calgary area median income and spends more than 30% of its pre-tax income on adequate shelter.
Non-market housing	Rental or for-sale housing provided for income groups not served by the private market. It is typically made affordable through public and/or non-profit ownership of housing units, or through rent supplements that allow low-income households to access housing in the private market.
Social housing	Social housing refers to a set of programs designed by the federal and provincial governments in which non-market units are provided for low-income households. In regulated social housing units, rent is geared to 30% of the tenant’s household income with a minimum required payment of \$120 per month. As currently structured, this model is supported by ongoing deep subsidies from the federal and provincial governments.
Supportive care housing	Housing that provides case management and supports to individuals and families with special needs to achieve housing stability and independence. While there is no maximum length of stay in supportive housing, these programs may aim to eventually transition clients out of the program to less intensive community-based services, or may constitute long-term permanent housing, depending on the program goals and population served.

Research Summary of Other Cities

Overview Summary of Enabled Diverse Housing Options

The following table compares proposed changes to regulation and policy in several cities across North America that address building form, secondary suites, and parking requirements to enable more diverse forms of housing development. More detailed information on subject city case studies can be seen following this table.

Table 1: City Comparisons, what is enabled through policy and regulation changes

Cities	Changes in Policy/Regulation	Regulations for Suites	Changes in Parking Requirements
Portland	Reduce regulatory restrictions by broadening the types of housing available in single-detached residential zones. This includes duplexes, triplexes, fourplexes, cottage clusters, and attached houses	A house with two accessory dwellings and a duplex with an accessory dwelling	No minimum parking requirements
Seattle	Zoning changes in the low-rise residential area allows for the construction of townhouses, three-story rowhouses, and three- and four-story apartment structures	Each dwelling unit can have one accessory dwelling	One parking stall per unit, however no minimum parking requirements in urban villages
Minneapolis	Amendments to the Minneapolis 2040 Plan and changes to zoning regulations to allow up to three units in all low-rise residential districts	An accessory dwelling unit may only be added to single-family or two-family dwellings	No minimum parking requirements
Edmonton	Zoning changes were applied to low-rise and medium-density residential zones enabling duplex housing with a secondary suite as well as multi-unit housing (which refers to three or more principal dwellings)	A single-detached with a secondary suite, semi-detached with a secondary suite, or row house with a secondary suite	No minimum parking requirements
Victoria	Proposing three new uses, houseplexes (from three to 6 units), corner townhouses, and heritage conserving infill that will be permitted in the city's Traditional Residential districts	A single-family home with a secondary suite	0.77 parking spaces per unit

Toronto	The areas designated “Neighbourhoods” in the Official Plan will allow a greater range of low-rise residential building types, such as semi-detached houses, duplexes, fourplexes, stacked townhouses, duplexes, fourplexes, accessory dwelling units (such as garden suites and laneway suites), and low-rise apartments	Secondary suites in townhouses city-wide, laneway suites across the city	No minimum parking requirements
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Portland Residential Infill Project, OR

Portland implemented the Residential Infill Project, a set of changes to the city's single-detached zoning bylaws that remove regulatory hurdles and encourage higher-density, middle-income housing types. The residential infill project changes reduce regulatory restrictions by broadening the types of housing available inside single-detached residential zones. It raises the allowed floor area ratio for multi-dwelling structures while decreasing it for new single-detached dwellings. Finally, with its unique land use regulations, it opens the door for higher density.

The following are the key findings of the Portland Residential Infill Project:

1. They complied with the state mandate (House Bill 2001) and the Senate bill for missing middle housing implementation by permitting duplexes on all parcels and other middle housing (triplexes, fourplexes, cottage clusters, attached houses) on the majority of parcels¹.
2. The zoning changes permit a house with two accessory dwelling units, a duplex with an accessory dwelling unit, a triplex, a fourplex, a cottage cluster, and affordable fourplexes and multi-dwelling structures¹.
3. Affordable fourplexes and multi-dwelling structures should have a maximum of six dwelling units on interior and corner lots (50 percent of those units on the site should be affordable to those earning no more than 60 percent of the area median family income)².
4. There is no minimum parking requirement for household living use in single dwelling zones, both near and far from public transit².

References

1. Housing Choices (House Bill 2001): Urban Planning: State of Oregon (2001). Available at: <https://www.oregon.gov/lcd/UP/Pages/Housing-Choices.aspx>
2. Portland Residential Infill Project (2022) Available at: <https://www.portland.gov/bps/planning/rip>

Seattle Mandatory Housing Affordability, WA

Seattle's growth and development has led to issues with housing stock and affordability. The purpose of Seattle's Mandatory Housing Affordability (MHA) legislation is to increase housing options and planning approvals. The legislation aims to reduce residential displacement by expanding the quantity of affordable dwellings that are accessible to low-income families with different housing options.

The following are the key findings of the Seattle's Mandatory Housing Affordability:

1. Zoning changes in the low-rise residential area allow for the construction of townhouses, three-story rowhouses, and three- and four-story apartment structures¹.

2. Accessory dwelling units are permitted in all neighbourhood residential zones and each principal dwelling unit can have one accessory dwelling unit². In most zones, one parking stall per unit is required. However, there is no minimum parking requirement in urban villages if it is within a quarter mile of a street with frequent transit service².

References

1. Chapter 23.44 - Residential, Single-Family | Municipal Code | Seattle, WA | Municode Library (2022)
2. Seattle ADUniverse (2022). Available at: <https://aduniverse-seattlecitygis.hub.arcgis.com/>

Minneapolis Comprehensive Plan 2040, MN

Minneapolis has addressed housing through two approaches – by revising the Minneapolis 2040 Plan and changing zoning regulations to allow one-to-three units in all low-rise residential districts that previously only allowed one unit. One of the Minneapolis 2040 Plan's goals is to alleviate racial inequities in economic, housing, safety, and health outcomes in Minneapolis. The Plan recognizes the role that Minneapolis' zoning laws, in conjunction with previous discriminatory housing policies (redlining), had in shaping inequitable access to homes¹.

The following are the key findings of the Minneapolis Comprehensive Plan 2040:

1. Zoning code amendments in the low-rise residential area allow residential uses with up to three units that retain the same building scale and size permitted for single-detached houses².
2. An accessory dwelling unit may only be added to a single or semi-detached dwelling.
3. For one to three dwelling units, there is no minimum parking requirement. For four dwelling units or more, there is a maximum of two parking stalls per unit³.

References

1. Minneapolis Missing Middle Housing (2022). Available at: <https://minneapolis2040.com/implementation/the-missing-middle#Goals>
2. Minneapolis, C. of (2022) Residential buildings with up to three units. Available at: <https://www2.minneapolismn.gov/business-services/planning-zoning/amendments/adopted-proposed/recently-adopted/residential-buildings-3-units-amendment/>
3. Parking, Loading, and Mobility Regulations (2021). Available at: <https://minneapolis2040.com/implementation/parking-loading-and-mobility-regulations/>

Infill Roadmap 2018, Edmonton, AB

The City of Edmonton developed the Infill Roadmap 2018 to enable new housing choices in their mature neighbourhoods. The Roadmap aimed at enhancing different forms of housing such as triplexes, rowhouses, and low-and mid-rise apartments up to six stories. To supplement the data obtained during the stakeholder and community consultation, three technical papers were also created: Edmonton's Urban Neighbourhood Evolution, Municipal Tools Review, and Market Housing and Affordability Study.

The following are some key findings from the Infill Roadmap 2018:

1. The zoning changes were applied to low-rise and medium-density residential zones. These changes enable duplex housing with a secondary suite as well as multi-unit housing (which refers to three or more principal dwellings)¹.
2. The changes have reduced the amenity area required for each residential unit from 15 squared metres to 7.5 squared metres, and it is also required for row-housing and multi-unit housing¹.

3. In 2020, Edmonton city council voted to eliminate parking minimums. Open option parking enables developers, property owners, and companies to choose how much on-site parking to provide on properties based on operations, activities, or lifestyle².

References

1. Missing Middle Zoning Review | City of Edmonton (2022). Available at: https://www.edmonton.ca/city_government/urban_planning_and_design/medium-scale-housing-review
2. Parking Rules for New Homes and Businesses | City of Edmonton (2020). Available at: https://www.edmonton.ca/city_government/urban_planning_and_design/comprehensive-parking-review

Missing Middle Housing Initiative, Victoria, BC

The Victoria Missing Middle Housing Initiative proposes that house-plexes (buildings with three to six units that are all accessed from grade) and corner townhomes, be permitted in the city's Traditional Residential districts where other low-density residential forms are allowed. It would also support in the preservation of heritage properties by permitting additional residences to be constructed on the same property as the heritage registered structure. At the same time, Victoria's Official Community Plan already envisions Missing Middle housing forms throughout the city¹.

The following are the key findings from the Initiative:

1. Missing middle housing is shaped through the Official Community Plan amendments and policy consolidation, zoning regulation bylaw amendment, affordable housing standards bylaw amendment and the land use procedures bylaw amendment².
2. Victoria is proposing three new uses and related regulations: house-plexes (from three to six units), corner townhouses, and heritage conserving infill³.
3. The proposed regulations require 0.77 parking spaces per unit. This is less than the current zoning requirement of 1.0-1.45 spaces per dwelling³.
4. Two bicycle parking stalls are required per unit, and one stall per secondary dwelling unit³.

References

1. Victoria Missing Middle Housing | Have Your Say (2022). Available at: <https://engage.victoria.ca/missing-middle-housing/>
2. Victoria Council Report (2022). City of Victoria. Available at: <https://pub-victoria.escibemeetings.com/filestream.ashx?DocumentId=82130>.
3. Missing Middle Housing Initiative Information Boards (2022). City of Victoria

Expanding Housing Options in Neighbourhoods, Toronto, ON

The City of Toronto has been undertaking the program of Expanding Housing Options in Neighbourhoods to include more diverse housing forms. The areas designated "Neighbourhoods" in the Official Plan are primarily residential buildings up to four-storeys. These areas permit a greater range of low-rise residential building types, such as semi-detached houses, duplexes, fourplexes, stacked townhouses, accessory dwelling units (such as garden suites and laneway suites), and low-rise apartments.

The following are the key findings from the Expanding Housing Options in Neighbourhoods project:

1. Permitting secondary suites in townhouses city-wide as well as removing the requirement for the original house to be at least five years old¹.

2. Allowing laneway suites across the city².
3. Creating townhouse and low-rise apartment guidelines to help implement policies in the Official Plan and monitoring the outcomes³.
4. The City is recommending inclusion of garden suites in neighbourhoods to expand housing options.
5. Doing pilot projects for different housing forms, ranging from duplexes to low-rise apartments.
6. There is no minimum parking requirement for each dwelling unit in the following forms: detached house, semi-detached house, townhouse, duplex, triplex or fourplex⁴.

References

1. Toronto, C. of (2018c) Secondary Suites, City of Toronto. Available at: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/secondary-suites/>
2. Toronto, C. of (2018b) Changing Lanes: Laneway Suites in the City of Toronto, City of Toronto. Available at: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/changing-lanes-the-city-of-torontos-review-of-laneway-suites/> Missing Middle Housing Initiative Information Boards (2022).
3. Toronto, C. of (2017) Townhouse & Low-Rise Apartment Guidelines, City of Toronto. Available at: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/townhouse-and-low-rise-apartments/>
4. City of Toronto Zoning By-law 82-2022, as amended (Office Consolidation). Available at: <https://www.toronto.ca/legdocs/bylaws/2022/law0089.pdf>

Problem Identification and Rationale

What is the problem?

In April 2020 Council adopted a Motion Arising from Councillors Chabot and Sharp directing Administration to create a new Land Use District for the purpose of regulating new housing forms within the Land Use Bylaw. While conducting the preliminary research to respond to the April 2022 Motion, Administration concluded that there were multiple barriers to achieving these forms of redevelopment. To ensure direct controls are limited in the future, and that this type of development has the best chance of success, Administration identified three problems that had to be solved:

1. Between 2019-2021 there were approximately 30 direct control applications for types of low-scale development, all with inconsistent approaches and outcomes.
2. Current R-CG does not allow for mid-block redevelopment without the aide of a direct control districts.
3. Existing multi-residential districts have antiquated rules which increase the need for direct control districts.

Review and Analysis of Direct Control Applications

To understand the regulatory barriers that prevent these grade-oriented housing forms, Administration reviewed approximately 30 direct control applications to identify why they were being used instead of standard districts. The following table provides a brief overview of the direct control applications, the base district used and the reason for requesting the direct control district.

Table 1: Review of Direct Control Applications

#	File Number	Residential Base District	Reason For the Application
1	LOC2019-0006	R-CG to DC/R-CG	<ul style="list-style-type: none"> • Built form – courtyard (4-unit townhouse front and rear w/ suites) • Allow additional buildings on site • Allow secondary suites in all • Parking reduction
2	LOC2019-0199	R-2 to DC/M-CG	<ul style="list-style-type: none"> • Built form (1 building, rowhouse, suite ready) • Increase building height • Increase density • Allow more buildings on site • Increase building height
3	LOC2020-0052	R-CG to DC/M-CG	<ul style="list-style-type: none"> • Increase density • Built form (2 buildings, rowhouse w/ secondary suites) • Allow additional buildings on site • Parking reduction
4	LOC2020-0054	R-C2 to DC/M-C1	<ul style="list-style-type: none"> • Increase density • Built form (1 building, townhouse and microunits) • Increase building height • Allow suites/microunits • Parking reduction
5	LOC2020-0142	M-CGd67 to DC/M-C1	<ul style="list-style-type: none"> • Increase density • Built form (2 buildings, rowhouse and microunits)

			<ul style="list-style-type: none"> • Increase building height • Allow additional buildings on site • Parking reduction
6	LOC2020-0169	R-C1 to DC/R-CG	<ul style="list-style-type: none"> • Increase in density • Increase building height • Built form – courtyard (rowhouses/ suites/ semi-detached and duplex homes) • Allow more suites • Allow additional buildings on site
7	LOC2021-0004	R-C2 to DC/R-CG	<ul style="list-style-type: none"> • Increase in density • Built form - courtyard (2 semis w/ suites) • Allow more suites • Allow additional buildings on site
8	LOC2021-0005	R-C2 to DC/R-CG	<ul style="list-style-type: none"> • Increase in density • Increase building height • Built form – courtyard (2 semis w/ suites) • Allow more suites • Allow additional buildings on site • Parking reduction
9	LOC2021-0019	R-CG to DC/R-CG	<ul style="list-style-type: none"> • Remove single-detached, semi-detached, and duplex dwelling uses • Allow rowhouse and suites
10	LOC2021-0061	R-CG to DC/R-CG	<ul style="list-style-type: none"> • Built form – courtyard (2 semis up, 2 semis back) • Courtyard development, mid-block
11	LOC2021-0065	R-C2 to DC/M-CG	<ul style="list-style-type: none"> • Built form – courtyard (2 buildings, townhouse, semi detached and suites) • Addition of rowhouse use/suites • Increase building height • More flexible built form • Parking reduction
12	LOC2021-0072	R-C2 to DC/M-CG	<ul style="list-style-type: none"> • Built form – courtyard (2 buildings, townhouse, semi detached and suites) • Addition of rowhouse use/suites • Increase building height • More flexible built form • Parking reduction
13	LOC2021-0075	R-C2 to DC/M-CG	<ul style="list-style-type: none"> • Increase in density • Built form – courtyard (2 buildings, townhouse, semi detached and suites) • Addition of rowhouse use/suites • Increase building height
14	LOC2021-0082	R-C1 to DC/R-CG	<ul style="list-style-type: none"> • Increase in density • Built form – courtyard (2 semis w/ suites) • Increase building height • Addition of rowhouse use to accommodate secondary suites • Allow additional buildings on site • Parking reduction
15	LOC2021-0093	M-C1 to DC/M-C1	<ul style="list-style-type: none"> • Built form (rowhouse w/ suites) • Increase building height • More flexible built form • Parking reduction

16	LOC2021-0096	M-C1 to DC/M-C1	<ul style="list-style-type: none"> • Addition of rowhouse use/suites • More flexible built form • Parking reduction
17	LOC2021-0119	R-CG to DC/R-CG	<ul style="list-style-type: none"> • Increase in density • Built form - courtyard (2 townhouses with suites) • Allow additional buildings on site • Parking reduction
18	LOC2021-0129	M-CGd72 to DC/M-C1	<ul style="list-style-type: none"> • Built form – courtyard (2 buildings, microunits, townhouses and flats) • Increase building height • Allow additional buildings on site • Orientation of dwelling units around a central courtyard • Parking reduction
19	LOC2021-0137	R-CG to DC/R-CG	<ul style="list-style-type: none"> • Increase in FAR (number of units allowed) • Built form, courtyard (rowhouse, semi and suites) • Allow additional buildings on site • Creation of microunits to decrease parking requirement
20	LOC2021-0154	R-C2 to DC/M-CG	<ul style="list-style-type: none"> • Built form – courtyard (3 buildings, microunits, townhouses and flats) • Increase building height • Allow additional buildings on site • Orientation of dwelling units around a central courtyard • Parking reduction
21	LOC2021-0163	M-C1 to DC/M-CG	<ul style="list-style-type: none"> • Increase in density • Increase building height • Reduce parking requirement • Town house permitted use
22	LOC2021-0173	R-C2 to DC/M-C1	<ul style="list-style-type: none"> • Built form – courtyard (3 buildings, microunits, townhouses and flats) • Increase building height • Allow additional buildings on site • Orientation of dwelling units around a central courtyard • Parking reduction
23	LOC2021-0176	R-CG to DC/R-CG	<ul style="list-style-type: none"> • Increase density • Built form – courtyard (rowhouses, semi-detached dwellings, suites, townhouses and fourplexes) • Allow suites that don't face street • Reduced parking - remove proximity of LRT for reduced parking
24	LOC2021-0199	R-C2 to DC/M-C1	<ul style="list-style-type: none"> • Increase density • Built form – (1 building, 4 at-grade accessible flats, 4 stacked townhomes w/suites) • Allow additional buildings on site • Parking reduction
25	LOC2022-0012	R-CG to DC/R-CG	<ul style="list-style-type: none"> • Addition of suites • Parking reduction
26	LOC2022-0051	M-C1 to DC/M-C1	<ul style="list-style-type: none"> • Addition rowhouse and rules from R-C2 • Addition of suites
27	LOC2022-0077	R-C2 to DC/M-CG	<ul style="list-style-type: none"> • Addition of multi-residential buildings, stacked townhouses, and semi-detached dwellings • Increase building height

28	LOC2022-0112	R-C2 to DC/M-CG	<ul style="list-style-type: none"> • Increase density • Built form – courtyard (two buildings, 10 units each • Allow units that don't face street • Parking reduction
29	LOC2022-0113	R-C2 to DC/M-CG	<ul style="list-style-type: none"> • Increase density • Built form – courtyard (two buildings, 10 units each • Allow units that don't face street • Parking reduction

A review of the above direct control applications identified that there are two major categories of new emerging housing forms:

- 1) Approximately 40 percent of applications for these housing forms are based on R-CG with a total of 10 units or less, accommodated in rowhouses and secondary suites. These typically required a direct control application to change some elements of the built form required in R-CG (i.e., the restriction preventing rear units) as well as parking relaxations.
- 2) Approximately 60 percent of applications for these housing forms are based in M-CG or M-C1, are greater than 10 units, and are accommodated in a variety of housing forms such as suites, at-grade units, rowhouses, and stacked townhouses. Most of these applications included changes to the parking requirements, as well as slight changes to the built form rules of the standard multi-residential base district.

Administration concluded that to accommodate the variety of application types, that multiple amendments were needed in addition to the new district. Amendments to R-CG are required to allow mid-block applications to accommodate the applications above that use R-CG as their base for a direct control. Amendments to the multi-residential districts, as well as the creation of a new district, will accommodate the applications above that use a multi-residential district as its base for a direct control district.

Review of Existing Barriers (Rules of Existing Districts)

Additional review of the standard district regulations focused on evaluating elements which contribute to the design quality and community acceptance of developments at this scale. Some of the regulatory considerations that were analyzed include:

- appropriate density metrics (floor area or units per hectare),
- building size
- parking requirements and criteria to reduce parking rates, and
- the quality of the amenity space and landscaping

Density (Units per Hectare)

Administration also reviewed direct control applications to determine how the distribution of densities was applied depending on the base district. It was identified that direct control applications based in M-CG and M-C1 had higher densities, while lower densities were maintained for direct control applications based in R-CG. The review identified that we are seeing a density range of 64 to 85 (typically under 75) units per hectare for direct control applications based in R-CG and 148 to 193 (typically around 170) units per hectare for direct control applications based in multi-residential districts. These numbers align with the

densities that already exist in our standard districts. Administration identified that the majority of direct control applications were not to propose increases to the unit counts in these districts but to improve parking and building form rules.

Parking Requirements

Administration discovered that in most of the applications, there was a request for lower parking rates. While applications varied in what was being requested, most of them used principles or rates that have been used in other districts. One larger issue with the Land Use Bylaw is the different approaches used in different districts to address parking. Administration also reviewed the appeals made to the Subdivision and Development Appeal Board (SDAB) and observed that there have been large differences in how the SDAB interprets parking rules and how the Planning Department applies them. In response, developers are requesting direct control districts with clearer parking rules.

Other Requirements

Below is a summary of the main reasons why direct control districts are being used to address current gaps. The main regulatory barriers within the Land Use Bylaw, as it pertains to grade-oriented housing include:

- Rigid Use definitions which prevent the desired unit configurations.
 - Use definitions cannot be relaxed under the Municipal Government Act.
- Regulatory disincentives towards including secondary suites larger than 485 square feet.
- Rigid amenity space requirements which don't allow for designers to consider different parcel sizes, site layouts or the surrounding context.
- Waste and Recycling bins not being kept on the property
- Desire for more permitted uses to ensure the development is successfully built.

Proposed Solutions

Administration is proposing a holistic approach to solving the identified issues, rather than just responding to Council's Motion Arising. This approach will ensure the need for fewer direct control districts, more consistency in what development looks like, as well as more opportunity for parcels to go straight to development permit, reducing the time Council spends on applications.

New Land Use District (Housing: Grade-Oriented (H-GO) District)

The new H-GO district will allow for more flexible unit configuration with simplified amenity space and parking requirements. It additionally allows for moderately increased densities and as such, the purpose statement of the new district is written to provide guidance on where H-GO is appropriate, such as close to LRT stations and Main Streets and where it is not, such as in the middle of low-density neighborhoods on low-traffic roads. Locational appropriateness will also be defined in the Local Area Plan process, which will provide additional guidance to Administration on which recommendation to provide to CPC and Council when processing applications.

In Summary, the Housing: Grade-Oriented (H-GO) district would:

- Introduce locational criteria in the purpose statement
- Only be appropriate near transit service and Main Streets
- Allow for medium-density developments that are of limited height (3 storeys)

- Allow for a wide variety of housing types such as suites, at-grade flats, townhouses, stacked townhouses, as well as single and semi-detached homes through listing Dwelling Unit as a permitted use
- Be used to regulate larger applications consisting of 5 units and 5 suites, or more
- Be placed in a new section of the Land Use Bylaw outside of the low density residential and multi-residential districts.

Some specific development standards of the district include:

- A maximum Floor Area Ratio of 1.5
- A maximum height of 12 metres (same as M-CG)
- A minimum courtyard width of 6.5 metres
- A maximum parcel coverage of 60% (same as R-CG)
- A minimum parking requirement of 0.375 stalls per unit and suite (same as mixed-use districts)
- Tree and shrub requirements, and the requirement to provide a Landscape Plan in accordance with the Landscape Design Guide for Small Residential Sites and a storage area for Waste & Recycling to the satisfaction of the Development Authority.

Amendments to the Residential – Grade-Oriented Infill (R-CG) District

R-CG regulations have proven successful on corner parcels but pose some limitations to grade-oriented, mid-block development. Administration proposes amendments to R-CG that will enable smaller, grade-oriented, mid-block housing forms. There are approximately 2800 R-CG parcels in the city, largely the result of city-led land use redesignations, that have seen limited redevelopment. These parcels are typically located mid-block and are concentrated in four priority growth areas of the city. They surround the Bowness Road, 17th Ave NE and 37th Street SW Main Streets, and Banff Trail – Capitol Hill areas. Allowing smaller scale, grade-oriented mid-block developments on these parcels may be a successful way to enable redevelopment in these areas, without requiring the consolidation of lots. Amending the rules of R-CG will also help reduce the number of H-GO applications, allowing more applications to go straight to development permit. If amendments to R-CG are not adopted, Council would likely see significant R-CG to H-GO land use redesignations, as the new district would be more attractive to redevelopment. This means that Council would still be spending significant time on these applications at every public hearing.

Due to current and previous Council direction and strong approvals process advantages, amendments to R-CG have been proposed to accommodate and regulate smaller, grade-oriented, mid-block housing forms. The R-CG district is typically appropriate in low density areas with the following criteria:

- close to a main street or activity centre,
- mid-block, only in transition areas around transit areas (defined in a local area plan),
- around large or community-focused parks, and
- on most corner sites.

Local area plans can also provide further considerations for where this district is applied.

The proposed amendments to R-CG include:

- Removal of the requirement that all units face the street

- Removal of the requirement that all units be located at the front of the parcel
- A maximum height of 8.6 meters for buildings that are not at the front of the parcel
 - (1.1 meters taller than the current Backyard Suite allowance)
- A minimum courtyard width of 6.5 meters
- A minimum front setback of 3 metres and rear setback of 1.2 metres are required to allow units to be located at the rear of the parcel
- A minimum parking requirement of 0.375 stalls per unit and suite (same as H-GO)
- Tree and shrub requirements, and the requirement to provide a Landscape Plan in accordance with the Landscape Design Guide for Small Residential Sites and a storage area for Waste & Recycling to the satisfaction of the Development Authority for developments with three or more units.

The following table compares some of the proposed changes to R-CG from what currently exist in the Land Use Bylaw. It is important to note that maximum height, maximum density, and maximum parcel coverage remain unchanged, maintaining the desired built form. The front setback has been amended to remove the current contextual setback minus 1.5 metres to allow for more flexible site design, enabling mid-block, courtyard development. Similarly, the 7.5 metre rear setback was amended to 1.2 metres. It has been identified that current parking standards limit the ability to provide diverse housing options. This in turn limits the advantage of enabling grade-oriented development in Calgary's developed areas and results in the loss of opportunity to utilize existing services and infrastructure. With due consideration, Administration proposes to amend the minimum parking requirement as indicated in the chart below.

Table 2: Comparison of development standards for low density residential districts, including the proposed changes to R-CG.

		R-C1	R-C2	Current R-CG	Proposed R-CG
Maximum Height		8.6 to 10.0 metres	8.6 to 10.0 metres	8.6 to 11.0 metres	8.6 to 11.0 metres
Setbacks	Front	Contextual minus 1.5 m	Contextual minus 1.5 m	Contextual minus 1.5 m	3 metres
	Side	1.2 metres	1.2 metres	Zero to 1.2 metres	Zero to 1.2 metres
	Rear	7.5 metres	7.5 metres	7.5 metres (1.5m corner)	1.2m corner and laned mid-block
Lot Coverage		45%	45%	45-60%	45-60%
Maximum Density		30 uph	50 uph	75 uph	75 uph
Floor Area Ratio		n/a	n/a	n/a	n/a
Parking		1 - 2 per unit	1 - 2 per unit	1 per unit, 0 per suite	0.375 per Unit and Suite
Suites		Permitted	Permitted	Permitted	Permitted

Amendments to the General Rules for Multi-Residential Districts

Multi-residential districts have not typically been used to enable the missing grade-oriented housing form due to limitations of the definition of multi-residential development, and high minimum parking

requirements. Administration proposes to amend the general rules to enable grade-oriented development in multi-residential districts as follows:

Restriction on Secondary Suites in Multi-Residential Developments:

The definition of multi-residential development does not currently allow for secondary suites even when in a rowhouse form as is currently allowed in the R-CG district. The basis for many of the direct control applications in M-CG is to allow for the rowhouse form with suites. Administration proposes to amend the definition to allow suites in multi-residential development uses which do not have stacked units. This would allow for the development of secondary suites in rowhouses that are approved as multi-residential developments while still restricting secondary suites in apartment forms. This will also help minimize the number of redesignations from one of the existing multi-residential districts to the new district, in effect down-zoning, enabling more development to go straight to development permit.

Minimum Parking Requirements:

There is currently a large imbalance that exists with the Land Use Bylaw's parking requirements. This results in land use redesignations from multi-residential (M-CG, M-C1, M-C2) to mixed-use districts (M-U1, M-U2) to access a more streamlined parking rate, and not one that is based on demand for commercial uses.

If the H-GO district and improvements to R-CG are adopted without making parking rates consistent across land use districts, this imbalance will increase. Council will see more direct control applications attempting to utilize R-CG and H-GO parking rates for mid-rise and high-rise apartment development.

Applying the parking requirements of the current mixed-use districts to multi-residential districts will prevent redesignations and direct control applications by aligning parking rates across the Multi-Residential Land Use districts. Overall, this amendment will ensure that multi-residential districts are equally as enabling as the R-CG and H-GO districts to grade-oriented forms and will continue to provide for this emerging housing product.

The amendments will simplify and clarify parking requirements allowing for more flexibility of site design to support more functional, higher quality development. They will effectively create more consistent parking requirements across the city and ensure that desired development is not held up by the Subdivision and Development Appeal Board. These parking rates also allow for a better parcel configuration, leaving space for required storage lockers, waste and recycling bins and other utilities.

Summary

The proposed amendments will improve the regulatory environment for grade-oriented housing in Calgary. Failure to adopt the proposed amendments and a business-as-usual approach would mean more direct control applications in front of Council and more uncertainty for local industry and communities. New single and semi-detached units in the inner city would continue to maintain a strong regulatory advantage, despite being generally unattainable to Calgarians at median household incomes. The proposed amendments strive to "level the playing field" by encouraging more diverse housing choice in Calgary's established communities.

District Testing and Visuals

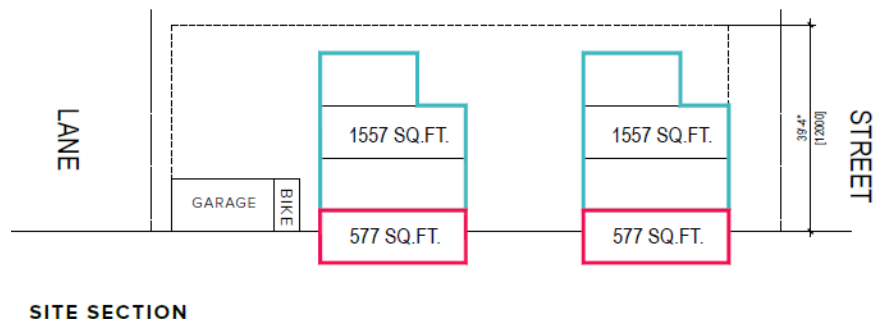
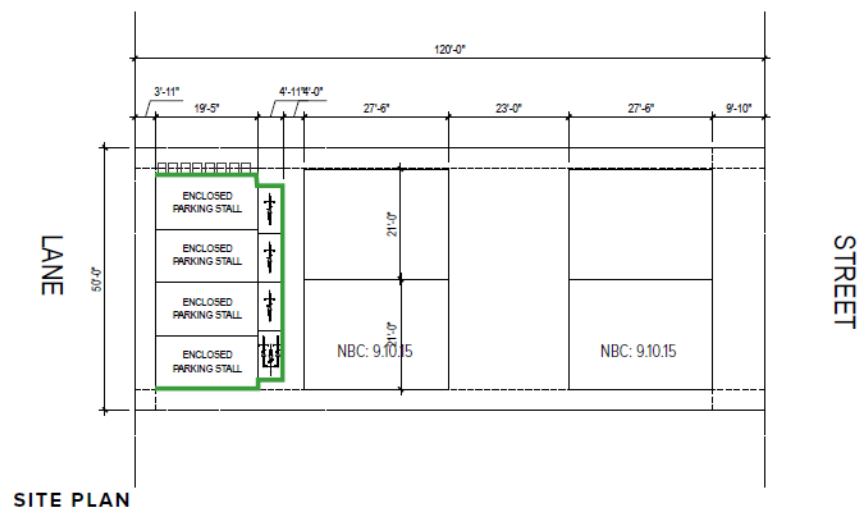
Why Testing?

The intended outcome of conducting architectural testing is to ensure that the regulations enable the intended built forms, and to identify any issues prior to the district being finalized. Several industry volunteers participated in the testing to provide feedback and inform refinements to the proposed rules.

Housing – Grade Oriented (H-GO) District Testing Results

Example 1: 50 x 120 Foot, Mid-Block Parcel

The following is an example of what could potentially be built on a mid-block, 50 x 120-foot parcel. The example illustrates 2 semi-detached buildings (4 units), each with a secondary suite (4 units), a rear detached garage (4 parking stalls) and bike/mobility storage (4 units). Applying the front and rear setback rules of the new district enables courtyard development. Additionally, removing the requirement for all units, including suites, to face the street allows the development of the rear building. This creates development opportunities at densities and scales similar to existing low density residential developments.

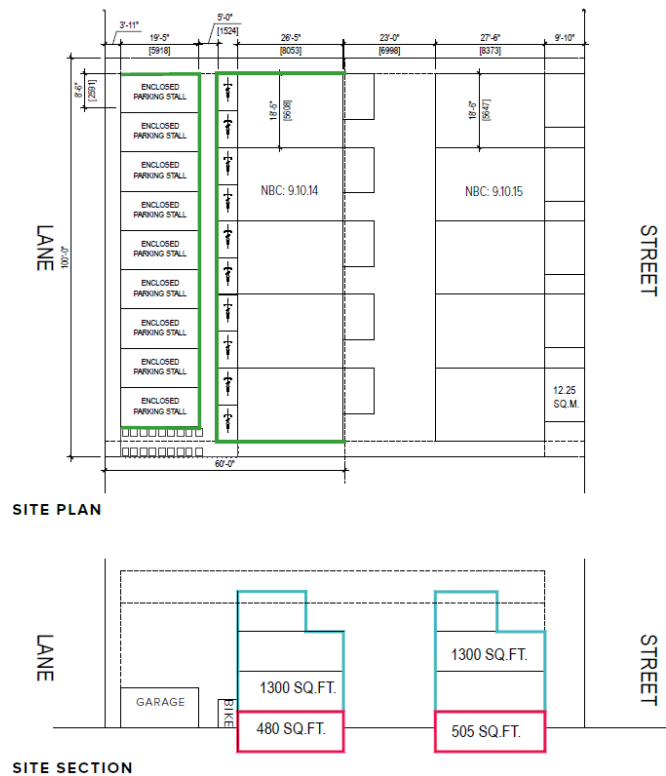
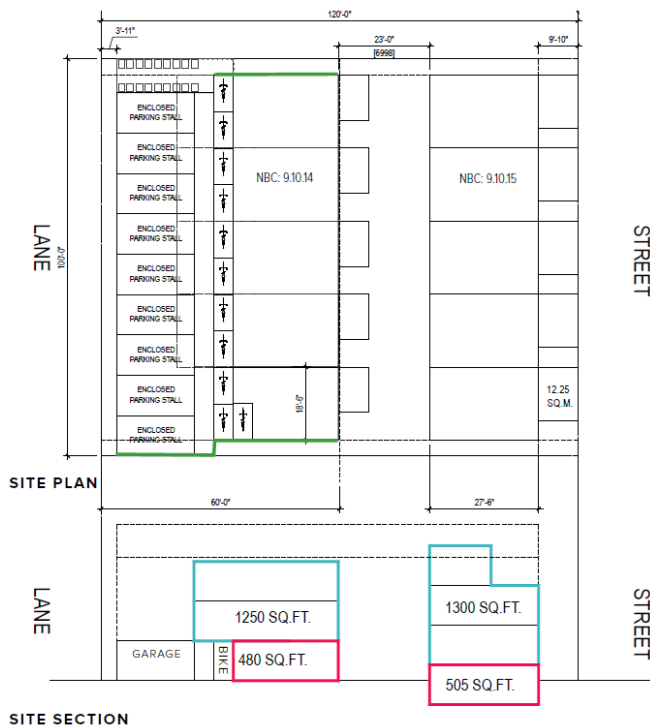


Example 2: 100 x 120 Foot, Mid-Block Parcel

The following are two examples of what could potentially be built on a 100 x 120-foot parcel and how different unit configurations can be used on a mid-block parcel.

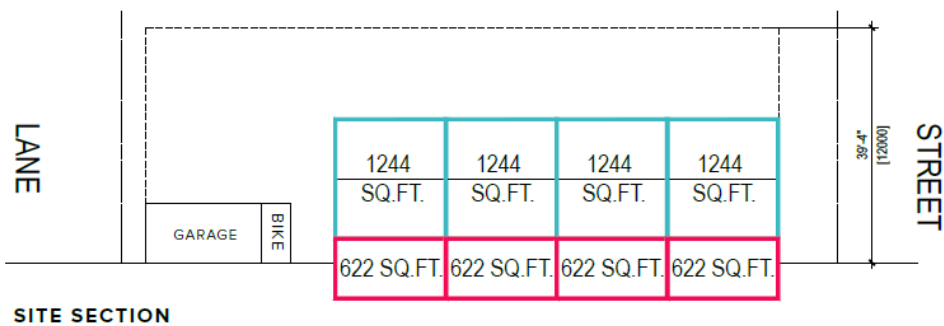
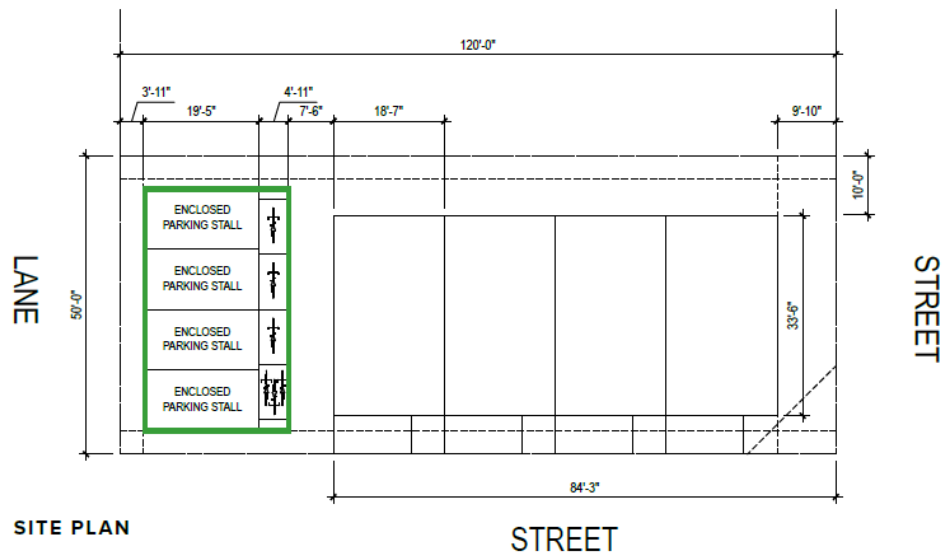
The first image (left) illustrates what the unit and site configuration could look like if the upper level of the rear building were cantilevered towards the detached garage. This effectively reduces the height of the rear building but increases the current allowable parcel coverage of 60% proposed in the district to 64%. Administration elected to retain the 60% parcel coverage to ensure that the current low density residential parcel coverage is maintained and to reduce the impact on site design for neighboring parcels. This configuration, while lowering the height of the rear building creates lower quality bicycle/mobility storage access and creates a narrow tunnel between the rear building and the rear garage.

The second image (right) illustrates what the unit and site configuration could look like if the rear building were the same height as the front. The site coverage of 60% is maintained and the separation between the rear building and garage is open, affording access to natural light. This design indicates a progressive increase in rear building height from proposed mid-block R-CG amendments as is illustrated below.



Example 3: 50 x 120 Foot, Corner Parcel

The following is an example of what could potentially be built on corner, 50 x 120-foot parcel. The example illustrates a townhouse development (4 units), each with a secondary suite (4 units), a rear detached garage (4 parking stalls) and bike/mobility storage (4 units). This is very similar to what is being built with the current R-CG district on corner parcels and illustrates that, with minor changes to the R-CG district rules, corner parcels would not have to require a land use redesignation to H-GO to continue to be developed at existing densities. However, if there is potential for an alternative site design or built form (stacking of units to accommodate accessibility), this new district could be utilized.



Residential – Grade Oriented (R-CG) District Testing Results

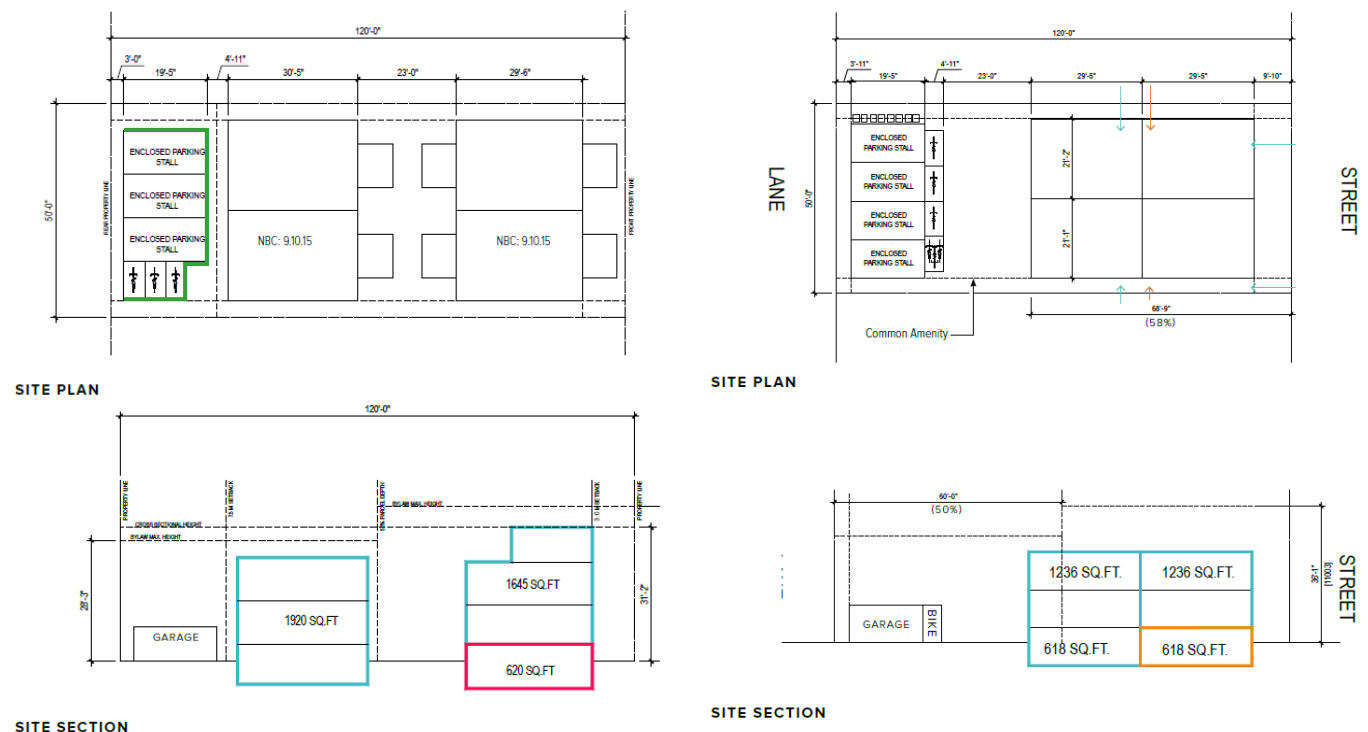
Example 1: 50 x 120 Foot, Mid-Block Parcel

The following are two examples of what could potentially be built on a mid-block, 50 x 120-foot parcel.

The first image (left) illustrates 2 semi-detached buildings with 2 secondary suites in the front building, a rear detached garage (3 parking stalls) and bike/mobility storage (3 units). The proposed rules limit the height of the rear building reducing the massing for multiple proposed buildings on mid-block R-CG parcels. Not allowing secondary suites in the rear building reduces the viability of a mid-block

development since the suite provides a mortgage-helper for the primary unit. As a result, Administration elected to amend the rules to allow for the inclusion of secondary suites in both the front and the rear buildings.

The second image (right) illustrates a different configuration. Proposed amendments to the R-CG district allow the re-introduction of the 4-pack, with secondary suites in the front units. This form enables a different site configuration opening the courtyard and reducing the number of buildings on the parcel. The example provided allows for 4 units up with suites in the front building and no suites in the rear limiting the number of units to 6. As mentioned above, not allowing secondary suites in the rear building reduces the viability of a mid-block development providing another example of why the rules should be amended to allow secondary suites in the rear dwellings.



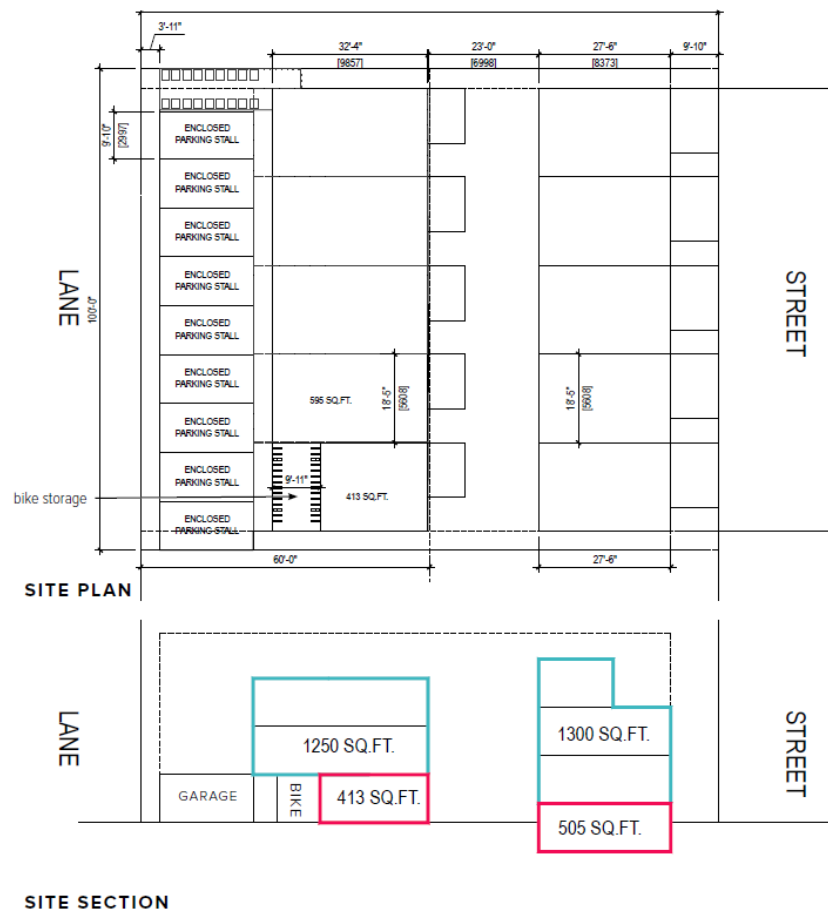
Multi-Residential – Contextual Grade-Oriented (M-CG) District Testing Results

Example 1: 50 x 120 Foot, Mid-Block Parcel

The following is an example of what could potentially be built on a 100 x 120-foot parcel in M-CG.

The image illustrates what the unit and site configuration could look like if the upper level of the rear building were cantilevered towards the detached garage, similar to the image shown above for R-CG mid-block. This configuration, while lowering the height of the rear building still creates a narrow tunnel between the rear building and the rear garage but the use of shared Class 1 bike storage enables better access than that illustrated above. The ability to remove a parking stall, to meet the new parking standards could allow a different site configuration that addresses waste and recycling and/or

bicycle/mobility storage. Additionally, changing the definition of multi-residential will allow courtyard, mid-block development on M-CG parcels.



Feasibility testing was also completed by staff from the City's Real Estate and Development Services Department, as these proposed amendments have the potential to impact City-owned land. The comments received as part of this internal review echoed the many of the same issues identified by industry partners. Finally, the proposed amendments were also reviewed by staff in the Land Use Bylaw Applications Review team to determine if the proposed amendments to the Land Use Bylaw are implementable.

Summary

The results of industry testing and internal review resulted in revisions to the first draft of the proposed H-GO and R-CG districts. These revisions included:

- The allowance for suites to be located in the rear building,
- Clarification of the calculating methods for parking requirements,
- Refinement of the bicycle parking requirements,
- Modification of the minimum building separation distance (courtyard width), and,
- Allowance for larger rooftop amenity space.

Landscape Design Guide for Small Residential Sites



Landscape Design Guide for Small Residential Sites

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P.O. Box 2100, Station M, Mail Code: 8115
Calgary, AB T2P 2M5

Phone
311 or outside of Calgary 403-268-2489

Fax
403-268-4615

calgary.ca

This document is intended to:

- Set expectations for quality landscape design for developments with three or more dwelling units in the R-CG and H-GO districts
- Complement the landscaping regulations contained in Land Use Bylaw 1P2007
- Be referenced by development permit applicants to ensure a high quality, functional landscape design is achieved

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Design guide: **Landscaping small residential sites**



Why is landscape design important on small residential sites?

The purpose of this landscape design guide for small residential sites with three or more dwelling units is to provide flexible design direction that reflects the objectives and policies of Calgary's Municipal Development Plan. Development should complement the context of the surrounding community and use landscape design approaches to define public and private spaces. Landscape design is particularly important on small residential sites, as outdoor space is limited and high-quality design can ensure spaces are well used, cared for by residents and contribute to pleasant streetscapes for Calgarians to enjoy.

Site layout

①

Building location

Flexibility in building layout and massing offers the opportunity to design high-quality amenity spaces, setback areas and streetscapes. Locate buildings and upper storey massing to maximize sunlight access for amenity spaces and neighbouring parcels and provide space for layered landscaped areas and complementary setback and streetscape design. Consider the location of adjacent yard space and buildings. Where feasible, align buildings with neighbouring buildings, and amenity spaces and landscaped areas with neighbouring yards.



Setback design animates the streetscape and defines semi-private space.

2

Site design and circulation

Pathways provide opportunities for neighbours to meet, socialize and rest, promoting well-being and social connection. Where feasible, incorporate seating and small gathering spaces into site features like raised planters, retaining walls, stairs and stoops. Common pathways should be barrier-free and made of a hard surfaced material that meets standards of universal design.

Emphasize common entrances to the development using architectural and landscape design elements such as, but not limited to, trees and shrubs, accent lighting and pergolas. Publicly accessible pathways, such as those used by visitors, should be clearly visible from the sidewalk. Provide a wayfinding system, such as a map of the development or arrows alongside addresses, and prominently display unit numbers on sites where dwelling units and suites are not visible from the sidewalk.

Ensure sufficient pathway width is provided for comfortable use by people with mobility aids, bicycles, strollers, groceries, etc., especially where pathways are adjacent to encroachments such as downspouts, utility meters and window wells.



Generous pathways that connect to the public sidewalk, enhanced with planting areas and unique address signs, lead residents and visitors to units accessed from the outdoor amenity space.



3

Site services

Site and building services should be screened from the sidewalk and from amenity spaces. Consideration should be given to the location of waste and recycling areas; they should not be located next to amenity spaces or unit entrances. Transformers, HVAC units, utility meters and waste and recycling bins should be screened from the street and amenity spaces using architectural and/or landscape elements. Each unit is not required to have its own bins. More information can be found here: [Get, replace, or fix a blue, green or black cart](#) (calgary.ca)

Waste and recycling storage is conveniently located for easy access and screened with planting and/or architectural elements that match other site features.



Amenity space

①

Common and private amenity spaces

Outdoor common and private amenity spaces offer the opportunity to enjoy the outdoors and enhance local community identity in Calgary.

Amenity spaces provide important areas for recreation and socializing. These areas should be located and designed to provide residents with access to sun and shade and opportunities for four-season use.

Common and private amenity spaces should be sized to be usable by residents; oddly shaped, disconnected amenity spaces are discouraged.

Amenity space hard landscape materials should meet standards of universal design. The use of gravel and asphalt is discouraged. The use of lighter coloured building and paving materials and softer textures, such as wood, are encouraged where spaces are narrow and/or shady.

Opportunities to incorporate local materials and/or features, such as gates and privacy screens designed by local artists, are encouraged. Such features can contribute to the unique identity of small residential developments and make them more visually interesting for residents and visitors.

Private amenity spaces are sized and located to encourage frequent use. Strategic use of landscaping delineates private from common amenity space.



②

Common amenity spaces

Outdoor common amenity areas should be accessible to all residents and should meet or exceed standards of universal design. Hardscape areas should be complemented by layered landscaped areas and canopy trees to make the space inviting and functional.

Programming of common amenity spaces should be shown on the landscape plan. Programming may include, but is not limited to, seating or dining areas, barbeque or kitchen spaces, play areas and opportunities for residents to garden, or a combination of programming elements. Site furnishings and lighting should be shown on the landscape plan.

Entrances and windows facing amenity spaces encourage use and foster social connection.



3

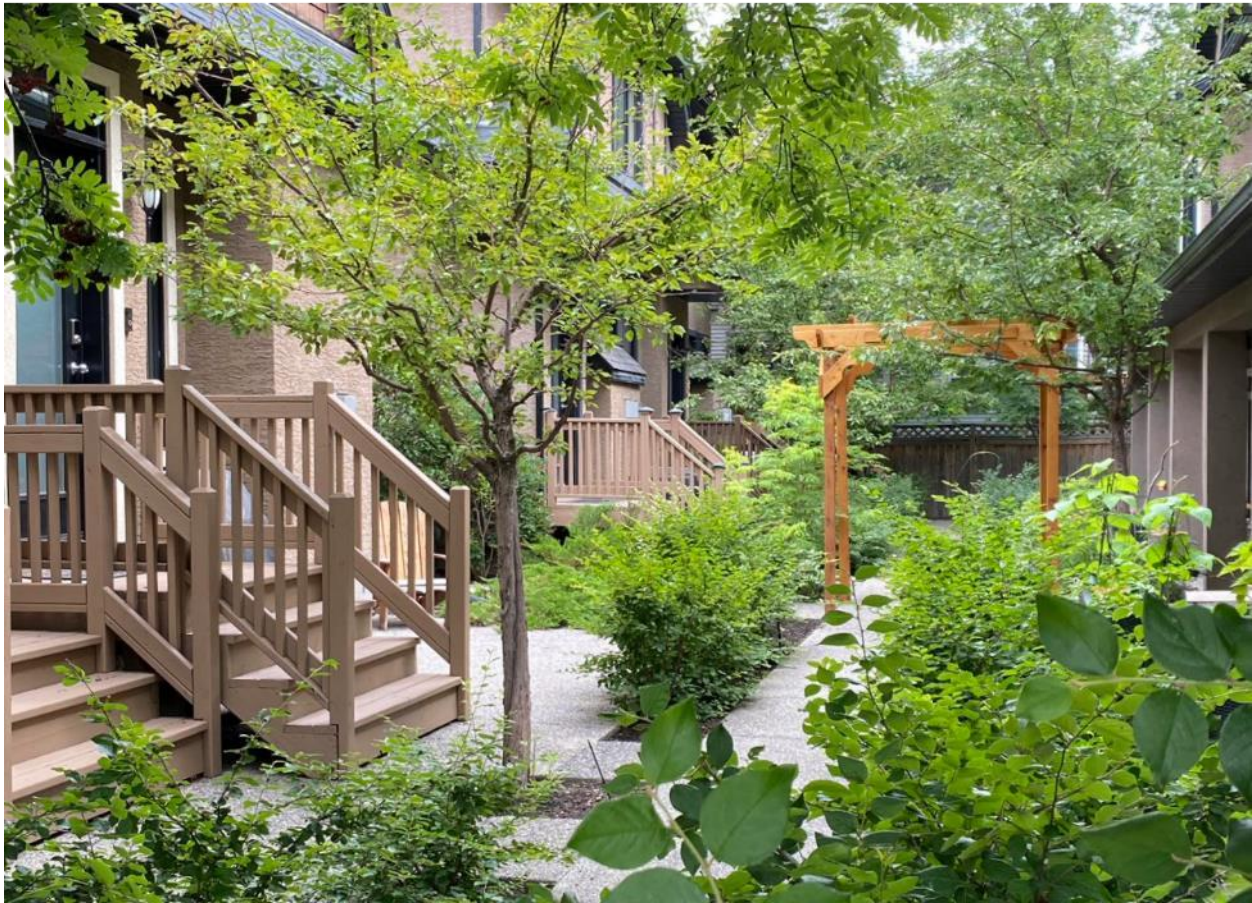
Private amenity spaces

Private amenity spaces, including those for below-grade units, extend the livable area of dwelling units and provide residents with opportunities to enjoy the outdoors. Private amenity spaces should be immediately adjacent to the unit they are provided for and should offer residents privacy through screening using a combination of architectural and landscape elements. Consideration should be given to providing access to sunlight, privacy and adequate space to ensure usability. Consider incorporating landscaped areas to enhance the quality of private amenity space.



Below-grade amenity spaces are set back from the public sidewalk and screened with planting to provide privacy while maintaining access to daylight and view above.





Trees and planting areas

1

Plant choices

Courtyard amenity areas provide access to outdoor space for residents, but many will be in full shade year-round. Plants should be chosen based on their ability to enhance these spaces and thrive in their specific site conditions. Shadow studies should be done to assess the growing conditions of these courtyard spaces. Landscaped areas and trees reduce the impacts of heat on urban areas and can buffer cold winds in the winter. The retention of existing healthy, mature trees and shrubs on site is encouraged.

Locate all plant material and trees in locations that allow for them to receive sufficient water and sunlight to ensure they can grow to their healthy, mature size. Planting directly under building overhangs or within 300mm of the building foundation is discouraged. Planting areas should be adequately sized and provide enough soil volume to support the mature spread of trees, shrubs and perennials which will enhance privacy for residents and neighbours. Plants should be grouped for visual impact, to emphasize pathways and entries, or to define amenity spaces while maintaining open space for passive or active use.

Many unique plants and plant communities thrive in Calgary. Provide a variety of plant material in the landscape, considering four-season interest, light conditions and habitat value for pollinators and birds. The use of native and drought tolerant, low-maintenance plants and trees is encouraged. Softscape alternatives to lawns are encouraged to reduce water and maintenance needs and expand site biodiversity. Landscaped areas should be mulched to suppress weeds and increase moisture retention. The use of gravel mulch is discouraged. More information on plant selection can be found here: [Plan your YardSmart yard and garden](https://calgary.ca/plan-your-yard-smart-yard-and-garden) (calgary.ca)

②

Stormwater management

Provide permeable areas to manage stormwater and snowmelt on site. Incorporating functional and visually pleasing stormwater management features such as rain gardens, vegetated bioswales and dry riverbeds within landscaped areas is encouraged. Plant material should be tolerant of both wet and dry conditions. More information on low impact development can be found here: [Low Impact Development](https://calgary.ca/low-impact-development) (calgary.ca)



Stormwater management strategies can be a feature in landscape design.

③

Setback areas

Setback areas that face the sidewalk should be designed to improve the public realm by including canopy trees, both public and private, and layered landscaped areas that provide seasonal interest and reduce the visual impact of the building on the public realm. Softscape alternatives to lawns are encouraged in setback areas. Learn more about Calgary's public trees here: [City owned trees](https://calgary.ca/city-owned-trees) (calgary.ca)



Garages and other accessory buildings should be complemented by landscaped areas that enhance the public realm.



A variety of plant colour, texture and scale provides four-season visual interest and softens the transition from public to private space.



4

Urban agriculture

Opportunities to grow and gather food and flowers can bring neighbours together and add an additional layer of ecological value to urban landscapes. Including native fruit-bearing trees and shrubs with edible fruit is encouraged. Provide opportunities for urban agriculture where there is sufficient access to sunlight throughout the growing season. Ensure high quality and sufficient growing medium and convenient water access is provided in gardening areas. Urban agriculture areas should meet or exceed standards of universal design.



Putting it all together

A comprehensive design process for small residential sites creates urban landscapes that promote well-being and contribute to healthy urban ecosystems. Residents can easily understand what amenity spaces are available to them, enjoy programming that is provided and are able to care for the outdoor spaces around their homes. Residents and visitors alike feel welcomed and safe, while outdoor spaces are animated and enhanced with architectural and landscape elements rich with dynamic plant and wildlife communities.



Landscape Design Guide for **Small Residential Sites**

Engagement Summary and What We Heard

Administration undertook a targeted engagement strategy over a four-month period in response to Council's Motion's Arising outlined in Attachment 1 of this report. The following outlines the engagement, what we heard, and how it has informed the proposed Land Use Bylaw district and amendments.

Who?

Over the course of the project, staff spent time listening to and reviewing previous Public Hearing recordings to understand citizen concerns, applicant comments, and Council's perspective on the different application types. This information has helped to inform the proposed district and amendments to the Land Use Bylaw.

Public engagement was not accommodated in the scope of this work for two reasons:

1. Citizens would not have the technical expertise to contribute to the writing of land use districts; and
2. Due to the urgency of Council's Motion Arising to return no later than Q3, 2022, public education could not be accommodated within the timeframe; however, given a delayed implementation date, Administration will be able to accommodate public messaging on The City website.

Citizens do, however, have the ability to participate in engagements and Public Hearings for any applications proposing the new district since it will not be applied to any parcels as a City-initiated land use redesignation through this report.

Due to the technical nature of the work, Administration engaged with a targeted group of stakeholders. Stakeholders included City staff (Planning, Urban Design, Safety Codes Officers, Development Engineering, Transportation Planning, Waste and Recycling, Housing Solutions, Real Estate and Development Services, and Law) and members of industry who plan and design these types developments in the established areas, all of whom have expertise in working with these districts.

Administration conducted architectural testing of the draft land use district and amendments to ensure the regulations enabled intended built forms, and to inform any further changes to the districts being finalised. Several industry volunteers participated in the testing to provide feedback. See Attachment 7 for more details.

When?

Engagement was held through four phases commencing in April 2022 and wrapping up in July 2022. The phases included:

1. Identification of key issues and trends with current Direct Control districts
2. Proposed approaches and big moves
3. Review of draft district and amendments
4. Architectural testing

What?

In responding to the direction from Council to provide a new district, the intent of these events was to ensure that Administration had a thorough understanding of the trends, drivers, issues, and barriers that

result in industry applying for these Direct Control districts. In all events, stakeholders were able to actively contribute to the conversation, and add their comments, questions, and suggestions. Feedback collected informed the proposed district and amendments.

Summary of what we heard – internal and external workshops

Below is a summary of what we heard through the five phases of events:

1. The new district and amendments to existing districts will significantly reduce the number of Direct Control districts for missing middle projects.
2. Administration took a balanced approach to community concerns and industry feedback on these forms.
3. There is a demand for grade-oriented, three-bedroom housing in inner city and established communities. Affordability and attainability of these homes is improved by the inclusion of secondary suites as a mortgage-helper for the purchaser.
4. The new district and amendments to existing districts is innovative and will enable more housing choice in inner city and established communities. Development using these districts will help to support Municipal Development Plan goals
5. The new district needs to have a strong locational purpose statement that provides clarity for applicants, community, and Council on where this district is most appropriate in communities.
6. Support the shift to Dwelling Unit as a use and being clear on built form and the building envelope.
7. Support the opportunity to “un-lock” mid-block R-CG parcels for approximately 2800 under-developed parcels in Calgary.
8. There will continue to be a market for parking, but not at the current parking rates. Rates are a barrier to achieving good development outcomes. Stakeholders support a reduced parking rate that are more aligned with the Mixed-Use districts.
9. Support removing the contextual front setback in the new district and setting a minimum of 3.0 metres.
10. 12 metre building height with the use of chamfers for the new district would enable varied roof forms within a three-storey building and allow for basement secondary suites to have more natural light.
11. Support qualitative landscape and amenity rules with a design document to guide review and decision-making.
12. Support for reduced parking requirement making more space available to provide more amenity, space for waste and recycling, or other development requirements.
13. Support for clear setback rules.
14. Support for landscaping and amenity space that moves toward quality over specific metrics.
15. Support for a clear spectrum of districts. There is a clear difference between R-CG, the new district, and multi-residential districts.
16. The new district is not radically different, but it allows for innovation.

Summary of what we heard – Public Hearings

Below is a summary of what we heard through Public Hearings since January 2022:

1. Concerns with spot-zoning and density increases that will result in buildings that will have rental units and will not encourage residents to live there long-term. Concerns with transient people who aren't invested in the community
2. Concerns with the number of parking spots being insufficient, and the impacts to traffic congestion. Public transit isn't an incentive to not own a car, and seasonal weather changes means people won't ride bikes in the winter.
3. Concerns with waste and recycling, and how bins will be addressed.
4. Concerns with lack of space for landscaping and room for trees to grow, as well as the loss of old trees to accommodate new development. These developments severely lack amenity space, access to sunlight, and mature trees.
5. Concerns with property values being impacted because of densification.
6. Concerns with developers circumventing the process by using Direct Control zoning.
7. Concerns about mid-block development, and that these parcels should remain R-C2 for duplexes.
8. Concerns about effective snow removal with increased desire to park on the street.
9. Support for continuing growth and infill development, with reduced parking requirements since more people do not own a car. Building a city for people of all abilities and incomes is important.
10. Concerns with the "micro dwelling unit" and whether these spaces are livable due to size and lack of access to sunlight. Size of units does not encourage families to live in them.
11. Concerns with a lack of privacy.
12. Concerns about the impacts to neighbourhood schools.
13. Concerns with units being used as short-term rentals, and not as places for people to live.
14. Concerns that these types of developments are not priced as affordable housing.
15. Concerns with the lack of accessibility for emergency services.
16. Support that these types of developments will bring more people to the community.

Calgary Planning Commission Comments

On 2022 May 19, Administration presented to Calgary Planning Commission for feedback through a closed, workshop-style session. The presentation outlined a proposed approach to a new land use district to address the shortcomings of R-CG in implementing different housing forms. The workshop generated a thorough conversation on the proposed approach, and Commission members provided feedback.

On 2022 August 4, Administration returned to Calgary Planning Commission to validate what was heard from the May 19 session, to outline the proposed new district and existing district amendments, and how their feedback was incorporated. This session generated a positive discussion from Commission members. Clarifying questions were asked, and additional comments provided.

Themes from 2022 May 19

Commission members commented on the proposal and cited the following themes to express their comments and/or concerns:

1. Concern with making a direct connection between enabling new housing forms and affordability. Enabling new housing forms should be about choice. Why does someone choose to live in a community. Without diversity in housing, some citizens are forced into a built form or community that is not ideal for their needs.
2. Unclear on which is the best approach: providing a new district or amending existing district. Ensure that it is clear what district to use.
3. Supportive of shifting to dwelling unit as the use in the new district, that is ground-oriented, stackable, and has built form outcomes that define the building envelope. However, talking about form-based design and a dwelling unit use may be difficult for some to understand.
4. Parking needs to consider that some Calgarians will require cars to access amenities and services due to age and various physical abilities. The distance to amenities and services is not the only thing that defines accessibility. Generally, Calgary Planning Commission supports reducing parking requirements, however there are varied opinions that include support for a general reduction to having no parking minimums and let the market decide what it needs.
5. Need to address accommodating the waste, recycling, and organics bins.
6. Buildings need to be contextually appropriate with less concentration on units or unit sizes. If the bylaw regulates the form and building envelope, it doesn't matter how many units there are. We need to be inclusive and flexible on unit size, this includes respecting various cultures.
7. Need more flexibility with amenity space with option to combine private and shared space. However, need to ensure that residents have a clear, personal defensible space where they feel ownership and accountability.
8. Encourage tree retention and increase in the tree canopy, including more public trees.
9. Concerns about Fire and emergency access for more dense developments.

10. Encourage reaching out to individual members of Council before returning to Calgary Planning Commission in August.

Themes from 2022 August 4

Commission members validated the feedback noted from the 2022 May 19 session. They noted the following themes to express their comments or concerns about the final proposed new district and amendments to existing districts:

1. Parking is likely to be the contentious issue.
2. Parking and site design will manage the unit count.
3. It is exciting to see that R-CG could become easier to use to allow mid-block development.
4. There is a lot of overlap with the proposed new district and the lower multi-residential districts, including M-CG, M-C1, and M-C2. Suggest review through the renewal of the Land Use Bylaw to delete redundant districts. M-C1 is not a great district and should be deleted.
5. Concern regarding the politics of jumping from R-C2 to the proposed new district, and citizens not wanting an increase in density.
6. The Housing – Ground Oriented district makes sense in the Neighbourhood Connector and Neighbourhood Flex categories within local area plans but ensure that it's only for the Limited scale.
7. Ensure consistent language between “ground” vs “grade” oriented since existing districts use “grade”.
8. General consensus that the work presented is good and addresses the issues identified.

Letters of Support



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

2022.08.25

—

The City of Calgary
PO Box 2100, Station M,
Calgary, AB
T2P 2M5

ATTN: The City of Calgary Infrastructure and Planning Committee & City Council

RE: Support for *Missing Middle Housing* Development in Calgary
Administration's recommendations for a proposed new District and Land Use Bylaw 1P2007
sustainment per Report IP2022-0989

Dear Mayor and Members of Council,

On the behalf of CivicWorks, I write to express our strong support for Administration's considered recommendations found within Report IP2022-0989, which fundamentally propose a new Land Use District and essential sustainment to Land Use Bylaw 1P2007 (LUB) as a direct response to Council's Motions Arising regarding *Missing Middle Housing*.

As a team of consulting urban planners, CivicWorks collaborates with and supports Calgary's city building sector, with a core focus on growth and change in Calgary's Inner City and Established Areas. Our practice is committed to realizing redevelopment and change that creates more complete, compact, and connected communities to help Calgary attract talent, diversify its economy, and be more accessible, affordable, livable, prosperous and resilient.

Since 2017, CivicWorks has supported local developer-builders with over 50 Land Use Redesignation and Development Permit applications representative of some form of innovation in the development of *Missing Middle Housing*. When we say *Missing Middle Housing*, we mean:

- A range of house-scale buildings with multiple units that are compatible in height and form with single-detached or semi-detached homes;
- Grade-oriented housing options inclusive of rowhouses, clustered townhouses, stacked townhouses, and sometimes with small units or secondary suites without on-site parking stalls;
- Housing options that are most appropriate within and supportive of, amenity-rich, walkable, cycling-friendly, and transit-supported communities;
- "Missing" because these housing options have often been prohibited or limited by land use rules and zoning since the 1940s; and
- "Middle" because they sit in the middle of a housing spectrum – situated between detached single /semi-detached homes and apartment buildings, in terms of height, mass, number of units and often, affordability.

In recent years, the local emergence and interest in innovative *Missing Middle Housing* development forms have been primarily driven by:

- Significant market demand for more grade-oriented housing options in highly desirable and amenity-rich Inner City communities;
- A generally low supply of both vintage and new / modern *Missing Middle Housing* options within Inner City communities;

www.civicworks.ca



- A shift in market demand towards purpose-built-rental options over traditional home ownership, driven by both relative affordability and lifestyle flexibility;
- An increase in market demand for relatively-more-affordable small (i.e. less than 500 square feet) grade-oriented dwelling units without an on-site parking stall where convenient alternative mobility options are available (i.e. carshare, transit, biking, walking);
- Attractive new construction funding opportunities from CMHC aimed at tackling Canada's housing shortage and encouraging the development of *Missing Middle Housing* that include development form driving minimum requirements (i.e. minimum number of units); and
- Fundamental land development economics related to land prices, construction costs, minimum return-on-investment, and what the market can afford.

The innovative *Missing Middle Housing* development forms that have emerged in response to the above factors are incompatible with The City of Calgary's existing LUB. Now over 15 years old, parts of the LUB require targeted sustainment, as well as the introduction of contemporary District options, if innovative *Missing Middle Housing* development is to be achieved without excessive relaxations and/or the use of Direct Control (DC) Districts.

We recognize and agree with the frustration of community stakeholders and Council resulting from the chronic but currently necessary use of one-off DCs to achieve *Missing Middle Housing* outcomes. We agree that systemic change, in the form of LUB sustainment, is required to establish a clear and consistent set of District-based rules for both industry to follow and stakeholders to expect. CivicWorks cannot stress enough the need for these changes given current planning system challenges, risk, and high level of time, energy and effort required for developer-builders, community stakeholders, Administration, and Council to achieve *Missing Middle Housing*.

The city-building industry wishes to support Council in their fundamental Municipal Development Plan (MDP) goal of achieving more balanced growth between Developed and Developing Areas of Calgary. The existing LUB is inadequate, out-of-date, and disconnected from this and other higher-order goals and policies. It is important to note that while a portion of growth is occurring in the Established Area along corridors and nodes, a significant opportunity for much wider yet modest scale growth exists in the redevelopment of aging housing stock (i.e. single detached) with innovative, contextually compatible, low scale grade-oriented housing (i.e. rowhouses, clustered townhouses, stacked townhouses, and sometimes in combination with small units or secondary suites without on-site parking stalls).

We commend Council for their urgent direction to Administration through Motions Arising regarding *Missing Middle Housing*. We recognize the focused and comprehensive effort by Administration to prepare these considered recommendations to address the acute challenges of achieving innovative *Missing Middle Housing* development forms and targeted LUB sustainment. We strongly encourage Council to consider and support all related recommendations contained within Administration's Report IP2022-0989.

Sincerely,
CivicWorks

David White | Principal
BA, MScPI, RPP, MCIP



penventures.ca
P: 403.701.2711

The City of Calgary
PO Box 2100, Station M
Calgary, AB
T2P 2M5

24.08.2022

ATTN: The City of Calgary Infrastructure and Planning Committee and City Council
RE: Support for new land use districts that anchor affordable and diverse inner city homes as permanent options in our great inner city communities

Dear Mayor and Members of Council,

Our team is writing to express support for improvements to land use districts that support *Missing Middle* housing in Calgary, and in turn, modernize Land Use Bylaw IP2007.

Our development strategy is focused on:

- Targeting inner city areas within close proximity to *Main Street* corridors,
- Delivering purpose built rental,
- Integrating secondary suites into at-grade townhome development to diversify the mix of affordable inner city housing options, and
- Making use of CMHC programs and financing that focus on the same outcomes.

Current market demand for our product makes clear that our inner city locales are underserved in this category. Our company is focused on meeting this demand, but at the same time, face mounting barriers in order to do so. NIMBYism, stretched entitlement timelines, mounting costs, skilled labour shortages, and interest rate uncertainty are all factors that challenge us.

Our team believes in a Calgary that is inclusive, provides housing diversity for the 21st century, and addresses the lack of affordable housing for a new generation that will continue to make our city great. It is abundantly clear that that this cohort wants at-grade living without elevators, secondary suites that provide more affordable housing options outside the inner-city core, and all without a focus on car-dependency.

We applaud and support any attempt to re-assess the Land-Use Bylaw that serves these needs.

Sincerely,
pen.

A stylized, handwritten signature in black ink, appearing to be the initials "RD" with a large, looping flourish.

Ryan Doherty | Principal

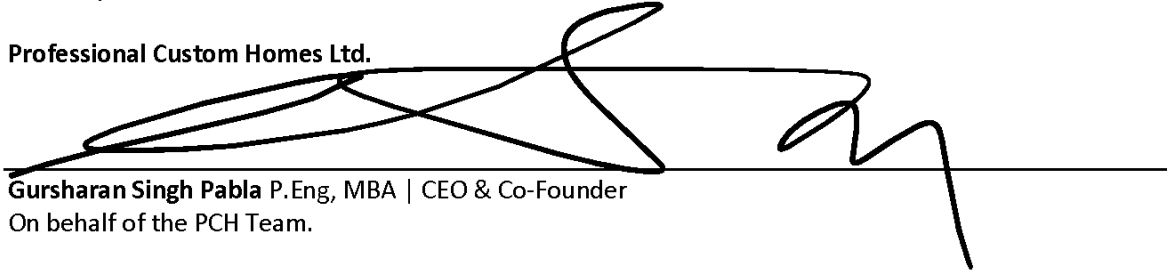
We share the vision for Calgary laid out in the MDP; to achieve more Inner-City growth and balance between Established Area and Greenfield areas, however the process has become extremely slow, exhaustive, challenging to navigate, and filled in undue risk. The new *Missing Middle Housing* districts are a significant step towards reducing some of the challenges. Despite this, we remain committed to creating a better, more sustainable future for our city.

We respect, and appreciate the concerns brought forth by our neighbours, community members and Council, and understand that shifting landscapes can be challenging to digest for long-time residents. This does not, however, dismiss the urgent demand for *Missing Middle Housing* development, and we believe allowing more Calgarians the opportunity to actualize this lifestyle will only lead to a more accessible, prosperous, and resilient Calgary. We commend Council's efforts to introduce more contemporary District options to make this type of housing more attainable for not only residents but also the building sector.

We echo our business partner, CivicWorks, and many other local home builders/developers, when we commend Council for their direction to Administration through Motions Arising regarding *Missing Middle Housing*. We recognize the immense time and effort put forth by Administration to prepare these recommendations and strongly encourage Council to consider and support all related recommendations contained within Administration's Report IP2022-0989.

Sincerely,

Professional Custom Homes Ltd.



Gursharan Singh Pabla P.Eng, MBA | CEO & Co-Founder
On behalf of the PCH Team.



The City of Calgary
PO Box 2100, Station M
Calgary, AB T2P 2M5

ATTN: The City of Calgary Infrastructure and Planning Committee & City Council

RE: Support for Missing Middle Housing Development in Calgary Administration's recommendations for a proposed new District and Land Use Bylaw 1P2007 sustainment per Report IP2022-0989

Dear Mayor and Members of Council,

On behalf of Riverview Custom Homes, I'm writing to express our full support for a new District and bylaw sustainment related to Missing Middle Housing in Calgary.

As an established local builder-developer, we are focused on meeting the full spectrum of housing needs in Calgary, from high-end custom homes to more attainable and affordable inner-city housing options close to schools, parks and emerging main streets. Our experience shows that Calgarians value a front door to the street in desirable, walkable and amenity-rich communities — we want to deliver that as a real option to as many folks as we can. We see Missing Middle Housing as the best opportunity available to meet this real market need.

In addition to the many barriers that characterize building and development in established areas, we continue to be challenged by the uncertainty of the approvals process and the stakeholder pushback to proposals for new low-scale townhomes, rowhomes and secondary suites. We believe these challenges stem from a Land Use Bylaw that is misaligned with market realities, driving the use of Direct Control Districts to realize Missing Middle Housing projects. Communities and industry need and deserve more certainty to enable constructive conversations that lead to better design, rather than debating the merits of a bylaw technicality. And while the needs of vehicles are important, we must start putting the needs of people first if we're to make any progress towards the ambitious goals of Council's Climate Strategy.

Like Council, we believe in a bright future for Calgary and want to continue to invest in the success of our communities to make our city better and more inclusive. We see Missing Middle Housing as an essential and much needed choice that's sorely needed in many of our most desirable neighbourhoods. Larger, family-oriented homes on top of smaller more affordable homes serve two household types at once — a perfect example of an innovative solution to Canada's much publicized housing crisis.

We applaud and fully support Administration's recommendations and hope to see them realized.

Thank you for your consideration.

Sincerely,



Chris York | President



The City of Calgary
PO Box 2100, Station M
Calgary, AB T2P 2M5

ATTN: The City of Calgary Infrastructure and Planning Committee & City Council

RE: Support for Missing Middle Housing Development in Calgary Administration's recommendations for a proposed new District and Land Use Bylaw 1P2007 sustainment per Report IP2022-0989

Dear Mayor and Members of Council,

We are writing to express RND SQR's full support for bylaw sustainment and proposed new District with respect to the extraordinary need for Missing Middle Housing in Calgary.

In 2018, we created RND SQR with a single purpose — to provide affordable family-oriented housing options within our established neighborhoods. Since 2018, and with the inception of the RC-G District, we have delivered over 150 homes to those who value walkable communities with easy access to transit and everyday destinations. This represents over \$100M of capital investment aimed at meeting Council's MDP goals that, if not for the will of Council through land use redesignation decisions, would not have been achieved.

Missing Middle Housing (MMH) as a flexible and affordable housing form fills a critical void in the housing market for two of its largest demographics: downsizing Baby Boomers / retirees and Millennials who are starting to build families. We are facing an unprecedented demand for 3-bedroom family-oriented homes not only in our established neighborhoods but all throughout Alberta. This type of housing currently makes up less than 8% of the entire housing rental market. MMH, with family-sized upper units and smaller, more affordable lower units, is an attainable solution and a perfect example of multi-generational housing that is otherwise generally unavailable. With these much-needed bylaw reforms and prioritizing people over cars, we have an opportunity to be a leader among Canadian cities on enabling housing that supports diverse, accessible, and resilient established neighborhoods.

In realizing MMH, communities and industry stakeholders also need predictability and clear expectations. The uncertainty and time required to navigate these MMH-enabling applications is simply not working and is not sustainable. The necessary use of DC Districts to allow MMH have created confusion and frustration for all stakeholders, indicating a desperate need for bylaw reform to align with modern realities. The existing Land Use Bylaw and many local area plans are outdated, and this is a practical step in the right direction. As industry responds to market need, the sheer volume of applications must be understood as an unprecedented market demand for MMH.

Finally, it's important to note that the federal government, through CMHC, continue to support affordable and purpose-built rental housing by recognizing this growing need among Calgarians and Canadians at large. These programs provide favorable financing terms which support investment in our city but come with affordability and density requirements being delivered on by the private sector. We must continue to work with all levels of government to ensure Calgary is attracting this much needed capital investment in our communities.

Sincerely,
RND SQR

A stylized, handwritten signature in black ink, appearing to be 'Alkarim Devani'. Below the signature, the name 'Alkarim Devani' is printed in a small, black, sans-serif font.

Alkarim Devani

info@rndsqr.ca | www.rndsqr.ca | 403.444.9000



ATTN: The City of Calgary Council

RE: Support for Missing Middle Housing Development and Land Use Bylaw Sustainment (Administration Report IP2022-0989)

Dear Mayor and Members of Council,

On behalf of Oldstreet Development Corporation (Oldstreet) we are writing to voice our support for Administration's considered recommendations found within Report IP2022-0989, which fundamentally propose a new Land Use District and essential sustainment to Land Use Bylaw 1P2007 (LUB) as a direct response to several Council Motions Arising regarding Missing Middle Housing.

Oldstreet was borne out of a desire to build better – better homes, better communities and a better City of Calgary. We work hard to build homes that hold their value while enhancing and reinforcing community character. We bring much needed high-quality housing stock to inner-city communities. Our goal is to build more dense, thriving urban communities – communities that we ourselves, and our kids, and their kids, will want to live in.

The Missing Middle Housing proposals are critical to the longevity of our business and the communities we build in. Since inception in 2018, we have built or have under development seven missing middle housing projects comprising 60 homes, all within inner-city communities. This is our passion and our livelihood. We intend to continue investing in the inner-city for the foreseeable future; however, we need Council's support for the Missing Middle Housing recommendations to help us respond to overwhelming market demand.

We listen to Calgarians. They want sustainable and amenity rich inner-city communities. They want to be walking distance to cafes, restaurants and transit. They want more affordable housing options so they can stay in these communities throughout their lives – starting out, growing a family or aging in place. As Calgary emerges from a long downturn, vacancy for this type of home in the inner-city is at or near zero, driving home prices and rental rates higher and eroding affordability. Demand is overwhelming and out of date regulations and delays are preventing the private sector from responding.

By supporting the Missing Middle Housing recommendations, Council is committing to:

- supporting market demand for inner-city housing;
- supporting meaningful local economic activity and construction jobs;
- supporting the progressive evolution of Calgary's inner-city communities;
- growing the City's tax base in a profitable way by adding homes to established communities; and
- bringing affordable and respectable housing options to current and future Calgarians.

We strongly encourage Council to consider and support all related recommendations contained within Administration's Report IP2022-0989.

Sincerely,

Oldstreet Development Corporation

Nathan Robb
Co-Founder, Principal

Connor Irving
Co-Founder, Principal



March 27, 2020

The City of Calgary Infrastructure and Planning Committee & City Council

The City of Calgary
PO Box 2100, Station M, Calgary, AB
T2P 2M5

RE: Support for Land Use Bylaw 1P2007 sustainment per Report IP2022-0989

Dear Mayor and Members of Council,

As an active industry member within the missing middle market in the city of Calgary, FAAS architecture would like to affirm our strong support for Administration's proposed bylaw sustainment recommendations found within Report IP2022-0989.

Our office has been privileged over the last 9 years to be at the forefront of the missing middle housing efforts in the city. Our clients have invested heavily to fulfill the need of established community housing in a variety of forms and scales that provide Calgarians the range of options in terms of scale and cost that are so critically needed.

During this period of development and construction, our office has led teams on over 75 projects with upwards of 300 units. These projects are spread over all 4 quadrants of Calgary's established communities and have provided a means for the Calgary development industry as well as City of Calgary Planning and Development to better establish practices that provide supportable, livable and necessary housing options.

This missing middle form is characterized by sensitive compact developments with a low built scale that are contextually sensitive to their surroundings. They are located within communities that provide high levels of amenity, multi-modal transportation access while meeting Calgary's MDP goals. These projects also provide a middle market for residents, sitting at the transition point from condo living and single detached home ownership, with rental and ownership costs that provide access to inner city living for a broader range of Calgarians.

During this period of innovation, a strong collaborative approach has emerged with the approving authority. This collaboration is in direct response to the policy challenges that missing middle housing has identified with the current Land Use Bylaw. Within this policy gap comes uncertainty for industry, stakeholders and the City of Calgary council. As such, the use of Direct Control zoning is increasingly required to close this policy gap. However, this approach comes with its own frustration on behalf of stakeholders and council.

In response to this frustration and directly as a result of recent council motions arising, the Missing Middle Housing bylaw sustainment efforts built upon this collaborative spirit with industry, stakeholders and administration, resulting in these critical bylaw sustainment recommendations before you. It is our feeling that these amendments will provide the policy clarity required to avoid stakeholder frustration, provides industry clear and concise direction for future development investment, and administration/council the tools to provide clear leadership to Calgarians on the matter of sensitive missing middle housing.

To this point, I would like to reiterate that FAAS architecture strongly supports these key bylaw sustainment revisions and strongly supports council in adopting the recommendations contained within Report IP2022-0989

Kind Regards,



MICHAEL FARRAR
AAA MRA/C LEED.AP
Michael@faasarch.com
403.629.7589

FAAS



The City of Calgary
PO Box 2100, Station M
Calgary, AB T2P 2M5

ATTN: The City of Calgary Council

RE: Missing Middle Housing Land Use Bylaw Sustainment (*Administration Report IP2022-0989*)

Dear Mayor and Members of Council,

On the behalf of Arlux Construction, I am writing to express our support for Administration's recommendations found within Report IP2022-0989 to create a new Land Use District and conduct bylaw sustainment related to Missing Middle housing in Calgary.

Arlux Construction is a local developer focused on building beautiful new homes and commercial / multi-family properties using a collaborative, hands-on approach. We work with a group of trusted architects, designers, and tradespeople to ensure an exceptional level of attention and detail is brought to each project. Our projects span many communities, from greenfield areas to established areas, and we strongly believe that new approaches are required to enable Missing Middle housing, especially within the inner city and surrounding established communities.

We recognize that redevelopment in Calgary's established communities requires a considered, thoughtful, and sensitive approach, inclusive of feedback from all stakeholders. We also recognize that to enable smart growth in key walkable locations, like along collector roads, Main Streets, nearby local amenities, and with great public transit access, changes to the Land Use Bylaw are necessary to ensure a consistent and responsible approach to redevelopment that all stakeholders can feel confident about. These changes are even more vital granted the modern context that we find ourselves in, where sustainability and affordability are key factors influencing redevelopment, and new market needs are emerging that weren't as immediately present during the creation of the Land Use Bylaw in and before 2007.



Missing Middle housing and the creation and sustainment of related Land Use Districts is needed in our opinion to address the market needs that we are hearing from Calgarians. We strongly support Administration's recommendations and hope that Council will support all recommendations within Report IP2022-0989 to help us build a better future.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Rana Brar", with a stylized flourish at the end.

Rana Brar
Arlux Construction



The City of Calgary
PO Box 2100, Station M
Calgary, Alberta
T2P 2M5

August 31, 2022

Attention: The City of Calgary Infrastructure and Planning Committee and City Council

RE: Support for *Missing Middle Housing Land Use Bylaw Sustainment (Administration Report IP2022-0989)*

Dear Mayor and Members of Council,

On Behalf of Eagle Crest and our group of companies, I wanted to express our continued support for the recommendations from Report IP2022-0989. This report proposes a new Land Use District and essential sustainment to Land Use Bylaw 1P2007 (LUB) in response to Council Motions regarding Missing Middle Housing. As a local Calgary business owner who is trying to build a better Calgary, we need Calgary's city council support on this issue. As a small developer and landlord in Calgary, we see first-hand the group of individuals whose wants and needs are under-represented in the City of Calgary's housing inventory. We humbly request clearer rules that something like this would bring.

To elaborate, we talk to dozens of our tenants and potential tenants every day and they frequently point out their desire for the type of housing at the center of this issue. The types of demographics we see in these buildings are young professionals, dual-income couples and professionals and families who have immigrated from another province or country. These folks desire more main street-type, inner-city neighbourhoods with housing that fits their life-style, their values and their budget. They want a yard. They are passionate about sustainability and economic living. They want a front door. They want transit accessibility. They want to walk or bike to the grocery store and the office. They want to be in the highly desirably inner-city neighbourhoods, but can't afford a single family house, and they don't some of the challenges of living in a high-rise apartment building. They want something that fits their personality and their life. Oftentimes, they don't drive car and don't want to pay for parking because it's not part of their lifestyle. We understand parking is a passionate topic for many of them and I've heard the question asked a few times, whether council is more concerned with building housing for people or housing for cars.

We have had several dozen Land Use Redesignation and Development Permit applications. Many of these would fit in this Missing Middle category. We typically define the Missing Middle as multifamily buildings (not stacked apartments) that are similar height (or maybe a bit taller) and massing to single family homes. This includes rowhouses, clustered townhouses, stacked townhouses, and sometimes they have smaller units or secondary suites without onsite parking stalls. These buildings are in areas with many amenities, accessible and transit-friendly. Again, we focus on building this type of housing because there is minimal supply (i.e. "Missing") because these housing options have been challenged due to land use rules that haven't been updated in at least 15 years. The "Middle" refers to the fact these buildings are viewed between single-family homes and apartment buildings (i.e. in height, number of units and cost).

By building in this missing middle we are following the City Council's own policies and goals to achieve more growth in the established, inner city areas. Our townhomes we build in areas like Killarney, Renfrew, Mount Pleasant and Capital Hill, to name a few, constantly have waiting lists soon after going on the market because of the demand for this type of housing. When we build other types of housing, the relative pace of absorption is much slower. We lease up our townhomes about twice as fast as our apartment buildings on a per unit basis.

Eagle Crest Construction
PO Box 75065 Westhills
Calgary T3H 3M1
403 991 7418

eaglecrestconstruction.ca



The last topic I'll touch on is the business side of this equation. Based on the fundamentals of land development economics, prices, construction costs, return on investment thresholds and what tenants can afford, we are comfortable taking the risk of building in this missing middle. There are too many rules and extra red-tape currently and it feels like getting approval on each building is like running a marathon while other much larger builders seem to get an easier path to construction. Our decision to do this is not only quantitative, but we get validation every time we see the reaction and delighted facial expressions (or hugs!) of our happy tenants the first time they see their eventual unit and the first day they move in. Last, but not least, communities that have more robust Missing Middle housing will be able to attract a more skilled and diverse workforce and build a more resilient Calgary, which is a goal I know we are all pursuing.

Sincerely

Eagle Crest

A handwritten signature in black ink, appearing to read "J. Gulas", is written over a faint, large, stylized "X" watermark that spans the background of the page.

Jason Gulas
Chief Operating Officer

Eagle Crest Construction
PO Box 75065 Westhills
Calgary T3H 3M1
403 991 7418

eaglecrestconstruction.ca



Aug 24, 2022

ATTN: The City of Calgary Infrastructure and Planning Committee & City Council

RE: Support for Missing Middle Housing Development in Calgary
Administration's recommendations for a proposed new District and Land Use Bylaw sustainment
per Report IP2022-0989

Dear Mayor and Members of Council,

We write this letter on the behalf of Stone West Homes Inc. to express our strong support for Administration's recommendations found within Report IP2022-0989, which propose a new Land Use District and sustainment to existing Land Use Bylaw rules related to Missing Middle Housing.

I'm a proud, born-and-raised Calgarian and local homebuilder, building modern and affordable housing in Calgary's inner-city communities since 2008. The entire Stone West team is committed to realizing sensitive redevelopment and supporting the change that creates more complete, compact, and connected communities.

We were one of the very first builders who built inner-city townhouses with legal secondary suites. The quality of our tenants and the relationships we've built have been nothing but exemplary. We mention this because we know there is often an underlying stigma associated with secondary suites and those who choose this more affordable housing option. We can assure you we have yet to receive or hear of any complaints from our neighbors. Our tenants are primarily students or single occupant tenants and most have not required parking. Many use public transit, bikes, shared microbility programs (e-Bike and e-Scooters) and will often make use of Ubers or taxis as needed.

We strongly believe supporting these necessary changes will result in a net benefit to Calgary's real estate market, given the existing demand for more affordable and flexible housing options. And as many other builders, we believe this will attract new construction funding opportunities from CMHC.

As an industry who deals with many uncertainties, we and the communities where we build, need these changes to give everyone more peace of mind and predictability. We urge the Council to consider and support the recommendations of Administration's Report IP2022-0989.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read "Paul Kundan", is written over a horizontal line. Below the signature, the name "Paul Kundan," and the title "Director" are printed in a small, sans-serif font.

Paul Kundan,
Director

(403) 805-9000

206,7 Westwinds Cres NE. Calgary, T3J 5H2
info@stonewesthomes.ca

stonewesthomes.ca



www.cnjdevelopments.com

Hi Robyn and The City Of Calgary Team,

Attention: The City of Calgary Council, and/or Mayor and Members of Council

Regarding: Missing Middle Housing Land Use Bylaw Sustainment and with reference to Administration

Report IP2022-0989

I am writing on behalf of my family who lives inner city (Altadore area), and my company who builds and develops new homes. I am in support of the amendments to help support the industry and to help increase what is missing in terms of housing in the local market place. This is critical to Calgary's growth, innovation and the demand for what homeowners are looking for.

I look forward to speaking with you further and appreciate your support to provide further clarity to the development process.

Regards,

A handwritten signature in black ink, appearing to be 'Chris', written over a light blue horizontal line.

Chris



Land Use Bylaw Amendments to address Missing Middle Housing

September 9, 2022

Recommendation

That the Infrastructure and Planning Committee recommend that Council:

Give three readings to the Proposed Bylaw to amend Land Use Bylaw 1P2007 to add a new housing district (Housing – Grade-Oriented (H-GO) District), to amend the Residential – Grade-Oriented Infill (R-CG) district, as well as other minor consequential amendments to accommodate grade-oriented housing forms such as: semi-detached dwellings, rowhouses, townhouses, at-grade flats, and suites as outlined in Attachment 2.

Big Picture Issues

- Housing Affordability
- Demographic/population Change
- Housing Supply

Regulatory Issues

- Rigid Land Use Rules
 - Results in Direct Control districts
 - Prohibits mid-block R-CG development
- Approval Process
 - Land Use Redesignations vs. Development Permits



- More Direct Control applications for new forms of housing
 - **60% of Direct Controls** are for 5 units and 5 suites or more
 - **40% of Direct Controls** are to enable mid-block R-CG
- Concerns at Public Hearings and through Application Review
 - Small Units
 - Parking
 - Waste & Recycling
 - Open Space



What are the Solutions?

Create a New District:

Housing – Grade-Oriented (H-GO)

What:

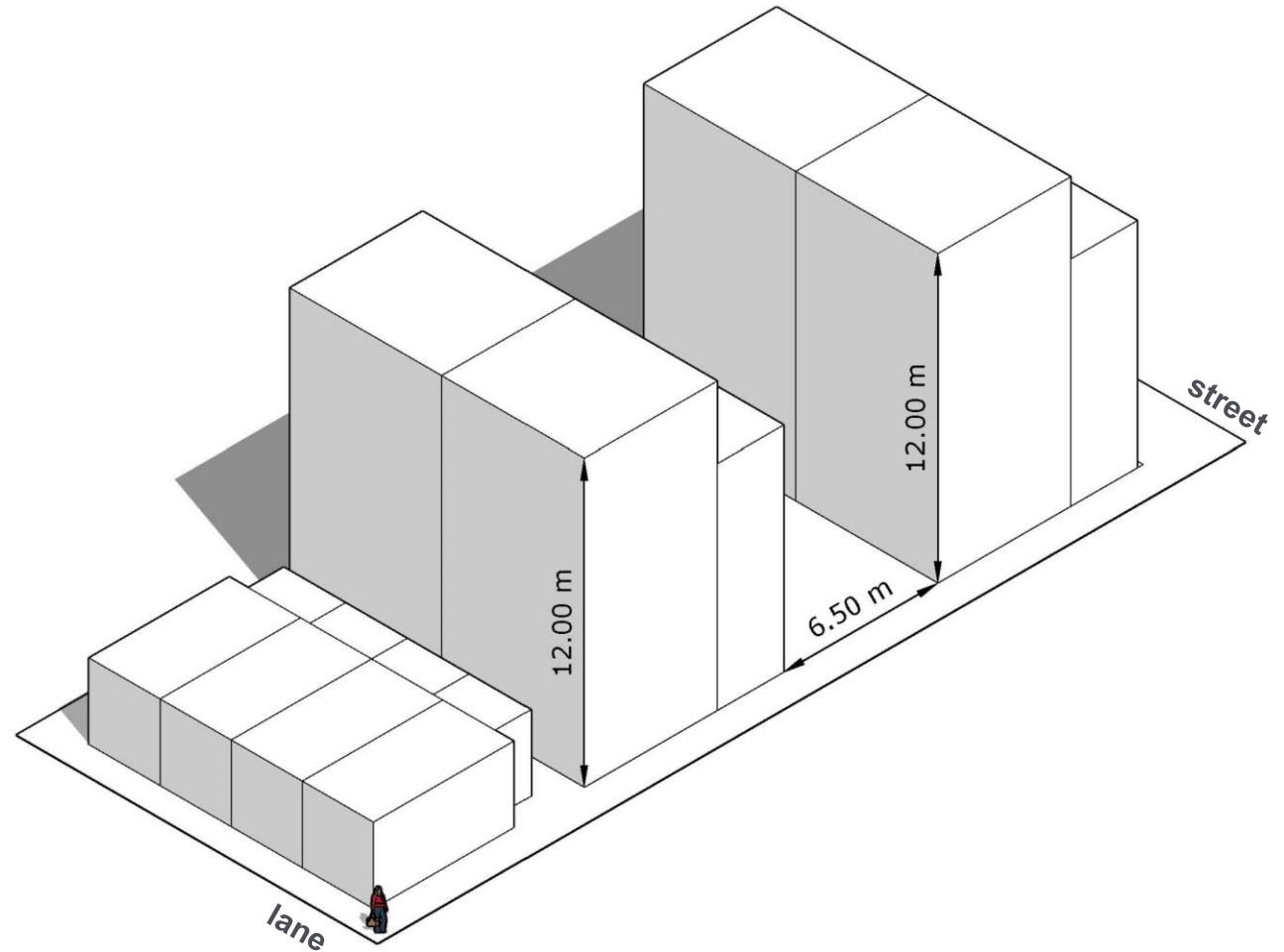
- Same height as M-CG (12 metres)
- Same parcel coverage as R-CG (60%)

Where:

- Only near Main Streets and Transit
- LAP: Neighbourhood Connector and Neighbourhood Flex

How:

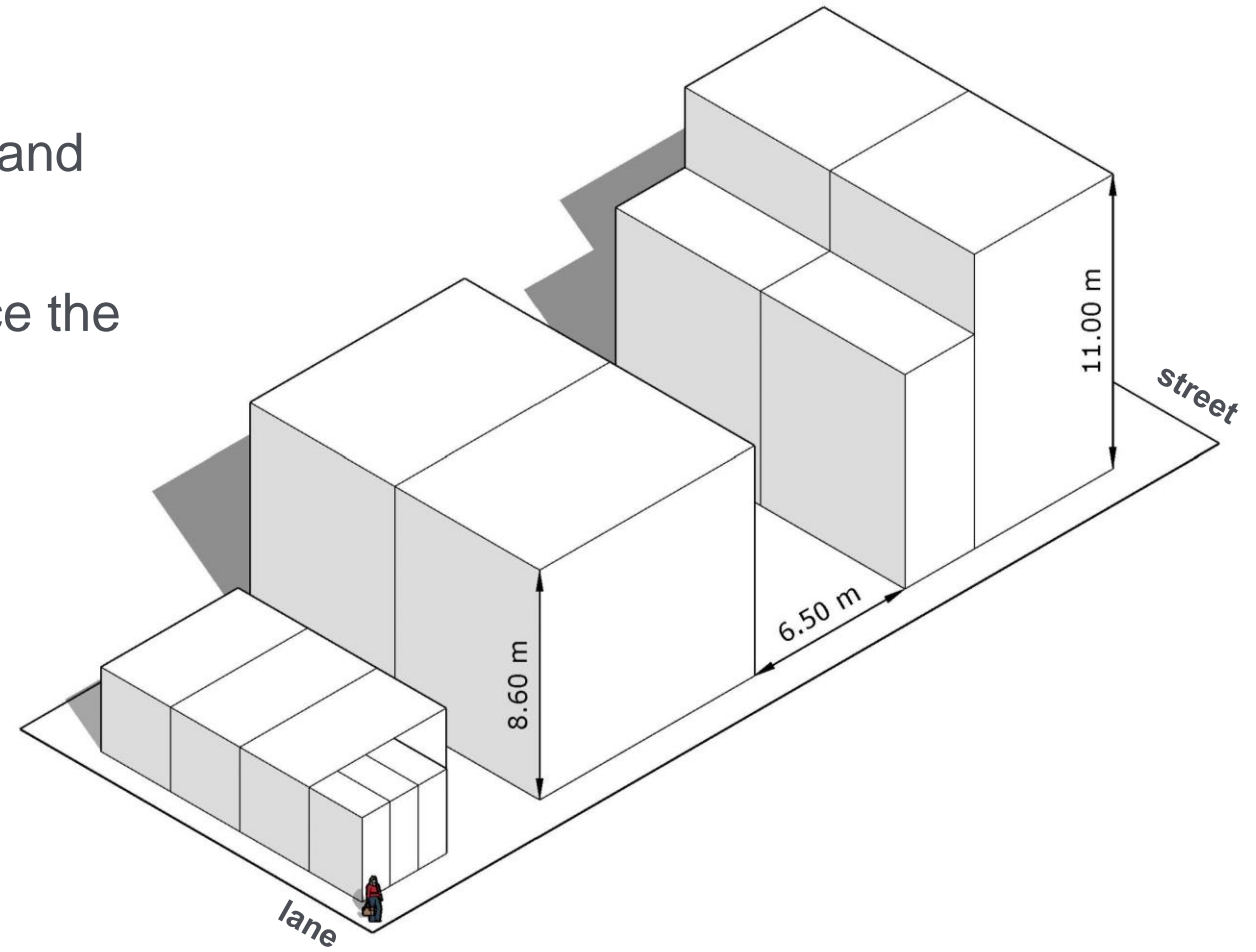
- Applicant-led applications
- Case-by-case Council decisions



What are the Solutions?

Improve R-CG

- No changes to height (11 metres), density and parcel coverage
- Remove restriction that all homes must face the street
- Reduce height for rear buildings
- Reduce parking requirements by 1 stall



What are the Solutions?

Modify Rules for Multi-Residential Districts

- Enable a variety of housing forms
- Standardize costs of parking requirements

Advantages

- Prevents down-zonings and Direct Controls
- Regulatory consistency
- Enable redevelopment in priority growth areas



Recommendation

That the Infrastructure and Planning Committee recommend that Council:

Give three readings to the Proposed Bylaw to amend Land Use Bylaw 1P2007 to add a new housing district (Housing – Grade-Oriented (H-GO) District), to amend the Residential – Grade-Oriented Infill (R-CG) district, as well as other minor consequential amendments to accommodate grade-oriented housing forms such as: semi-detached dwellings, rowhouses, townhouses, at-grade flats, and suites as outlined in Attachment 2.

G'Day City Council and Committee

My name is Beau and I immigrated here five years ago from Australia after visiting for the wedding of my sister in beautiful Banff National Park. I'm writing in favour of the amendments to the land use bylaw for a variety of reasons. One of the things that struck me upon my first visit was the sprawl and scale of Calgary with how far apart everything is. There's a small little train that could get people into downtown but it was difficult to go to other parts of the city. The inner city was beautiful but that quickly devolved into a sea of boring suburbs where it seems like if you didn't have a car you'd be screwed.

I think Calgary needs to make it easier to build different kinds of houses to stop sprawling like it does. I lived in Sydney where there were many different kinds of homes for many different kinds of people and I think that definitely helped make it the amazing place it is today. The neighbourhoods that were most sought after and desired were usually more dense than the usual single detached areas in the city. I was always close to trains that ran through most of the night or shops or grocery stores should I ever require them. Maybe the biggest thing though is that Sydney isn't that much more dense than Calgary as a whole, however that very slight and modest increase allowed us to have much more services and amenities than I can find in Calgary.

When it comes down to it globally, the most internationally recognized and highly desired cities that people want to move to are usually a bit dense. My worry is that if Calgary doesn't start recognizing and acknowledging this reality, it will be difficult to make a name for ourselves in the changing future. Our current growth pattern that we seem set in our ways of following, will eventually be the demise of Calgary. What's to happen when we sprawl so far that we can't provide quality public services for tax value? Are we going to allow our inner city to hollow out as we force more people to the suburbs under a failed utopian dream? In many cities in Australia, the inner city is the desirable area and people only move to the suburbs because they can't find homes in the city. But that doesn't mean that those people want to move to the suburbs, to me it just signals that there wasn't housing available to them to live how they want to. Sydney is fortunate to have a large regional train network where you can still live in these areas with little automobile use. However I notice that Calgary lacks the political fortitude to enable people to live without the demand of a personal vehicle. It blows my mind the lack of trains here.

Long story short, start building more homes in the city. It really isn't a huge change and the people who make it seem like they are, are usually blowing things out of proportion. The world is moving forward whether our politicians in Calgary like it or not. We need to make sure that we're set up for success.

Yours truly,

Beau Petersen

PUBLIC SUBMISSION FORM

In accordance with sections 43 through 45 of [Procedure Bylaw 35M2017](#), the information provided **may be included** in the written record for Council and Council Committee meetings which are publicly available through www.calgary.ca/ph. Comments that are disrespectful or do not contain required information may not be included.

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to 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 230 and 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council agenda.** If you have questions regarding the collection and use of your personal information, please contact 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.

Please note that your name and comments will be made publicly available in the Council agenda. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

ENDORSEMENT STATEMENT ON ANTI-RACISM, EQUITY, DIVERSITY AND INCLUSION

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

I have read and understand the above statement.

First name (required) Brenda

Last name (required) Erskine

Are you speaking on behalf of a group or Community Association? (required) Yes

What is the group that you represent? Crescent Heights Community Association

What do you wish to do? (required) Submit a comment

PUBLIC SUBMISSION FORM

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to attend or speak to? (required)

Standing Policy Committee on Infrastructure and Planning

Date of meeting (required)

Sep 9, 2022

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

(required - max 75 characters)

7.2 IP2022-0989Land Use Bylaw Amendments to Address Missing Middle Housing.

Are you in favour or opposition of the issue? (required)

In opposition

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below.

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

While our community understands Calgary's need for "missing middle" housing, and we encourage initiatives to permit creative housing alternatives, there is not enough time to review the contents of these proposed Amendments, understand the potential impacts on our community and make written submissions on behalf of our community. Receiving information on these Land Use Bylaw Amendments two days prior to the Infrastructure and Planning Committee meeting does not comply with Principle 2 of Council's engage Policy CS009: Inclusiveness – The City makes its best efforts to reach, involve and hear from those who are impacted directly or indirectly. - Opportunities are provided for citizens and stakeholders to get involved at the beginning and throughout a City project or initiative when decisions will impact their lives. We note that some stakeholders have had ample time to comment on and influence these Amendments, while we have been provided with 48 hours.

We also note there is no mention of the draft Heritage Guidelines within the Amendments. The Guidelines are important to preserving the character of our community and some of our members have been engaged in the drafting and engagement process for more than a year. CHCA is strongly opposed to these Amendments going to Council prior to the Heritage Guidelines.

Crescent Heights Community Association requests Council to direct administration to provide communities more time to understand these ByLaw Amendments. We look forward to further opportunities for engagement in how the city addresses the missing middle housing issue.



September 8, 2022

Delivered by Email

The City of Calgary
P. O. Box 2100, Station "M"
Calgary, Alberta T2P 2M5

Attention: Members of Infrastructure and Planning Committee

Dear Committee Members:

Subject: Land Use Bylaw Amendments to Address Missing Middle Housing (IP2022-0989)

BILD commends Administration for proposing creative solutions to assist with housing affordability. For Calgary's Municipal Development Plan to be realized, both The City and Industry need to create more opportunities to provide a variety of housing forms to meet the changing needs of homebuyers. The 'Missing Middle Housing' forms are currently not adequately accommodated in the standard land use districts and require Direct Control districts, which is a lengthy and complex process. This proposal represents a good initial step in starting to address this need.

The proposed amendments will provide greater efficiencies for The City and Industry by reducing the number of direct control applications and associated time and costs, while ensuring a consistent set of standards are applied. The amendments respond to changing household demographics and meet the need for more housing choices with a range of price points.

Currently, the Land Use Bylaw (1P2007) has regulatory barriers that limit how units can be arranged on the parcel and unclear parking requirements with complex criteria for their relaxation. Regulatory changes that remove barriers to bring more market-rate housing supply online faster and enable all forms of housing, including market-rate housing are supported by the Industry.

Calgarians' needs are changing and The City, developers and builders must be innovative, nimble and adapt to changing needs and technology. Many seniors may want to stay in their neighbourhoods, but perhaps in a new type of dwelling. Many millennials avoid car ownership and want to live near transit. Others want enough room to include their extended families. Innovative approaches to development will make the most of Calgary's urban footprint and provide greater opportunity for a variety of housing forms to help create more inclusive, equitable and affordable neighbourhoods.

We encourage you to visit bildcr.com for industry updates

212 Meridian Road NE • Calgary, AB • T2A 2N6
p: 403.235.1911 • e: info@bildcr.com • w: bildcr.com



In closing, these changes are a good first step to addressing housing affordability and we encourage Council to continue to remove regulatory barriers to the development of all forms and the full continuum of housing, including mid-rise and high-rise densities.

If you have any questions or concerns, please do not hesitate to contact me.

Respectfully,
BILD Calgary Region

Brian Hahn, CEO BILD CR

We encourage you to visit bildcr.com for industry updates

212 Meridian Road NE • Calgary, AB • T2A 2N6
p: 403.235.1911 • e: info@bildcr.com • w: bildcr.com

To Members of the Infrastructure and Planning Committee,

I'm writing today to express my support of the proposed land use bylaw changes to be presented to you on September 9, 2022.

My husband and I live in the Beltline community and we're currently struggling to find housing that will meet the needs of our growing family. Most of the housing that exists in this area, and in other inner-city neighbourhoods nearby, is restricted to only single-detached houses or high-rise units so small and poorly designed for families that there is no doubt they are intended for young adults only. We are actively trying for children and are very disappointed in the limited options available to us in this area. Of the three- or four-bedroom homes that exist, their rareness means they are exorbitantly priced and therefore far outside of any reasonable budget.

We are a single vehicle household also, and if we were to look outside of the inner city, we'd be forced to go into debt to afford a second car just so we can get to work and make a living. Public transit would ideally be the solution to this problem, but unfortunately, the public transit budget in Calgary has been cut so egregiously and the wait times now so unreasonable as to render it almost useless.

The recommended bylaws look to increase density and provide more opportunity and availability for housing for families; housing that is well thought out, planned efficiently with families and public amenities in mind, and will, overall, better serve the needs of city residents. It is outrageous that the existing land use bylaws push families to move outside amenity-rich areas, just so they aren't forced to sleep cheek-by-jowl.

In any city, single-detached housing should be the exception, not the rule. A city is not a small town, nor a rural outpost, where single-detached housing is the norm. It is simply ludicrous to expect a city the size of Calgary to sprawl like it is, not to mention, extremely expensive for the taxpayer. We are a city of over a million people, not a small town. We need to adapt to a growing population by increasing density and simplifying land use bylaws, so we aren't forced into living the Hell that is a suburban family lifestyle, and so those in high density areas don't have keep subsidizing those who think that's the only way families are supposed to live. Giving us more housing options that reduce sprawl is the fiscally conservative thing to do.

I've heard opposition to these land use bylaw recommendations from some community groups, and while it is understandable that some prefer a single-detached style of living, those who take seriously the negative implications of urban sprawl and its climate impact, are in desperate need of more housing options that not only increase density but are sustainable and economically viable. We need more housing choices, not fewer.

For the conservative members on this committee, please vote for "freedom" and "more choice". Please approve the implementation of these proposed land use bylaw changes. The city's residents desperately need them.

Kind regards,

Brooke Simaluk

Hello Committee

I would like to voice my support of the prospect of increasing density in the city. I've lived in Calgary for close to two decades and have had the opportunity to live in a variety of different housing types. Personally, if I didn't have different kinds of housing choices, I strongly feel that I would have had a more difficult time participating in our city. I've been able to rent a house, apartment, stacked duplex and all of them have been in areas which allowed me to save money and easily access jobs that I've had. In my experience, the communities I've lived in that provided different kinds of housing have been the most vibrant and offer the most services. I think if we allow a bit more flexibility in what people can build on their properties, we'll be able to build a much better and vibrant city as a whole. Personally I don't really think it's fair that people who live in detached houses appear to get more say and recognition in the decisions that happen in our city. Nobody should be considered a second class citizen based on their housing choices.

My favourite cities that I've travelled to have been ones that have a little bit of density. Amsterdam is incredibly quaint and enjoyable to walk around in, and the amazing thing is that it is less dense than Vancouver. I think that allowing more of the low form housing types, or at least allowing them to be built like what is proposed, is a great way to improve the liveability of Calgary. Instead of high rise towers, it's much nicer to have some more buildings that are closer to the ground. It makes it seem like you're not in a big city and more like a friendly small town. Vibrant communities are created by vibrant people, not by houses that are slowly housing less people in them. The report just released says that 86% of Calgary established communities have lost populations since their peak, this is insanely alarming. If Calgary wants to grow and adapt to a changing world we need to seriously rethink the ideas of the 50s that everybody will live in a single detached home and be able to drive everywhere. The majority of the world doesn't live in these kinds of homes and they seem to get on with it just fine.

People need to understand that living in a city has trade offs. We all can't pretend like we live on rural acreages while still expecting tons of amenities or being able to walk to nice restaurants or take the train. Just because somebody has a different kind of property, doesn't mean they should be able to block and delay other kinds of property. Calgary is going through some growing pains but I'm confident that we'll be able to push through them and create a better and inclusive Calgary for everybody.

Sandi Voerman

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Please note that your name and comments will be made publicly available in the Council agenda. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

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I have read and understand the above statement.

First name (required) Catherine

Last name (required) Hume

Are you speaking on behalf of a group or Community Association? (required) No

What is the group that you represent?

What do you wish to do? (required) Submit a comment









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How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to attend or speak to? (required)

Standing Policy Committee on Infrastructure and Planning

Date of meeting (required)

Sep 9, 2022

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

(required - max 75 characters)

Agenda item 7.2 Missing Middle Housing

Are you in favour or opposition of the issue? (required)

In favour

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below.

Hello City Council

I support the proposed amendments so that the City can build more inner city density and missing middle housing. Coming from Edinburgh, I'm very familiar with mixed use areas and communities with more density. When I compare Calgary and Edinburgh, Calgary feels a bit bland and boring. The neighbourhoods are just miles and miles of houses, there's no businesses to walk past to get coffee or pubs to stop in for pints. The areas of Calgary that do have these things are few and far between. Possibly the closest that comes to mind is the Beltline, but the choices of housing to live in there are usually high rise apartments or scattered mid rises. While the Beltline has nice amenities, living in high rises aren't always the most nice things to be in. I would much prefer to be in something that's only a couple floors and closer to the street instead of waiting for an elevator. It's weird because it seems like this isn't a result of natural choices in how people want to live, but rather that the city was forced to grow in a specific way that favoured the personal automobile. This completely kills being able to walk in Calgary and public transit suffers. It's very hard to get around the city on transit, especially if you need to transfer buses. At times I can be waiting up to 30 minutes for a bus, then there can be transfers on top of that. A very simple trip in Calgary can easily result in over an hour of travel by transit. In Edinburgh I would never wait more than ten minutes for a bus, usually around five if it was to get to the city centre, but if that failed it's not like it was a huge deal to walk either if the proper shoes were on. I firmly believe this is a result of a couple things:

Making sure the transit system is funded enough to provide enough buses
There's enough population density to have quality transit
We collect enough taxes to operate a good service

We need communities that have a bit more density so that we can start having the services that a big city deserves. It blows my mind that Calgary has almost double the population of Edinburgh but it feels like a sleepy small town. I think that Calgary can

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

PUBLIC SUBMISSION FORM

make better choices for the future but it takes some perseverance, leadership and people who are willing to change and understand the change being proposed. Let's make some positive change for Calgary.

Thank you.

Catherine Hume

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Please note that your name and comments will be made publicly available in the Council agenda. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

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I have read and understand the above statement.

First name (required)	Estelle
Last name (required)	Ducatel
Are you speaking on behalf of a group or Community Association? (required)	Yes
What is the group that you represent?	Mount Pleasant Community Association
What do you wish to do? (required)	Request to speak

PUBLIC SUBMISSION FORM

How do you wish to attend? Remotely

You may bring a support person should you require language or translator services. Do you plan on bringing a support person? No

What meeting do you wish to attend or speak to? (required) Standing Policy Committee on Infrastructure and Planning

Date of meeting (required) Sep 9, 2022

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

(required - max 75 characters) 7.2 Land Use Bylaw Amendment (Missing Middle)

Are you in favour or opposition of the issue? (required) In opposition

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below.

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

In case my work schedule prevents me from participating when this item is up for discussion, I would like the following to be read please on my behalf:

As a member of the MPCA Planning Committee, I ask that the Land Use Bylaw Amendments (to Address Missing Middle Housing - IP2022-0989) report and issue be referred back to Administration due to the following shortcomings:

1. Community Associations and residents weren't given adequate time to review the proposal
2. Engagement on this new land use can not only include developers: it must also include residents and communities affected by the changes
3. Heritage Guidelines should be completed before a new land use is introduced
4. The intent of the NHLAP was to remove uncertainty associated with redevelopment. This document was approved less than one year ago and already uncertainty is being introduced with this proposal
5. The proposed land use conflicts with the NHLAP which specifically states that the Neighbourhood Local "should be oriented towards the street" (2.2.1.4.d.ii).
6. Clear restrictions on where this land use can be applied need to be included (extending beyond main streets will conflict with the NHLAP). Letters of support from Developers reference the need of the proposed land use form for Main Streets.
7. Proposed reduced parking (3/8 per unit) needs to be justified by a proper car ownership and parking study conducted by a 3rd party
8. The revision of the Residential Parking Permit program must be completed before parking relaxations are proposed
9. Attachment 8 (Engagement and What We Heard): Administration needs to clearly identify what was heard at hearings and how it was considered. None of the issues raised by the MPCA in objecting to recent DC applications are addressed by this land use, namely: insufficient parking, loss of privacy, shadowing impact to adjacent properties, reduced front set back changing the character of the community.
10. The process followed for this proposal fails to meet Council's engagement policy.

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I request that the findings stemming from the shortcomings listed above be included in the updated report to the Infrastructure and Planning Committee when a revised submission is made. Thank you.



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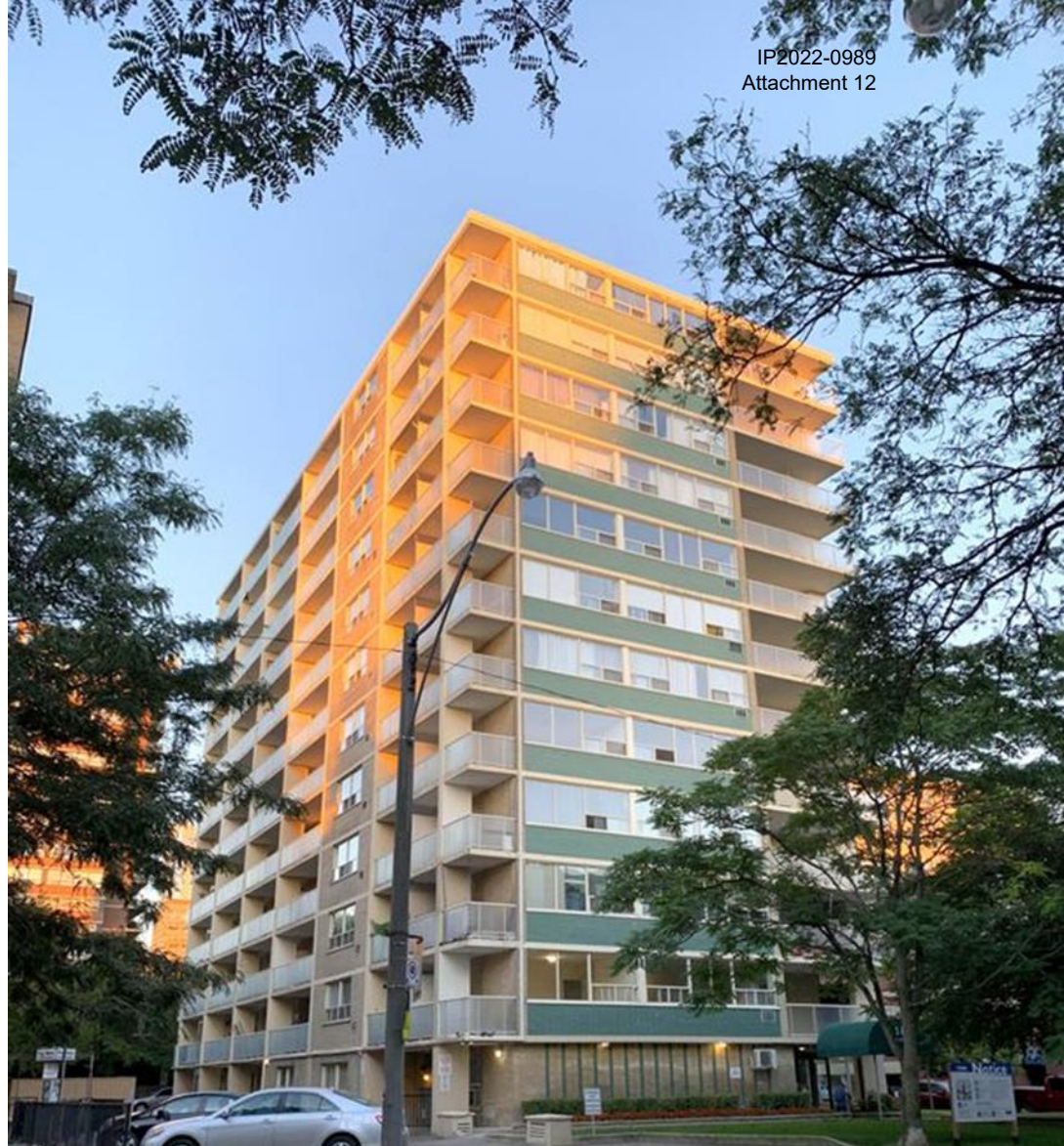
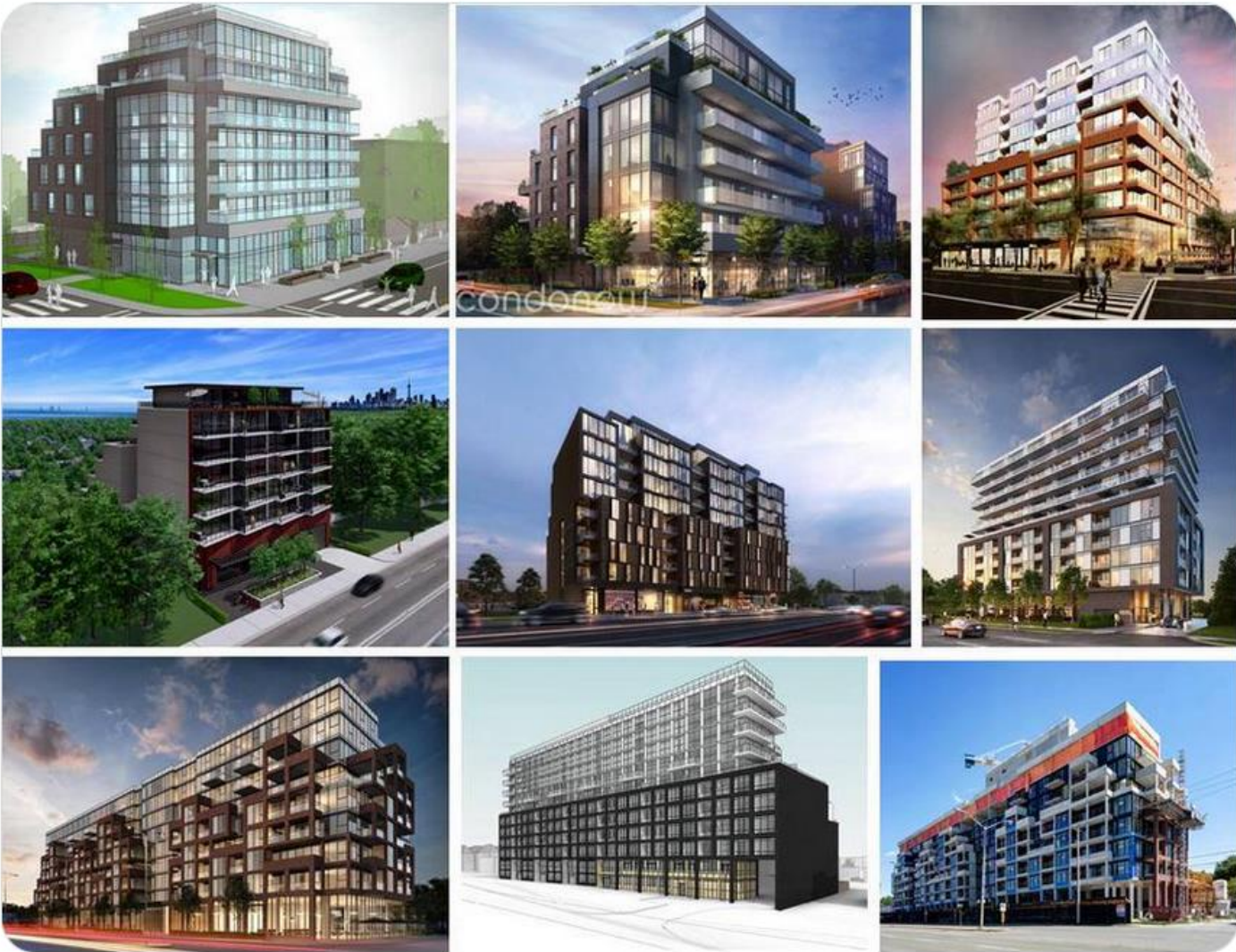


Ken Greenberg
@KGreenbergTO

...

IP2022-0989
Attachment 12

The elusive 'missing middle' is appearing on Kingston Road. Came across over 20 very recent examples from Lawrence Ave in Scarborough to Upper Beach in Toronto.



“This is exactly the kind of housing the city says it needs. ... This is your missing middle,” says Ms. Shaul about the 1959 building.



Dan Seljak

@anotherglassbox



IP2022-0989
Attachment 12

Norman Foster's Apple HQ, a beautiful example of a missing middle 🤔



H-GO

- Responds to the DC problem
- Gives direction about where it's appropriate
- A separate 'H' category creates its own sandbox (prudent)

R-CG and Multi-residential changes

- Should avoid downzoning so redevelopment happens where Council has already approved it

What do residential lotteries show us about transportation choices?

Adam Millard-Ball , Jeremy West, Nazanin Rezaei, more...

[Show all authors](#) 

IP2022-0989
Attachment 12

First Published March 14, 2021 | Research Article |  Check for updates

<https://doi.org/10.1177/0042098021995139>

[Article information](#) 



6



Abstract

English

Chinese

Credibly identifying how the built environment shapes behaviour is empirically challenging, because people select residential locations based on differing constraints and preferences for site amenities. Our study overcomes these research barriers by leveraging San Francisco's affordable housing lotteries, which randomly allow specific households to move to specific residences. Using administrative data, we demonstrate that lottery-winning households' baseline preferences are uncorrelated with their allotted residential features such as public transportation accessibility, parking availability and bicycle infrastructure – meaning that neighbourhood attributes and a building's parking supply are effectively assigned at random. Surveying the households, we find that these attributes significantly affect transportation mode choices. Most notably, **we show that essentially random variation in on-site parking availability greatly changes households' car ownership decisions and driving frequency, with substitution away from public transport. In contrast, we find that parking availability does not affect employment or job mobility. Overall, the evidence from our study robustly supports that local features of the built environment are important determinants of transportation behaviour.**

“Predictions are not necessary ... when things are built incrementally with ongoing feedback driving adaptation.”

Charles Marohn
*Strong Towns: A Bottom-up Revolution
to Rebuild American Prosperity,*
page 75

HOUSING IN CALGARY: AN INVENTORY OF HOUSING SUPPLY, 2015/2016

A REPORT PREPARED BY THE CITY OF CALGARY IN COLLABORATION WITH THE COMMUNITY
HOUSING AFFORDABILITY COLLECTIVE

the preference and best choice for everyone. For many households, renting, co-operative housing and affordable homeownership programs are preferred. A healthy housing market has a diversity of housing forms, tenures and options.

Councillor S. Sharp,
Chair – Infrastructure and Planning Committee
City of Calgary

Sept 8, 2022

Re: IP2022-0989, Missing Middle Land Use Bylaw

Councillor Sharp,

Since its inception in 2014, the LRT on the Green Foundation has been an active participant in the conversation around Calgary's Green Line LRT. The Green Line is Calgary's first LRT line that will deliver service into the heart of existing communities. We are thankful that the City of Calgary took steps early on in community engagement to discuss Green Line as a city-shaping project and not just a transportation project.

This focus on city-shaping meant that conversations around land-use and planning went hand in hand with conversations around route alignment and station location. Planning charrettes that lasted several days and that involved community members, planning experts and businesses were key parts of Green Line engagement. The summary of many of these charrettes were included in the final Green Line plan that was presented to Calgary City Council in 2017.

Of note, from report PUD2017—0471 that was included as part of the 2017 Green Line report to Council, is the following:

"The densities required for successful Transit Oriented Development (TOD) can often be achieved in lower mid-rise built forms that are also more generally accepted by existing residents. Community acceptance and support reduces uncertainty and risk to the developer. Feedback from the local development industry also identified mid-rise, 4-6 storey wood frame construction as the most viable, market ready building form in many Green Line station areas. This opinion was confirmed by the market study undertaken by the Green Line team to assess TOD potential at new stations along the new line."



LRT on the Green

The LRT on the Green Foundation was invited to these planning charrettes as a key stakeholder and was able to impartially observe the conversations had between City of Calgary staff and community members. We can confirm the desire by community members to enjoy the benefits that increased density can bring to their neighbourhoods through the form of new businesses, services and increased vibrancy. However we can also confirm that an approach of sensitive intensification, better known as building the 'missing middle' was what was sought by community members to achieve this.

As a result, the **LRT on the Green Foundation is asking Council to accept the recommendations in report IP2022-0989 to make by-law amendments that will make improvements to the Residential - Grade-Oriented Infill (R-CG) district and introduce the new Housing - Grade-Oriented (H-GO) district.** Adopting this recommendation will help set the City of Calgary on a pathway to success in realizing the vision for transit oriented development in Green Line communities in a way that can be embraced by community residents.

With a revised R-CG and the new H-GO district, the City of Calgary will have important tools in its toolbox when it comes to local area planning around its primary transit network. Providing affordable homes for every type of family within the footprint of the developed city is extremely important in making sure that every citizen of Calgary can have the life they desire and in keeping taxes low. The Green Line will bring high quality public transit to hundreds of thousands of Calgarians. Policy changes such as the one proposed here will ensure the greatest number of people can live close enough to enjoy those benefits.

Best Regards,



Jeff Binks
President
LRT on the Green



LRT on the Green

Hello Members of Committee

I'm writing today in order to show my support behind the amendments to the land use bylaw and new Missing Middle Land use district, to help enable some more very low density and modest growth to happen. To me this signals an exciting time for the City as we move into the future and develop in a more sustainable way that includes multiple housing choices for all people and families. It's no secret that the impacts of low density sprawl have detrimental effects on the environmental and financial stability of a city, so we should applaud the very modest changes that we're making to become more secure in our future with diverse housing types. I'm going to rehash something that's been said before by the 1959 Official Plan for the Metropolitan Toronto Planning Area:

“Low-density areas do not generate sufficient traffic to support public transportation adequate in terms of closeness to home and of frequency. As distances to shops and other community facilities become excessive for walking, the residents rely more and more on the use of the private automobile...The cost of over-extended systems of streets, sanitary services and other utilities must ultimately be borne by the residents in increased housing costs, taxes and local improvement charges”

To steal some words from Councillor Mclean, we need to cut the red tape on development and build more homes. Unfortunately we make it incredibly difficult for homes to be built in the city where people want to be near amenities and possibly not need to rely on a vehicle. By enabling more established residential growth we can help improve the process of redevelopment and cut red tape. It's a good step in the right direction for the city.

What does this type of housing look like for Calgarians or what might be an example? Suppose you have lived in your single-family home for decades and your situation has changed so that your house no longer suits you very well. Perhaps your children have grown and left and the house seems too large. Perhaps health issues have made the stairs unmanageable or sadly, perhaps you have been widowed and are alone in the house. You love the area, but your dwelling type needs to change. So you start looking for a new home. You still would like to do a bit of gardening and have some outside patio space, so that eliminates the apartment towers near the LRT Station. You would like to downsize and buy a smaller home instead of renting, so that eliminates other rental options. You hope to find a smaller house, maybe a one-storey townhouse, but you can't find anything in the neighbourhood. The housing type that you are looking for is “missing”.

We need to start enabling this kind of growth in our city if we wish to maintain our affordability and be equitable for people in our society. Cities across the world are changing and adapting to new demands for different demographics of people. Not

everybody desires a single detached home. People desire safe communities, access to amenities and feeling secure in their living situation. The type of housing the people gravitate towards is usually a result of an outside influence, not necessarily because it's the one they desire. Even Drumheller was able to come to its senses and rezoned the entire city to allow more choice when it comes to housing, they even allowed business everywhere too! It would be incredible to see a Calgary that is truly friendly to business and inclusive to all residents. While Calgary remains competitive due to our marginal affordability compared to Toronton and Vancouver, we're heading down the same road of unsustainable growth that will put us in a similar expensive position. The Calgary advantage will be lost if we remain stationary.

Now there will always be fears from people when it comes to change. Fears about parking, misinformation about missing middle housing, or big scary density coming to steal your children. The reality is that most of this housing is very low scale and perfectly contextual to the majority of neighbourhoods in the city. Most people wouldn't even notice the difference unless it gets pointed out. But my fears are that we're going to continue our status quo of city building and slowly force Calgary into a position where we lag behind the changing times. Honestly some people just love to complain and these are the people that are holding Calgary back.

Let's put these fears to bed and step up to the plate to make Calgary a leader in urban development across North America. I want more neighbours to come over for BBQ's and celebrate my city. If Drumheller can do it, so can we.

Thank you very much.

PUBLIC SUBMISSION FORM

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I have read and understand the above statement.

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I have read and understand the above statement.

First name (required) Leanne

Last name (required) Ellis

Are you speaking on behalf of a group or Community Association? (required) No

What is the group that you represent?

What do you wish to do? (required) Submit a comment

PUBLIC SUBMISSION FORM

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to attend or speak to? (required)

Standing Policy Committee on Infrastructure and Planning

Date of meeting (required)

Sep 9, 2022

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

(required - max 75 characters)

IP2022-0989

Are you in favour or opposition of the issue? (required)

In opposition

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below.

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a homeowner and resident in the City of Calgary, I am insulted that I would not be considered a stakeholder when considering broad sweeping changes that will directly affect me and the community that I live in. I am opposed to the H-GO land use district that is being proposed. Full public engagement is necessary in order to understand what will fit in the context of low density residential housing, and what the impact will be on our communities.

Councillors, it is time for residents to create the vision for the future of our neighbourhoods, not developers. Please tell Administration to go back to the drawing board, and start with massive public input as the first step in an engagement process for the densification of our established communities.

Thank you for your time.



September 8, 2022

Infrastructure and Planning Committee IPC

September 9 Meeting:

Re: Item 7.2. Land Use Bylaw Amendments LUB to Address Missing Middle Housing

Members of the Committee:

We would like to express our significant concerns regarding the proposed amendments to the LUB and ask that the IPC does not approve the recommendations presented in the Planning & Development Report issued September 6 for the following reasons:

1. Lack of any public consultation
2. Excessive and unjustified parking relaxations
3. Use of undefined specifications in the Housing – Grade Oriented district

1. Lack of any public consultation

The most important flaw in the development of these recommendation is the complete lack of Public Consultation. The report on the LUB amendments was issued September 6. It is unreasonable to expect citizens to review, analyse and comment on a detailed 96-page report in three days.

The report also commented that “Citizens would not have the technical expertise to contribute to writing of land use districts. I find this comment disrespectful, insulting and wrong. The authors should be asked to retract the statement and undertake meaningful public consultation.

These amendments were written by Planning and Development staff in conjunction with a select group of development industry companies. The “stakeholder engagement” was not inclusive, not transparent, one sided, and possibly subject to conflict of interest.

If for no other reason, the report should be rejected to allow more time for meaningful consultation.

2. Excessive and unjustified parking relaxations

The current LUB requires between 1 and 0.85 parking stalls for each dwelling unit (including secondary suites unless the suite is near public transport) in Low Density Residential Districts, Multi-Residential Districts, and Mixed-Use Districts.

This report recommends that the minimum parking stall requirement should be reduced to 0.375 parking stalls for each dwelling unit. This is a massive relaxation that will have a major negative impact on those dwelling units that don’t have a parking stall and creates the potential for excessive densification.

Parking Stall demand

The Report seems to imply that many Calgarians will get rid of their vehicles or choose to leave them on the street. There is no data presented to support that analysis.

Most Calgarians live in a residence that has at least one vehicle. According to the Alberta database there were 1,006,510 motorized vehicles registered in Calgary in 2021. The population over 20 years old was 1,054,716. That's .95 vehicles per person over 20. Calgarians are not getting rid of their vehicles.

The Report points out that many Calgarians are using alternate transport like bicycles, ride-share and Public Transport for many activities. Especially those that live in the core, near primary transportation services, or near activity centers. This is a good thing.

But that does not necessarily mean that the Calgarians using these alternative transportation options don't also own a vehicle and use them for other activities. Calgarians use of Public Transport is dropping. Calgary has sub-zero winter. We rely on vehicles more than most parts of the world to safely go about our lives when the weather is uncomfortable or unsafe.

Is there any actual data that shows that Calgarians are reducing the number of vehicles they own?

0.375 Parking Stalls for each dwelling unit

The section on the new Minimum Parking Requirements in Attachment 5 is confusing, inconsistent and lacks any specific analysis or justification for the minimum 0.375 parking stalls per dwelling unit written into the revised LUB.

The number 0.375 is not even mentioned in this section. You have to look into the details of the LUB revisions section to find the number.

The discussion speaks to an imbalance in parking requirements between R-CG, Multi-residential and Mixed-Use districts. Apparently, this is a problem although it is not obvious what the problem is. The solution proposed is to apply the Mixed-Use district rules to the other districts.

"Applying the parking requirements of the current mixed-use districts to multi-residential districts will prevent redesignations and direct control applications by aligning parking rates across the Multi-Residential Land Use districts".

Mixed Use structures are massive four to six story buildings on busy commercial streets with both commercial and residential components. The parking requirements for this building form will be entirely different from the needs of much smaller scale residential forms.

There is no clear explanation why applying Mixed Use rules to R-CG or H-GO developments would provide more choice, inclusivity, or affordable housing for the residents who will be living in these buildings.

The discussion also implies that the 0.375 stalls per dwelling unit is a parking requirement in the Mixed-use District. It is not. The "0.375" rule does not appear anywhere in the current LUB.

The Report offers no clear explanation where the 0.357 number comes from. There are vague references that imply that 0.375 is what has been approved in recent Direct Control applications

Attachment 4. Research Summary of Other Cities, lists several “minimum parking stalls per unit” requirements. They range from 1.0 per unit, 0.77 per unit to no minimum parking requirements. Each City will have its own rationale but there is no consensus.

However, none of the Cities use a minimum close to the 0.375.

Are there any other similar Cities that use a similar relaxation and what is their rationale?

This report should be rejected pending a clear and reasonable justification for the proposed parking relaxation.

3. Use of undefined specifications in the Housing – Grade Oriented district

“Section 1386 The Housing-Grade Oriented (H-GO) District:

(d) should only be designated on parcels located within:

(i) an area that supports the development form in an approved Local Area Plan as part of the Neighbourhood Connector or Neighbourhood Flex Urban Form Categories”

Neighbourhood Connector and Neighbourhood Flex categories are mentioned in the non-statutory Guide for Local Area Planning. However, they are not defined or specified in the MDP, or CTP and should not be included in the LUB until they are clearly defined in the LUB or another statutory document.

In conclusion, the report explaining and justifying the proposed LUB amendments is flawed:

- there was no public consultation,
- the rationale for the “0.375 parking stalls per dwelling unit” is unclear and inconsistent,
- the LUB amendment recommendation refers to undefined specifications.

We ask the IPC rejects the recommendations of this report.

Regards

Michael Read
Director, Planning and Development – Britannia
Elboya Britannia Community Association

As a former UK resident who lived in cities that are very walkable and mixed use, the move for Calgary to create missing middle housing is the right move in my opinion. I'm very supportive of the decision to allow more choices in housing. People should be able to do more with their property in terms of residential construction, the scales of housing like townhouses and row houses are very modest and not intrusive to existing neighbourhoods. Also in London, it's very common to find residential areas with courtyards, they're very peaceful and allow a bit of a break from the hustle and bustle of busy city life. When we have a little bit more density, we allow our communities to have more services and a variety of businesses. These are good things! Calgary often talks about how we want things like better transit service, but unfortunately we don't have the population to support more services in a lot of cases. Not only that but expanding outwards makes it very difficult to pay for services and they're spread out and not covering as many people.

One of the major things the city has been advocating for is more walking, cycling and transit use. In order to achieve these goals, we need to stop catering to personal automobiles. Lots of cities have been eliminating minimum parking requirements like Edmonton and part of the justification for this is to enable housing to be built easier and to let small businesses thrive. Reducing red tape is a huge benefit to small start ups when it comes to housing and business. Instead of bickering over if there's enough parking we can easily just start approving new units. It would be nice to see these amendments go further and allow small business in some of these residential areas as well. I have never owned a car in Calgary, while people may seem like it's a necessity the reality is that a car is not necessary. While I've been fortunate enough to live in areas that don't require me to need a car, other people should be able to choose to live this way as well. You shouldn't have to live in very specific parts of the city in order to have a walkable lifestyle.

In the long run, this will be a good change for Calgary. It helps bring Calgary into the modern world of city building and brings us in line with what other cities are already doing. Cities all over the world are making these kinds of changes, hopefully in the future we can apply this more broadly across Calgary and help it become a great world city.

Thank you,

Richie Hume



Calgary Inner City Builders Association

Po Box 86089 Mardaloop

Calgary Alberta T2T6B7

info@cacba.ca - www.cacba.ca - 403-717-1020

April

RE: District Bylaw Letter of Support

Dear Council,

Calgary is a vibrant city and diverse city and is experiencing growth in many areas. Having said that, the established areas growth has been hampered by many factors, but one of the largest factors is the lack of comprehensive bylaws resulting in too many DC districts and not representing the changing demand.

This puts a lot of pressure on council and planners to adapt to new housing alternatives. The result is a timely and costly process for the City and Industry. Calgary has some large goals to meet under the MDA over the coming years, and revising the bylaws now to adapt to the changing climate is imperative to help meet those goals.

Several of our members have been watching and contributing to the work the bylaw committee is doing. The committees work towards rectifying some of the concerns in the current bylaws and is clearing up some of the gaps, It is very forward thinking with new districts that are missing. With the updates, new districts are being proposed and bylaw amendments are being rewritten to align all districts with each other, specifically with R and M districts. This will bring more cohesiveness to the various districts now currently in the bylaw.

In our opinion this change needed to meet the the goals of the City and provide affordable inner city living in Calgary.

CICBA fully endorses the word being done and we hope council also sees the updates are valuable. We look forward to a positive outcome.

CICBA

Sincerely,

Shameer Gaidhar
Chair for CICBA

From:

Subject: [External] per councilor wong's request here is my oral submission

Date: Friday, September 9, 2022 11:19:13 AM

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Thank you for hearing me. My name is Jason New and I live in the community of Bowness

I was able to review some of what was posted before this meeting. I will say, posting multiple documents with 100 pages mere days before the hearing, is in my opinion insufficient time to do a proper evaluation and get input from the public. I would ask, as a future improvement, that Council ask administration to provide these documents with 60 days notice.

For the topic at hand, the City administration has indicated they did not do public consultation because Citizens do not have the technical expertise to the writing of land use districts".

I find that statement not only presumptuous and high handed, but blatantly incorrect. I ask administration, are the only architects and people that know land use, employed by the City, and amongst the few developers the City contacted? I believe that answer would be no. Further, our community association has a planning committee with a paid person to evaluate planning issues, as well as an architect on the committee. Also on our planning committee are realtors, and local everyday people who see multiple planning submissions every month. They are keenly aware of the land uses & the bylaws. They hear the complaints and praises of residents & stakeholders every month. Suggesting these members of the public are not knowledgeable is simply incorrect.

It is ironic that later in the report, administration indicates on page 2 of attachment 8: Administration took a balanced approach to community concerns and industry feedback on these forms.

The two statements by administration are contradictory as administration cannot know what the community concerns are on their proposed changes if they did not consult the public. All of the letters of support are by developers, none from the public and none from community associations

I would ask this committee to abide by council's own engage policy, CS009, which states:

"Inclusiveness – The City makes its best efforts to reach, involve and hear from those who are impacted directly or indirectly.

and send these changes back to administration and direct administration to have robust engagement & meaningful with the public.

I will talk to some of the issues I found in the 100 page document

the proposed parking at 0.375 stalls per unit has been promoted as the same as MU district on page 6 of Attachment 5. This is incorrect. The Bylaw part 14 for multi use districts state, and I will read verbatim:

1350

The minimum number of motor vehicle parking stalls:

a

for each Dwelling Unit is: 1) 0.75 stalls per unit for resident parking; and 2) 0.1 visitor parking stalls;

These can be reduced by close proximity to frequent bus and by having class 1 bicycle stalls.

The current proposed bylaw amendments for RCG and HCO look's to make class 1 required for some units but I do not see micro units:

"1411 The minimum number of motor vehicle parking stalls is calculated based on the sum of all units and suites at a rate of 0.375 stalls per unit or suite."

Administration may indicate that this land use is not intended for outside of main collectors. However any land owner can ask council for a land use change, and the city is introducing as the crow flies straight line rules for distances to BRT service in their proposed section 14(3) where before it was a defined frequent bus services. I would ask committee to keep the frequent bus service requirement and change these as the crow flies distance calculation and instead use sidewalks, paths or roads to determine distance, otherwise someone across a major road with no path to cross would be eligible for this criteria

I ask that the proposed bylaw be amended to be the same parking requirements as MU district, with 0.75 stalls per unit and 0.1 visitor stalls per unit.

I would also request that the new RCG/HGO for midblock have the following added to the bylaw to minimize the impact to adjacent residential neighbors and give certainty to those that live there:

When adjacent to RC1, R1, R2, RC2,

- (1) the maximum parcel coverage is per the adjacent parcels' district
- (2) the front, rear, and side setbacks must conform to the min rules of the adjacent parcels' district
- (3) the required motor vehicle stalls must conform to the min rules of the adjacent parcels' district

I would direct the committee to Table 2 page 2 of Attachment 5 which shows a comparison. An adjacent property should not get reduced requirements than those of neighbors, simply because there are more units on a parcel. There is no evidence in the report that the proposed types of developments require less vehicle parking.

The City is also changing building height from a definitive: "measuring from grade at any point adjacent to the building" to "measuring from grade" for some districts. It is unclear as to the rationale. And any rationale should be circulated for public consultation to prevent developers from manipulating grade to achieve higher buildings

These are just the items I had time to review. I reiterate that these changes should have public and community association meaningful consultation

