

**CITY OF CALGARY  
NOTICE OF 2025 JULY 15  
PUBLIC HEARING ON  
PLANNING MATTERS**

**Members of the public wishing to address Council, on any public hearing matter on this Agenda, may participate remotely and pre-register by contacting the City Clerk's Office electronically at [www.calgary.ca/publicsubmissions](http://www.calgary.ca/publicsubmissions)**

**The information available on the website is not provided as an official record but is made available online as a public service for the public's convenience. The City of Calgary assumes no liability for any inaccurate, delayed or incomplete information provided on the website. In case of any discrepancies between the documents and materials on this website and the official documents and materials at the Office of the City Clerk, the official documents and materials at the Office of the City Clerk shall prevail. Please contact 403-268-5311 as soon as possible if you notice any errors or omissions in the documents and materials.**



**THE CITY OF CALGARY  
NOTICE OF PUBLIC HEARING  
OF CALGARY CITY COUNCIL  
PLANNING MATTERS**

To be held at the Council Chamber, Calgary Municipal Building, 800 Macleod Trail SE, on **Tuesday, 2025 July 15, 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](http://www.calgary.ca/planningmatters). The information available on the website is not provided as an official record but is made available online as a public service for the public's convenience. The City of Calgary assumes no liability for any inaccurate, delayed or incomplete information provided on the website. In case of any discrepancies between the documents and materials on this website and the official documents and materials at the Office of the City Clerk, the official documents and materials at the Office of the City Clerk shall prevail. Please contact 403-268-5311 as soon as possible if you notice any errors or omissions in the documents and materials.

Persons wishing to submit a letter, public opinion poll or other communication concerning these matters you may do so electronically or by paper, and include the name of the writer, mailing address, e-mail address (as applicable) and must focus on the application and its planning merits. Submissions with defamatory content and/or offensive language will be filed by the City Clerk and not published in the Council Agenda or shared with Members of Council. Only those submissions **received** by the City Clerk **before 12:00 p.m. (noon), Tuesday, 2025 July 8**, will be included in the Agenda of Council.

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

Submissions may be hand delivered, mailed, faxed to 403-268-2362, or submitted online at [Calgary.ca/PublicSubmissions](http://Calgary.ca/PublicSubmissions).

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

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

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

**To participate remotely, please pre-register by contacting the City Clerk's Office electronically at [www.calgary.ca/publicsubmissions](http://www.calgary.ca/publicsubmissions).**

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

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

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

## INDEX OF ADVERTISED PLANNING ITEMS

For the meeting of City Council re: Public Hearing  
on Proposed Amendments to the Land Use Bylaw  
1P2007, and Other Planning Matters, to be held on  
Tuesday, 2025 July 15 at 9:30 a.m.

\* \* \* \* \*

### PLANNING MATTERS FOR PUBLIC HEARING

- |         |  |
|---------|--|
| Item 1  | Land Use Amendment in Fairview (Ward 11) at 8003 Fairmount Drive SE,<br>LOC2024-0168, CPC2025-0356<br>Proposed Bylaw 98D2025                             |
| Item 2  | Land Use Amendment in Shepard Industrial (Ward 12) at 2787 – 86 Avenue<br>SE, LOC2025-0022, CPC2025-0574<br>Proposed Bylaw 110D2025                      |
| Item 3  | Land Use Amendment in Mckenzie Towne (Ward 12) at 48 Elgin Terrace SE,<br>LOC2025-0029, CPC2025-0590<br>Proposed Bylaw 108D2025                          |
| Item 4  | Land Use Amendment in Bowness (Ward 1) at 8620 – 48 Avenue NW,<br>LOC2025-0030, CPC2025-0464<br>Proposed Bylaw 121D2025                                  |
| Item 5  | Land Use Amendment in Harvest Hills (Ward 3) at 108 Harvest Hills Drive<br>NE, LOC2024-0316, CPC2025-0482<br>Proposed Bylaw 104D2025                     |
| Item 6  | Road Closure and Land Use Amendment in Highland Park (Ward 4) at<br>multiple addresses, LOC2024-0139, CPC2025-0570<br>Proposed Bylaws 10C2025 & 125D2025 |
| Item 7  | Land Use Amendment in Martindale (Ward 5) at 43 Martindale Drive NE,<br>LOC2024-0209, CPC2025-0151<br>Proposed Bylaw 126D2025                            |
| Item 8  | Land Use Amendment in Martindale (Ward 5) at 61 Martindale Drive NE,<br>LOC2024-0210, CPC2025-0158<br>Proposed Bylaw 127D2025                            |
| Item 9  | Outline Plan and Land Use Amendment in Saddle Ridge (Ward 5) at 4515 –<br>84 Avenue NE, LOC2024-0267, CPC2025-0349<br>Proposed Bylaw 132D2025            |
| Item 10 | Land Use Amendment in Saddle Ridge (Ward 5) at #2000, 4715 – 88 Avenue<br>NE, LOC2024-0295, CPC2025-0532<br>Proposed Bylaw 123D2025                      |

- Item 11 Policy and Land Use Amendment in Saddle Ridge Industrial (Ward 5) at 8604 – 38 Street NE, LOC2024-0288, CPC2025-0263  
Proposed Bylaws 56P2025 & 131D2025
- Item 12 Policy and Land Use Amendment in West Springs (Ward 6) at multiple addresses, LOC2024-0283, CPC2025-0454  
Proposed Bylaws 54P2025 & 122D2025
- Item 13 Policy and Land Use Amendment in Springbank Hill (Ward 6) at multiple addresses, LOC2024-0153, CPC2025-0513  
Proposed Bylaws 53P2025 & 111D2025
- Item 14 Land Use Amendment in Hounsfield Heights/Briar Hill (Ward 7) at 1831 and 1835 – 13 Avenue NW, LOC2024-0268, CPC2025-0439  
Proposed Bylaw 122D2025
- Item 15 Land Use Amendment in Hillhurst (Ward 7) at 1706 Westmount Boulevard NW, LOC2023-0203, CPC2025-0512  
Proposed Bylaw 128D2025
- Item 16 Land Use Amendment in Downtown Commercial Core (Ward 7) at 311 and 311R – 8 Street SW, LOC2025-0047, CPC2025-0558  
Proposed Bylaw 119D2025
- Item 17 Road Closure and Land Use Amendment in the Downtown Commercial Core (Ward 7) at 201 and 215 – 8 Avenue SE, LOC2024-0255, CPC2025-0361  
Proposed Bylaws 8C2025 & 120D2025
- Item 18 Policy and Land Use Amendment in Beltline (Ward 8) at multiple addresses, LOC2024-0047, CPC2024-0914  
Proposed Bylaws 51P2025 & 101D2025
- Item 19 Land Use Amendment in Shaganappi (Ward 8) at 1408 – 33 Street SW, LOC2024-0278, CPC2025-0470  
Proposed Bylaw 106D2025
- Item 20 Land Use Amendment in Bankview (Ward 8) at multiple addresses, LOC2024-0144, CPC2025-0500  
Proposed Bylaw 117D2025
- Item 21 Land Use Amendment in South Calgary (Ward 8) at multiple addresses, LOC2024-0265, CPC2025-0553  
Proposed Bylaw 129D2025
- Item 22 Land Use Amendment in Richmond (Ward 8) at 2822 – 25 Street SW, LOC2024-0292, CPC2025-0530  
Proposed Bylaw 112D2025
- Item 23 and Use Amendment in Richmond (Ward 8) at 2604 and 2608 – 24 Street SW, LOC2024-0264, CPC2025-0091  
Proposed Bylaw 118D2025

- Item 24 Land Use Amendment in Killarney/Glengarry (Ward 8) at 3209 – 28 Street SW, LOC2025-0021, CPC2025-0383  
Proposed Bylaw 103D2025
- Item 25 Land Use Amendment in Killarney/Glengarry (Ward 8) at 3027 – 34 Street SW, LOC2025-0043, CPC2025-0564  
Proposed Bylaw 109D2025
- Item 26 Road Closure and Land Use Amendment in Renfrew (Ward 9) at 956 Radnor Avenue NE, LOC2024-0259, CPC2025-0544  
Proposed Bylaws 9C2025 & 124D2025
- Item 27 Policy Amendment in Ramsay (Ward 9) at 1910 Alexander Street SE, LOC2024-0304, CPC2025-0435  
Proposed Bylaw 49P2025
- Item 28 Policy and Land Use Amendment in Ramsay (Ward 9) at 706 and 710 Burns Avenue SE, LOC2024-0260, CPC2025-0461  
Proposed Bylaws 50P2025 & 100D2025
- Item 29 Policy and Land Use Amendment in Ramsay (Ward 9) at multiple addresses, LOC2025-0019, CPC2025-0589  
Proposed Bylaws 55P2025 & 116D2025
- Item 30 Land Use Amendment in Manchester Industrial (Ward 9) at multiple addresses, LOC2024-0271, CPC2025-0446  
Proposed Bylaw 105D2025
- Item 31 Land Use Amendment in Manchester Industrial (Ward 9) at 6100 Macleod Trail SW, LOC2024-0319, CPC2025-0462  
Proposed Bylaw 114D2025
- Item 32 Land Use Amendment in Manchester (Ward 9) at 4336 and 4344 Macleod Trail SW, LOC2024-0235, CPC2025-0389  
Proposed Bylaw 99D2025
- Item 33 Policy Amendment in Ogden (Ward 9) at 7414 Ogden Road SE, LOC2025-0074, CPC2025-0480  
Proposed Bylaw 52P2025
- Item 34 Land Use Amendment in Dover (Ward 9) at 2805 – 28 Avenue SE, LOC2025-0015, CPC2025-0443  
Proposed Bylaw 102D2025
- Item 35 Land Use Amendment in Southview (Ward 9) at multiple addresses, LOC2024-0174, CPC2025-0290  
Proposed Bylaw 107D2025
- Item 36 Outline Plan and Land Use Amendment in Belvedere (Residual Ward 9) at 2498 – 100 Street SE, LOC2022-0232, CPC2025-0571  
Proposed Bylaw 113D2025

- Item 37                      Outline Plan and Land Use Amendment in Belvedere (Ward 9) at 2313 and  
2313R - 84 Street SE, LOC2024-0321, CPC2025-0559  
Proposed Bylaw 130D2025

**OTHER REPORTS FOR PUBLIC HEARING**

*(including non-statutory)*

- Item 38                      Targeted Amendments to the Municipal Development Plan, IP2025-0471  
Proposed Bylaw 57P2025

**Land Use Amendment in Fairview (Ward 11) at 8003 Fairmount Drive SE,  
LOC2024-0168**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.07 hectares  $\pm$  (0.18 acres  $\pm$ ) located at 8003 Fairmount Drive SE (Plan 3323HR, Block 10, Lot 16) from Housing – Grade Oriented (H-GO) District to Direct Control (DC) District to accommodate a Child Care Service, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MAY 8:**

That Council give three readings to **Proposed Bylaw 98D2025** for the redesignation of 0.07 hectares  $\pm$  (0.18 acres  $\pm$ ) located at 8003 Fairmount Drive SE (Plan 3323HR, Block 10, Lot 16) from Housing – Grade Oriented (H-GO) District to Direct Control (DC) District to accommodate a Child Care Service, with guidelines (Attachment 2).

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for the expansion of an existing Child Care Service use.
- The proposal aligns with policies of *the Municipal Development Plan* (MDP) and the *Heritage Communities Local Area Plan* (LAP).
- What does it mean for Calgarians? The proposed Direct Control (DC) District would allow for an additional use that is an important service and a community amenity.
- Why does this matter? The proposal would provide for a Child Care Service option that is essential for the local community.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This application, located in the southeast community of Fairview, was submitted by Manu Chugh Architect on behalf of the landowner, 2445338 Alberta Ltd. (Ranjit Brar), on 2024 June 25. No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 4), the intent is to expand the capacity of the existing child care service to approximately 80 children. The existing child care service is currently operating at a maximum capacity of 45 children.

The subject site is approximately 0.07 hectares and is located at the southwest corner of Fairmount Drive SE and 78 Avenue SE. The site is currently developed with a single storey child care service directly across from the Fairview School to the east and the Fairview Southeast Mosque to the north. The site is well served by public transit, and is close to several bus stops, local parks, schools and neighbourhood commercial and retail stores.

The proposed DC District seeks to allow Child Care Service as a discretionary use while maintaining the Housing – Grade Oriented (H-GO) District as the base district. It would still allow

**Land Use Amendment in Fairview (Ward 11) at 8003 Fairmount Drive SE,  
LOC2024-0168**

---

for residential uses consistent with surrounding development if the Child Care Service use is discontinued in the future.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant attended an online meeting with the Fairview Community Association (CA) to discuss the application. A postcard was delivered to neighbours within 100 metres of the site. In addition, an open house was held to collect input from the community on 2025 January 23. The Applicant Outreach Summary can be found in Attachment 3.

**City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners. Administration received 18 letters of opposition from the public. The letters of opposition included the following areas of concern:

- increased number of children attending the facility;
- increased traffic congestion, especially during school drop-off and pick-up periods;
- risk to the safety of pedestrians and children crossing roads;
- lack of parking potential on site and along streets;
- maximum building height does not align with existing neighbourhood characteristics; and
- increased noise disturbance onto adjoining residences.

The Fairview CA replied to Administration's standard circulation form and indicated support because the proposal would allow for expansion of the existing Child Care Service on the site to increase supply of this essential amenity in the community (Attachment 5).

Administration considered the relevant planning issues raised in the submissions and determined the matters of concern are to be reviewed and deliberated on at the future development permit stage. The applicant would be required to comply with the relevant provincial licensing requirements under the *Early Learning and Child Care Act*, and the interior layouts, outdoor play areas, number of children and location of parking stalls would be determined at the development permit stage.

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



Planning and Development Services Report to  
Calgary Planning Commission  
2025 May 08

ISC: UNRESTRICTED  
CPC2025-0356  
Page 3 of 3

**Land Use Amendment in Fairview (Ward 11) at 8003 Fairmount Drive SE,  
LOC2024-0168**

---

## IMPLICATIONS

### Social

The proposal will allow for the inclusion of a Child Care Service to be established, serving the needs of the local community. Child care is essential for complete communities, supporting parents and caregivers.

### Environmental

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

### Economic

The proposed redesignation would allow for a new Child Care Service. Child care is an essential service that allows parents and caregivers to more effectively participate in the labour force and provides employment opportunities within the community.

### Service and Financial Implications

No anticipated financial impact.

## RISK

There are no anticipated risks associated with the proposal.

## ATTACHMENTS

1. Background and Planning Evaluation
2. **Proposed Bylaw 98D2025**
3. Applicant Outreach Summary
4. Applicant Submission
5. Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Fairview at the southwest corner of Fairmount Drive SE and 78 Avenue SE. The site is approximately 0.07 hectares in size and is 18 metres wide by 39 metres deep. It is currently developed with a single storey Child Care Service and is operating at a maximum capacity of 45 children. The subject site was amended to Housing – Grade Oriented (H-GO) District by the city-wide Rezoning for Housing initiative, which does not allow the Child Care Service use. The applicant's intent is to expand the capacity of the existing Child Care Service to 80 children, which requires a land use redesignation. The proposal would provide for a Child Care Service option that is essential for the local community, supporting parents and caregivers.

The site is well served by public transit, and is close to several bus stops, local parks, schools, and neighbourhood commercial and retail stores. A bus stop serving Calgary Transit Route 10 (City Hall/Southcentre) is located immediately to the east of the site on Fairmount Drive SE. Fairview School is located approximately 60 metres (a one-minute walk) to the east and the Fairview Southeast Mosque is located approximately 60 metres (a one-minute walk) to the north of the site. A neighbourhood plaza providing daily amenities is located approximately 200 metres (a four-minute walk) to the northeast.

Surrounding development is primarily characterized by single detached dwellings on parcels designated as the H-GO District along Fairmount Drive SE and as the Residential – Grade-Oriented Infill (R-CG) District to the west.

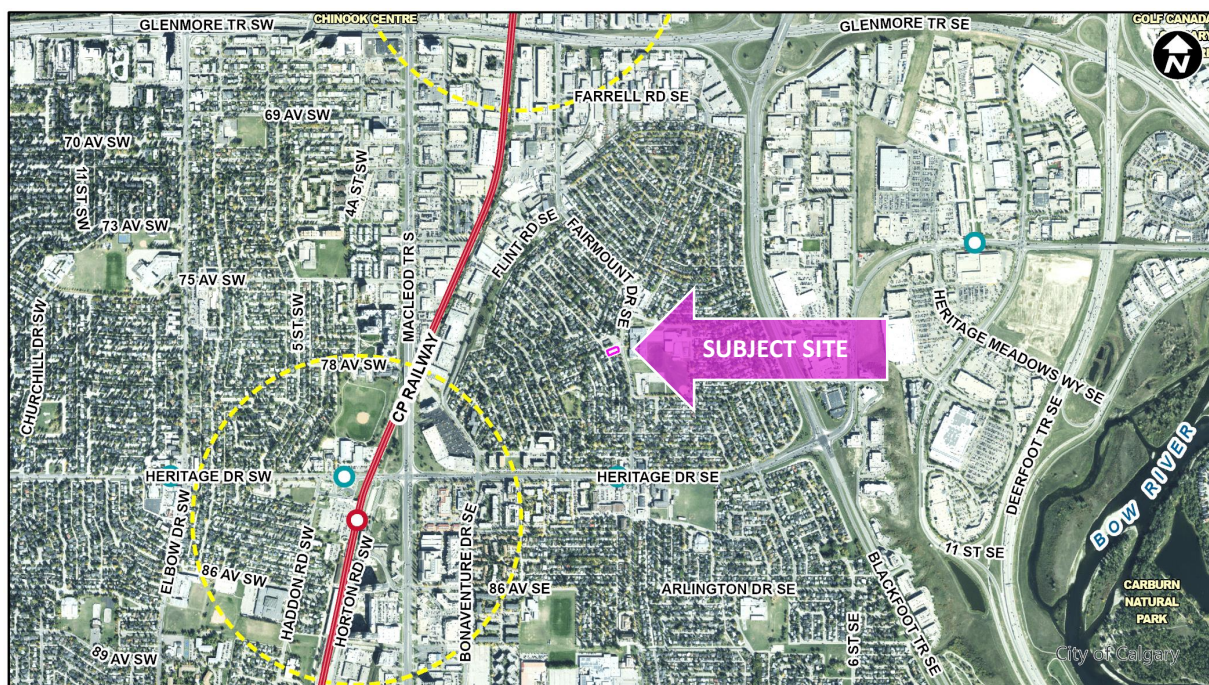
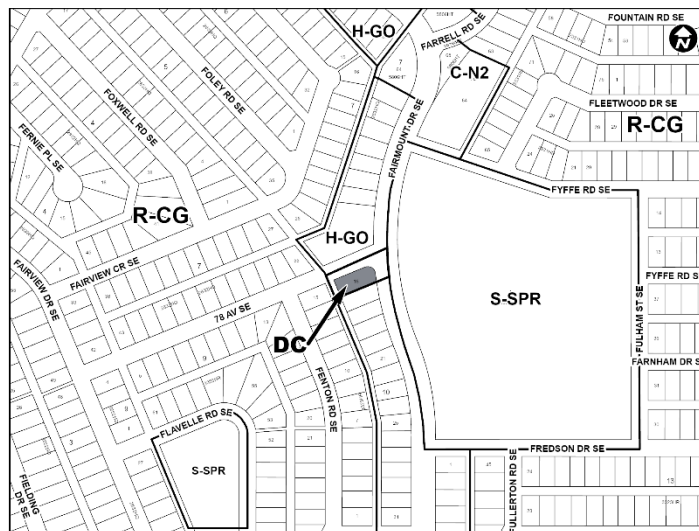
## Community Peak Population Table

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

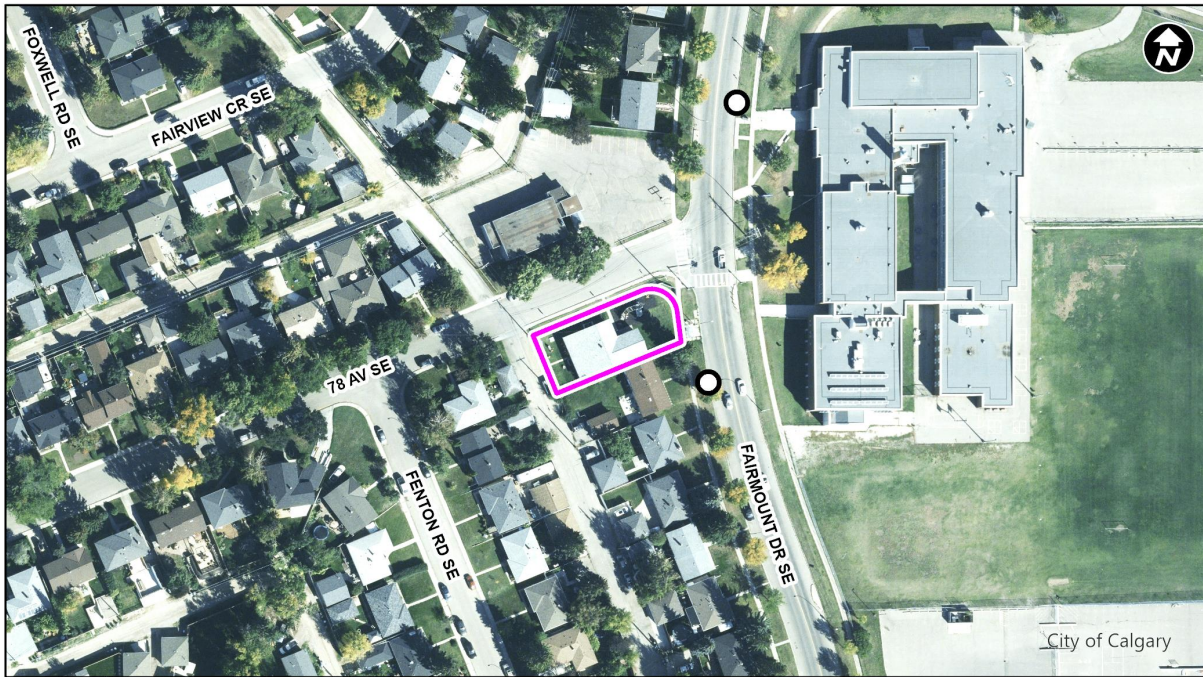
<b>Fairview</b>	
Peak Population Year	1968
Peak Population	6,425
2019 Current Population	3,646
Difference in Population (Number)	- 2,779
Difference in Population (Percent)	- 43.25%

Source: *The City of Calgary 2019 Civic Census*

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







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing H-GO District allows for a range of grade-oriented building forms that can be contextually appropriate in low-density areas. The H-GO District provides:

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

The proposed Direct Control (DC) District is based on the existing H-GO District, maintaining all the existing uses, rules and regulation in the district. The proposed DC District includes Child Care Service as a discretionary use, though it would still allow for residential uses consistent with surrounding development if a Child Care Service use is discontinued in the future. The DC District does not limit the maximum number of allowable children. The number of children allowed in a Child Care Service is determined at the development permit stage along with provincial licensing requirements.

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

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration, and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to the unique characteristics of the Child Care Service use within the residential context. This proposal allows for a commercial Child Care Service to operate, while maintaining the H-GO District. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that would allow the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district.

### **Development and Site Design**

If approved by Council, the rules of the proposed DC District and the *Child Care Service Policy and Development Guidelines* would provide guidance for the future redevelopment of the site. The proposed DC District would enforce the rules of the H-GO District to guide potential future redevelopment of the site. The proposed DC District would facilitate a Child Care Service as a discretionary use, that could be either accommodated within the existing building or through construction of a new commercial Child Care Service facility.

The rules and requirements of the Land Use Bylaw and the *Early Learning and Child Care Act* would determine the most appropriate development form for a future Child Care Service use over the site. By definition, the Child Care Service use accommodates more than six children, with the exact number of children being determined by the type of licensing sought by the applicant under the *Early Learning and Child Care Act*. Consequently, the interior design, outdoor play areas and location of parking stalls would be determined at a future development permit stage.

The ultimate number of children, on-site parking stalls, location of pick-up and drop-off stalls and outdoor play areas would be confirmed through the development permit process. The maximum number of children will be managed by balancing provincial licensing requirements for staff and outdoor play space, and visitor pick-up and drop-off stalls. Other considerations, including appropriate measures to screen outdoor play areas, improve amenity and potential signage, are to be determined through a future development permit application.

### **Transportation**

Pedestrian access to the site is available from Fairmount Drive SE as well as 78 Avenue SE. There are no cycling facilities immediately adjacent to the site though one is recommended as per the Always Available for All Ages and Abilities (5A) Network on Fairmount Drive SE. The area is served by Calgary Transit Route 10 (City Hall/Southcentre) immediately to the east of the site on Fairmount Drive SE. Thirty-minute, on-street parking is available on 78 Avenue SE but is restricted on Fairmount Drive SE due the presence of a bus stop. Parking is unrestricted south of the bus zone. Direct vehicular access to the site is available from the lane.

A Transportation Impact Assessment / Parking Study was submitted and approved for this application.

### **Environmental Site Considerations**

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

### **Utilities and Servicing**

Public water and sanitary mains exist within the adjacent public lane right-of-way. No public storm utilities are immediately available adjacent to the development site, within the adjacent road rights-of-way.

Future redevelopment may require the developer to extend the public storm infrastructure to adequately service the development. If required, the developer will be responsible for the full expense, subject to the terms and conditions of a long form Indemnification Agreement. The servicing requirements will be further determined at the time of development permit.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within the "Developed Residential – Established" area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The established area supports moderate intensification in a form and nature that respects the scale and character of the neighborhood. The applicable policies in the MDP encourage childcare services in residential and mixed-use communities where located along suitable road corridors, including collector roads such as Fairmount Drive SE.

### **Calgary Climate Strategy (2022)**

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

### **Heritage Communities Local Area Plan (Statutory– 2023)**

The subject site is located within the "Neighbourhood Connector" with a "Limited Scale" up to three storeys as identified on Map 3: Urban Form and Map 4: Building Scale in the [Heritage Communities Local Area Plan](#) (LAP). Neighbourhood Connector is characterized by a broad range of housing types along higher-activity streets and may accommodate small-scale commercial uses to meet residents' daily needs. The proposal is consistent with the applicable policies in the LAP as it allows the existing Child Care Service to expand capacity to meet residents' needs for child care.

### **Child Care Service Policy and Development Guidelines (Non-statutory – 2009)**

This application has been reviewed in accordance to the [Child Care Service Policy and Development Guidelines](#), which guides the development of Child Care Services. The objective of this policy is to effectively manage the impacts of Child Care Service in low-density residential districts.

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

The development guidelines are in place to ensure that there are opportunities to develop accessible child care services of different sizes in a variety of land use districts and to provide guidelines to be reviewed at the development permit stage to manage the impact of these services in residential areas. This includes parking, orientation of access/activities within the parcel and building, window placement and privacy considerations, orientation and enclosure of any outdoor play areas, and signage. A preliminary review indicates the site's characteristics would allow for these development guidelines to be applied.

# PROPOSED

CPC2025-0356  
ATTACHMENT 2

## BYLAW NUMBER 98D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0168/CPC2025-0356)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

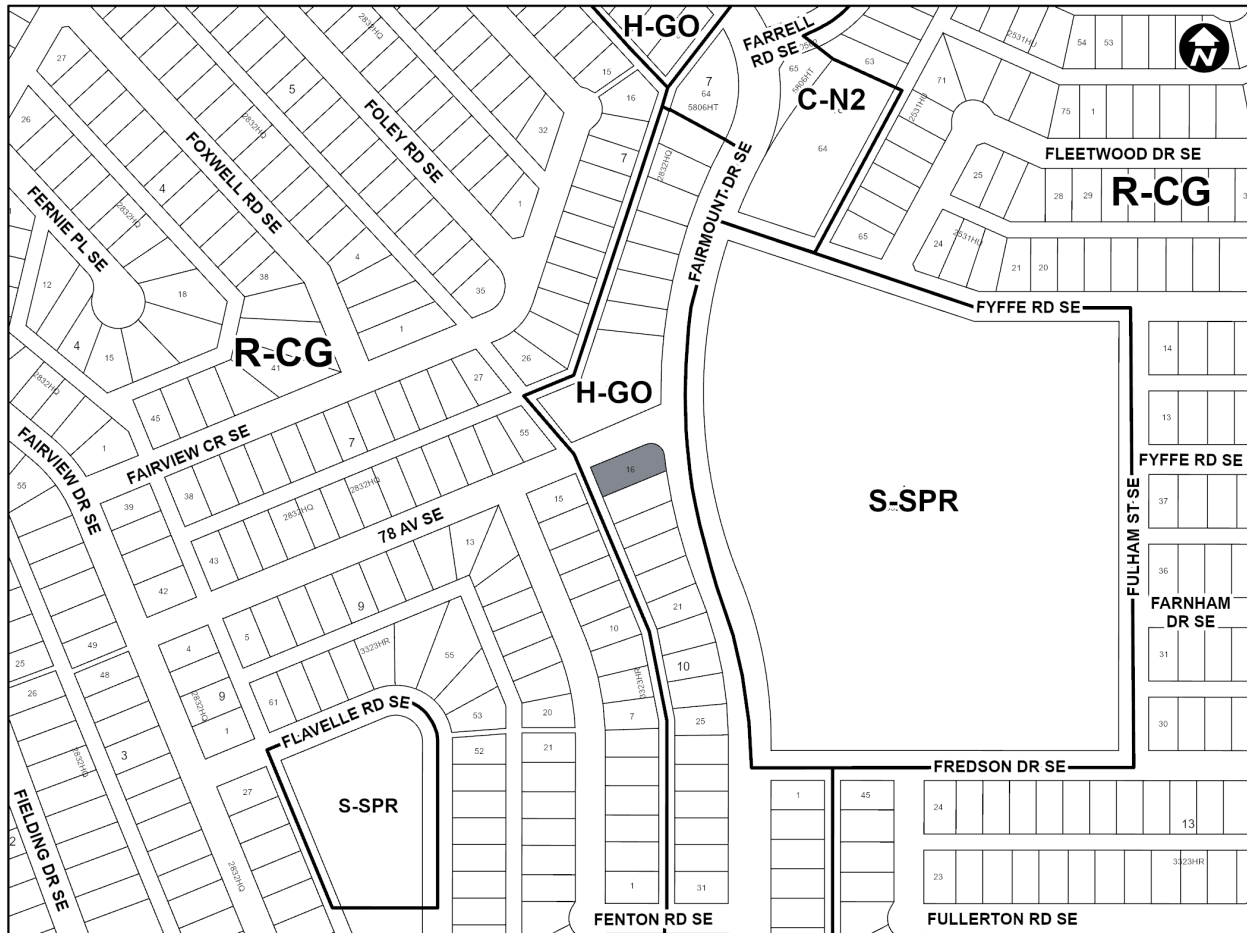
\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_



# PROPOSED

AMENDMENT LOC2024-0168/CPC2025-0356  
BYLAW NUMBER 98D2025

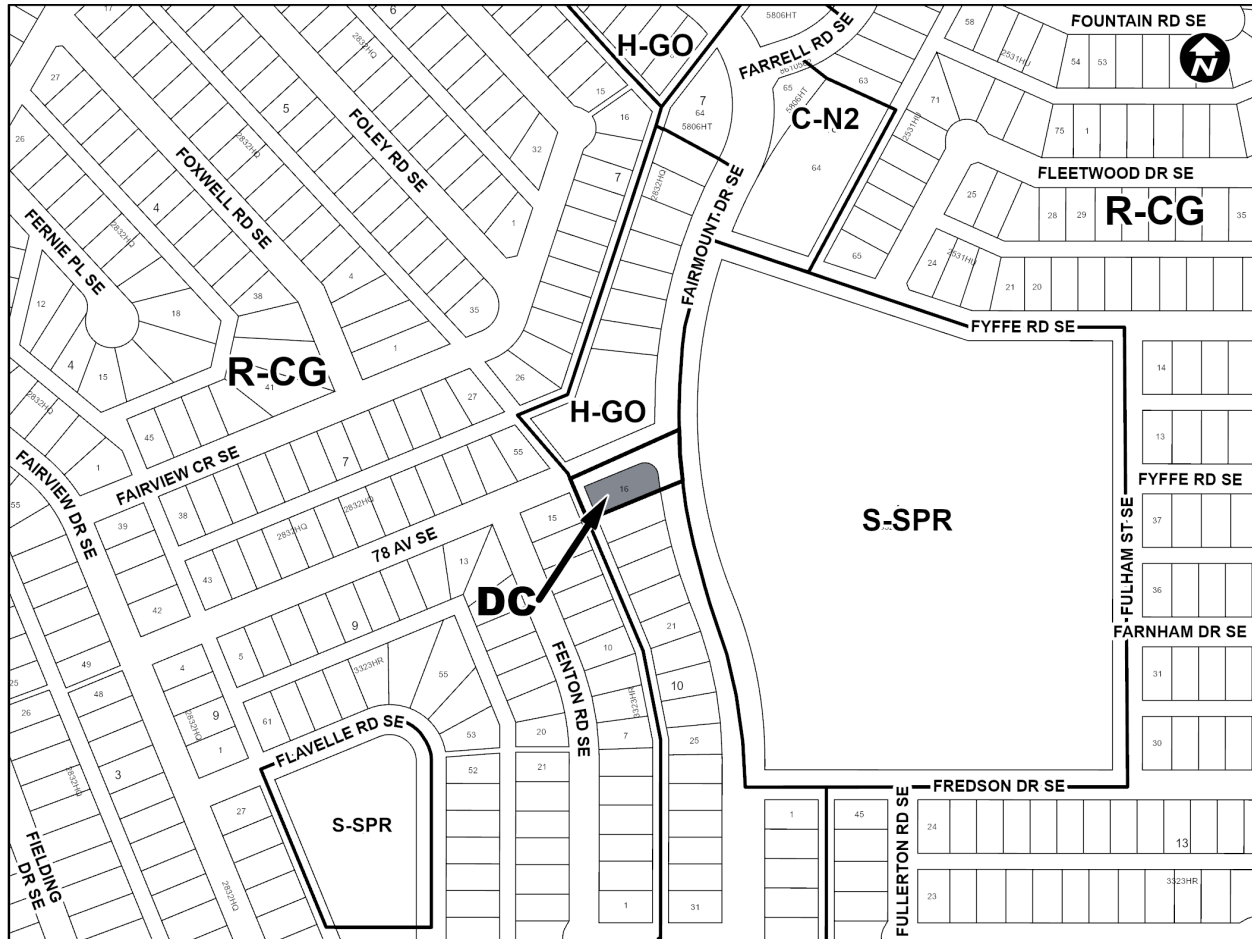
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2024-0168/CPC2025-0356  
BYLAW NUMBER 98D2025

## SCHEDULE B



### DIRECT CONTROL DISTRICT

#### Purpose

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

#### Compliance with Bylaw 1P2007

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

#### Reference to Bylaw 1P2007

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

#### Permitted Uses

- 4 The **permitted uses** of the Housing – Grade Oriented (H-GO) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

# PROPOSED

AMENDMENT LOC2024-0168/CPC2025-0356  
BYLAW NUMBER 98D2025

## Discretionary Uses

**5** The ***discretionary uses*** of the Housing – Grade Oriented (H-GO) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Child Care Service.**

## Bylaw 1P2007 District Rules

**6** Unless otherwise specified, the rules of the Housing – Grade Oriented (H-GO) District of Bylaw 1P2007 apply in this Direct Control District.

## Relaxations

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

# Applicant Outreach Summary

**Project name:** 8003 Fairmount Drive SE Calgary.

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

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

## Outreach Strategy

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

We communicated with the representatives of Fairview Community Association by email and phone calls, as well as online teams meeting. We also arranged an open house to meet with the community on 23rd January 2025. To ensure effective communication, we put up notices for this in the community. Also, Fairview community association helped us email the information to immediate members of the community to seek their opinion. Manu Chugh Architect Ltd., also distributed informational letters to residents within a 100m radius of the property. The letters outlined the details of our proposal and invited feedback from the community.

We remain available for further community engagement as needed and welcome any additional inquiries.

## Affected Parties

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

- \* Fairview Community Association
- \* Members of the community within 100m of the property at 8003 Fairmount Drive by means of Mail drop.

**What did you hear?**

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

The feedback from the community Association is about traffic in the area

**How did input influence decisions?**

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

This influenced us to carry out a TIA and involve a transport consultant. We have also had series of meeting and engagement with the community association separately and shared the report with the City and the Community Association

**How did you close the loop ?**

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

Following our community outreach, no significant issues or concerns were raised that would require changes to the project. Some residents sought clarification on the proposed amendment, and no suggestions for any changes/ modifications were provided.

We are in close communication with the community Association and carry them along. As a result, the project remains unchanged, and we remain committed to maintaining open communication and addressing any future concerns.

# Applicant Submission

2025 January 31

We, Manu Chugh Architect Ltd, respectfully submit our Land Use Amendment application to redesignate the property as described below from its current designation, Grade Oriented (H-GO) District to a Direct control grade oriented (H-GO) district to allow the development of a childcare facility as an additional use.

**Legal Description:** Lot 16 Block 10 Plan 3323 HR

**Municipal Address:** 8003 Fairmount Drive SE Calgary, Alberta

The site is approximately 0.07 Hectares and is developed with a single family (single storey) and is currently being used as a childcare and operating for over 18 plus years under different ownerships.

It's our understanding that the existing use was approved under an old Land Use Bylaw.

The current owners have been operating the childcare facility for over 25 plus years and their license is limited to 45 children and are interested in increasing the number of children to about 80 plus. Thus, the need for the proposed Direct Control (DC) District.

The proposed city of Calgary initiated H-GO Land Use district unfortunately does not include childcare either as permitted or discretionary and thus the request for Direct Control (DC) District with additional use of a childcare facility.

As part of the community outreach, we have been in contact with the community association and the process is ongoing and in response to their concern, we have proposed and are committed to the following:

**Parking and traffic concerns:** To mitigate the parking and traffic concerns raised by the community, we are proposing a shuttle bus service. This service will pick up and drop off children and their parents, minimizing the need for additional parking and reducing traffic congestion. This solution is viable as our client operates two other daycare facilities on Fairmount Drive, making the shuttle service an efficient and practical option.

**Redevelopment plans:** The proposed Child Care Service will operate within the existing structure. There will be no demolition of the building; however, we plan to make minor modifications to part of the existing building to meet the needs of the increased childcare capacity.

Based on the above and in conclusion, we respectfully request planning and development, Calgary Planning Commission and city council's support and approval for the proposed Land Use Amendment.

# Community Association Response

We support this application; Daycare space is short in the city so sustaining existing spaces and possibly expanding this daycare adjacent to the schools is a must. We look forward to hearing more about the expansion plans and design changes once they move into the Development Permit stage.

Fairview Community Association

2024-07-16

**Land Use Amendment in Shepard Industrial (Ward 12) at 2787 – 86 Avenue SE,  
LOC2025-0022**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.01 hectares  $\pm$  (0.03 acres  $\pm$ ) located at 2787 – 86 Avenue SE (Plan 0112703, Block 1, Lot 1 ) from Mixed Use – General (MU-1f3.5h50) District and Special Purpose – School, Park and Community Reserve (S-SPR) District to Special Purpose – School, Park and Community Reserve (S-SPR) District and Mixed Use – General (MU-1f3.5h50) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council give three readings to **Proposed Bylaw 110D2025** for the redesignation of 0.01 hectares  $\pm$  (0.03 acres  $\pm$ ) located at 2787 – 86 Avenue SE (Plan 0112703, Block 1, Lot 1 ) from Mixed Use – General (MU-1f3.5h50) District and Special Purpose – School, Park and Community Reserve (S-SPR) District to Special Purpose – School, Park and Community Reserve (S-SPR) District and Mixed Use – General (MU-1f3.5h50) District.

**HIGHLIGHTS**

- This application proposes to change the designation of a small portion (140 square metres) of this property to allow for the minor realignment of the boundary line between the portions of the property already designated as Mixed Use – General (MU-1f3.5h50) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.
- The boundary realignment will create a more efficient use of the land for each of these land uses and the proposal is in alignment with the *Municipal Development Plan* (MDP) and *Millican-Ogden Community Revitalization Plan* (ARP).
- What does this mean to Calgarians? Given that the existing land use boundary lines between the MU-1 and S-SPR land use areas indents in a zig-zag manner, the proposal would better provide for the efficient delivery of residential and mixed use development near a future Green Line light rail transit (LRT) station. It would also allow for a more efficient future park space.
- Why does this matter? The landowners wish to leverage the planned infrastructure investment of the Green Line, while developing the site in the most efficient manner possible.
- A development permit for 328 residential units has been submitted and is under review.
- There is no previous Council direction related to this proposal.



**Land Use Amendment in Shepard Industrial (Ward 12) at 2787 - 86 Avenue SE,  
LOC2025-0022**

---

**DISCUSSION**

This land use amendment application in the southeast community of Shepard Industrial was submitted by Carlisle Group on behalf of the landowner, City Vibe Developments Inc. on 2025 February 11. The overall property is approximately 4.15 hectares (10.28 acres) in size and is currently developed with a mobile home park. On 2021 September 13, Council approved the redesignation of the property to MU-1f3.5h50 and S-SPR Districts. The site has not yet been subdivided.

As indicated in the Applicant Submission (Attachment 2), the purpose of this land use amendment application is to adjust the boundary line between the two existing land uses on the property, which will result in an equal redistribution of land area for both land uses. This includes the slight relocation of 66 square metres (710 square feet) of land area designated for future park use (S-SPR District) space and the slight relocation of 66 square metres (710 square feet) of land area designated for mixed use residential/commercial use (MU-1 District). This will better realign the current boundary which indents into the MU-1 land use area in a triangle, zigzag pattern. The outcome will result in an equal swap of land between both land uses.

A development permit (DP2025-02706) for a six-storey residential development with 328 units across two buildings was submitted on 2025 May 8 and is under review.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the respective community association was appropriate. They determined that no outreach would be undertaken. Please refer to the Applicant Outreach Summary (Attachment 3) for rationale why outreach was not conducted.

**City-Led Outreach**

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

Administration received two letters of opposition from the public. The letters of opposition included concerns that the existing mobile home residents will be displaced.

There is no community association for the subject area.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate given that the application is a minor adjustment to the

**Land Use Amendment in Shepard Industrial (Ward 12) at 2787 - 86 Avenue SE,  
LOC2025-0022**

---

boundary lines of both existing MU-1 and S-SPR land use districts that Council previously approved in 2021. The building and site design, number of units and on-site parking is being reviewed and will be determined as part of the associated development permit.

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

## **IMPLICATIONS**

### **Social**

The development of these lands may enable a more efficient use of land and infrastructure and support surrounding uses and amenities while introducing the location of additional amenities for the community and greater area.

### **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies is being explored and encouraged as part of the associated development permit.

### **Economic**

Redevelopment of the site could capitalize on the investment of the nearby future Green Line LRT station by adding hundreds of homes in the area. Future residents and commercial opportunities could further support the local economy while providing additional opportunities for local small businesses to grow.

### **Service and Financial Implications**

No anticipated financial impact.

### **RISK**

There are no known risks associated with this proposal.

## **ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. **Proposed Bylaw 110D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

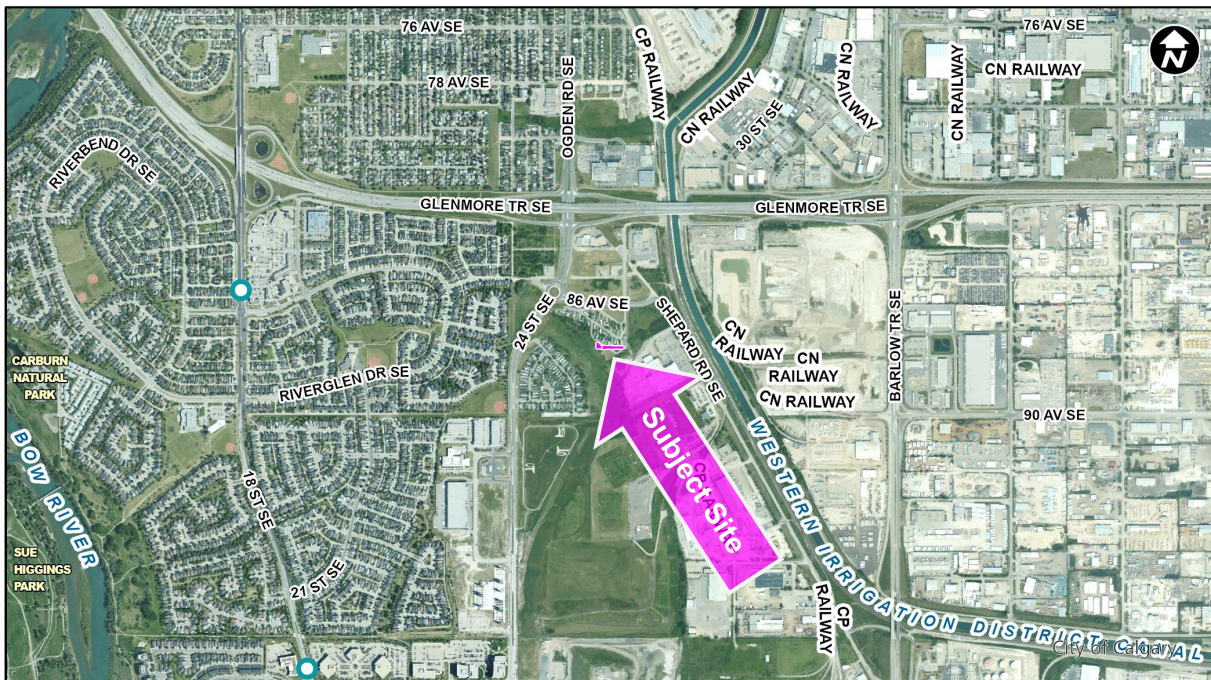
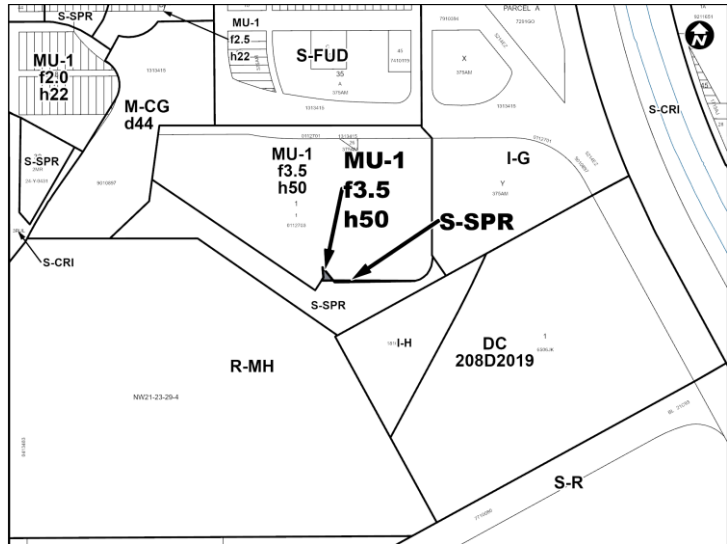
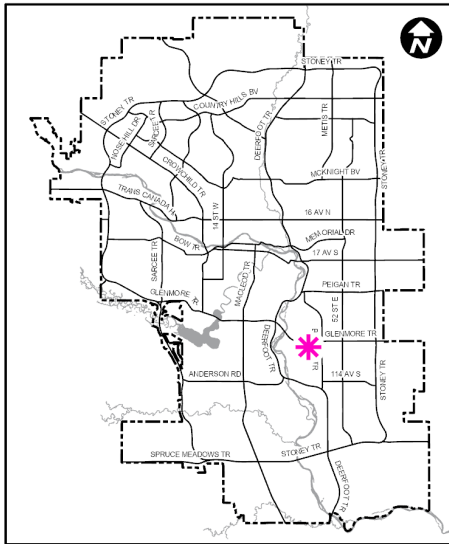
The subject site is located in the southeast community of Shepard Industrial, adjacent to 86 Avenue SE and approximately 150 metres (a two-minute walk) southwest of the future South Hill Green Line Light Rail Transit (LRT) Station. The overall parcel size is approximately 4.15 hectares (10.28 acres) and is currently developed with the Caravan Mobile Home Park. However, a much smaller 140 square metres (0.03 acres) of the overall site is subject to this land use amendment proposal.

The southern portion of the parcel is gently sloping land while the majority of the site is predominantly flat at the top of the slope. An industrial development is to the southeast of the site and the South Hill Mobile Home Park to the southwest. The remainder of the immediate area has recently gone through significant transportation infrastructure re-alignment and upgrades which required the expropriation of many sites, and as such the area is currently largely undeveloped. The future South Hill Green Line LRT Station is currently planned and funded as part of the ongoing Green Line LRT project.

## Community Peak Population Table

There is no community population data for the industrial community of Shepard Industrial.

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject site is currently designated as Mixed Use – General (MU-1f3.5h50) District and Special Purpose – School, Park and Community Reserve (S-SPR) District. The MU-1f3.5h50 District is intended to accommodate mixed-use development with flexibility to provide commercial uses within the building. The district allows for street-oriented building design with facades that have multiple uses and frequent entries at-grade facing the street. The maximum floor area ratio (FAR) allowed is 3.5 and the maximum building height is allowed is 50.0 metres (approximately 15 storeys).

The S-SPR District is intended to provide for schools, parks, open space and recreation facilities. This land use district is only applied to land dedicated as Reserve (MR) or other reserve dedications pursuant to the *Municipal Government Act*.

As indicated in the cover report, the intent of this application is to realign the small portions of boundary between these two existing land use areas, resulting in more rational parcel shapes achieved through an equal swap of land use area (approximately 140 square metres). The proposed S-SPR District portion will facilitate the development of future MR on the subject site triggered by a future subdivision of the parcel.

An outline plan is normally required for redesignation applications which include a subdivision to lay out the land use framework, road network and public utility infrastructure. However, due to

there being no public roads or utility infrastructure on this site and the very small size of the affected land area, an outline plan was not required as part of this current application, nor the previously approved land use application (LOC2020-0108), which established the M-U1f3.5h50 District and the S-SPR District on the site.

### **Development and Site Design**

If this application is approved by Council, the subject site will be more optimally configured to provide transit-oriented development in conjunction with associated public open space. The rules of the proposed M-U1f3.5h50 District will provide guidance for site development including appropriate uses, height, building setbacks, parking, and landscaping and are being taken into account as part of the review of the associated development permit.

### **Transportation**

A Transportation Impact Assessment was submitted in support of the previous approved application, LOC2020-0108, and is sufficient for the proposed minor land use changes.

### **Environmental Site Considerations**

A Phase I Environmental Site Assessment report was submitted in support of the previous approved application (LOC2020-0108), and based on the findings, no further assessment was required. The site is within the non-operating Ogden Dry Waste Landfill 300 metre setback boundary. The development restrictions detailed in Section 13 of the *Subdivision and Development Regulation* (AR 43/2002) are applicable in this area. The proposed land use districts comply with the *Subdivision and Development Regulation*.

### **Utilities and Servicing**

A Sanitary Servicing Study was prepared in support of LOC2020-0108. The existing sanitary network can support the proposed land use amendment without the need for upgrades. There are existing public water and sanitary mains that run through the site, and the developer will be responsible for relocating these mains upon redevelopment. A servicing memo that reviewed options for site stormwater management was prepared for LOC2020-0108, and an update to the area Stormwater Management Report will be required with the associated development permit or tentative plan, along with an updated Water Network Plan.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within a Community Activity Centre as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The proposed land use amendment is in keeping with the MDP policies for Community Activity Centres requiring a minimum 150 jobs and population intensity per hectare.

Given that the site forms part of a larger overall development, the proposal meets the MDP policies by:

- shaping a compact urban form by implementing a mixed-use development within close proximity to a future primary transit network;
- increasing transit ridership by facilitating transit-oriented development in close proximity to the future South Hill Green Line Station;
- linking land use direction with transit and optimizing infrastructure; and
- concentrating jobs and people in well-connected locations.

#### **Transit Oriented Development Policy Guidelines (2004)**

The subject site is situated within a 150 metre radius (two-minute walk) of the future South Hill Green Line LRT Station. The [Transit Oriented Policy Guidelines](#) seeks to implement a sustainable approach to urban planning and land use with social, environmental, and economic objectives. The proposed land use districts support transit-oriented development in close proximity to The City's Primary Transit Network.

#### **Calgary Climate Strategy (2022)**

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

#### **Subdivision and Development Regulations (Alberta Regulation – 2002)**

The site is within a legislated setback from the landfill and is governed by Section 13 of the Province of Alberta *Subdivision and Development Regulation* (AR 43/2002). These regulations limit certain uses (residences, food establishments, schools, hospitals, etc.) from locating within the prescribed setback (within 300 metres of the disposal area) through the subdivision and development permit process. A variance to this prohibition may be granted if it can be demonstrated that Provincial requirements have been met. These matters will be addressed at the development permit stage of development.

#### **Millican-Ogden Community Revitalization Plan (Statutory – 1999)**

The subject site is identified as Policy Review on Map 7: Proposed Land Use Policies in the [Millican-Ogden Community Revitalization Plan](#), which includes the statutory area redevelopment plan. The plan indicates that the property is appropriate for mixed-use development of a height of up to 15 storeys. The application is therefore in alignment with policy.

# Applicant Submission

2025 February 11

This application for a Land Use Redesignation is to simplify the property line and facilitate our future development. The adjustment of the property line will maintain the existing sizes of both the MR and MU-1 lands.

This adjustment will enable our proposed development to preserve the integrity of both the foundation and landscape area, while reallocating a portion of MU-1h50 to S-SPR (MR). This reallocation will not disrupt the existing landscape or affect the surrounding community and businesses currently utilizing the land.

We believe that approving this Land Use Redesignation application will have no adverse impact on the City or neighboring communities, given the minimal area involved in the exchange.

---

Carlisle Group



# Applicant Outreach Summary

2025 February 11



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Caravan

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

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

We believe that the LUA of 0.00662 hectares will not have any significant impact on the surrounding community.

### 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)

### Affected Parties

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

[calgary.ca/planningoutreach](https://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 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 ?

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

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

# PROPOSED

CPC2025-0574  
ATTACHMENT 4

## BYLAW NUMBER 110D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0022/CPC2025-0574)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

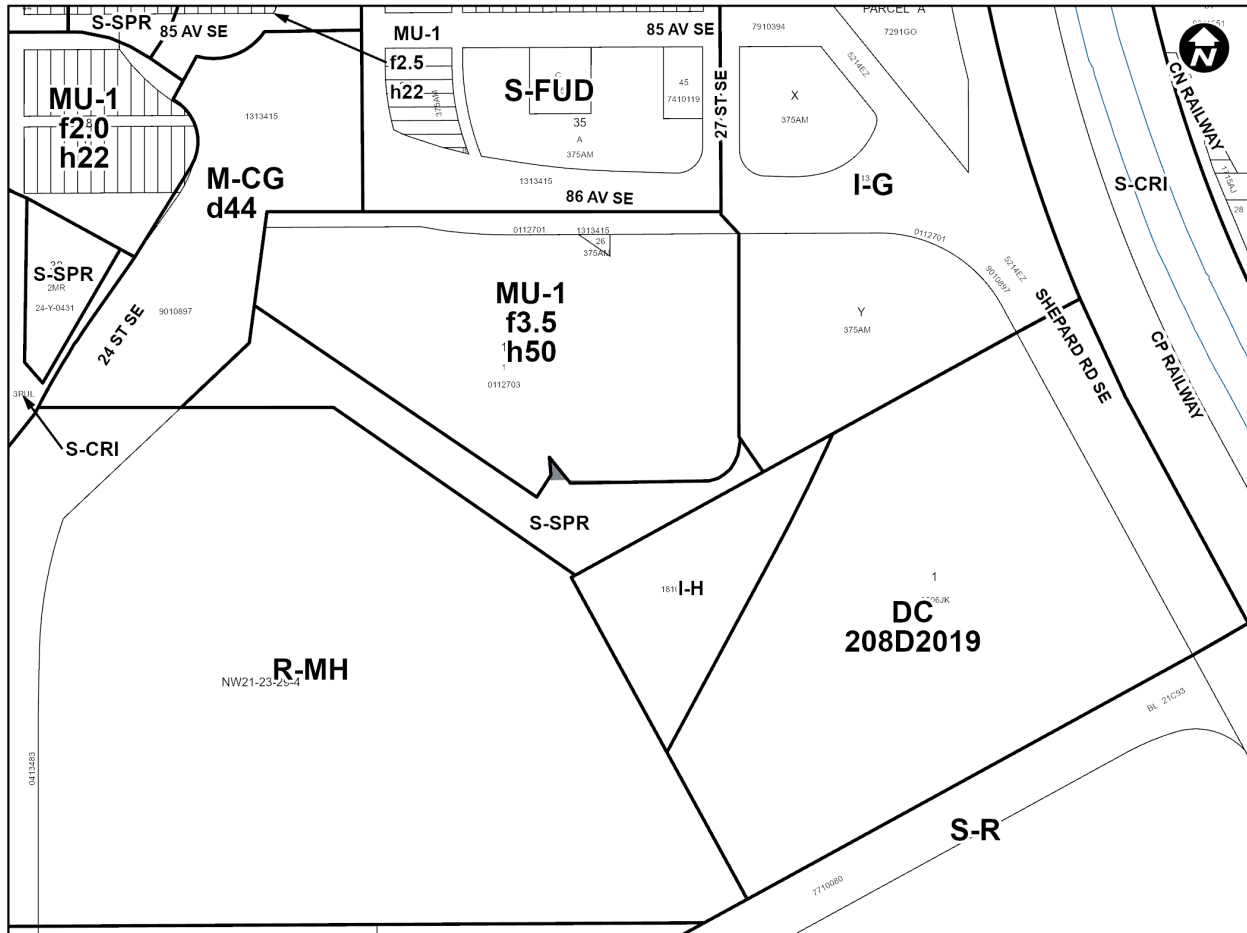
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

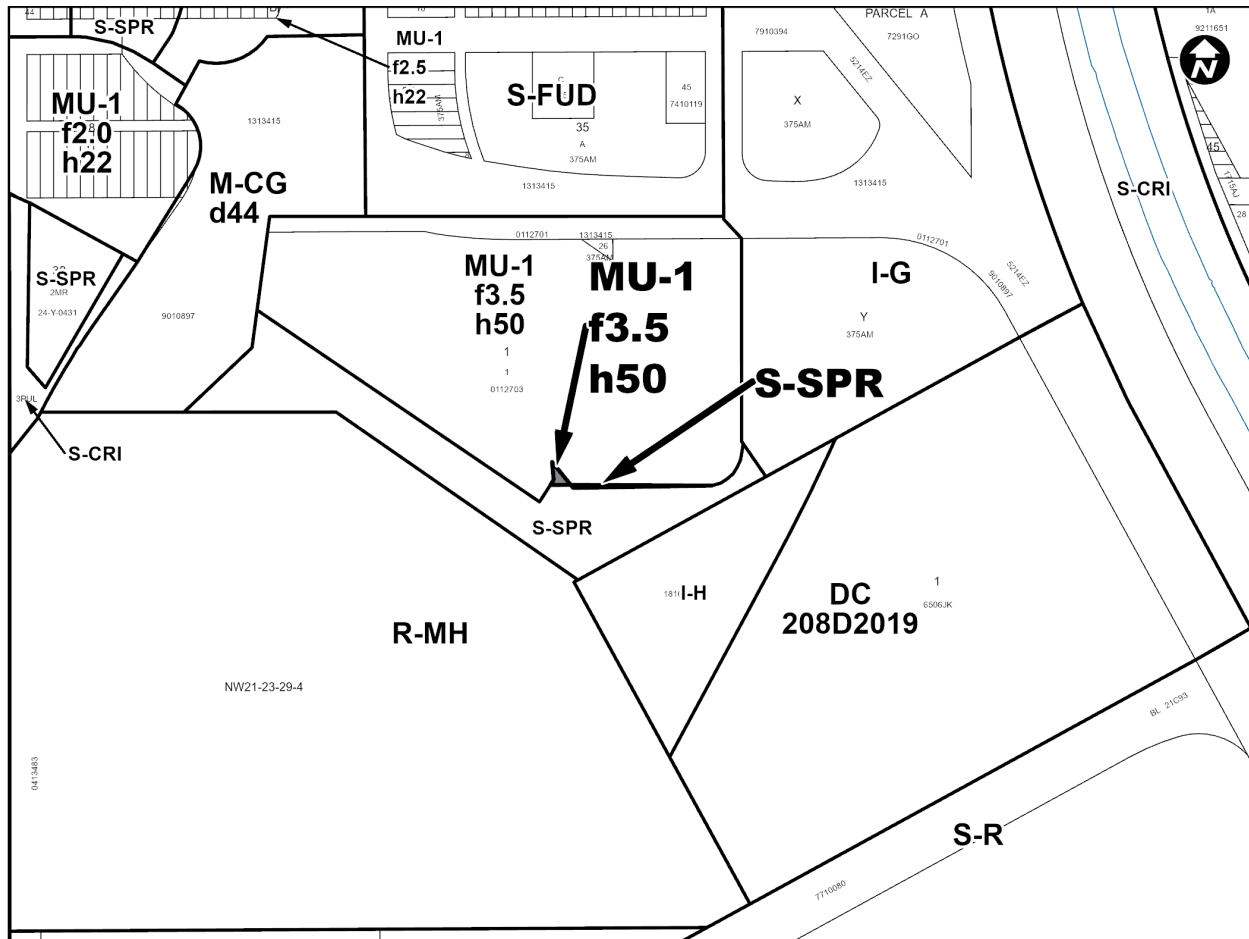
AMENDMENT LOC2025-0022/CPC2025-0574  
BYLAW NUMBER 110D2025

## SCHEDULE A



**AMENDMENT LOC2025-0022/CPC2025-0574  
BYLAW NUMBER 110D2025**

**SCHEDULE B**



**Land Use Amendment in Mckenzie Towne (Ward 12) at 48 Elgin Terrace SE,  
LOC2025-0029**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.04 hectares  $\pm$  (0.09 acres  $\pm$ ) located at 48 Elgin Terrace SE (Plan 0713338, Block 44, Lot 2) from Direct Control (DC) District to Residential – Low Density Mixed Housing (R-G) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council give three readings to **Proposed Bylaw 108D2025** for the redesignation of 0.04 hectares  $\pm$  (0.09 acres  $\pm$ ) located at 48 Elgin Terrace SE (Plan 0713338, Block 44, Lot 2) from Direct Control (DC) District to Residential – Low Density Mixed Housing (R-G) District.

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for grade-oriented development in a range of housing forms at a scale consistent with low density residential districts.
- The proposal represents an appropriate density increase of a residential site, allows for development that is compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *East McKenzie Area Structure Plan* (ASP).
- What does this mean to Calgarians? The proposed land use amendment would allow for greater housing choices within the community and more efficient use of existing infrastructure and amenities in the community.
- Why does this matter? The proposed Residential – Low Density Mixed Housing (R-G) District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This land use amendment in the southeast community of McKenzie Towne was submitted on 2025 February 13 by the applicant, Cecilia Urate on behalf of the landowner, Junaid Malik. No development permit application has been submitted at this time. As noted in the Applicant Submission (Attachment 2), their intent is to develop a secondary suite on the property.

The existing Direct Control (DC) District is based on the R-2 Residential – Low Density District of the previous Land Use Bylaw 2P80, which does not include secondary suite as a listed use. The proposed R-G District would provide for the secondary suite use and support the applicant's development intentions.

The mid-block parcel is approximately 0.04 hectares (0.09 acres) in size and currently developed with a single detached dwelling with lane access. The proposed R-G District would

**Land Use Amendment in Mckenzie Towne (Ward 12) at 48 Elgin Terrace SE,  
LOC2025-0029**

---

allow for secondary suites, in addition to rowhouses, cottage housing, semi-detached, single detached and duplex dwellings.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant spoke to the immediate neighbours in person. The Applicant Outreach Summary can be found in Attachment 3.

**City-Led Outreach**

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

Administration did not receive any public comments. No comments from the McKenzie Town Community Association (CA) were received. Administration contacted the CA to follow up and no response was received.

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

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

**IMPLICATIONS**

**Social**

The development of this site enables a more efficient use of land and infrastructure and allows for a diversity of grade-oriented housing that may better accommodate the needs of different age groups, lifestyles and demographics.

**Environmental**

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

Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 05

ISC: UNRESTRICTED  
CPC2025-0590  
Page 3 of 3

**Land Use Amendment in Mckenzie Towne (Ward 12) at 48 Elgin Terrace SE,  
LOC2025-0029**

---

**Economic**

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

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
- 4. Proposed Bylaw 108D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform



# Background and Planning Evaluation

## Background and Site Context

The subject site is in the southeast community of Mckenzie Towne, on the southside of Elgin Terrace SE. The size of the subject site is approximately 0.04 hectares (0.09 acres) and is approximately 11 metres wide by 33 metres deep. The existing development on site is a single detached dwelling and a three-car garage with rear lane access. The homeowner intends to develop a secondary suite in the existing house.

Surrounding development is characterized by single detached dwellings designated as Direct Control (DC) District in the immediate vicinity along with Residential – Low Density Mixed Housing (R-G) District parcels.

Amenities are available within 1.2 kilometres (a 15-minute walk) from the subject site. These include Dragon Park (a two- minute walk), Elgin Hill Park (a 13-minute walk), Mckenzie Towne Park (a five- minute walk), and Mckenzie Highlands School (a 15-minute walk, grades four to nine).

## Community Peak Population Table

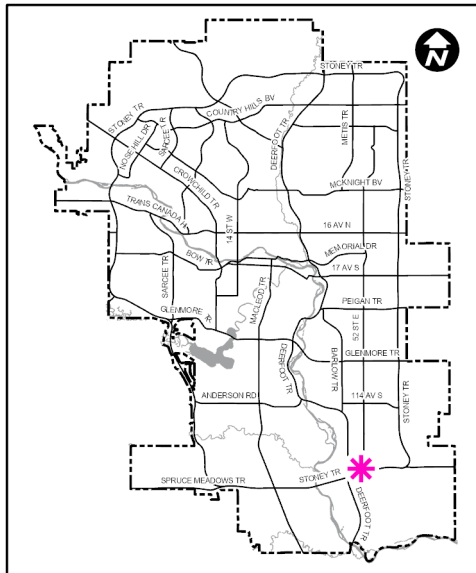
As identified below, the community of McKenzie Towne reached its peak population in 2019.

<b>Mckenzie Towne</b>	
Peak Population Year	2019
Peak Population	18,283
2019 Current Population	18,283
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC District ([Bylaw 104Z2003](#)) is based on the R-2 Residential Low Density District of Land Use Bylaw 2P80. This DC District is intended to accommodate a maximum of two dwelling units in the form of single detached, semi-detached and duplex dwellings with the additional permitted use of studio suite, which is equivalent to a backyard suite in the 1P2007 Land Use Bylaw. The DC District also includes specific minimum lot width and lot area requirements and includes a maximum building height rule of 9.0 metres. Secondary suites are not a listed use in this DC District.

The proposed R-G District allows for a broader range of low-density housing forms such as single detached, semi-detached, duplex dwellings, cottage housing clusters and rowhouse buildings. The R-G District allows for a maximum building height of 12.0 metres and a minimum parcel area of 150.0 square metres per dwelling unit. Secondary suites (one backyard suite and one secondary suite per dwelling unit) are also allowed in the R-G District and do not count towards allowable density. The parcel would require 1.0 parking stall per dwelling unit and secondary suite.

### **Development and Site Design**

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

- the layout and configuration of the dwelling unit and secondary suite; and
- lane access and parking provision.

### **Transportation**

Vehicular access to the site is from the adjacent residential lane. The area is served by Routes 92 (Anderson Station), 117 (City Centre), 714 (Beaverbrook, McKenzie Twin, Prestwick) and 892 (St Isabella McKenzie Towne). The bus stops are located 300 metres (a three-minute walk) on McKenzie Towne Drive SE to the north.

A Transportation Impact Analysis was not required to support the land use redesignation application

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary and storm services exist adjacent to the site. Any additional servicing requirements will be further determined at the time of development.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within the Developing Residential - Planned Greenfield with Area Structure Plan (ASP) area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The applicable MDP policies indicate that the local policy document, the *East McKenzie Area Structure Plan* (ASP) provides specific direction for development of these subject lands. The proposal is in alignment with the MDP.

### **Calgary Climate Strategy (2022)**

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.

### **East McKenzie Area Structure Plan (Statutory – 2001)**

The [East McKenzie Area Structure Plan](#) (ASP) identifies the subject site as Residential (Map 3: Land Use Concept). Residential policies of the ASP note that the predominate use of the land should be low and medium density residential development. The applicable policies also

support a diversity of housing forms that meet the needs of various income groups and lifestyles. The proposed R-G District is listed under low density residential districts of Land Use Bylaw 1P2007 and will enable diversity of housing options in the community, therefore, it conforms to the policies of ASP.

# Applicant's Submission

Company Name (if applicable):

LOC Number (office use only):

Applicant's Name:

Junaid Malik

Date:

February 7, 2025



## Comprehensive Description of the Proposal:

The applicant is seeking approval to redevelop the subject site, currently improved with a single detached dwelling and a three-car garage. The redevelopment plan includes the addition of a secondary suite to the existing dwelling. Presently, the property is zoned under a Direct Control (DC) district, which does not permit secondary suites. To facilitate the proposed redevelopment, the applicant is requesting a land use amendment to redesignate the site to an R-G (Residential - Low Density Mixed Housing) district, a zoning classification that would allow for the development of a secondary suite as a discretionary use.

## Planning Justification in Support of the Application:

The proposed rezoning and redevelopment align with the City of Calgary's planning principles and would contribute to the development goals outlined in the Area Structure Plan, which designates the subject site for residential development. The applicant's request for a land use amendment is supported by a series of planning considerations, as detailed below:

**Consistency with the Area Structure Plan:** The current land use designation of the property is consistent with the "Residential" designation of the Area Structure Plan. This provides a basis for the redevelopment of the site to support a low-density residential development, which aligns with the overall vision for the area.

**Appropriateness of R-G Zoning:** Based on the City of Calgary Land Use Bylaw (2008), the applicant's proposal to redesignate the site to an R-G zone is appropriate in the context of the surrounding land use districts. The R-G district is consistent with the city's broader rezoning goals for housing and would support the development of a secondary suite, which is a permitted use in the R-G district (Section 547.1). Rezoning to R-G is seen as a logical step to accommodate the evolving residential needs in the area, particularly in terms of increasing housing supply through compatible secondary suite developments.

**Compliance with R-G Development Standards:** The subject site meets the key development standards required by the R-G district, ensuring that the proposed redevelopment will be compatible with surrounding properties. Specifically, the lot dimensions and area satisfy the requirements for an R-G zone:

The parcel width is approximately 11.0 metres, which exceeds the minimum required width of 6.0 metres per dwelling unit (Section 547.6).

The total parcel area is approximately 368 square metres, well above the minimum required area of 150.0 square metres per dwelling unit (Section 547.6).

The maximum parcel coverage for a laned parcel in an R-G district is 70.0 percent (Section 547.8), and the subject site can accommodate this requirement, maintaining a balance between built form and open space.

Company Name (if applicable):

LOC Number (office use only):

Applicant's Name:

Junaid Malik

Date:

February 7, 2025



Positive Impact on the Residential Character of the Area: Adding a secondary suite to the existing dwelling contributes to the diversity and sustainability of housing options within the neighborhood. It allows for more efficient use of existing residential infrastructure while maintaining the low-density character of the area. The proposed suite will offer additional housing choices for individuals or families, contributing to the neighborhood's housing mix and responding to the city's growing demand for affordable and adaptable living spaces.

Alignment with City Housing Objectives: The proposal aligns with the City of Calgary's objectives to increase the availability of housing options within existing neighborhoods, particularly those that provide opportunities for infill development. Secondary suites are a valuable component of Calgary's overall housing strategy, as they allow homeowners to enhance the functionality of their properties without drastically altering the character of the surrounding area. The proposed redevelopment would contribute to the city's broader goals of enhancing housing affordability, increasing density in appropriate areas, and making better use of existing infrastructure.

Conclusion:

The proposed land use amendment and redevelopment plan to introduce a secondary suite in the existing dwelling align with both the City of Calgary's planning policies and the vision for sustainable residential growth within the area. The R-G zoning designation is an appropriate and necessary change that would support the redevelopment of the site while adhering to established land use guidelines. This proposal will contribute positively to the neighborhood by diversifying housing options and supporting the city's goals for efficient and responsible development. Therefore, the applicant respectfully requests approval of the land use amendment and redevelopment proposal.



# Applicant Outreach Summary

2025 February 13



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

**Project name:** 48 Elgin Terrace SE Calgary

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

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

Took the time to speak to my parent's neighbors to be a positive presence in the community. I believe good relationships with neighbors can lead to positive referrals for potential tenants. I also ensured that our basement suite meets all legal requirements and obtain necessary permits. Being compliant with regulations demonstrates our commitment to being a responsible landlord in the community.

### 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)

### Affected Parties

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

[calgary.ca/planningoutreach](https://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.

Shortage of affordable housing and rental units

### How did input influence decisions?

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

### How did you close the loop ?

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

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

# PROPOSED

CPC2025-0590  
ATTACHMENT 4

## BYLAW NUMBER 108D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0029/CPC2025-0590)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

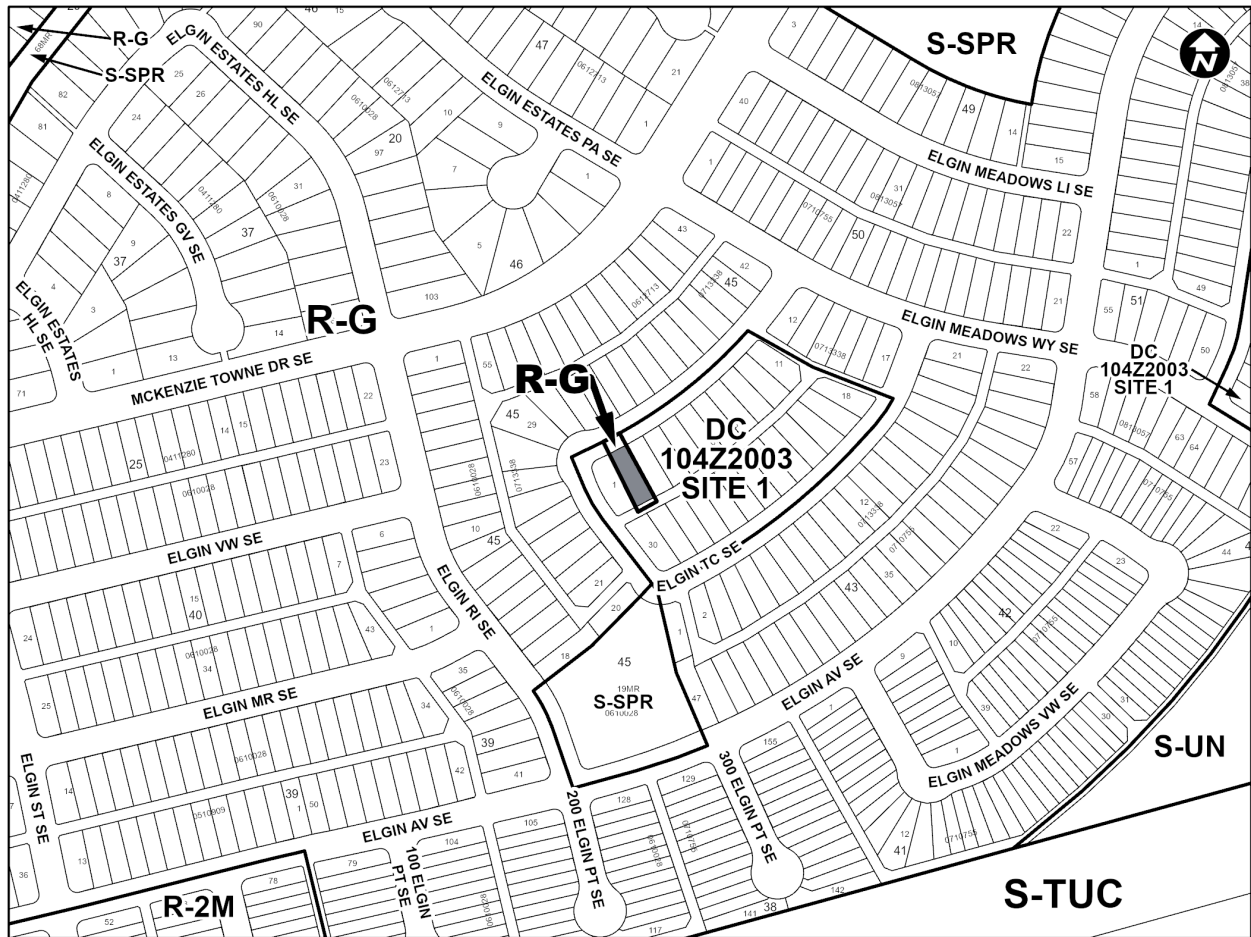
AMENDMENT LOC2025-0029/CPC2025-0590  
BYLAW NUMBER 108D2025

## SCHEDULE A



**AMENDMENT LOC2025-0029/CPC2025-0590  
BYLAW NUMBER 108D2025**

**SCHEDULE B**



**Land Use Amendment in Bowness (Ward 1) at 8620 – 48 Avenue NW, LOC2025-0030**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.19 hectares  $\pm$  (0.47 acres  $\pm$ ) located at 8620 – 48 Avenue NW (Plan 5565AH, Block 39, a portion of Lot 17) from Direct Control (DC) District to Direct Control (DC) District to accommodate the additional uses of child care service and health care service, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council give three readings to **Proposed Bylaw 121D2025** for the redesignation of 0.19 hectares  $\pm$  (0.47 acres  $\pm$ ) located at 8620 – 48 Avenue NW (Plan 5565AH, Block 39, a portion of Lot 17) from Direct Control (DC) District to Direct Control (DC) District to accommodate the additional uses of child care service and health care service, with guidelines (Attachment 2).

**HIGHLIGHTS**

- This application seeks to redesignate the subject property to allow for Child Care Service and Health Care Service, in addition to the uses already allowed in the Residential – Grade-Oriented Infill (R-CG) District.
- The proposal allows for development that is compatible with the character of the neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Bowness Area Redevelopment Plan* (ARP).
- What does this mean to Calgarians? The proposed land use would allow for additional uses that meet the daily need of area residents and provide local employment opportunities.
- Why does this matter? The proposed Direct Control (DC) District would provide additional flexibility for the use of the existing building, increasing the services available to nearby residents in a form that is consistent with adjacent development.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This application, in the northwest community of Bowness, was submitted by O2 Planning and Design on behalf of the landowner, Renfrew Educational Services Society, on 2025 February 14. No development permit application has been submitted at this time; however, as noted in the Application Submission (Attachment 3), their intent is to further enable speech-language pathology, physiotherapy and outpatient medical services within the existing building.

The approximately 0.19 hectare (0.47 acre) site is located on the north side of 48 Avenue NW and sits atop the lagoon at Bowness Park. It is currently developed with a residential building operating as a child care facility. Surrounding development includes single detached dwellings to the west and south, a multi-residential condominium building to the immediate east and a neighbourhood commercial building to the southeast on 85 Avenue NW.

**Land Use Amendment in Bowness (Ward 1) at 8620 - 48 Avenue NW, LOC2025-0030**

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the Community Association was appropriate. In response, the applicant advertised the application on-site, delivered postcards to adjacent buildings, and communicated with the Bowness Community Association and Ward 1 Office. The Applicant Outreach Summary can be found in Attachment 4.

**City-Led Outreach**

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

Administration received one letter of opposition from the public concerning parking and traffic congestion in the area.

The Bowness Community Association replied to Administration's standard circulation and indicated neither support nor opposition to this application. The Community Association did not provide an additional response.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The site design, including the parking layout and provision of required parking stalls, will be reviewed and determined at the development permit stage.

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

**IMPLICATIONS**

**Social**

The proposed DC District would enable additional services, allowing area residents to better meet their daily needs. Child care and health care services are essential to creating complete communities.

**Environmental**

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

**Land Use Amendment in Bowness (Ward 1) at 8620 - 48 Avenue NW, LOC2025-0030**

---

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

**Economic**

The proposed redesignation would allow for Child Care Service and Health Care Service. Having these services within the neighbourhood would allow parents and caregivers to more effectively participate in the labour force and provide employment opportunities within 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 121D2025**
3. Applicant Submission
4. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform



# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Bowness on the north side of 48 Avenue NW and west of 85 Street NW. The site is approximately 0.19 hectares (0.47 acres) in size and is approximately 22 metres wide by 85 metres deep. It is currently developed with a child care facility and does not have rear lane access. The site is located adjacent to the Bow River and overlooks Bowness Park.

Lands to the west and south are designated Residential – Grade-Oriented Infill (R-CG) District and are characterized by single detached dwellings. Lands to the immediate east are designated Community – Corridor 2 (C-COR2f3.0h46) District and are developed with a 10-storey multi-residential building. Lands to the southeast on 85 Street NW are designated Mixed Use – Active Frontage (MU-2f3.0h16) District and are characterized by a range of neighbourhood commercial and low-density residential uses. Lands to the immediate north of the site are designated Special Purpose – Recreation (S-R) District and includes Bowness Park.

Belvedere Parkway School is located approximately 300 metres (a five-minute walk) south of the site on 85 Street NW and the main entrance to Bowness Park is located approximately 250 metres (a four-minute walk) west on 48 Avenue NW.

## Community Peak Population Table

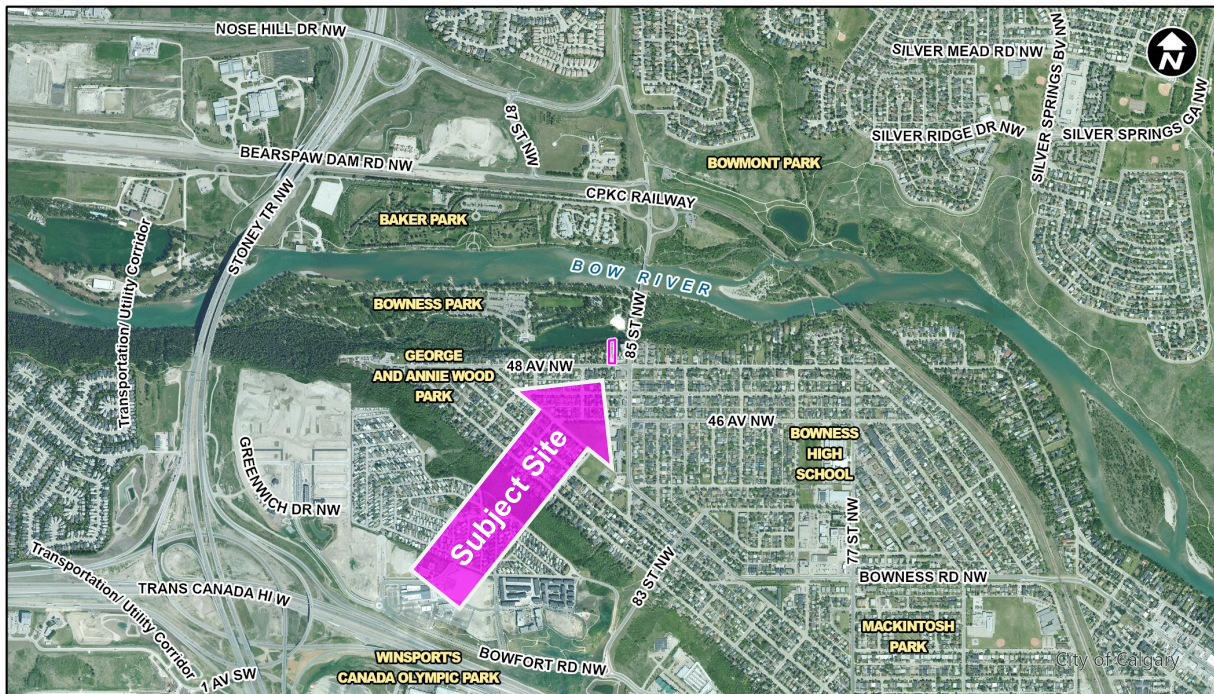
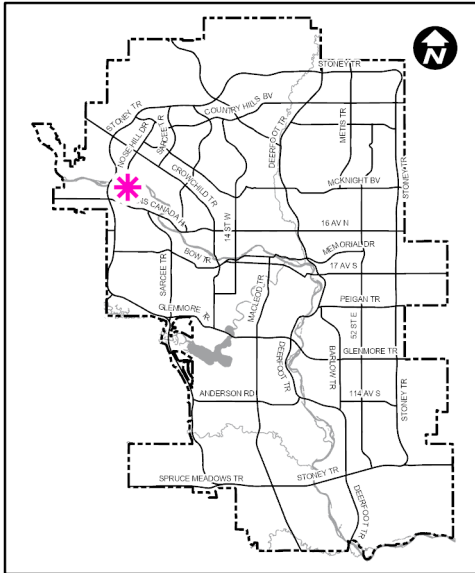
As identified below, the community of Bowness reached its peak population in 1982.

<b>Bowness</b>	
Peak Population Year	1982
Peak Population	13,134
2019 Current Population	11,150
Difference in Population (Number)	-1,984
Difference in Population (Percent)	-15.11%

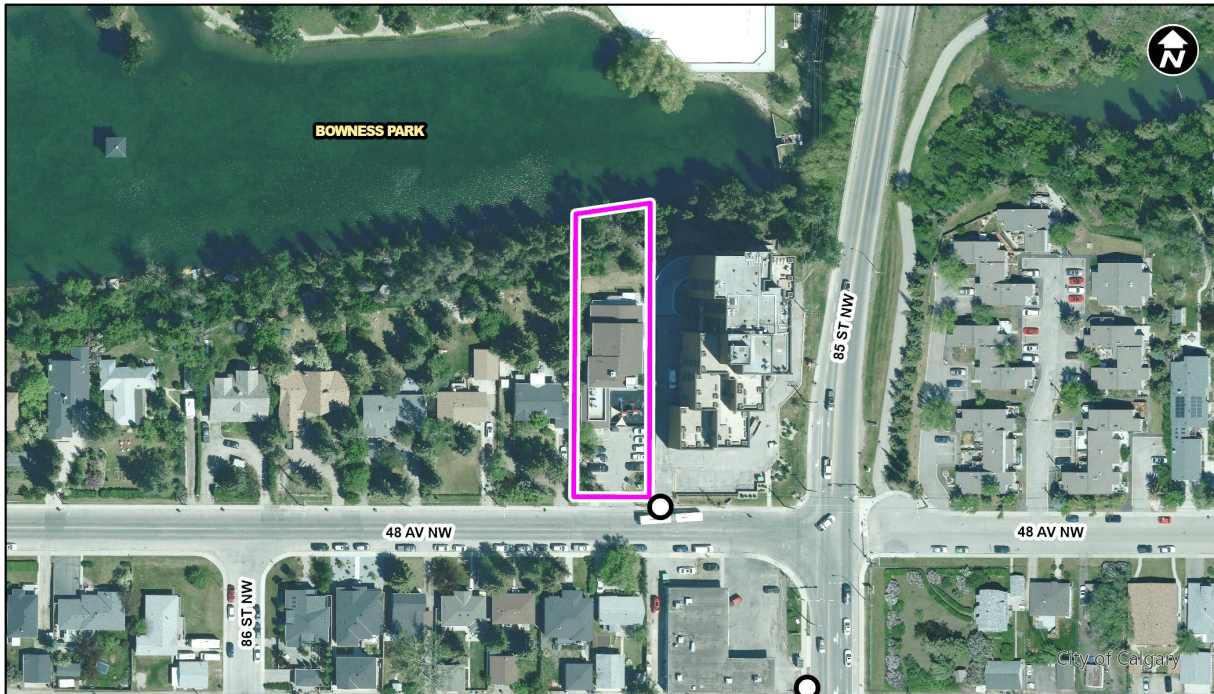
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Direct Control (DC) District ([Bylaw 77Z99](#)) is based on the R-1 Residential Single-Detached District of Land Use Bylaw 2P80 and enables a child care facility as a permitted use. The R-1 District is intended to provide for residential development in the form of single-detached housing and allows for a maximum building height of 10 metres. The existing DC District also establishes several development guidelines related to the number of children permitted, parking and loading, slope stability, outdoor activity and play space, fencing and landscaping.

The proposed DC District is based on the Residential – Grade-Oriented Infill (R-CG) District with the additional discretionary uses of Child Care Service and Health Care Service. The R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District also allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the subject site parcel area, this would allow up to 14 dwelling units.

The proposed DC District does not retain the above-noted development guidelines of the existing [DC District](#), so Child Care Service and Health Care Service are proposed as discretionary uses to maintain Development Authority discretion in applying the rules of the Land Use Bylaw. All existing rules and regulations of the R-CG District would otherwise be maintained in the proposed DC District. Should the Child Care Service or Health Care Service uses not commence or are discontinued in the future, the proposed DC District would allow for

future redevelopment consistent with surrounding development and in accordance with the area's residential character.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to the unique characteristics of providing Child Care Service and Health Care Service within an existing residential-oriented building. This proposal allows for these additional uses while maintaining the R-CG District base to accommodate future residential development. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district.

### **Development and Site Design**

If approved by Council, the rules of the proposed DC District and the [Child Care Service Policy and Development Guidelines](#) would provide guidance for future redevelopment of the site.

A discretionary use development permit is required to enable the Health Care Service and Child Care Service uses at this location. The number of children, location and number of pick-up and drop-off stalls and provision of outdoor play areas would be confirmed through the development permit process. The maximum number of children will be managed by balancing provincial licensing requirements for pick-up and dropoff stalls, number of staff and outdoor play space.

The Child Care Service operator will require provincial licensing and will be evaluated under the [Early Learning and Child Care Act](#).

### **Transportation**

Pedestrian access to the site is provided by a public sidewalk on 48 Avenue NW. A pathway providing access to Bowness Park and forming part of the Always Available for All Ages and Abilities (5A) Network is located to the east of the site on 48 Avenue NW at 85 Street NW. An on-street bikeway forming part of the 5A Network is also located on 48 Avenue NW.

The site is approximately 20 metres (a one-minute walk) west of a transit stop on 48 Avenue NW which is served by Route 1 (Bowness/Forest Lawn). A transit stop serving Route 1 (Bowness/Forest Lawn), Route 26 (Sarcee Trail Crosstown), Route 40 (Crowfoot Station/North Hill) and Route 724 (Bowness/Tuscany North) is located approximately 100 metres (a two-minute walk) to the southeast on 85 Street NW.

Future vehicle access to the site will be from 48 Avenue NW and will be confirmed at the time of the development permit. On-street parking is not permitted on the north side of 48 Avenue NW but is available on the south side of 48 Avenue NW.

A Transportation Impact Assessment was not required as part of this application but a parking memo providing a breakdown of the parking provisions relative to the proposed uses on the site has been submitted and accepted by Administration.

### **Environmental Site Considerations**

No environmental concerns were identified; however, the site is located adjacent to the Bow River overlooking Bowness Park. The proposed DC District requires all development be set back a minimum of six metres from the top of bank of the Bow River and all vegetation below the top of bank must be left in a natural state.

An Environmental Site Assessment was not required for this application.

### **Utilities and Servicing**

Water and sanitary sewer mains are available to service the subject site. Details of site servicing and stormwater management will be considered and reviewed at the development permit stage.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

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

These lands are subject to the [Rocky View County/City of Calgary Intermunicipal Development Plan](#) (IDP) and this application was circulated to Rocky View County for comment in accordance with the requirements of the IDP, however, no response was received. The proposed land use amendment is in keeping with the overall policy objectives of the IDP.

### **Municipal Development Plan (Statutory – 2009)**

The site is within the Developed Residential – Inner City Area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). These areas are comprised of residential communities that were primarily subdivided and developed prior to the 1950s.

The proposed DC District allows for development that is sensitive to the existing residential development in terms of height, scale and massing while also encouraging complete communities by allowing for Child Care Service and Health Care Service within a residential area. The proposal is in keeping with the overall policy objectives of the MDP.

### **Calgary Climate Strategy (2022)**

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

### **Bowness Area Redevelopment Plan (Statutory – 2019)**

The site is subject to the [Bowness Area Redevelopment Plan](#) (ARP) and is within the Residential: Low Density, Conservation & Infill area as identified on Map 2: Land Use Policy Areas. These areas are intended to maintain Bowness as a low-density, family-oriented community.

Residential land use objectives of the ARP include enhancing Bowness as a unique community, enhancing its viability, safety, livability and quality-of-life, promoting land use stability while

accommodating compatible renovations and infill, encouraging an attractive residential environment with new developments and maintaining a variety of housing types for various age groups, household types and income levels.

Sensitive infill development is encouraged where compatible with the scale and form of existing and adjacent homes and where quality façade and landscaping treatment is provided. The proposal is in keeping with the overall policy objectives of the ARP.

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

This application has been reviewed against the [Child Care Service Policy and Development Guidelines](#), a non-statutory framework designed to guide the development of Child Care Services.

The primary objective of this policy is to effectively manage the impacts of Child Care Service in low-density residential districts. Land use amendments to enable Child Care Service are reviewed against the site selection criteria and development guidelines. The site aligns with 6 of the 7 applicable site selection criteria as identified in the guidelines.

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

# PROPOSED

CPC2025-0464  
ATTACHMENT 2

## BYLAW NUMBER 121D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0030/CPC2025-0464)**

\*\*\*\*\*

**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 LOC2025-0030/CPC2025-0464  
BYLAW NUMBER 121D2025**

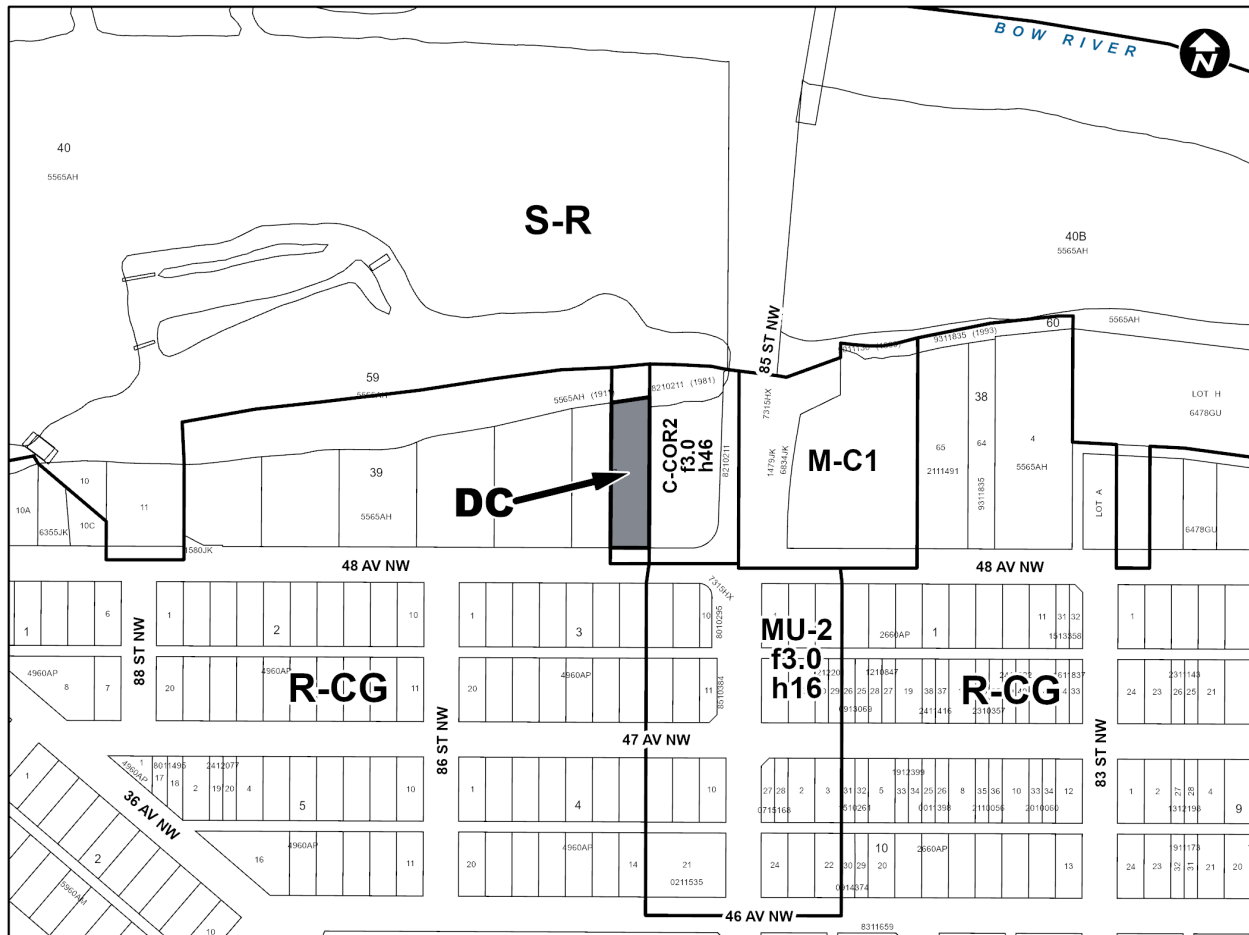
**SCHEDULE A**



# PROPOSED

AMENDMENT LOC2025-0030/CPC2025-0464  
BYLAW NUMBER 121D2025

## SCHEDULE B



### DIRECT CONTROL DISTRICT

#### Purpose

- 1 This Direct Control District Bylaw is intended to allow for the additional uses of child care service and health care service.

#### Compliance with Bylaw 1P2007

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

#### Reference to Bylaw 1P2007

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

#### Permitted Uses

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

# PROPOSED

AMENDMENT LOC2025-0030/CPC2025-0464  
BYLAW NUMBER 121D2025

## Discretionary Uses

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

- (a) **Child Care Service**; and
- (b) **Health Care Service**.

## Bylaw 1P2007 District Rules

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

## Riparian Integrity

- 7 (1) A **building** must not be located within 6.0 metres of the **top of bank** on the south side of the Bow River.
- (2) The existing trees and vegetation below the **top of bank** shall be left in a natural state.

## Relaxations

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

# Applicant Submission

2025 February 14

510-255 17 Ave SW Calgary AB T2S 2T8  
(403) 228-1336  
www.o2design.com

O2

## Applicant Submission

On behalf of Renfrew Educational Services Society, O2 Planning & Design is proposing to redesignate one parcel located at 8620 48 Avenue NW to enable a 'Health Care Service' uses within the existing Renfrew Educational Services Bowness Centre. The site is currently designated as a Direct Control (DC) District, based on the former R-1 Residential Single-Detached District under the previous Land Use Bylaw 2P80, with "Child Care Facility" as a Permitted Use. However, the current DC does not accommodate "Health Care Service" uses. To enable the proposed vision, O2 proposes to redesignate the current land use to a Direct Control land district, Residential – Grade Oriented Infill R-CG, with the addition of Health Care Service as a Discretionary Use within an existing building.

### Renfrew Educational Services Society & Development Vision

Renfrew Educational Services is a registered Canadian charity and an accredited designated Special Education School in Alberta. Since 1974, Renfrew has provided essential support to families and children with significant disabilities, including Down Syndrome, Fragile X Syndrome, Cerebral Palsy, and global developmental delays.

The Bowness Centre, one of Renfrew's four Calgary locations, has operated since 1999 and was designed to integrate seamlessly into the surrounding Bowness community. The centre features a residential-style built form with specialized amenities such as a sensory gym, accessible music room, interactive multi-sensory areas, gymnasium, and playground. Situated next to Bowness Park, the centre offers classrooms with year-round views of nature, enhancing the children's educational experience. The Bowness Centre currently operates two Early Childhood Service classrooms for children aged 2 to 5. To better support children, youth, and adults with disabilities, Renfrew Educational Service's vision is to expand its offerings within the Bowness Centre to include uses complementary to their core mission, including the potential for speech-language pathology, physiotherapy, and on-site outpatient medical doctor services.

### Site Context

The subject site fronts 48 Avenue NW west of 85 Street NW and east of Stoney Trail NW and is directly adjacent south to Bowness Park. The site is home to the established Bowness Centre, which provides educational and specialized programs for young children with disabilities. The surrounding area is characterized by 10-storey multi-residential to the east, the Bow River to the north, single-detached residential development to the west, and a mix of commercial and residential uses to the south. The subject site is well-served by public transit and active transportation infrastructure to support multimodal transportation for future patrons. Public transit operates within 15 metres of the site along 48 Avenue NW, with additional stops on 85 Street NW offering convenient connections to the broader Bowness neighborhood and beyond. On-street cycling paths along 48 Avenue NW and 85 Street NW provide connections through the communities of Bowness, Silver Springs, and Varsity.

### Policy Framework

The site is regulated by the Bowness Area Redevelopment Plan (ARP), which designates the site as Residential: Low Density, Conservation Infill, aiming to maintain stability in the community through the protection of the existing residential character and quality of the neighbourhood (6.3.2). Further, it encourages the enhanced quality of life in the community, in terms of its physical character and amenities (Policy 6.2.3), while ensuring all existing and new residential development contributes to the enhancement of Bowness as a unique community with its own small-town history and spirit (Policy 6.2.1). The proposed development vision aligns with this designation, maintaining the existing structure, which already adheres to the built-form residential character of Bowness, ensuring the residential character of the area is maintained. Additionally, by expanding the existing site's services, the Bowness

510-255 17 Ave SW Calgary AB T2S 2T8  
(403) 228-1336  
www.o2design.com

O2

Centre will further contribute to supporting Bowness' role as a family-friendly community by offering important services for children, youth, and adults with disabilities and enhancing local service offerings without altering the neighbourhood's low-density character.

#### **Proposed Land Use Amendment**

A land use redesignation application is required to facilitate the desired vision for the site. The application proposes to amend the existing land use from DC77Z99 to a new Direct Control district based on Residential – Grade Oriented Infill (R-CG). The site's current Direct Control designation is based on the former R-1 Residential Single-Detached District under the previous Land Use Bylaw 2P80, with "Child Care Facility" as a permitted use. However, the current DC does not allow "Health Care Service" uses such as speech-language pathology and physiotherapy.

The use of a DC is required to enable "Health Care Service" uses as a Discretionary Use. The proposed DC will maintain the site's low-density residential character, utilizing the updated R-CG district land use to ensure consistency with the surrounding area. Additional DC rules have been maintained from the previous DC, including Slope Stability provisions, Outdoor Activity Space requirements, and Landscaping, ensuring continued integration with the surrounding residential context. This redesignation will allow Renfrew Educational Services to better support children, youth, and adults with disabilities while maintaining the existing low residential character of the site.

#### **Summary**

The proposed Land Use Amendment will:

- Enable Health Care Service as a Discretionary Use to support speech-language pathology, physiotherapy, and outpatient medical services within the existing Renfrew Educational Services Bowness Centre.
- Align with the Bowness Area Redevelopment Plan (ARP) by maintaining the existing built form and enhancing local services while preserving the community's character.
- Maintain the Existing Low-Density Residential Character by utilizing the R-CG district framework while integrating new uses that complement the neighbourhood.
- Support Families and Individuals with Disabilities by expanding essential services for children, youth, and adults in a familiar and accessible setting.

# Applicant Outreach Summary

2025 May 13



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 8620 48 Avenue NW

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

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

### 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)

Our outreach strategy includes:

1. On-site signage - advertising the formal application.
2. Postcard prop to adjacent 'Silverwood on the park' apartment neighbours.
3. Contact with the Bowness Community Association
4. Contact with the Ward Councillor/ Office.

### Affected Parties

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

- Adjacent Residents
- Bowness Community Association
- Councillor Sharp/ Ward 1 Office

[calgary.ca/planningoutreach](https://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.

- General support for the application, with no objections from any parties.
- Questions regarding the parking to be provided
- Questions whether the proposed services would be available for the broader community or only students at Renfrew.

### How did input influence decisions?

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

The lack of any objections to the application provided reassurance that our proposed application was appropriate for the area and would positively contribute to the community. As such, the application was not altered by engagement.

### How did you close the loop ?

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

Any questions sent to the Project Team were responded to via email or phone. Project Teams contact information was shared on Postcards, with the Community Association, and Ward 1 office providing the opportunity for any interested parties to contact Project team with any questions or updates.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)





## Engagement Summary – LOC2025-0030 Date: April 28, 2025

### *Outreach Strategy*

Our outreach strategy includes the following components:

1. **On-Site Signage**
  - Installation of signage on the project site to advertise the formal application.
2. **Postcard Distribution**
  - Delivery of postcards to residents of the adjacent *Silverwood on the Park* apartment building, providing project details and contact information for the Project Team.
3. **Engagement with the Bowness Community Association**
  - Direct communication and information sharing with the Bowness Community Association.
4. **Coordination with the Ward Councillor and Office**
  - Notification and ongoing communication with the Ward Councillor and their office regarding the project.

### *Affected Parties*

1. **Adjacent Residents**
2. **Bowness Community Association**
3. **Ward 1 Councillor & Office**

### *What Did We Hear?*

1. **General Support**
  - Overall support for the application, with no objections received from any parties.
2. **Parking Inquiries**
  - Questions were raised regarding the amount and availability of parking to be provided as part of the development.
3. **Service Accessibility Questions**
  - Inquiries were made about whether the proposed services would be available to the broader community or limited to students attending Renfrew.

### *How did this Input Influence Our Decisions?*

- The absence of any objections to the application provided reassurance that the proposed development is appropriate for the area and would positively contribute to the community. As a result, no changes to the application were required based on engagement.

### *How We Closed the Loop*

- All questions directed to the Project Team were responded to promptly via email or phone. The Project Team's contact information was shared through the postcard distribution, with the Bowness Community Association, and with the Ward 1 Office, ensuring that any interested parties had the opportunity to reach out with questions or requests for updates.

**Land Use Amendment in Harvest Hills (Ward 3) at 108 Harvest Hills Drive NE,  
LOC2024-0316**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.06 hectares  $\pm$  (0.15 acres  $\pm$ ) located at 108 Harvest Hills Drive NE (Plan 9011877, Block 7, Lot 1) from Residential – Grade-Oriented Infill (R-CG) District to Direct Control (DC) District to accommodate a Child Care Service, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MAY 22:**

That Council give three readings to **Proposed Bylaw 104D2025** for the redesignation of 0.06 hectares  $\pm$  (0.15 acres  $\pm$ ) located at 108 Harvest Hills Drive NE (Plan 9011877, Block 7, Lot 1) from Residential – Grade-Oriented Infill (R-CG) District to Direct Control (DC) District to accommodate a Child Care Service, with guidelines (Attachment 2).

**HIGHLIGHTS**

- This application proposes to redesignate the parcel to a Direct Control (DC) District to allow for the additional discretionary use of Child Care Service in addition to the uses already allowed (primarily rowhouses and townhouses but also single detached, semi-detached, duplex dwellings and secondary suites).
- The proposal allows for development that may be compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Calgary North Area Structure Plan Phase 1* (ASP).
- What does this mean to Calgarians? The proposed DC District would allow for an additional use that is an essential service and a community amenity.
- Why does this matter? Integrating child care services within communities leads to more convenient lives for Calgarians and supports positive social and economic outcomes.
- A development permit for a new Child Care Service within the existing building has been submitted and is under review.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This application, in the northeast community of Harvest Hills, was submitted by Jessica Zhang on behalf of the landowner Bei Li, on 2024 December 17. A development permit (DP2025-00850) for a new Child Care Service proposing care for 56 children within the existing building was also submitted on 2025 February 14 and is currently under review. The applicant submission can be found in Attachment 3.

The approximately 0.06 hectare (0.15 acre) site is located at the corner of Harvest Hills Drive and Harvest Wood Road NE. It is currently developed with a single detached dwelling that includes a front-attached garage, as well as an additional detached garage accessed from the rear lane. The proposed DC District would allow for Child Care Service as an additional

**Land Use Amendment in Harvest Hills (Ward 3) at 108 Harvest Hills Drive NE,  
LOC2024-0316**

---

discretionary use. The site is within walking distance of a K-9 school and several community park spaces to the south and east.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant reached out to 20 nearby residents within a one-block radius to introduce the proposal. During a second round of community engagement, the applicant went door-to-door and had direct conversations with seven neighbours. The Applicant Outreach Summary can be found in Attachment 4.

**City-Led Outreach**

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

Administration received 18 letters of opposition, one letter of support and one general inquiry from the public. The letters of opposition included the following areas of concern:

- increased traffic and parking issues;
- increased noise;
- safety concerns;
- use of a residential property for commercial purposes;
- impact on neighbouring property values;
- impact on community character;
- environmental concerns including increased waste production, higher energy consumption and vehicle emissions; and
- potential strain on existing infrastructure.

The letter of support indicates general agreement with the proposal to operate a child care service within the existing home. Administration also received a petition against the proposed redesignation with 42 signatures.

No comments from the Northern Hills Community Association (CA) were received. Administration contacted the CA to follow up and no response was received.

**Land Use Amendment in Harvest Hills (Ward 3) at 108 Harvest Hills Drive NE,  
LOC2024-0316**

---

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The building and site design, number of children, outdoor play areas and on-site parking will be reviewed and determined through the development permit.

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

## **IMPLICATIONS**

### **Social**

The proposed land use would allow for Child Care Service within a residential community at a scale that will be compatible with the neighbourhood. Child care is essential to the creation of a complete community and should accommodate the needs of parents and caregivers by being embedded within residential neighbourhoods.

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

### **Economic**

Child care is an essential service that allows parents and caregivers to more effectively participate in the labour force, and it also provides employment opportunities within 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 104D2025**
3. Application Submission
4. Application Outreach Summary

**Planning and Development Services Report to  
Calgary Planning Commission  
2025 May 22**

**ISC: UNRESTRICTED  
CPC2025-0482  
Page 4 of 4**

**Land Use Amendment in Harvest Hills (Ward 3) at 108 Harvest Hills Drive NE,  
LOC2024-0316**

---

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is in the northeast community of Harvest Hills, located at the northwest corner of Harvest Wood Road NE and Harvest Hills Drive NE. The parcel is approximately 0.06 hectares (0.15 acres) in size and is approximately 17 metres wide by 36 metres deep. The site is currently developed with a single detached dwelling that includes a front attached garage, as well as an additional detached garage accessed from the rear lane.

Surrounding development is characterized predominantly by single detached dwellings, designated as Residential – Grade-Oriented Infill (R-CG) District. Semi-detached dwellings are located further east and south of Harvest Hills Drive NE. A small-scale commercial area is located at the corner of Harvest Hills Drive NE and Harvest Lake Way NE, approximately 230 metres (a four-minute walk) from the subject property.

The site is located near parks, schools and community amenities. Directly south, across Harvest Hills Drive NE, is a park with a playground that connects to Harvest Hills Lake and a pathway system leading to Harvest Hills Park, community gardens, a baseball diamond, and a seasonal outdoor rink. Ascension of Our Lord School (kindergarten to grade 9) is located approximately one kilometre (a 17-minute walk) southwest of the site.

## Community Peak Population Table

As identified below, the community of Harvest Hills reached its peak population in 2014.

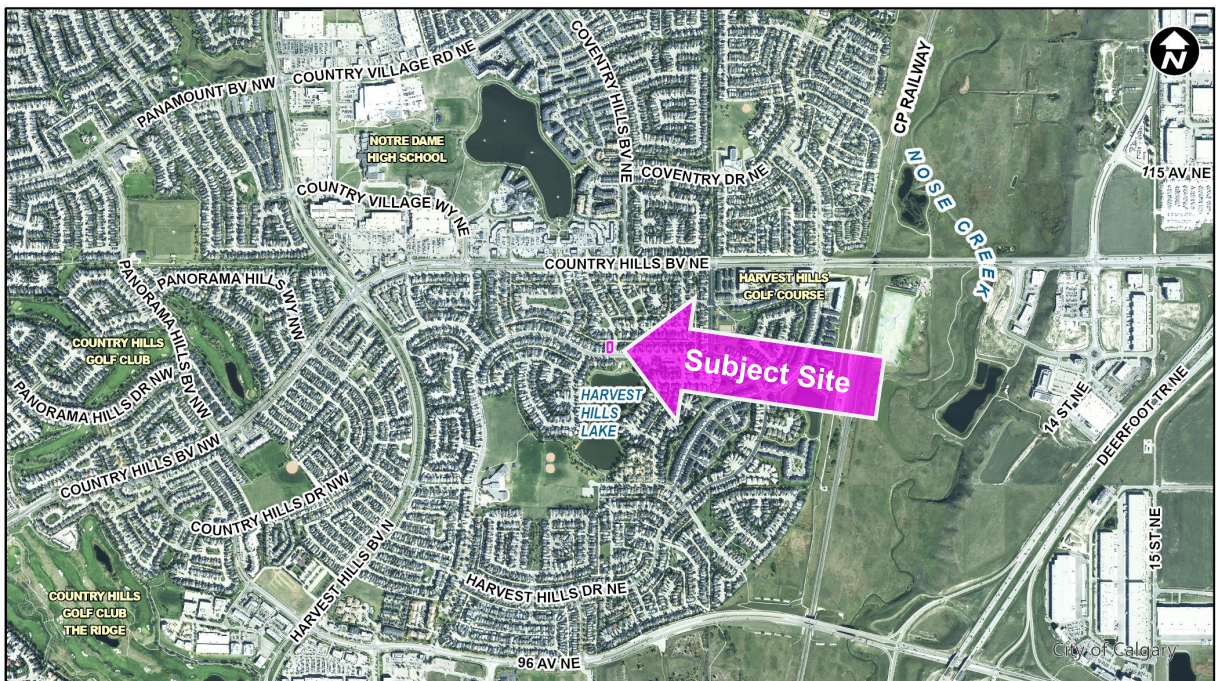
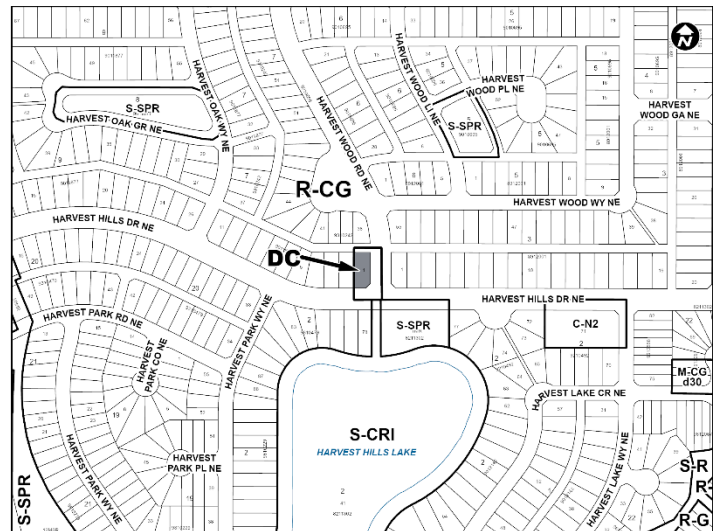
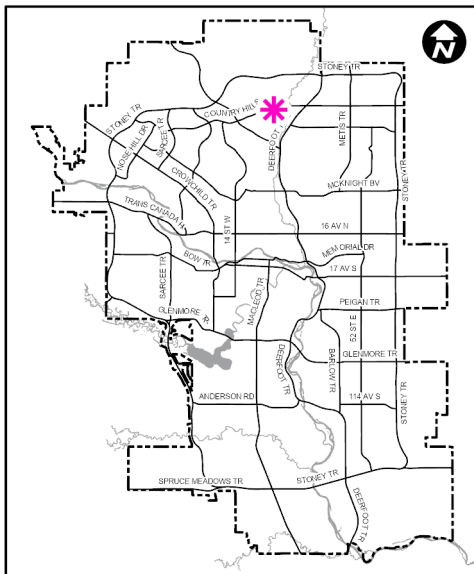
<b>Harvest Hills</b>	
Peak Population Year	2014
Peak Population	7,594
2019 Current Population	7,420
Difference in Population (Number)	- 174
Difference in Population (Percent)	- 2.3%

Source: *The City of Calgary 2019 Civic Census*

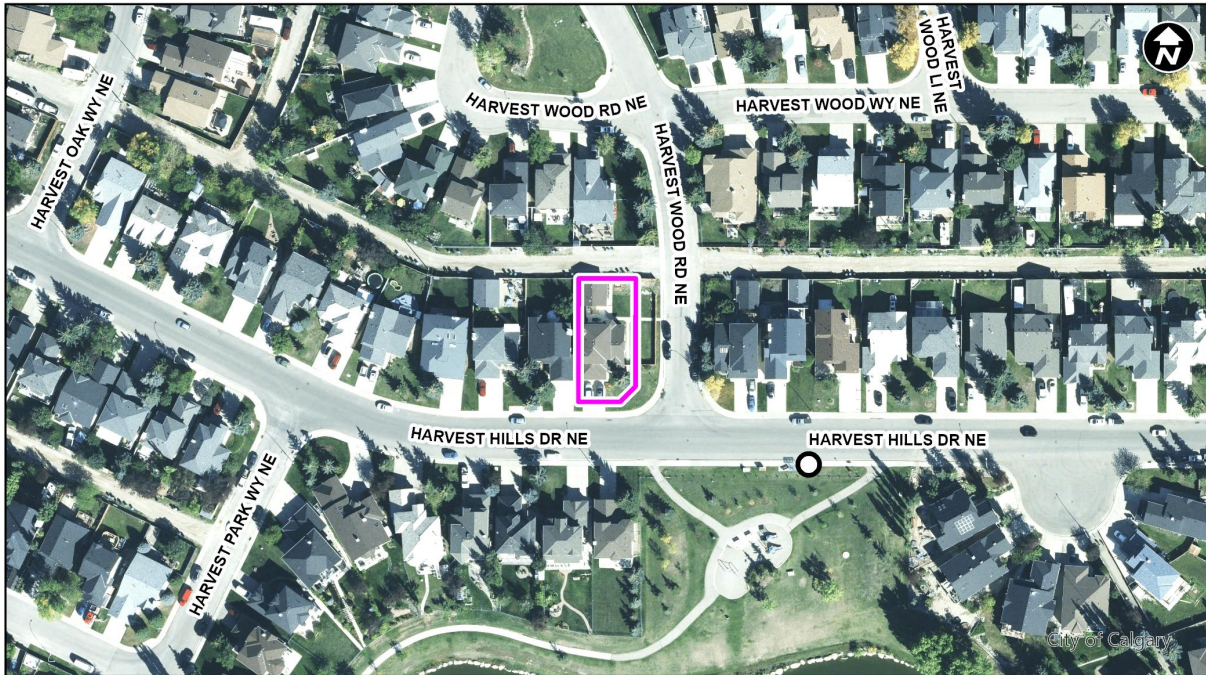
Additional demographic and socio-economic information may be obtained online through the [Harvest Hills Community Profile](#).



## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 units per hectare. Secondary suites are permitted in the R-CG District. Based on the size of the subject parcel, the R-CG District allows for up to four dwelling units and secondary suites.

The proposed Direct Control (DC) District is based on the existing R-CG District with the additional discretionary use of Child Care Service. The proposed DC District would allow for residential uses consistent with surrounding development if the Child Care Service use is not commenced or is discontinued in the future. The DC district does not limit the maximum number of allowable children. The number of children allowed in a Child Care Service is determined at the development permit stage in accordance with Provincial licensing requirements.

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

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to the unique characteristics of providing for the

Child Care Service use within an existing building in this residential and policy context. The proposal allows for a Child Care Service to operate while maintaining the R-CG District base. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that would allow the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test of relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that the rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC district can also be relaxed in the same way that they would be in a standard district.

### **Development and Site Design**

If approved by Council, the rules of the proposed DC District and the *Child Care Service Policy and Development Guidelines* would provide guidance for future redevelopment of the site.

A discretionary use development permit is required to approve a Child Care Service at this location. The number of children, location and number of pick-up and drop-off stalls and outdoor play area would be confirmed through the development permit process. The maximum number of children will be managed by balancing Provincial licensing requirements for pick-up and drop-off stalls, number of staff and outdoor play space. Further issues to be addressed through the development permit review include screening for play areas, waste and recycling management and privacy mitigation for adjacent residential dwellings.

The Child Care Service operator will require Provincial licensing and will be evaluated under the [Early Learning and Child Care Act](#).

### **Transportation**

Pedestrian access to the site is available from the existing sidewalks along Harvest Hills Drive NE and Harvest Wood Road NE. A pathway located directly across the street to the south, connects cyclists through Harvest Hills Park NE to Harvest Hills Boulevard NE to the west. An existing on-street bikeway along Harvest Hills Drive NE connects riders north to Country Hills Boulevard and west to Harvest Hills Boulevard N. Future bikeways and pathways are planned along Harvest Wood Road NE, Country Hills Boulevard NE, and Harvest Hills Boulevard N, under the Always Available for All Ages and Abilities (5A) Network plan.

The site is approximately 60 metres (a one-minute walk) from the transit stop located on Harvest Hills Drive NE, served by Route 88 (Harvest Hills). The nearest transit stop on Country Hills Boulevard to the north, is approximately 370 metres (a six-minute walk) from the subject property. This stop hosts Route 86 (Coventry Hills), Route 100 (North Pointe/Airport/McKnight Stn) and Route 157(Saddletowne/Stoney Industrial).

Unrestricted on-street parking is available along Harvest Wood Road NE and Harvest Hills Drive NE. Future vehicle access to the site will be from the rear lane and existing front driveway.

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

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, storm and sanitary sewer mains are available to service the subject site. Details of site servicing and waste and recycling management are being reviewed as part of the development permit application.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within the Developed Residential – Established Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The Established Areas are characterized as primarily residential communities containing a mix of low and medium density housing with support retail in relatively close proximity. The proposed land use amendment is in keeping with MDP policies that encourage childcare services in residential, mixed-use, commercial areas, activity centres, and main streets.

### **Calgary Climate Strategy (2022)**

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

### **Calgary North Area Structure Plan Phase 1 (Statutory– 1980)**

The subject site is located within the Residential area as identified on Map 7: Land Use Plan in the [Calgary North Area Structure Plan Phase 1](#). The residential policies of the Area Structure Plan do not provide specific guidance for Child Care Services.

### **Child Care Service Policy and Development Guidelines (Non-Statutory – 2011)**

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

Land use amendments with the proposed Child Care Service use are reviewed against the site selection criteria and development guidelines. The subject parcel meets the following site selection criteria:

- located in relationship to activity focused areas such as schools, community centres, recreation facilities, parks and local commercial areas;
- located on a site that can provide sufficient staff parking and pick-up and drop-off parking;
- on sites that can accommodate outdoor play area;
- on a collector street;
- located on a corner parcel (preferred) or a parcel sharing a side property line with a lane; and

- concentration of Child Care Services in an area should be avoided.

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

# PROPOSED

CPC2025-0482  
ATTACHMENT 2

## BYLAW NUMBER 104D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0316/CPC2025-0482)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

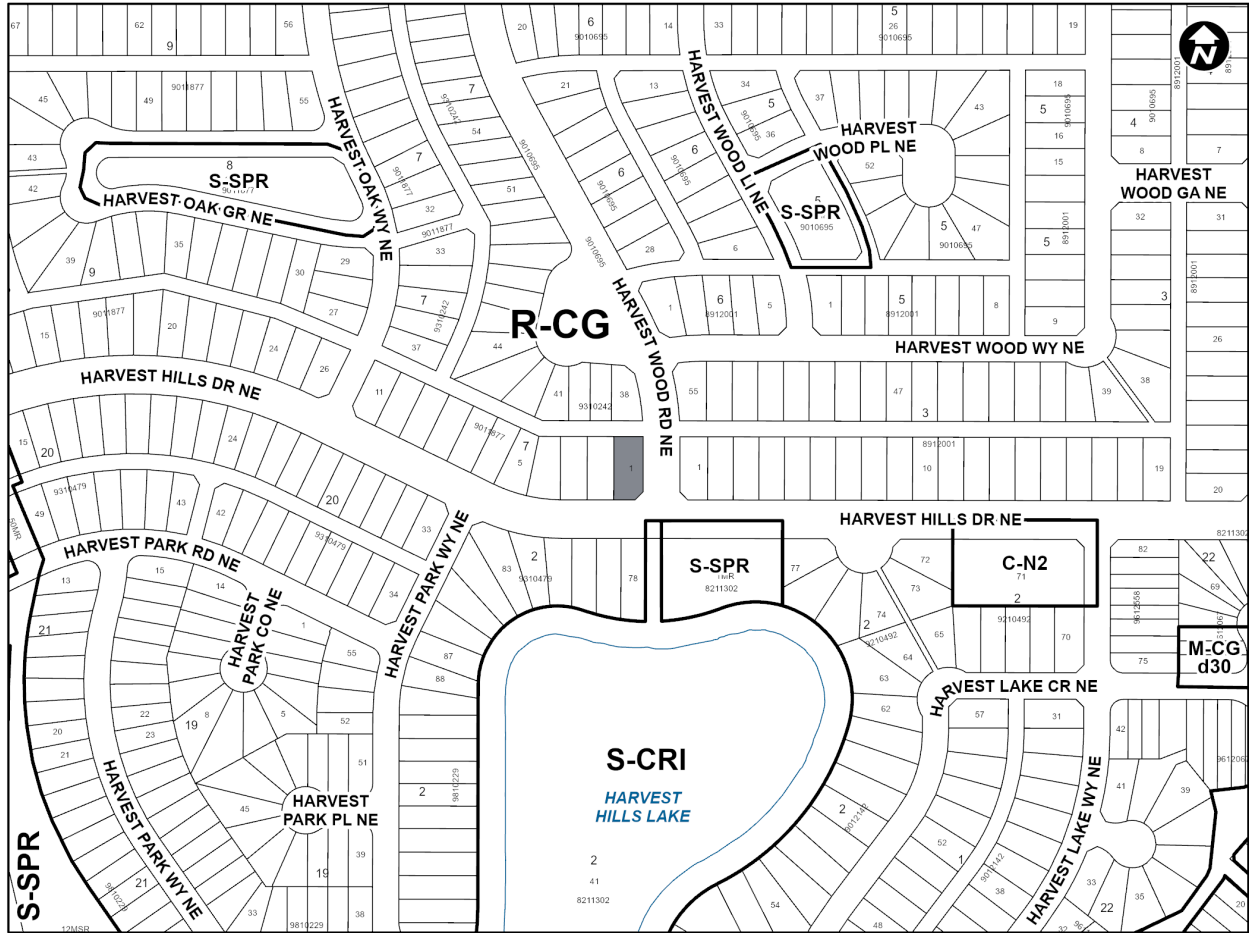
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2024-0316/CPC2025-0482  
BYLAW NUMBER 104D2025

## SCHEDULE A

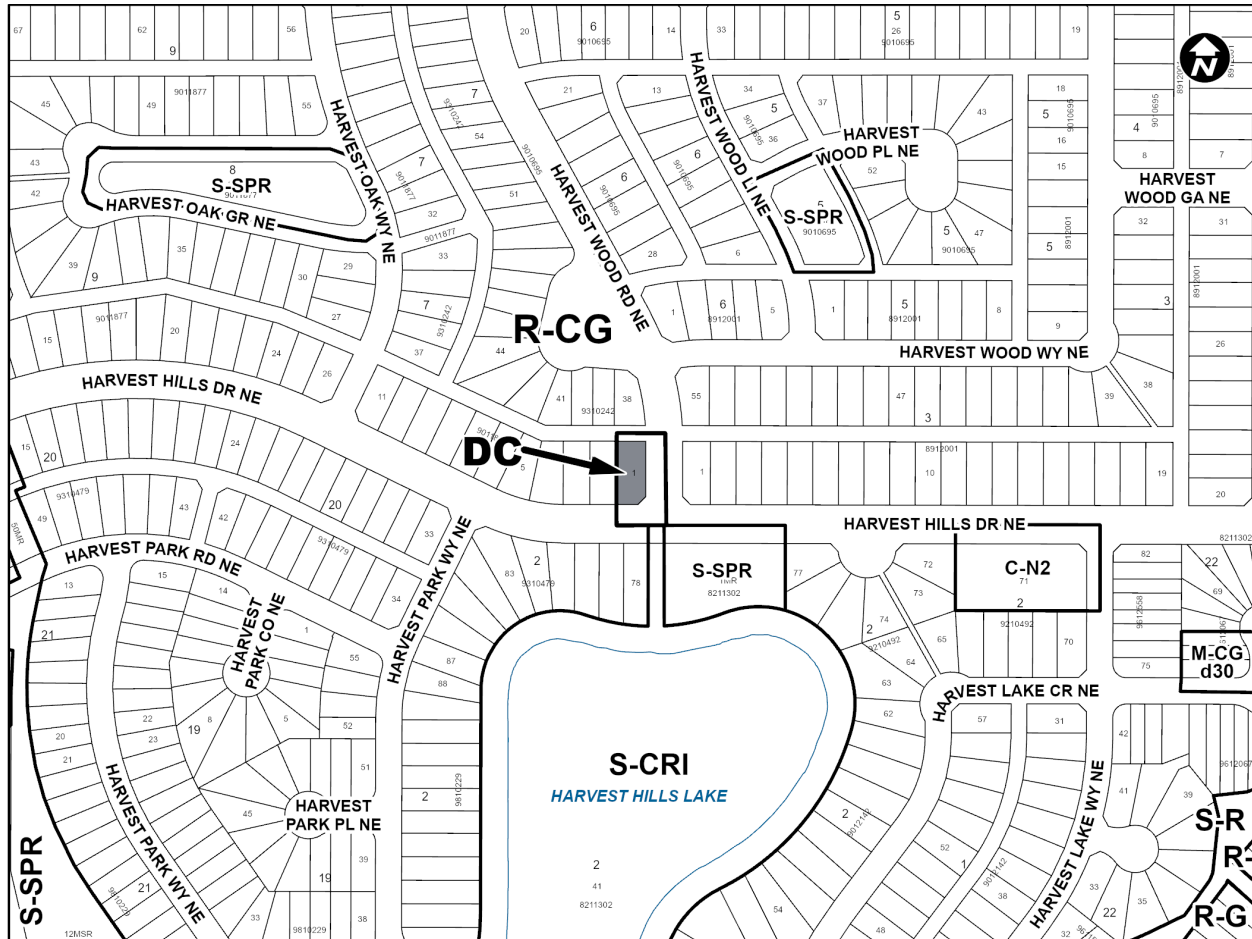




# PROPOSED

AMENDMENT LOC2024-0316/CPC2025-0482  
BYLAW NUMBER 104D2025

## SCHEDULE B



### DIRECT CONTROL DISTRICT

#### Purpose

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

#### Compliance with Bylaw 1P2007

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

#### Reference to Bylaw 1P2007

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

#### Permitted Uses

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



# PROPOSED

AMENDMENT LOC2024-0316/CPC2025-0482  
BYLAW NUMBER 104D2025

## Discretionary Uses

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

(a) **Child Care Service.**

## Bylaw 1P2007 District Rules

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

## Relaxations

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

# Applicant Submission

Company Name (if applicable):

LOC Number (office use only):

Applicant's Name:

Bei Li

Date:

2024-12-01

Dear City Council,

I am writing to request a rezoning re-evaluation for my property, located at the corner of the Harvest community, which is within a 10-minute walking distance from Ascension of Our Lord School (K-9), a school with 600 students. Since 2011, I have successfully operated a dayhome in the Panorama community, and over the years, I have witnessed an increasing demand for childcare facilities, especially as the density of the surrounding community continues to grow.

The primary reason for this request is the substantial number of parents in the area who are seeking childcare services but are unable to enroll their children due to the current zoning restrictions. Many parents have expressed frustration regarding the lack of available childcare options, as well as the high costs associated with commercial daycare centers. There is a significant need for more accessible and affordable daycare facilities in our area.

The proximity of my property to Ascension of Our Lord School makes it an ideal location for parents who already have children enrolled in the school. My home offers convenience for these parents, allowing them to drop off their older children at school and then easily deliver their younger children to daycare, all without additional travel. This location is perfect for busy families, and many parents have expressed their dismay at my inability to accept additional children due to the current zoning limitations, despite my home being well-suited to care for a large number of children.

Moreover, many families in the community are forced to send their children to daycare centers in other neighborhoods, resulting in long and inconvenient commutes. Some of these children miss out on the critical early education experiences due to the lack of nearby options. In my daycare, I offer age-appropriate classrooms and early education programs that cater to the developmental needs of children at various stages. This helps ensure that children receive the necessary early learning experiences in a nurturing environment.

Additionally, I am able to provide up to 8 parking stalls on my property, ensuring minimal disruption to the neighborhood and providing adequate parking for parents.

I kindly ask the City Council to consider this request for a rezoning re-evaluation, which would allow me to better serve the community by expanding my daycare facility. I am confident that this expansion would greatly benefit local families and contribute positively to the community's growth.

Thank you for your time and consideration of this request. I look forward to the opportunity to discuss this further and to contribute to the well-being of our community.

Best Regards,  
Bei Li



# Applicant Outreach Summary

2025 February 24



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

**Project name:** Harvest Child Care

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)

December 9, 2024, Location: Neighbors of my house. My team bring out Community Surveys reach out my neighbours regarding to create a new daycare in our community. We spoke to the neighbours within a one block radius and applied a Google map pin to the search engine for the daycare location. A total of twenty families were contacted and inquired as what we were offering for Child Care. The majority of the twenty families were from within my area. The overview of this strategy addresses the positive impact and to become aware of any concerns of negative reactions of having the child care at this location. As they have been no significant negative responses other than noise and traffic concern.

On February 10, 19 and 21, 2025, the daycare team conducted a second time round of neighbors visits. They knocked on doors to engage in face to face discussions with neighbors, address any questions or concerns and provides daycare operation details. 7 families participants.

### Affected Parties

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

We connected with Community center, Neighbours, and Community Elementary School,

In first outreach, we connected with a great many parents from my immediate neighbourhood and any direct neighbours adjacent and within a one block radius.

For second outreach, we connected the neighbors who next door to the daycare, as well as adjacent neighbors,

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

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

In the first time outreach, 18 households don't have any questions. 2 Families questioned about noise and traffic. Main issues for most of the families is whether I can accommodate subsidies and if my hours will allow late arrival of the parents for their children without any late fees. In second time outreach, The neighbours expressed concerned about noise, traffic and safety. They are worried about people parking in front of their homes, disruption to their sleeping schedules and noise affecting their enjoyment of outdoor afternoon time. Some neighbours are concerned about safety of the daycare children and the increased traffic volume. Even the daycare located on 30KM/H zone, but many drivers still speed through the area. Families with young children appreciate having a conveniently located daycare that is easy to access. However, families older children often don't understand the need for a daycare in community. They feel that the establishment of the daycare has disrupted their daily lives.

### How did input influence decisions?

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

Regarding noise concerns, based on our experience, our outdoor time limited to about 1 hours in morning and afternoon. Also, daycare is a place where children are encouraged to explore nature, learn manners and gain knowledge. Children in daycare not for screaming and shouting. For the traffic: Daycare will provide 8 parking lots and plus 3 potential parking lots for staff and parents' pickup and drop-off time to use. Parents won't need more than 2 mins for drop off or pickup. Also, we are offering job opportunity to our community and will monitor traffic volume. Daycare consider offering later pick-up hours to those parents who work late. The safety of children is a top priority. If children are off-site, the daycare will strictly follow the Child Care Regulation Policy, ensuring safety and taking parents' consideration into account

### How did you close the loop ?

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

1. Social Media and Public Updates: we posted the outcomes and key decisions on social media platforms, ensuring that participants who may not have direct contact with us were still informed.
2. Feedback Forms: After sharing the final decisions, we encouraged participants to fill out a feedback form to gauge their satisfaction with the process and gather additional insights. This ensured that participants felt their opinions were valued and helped inform any future outreach efforts.
3. The daycare asked neighbours to address any question or concern by write a letter and placing it in the front door mail box or by sending text message to the owner.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

**Clarification Regarding Daycare Proposal and Community Concerns in 108 Harvest Hills DR**

Dear Sir/Madam,

I hope this message finds you well. I am writing to provide further clarification regarding the proposed daycare facility in Harvest Hills, as well as to address concerns raised by a neighbor, who resident on 11 Harvest Wood Way NE, which I believe warrant additional context and explanation.

**Initial Survey and Community Support**

On December 9, we conducted a survey of approximately 20 neighbors within the community. At that time, all responses were overwhelmingly positive, with no indication of opposition to the daycare proposal. Many young families in the neighborhood expressed a strong need for childcare services, as Harvest Hills community currently lacks any daycare or preschool facilities nearby. The proposed daycare would not only address this critical gap but also provide a safe, nurturing, and educational environment for children while creating approximately 10 local job opportunities. To further gauge community sentiment, we reached out to the local community school, which expressed understanding and support for the project. This feedback reinforced our belief that the daycare would be a valuable addition to the neighborhood, benefiting families and the broader community alike.

**Neighbors' Concerns and Petition**

Following the initial survey, a neighbor, who resident on 11 Harvest Wood Way NE, raised concerns about parking and potential traffic congestion. Since then, he has organized a petition encouraging other neighbors to oppose the daycare. However, upon conducting a second round of informal surveys, we discovered that several neighbors who signed the petition had initially supported the daycare but were influenced by the neighbor's concerns. This suggests that the objections may not reflect the majority sentiment of the community but rather the efforts of a small group of individuals.

**Parking and Traffic Management**

We have carefully designed the daycare's parking logistics to minimize disruption to the neighborhood. The facility will have a total of 11 parking spaces—8 at the back and 3 in the front of the building. The front of the daycare faces the community playground, ensuring that operations will not interfere with residential areas. To further mitigate traffic concerns, we have implemented staggered drop-off and pick-up times between 7:00 AM and 10:00 AM. This approach will allow parents to arrive at different times, preventing overcrowding and ensuring that parking spaces are not occupied for extended periods. Additionally, our staff will actively manage the flow of vehicles during peak times to maintain order and minimize any inconvenience to neighbors.

**Clarification Regarding Location and Operations**

We respect the neighbor's desire for a quiet living environment and understand his concerns. However, it's important to clarify that daycare operations are inherently low-impact. The children attending will be under the age of 5, and their outdoor playtime will be limited to two



45-minute sessions per day—one in the morning and one in the afternoon. The remainder of their time will be spent indoors engaged in structured learning activities. As such, the daycare's impact on noise levels and traffic will be minimal.

**Addressing Misinformation and Building Consensus**

We acknowledge the neighbor's right to express his concerns and appreciate his engagement in the process. However, we believe that the petition he organized may have inadvertently led to some misunderstandings about the daycare's operations and its potential impact on the neighborhood. Several neighbors who initially supported the project have since shared that they were not fully informed about the daycare's design and the measures in place to address parking and traffic concerns. Our goal is to ensure that all neighbors have a clear understanding of the daycare's operations and the benefits it will bring to the community.

**Moving Forward**

We remain confident that the daycare will not only meet the needs of local families but also contribute positively to the community and the local economy. With careful planning and the support of the majority of the neighborhood, we believe the daycare can coexist harmoniously with the surrounding environment. We are committed to working collaboratively with the neighbors to address specific worries and ensure the daycare operates with respect for the community. Thank you for your attention to this matter. We look forward to working with you to resolve these concerns and move forward with the establishment of the daycare in Harvest Hills community.

Sincerely,

Bei Li (Owner)  
Jessica Zhang



**Road Closure and Land Use Amendment in Highland Park (Ward 4) at multiple addresses, LOC2024-0139**

**RECOMMENDATIONS:**

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed closure of 0.12 hectares  $\pm$  (0.29 acres  $\pm$ ) of road (Plan 2510791, Area 'A'), adjacent to 3624 Centre A Street NE and 3703 – 1 Street NE, with conditions (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.43 hectares  $\pm$  (1.06 acres  $\pm$ ) located at 3703 and 3707 – 1 Street NE and 3620, 3624 and 3704 Centre A Street NE (Plan 7330HA, Block 17, Lots 1, 2, 23 and 24; Plan 3674S, Block 16, Lots 10 and 11) and the closed road (Plan 2510791, Area 'A') from Residential – Grade-Oriented Infill (R-CG) District and Undesignated Road Right-of-Way to Residential – Grade-Oriented Infill (R-CG) District, Multi-Residential – Contextual Grade-Oriented (M-CG) District and Multi-Residential – High Density Low Rise (M-H1) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council:

1. Refuse and Abandon **Proposed Bylaw 10C2025** for the closure of 0.12 hectares  $\pm$  (0.29 acres  $\pm$ ) of road (Plan 2510791, Area 'A'), adjacent to 3624 Centre A Street NE and 3703 – 1 Street NE, with conditions (Attachment 2); and
2. Refuse and Abandon **Proposed Bylaw 125D2025** for the redesignation of 0.43 hectares  $\pm$  (1.06 acres  $\pm$ ) located at 3703 and 3707 – 1 Street NE and 3620, 3624 and 3704 Centre A Street NE (Plan 7330HA, Block 17, Lots 1, 2, 23 and 24; Plan 3674S, Block 16, Lots 10 and 11) and the closed road (Plan 2510791, Area 'A') from Residential – Grade-Oriented Infill (R-CG) District and Undesignated Road Right-of-Way to Residential – Grade-Oriented Infill (R-CG) District, Multi-Residential – Contextual Grade-Oriented (MCG) District and Multi-Residential – High Density Low Rise (M-H1) District.

Opposition to Recommendations: Commissioner Hawryluk, Commissioner Small, Commissioner Campbell-Walters, and Commissioner Remtulla

**HIGHLIGHTS**

- This application seeks to close a portion of road right-of-way and designate that portion of land and adjacent parcels to allow for rowhouses, townhouses and multi-residential development up to six storeys in height.
- The proposal would allow for an appropriate level of density in close proximity to an Urban Main Street and the Primary Transit Network and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *North Hill Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? An undeveloped portion of road right-of-way and adjacent lands would be made available for development. The proposed Residential –

Approval: **M. Sklar** concurs with this report. Author: **G. Chaudhary**

City Clerks: **A. Oloko / K. Picketts**

## **Road Closure and Land Use Amendment in Highland Park (Ward 4) at multiple addresses, LOC2024-0139**

---

Grade-Oriented Infill (R-CG) District, Multi-Residential – Contextual Grade-Oriented (M-CG) District and Multi-Residential – High Density Low Rise (M-H1) District would allow for increased housing choice within the community and more efficient use of existing infrastructure in close proximity to a planned LRT station.

- Why does this matter? This proposal would enable development of land that is no longer needed for roads and provide more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

### **DISCUSSION**

This road closure and land use amendment application in the northeast community of Highland Park was submitted on 2024 May 17 by S+Co Planning+Design on behalf of the landowner, Robert Krebs. Real Estate and Development Services allowed for the inclusion of land owned by The City of Calgary to be reviewed for this land use amendment application including 3620, 3624 and 3704 Centre A Street NE and the adjacent road right-of-way. The approximately 0.43 hectare (1.06 acre) site is located between Centre A Street NE and 1 Street NE, and includes parcels to the north and south of the 36 Avenue NE road right-of-way as well as a portion of road right-of-way. It is situated approximately 100 metres (a two-minute walk) east of Centre Street N, an Urban Main Street and part of the Primary Transit Network.

As per the Applicant Submission (Attachment 3), the intent of the application is to close a portion of road right-of-way (Attachment 4) and redesignate the closed road, as well as the adjacent parcels to enable low density and multi-residential development.

No development permit application has been made at this time. A detailed planning evaluation of the application, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

### **ENGAGEMENT AND COMMUNICATION**

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

#### **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties was appropriate. In response, the applicant door-knocked at adjacent properties and discussed the application at meetings with the Highland Park Community Association and the Greenview Industrial Business Improvement Area (BIA). The Applicant Outreach Summary can be found in Attachment 5.

#### **City-Led Outreach**

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

## **Road Closure and Land Use Amendment in Highland Park (Ward 4) at multiple addresses, LOC2024-0139**

---

Administration received four letters of opposition and one letter neither in support nor opposition from the public. The letters included the following areas of concern:

- loss of the existing pedestrian desire line path up the hill from 1 Street NE to Centre A Street NE;
- loss of the ability to take advantage of a flashing crosswalk at 36 Avenue NE and Centre Street N. The crosswalks at 34 and 38 Street NE lack flashing lights;
- loss of nature and habitat for existing birds, squirrels, skunks and a badger;
- loss of views to the east;
- increased noise, privacy concerns and light pollution;
- increased traffic and parking issues;
- height and density are out of character with the community; and
- overburdened infrastructure.

The Highland Park Community Association (CA) provided a letter neither supporting nor opposing the application. The CA indicated that they believe a geotechnical study, traffic study, market study and environmental impact analysis should be done before redesignating to the M-H1 District. They would also like to see a public stairway/pathway connecting the top of the slope down to 1 Street NE. The letter is available as Attachment 6.

Administration considered the relevant planning issues specific to the application and determined the proposal to be appropriate given its location in proximity to existing BRT routes and a future LRT station, as well as supportive LAP policy. The building and site design, number of units, height and privacy concerns, traffic and off-site impacts would be reviewed and determined at a future development permit stage.

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

### **IMPLICATIONS**

#### **Social**

This application meets the vision of the MDP and LAP. It would allow for additional housing options which may better accommodate the housing needs of different age groups, lifestyles and demographics towards fostering an inclusive community.

#### **Environmental**

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

#### **Economic**

The ability to develop a variety of residential forms would contribute to Calgary's overall economic health by providing housing for residents and employment opportunities. It may also

Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 05

ISC: UNRESTRICTED  
CPC2025-0570  
Page 4 of 4

**Road Closure and Land Use Amendment in Highland Park (Ward 4) at multiple addresses, LOC2024-0139**

---

help to increase ridership and create a viable transit-oriented node around the future 40 Avenue N Green Line LRT Station.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Proposed Road Closure Conditions of Approval
3. Applicant Submission
4. Registered Road Closure Plan
5. Applicant Outreach Summary
6. Community Association Response
7. **Proposed Bylaw 10C2025**
8. **Proposed Bylaw 125D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Highland Park in the northeast quadrant of the city, one block east of Centre Street N. The site consists of three parcels which are vacant, two parcels which each have a single detached dwelling, and an undeveloped road right-of-way. The portion of road right-of-way that is approximately 20 metres wide and 58 metres in length has not been developed due to the sloped conditions. The total site is approximately 87 metres wide and 58 metres in length. This application proposes to close the 0.12 hectares (0.29 acres) portion of road right-of-way and redesignate it and the adjacent 0.31 hectares (0.77 acres) of land to create a total area of 0.43 hectares (1.06 acres) for low density and multi-residential development. The site is accessed mainly from 1 Street NE with the potential for access from Centre A Street NE in the future. The site does not have a lane.

Surrounding development to the north, south and west of this proposal are low density single and semi-detached housing under the Residential – Grade-Oriented Infill (R-CG) District. To the east is an Industrial – Edge (I-E) District including the Calgary Transit Access Garage and parking area. There is also one parcel under the Direct Control District ([Bylaw 38D2023](#)) which was based on the I-E District but allows for the additional uses of auto body and paint shop and vehicle sales.

This site is ideally located near public transit, an industrial employment area, schools, recreation and retail areas. The Greenview Industrial Area is immediately adjacent to the east of the site and features auto, construction, fitness, food and beverage, retail and professional services. The Centre Street N Main Street and 40 Avenue pop-up park are located approximately 400 metres (a six-minute walk) to the northwest of the site at 40 Avenue NW and Centre Street N. This intersection is also the location of Bus Rapid Transit (BRT) stops and the future 40 Avenue N Green Line LRT Station. Buchanan Elementary School is located 450 metres (a seven-minute walk), and James Fowler High School is 700 metres (an 11-minute walk) to the west of the site. The Highland Park Community Association is 800 metres (a 13-minute walk) west of the site.

## Community Peak Population Table

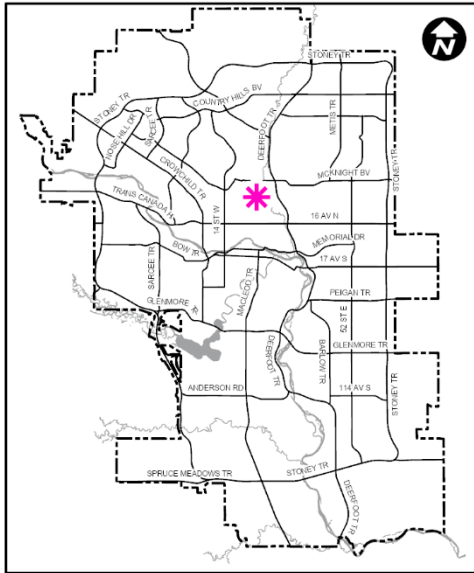
As identified below, the community of Highland Park reached its peak population in 1969.

<b>Highland Park</b>	
Peak Population Year	1969
Peak Population	4,875
2019 Current Population	3,838
Difference in Population (Number)	-1,037
Difference in Population (Percent)	-21.3 %

Source: *The City of Calgary 2019 Civic Census*

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

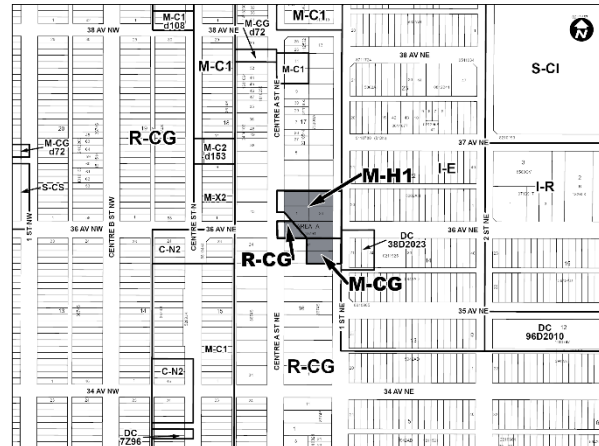
## Location Maps



Road Closure Map



Land Use Amendment Map







## Previous Council Direction

None.

## Planning Evaluation

### Road Closure

This application proposes to close 0.12 hectares (0.29 acres) of the original 36 Avenue NE road right-of-way. This road right-of-way is undeveloped due to the sloped conditions in the area. The road closure will be subject to the conditions of approval contained in Attachment 2.

### Land Use

The subject site is made up of five parcels currently designated R-CG District and an undesignated road right-of-way. The existing and proposed R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Secondary suites (one backyard suite or one secondary suite per dwelling unit) are also allowed in the R-CG District and do not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

A portion of the road closure area is proposed to be redesignated to the R-CG District to accommodate access from Centre A Street NE to the existing R-CG site to the west of the proposed M-CG District area. The existing R-CG area to remain is not part of the scope of this land use amendment application however it is anticipated to be part of a future development

permit. The combined area of the existing and proposed R-CG District areas may allow up to eight dwelling units.

The proposed Multi-Residential – Contextual Grade-Oriented (M-CG) District allows for primarily townhouses and rowhouses and is intended to be in close proximity or adjacent to low density development. The M-CG District allows for a maximum building height of 12 metres. The maximum density is 111 units per hectare (maximum 11 dwelling units).

A portion of the road closure and the northern parcels are proposed to be redesignated to Multi-Residential – High Density Low Rise (M-H1) District which would allow for high density multi-residential development including stacked townhouses and apartment buildings. The M-H1 District allows for a maximum building height of 26 metres, a minimum density of 150 units per hectare (minimum 43 units) and does not have a maximum density.

The M-H1 District has rules regarding street wall step-backs and building separation to respond to the immediate urban context as well as requirements for landscaping and amenity space. Both multi-residential districts would require 0.625 parking stalls per dwelling unit and per secondary suite with the potential for a reduction for transit supportive multi-residential development since the site is within 400 metres of an existing BRT station.

### **Development and Site Design**

The rules of the proposed R-CG, M-CG and M-H1 Districts would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. It is anticipated that this project will be referred to the Urban Design Review Panel at the development permit stage. Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- mitigating shadowing, privacy and overlooking impacts;
- ensuring an engaging built interface between the development and the public realm along both Centre A Street NE and 1 Street NE;
- careful consideration of how the proposed amenity spaces are accessed and function from a pedestrian perspective; and
- slope adaptive design and use of Crime Prevention Through Environmental Design (CPTED) to achieve desired design outcomes.

### **Transportation**

The site is accessible via existing sidewalks on Centre A Street NE and 1 Street NE. Centre A Street NE terminates north of 36 Avenue NE, due to the sloped conditions. An existing pedestrian desire line path cuts across the site from the southeast to northwest and this location has been identified as a recommended pathway in the Always Available for All Ages and Abilities (5A) network. Administration worked with the applicant and internal Public Spaces Project Development, Pathways and Trails, Mobility Maintenance and Public Spaces Delivery Teams to determine if a functional design could include a stair and pathway connection. Unfortunately, a public pathway project was determined to not be viable due to the steep sloped conditions which means that a public pathway would require stairs and would therefore not meet 5A compliant specifications for accessibility.

A public access easement agreement to enable the creation of a future pathway was ultimately not required as part of this road closure and land use amendment application review.

Regarding the City's 5A cycling network, an existing on-street bikeway is located along 1 Street NE. West of the site, Centre Street North is identified as a recommended on-street bikeway. The R-CG, M-CG and M-H1 rules require bicycle parking facilities which will be reviewed as part of a future development permit application.

The site is well served by Calgary Transit. Route 3 (Sandstone / Elbow Drive) is located on Centre Street and 36 Avenue N, approximately 100 metres west from the site. Due to the existing topography, access to the stop via sidewalks along Centre A Street NE is 500 metres (an eight-minute walk) away. Additional Transit route stops at Centre Street and 40 Avenue NE are available approximately 350 metres (a five-minute walk) northwest of the site. This stop includes Bus Rapid Transit (BRT) Route 300 (Airport / City Centre) and BRT Route 301 (North / City Centre). The future 40 Avenue N Green Line LRT Station is planned approximately 400 metres (a six-minute walk) to the northwest.

Vehicular access is proposed to be from both 1 Street NE and Centre A Street NE. Multi-family sites with over 100 dwelling units require a secondary access. A Transportation Impact Assessment may be required at the development permit stage. This would likely include confirmation of proposed unit counts, location and number of vehicular driveways, proposed motor vehicle parking supply and proposed loading facilities and waste and recycling retrieval facilities. A City standard turnaround bulb will be required at the south terminus of Centre A Street NE, with some land from the subject site required.

### **Environmental Site Considerations**

No environmental concerns were noted for this site.

### **Utilities and Servicing**

Water and sanitary sewers are available to service this subject site, with separate service connections required for each proposed lot. A sanitary servicing study will be required with a future development permit application to determine the impact to the downstream capacity in the local sanitary mains. A storm extension upgrade is required for future development.

At the development permit stage, a Slope Stability Report prepared by a qualified Geotechnical Engineer will be required. If required, a Development and Geotechnical Covenant may be registered against the affected lot(s), prohibiting the development of the lot(s) except in strict accordance with the development restriction recommendations in the Slope Stability Report.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

[The City of Calgary Municipal Development Plan](#) (MDP) identifies this site as part of the Developed Residential – Inner City area as identified in Map 1: Urban Structure. Policy indicates sites within the Inner City area may intensify, particularly in transition zones adjacent to areas designated for higher density (i.e., Neighbourhood Main Street). The site is approximately 100 metres from Centre Street N, which is a Main Street. The proposed R-CG, M-CG and M-H1 Districts recognize the predominantly residential nature within the community and supports

intensification that respects the scale and character of the neighbourhood. This application is in keeping with relevant policies in the MDP.

**Calgary Climate Strategy (2022)**

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

**North Hill Communities Local Area Plan (Statutory – 2021)**

Policies within the [North Hill Communities Local Area Plan](#) (LAP) support redevelopment in transit supportive areas. The site is identified for higher density and scale residential uses as part of the “Neighbourhood Local” Urban Form policy area. The Neighbourhood Local Urban Form represents more residentially oriented areas of the North Hill Communities. The eastern half of the site is also within the Industrial Transition area where compatible industrial working spaces and work-live units may be encouraged. The site is located in a “Low - Limited” Building Scale (up to three storeys) on the southern portion and a “Low” Building Scale (up to six storeys) on the northern portion. The site is also located within the 40 Avenue Station Area and the northern portion of the site is within the 40 Avenue N Transition Zone. The proposed land use districts are in alignment with the applicable policies of the LAP.

## Proposed Road Closure Conditions of Approval

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

Received 2024 October 30

## S+Co Planning+Design

15 228 Theodore Place NW  
Calgary AB  
T2K 5S1

### Proposed Land Use Change Applicant Summary

**Project Location:** 3703, 3707 1<sup>st</sup> Street NE, 3620, 3624, 3704 Centre A street NE, Adjacent Road Right of Way

**Community:** Highland Park (adjacent to Greenview Industrial)

**Existing Land Use:** Residential – Grade-Oriented Infill (R-CG) (R-CGex) District

**Proposed Land Use:** M-H1, M-CG Districts and R-CG District for the Road Allowance.

### SUBJECT LAND DESCRIPTION

The subject land assembly of 6 separate titles is a collection of private and publicly owned property including an undeveloped section of 36<sup>th</sup> Avenue NE in the community of Highland Park directly across 1st Street from the Greenview Industrial Park. The private lands currently zoned R-CG have been developed into single family residences while the lands directly west and south remain undeveloped and are held in inventory with the City of Calgary land department. The applicant has the lands under purchase contract conditional on the successful procurement of the closure of the unused portion of 36<sup>th</sup> Avenue and the City held properties 3620, 3624 and 3704 Centre A St NE.

While subdivided in the 1950's it can be surmised that the publicly held lands have never been developed due to the very sloped topography making it difficult and cost prohibitive to build smaller structures (and in fact roadways). It follows then, that larger more comprehensive development plans that can more effectively manage sloping sites should be considered as appropriate for this proposed site.

### APPLICATION SUMMARY

The proposed Land Use Redesignation aims to change the zoning of the land from its current designation as Residential – Grade-Oriented Infill (R-CG) (R-CGex) District to a combination of land uses as follows:

1. 3703, 3707 1<sup>st</sup> Street, 3704 Centre A street NE and the road right of way: Multi-Residential – High Density Low Rise M-H1 District
2. The easterly half +/- of 3620, 3624 Centre A Street NE: Multi-Residential – Contextual Grade-Oriented (M-CG) District
3. The westerly half +/- of 3620, 3624 Centre A Street NE: Remain as existing.

It's important to note that there are currently no immediate plans to develop the separately owned lands, whether individually or comprehensively. Nevertheless, the future owner is interested in participating in the process of up-zoning their lands. 3703 and 3707 – 1 Street NE, 3620, 3624 and 3704 Centre A Street NE and the closed road (Plan 7330HA, Block 17, Lots 1, 2, 23, and 24, Plan 3674S, Block 16, Lots 10 and 11 and Plan 2510792, Area 'A') from Residential – Grade-Oriented Infill (R-CG) District and Undesignated Road Right-of-Way to Residential – Grade-Oriented Infill (R-CG) District, Multi-Residential – Contextual Grade-Oriented (M-CG) District and Multi-Residential – High Density Low Rise (M-H1) District. The newly adopted North Hill Local Area Plan and the approval of planning documents such as the "Guidebook for Great Communities supports Medium Density Residential development at this location on 1<sup>st</sup> Street NE," the owner believes that introducing a M-H1 and M-CG districts into the existing community fabric can be done in a way that enhances both the existing commercial uses on the opposite side of 1st



Street and the existing residential neighborhood. This land use allows for varied building height and front setback areas in a manner that reflects the immediate context is in close proximity to, or adjacent to, low density residential development and is typically located at community nodes or transit and transportation corridors and nodes. M-H1 and M-CG provide outdoor space for social interaction and provides landscaping to complement the design of the development and to help screen and buffer elements of the development that may have impacts on residents or nearby parcels. M-CG will also provide a transition from the proposed M-H1 land use and the existing adjacent R-CG lands.

#### DEVELOPMENT PARAMETERS

- **Site Area:** Total: .43 hectares. M-H1: .289h, M-CG .103h, R-CG .036h.
- **Building Height:** M-H1 26m, M-CG 12m, R-CG 11m.
- **Density Modifier:** M-H1 – 370uph, M-CG – 111uph, R-CG – 75uph.
- **FAR:** M-H1 - 2.5, M-CG – N/A. R-CG – N/A.
- **Residential Units:** M-H1 – 112 units, M-CG – 14 units, R-CG – 6 units.  
**Vehicle Parking Stalls:** .47 stalls per unit (meeting bylaw requirements) .1 stall per unit guest parking
- **Secure Bike Stalls:** 1 per Dwelling Unit.
- **Resident Amenity Space:** required for all Dwelling Units

#### PROJECT SITE CHARACTERISTICS

This site is particularly well suited to the mix of land uses of Grade-Oriented Infill (R-CG) (R-CGex), Multi-Residential – Contextual Grade-Oriented (M-CG), Multi-Residential – High Density Low Rise M-H1 District development given its lot characteristics and strategic location, and the character and scale of surrounding area development and includes the following attributes:

**1. Transit-Oriented Development (TOD):** The project site is within 350m (±6 min. walk) of a future LRT station on the Centre and 40<sup>th</sup> Ave N Station. Within close proximity of the proposed site is the number 3, 300 north/south Calgary Transit Bus Routes on Centre Street and 38 east/west bus route. The proposed M-H1 zoning aligns with the imperative for Transit-Oriented Development, a core tenet of modern urban planning. TOD encourages the integration of various land uses, including residential, commercial, and public spaces, within easy walking distance of transit stations. The site's proximity to the future Green Line LRT stations positions it as an ideal candidate for TOD, allowing residents to seamlessly access the city's transit network and reduce reliance on personal vehicles.

**2. Neighborhood Local Corridor:** This project is located in a Neighborhood Local in an Industrial Transition area characterized by a broad range of housing types along a higher activity street. This is identified in the “North Hill Local Area Plan” as an area that can accommodate a variety of residential forms with the potential for live-work units and home based business small-scale commercial/industrial uses to provide connections to the Industrial General district located directly east of the proposed site. The public realm may include features such as wide sidewalks and cycling infrastructure.

**3. Building Scale:** This land use amendment application contemplates a variety of residential redevelopment forms, such as ground oriented rowhouse infill, ground oriented multi-residential and Multi-Residential – Low Profile Medium Density Residential as suggested in the North Hill LAP. As scale increases, a larger range of unit types may be accommodated. At all of these scales, the proposal considers the existing context, parcel layout, building massing, and landscaping to sensitively integrate into the community. The proposal may also accommodate some small commercial activities, including child care, small-scale manufacturing, and home-based businesses.

**4. Nearby Open Spaces & Community Amenities:** The project site is within a ±8 min. walk to 11 restaurants and multiple personal service outlets in the proximity of both Centre Street and the Greenview Industrial area. It is less than a 5

minute walk to Buchanan Elementary School a 10 minute walk to Georges P Vanier middle school and 20 minutes to James Fowler High School making this an exceptional opportunity for family oriented development. In addition to schools the subject land is in close walking distance to 3 churches.

**5.Enhancing Connectivity and Mobility:** The M-H1, M-CG and R-CG designations in this proposal will encourage mix of dwelling types, which aligns with the goal of creating walkable and transit-friendly communities. By permitting commercial establishments within residential areas, we can reduce automobile dependency and promote alternative transportation options, aligning with Calgary's commitment to sustainability.

**6.Respecting Neighborhood Streets and Historic Character:** The proposal to change the land use on 1<sup>st</sup> Street as well as Centre A Street recognizes that these streets are particularly narrow and that the facade facing them must be thoughtfully designed. In accordance with the Heritage Guidelines, the facades should reflect the historic character, scale, and materials of the surrounding heritage structures, contributing to the visual continuity of the area.

#### **ALIGNMENT WITH THE NORTH HILL LOCAL AREA PLAN**

Using the language within the various sections of the North Hill LAP the applicant demonstrates how the proposal aligns with the policy document:

**The 40 Avenue N Station:** The proposal falls within 40<sup>th</sup> Ave transit station area where the LAP calls for providing housing and employment options to support transit use and create a vibrant station area.

**Scale Modifiers:** Suggesting 3 separate and differing land uses the proposal will achieve decreasing building heights incrementally through a block. "Development should provide transitions in building height and massing where different scale modifiers are located adjacent to each other." "...this will reduce the overall perception of mass and articulate the building to maximize sunlight penetration and create visual interest."

**Greenview Industrial:** The proposed change to higher land uses will provide adequate screening along industrial to residential interfaces to mitigate the visual impact of industrial uses and/or storage on primarily R-CG housing areas

**Site Design:** The land use amendment proposes multi-family uses with below grade parking to utilize slope-adaptive design solutions on this site which poses significant grade changes.

#### **ALIGNMENT WITH CALGARY'S GROWTH PLANS**

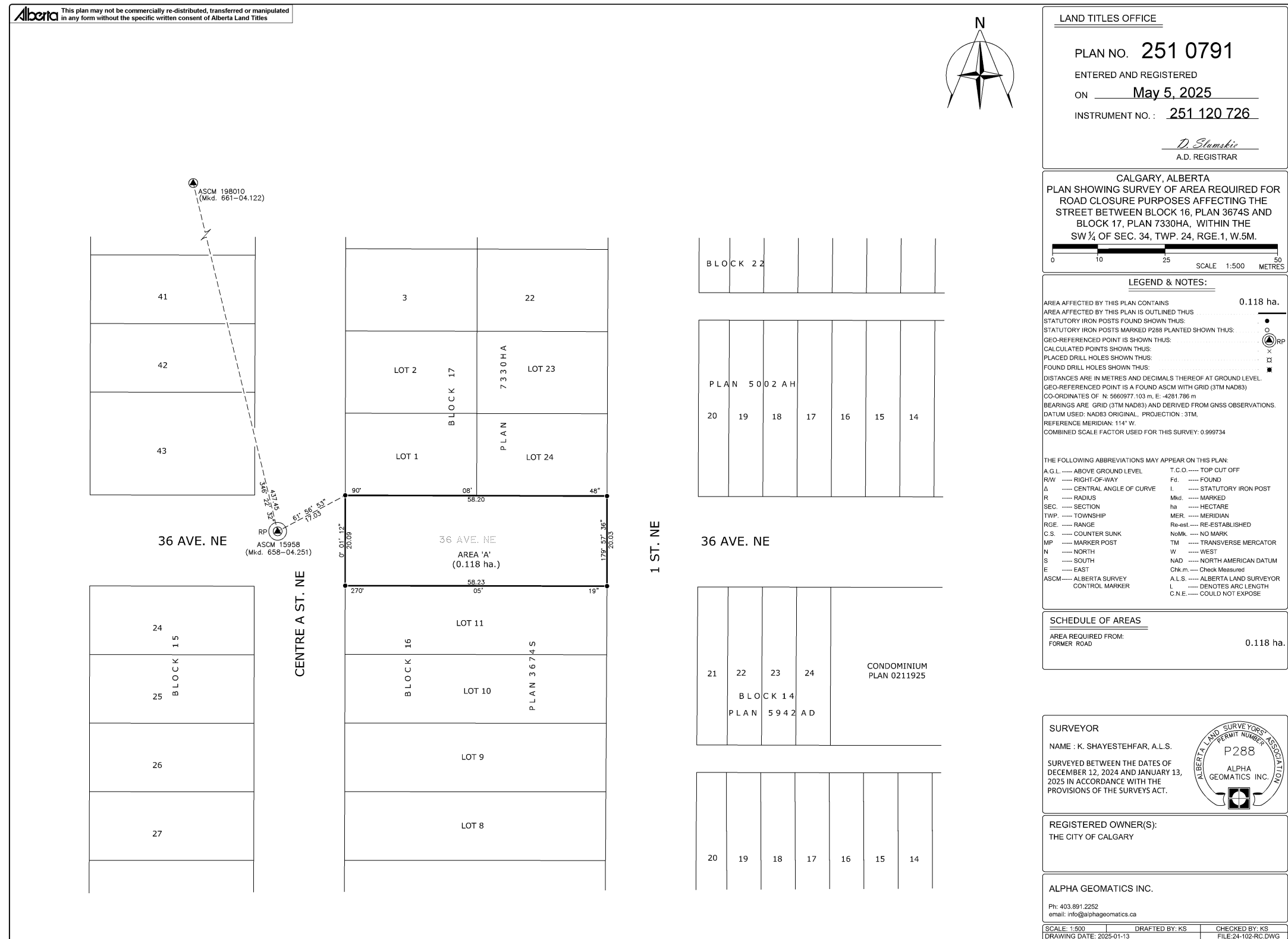
The proposed change and development vision are consistent with the city wide goals and policies of the *Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)*, which encourage: the development of innovative and varied housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit shopping, schools and other community services.

#### **CONCLUSION**

In summary, the request for a land use changes from R-CG to M-H1 and M-CG and in Highland Park aligns with the principles outlined in the North Hill Local Area Plan and the Guidebook for Great Communities. It promotes connectivity, community identity, economic vitality, sustainability, and community engagement. This change will contribute to the ongoing development of a great community, improving the quality of life for residents and reinforcing Calgary's status as a forward-thinking and livable city.

# Registered Road Closure Plan

Received 2025 May 6



# Applicant Outreach Summary

Received 2025 February 5



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

**Project name:** LOC 2024 0139

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)

1. Door knocking campaign: November 6, 2024. Canvased north and south of site on 1st Street 5 houses and 4 houses north and south on Centre A Street NE. Spoke to owner of Zee's Auto repairs at the SE corner of 1st St and 36th Ave NE. Of the 19 doors approached in the immediate area, 6 people answered and no one had an issue with the proposal.
- 2 Highland Park Comm. Meeting: November 18th, 7:00. Five people from the Development committee attended at the Community Association Hall. Applicant answered questions for an hour and a copy of the technical submission was left for reference purposes.
2. Greenview BIA Meeting: November 19th, 7:00. Seven people from the BIA attended at the Congress Coffe Shop. Applicant answered questions for more than an an hour and a copy of the technical submission was left for reference purposes.

### Affected Parties

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

1. Immediately adjacent neighbors
2. Highland Park Community Association, Planning Committee
3. Greenwood industrial Park, BIA.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

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

1. Traffic and Parking: The Greenview BIA expressed concerns with the additional traffic and street parking issues that the residential density may bring.
2. Connectivity: Both communities expressed a desire to have a better connection between the 2 neighborhoods. However, they acknowledge that this would not necessarily be resolved by this development.
3. Density: Without knowing the exact timelines for the completion of the Greenline LRT expansion, Highland Park was concerned about the application's absorption rate should the project be developed.
4. Integration of residential and industrial: Greenview BIA requested that the units accessed directly from 1st St be live/work units for artist studio space.

### How did input influence decisions?

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

Issues regarding parking can be mitigated by providing higher parking ratios than required by the bylaw and dealt with at the DP stage.

Connectivity between the communities and within the neighborhood is a city wide issue and due to the steepness of the slopes of the subject lands the possibility of a desire line within the proposal boundaries has been studied and deemed unfeasible.

Density in close proximity to LRT stations has long since been proven effective. With the BRT system soon to be implemented and the existing availability of transit option available it can be argued that the demand for additional housing already exists.

### How did you close the loop ?

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

We have agreed that the units accessed directly from 1st St be live/work units for artist studio space.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

# Community Association Response



Highland Park Community Association  
3716 2<sup>nd</sup> St. NW  
Calgary, AB T2K 0Y4

January 7, 2025

Circulation Control, Planning and Development  
City of Calgary  
Attn: Geneva Chaudry, File Manager

RE: LOC 2024-0139 3703 1 Street NE and Multiple Addresses

Members of the Highland Park Community Association Planning & Development Committee ("the Committee") met recently with Robert Krebs and Chuck Smith. Mr. Krebs is the owner of 3703 and 3707 1 Street NE. Mr. Smith is with S+Co Planning+Design. They presented to the committee theoretical concept plans for the parcels at addresses 3703 and 3707 1 Street NE, 3704 Centre A St NE, 3620 and 3624 Centre A Street NE, and the 36 Avenue road allowance. One parcel not under consideration is 3703 Centre A St NE. The area is shown as Neighbourhood Local in the *North Hill Communities Local Area Plan* (NHCLAP) with a building height limit of up to 6 storeys. The Committee fully supports increasing housing density according to the NHCLAP. Regardless there are a few questions and concerns about the proposed land use changes.



Committee members understood Mr. Krebs to say that he is not the owner of all the land under consideration and is in negotiation with the City about purchasing the properties. It seemed premature to be applying for land use changes when the ownership for most of the land has not been transferred yet. However, we understand that the land use redesignation is a city requirement in order to sell the road allowance.

There is a steep slope at the west end and there is no easy route down for pedestrians. The above Google map image shows where human footpaths have been created. It should be noted that the footpath running from the end of Centre A Street NE down to 1 Street NE follows a 36 Avenue NE road allowance depicted on the City's topographic map series. It was understood by community members that the original intention was to have Centre A Street NE extended to curve along that road allowance and intersect 1 Street NE.





[Source: <https://www.arcgis.com/apps/mapviewer/index.html?webmap=f14d9e5063694289b4a5c0b9fec52369> ]

There first needs to be clarity about the legal description of the 36 Avenue NE road allowance down the slope before any land sale by the City occurs. The MyProperty map simply shows that no lots have been defined in the area that is a straight line running between 36 Avenue at Centre A St NE and 36 Avenue at 1 Street NE. This blank area is being depicted as the road right-of-way. However, this does not agree with the road allowance shown on the section / township map. We understand that a land survey will be required before land use changes can be taken to the Calgary Planning Commission (CPC) for their approval and recommendation to Council.

Mr. Smith and Mr. Krebs stated they used the City's LIDAR data when developing their concept plans and that an early geotechnical report was "positive" but that comprehensive geotechnical surveys have not been completed on the property yet. Given the topography of the parcels, this is felt by the committee members to be crucial to fully assessing the validity of any concept plans or the land use changes based upon those theoretical plans. Again, it seems premature to request a land use change which would allow for certain types of redevelopment if a subsequent full geo-technical analysis shows that the envisioned developments are not feasible. However, should any development permit application be made in the future, then it is likely that a comprehensive geotechnical report will be required at that time.

Mr. Krebs and Mr. Smith indicated to Committee members that no market studies had been done yet. It was pointed out to them that there is an approved Development Permit existing for the land at 4055 & 4111 1 Street NE for a multi-storey apartment building (DP2020-8284). There has been no building activity undertaken on this site and the DP has been extended for another 2 years. Likewise, the properties at 107 40 Ave NE and 4019 Centre A St NE were approved for M-H1 land use in 2021 but no development has yet taken place. Those last-mentioned properties are now for sale. The lack of action on these approved projects does raise questions about the potential market for more apartments being built in the community with average unit sizes of 550 – 600 sq ft.

Connectivity downslope from Centre Street to the Greenview Industrial Areas through a public right-of-way is a desired amenity and service to the community. The existing footpaths currently offer some rudimentary connectivity. The residents of Highland Park would like to see a public stairway / pathway provided from the top of the slope down to 1 Street NE. This would allow people to access and patronize the businesses that exist in Greenview Industrial more easily. As the applicant pointed out, there are a number of restaurant facilities located in the Greenview Industrial area. Not only would a public stairway and pathway provide easier access to the businesses in Greenview Industrial, it would also enable better access for future residents to get uphill to the transit stops on Centre Street as well as to Buchanan School, James Fowler High School, and the playground and facilities at the Highland Park Community Centre. There is a pedestrian crossing signal at 36 Avenue and Centre Street which offers safe crossing and is in line with the road allowance downslope to 1 Street NE. A public access route straight through to Greenview Industrial area would be a logical extension of the safe pedestrian crossing at Centre Street.

Mr. Krebs and Mr. Smith stated that the City would not want to take on the liability of such a staircase / pathway connection. We would like to point out that the City has provided many such pathways and stairways for the use of citizens elsewhere. Better connectivity is supported by the NHCLAP which says in, 3.2.3 Connecting The City, Improved Cycling and Pedestrian Connections, page 96, that: "iii. improve pedestrian and cycling connections to Greenview Industrial and the Nose Creek regional pathway". Public access and connectivity was also an issue when DP2020-8284 was under consideration several years ago.

The HPCA Planning and Development Committee certainly has no concerns with certain of the parcels being redesignated as M-CG. Developments on these parcels would offer additional family-oriented housing along with secondary suites. The most crucial consideration is whether or not M-H1 for the area shown as Parcel 1 is viable, from the perspective of geotechnical suitability, a supportive market study, clarification of the apparent discrepancy in the placement of the road allowance, and traffic, infrastructure and environmental impact analyses.

We also ask the City to consider what happens to the land immediately west of the area delineated as Parcel 1 and climbing upslope to land adjacent to the laneway between Centre and Centre A Streets. Since it is not included in the proposed plan, then what are the City's intentions to maintain the property? The land has both a relatively flat area that could be developed for housing but then slopes steeply down towards Centre A St NE. The flat area is often used as an unofficial parking lot and we certainly do not wish for this leftover piece of land to be left untended, overgrown with weeds and a dumping ground for unwanted furniture.

The concept plans presented by Mr. Smith were impressive in their imaginative treatment of the land and we are supportive of R-CG and M-CG on Parcels 2 and 3 but have some reservations about supporting a land use change to M-H1 for Parcel 1. Changing the land use designation is just one step in the redevelopment process, and we acknowledge that it is at the Development Permit stage that the critical decisions regarding the feasibility and desirability of any redevelopment plans are made.

If you have any questions, please do not hesitate to contact me at [development@hpca.ca](mailto:development@hpca.ca)

Thank you.



D. Jeanne Kimber  
Development Director on behalf of the Planning and Development Committee  
Highland Park Community Association

# PROPOSED

CPC2025-0570  
ATTACHMENT 7

## BYLAW NUMBER 10C2025

**BEING A BYLAW OF THE CITY OF CALGARY  
FOR A CLOSURE OF A ROAD  
(PLAN 2510791, AREA 'A')  
(CLOSURE LOC2024-0139/CPC2025-0570)**  
\*\*\*\*\*

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

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

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

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

PLAN 2510791  
AREA 'A'  
EXCEPTING THEREOUT ALL MINES AND MINERALS

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

CPC2025-0570  
ATTACHMENT 8

## BYLAW NUMBER 125D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0139/CPC2025-0570)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2024-0139/CPC2025-0570  
BYLAW NUMBER 125D2025

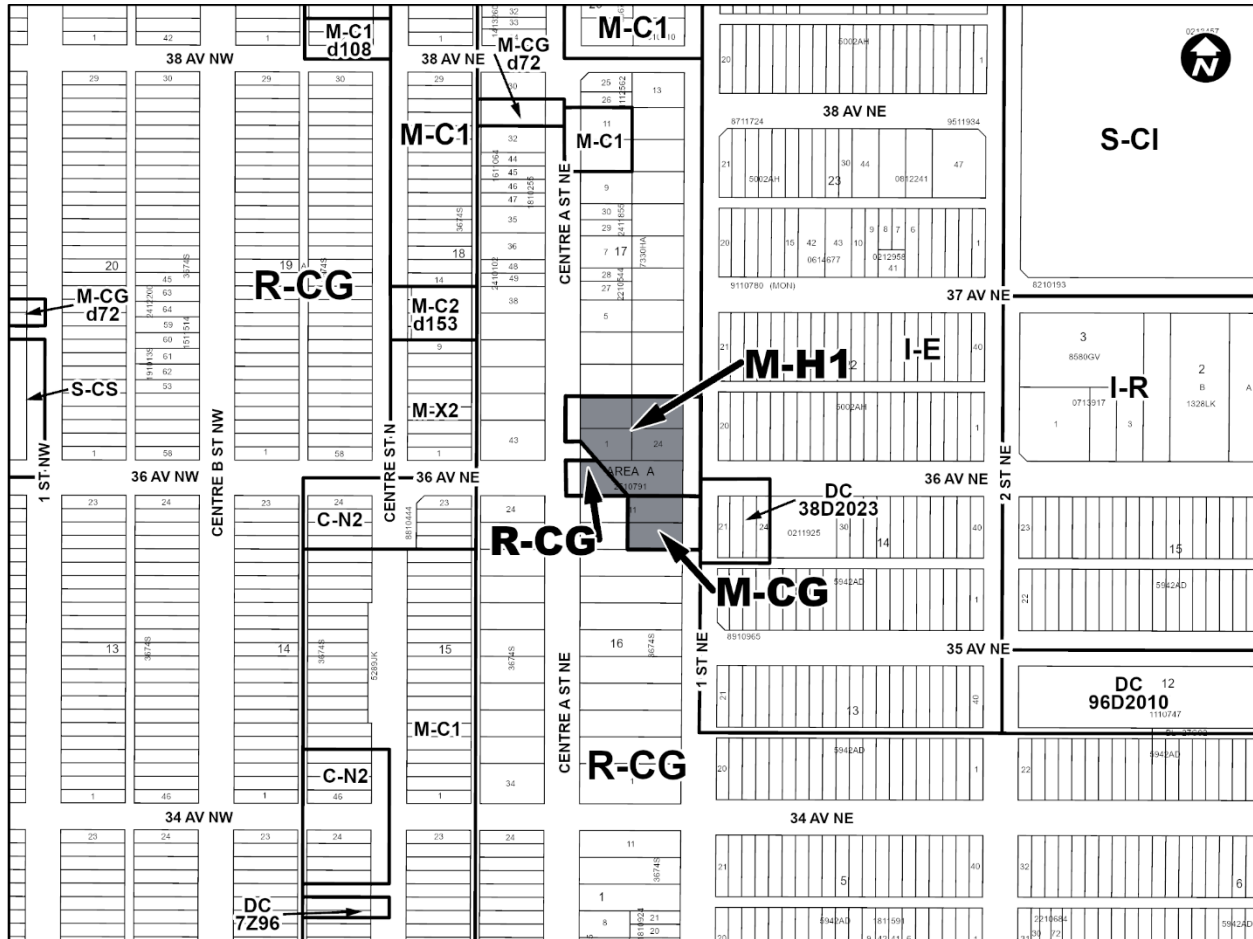
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2024-0139/CPC2025-0570  
BYLAW NUMBER 125D2025

## SCHEDULE B





**Land Use Amendment in Martindale (Ward 5) at 43 Martindale Drive NE, LOC2024-0209**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.55 hectares  $\pm$  (1.35 acres  $\pm$ ) located at 43 Martindale Drive NE (Plan 8711334, Block 10, Lot 18) from the Special Purpose – Community Institution (S-CI) District to Multi-Residential – High Density Low Rise (M-H1) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council give three readings to **Proposed Bylaw 126D2025** for the redesignation of 0.55 hectares  $\pm$  (1.35 acres  $\pm$ ) located at 43 Martindale Drive NE (Plan 8711334, Block 10, Lot 18) from the Special Purpose – Community Institution (S-CI) District to Multi-Residential – High Density Low Rise (M-H1) District.

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to Multi-Residential – High Density Low Rise (M-H1) District to enable the development of six storey multi-residential development.
- The proposal is in keeping with the relevant policies of the *Municipal Development Plan* (MDP) and *Saddle Ridge Area Structure Plan* (ASP).
- What does this mean to Calgarians? The proposed M-H1 District would allow for increased housing choice within the community and more efficient use of existing infrastructure, public amenities and transit.
- Why does this matter? The proposal will facilitate the development of a Residential Care and Assisted Living development.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This land use application, in the northeast community of Martindale, was submitted by Olympia Planning on behalf of the landowner Dashmesh Culture Centre (DCC) on 2024 August 20. The 0.55 hectare site is currently vacant and under the control of the DCC which also owns and operates the Sikh temple that is located on the adjacent parcel at 135 Martindale Boulevard NE. Built in 1987, the temple has served as a major cultural and social hub for the Sikh community based in the Calgary metropolitan region. Administration is currently reviewing an additional land use amendment (LOC2024-0210) for the parcel located at 61 Martindale Drive, that will facilitate the development of 24 transitional housing units which will be utilized by distressed families and visiting clergy who have been invited for an extended stay by the DCC. The applications were both submitted as a part of an overall plan that is intended to facilitate a comprehensive development that along with the existing temple site will transform the area into a cultural and social hub for the local Sikh community.

**Land Use Amendment in Martindale (Ward 5) at 43 Martindale Drive NE, LOC2024-0209**

No development permit application has been submitted at this time, however, as noted in the Applicant Submission (Attachment 2), the applicant intends to build a 6 storey multi-residential development that will be used as both a Residential Care and Assisted Living development. The DCC intends to allocate 50 percent of the 92 proposed units towards full time care, 30 percent towards assisted living and 20 percent towards independent living residences, all of which will be provided at below market rents. The development will be jointly funded by private donations and the Province of Alberta.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant held a virtual meeting with the Ward 5 Councillor and Martindale Community Association (CA) on 2025 February 28. Additionally, they held an engagement session during Vaisakhi celebrations on 2025 May 11, at Prairie Winds Park in NE Calgary to discuss the application with members of the temple congregation. The Applicant Outreach Report can be found in Attachment 3.

**City-Led Outreach**

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

The Martindale CA did not provide any comments to the initial circulation. The CA was contacted prior to the completion of this report and no comments have been received to date.

Administration received seven responses in opposition from the public. The comments are summarized below:

- height, including shadowing and loss of sunlight;
- increase in density;
- parking and traffic impacts; and
- loss of privacy.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposed development is in alignment with relevant MDP policies that are applicable for the subject site. The future building and site design, including landscaping and parking will be reviewed and determined through review of the development permit.

Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 05

ISC: UNRESTRICTED  
CPC2025-0151  
Page 3 of 3

**Land Use Amendment in Martindale (Ward 5) at 43 Martindale Drive NE, LOC2024-0209**

---

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 land use district would allow for high density residential development. The proposed change will better accommodate the housing needs of different age groups, lifestyles and demographics. It will also help to facilitate the creation of a social and cultural hub for the community as the development will be integrated with the existing temple located north of the site and proposed social organization directly to the east.

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

**Economic**

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

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. **Proposed Bylaw 126D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background

The subject site is located in the northeast community of Martindale, on the corner of Martinview Road NE and Martindale Drive NE, adjacent to the Dashmesh Culture Centre and Ecole la Mosaïque school respectively. The site is approximately 0.55 hectares in size (1.35 acres) and is approximately 100 metres wide by 55 metres deep. The site fronts onto Martindale Drive NE with primary vehicular access taking place from the street via a shared driveway.

Surrounding development is characterized by a mix of low-density residential development and institutional uses which includes Ecole la Mosaïque, a French immersion school, to the west and places of worship to the east and north respectively. The site has two transit stops located in close vicinity which provides a direct connection to the Saddletowne LRT Station and the overall Primary Transit Network. Commercial development is limited within the area, but a small multi-tenant commercial complex is located approximately 300 metres (a five-minute walk) from the subject site. The main concentration of commercial uses within this area are located in the McKnight-Westwinds area which is located two kilometres to the southwest.

Martindale was established in 1983 on land that was annexed by the City of Calgary in 1961. There are approximately 4000 households within the area and is one of the most ethnically diverse neighbourhoods in Calgary. The Punjabi community has a large presence in the area as a significant number of households in the area have been identified as being a part of this ethnic cohort. Redevelopment in Martindale has been limited. This application represents one of the first major redevelopment projects since the community was first developed.

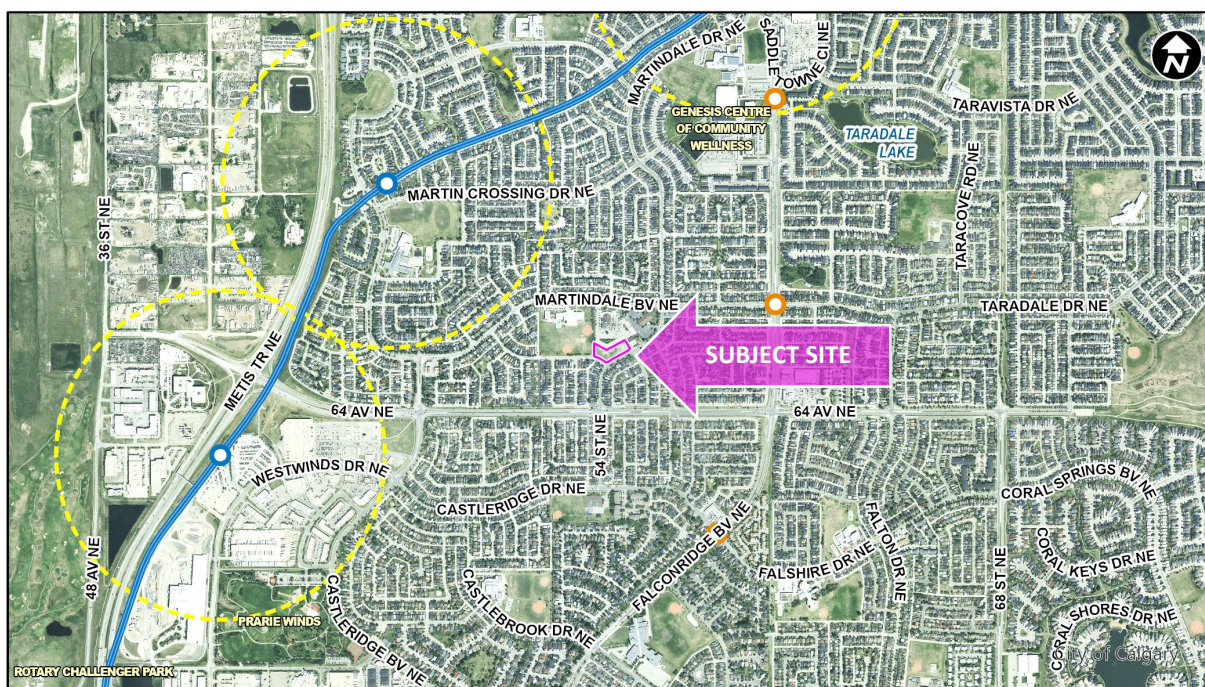
## Community Peak Population Table

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

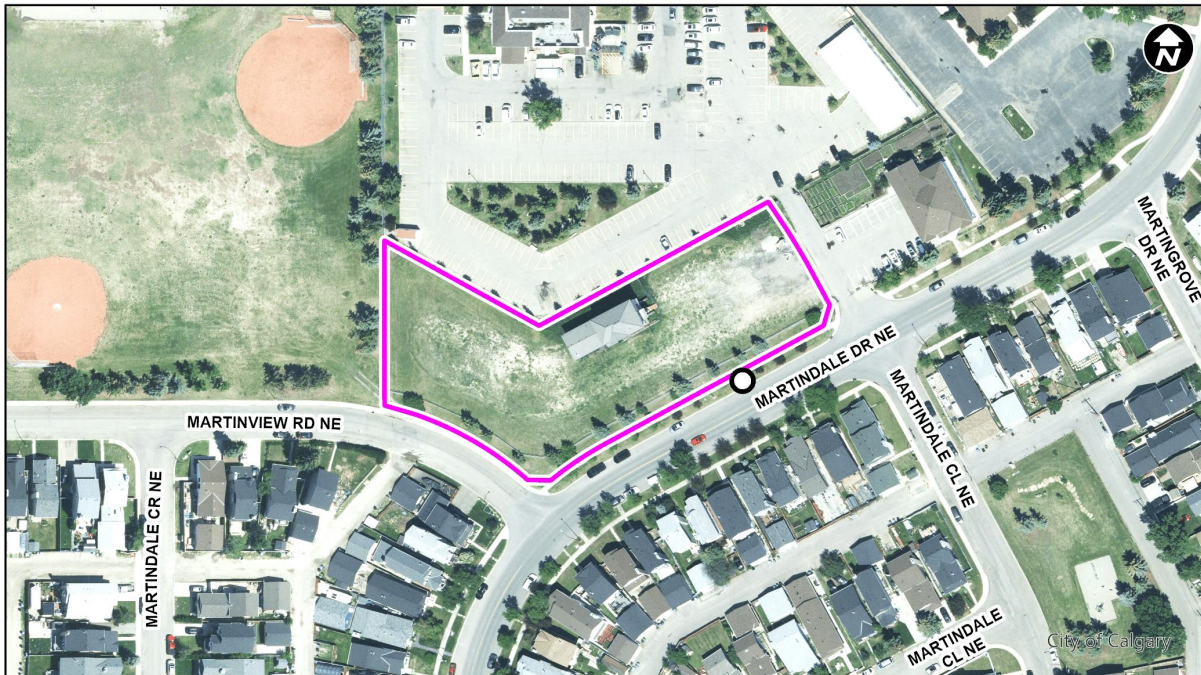
<b>Martindale</b>	
Peak Population Year	2019
Peak Population	14,905
2019 Current Population	14,905
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Special Purpose – Community Institution (S-CI) District is intended to allow for the development of a large scale cultural, place of worship, education, health and treatment facilities. There is no limitation to building height for development on this parcel when it shares a property line with a non-residential land use district. The landowner of the subject site intends to develop an assisted living and multi-residential development. The current uses provided under the S-CI District do not allow for the proposed uses, thus making the development vision unachievable for the site under its current designation.

The proposed Multi-Residential – High Density Low Rise (MH-1) District is intended to provide Multi-Residential Development in a variety of forms. The maximum height allowable in MH-1 is 26 metres, with restrictions on height and step-backs from the property line shared with special purpose districts. The minimum density in the M-H1 District is 150 units per hectare. This equates to a minimum density of 82 dwelling units. There is no maximum density provision within the district as proposed in this land use redesignation application. No development permit has been submitted at this time. However, the applicant has indicated they will be pursuing assisted living and multi-residential development that will consist of a total of 92 dwelling units.

### Development and Site Design

The rules of the proposed M-H1 District would provide the framework for future development of the site including appropriate uses, building height and massing, landscaping and parking.



Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- providing an engaging building design and interface along Martindale Drive NE;
- addressing the interface with the Dashmesh Culture Centre, including creating a strong pedestrian connection between the temple, and the proposed development on the adjacent parcel and subject site; and
- mitigating, shadowing, overlooking privacy concerns.

### **Transportation**

Pedestrian access to the site is available via the existing sidewalk along Martindale Drive NE. Future vehicular access to the site is expected to be from the existing shared driveway that is accessible from Martindale Drive NE.

The site is well served by Calgary Transit with stops available on Martindale Boulevard NE. These stops are located less than 250 metres from the subject site (a four-minute walk) and are serviced by the Route 60 (Taradale) and Route 61 Martindale (Martindale) and provides feeder route service for residents of Martindale and Taradale to connect to Saddletowne LRT station and the greater Primary Transit Network.

The Always Available for All Ages and Abilities (5A) Network indicates a future proposed multi-use pathway and on street bike network that will run along Martindale Boulevard NE and connect to 64 Avenue NE and Métis Trail NE.

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

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

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

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject parcel is located within the Residential-Developed-Established area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification in established communities to occur in a form and nature that respects the scale and character of the neighbourhood context. New development in established areas should incorporate appropriate densities, a mix of land uses and a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network.

The MDP encourages a wide variety and choice of housing forms, tenures, and affordability throughout the city to accommodate the needs of current and future Calgarians. In order to establish a Complete Community, the policy speaks to accommodating special care facilities within residential and mixed-use communities to provide for a broad range of specialized accommodation to meet a diverse array of city-wide and community needs, including nursing homes.

The proposal aligns with applicable policy directives of the Municipal Development Plan. The MH-1 District will facilitate the construction of an Assisted Living housing facility within an established community that will be developed in a manner that is sensitive to the existing context of the area. The proposed development will be in close vicinity to an array of small scale commercial uses, open space amenities and a place of worship that will help to facilitate the creation of a cultural and social hub within the community. Transit is located adjacent to the site and provides a direct connection the large transit network and major commercial uses located in the McKnight-Westwinds area.

### **Calgary Climate Strategy (2022)**

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

### **Saddle Ridge Area Structure Plan (2007)**

The subject site is located within the [Saddle Ridge Area Structure Plan](#) (ASP). The site is located within Residential Cell A of the ASP. The communities of Martindale and Taradale were included within the policy as the development pattern in these neighbourhoods were expected to extend north into Saddle Ridge.

Martindale was originally envisioned as a community that would primarily accommodate single family detached homes with ancillary land uses that would support residential development in the area. However, the ASP speaks to residential development within the greater plan area consisting of both low to medium density residential development that includes a mix of housing types and tenures.

The proposal is consistent with the applicable policies of the ASP as the proposed land use represents medium scale multi residential development that will complement existing development in the area and help facilitate the creation of a community hub anchored by the temple located on the adjacent parcel.

# Applicant Submission

2024 August 20



## APPLICANT SUBMISSION

43 MARTINDALE DRIVE NE

### Executive Summary

The subject site is a 0.55-hectare land parcel situated at 43 Martindale Drive NE in the residential community of Martindale. Dashmesh Culture Centre, the landowners of the subject parcel are seeking to develop an seniors' residence development that will be comprised of approximately 92 dwelling units, 50 percent is to be full time health care living, 30 percent assisted living units, and the remaining 20 percent is independent living residences, all provided at below market rents. This development will be jointly financed by private donations and the Province of Alberta.

### Background & Context

Dashmesh Culture Centre currently owns and operates the temple that is located at 135 Martindale Boulevard NE. Built in 1987, the temple has served as a major cultural and social hub for the Sikh Community as its population has grown significantly over the past three decades.

The proposed development is intended to be part of a comprehensive development that would be incorporated with the existing temple site and transform it into a cultural hub campus. A multi-residential social housing development is being proposed on the east adjacent parcel located at 61 Martindale Drive NE.

### Land Use & Development Vision

The land use is governed by the S-CI District and currently does not allow for the proposed development vision. Based on the development proposal and surrounding neighbourhood context, the project team is seeking to propose a land use redesignation of 43 Martindale Drive NE to a stock Multi-Residential High Density 1 District.

Based on the established urban context, the future seniors' facility is envisioned to be between 4 to 6 storeys in building height. The future building will be designed with architectural elements that intend to seamlessly integrate, contain contextual building setbacks and staggering to respect the immediate surroundings and create a comfortable pedestrian realm.

The project team is prepared to incorporate climate resilient measures to reduce the future building's long term environmental impacts and align with City Council's environmental policies.

To provide additional certainty to all stakeholders and strive towards a high-quality development outcome that is directly aligned with the proposed land use change, the project team is proposing to submit a Development Permit application concurrently, allowing both the land use change and the detailed architectural design to be reviewed together by the City Administration and stakeholders.

### Proposed Applicant-Led Stakeholder Outreach

The project team is committed to being good neighbours and engaging with the communities we build in and serve. The proposed outreach strategies considered for this project relied on the guidance of the Applicant Outreach Toolkit made available by the City of Calgary. The project team approach to applicant led stakeholder engagement is designed

AUTHOR: DINO KASPARIS, OLYMPIA PLANNING



**APPLICANT SUBMISSION**

**43 MARTINDALE DRIVE NE**

to provide opportunities for stakeholders to learn more about the development vision for the site early on and to share their thoughts which all with the intent of maintaining a respectful, inclusive, and transparent dialogue.

***Some Proposed Outreach Strategies:***

- Project landing page, website, and digital feedback forms
- A digital social media marketing plan – Instagram, Facebook, YouTube project updates
- A dedicated project phone line, voice mail and email
- Postcard mailers to be circulated 100 metres radius of parcel
- On-site notice signage
- Public drop-in information sessions
- In person and virtual meetings
- All modes of engagement to be bilingual

**Policy Review**

Municipal Development Plan – Statutory (2007)

The Municipal Development Plan (2007) is the statutory planning policy that guides development within the community. The subject parcel is located within the Residential-Developed-Established area as identified on Map 1: Urban Structure in the Municipal Development Plan (MDP). The applicable MDP policies encourage redevelopment and modest intensification in established communities to occur in a form and nature that respects the scale and character of the neighbourhood context. New development in established areas should incorporate appropriate densities, a mix of land uses and a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network.

Section 2.3.1: Housing encourages a wide variety and choice of housing forms, tenures, and affordability throughout our city to accommodate the needs of current and future Calgarians. The proposed MH-1 land use would allow for the provision of new affordable housing opportunities in a developed community. In terms of location, affordable housing projects should be located near parks, schools, recreation facilities, and commercial nodes.

Section 2.3: Complete Communities speaks to accommodating special care facilities within residential and mixed-use communities to provide for a broad range of specialized accommodation to meet a diverse array of city-wide and community needs, including nursing homes. The proposed MH-1 redesignation would facilitate the development of a new seniors housing facility within an established residential community, thus aligning with objectives outlined within this section of the MDP.

The proposal aligns with applicable policy directives of the Municipal Development Plan. The MH-1 District will facilitate the construction of a seniors housing facility that will be developed in a manner that is sensitive to the existing context of the area. The proposed development will be in close vicinity to an array of small scale commercial uses and open space amenities. Transit is located adjacent to the site and provides a direct connection the large transit network and major commercial uses located in the McKnight Westwinds area.

Saddle Ridge Area Structural Plan (ASP) – Statutory (2007)

The subject site is located within the Residential Development Cell A in the Saddle Ridge ASP policy area. The site is in the Residential land use typology according to the Land Use Policy Map. Both Martindale and Taradale

AUTHOR: DINO KASPARIS, OLYMPIA PLANNING





**APPLICANT SUBMISSION**

**43 MARTINDALE DRIVE NE**

communities were included in the policy study area due to anticipated development patterns that were extending northbound in the northeast quadrant of the city.

Martindale was initially planned for single-family homes with supporting land uses with a minimum density of 17.3 units per hectare. The ASP does allow for both low and medium-density residential built forms with diverse housing types and tenures.

The proposal aligns with ASP policies by proposing medium-scale multi-residential development that complement the existing surrounding context and contributes to a community hub near the north adjacent temple.

**Engineering Considerations**

Pedestrian access to the subject site is available from Martindale Drive NE. Primary vehicular access will be from Martindale Drive NE via a shared driveway. On-street parking is unrestricted and available for residents and visitors. The area is served by Calgary Transit bus service. Base service is provided along Martindale Boulevard NE as the Route 61 has a stop located less than 200 metres from the property, providing a direct connection to McKnight LRT station and the greater primary transit network.

The nearest major roadway to the parcel is Metis Trail, which is classified an arterial street by the MDP is located less than 600 metres from the subject site.

Water, sanitary and stormwater mains are available to service the site. The specific servicing arrangements and stormwater management shall be reviewed and evaluated in detail by the project team as part of the future development permit application.

**Conclusion**

The proposed land use will introduce innovative housing options for Calgarians looking to live, work and play in an established community in Northeast Calgary. The city currently finds itself immersed within a housing crisis. This proposal will help to provide housing to disadvantaged groups and those who require medical attention around the clock. For the reasons outlined above, we respectfully request DART, Planning Commission and Council support this land use application. Thank you for your time and consideration.

**Dino Kasparis**  
Director | Planner  
Olympia Planning  
403-401-8105 | Alberta  
226-946-8090 | Ontario

AUTHOR: DINO KASPARIS, OLYMPIA PLANNING

# Applicant Outreach Summary

2025 August 20



## WHAT WE HEARD REPORT: OUR APPLICANT OUTREACH SUMMARY – LOC2024-0209 & LOC2024-0210

### Summary

Our best practices for outreach was designed to inform, share information on the development vision and provide communication channels for interested stakeholders to share their queries and thoughts early in the review process with the intent of maintaining a respectful and transparent dialogue.

In support of the Land Use Amendment for this project, Olympia has undertaken a proactive applicant-led outreach program that was uniquely designed by the Community Assessment Outreach Tool provided by Engage Calgary. A variety of outreach strategies were implemented since October 2024 to commence a dialogue with interested parties and groups outlined in the below section, Our Community Outreach Strategy + Process.

### Our Community Outreach Strategy + Process



#### Mailing Campaign

Mailers were sent to 212 homes within 250 metres of the project site providing notification of the project and an invitation to engage the project team.



#### Notice Letter

A notice letter was sent to the Martindale Community Association and Ward Councilor's Office providing a project overview, reasons for the application of Land Use Amendment and to welcome any questions and continued dialogue.



#### Phone, Voicemail & Email

A phone line equipped with voicemail, email address and a QR code was shared with stakeholders to provide a direct communication channel to reach the project team.



#### Distanced + Face-to-Face Meetings

The project team completed in-person engagement during the Vaisakhi celebration at Prairie Winds Park in May 2025. The project team also was prepared to virtually meet with Ward Councilor and interested stakeholders to share project information, foster and continue conversations.

WHAT WE HEARD REPORT: OUR APPLICANT OUTREACH SUMMARY – LOC2024-0209 / LOC2024-0210





WHAT WE HEARD REPORT: OUR APPLICANT OUTREACH SUMMARY –  
LOC2024-0209 & LOC2024-0210

## Comment Themes + Our Responses

### Stakeholder Feedback + What We Heard

To date, through our Inbound engagement strategy, the project team has received a total of 14 responses from community members providing feedback in the form of phone calls, emails and text messages. Of those 14 responses submitted, 4 raised concerns, 4 provided support for the redesignation and the remainder raised procedural questions.

The project team notified the Ward 13 Office and the Martindale Community Association to share an overview of these Land Use Amendments. The Ward 13 Office met with the project team in November 2024 and provided feedback correspondence.

With the help of the Dashmesh Culture Centre, the project team hosted a large-scale in-person engagement session on May 10, 2025 at the Vasakhi parade celebration held outdoors at the Prairie Winds Park. This engagement session was intended to connect directly to community members that would not normally engage through traditional indirect inbound strategies. Interested participants that attended the event were able to read and view various digital and non-digital project information and have discussions regarding the development visions with project team members and attending city planning staff were present to respond to procedural questions and help with language translation. Feedback forms and sign-up sheets were provided for all interested participants who wished to provide their feedback at or after the event. The projected attendance at the Vasakhi parade celebration was approximately 150,000 people.

The project team communicated to every respondent that the Land Use Amendments, if approved, would provide the legal framework for the developer to exercise an option to submit development permits for both subject parcels in the future. When development permits are to be formally submitted to the City, interested parties would be notified and given subsequent opportunities to participate again in the public process.

The project team is pleased to keep the communication lines open throughout the entire review process and will update the City Administration, Planning Commission and Council on any subsequent feedback that is received.

Project feedback received thus far has been categorized into 5 comment themes. Each common theme highlighted begins with an outline of what the project team has heard and subsequently provides the project team's response.

### Comment Themes

- Density
- Development Rights
- Parking
- Traffic Congestion
- Building Height

#### Density

##### *What We Heard*

Some respondents were concerned that, if approved, these land use amendments would introduce proliferation of higher density developments in Martindale. These respondents felt that this would bring negative social impacts to the community and consume scarce community resources.

##### *Our Response*

The project team acknowledges the perspective by residents relating to intensification in the immediate area. The City of Calgary's Municipal Development Plan (MDP), encourages more housing options and intensification provided it is done modestly to be contextually sensitive to the established context. The number of dwelling units on the site would be

WHAT WE HEARD REPORT: OUR APPLICANT OUTREACH SUMMARY – LOC2024-0209 / LOC2024-0210



**WHAT WE HEARD REPORT: OUR APPLICANT OUTREACH SUMMARY –  
LOC2024-0209 & LOC2024-0210**

controlled by the parcel area size, proportional building height and mandatory landscape plan requirements set by the land use bylaw.

It was confirmed during the review that there are no upgrades to existing service connections that are necessary to accommodate the initial dwelling unit count.

Further discussion regarding building and site design will be essential to refine the building and site design for these future developments to ensure density is balanced with community needs.

### **Development Rights**

#### ***What We Heard***

Some respondents questioned whether these future developments could be relocated elsewhere in the Martindale community or elsewhere in the city.

#### ***Our Response***

In response to this inquiry, the project team recited the development vision of Dashmesh to establish a cultural hub by incorporating the future developments with the north adjacent existing gurdwara temple site at 135 Martindale Boulevard NE. Such options to relocate development visions can be problematic for Dashmesh Culture Centre if the organization may not own other lands in the community and each potential site is evaluated separately on its own planning merits based on governing planning policies, established contexts and unique site constraints. The project team does acknowledge the frustration by affected residents that may be located nearby and emphasize that future designs of these developments are subject to be refined through conversations that occur during the public process.

### **Parking**

#### ***What We Heard***

Some respondents were concerned about the parking supply for these two future developments.

#### ***Our Response***

In response to this concern, future redevelopment on these sites would need to supply the minimum number of motor vehicle parking stalls, bicycle and visitor stalls entirely within the boundaries of the private land prescribed in Calgary's land use bylaw. The final number of parking stalls will be determined based on the dwelling unit count and detailed site plan and building design proposed on the development permit submission. The presence of the Route 61 Transit bus that runs along Martindale Drive NE would help connect future residents to both Martindale and McKnight/Westwinds LRT stations and all areas of the city. The project team also acknowledges parking requirements may change dramatically over time and may impact the future design of the development based on the future Calgary zoning code. In attempt to conserve space both developments will contain a mixture of underground and surface parking facilities that will be shared with the existing Dashmesh gurdwara temple site at 135 Martindale Boulevard NE.

### **Traffic Impact**

#### ***What We Heard***

Some respondents shared concern over potential negative impacts from increased residential traffic upon the existing street network in the immediate area in Martindale.

#### ***Our Response***

The project team recognizes concerns related to potential traffic impact resulting from any approved development proposal. A fundamental question hinged on whether the local transportation network has the appropriate infrastructure and capacity to service both proposed redesignations. It was determined that through the formal application review process, the City of

WHAT WE HEARD REPORT: OUR APPLICANT OUTREACH SUMMARY – LOC2024-0209 / LOC2024-0210



**WHAT WE HEARD REPORT: OUR APPLICANT OUTREACH SUMMARY –  
LOC2024-0209 & LOC2024-0210**

Calgary determined Martindale DR NE has sufficient capacity to support both the future assisted living and multi-unit social housing developments. The following additional items are noteworthy to mention:

- The project team was not required to submit traffic impact assessments or parking studies or make any upgrades to public assets.
- The project team may be requested to submit a parking study at the DP stage.
- Mobility affirms these sites are well serviced by existing transit service located nearby along Martindale BV NE and are well connected to both Martindale and McKnight/Westwinds LRT platforms.
- Mobility has informed the project team that Calgary Transit will consider adding a new Calgary Transit bus route and new bus shelter along Martindale DR NE that would service both new developments in the future. (LOC2024-0209)

### **Building Height**

#### ***What We Heard***

The ward office provided feedback to the project team with concerns regarding proposed building height.

#### ***Our Response***

The project team acknowledges Dashmesh is open to considering alternative building design outcomes to minimize building height concerns by implementing building step-backs, reducing building floor plates on higher floors, careful application of exterior materials and colouring and testing preliminary designs against shadow studies to ensure no shadows are cast above residential parcels located on the south block of Martindale Drive NE. These discussions will continue at the DP review stage to further refine designs.

#### **Our Philosophy to Applicant-Led Outreach**

Since no single design solution can satisfy all stakeholders involved, the project team cannot integrate everything suggested by all neighbours. As a result, our promise is to continue to be open and transparent about how we reach our conclusions while cultivating a constructive dialogue and we are pleased to abide by Council's visions for the areas and communities we serve.

WHAT WE HEARD REPORT: OUR APPLICANT OUTREACH SUMMARY – LOC2024-0209 / LOC2024-0210

# PROPOSED

CPC2025-0151  
ATTACHMENT 4

## BYLAW NUMBER 126D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0209/CPC2025-0151)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

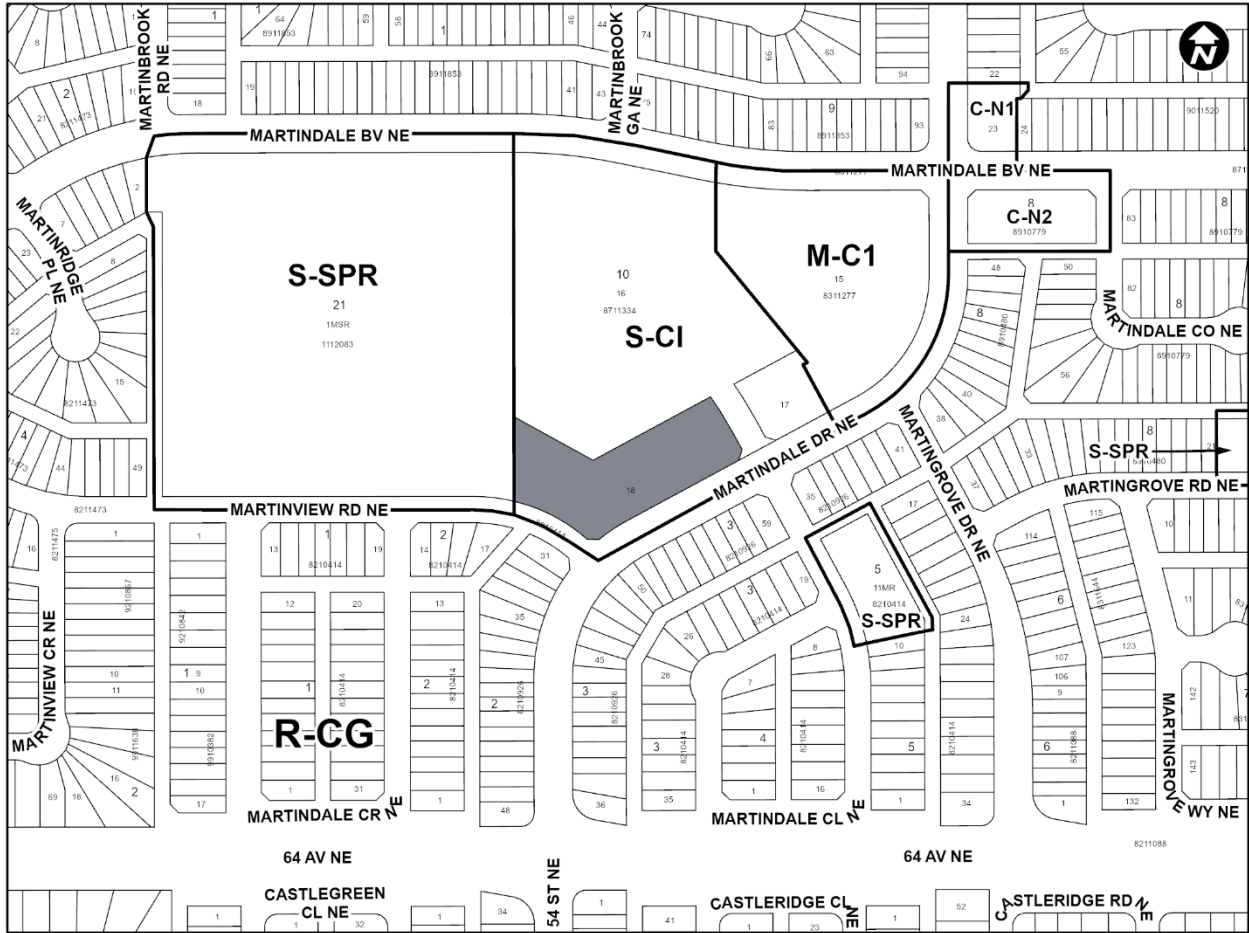
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2024-0209/CPC2025-0151  
BYLAW NUMBER 126D2025

## SCHEDULE A



# PROPOSED

AMENDMENT LOC2024-0209/CPC2025-0151  
BYLAW NUMBER 126D2025

## SCHEDULE B





**Land Use Amendment in Martindale (Ward 5) at 61 Martindale Drive NE, LOC2024-0210**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.15 hectares  $\pm$  (0.37 acres  $\pm$ ) located at 61 Martindale Drive NE (Plan 8711334, Block 10, Lot 17) from the Special Purpose – Community Institution (S-CI) District to Direct Control (DC) District to accommodate a multi-residential development and social organization use, with guidelines (Attachment 4).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council give three readings to **Proposed Bylaw 127D2025** for the redesignation of 0.15 hectares  $\pm$  (0.37 acres  $\pm$ ) located at 61 Martindale Drive NE (Plan 8711334, Block 10, Lot 17) from the Special Purpose – Community Institution (S-CI) District to Direct Control (DC) District to accommodate a multi-residential development and social organization use, with guidelines (Attachment 4).

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to a Direct Control District based off the Multi-Residential – High Density Low Rise (M-H1) District to enable the development of a four storey multi-residential development. Additionally, a portion of the building will be utilized as a Social Organization that will be operated by the Dashmesh Culture Centre (DCC).
- The proposal is in keeping with the relevant policies of the *Municipal Development Plan* (MDP) and *Saddle Ridge Area Structure Plan* (ASP).
- What does this mean to Calgarians? The proposed M-H1 District would allow for increased housing choice within the community and more efficient use of existing infrastructure, public amenities and transit.
- Why does this matter? The proposal will create 24 housing units (in a variety of formats) in the community of Martindale as well as help to facilitate the creation of a cultural and social hub in the community.
- A Development Permit application has been submitted and is currently under review.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This land use application, in the northeast community of Martindale, was submitted by Olympia Planning on behalf of the landowner Dashmesh Culture Centre (DCC) on 2024 August 20. The 0.15 hectare site is currently developed with a single detached dwelling that is utilized by the DCC which also owns and operates the Sikh temple that is located on the adjacent parcel at 135 Martindale Boulevard NE. Built in 1987, the temple has served as a major cultural and social hub for the Sikh community based in the Calgary metropolitan region. The proposed development is intended to be a part of a comprehensive development that would be incorporated with the existing temple site and with the intent to transform the area into a cultural

**Land Use Amendment in Martindale (Ward 5) at 61 Martindale Drive NE, LOC2024-0210**

hub. Administration is currently reviewing a land use amendment (LOC2024-0209) for the parcel located at 43 Martindale Drive NE that will facilitate the development of a six storey transitional housing development that will consist of approximately 92 dwelling units that will be used as both Residential Care and Assisted Living.

At present, there is no stock land use district in the land use bylaw (1P2007) that allows for both Multi-Residential Development and a Social – Organization use to co-exist under the same designation. As a result, a Direct Control (DC) District (Attachment 4) is required due to the unique circumstance where a non-profit organization intends to build both a multi-unit affordable housing project and create a formal gathering place for members of the DCC congregation to assemble for social and cultural activities and have offices allocated for use by the committee that administers the temple.

A development permit application (DP2025-00256) for a four storey multi-residential development has been submitted and is currently under review. As indicated in the Applicant's Submission (Attachment 2), the future development will contain a total of 24 transitional housing units that will be used for short term tenures for both families seeking temporary shelter and travelling members of the clergy associated with the DCC. For the purposes of this report, transitional housing units refers to Multi-Residential Development, including Assisted Living, and Residential Care, or a combination thereof, provided as affordable housing units. The ground floor of the development will be utilized by the DCC for a Social Organization use that is directly tied to the DCC. The development will be jointly funded by private donations and the Province of Alberta.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant held a virtual meeting with the Ward 5 Councillor and Martindale Community Association (CA) on 2025 February 28. Additionally, they held an engagement session on 2025 May 11 at Prairie Winds Park during Vaisakhi celebrations to discuss the application with members of the temple congregation. The Applicant Outreach Report can be found in Attachment 3.

**City-Led Outreach**

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

**Land Use Amendment in Martindale (Ward 5) at 61 Martindale Drive NE, LOC2024-0210**

No comments from the Martindale Community Association (CA) were received. Administration contacted the CA to follow up and no response was received.

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

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposed development is in alignment with relevant MDP policies that are applicable for the subject site. The future building and site design, including landscaping and parking will be reviewed and determined at the development permit stage.

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

**IMPLICATIONS**

**Social**

The proposed land use district would allow for high density residential development. The proposed change will better accommodate the housing needs of different age groups, lifestyles and demographics. It will also help to facilitate the creation of a social and cultural hub for the community.

**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 this site with applicable climate strategies are being explored and encouraged at the development permit stage.

**Economic**

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

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 05

ISC: UNRESTRICTED  
CPC2025-0158  
Page 4 of 4

**Land Use Amendment in Martindale (Ward 5) at 61 Martindale Drive NE, LOC2024-0210**

---

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. **Proposed Bylaw 127D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background

The subject site is located in the northeast community of Martindale, mid-block on the north side of Martindale Drive NE, adjacent to the Dashmesh Culture Centre and Ecole la Mosaïque school respectively. The site is approximately 0.15 hectares in size (0.37 acres) and is approximately 37 metres wide by 36 metres deep. The site fronts onto Martindale Drive NE with primary vehicular access from the street via a shared driveway.

Surrounding development is characterized by a mix of low-density residential development and institutional uses which include Ecole la Mosaïque, a French immersion school located 300 metres (a five-minute walk) to the west, and places of worship to the east and north of the subject site. The site has two transit stops located in close vicinity which provides a direct connection to the Saddletowne LRT Station and the overall Primary Transit Network. Commercial development is limited within the area, however, a small multi-tenant commercial complex is located approximately 275 metres (a five-minute walk) from the subject site. The main concentration of commercial uses within this area are located in the McKnight-Westwinds area which is located two kilometres to the southwest.

Martindale was established in 1983 on land that was annexed by the City of Calgary in 1961. There are approximately 4000 households within the area and is one of the most ethnically diverse neighbourhoods in Calgary. The Punjabi community has a large presence in the area as several households in the area identify as being a part of this ethnic cohort. Redevelopment in Martindale has been limited. This application represents one of the first major redevelopment projects since the community was first developed.

## Community Peak Population Table

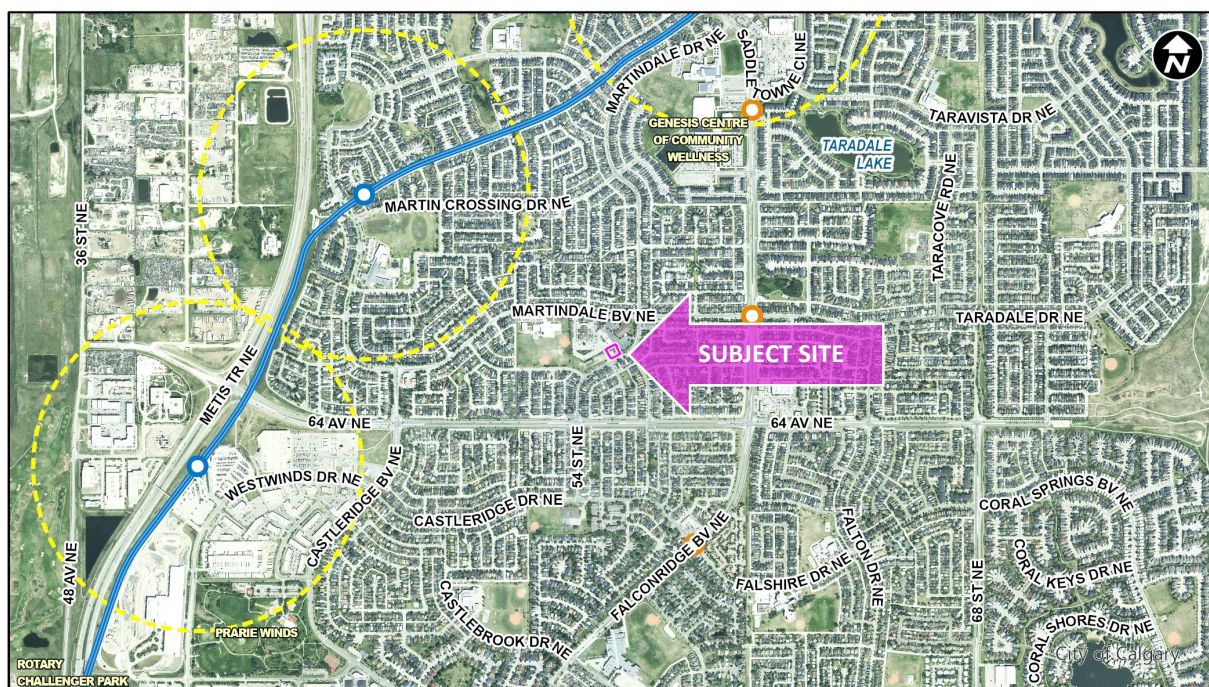
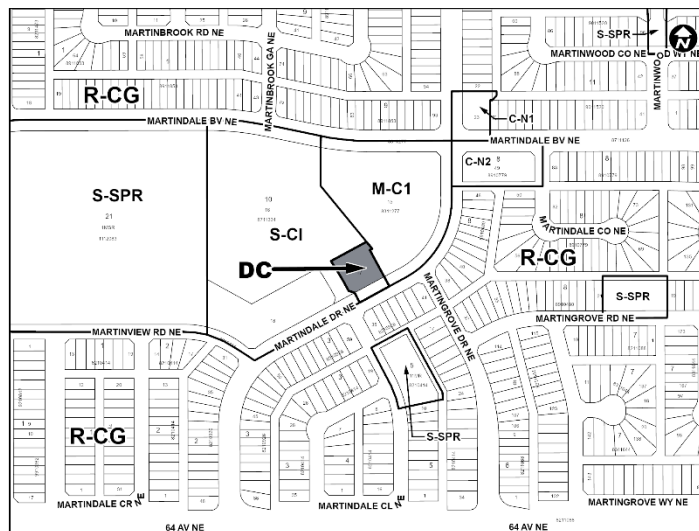
As identified below, the community of Martindale reached its peak population in 2019.

<b>Martindale</b>	
Peak Population Year	2019
Peak Population	14,905
2019 Current Population	14,905
Difference in Population (Number)	0
Difference in Population (Percent)	0%

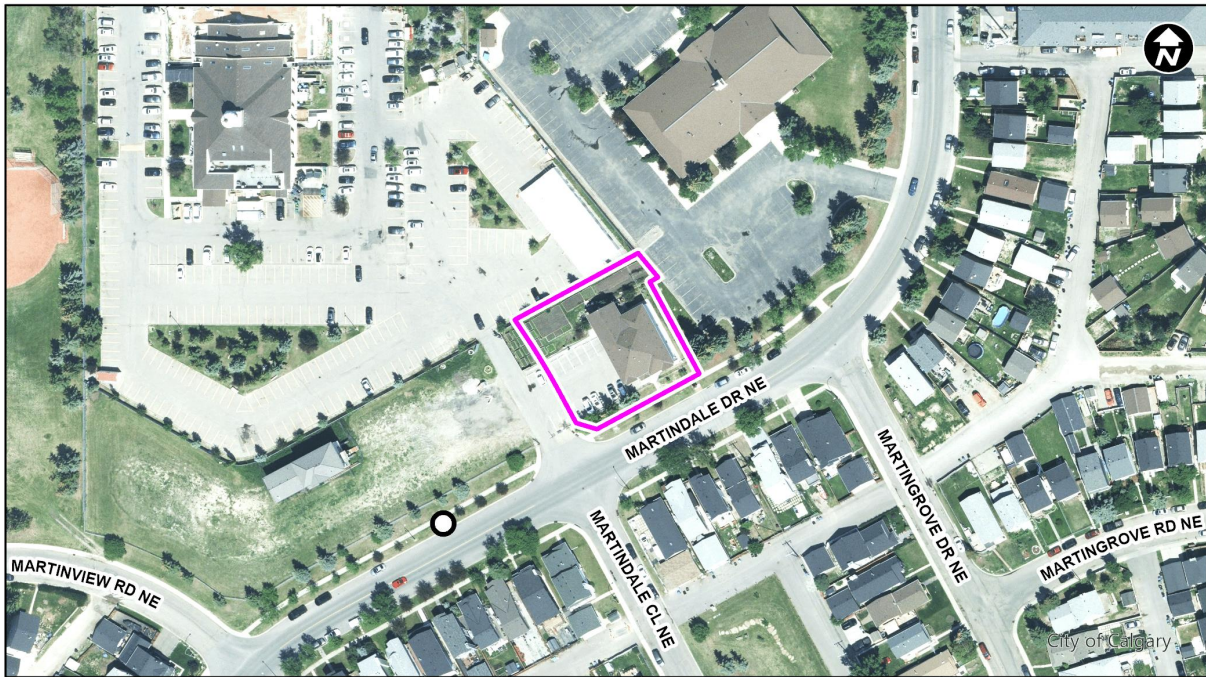
Source: *The City of Calgary 2019 Civic Census*

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









## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Special Purpose – Community Institution (S-CI) District is intended to allow for the development of large scale cultural, place of worship, education, and health and treatment facilities. There is no limitation to building height for development on this parcel when it shares a property line with a non-residential land use district. The landowner of the subject site intends to develop a multi-residential development with a Social Organization use located within the principal building. The current land uses provided under the S-CI District do allow for a Social Organization use. However, a Multi-Residential use within a new development is not allowed under the current district, thus making the development vision for transitional housing unachievable for the site under its current land use designation.

The proposed Direct Control (DC) District is based on the Multi-Residential – High Density Low Rise (MH-1) District with the added discretionary use of Social Organization. The maximum height allowable in the MH-1 District is 26 metres, with restrictions on height and step-backs from the property line shared with special purpose districts. The minimum density in the M-H1 District is 150 units per hectare. This equates to a minimum density of 22 dwelling units. There is no maximum density provision within the district. A Development Permit application for a transitional housing development consisting of a total of 24 dwelling units as well as a Social Organization use on the ground floor has been submitted and is currently under review by Administration.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary. The DC District provides for the applicant's proposed development with consideration of a unique circumstance where a Multi-Residential use is proposed in conjunction with a Social Organization use within the same building. The same result could not be achieved using a standard land use district in the Land Use Bylaw 1P2007. The rules of the Multi-Residential – High Density Low Rise (M-H1) District will be used to evaluate all future development on the site in terms of height, density, setbacks, landscaping and parking.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district.

### **Development and Site Design**

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

- providing an engaging building design and interface along Martindale Drive NE;
- addressing the interface with the Dashmesh Culture Centre, and creating a strong pedestrian connection between the temple and the proposed development on the adjacent parcel and subject site; and
- mitigating shadowing and overlooking privacy concerns.

### **Transportation**

Pedestrian access to the site is available via the existing sidewalk along Martindale Drive NE. Future vehicular access to the site is expected to be from the existing shared driveway that is accessible from Martindale Drive NE.

The site is well served by Calgary Transit with stops available on Martindale Boulevard NE. These stops are located less than 150 metres from the subject site (a two-minute walk) and are serviced by Route 60 (Taradale) and Route 61 (Martindale) and provides feeder route service for residents of Martindale and Taradale to connect to Saddletowne LRT Station and the greater Primary Transit Network.

The Always Available for All Ages and Abilities (5A) Network indicates a future proposed multi-use pathway and on-street bike network that will run along Martindale Boulevard NE and connect to 64 Avenue NE and Métis Trail NE.

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

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

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

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject parcel is located within the Residential-Developed-Established area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification in established communities to occur in a form and nature that respects the scale and character of the neighbourhood context. New development in established areas should incorporate appropriate densities, a mix of land uses and a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network.

The MDP encourages a wide variety and choice of housing forms, tenures, and affordability throughout the city to accommodate the needs of current and future Calgarians. In order to establish a complete community, the policy speaks to accommodating special care facilities within residential and mixed-use communities to provide for a broad range of specialized accommodation to meet a diverse array of city-wide and community needs, including nursing homes.

The proposal aligns with applicable policy directives of the Municipal Development Plan. The Direct Control (DC) District will facilitate the construction of 24 transitional housing units that will be located within a small scale multi-residential building as well as ground floor space for a social organization that is directly tied to the Dashmesh Culture Centre. The proposed development will be in close vicinity to an array of small-scale commercial uses and open space amenities. Transit is located adjacent to the site and provides a direct connection the large transit network and major commercial uses located in the McKnight-Westwinds area.

### **Calgary Climate Strategy (2022)**

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

### **Saddle Ridge Area Structure Plan (2007)**

The subject site is located within the [Saddle Ridge Area Structure Plan](#) (ASP). The site is located within Residential Cell A of the ASP. The communities of Martindale and Taradale were included within the policy as the development pattern in these neighbourhoods were expected to extend north into Saddle Ridge.

Martindale was originally envisioned as a community that would primarily accommodate single detached homes with ancillary land uses that would support residential development in the area.

However, the ASP speaks to residential development within the greater plan area consisting of both low to medium density residential development that includes a mix of housing types and tenures.

The proposal is consistent with the applicable policies of the ASP as the proposed land use represents medium scale multi-residential development that will complement existing development in the area and help facilitate the creation of a community hub anchored by the temple located on the adjacent parcel.

# Applicant Submission

2024 August 20



## APPLICANT SUBMISSION

61 MARTINDALE DRIVE NE

### Executive Summary

The subject site is a 0.15 hectare land parcel situated at 61 Martindale Drive NE in the residential community of Martindale. Dashmesh Culture Centre, the landowners of the subject parcel are seeking to develop a multi-residential housing development that will be comprised of approximately 24 dwelling units. The future residents will utilize this development for short term tenures and be intended for both distressed families seeking temporary shelter and travelling members of clergy associated with the Dashmesh Culture Centre's place of worship located at 135 Martindale DR NE. Additionally, a portion of the future development will consist of a Social Organization characterized as supporting office space to support the daily operations of the Dashmesh Cultural Centre. This development will be jointly financed by private donations and the Canadian Mortgage Housing Corporation (CMHC).

### Background & Context

Dashmesh Culture Centre currently owns and operates the temple that is located at 135 Martindale Boulevard NE. Built in 1987, the temple has served as a major cultural and social hub for the Sikh Community as its population has grown significantly over the past three decades.

The proposed development is intended to be part of a comprehensive development that would be incorporated with the existing temple site and transform it into a cultural hub campus. A senior's residential development is being proposed on the west adjacent parcel located at 43 Martindale Drive NE.

### Land Use & Development Vision

The land use is governed by the S-CI District and currently does not allow for the proposed development vision. Based on the development proposal and surrounding neighbourhood context, the project team is seeking to propose a land use redesignation of 61 Martindale Drive NE to a Direct Control Bylaw that is based on the stock Multi-Residential High Density 1 District with the additional discretionary use of Social Organization.

At present, there is no stock land use district in the 1P2007 LUB that allows for both multi-residential and social organization to co-exist in the same designation. The extreme rare occurrence that a non-profit organization is to build a multi-unit affordable housing and incorporate ancillary administrative functions in the same building is the unique feature that requires special land use regulations that can only be considered by Council.

Based on the established urban context, the future transitional housing development is envisioned to be between 3 to 5 storeys in building height. The future building will be designed with architectural elements that intend to seamlessly integrate, contain contextual building setbacks and staggering to respect the immediate surroundings and create a comfortable pedestrian realm.

As part of the CMHC mortgage funding model, the project team is prepared to incorporate climate resilient measures to achieve a number of social outcomes which includes reducing the future building's long term environmental impacts which aligns with City Council's climate resiliency policies.

To provide additional certainty to all stakeholders and strive towards a high-quality development outcome that is directly aligned with the proposed land use change, the project team is proposing to submit a Development Permit

AUTHOR: DINO KASPARIS, OLYMPIA PLANNING





#### APPLICANT SUBMISSION

61 MARTINDALE DRIVE NE

application concurrently, allowing both the land use change and the detailed architectural design to be reviewed together by the City Administration and stakeholders.

#### Proposed Applicant-Led Stakeholder Outreach

The project team is committed to being good neighbours and engaging with the communities we build in and serve. The proposed outreach strategies considered for this project relied on the guidance of the Applicant Outreach Toolkit made available by the City of Calgary. The project team approach to applicant led stakeholder engagement is designed to provide opportunities for stakeholders to learn more about the development vision for the site early on and to share their thoughts which all with the intent of maintaining a respectful, inclusive, and transparent dialogue.

#### *Some Proposed Outreach Strategies:*

- Project landing page, website, and digital feedback forms
- A digital social media marketing plan – Instagram, Facebook, YouTube project updates
- A dedicated project phone line, voice mail and email
- Postcard mailers to be circulated 100 metres radius of parcel
- On-site notice signage
- Public drop-in information sessions
- In person and virtual meetings
- All modes of engagement to be bilingual

#### Policy Review

##### Municipal Development Plan (MDP) - Statutory (2007)

The Municipal Development Plan (2007) is the statutory planning policy that guides development within the community. The subject parcel is located within the Residential-Developed-Established area as identified on Map 1: Urban Structure in the Municipal Development Plan (MDP). The applicable MDP policies encourage redevelopment and modest intensification in established communities to occur in a form and nature that respects the scale and character of the neighbourhood context. New development in established areas should incorporate appropriate densities, a mix of land uses and a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network.

Section 2.3.1: Housing encourages a wide variety and choice of housing forms, tenures, and affordability throughout our city to accommodate the needs of current and future Calgarians. The proposed MH-1 land use would allow for the provision of new affordable housing opportunities in a developed community. In terms of location, affordable housing projects should be located near parks, schools, recreation facilities, and commercial nodes.

Section 2.3: Complete Communities speaks to accommodating special care facilities within residential and mixed-use communities to provide for a broad range of specialized accommodation to meet a diverse array of city-wide and community needs, including transitional housing facilities. The proposed MH-1 redesignation would facilitate the development of 24 transitional housing units within an established residential community, thus aligning with objectives outlined within this section of the MDP.

AUTHOR: DINO KASPARIS, OLYMPIA PLANNING





#### APPLICANT SUBMISSION

#### 61 MARTINDALE DRIVE NE

The proposal aligns with applicable policy directives of the Municipal Development Plan. The Direct Control (DC) District will facilitate the construction of twenty transitional housing units that will be located within a small scale multi-residential building. The proposed development will be in close vicinity to an array of small-scale commercial uses and open space amenities. Transit is located adjacent to the site and provides a direct connection the large transit network and major commercial uses located in the McKnight Westwinds area.

#### Saddle Ridge Area Structural Plan (ASP) – Statutory (2007)

The subject site is located within the Residential Development Cell A in the Saddle Ridge ASP policy area. The site is in the Residential land use typology according to the Land Use Policy Map. Both Martindale and Taradale communities were included in the policy study area due to anticipated development patterns that were extending northbound in the northeast quadrant of the city.

Martindale was initially planned for single-family homes with supporting land uses with a minimum density of 17.3 units per hectare. The ASP does allow for both low and medium-density residential built forms with diverse housing types and tenures.

The proposal aligns with ASP policies by proposing medium-scale multi-residential development that complement the existing surrounding context and contributes to a community hub near the north adjacent temple.

#### **Engineering Considerations**

Pedestrian access to the subject site is available from Martindale Drive NE. Primary vehicular access will be from Martindale Drive NE via a shared driveway. On-street parking is unrestricted and available for residents and visitors. The area is served by Calgary Transit bus service. Base service is provided along Martindale Boulevard NE as the Route 61 has a stop located less than 200 metres from the property, providing a direct connection to McKnight LRT station and the greater primary transit network.

The nearest major roadway to the parcel is Metis Trail, which is classified an arterial street by the MDP is located less than 600 metres from the subject site.

Water, sanitary and stormwater mains are available to service the site. The specific servicing arrangements and stormwater management shall be reviewed and evaluated in detail by the project team as part of the future development permit application.

#### **Conclusion**

The proposed land use will introduce innovative housing options who are seeking temporary lodging in Northeast Calgary. The city currently finds itself immersed within a housing affordability crisis. This proposal will help to provide temporary residence to people who find themselves unable to securing permanent place to live. For the reasons outlined above, we respectfully request DART, Planning Commission and Council support this land use application. Thank you for your time and consideration.

AUTHOR: DINO KASPARIS, OLYMPIA PLANNING



A handwritten signature in blue ink, appearing to read 'Dino Kasparis', is written over a light blue circular background.

**Dino Kasparis**  
Director | Planner  
Olympia Planning  
403-401-8105 | Alberta  
226-946-8090 | Ontario



**APPLICANT SUBMISSION**

**61 MARTINDALE DRIVE NE**

AUTHOR: DINO KASPARIS, OLYMPIA PLANNING

# Applicant Outreach Summary

2024 August 20



## WHAT WE HEARD REPORT: OUR APPLICANT OUTREACH SUMMARY – LOC2024-0209 & LOC2024-0210

---

### Summary

Our best practices for outreach was designed to inform, share information on the development vision and provide communication channels for interested stakeholders to share their queries and thoughts early in the review process with the intent of maintaining a respectful and transparent dialogue.

In support of the Land Use Amendment for this project, Olympia has undertaken a proactive applicant-led outreach program that was uniquely designed by the Community Assessment Outreach Tool provided by Engage Calgary. A variety of outreach strategies were implemented since October 2024 to commence a dialogue with interested parties and groups outlined in the below section, Our Community Outreach Strategy + Process.

### Our Community Outreach Strategy + Process



#### **Mailing Campaign**

Mailers were sent to 212 homes within 250 metres of the project site providing notification of the project and an invitation to engage the project team.



#### **Notice Letter**

A notice letter was sent to the Martindale Community Association and Ward Councilor's Office providing a project overview, reasons for the application of Land Use Amendment and to welcome any questions and continued dialogue.



#### **Phone, Voicemail & Email**

A phone line equipped with voicemail, email address and a QR code was shared with stakeholders to provide a direct communication channel to reach the project team.



#### **Distanced + Face-to-Face Meetings**

The project team completed in-person engagement during the Vaisakhi celebration at Prairie Winds Park in May 2025. The project team also was prepared to virtually meet with Ward Councilor and interested stakeholders to share project information, foster and continue conversations.



**WHAT WE HEARD REPORT: OUR APPLICANT OUTREACH SUMMARY –  
LOC2024-0209 & LOC2024-0210**

## **Comment Themes + Our Responses**

### **Stakeholder Feedback + What We Heard**

To date, through our Inbound engagement strategy, the project team has received a total of 14 responses from community members providing feedback in the form of phone calls, emails and text messages. Of those 14 responses submitted, 4 raised concerns, 4 provided support for the redesignation and the remainder raised procedural questions.

The project team notified the Ward 13 Office and the Martindale Community Association to share an overview of these Land Use Amendments. The Ward 13 Office met with the project team in November 2024 and provided feedback correspondence.

With the help of the Dashmesh Culture Centre, the project team hosted a large-scale in-person engagement session on May 10, 2025 at the Vasakhi parade celebration held outdoors at the Prairie Winds Park. This engagement session was intended to connect directly to community members that would not normally engage through traditional indirect inbound strategies. Interested participants that attended the event were able to read and view various digital and non-digital project information and have discussions regarding the development visions with project team members and attending city planning staff were present to respond to procedural questions and help with language translation. Feedback forms and sign-up sheets were provided for all interested participants who wished to provide their feedback at or after the event. The projected attendance at the Vasakhi parade celebration was approximately 150,000 people.

The project team communicated to every respondent that the Land Use Amendments, if approved, would provide the legal framework for the developer to exercise an option to submit development permits for both subject parcels in the future. When development permits are to be formally submitted to the City, interested parties would be notified and given subsequent opportunities to participate again in the public process.

The project team is pleased to keep the communication lines open throughout the entire review process and will update the City Administration, Planning Commission and Council on any subsequent feedback that is received.

Project feedback received thus far has been categorized into 5 comment themes. Each common theme highlighted begins with an outline of what the project team has heard and subsequently provides the project team's response.

### **Comment Themes**

- **Density**
- **Development Rights**
- **Parking**
- **Traffic Congestion**
- **Building Height**

### **Density**

#### ***What We Heard***

Some respondents were concerned that, if approved, these land use amendments would introduce proliferation of higher density developments in Martindale. These respondents felt that this would bring negative social impacts to the community and consume scarce community resources.

#### ***Our Response***

The project team acknowledges the perspective by residents relating to intensification in the immediate area. The City of Calgary's Municipal Development Plan (MDP), encourages more housing options and intensification provided it is done modestly to be contextually sensitive to the established context. The number of dwelling units on the site would be

WHAT WE HEARD REPORT: OUR APPLICANT OUTREACH SUMMARY – LOC2024-0209 / LOC2024-0210



## WHAT WE HEARD REPORT: OUR APPLICANT OUTREACH SUMMARY –

LOC2024-0209 & LOC2024-0210

controlled by the parcel area size, proportional building height and mandatory landscape plan requirements set by the land use bylaw.

It was confirmed during the review that there are no upgrades to existing service connections that are necessary to accommodate the initial dwelling unit count.

Further discussion regarding building and site design will be essential to refine the building and site design for these future developments to ensure density is balanced with community needs.

### Development Rights

#### *What We Heard*

Some respondents questioned whether these future developments could be relocated elsewhere in the Martindale community or elsewhere in the city.

#### *Our Response*

In response to this inquiry, the project team recited the development vision of Dashmesh to establish a cultural hub by incorporating the future developments with the north adjacent existing gurdwara temple site at 135 Martindale Boulevard NE. Such options to relocate development visions can be problematic for Dashmesh Culture Centre if the organization may not own other lands in the community and each potential site is evaluated separately on its own planning merits based on governing planning policies, established contexts and unique site constraints. The project team does acknowledge the frustration by affected residents that may be located nearby and emphasize that future designs of these developments are subject to be refined through conversations that occur during the public process.

### Parking

#### *What We Heard*

Some respondents were concerned about the parking supply for these two future developments.

#### *Our Response*

In response to this concern, future redevelopment on these sites would need to supply the minimum number of motor vehicle parking stalls, bicycle and visitor stalls entirely within the boundaries of the private land prescribed in Calgary's land use bylaw. The final number of parking stalls will be determined based on the dwelling unit count and detailed site plan and building design proposed on the development permit submission. The presence of the Route 61 Transit bus that runs along Martindale Drive NE would help connect future residents to both Martindale and McKnight/Westwinds LRT stations and all areas of the city. The project team also acknowledges parking requirements may change dramatically over time and may impact the future design of the development based on the future Calgary zoning code. In attempt to conserve space both developments will contain a mixture of underground and surface parking facilities that will be shared with the existing Dashmesh gurdwara temple site at 135 Martindale Boulevard NE.

### Traffic Impact

#### *What We Heard*

Some respondents shared concern over potential negative impacts from increased residential traffic upon the existing street network in the immediate area in Martindale.

#### *Our Response*

The project team recognizes concerns related to potential traffic impact resulting from any approved development proposal. A fundamental question hinged on whether the local transportation network has the appropriate infrastructure and capacity to service both proposed redesignations. It was determined that through the formal application review process, the City of

WHAT WE HEARD REPORT: OUR APPLICANT OUTREACH SUMMARY – LOC2024-0209 / LOC2024-0210





**WHAT WE HEARD REPORT: OUR APPLICANT OUTREACH SUMMARY –  
LOC2024-0209 & LOC2024-0210**

Calgary determined Martindale DR NE has sufficient capacity to support both the future assisted living and multi-unit social housing developments. The following additional items are noteworthy to mention:

- The project team was not required to submit traffic impact assessments or parking studies or make any upgrades to public assets.
- The project team may be requested to submit a parking study at the DP stage.
- Mobility affirms these sites are well serviced by existing transit service located nearby along Martindale BV NE and are well connected to both Martindale and McKnight/Westwinds LRT platforms.
- Mobility has informed the project team that Calgary Transit will consider adding a new Calgary Transit bus route and new bus shelter along Martindale DR NE that would service both new developments in the future. (LOC2024-0209)

**Building Height**

***What We Heard***

The ward office provided feedback to the project team with concerns regarding proposed building height.

***Our Response***

The project team acknowledges Dashmesh is open to considering alternative building design outcomes to minimize building height concerns by implementing building step-backs, reducing building floor plates on higher floors, careful application of exterior materials and colouring and testing preliminary designs against shadow studies to ensure no shadows are cast above residential parcels located on the south block of Martindale Drive NE. These discussions will continue at the DP review stage to further refine designs.

**Our Philosophy to Applicant-Led Outreach**

Since no single design solution can satisfy all stakeholders involved, the project team cannot integrate everything suggested by all neighbours. As a result, our promise is to continue to be open and transparent about how we reach our conclusions while cultivating a constructive dialogue and we are pleased to abide by Council's visions for the areas and communities we serve.



# PROPOSED

CPC2025-0158  
ATTACHMENT 4

## BYLAW NUMBER 127D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0210/CPC2025-0158)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2024-0210/CPC2025-0158  
BYLAW NUMBER 127D2025

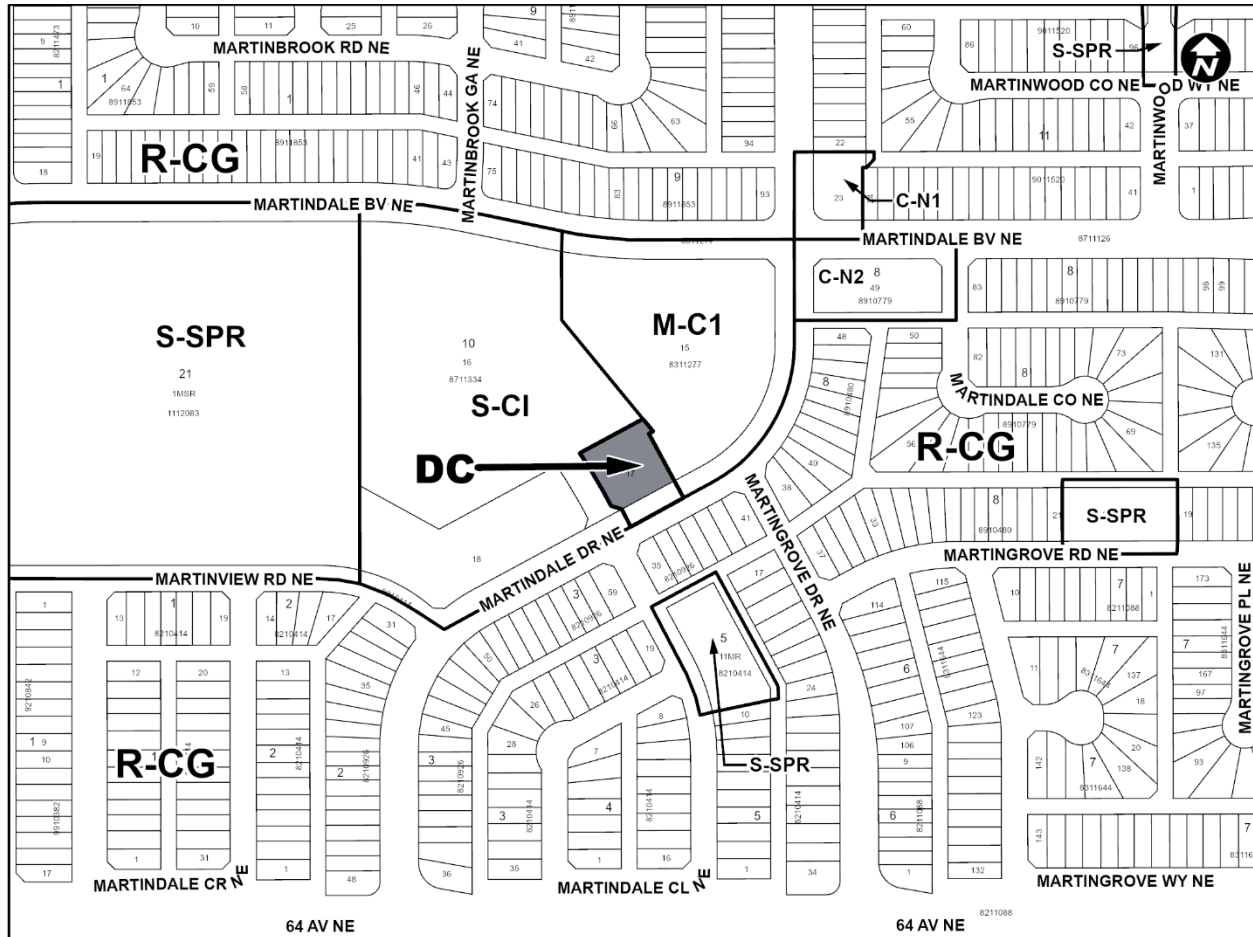
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2024-0210/CPC2025-0158  
BYLAW NUMBER 127D2025

## SCHEDULE B



### DIRECT CONTROL DISTRICT

#### Purpose

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

#### Compliance with Bylaw 1P2007

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

#### Reference to Bylaw 1P2007

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

#### Permitted Uses

- 4 The **permitted uses** of the Multi-Residential – High Density Low Rise (M-H1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

# PROPOSED

AMENDMENT LOC2024-0210/CPC2025-0158  
BYLAW NUMBER 127D2025

## Discretionary Uses

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

(a) **Social Organization.**

## Bylaw 1P2007 District Rules

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

## Relaxations

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

**Outline Plan and Land Use Amendment in Saddle Ridge (Ward 5) at 4515 – 84 Avenue NE, LOC2024-0267**

**RECOMMENDATIONS:**

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 4515 – 84 Avenue NE (Plan 6778AW, Block 17) to subdivide 1.36 hectares  $\pm$  (3.35 acres  $\pm$ ) with conditions (Attachment 2);
2. Forward this report (CPC2025-0349) to the 2025 July 15 Public Hearing of Council; and

That Calgary Planning Commission recommend that Council:

3. Give three readings to the proposed bylaw for the redesignation of 1.36 hectares  $\pm$  (3.35 acres  $\pm$ ) located at 4515 – 84 Avenue NE (Plan 6778AW, Block 17) from Special Purpose – Future Urban Development (S-FUD) District to Residential – Low Density Mixed Housing District (R-G) District, Residential – Low Density Mixed Housing District (R-Gm) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 19:**

That Council give three readings to **Proposed Bylaw 132D2025** for the redesignation of 1.36 hectares  $\pm$  (3.35 acres  $\pm$ ) located at 4515 – 84 Avenue NE (Plan 6778AW, Block 17) from Special Purpose – Future Urban Development (S-FUD) District to Residential – Low Density Mixed Housing District (R-G) District, Residential – Low Density Mixed Housing District (R-Gm) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

**HIGHLIGHTS**

- This application seeks to establish a subdivision framework and redesignate lands in the community of Saddle Ridge to allow for residential development, open spaces, roadways and for the extension of servicing infrastructure onto adjacent lands.
- The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and *Saddle Ridge Area Structure Plan* (ASP).
- What does this mean to Calgarians? This proposal would allow for the development and servicing of lands surrounded by existing and developing communities, working towards the completion of this neighbourhood in Saddle Ridge.
- Why does this matter? The proposed outline plan establishes a servicing strategy, road network and open spaces that would allow for logical development and intensification of small holdings lands to contribute towards a complete community in northeast Calgary with infrastructure planned and designed to be extended as needed to allow for the development of surrounding lands.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this application.

**Outline Plan and Land Use Amendment in Saddle Ridge (Ward 5) at 4515 - 84  
Avenue NE, LOC2024-0267**

---

**DISCUSSION**

This outline plan and land use amendment application in the northeast community of Saddle Ridge was submitted on 2024 October 29 by B&A Studios on behalf of landowners Gurdev, Harmendeep, Harminder and Parmendeep Gill. The subject parcel is currently developed as a 1.36 hectare (3.35 acre) residential lot and is a part of a larger rural residential area comprised of 16 lots that are similar in size and bound by 80 Avenue NE to the south, 84 Avenue NE to the north, Métis Trail NE to the west and 52 Street NE to the east. Surrounding lands are comprised of other rural residential lots, low density residential areas, and developing cultural and institutional uses. The lands located northeast of the subject site have received land use and are currently developed with low density residential developments.

As referenced in the Applicant Submission (Attachment 3), the proposal seeks to obtain outline plan and land use approvals to accommodate low density residential development along with associated open spaces, servicing and mobility infrastructure (Attachment 4). The proposed Outline Plan (Attachment 5) anticipates a density of 29 units per hectare (12 units per acre) and a development intensity of 40 people and jobs per hectare as shown in the Proposed Outline Plan Data Sheet (Attachment 6), which meets both the MDP and ASP minimums of 20.0 units per hectare (8.0 units per acre) for new communities.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed outline plan and land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties was appropriate. In response, the applicant reached out to the Saddle Ridge Community Association (CA), the Ward 5 Councillor's Office and individual landowners to discuss the application. The Applicant Outreach Summary can be found in Attachment 7.

**City-Led Outreach**

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

The CA was circulated a copy of the application but did not provide any comments. Administration made attempts to contact the CA but did not receive a response.

No letters from interested members of the public were received in response to the circulations and notice postings on site.



Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 19

ISC: UNRESTRICTED  
CPC2025-0349  
Page 3 of 3

## Outline Plan and Land Use Amendment in Saddle Ridge (Ward 5) at 4515 - 84 Avenue NE, LOC2024-0267

---

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

### IMPLICATIONS

#### Social

The proposal would allow for a variety of housing choices in low density residential building forms, providing for a range of housing opportunities. The proposal would also provide for new pedestrian infrastructure in the area.

#### Environmental

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

#### Economic

Development and servicing of this area supports Calgary's overall economic health by housing new residents within Calgary's established areas and supports more residential areas in proximity to major employment areas like the Calgary International Airport and nearby business and industrial lands.

#### Service and Financial Implications

No anticipated financial impact.

### RISK

There are no known risks associated with this proposal.

### ATTACHMENTS

1. Background and Planning Evaluation
2. **Approved** Outline Plan Conditions of Approval
3. Applicant Submission
4. Proposed Land Use Amendment Map
5. **Approved** Outline Plan
6. **Approved** Outline Plan Data Sheet
7. Applicant Outreach Summary
8. **Proposed Bylaw 132D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast community of Saddle Ridge. The site is within Cell D of the *Saddle Ridge Area Structure Plan (ASP)*. The subject site and other lands of Cell D are a developing area that was originally subdivided and developed as country residential acreages before being annexed into the City of Calgary in 1961. Redevelopment and servicing of the Cell D lands has proceeded slowly due to the fragmented land ownership pattern in the area. The overall size of this parcel is slightly smaller than others in Cell D due to a portion of it being reserved as right-of-way to accommodate the future expansion of Métis Trail NE. This dedication limits the type of development that can take place on the parcel due to less developable land being available.

Development north of 84 Avenue NE has been ongoing and is comprised of a mix of residential, commercial and open space uses that are in varying stages of development and use. A private school, Gobind Sarvar High School, is located 250 metres (a four-minute walk) northeast of the subject parcel. The development vision for this area is comprised of a variety of uses that are supported by the necessary infrastructure to ensure its long-term viability. This includes appropriate servicing for developing parcels and a street and pedestrian network that provides connectivity both within Cell D and to the entire community as a whole.

To the north, east and south of Cell D is the community of Saddle Ridge which includes several established services and amenities including the Saddletowne LRT Station, Genesis Centre and Saddletowne Crossing commercial area.

In terms of active applications in the area, an outline plan for 5.63 hectares (13.91 acres) (LOC2024-0127) was recently approved for lands located at 5029 and 5119 – 84 Avenue NE and 5220 – 80 Avenue NE. To the southeast are undeveloped residential lands that are a part of a larger outline plan (LOC2017-0382) that is under review by Administration. The larger outline plan was presented to Calgary Planning Commission (CPC) on 2024 January 24, where Commission recommended further amendments to the application. A future CPC date will be scheduled once more work is complete on that outline plan.

The subject outline plan area is approximately 1.36 hectares (3.35 acres) and is composed of one parcel. Small portions of the site are planned to be used for road right-of-way and utility easements. They are included in the outline plan but are not part of the proposed land use amendment.

## Community Peak Population Table

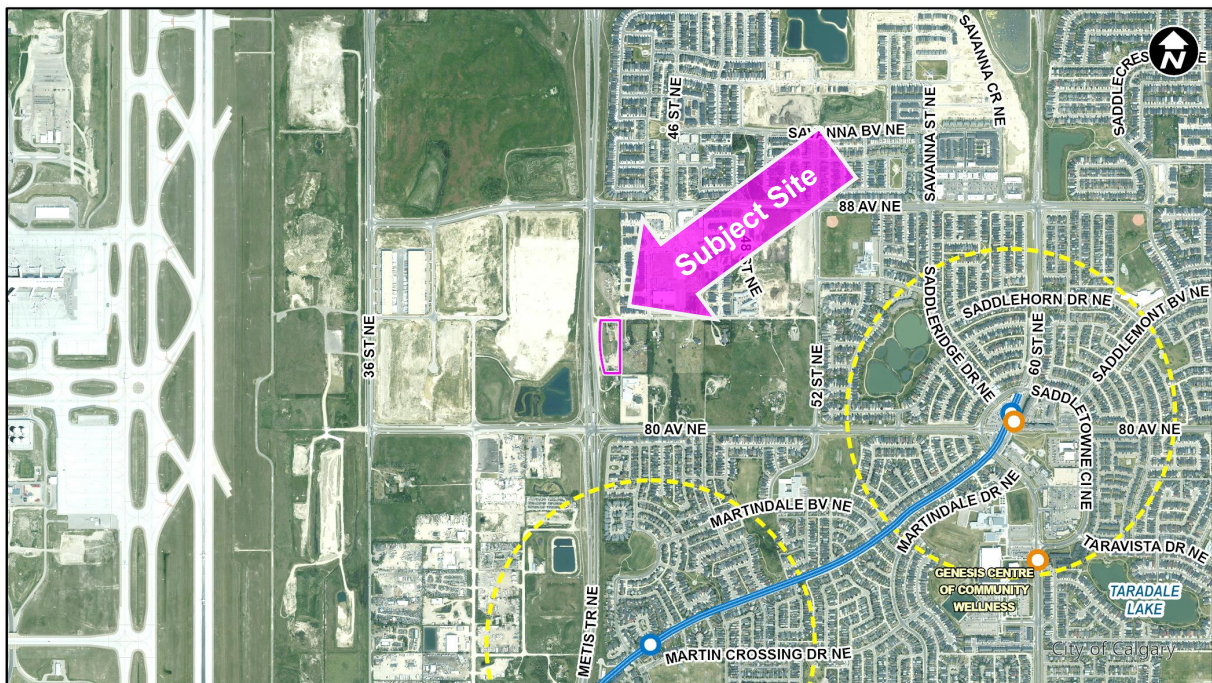
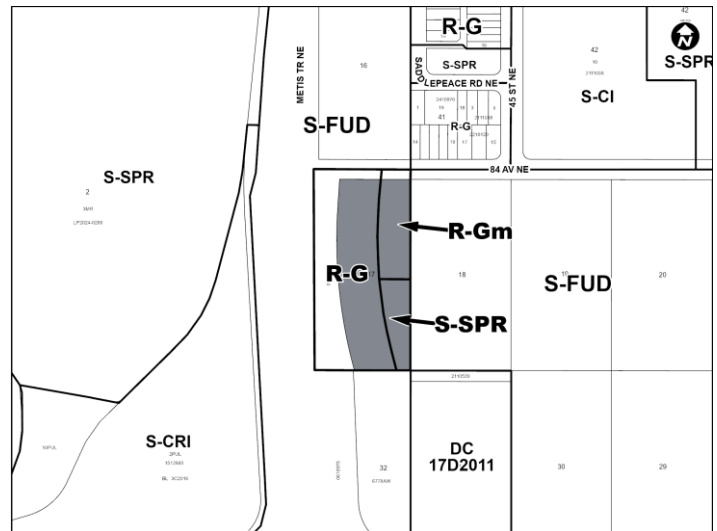
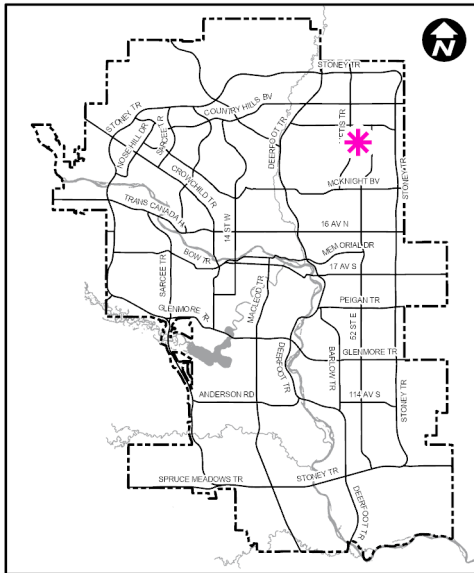
As identified below, the community of Saddle Ridge reached its peak population in 2019, however, the area continues to experience ongoing development.

<b>Saddle Ridge</b>	
Peak Population Year	2019
Peak Population	22,321
2019 Current Population	22,321
Difference in Population (Number)	0
Difference in Population (Percent)	0.0%

Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing land use is the Special Purpose – Future Urban Development (S-FUD) District, which is intended for lands awaiting urban development and utility servicing.

The proposed Residential – Low Density Mixed Housing (R-G) District is intended to support a variety of low-density residential building forms including single and semi-detached dwellings, duplex dwellings and rowhouse buildings, along with secondary suites and backyard suites. The maximum building height in this district is 12.0 metres. The R-G District sites comprise approximately 0.60 hectares (1.48 acres) of the proposed redesignation area. Parcels designated as R-Gm are intended to accommodate rowhouse buildings, semi-detached dwellings, duplex dwellings and cottage housing clusters. The application is proposing an R-Gm District in the northeast portion of the block and is intended to limit the amount of single detached dwellings that will be ultimately built in the plan area.

The proposed S-SPR District is intended to provide for schools, parks, open spaces and recreational facilities. This District is only applied to lands that will be dedicated as municipal school reserve or municipal reserve (MR) pursuant to the *Municipal Government Act*. Throughout the Cell D outline plans to date, small neighbourhood parks are provided that serve varying functions and recreational opportunities. The required 10 percent MR dedication is provided as an approximately 0.14 hectares (0.34 acres) dedication of land in the southeast portion of the outline plan area. This location was deemed appropriate for a park location as it

provides the best opportunity to combine with the future park space that will be required when the landowners for the adjacent block pursue development on their parcel.

### **Subdivision Design**

The proposed outline plan is intended to establish the framework for a grid street network in the area, integrating with streets that have been planned or completed on adjacent lands. Although design options are limited as the application consists of a single narrowly shaped parcel, it will unlock future development on adjacent blocks due to its location and key contributions in terms of road dedication and development of servicing infrastructure.

Access to the site will be from a new north-south residential street, Saddle Ranch Street NE, that adds connectivity between Saddle Ranch Boulevard NE and 84 Avenue NE.

Other features of the proposal include:

- establishment of a development block that will allow for an array of low density residential development;
- development of park space that will be programmed to meet the needs of future residents;
- development of new roadways in the plan area, such as the construction of Saddle Ranch Street NE, which will provide a continuous connection with the neighbourhoods to the north and south;
- implementing improved pedestrian pathways in the area such as the provision of a north-south walkway that originates from 84 Avenue NE and terminates at Saddle Ranch Boulevard NE, which will provide an internal multi-modal connection that will allow residents to have a direct connection with future residential and open space amenities within the plan area; and
- the provision of a north-south Regional-Pathway along Métis Trail NE which will connect another pathway on 84 Avenue NE ultimately connecting to 52 Street NE to the east.

The proposed outline plan also provides shadow planning for adjacent lands that provides a conceptual layout for how future development may occur on adjacent blocks, specifically Block 18. The design is tentative and future work will be needed to evaluate the viability of these concepts at the time those applications are submitted for review by Administration.

### **Open Space**

The MGA provides the legislative authority for municipalities to require land dedication of municipal reserves for park space and other related uses. It indicates that up to 10 per cent of the gross area of the lands may be dedicated for MR (a cash-in-lieu of land dedication may also be provided instead of a land dedication in some limited scenarios).

A park space of 0.14 hectares (0.34 acres) has been strategically located to take advantage of future adjacent subdivision to the east to ensure sufficient size and programable public spaces for future residents. The park space will be designed in accordance with City parks design standards. Local pathways within the park space are intended to help connect it with future development to the east.

### **Density and Intensity**

At build-out, the proposed plan area is expected to have an anticipated 40 residential units. The proposed development is anticipated to achieve a residential density of 29 units per hectare



(11 units per acre). The anticipated intensity of the proposed development is 95 people and jobs per gross developable hectare.

The *Municipal Development Plan* (MDP) sets out minimum density and intensity targets for new communities at a density of 20 units per gross developable hectare (8 units per acre) and an intensity of 60 people and/or jobs per gross developable hectare. The ASP sets out the same density and intensity targets as the MDP. Based on the anticipated residential density and intensity, the proposed development meets the targets of both the MDP and ASP.

### **Transportation**

Access to the site will be provided by a new Residential Standard roadway anticipated to be named Saddle Ranch Street NE, which connects to 84 Avenue NE. The regional transportation network consists of 84 Avenue NE along the north boundary and Saddle Ranch Boulevard NE along the south boundary. Saddle Ranch Boulevard NE and 84 Avenue NE are classified as Collector Standard roadways per the *Calgary Transportation Plan*. The site is adjacent to Métis Trail NE but has no direct vehicular connection to it.

The proposed internal road network builds on the grid of the existing subdivision pattern, establishing a contiguous mobility network that can be extended into adjacent properties to the east when they are ready for redevelopment. Access to some internal sites will be from a front driveway and may initially be served by temporary designs, which will evolve into a permanent design as the adjacent community and street network develops. The primary access to the community will be provided via Saddle Ranch Street NE which connects from 84 Avenue NE on the north side and Saddle Ranch Boulevard NE on the south side of the site.

Internal street cross sections will accommodate transit and multi-modal transportation needs. 80 Avenue NE will include a 3.0 metre multi-use pathway. The inclusion of the 3.0 metre multi-use pathway on 80 Avenue NE would establish a direct pedestrian and bicycle connection from the plan area to the Saddletowne LRT Station and connect the greater Always Available for All Ages and Abilities (5A) Network. To the west of the site, a 3.0 metre pathway will be constructed along the east boulevard of Métis Trail that will also serve the plan area. The developer will be responsible to construct their portion of the extension of the pathway from 84 Avenue NE to 88 Avenue NE when the owners of 8608 Métis Trail NE (Block 16) develop their lands. At present, the pathway terminates north of the intersection at 88 Avenue NE and Métis Trail NE.

Transit service within the community will be provided along Saddle Ranch Boulevard NE, 84 Avenue NE, 80 Avenue NE and 52 Street NE. Transit bus service will take riders to a variety of destinations, including the Saddletowne LRT Station. Route 59 (Savana) is located along 52 Street to the east of the site. Routes 119 (Freeport), 128 (Cornerstone/Redstone), 136 (Corner Meadows/Cornerbrook), 145 (Skyview/Redstone) and 157 (Stoney /Northpointe) are located along 80 Avenue NE to the south of the site.

A Transportation Impact Assessment (TIA) was prepared to inform the road network of the proposed outline plan. The TIA was reviewed and accepted in relation to internal street classifications and cross-sections, as well as intersection configurations.

### **Environmental Site Considerations**

The site topography is relatively flat with no remaining major environmentally significant areas. The Biophysical Impact Assessment conducted a historical air photo review identifying wetlands on this site and noted significant changes to the hydrology beginning in the 1970s. At this time, the hydrology of the surrounding area was impacted, which in turn impacted the water flowing

into the wetland basins. Field surveys confirmed that over time, a slow decline of the wetlands on the site took place rendering them to be wetlands that no longer qualify for environmental reserve protection. An application for Water Act approval has been requested as a condition of approval of this outline plan to document the removal of these wetlands.

There are no known environmental concerns.

## **Utilities and Servicing**

### ***Stormwater Servicing***

The proposed development conforms with the Saddle Ridge Cell D South Land Master Drainage Plan. Storm water is planned to flow westerly through developer constructed storm sewers and transported to the Saddle Ridge Cell D stormwater pond on the west side of Métis Trail NE.

### ***Sanitary Servicing***

The developer-constructed sanitary system will connect to the existing mains on 80 Avenue NE. There are no sanitary capacity concerns for this development.

### ***Water Servicing***

The developer constructed water network will make connections to the existing City mains on 84 Avenue NE. There are no concerns with water network capacity for this development.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject parcel is considered to be Developing Residential - Planned Greenfield with Area Structure Plan as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). This application proposes integrating a mix of dwelling types and land uses within a neighbourhood, uses a grid-based pattern of complete streets in the subdivision design that allows for integration by future developments and meets minimum intensity and density targets. This application aligns with applicable MDP policies.

### **Calgary Climate Strategy (2022)**

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

### **Saddle Ridge Area Structure Plan (Statutory – 2007)**

The subject site is located within the [Saddle Ridge Area Structure Plan](#) (ASP). The ASP identifies the subject lands as part of the Cell D residential area. Given the challenges associated with developing lands with split ownership, policies in the area are focused on encouraging collaboration between landowners and establishing a logical and comprehensive planning, servicing and mobility network in the area. The ASP speaks to residential

development that contains low to medium density residential development including a mix of housing types. There are specific policies for design of the Cell D neighbourhood, including policies on building form, design and site servicing that will be implemented through future development permits. The policy also speaks to future development being facilitated by a block-based road network comprised of walkable streets fronted by street-oriented development.

In summary, this application fulfills the policy objectives for this area by providing a range of land uses that support the establishment of a complete community. It also establishes a subdivision pattern and land for road dedication and servicing installation that allows for future development of adjacent lands to easily integrate and extend services into. The proposed road network fulfills the ASP's vision for a road network that is comprised of walkable streets. This application aligns with applicable ASP policies.

# Approved Outline Plan Conditions of Approval

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

**The following Conditions of Approval shall apply:**

1. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
2. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for semi-detached dwellings shall be executed and registered against the titles concurrently with the registration of the legal plan of subdivision.
3. With each tentative plan of subdivision, the developer shall submit a density phasing plan indicating the intended phasing of subdivision within the outline plan area and the projected number of dwelling units within each phase, demonstrating compliance with the minimum required densities.
4. Prior to approval of the affected tentative plan of subdivision, the proposed community and street names shall be submitted to the City for review and approval by City Council.

A street naming application would be required for the proposed name of Saddle Ranch Street NE. This is not an approved Street name for use within the Saddleridge community.

5. If future subdivisions of the outline plan area are to be phased, deferred municipal reserve caveats in the amount of 0.14 ha for the combined titled parcel areas, shall be registered on the respective titles concurrent with the final instrument.
6. Construct all regional pathway routes within and along the boundaries of the plan area according to Calgary Parks Development Guidelines and Standard Specifications: Landscape Construction (current version), including setback requirements, to the satisfaction of the Director, Calgary Parks.
7. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
8. Prior to approval of the tentative plan of subdivision, landscape concepts prepared at the outline plan stage shall be refined to add:
  - A site plan showing general conformance to outline plan landscape concepts, intended park program, site layout, and preliminary planting.
  - Grading plans that are coordinated with engineering to show updated perimeter grades to confirm slope percentage and details of any other features, including (but not limited to) retaining structures, utility rights-of way, green infrastructure, trap lows, drainage from private lots, etc.

- Storm-related infrastructure details above and below ground, including (but not limited to) access roads with required vehicle turning radii, inlets, outlets, retaining walls, control structures, oil grit separators, etc.
- 9. Prior to approval of the first tentative plan or stripping and grading (whichever comes first), it shall be confirmed that grading of the development site will match the grades of existing adjacent parks and open space (Municipal Reserve (MR) and/or Environmental Reserve (ER)) or proposed ER, with all grading confined to the private property, unless otherwise approved by Parks.
- 10. Prior to endorsement of the tentative plan of subdivision, landscape construction drawings that are reflective of the subject tentative plan of subdivision for the proposed Municipal Reserve lands are to be submitted to the Coordinator, Landscape Construction Approvals (parksapprovals@calgary.ca) for review and approval.
- 11. All proposed parks (Municipal Reserve/Environmental Reserve) and Regional/Local Pathways and Trails must comply with the Calgary Parks and Open Spaces DGSS - Development Guidelines and Standard Specifications: Landscape Construction (current edition).
- 12. Calgary Parks and Open Spaces does not support point source drainage directed towards Municipal Reserve (MR). All drainage and storm related infrastructure catering to private property shall be entirely clear of MR areas.
- 13. All shallow utility alignments, including street light cables, shall be set back 1.5 metres from the street tree alignment on all road cross sections in accordance with Section 4.1.3 of Calgary Parks and Open Spaces *Development Guidelines and Standard Specifications: Landscape Construction (current edition)*.
- 14. The developer, at its sole cost and expense, shall be responsible for the construction of the Municipal Reserve (MR) parcels within the boundaries of the plan area according to the approved Landscape Construction Drawings and the Calgary Parks and Open Spaces Development Guidelines and Standard Specifications: Landscape Construction (current version).

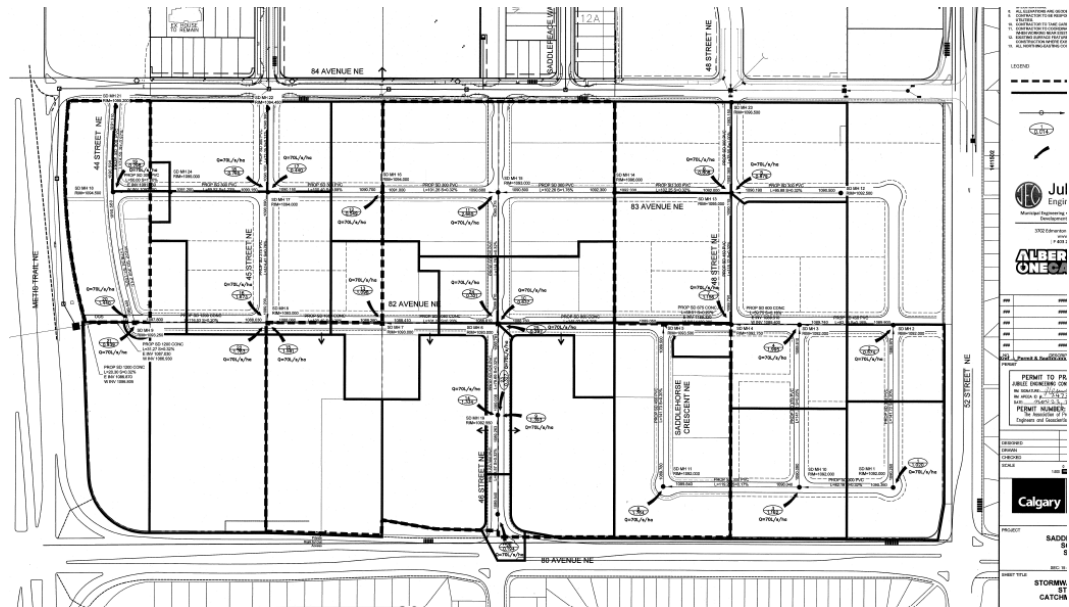
#### Utility Engineering

- 15. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering.
- 16. Prior to first tentative plan:  
  
Water Network and plan (Figure 1) will need to be updated to reflect any changes required by the proposed development.





**Figure 3: SMDP**



19. Execute a Development Agreement. Contact the Infrastructure Strategist, Development Commitments for further information at 587-224-0054 or email [mathew.lanz@calgary.ca](mailto:mathew.lanz@calgary.ca).
20. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:
  - a) Install the offsite/onsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
  - b) Construct the underground utilities and surface improvements which includes but is not limited to: curb extensions and traffic calming measures within 84 AV NE, Saddle Ranch Street NE, and Saddle Ranch BV NE along the boundaries of the plan area.
  - c) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc.) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing (as required).
  - d) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, along the boundary of the plan area (as required).
  - e) Construct the MR within the plan area.

- f) Construct the multiuse pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development and Manager of Development Engineering (as required).
- 21. Off-site levies, charges and fees are applicable.
- 22. Make satisfactory cost sharing arrangements with Builder Investment Group Inc. for part cost of the existing storm sewer installed/constructed in 84 AV NE/Métis TR NE that was paid for and/or constructed by Builder Investment Group Inc. under Saddle Ridge, Phase 1, DA2020-0015.
- 23. The developer shall make repayment arrangements with the City of Calgary (Real Estate and Development Services) for part cost of the Saddleridge Storm Pond (Cell D) SW ¼ 15-25-29-4, which was installed by Trio Vest Realty Advisors through their Saddleridge Industrial, Phase 01 (2014-044) subdivision and financed by The City of Calgary.
- 24. The developer shall make repayment arrangements with the City of Calgary (Transportation Infrastructure) for part cost of the upgrades of the east half of Métis Trail NE, which was installed by Genstar Development Company Limited through their Saddle Ridge, Phase 02 (DA2016-0017) subdivision and financed by The City of Calgary.

### **Mobility Engineering**

- 25. The developer is responsible for the construction of the pathway adjacent to their site on the east boulevard of Métis Trail NE west of this plan area. Construction of the pathway will be deferred until the owners of 8608 Métis Trail NE (Block 16) develop their lands completing the pathway to 88 Avenue NE.
- 26. In conjunction with the applicable Tentative Plan, the Developer shall submit detailed construction drawings for construction of adjacent road rights of way, including 84 AV NE, with cross-sections, for the interim and ultimate grades, adjacent to and within the outline plan boundary. The cross-sections shall be drawn to scale and dimensioned from property line and lip-of-gutter showing existing, interim and ultimate grades. Cross-sections shall indicate and provide dimensions for any proposed road widening to accommodate grades. Adjustments to the tentative plan boundary may be required to accommodate all necessary right-of-way requirements. Prior to the approval of the affected tentative plan, the design and right-of-way for the subject roads will be determined to the satisfaction of Mobility Engineering.
- 27. No direct vehicular access shall be permitted to Métis Trail NE from Lot 17. In conjunction with the applicable Tentative Plan, a restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the applicable Tentative Plan stage.
- 28. At the applicable Tentative Plan or Development Permit, prior to final approval of the construction drawings and applicable tentative plans, a noise analysis and visual screening report must be submitted to and approved by Public Spaces

Project Development Division for the residential development adjacent to Métis Trail NE to the satisfaction to the Manager of Development Engineering.

29. In conjunction with the applicable Tentative Plan, all noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, screening fence, etc) and associated ancillary works shall not infringe onto the road right-of-ways. Noise attenuation features and screening fences shall be at the Developer's sole expense.
30. In conjunction with the applicable Tentative Plan, graveled and oiled turnarounds are required for all temporary dead-end streets. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than 1 year.  
  
Temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the Developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction and/or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transit and the Manager, Development Engineering.
31. In conjunction with the applicable Tentative Plan or Development Permit, all community entrance features must be located outside the public right-of-way.
32. In conjunction with the applicable Tentative Plan, provide a design of the temporary turnaround at the south terminus of Saddle Ranch Street NE. Options for consideration include a turnaround bulb or a hammerhead turnaround using an undeveloped lot from the R-G lands west of Saddle Ranch Street NE. A hammerhead design is preferred if the bulb is to impact the MR lands. Whichever design prevails, Saddle Ranch Street must connect with the temporary Emergency access road proposed on the Outline Plan.

# Applicant Submission

2025 May 26

Land use amendment and outline plan applications have been submitted by B&A Studios on behalf of a private landowner for a 1.36 Ha (3.35 ac) acreage. The parcel involved in this project is the entirety of Block 17 of Plan 6778AW and is located in the Calgary community of Saddle Ridge. The area is made up of fragmented acreage parcels, primarily 2.0 hectares (5.0 acres) in size and is surrounded by suburban development. North of the site is 84 Avenue NE, to the east there are fragmented acreage blocks, to the south is another acreage and the Al-Madinah Calgary Islamic Assembly, and Metis Trail is the western project edge.

This application includes a land use amendment which proposes to redesignate the site from Special Purpose -Future Urban Development (S-FUD) to the following Districts:

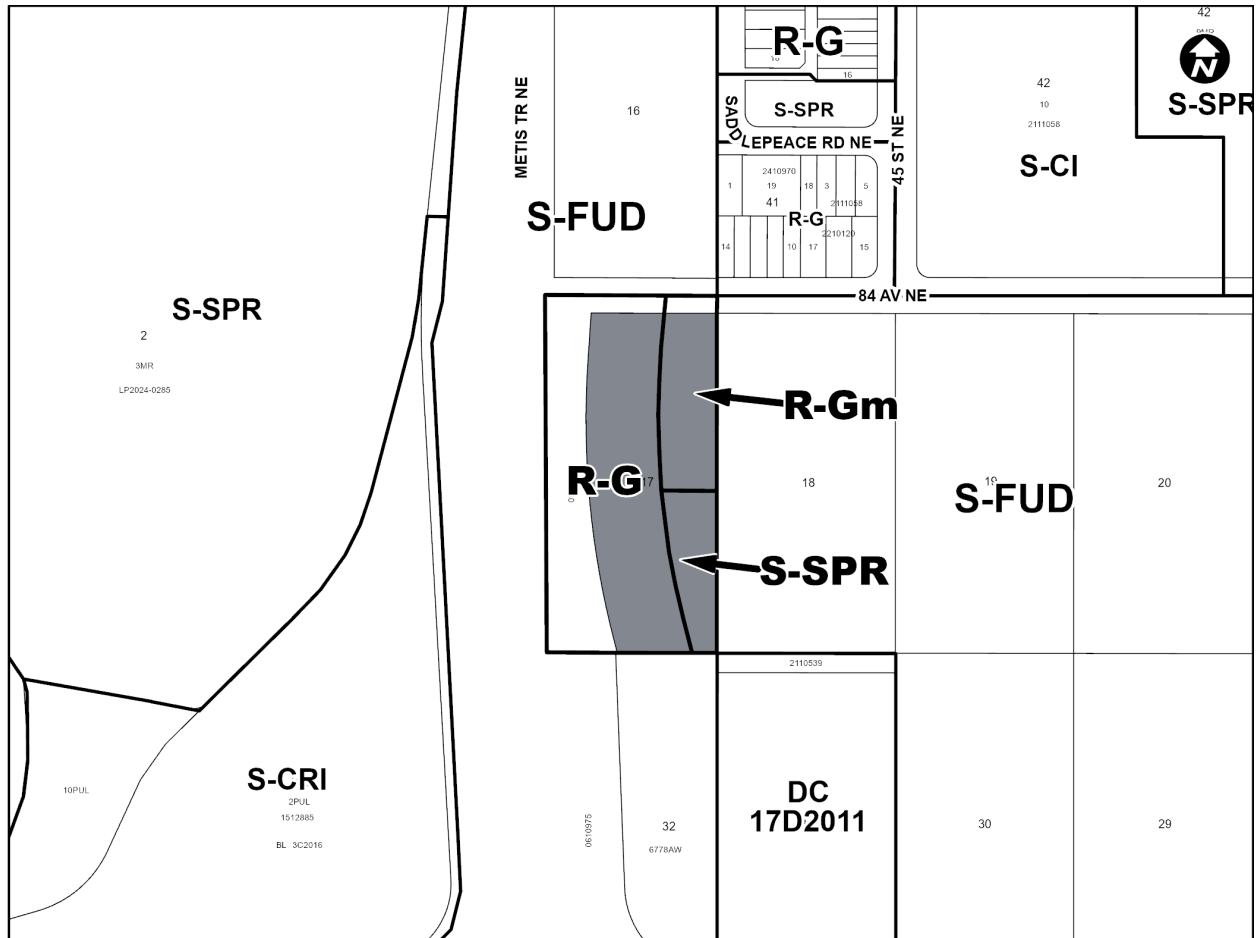
- + *Residential - Low Density Mixed Housing (R-G) (R-G)*
- + *Residential - Low Density Mixed Housing (R-G) (R-Gm)*
- + *Special Purpose - School, Park, and Community Reserve (S-SPR) (MR)*

The proposed development will see the addition of single detached homes on the west side of the proposed public road and multifamily townhomes on the east side. The site is anticipated to achieve 38 units with a density of 29.4 upha (11.9 upa).

The outline plan will integrate into the overall area and will provide flexibility to the adjacent neighbours to develop when they are ready. This will see the introduction of a localized park to the southern area of the plan. When the adjacent block owner moves forward with their development, the existing park space will be expanded. This will ensure that the park space provided will be functional and desirable. The development will include 1.5-metre sidewalks, a 3.0 metre walkway and a 3.0 metre regional pathway to ensure pedestrian connectivity.

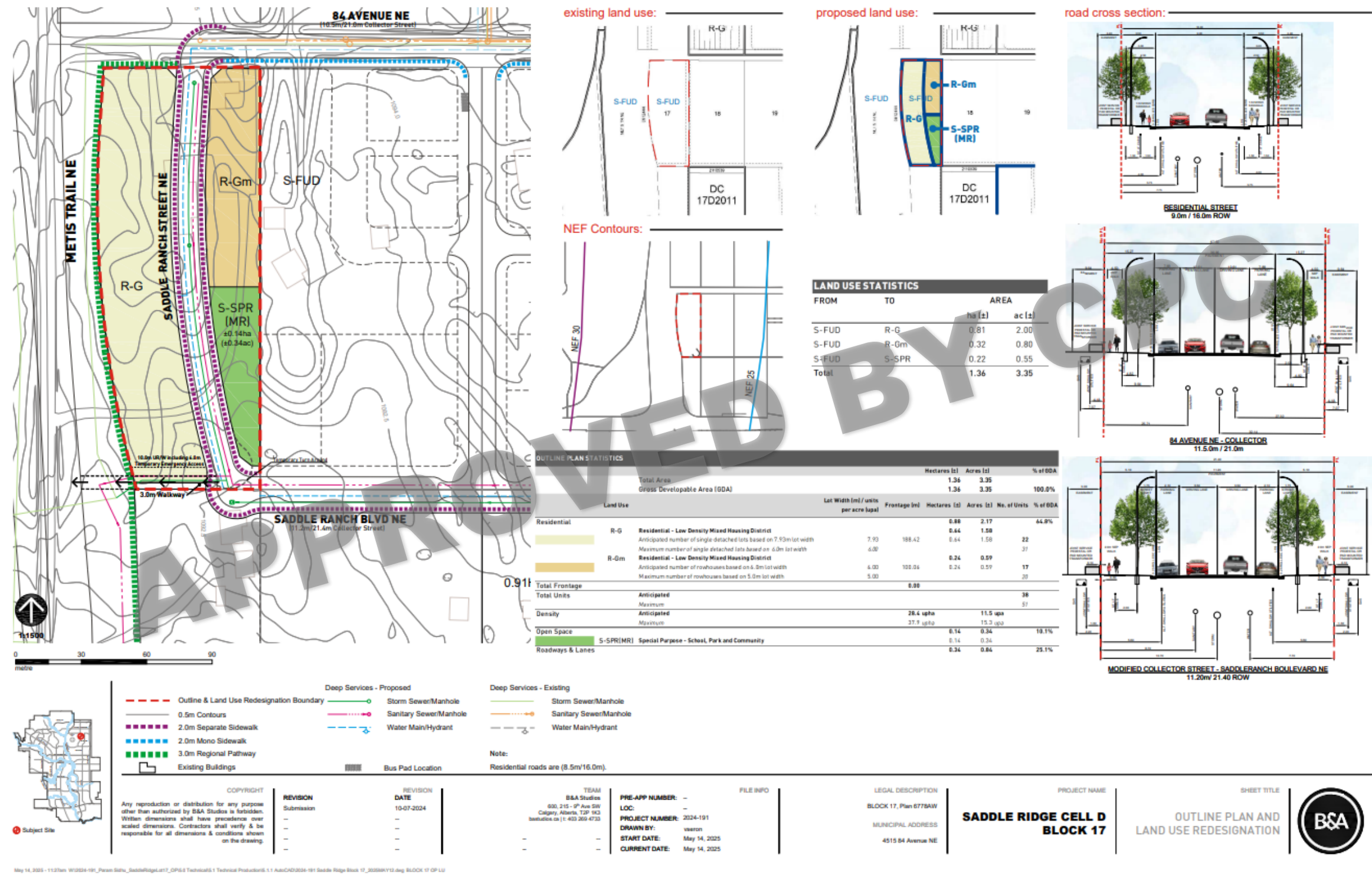
In accordance with the Saddle Ridge Area Structure Plan, this application will introduce a variety of housing forms, including single-detached and townhomes, to accommodate a range of lifestyles, ages, and incomes. Block 17 will provide access into Cell D through an extension of the modified grid street network, which will facilitate efficient movement throughout the community. The pedestrian connections to the park space will promote active mobility and healthy living.

# Proposed Land Use Amendment Map

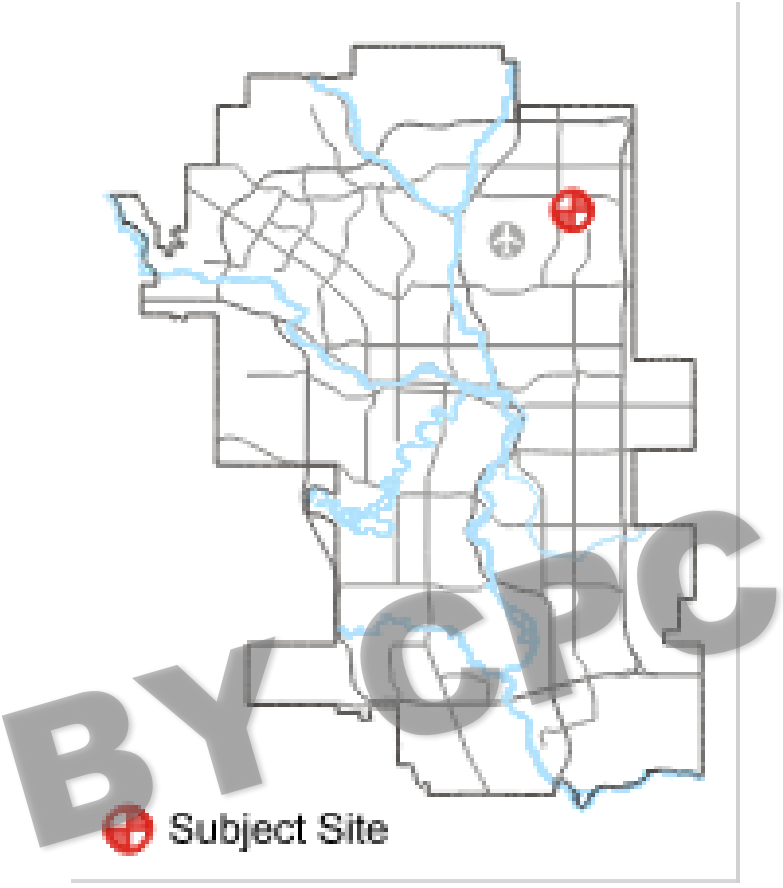
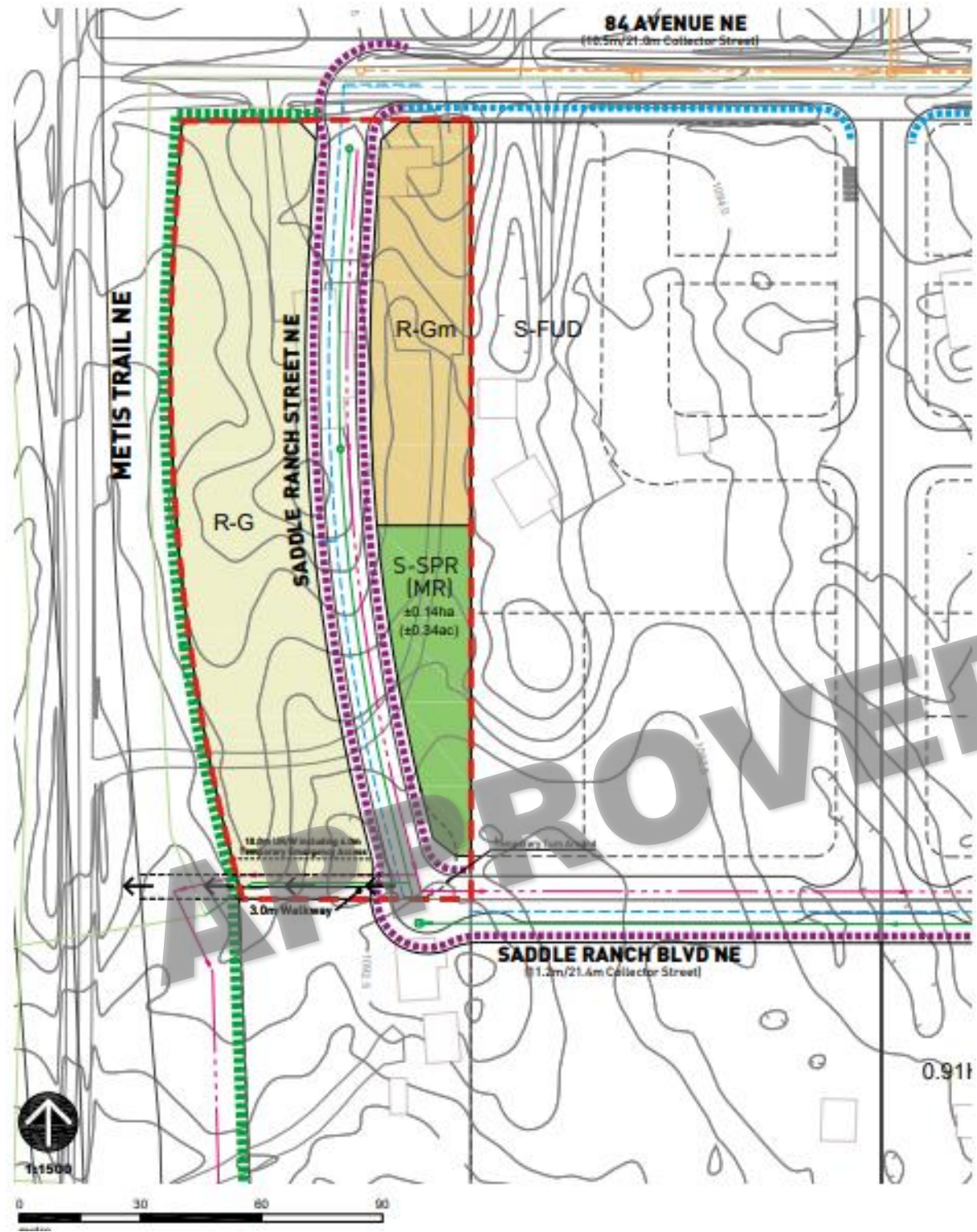


Approved Outline Plan

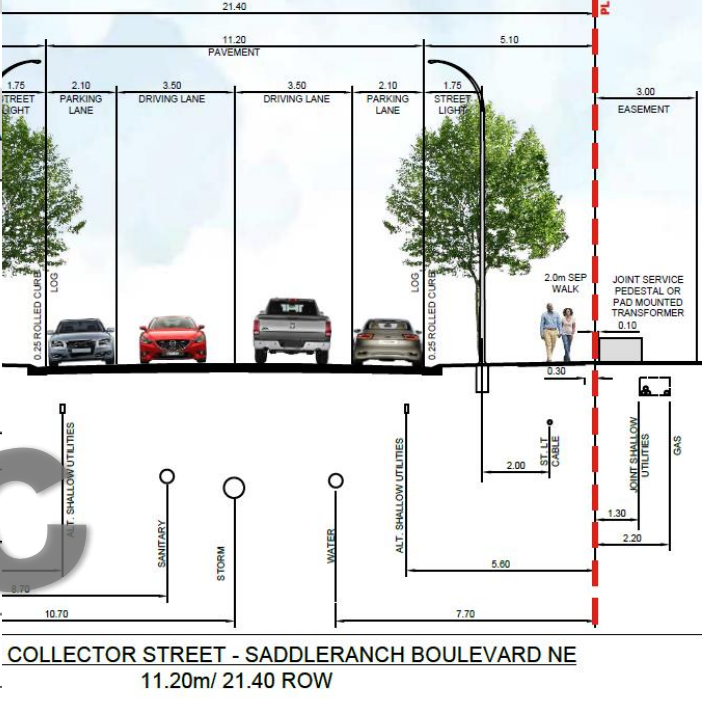
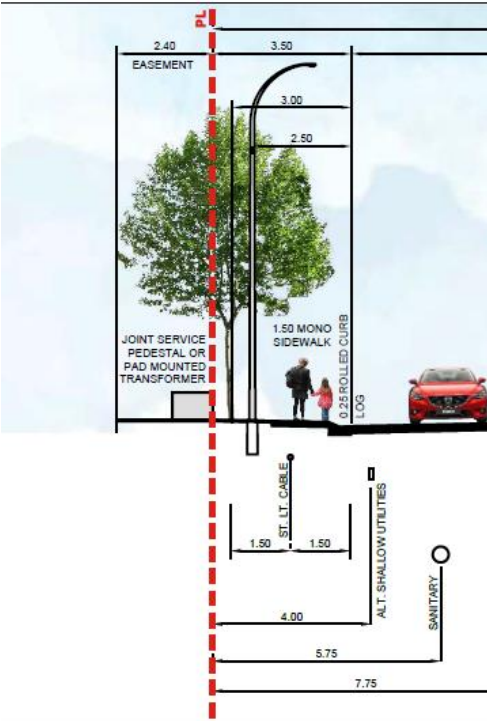
Calgary Planning Commission is the Approving Authority for the Outline Plan. Attachment for Council's reference only.







- |  |  |  |  |  |
|--|--|--|--|--|
| <ul style="list-style-type: none"> <li>Outline Plan Boundary</li> <li>Land Use Plan Boundary</li> <li>Ownership Boundary</li> <li>Contour Interval 0.5m</li> <li>3.5m Existing Regional Pathway</li> </ul> | <ul style="list-style-type: none"> <li>1.5m Mono Sidewalk</li> <li>2.0m Mono Sidewalk</li> <li>2.0m Separate Sidewalk</li> <li>3.0m Multi Use Pathway</li> </ul> | <ul style="list-style-type: none"> <li>Site Access</li> <li>Right In/Out Access</li> <li>12m Type C Bus Zones (3mx9m Bus Pad)</li> <li>Existing Buildings</li> </ul> | <p><b>Deep Services - Existing</b></p> <ul style="list-style-type: none"> <li>Stormwater Servicing</li> <li>Sanitary Servicing</li> <li>Water Servicing/Hydrant</li> </ul> | <p><b>Deep Services - Proposed</b></p> <ul style="list-style-type: none"> <li>Stormwater Servicing</li> <li>Sanitary Servicing</li> <li>Water Servicing/Hydrant</li> </ul> |
|--|--|--|--|--|



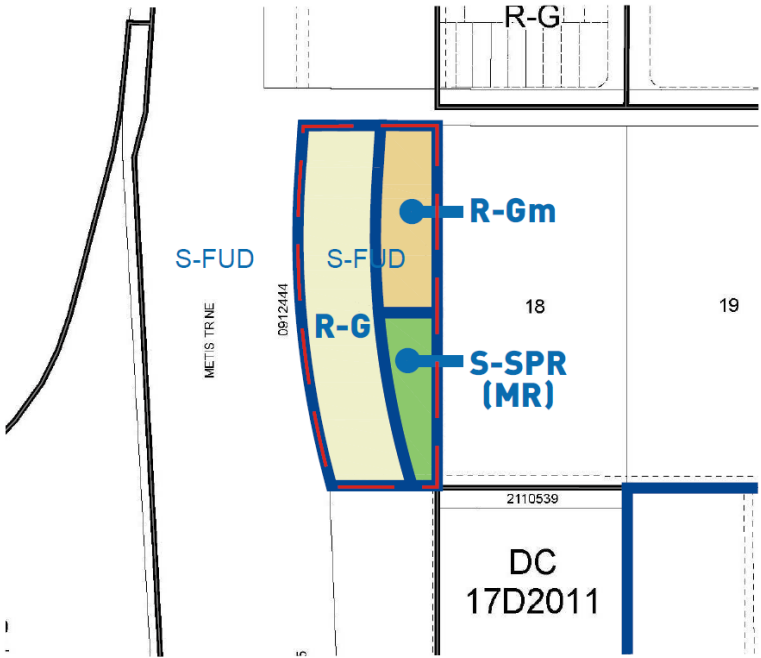
OUTLINE PLAN STATISTICS									
				Hectares (±)	Acres (±)	% of GDA			
Total Area				1.36	3.35				
Gross Developable Area (GDA)				1.36	3.35	100.0%			
Land Use		Lot Width (m) / units per acre (upa)	Frontage (m)	Hectares (±)	Acres (±)	No. of Units	% of GDA		
Residential				0.88	2.17		64.8%		
	R-G	Residential - Low Density Mixed Housing District		0.64	1.58				
		Anticipated number of single detached lots based on 7.93m lot width	7.93	191.69	0.64	1.58	23		
		Maximum number of single detached lots based on 6.0m lot width	6.00			32			
	R-Gm	Residential - Low Density Mixed Housing District		0.24	0.59				
		Anticipated number of rowhouses based on 6.0m lot width	6.00	100.06	0.24	0.59	17		
		Maximum number of rowhouses based on 5.0m lot width	5.00			20			
Total Frontage			0.00						
Total Units			Anticipated				40		
			Maximum				52		
Density			Anticipated		29.4 upha		11.9 upa		
			Maximum		38.3 upha		15.5 upa		
Open Space					0.14		0.34		10.1%
	S-SPR(MR)	Special Purpose - School, Park and Community		0.14		0.34			
Roadways & Lanes					0.34		0.84		25.1%

NEF Contours:



LAND USE STATISTICS			
FROM	TO	AREA	
		ha (±)	ac (±)
S-FUD	R-G	0.81	2.00
S-FUD	R-Gm	0.32	0.80
S-FUD	S-SPR	0.22	0.55
Total		1.36	3.35

proposed land use:



# Approved Outline Plan Data Sheet

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

	HECTARES	ACRES
GROSS AREA OF PLAN	1.36	3.35
NET DEVELOPABLE AREA	1.36	3.35

LAND USE (Residential)	HECTARES	ACRES	ANTICIPATED # OF LOTS	ANTICIPATED # OF UNITS (Multi Residential)
R-G	0.64	1.58	23	-
R-Gm	0.24	0.59		17
Total Residential	0.88	2.17		40

	HECTARES	ACRES	% OF NET AREA
ROADS (Credit)	0.34	0.84	25.1
PUBLIC UTILITY LOT			

RESERVES	HECTARES	ACRES	% OF NET AREA
MR Credit (S-SPR)	0.14	0.34	10.1%

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	40		
ANTICIPATED DENSITY		29.4	11.9
ANTICIPATED INTENSITY			95



# Applicant Outreach Summary

2025 January 6



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

---

**Project name:** 4515 84 Ave NE - Outline Plan

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

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

After the official circulation of the application by the City, the local Councilor, Community Association, and adjacent landowners were contacted.

Letters were sent out to surrounding neighbours to inform them of the outline plan and the land use amendment applications.

### **Outreach Strategy**

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

The application was circulated to the local Councilor, Community Association and the adjacent landowners to the north, east and south. The developer also met with the local Councillor.

### **Affected Parties**

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

The following individuals will be contacted:

- Saddle Ridge Community Association
- Councillor Raj Dhaliwal
- Adjacent landowners to the North, East, and South

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

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

We received feedback from the city on including adjacent landowners into our application. We did not receive any feedback from the letters mailed out or the email version of the letters. The local Councillor identified support for the application.

### How did input influence decisions?

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

We did not receive recommendations for changes to our outline plan and land use amendment.

### How did you close the loop ?

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

Adjacent landowners will be informed of any changes to our layout or land use requests. This will be achieved the same way as the initial outreach, by mailed letters, emails and phone calls.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

# PROPOSED

CPC2025-0349  
ATTACHMENT 8

## BYLAW NUMBER 132D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0267/CPC2025-0349)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_



**AMENDMENT LOC2024-0267/CPC2025-0349  
BYLAW NUMBER 132D2025**

**Map Details:**

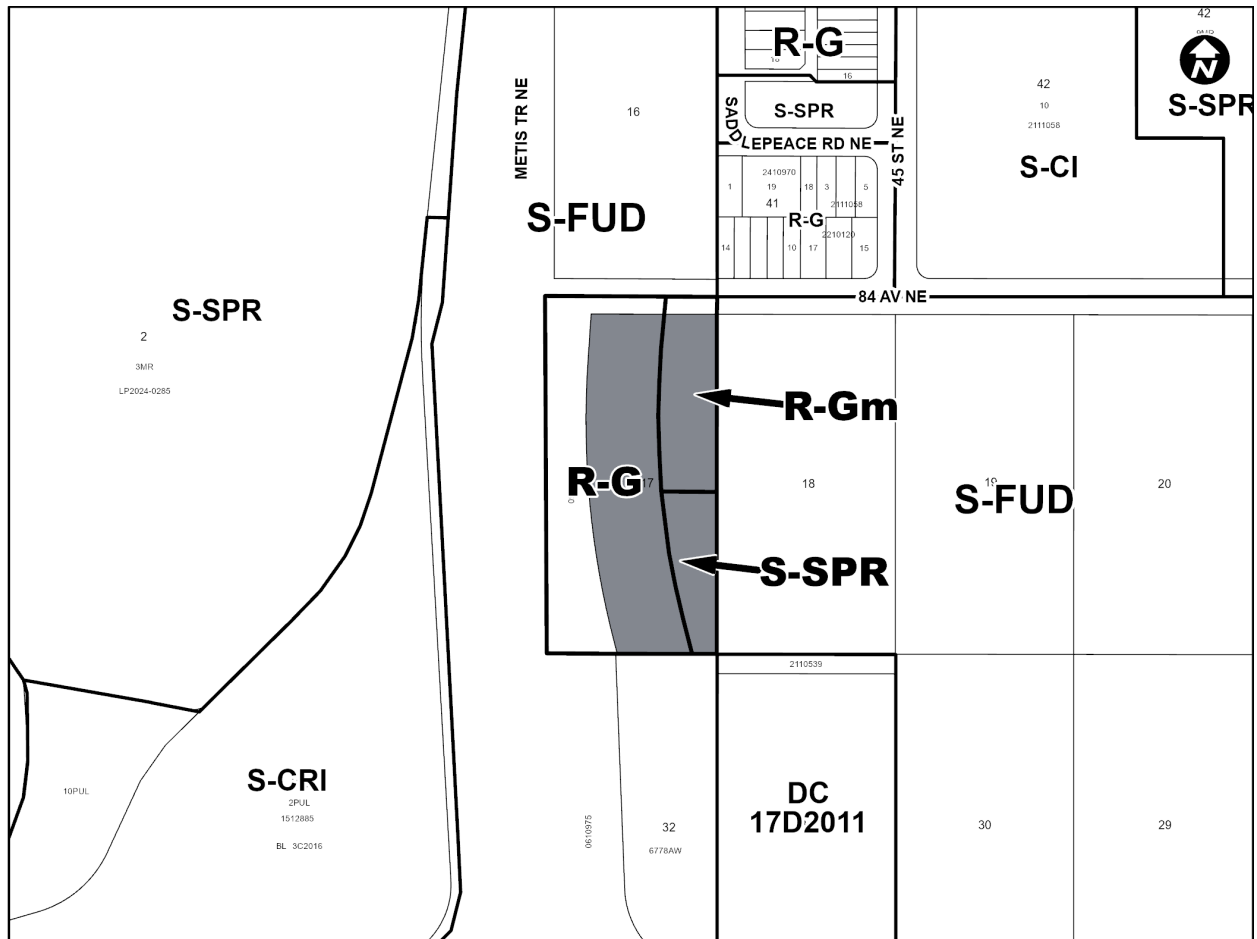
- Streets:** METIS TR NE, LEPEACE RD NE, 45 ST NE, 84 AV NE.
- Zoning Designations:** S-SPR, S-FUD, S-CI, S-CRI, R-G, DC 17D2011.
- Parcel Numbers and Owners:**
  - Parcel 2: 3M/R, LP2004-0285
  - Parcel 16: 2410970, 18, 3, 5, 2111048, 14, 10, 17, 15, 3210120
  - Parcel 17: 0912444 (shaded gray)
  - Parcel 18: 2110539
  - Parcel 19: 0610975
  - Parcel 20: 6776AW
  - Parcel 21: 32
  - Parcel 22: 30
  - Parcel 23: 29
  - Parcel 24: 42, 10, 2111058
- Other Labels:** 10PUL, 20PUL, 1512885, BL 3C2016, 9N/R, S-SPR (top right).

# PROPOSED

AMENDMENT LOC2024-0267/CPC2025-0349

BYLAW NUMBER 132D2025

## SCHEDULE B



**Land Use Amendment in Saddle Ridge (Ward 5) at #2000, 4715 – 88 Avenue NE,  
LOC2024-0295**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.16 hectares  $\pm$  (0.39 acres  $\pm$ ) located at #2000, 4715 – 88 Avenue NE (Condominium Plan 2310289, Unit 2) from Commercial – Neighbourhood 2 (C-N2) District to Multi-Residential – Medium Profile Support Commercial (M-X2) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council give three readings to **Proposed Bylaw 123D2025** for the redesignation of 0.16 hectares  $\pm$  (0.39 acres  $\pm$ ) located at #2000, 4715 – 88 Avenue NE (Condominium Plan 2310289, Unit 2) from Commercial – Neighbourhood 2 (C-N2) District to Multi-Residential – Medium Profile Support Commercial (M-X2) District.

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to the Multi-Residential – Medium Profile Support Commercial (M-X2) District to allow for multi-residential development with commercial uses.
- The proposal allows for small-scale commercial in multi-residential development that is compatible with the character and scale of adjacent residential areas and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and *Saddle Ridge Area Structure Plan* (ASP).
- What does this mean to Calgarians? This application would provide more housing and retail options in the developing area with access to alternative transportation modes.
- Why does this matter? The proposal would enable additional residential, commercial and employment opportunities that will help improve the vibrancy of this area while allowing for the more efficient use of existing infrastructure and nearby amenities.
- A development permit has not been submitted at this time.
- There is no previous Council direction regarding this proposal.

**DISCUSSION**

This land use amendment application is located in the northeast community of Saddle Ridge and was submitted by Darrell Grant on behalf of the landowner, Goldbridge Homes Ltd. on 2024 December 4. The subject parcel is part of a larger bareland condominium site situated at the northwest corner of the intersection of Saddlepeace Crescent NE and 87 Avenue NE. The subject parcel is the southern portion of the legal parcel situated at #2000, 4715 – 88 Avenue NE and is approximately 0.16 hectares in size. The parcel is vacant and currently used as a surface parking lot.

The northern portion of the parcel is designated Commercial – Neighbourhood 1 (C-N1) District and developed with a two-storey commercial building. This portion of the site will remain C-N1 District, and the subject parcel will therefore have a split C-N1 and M-X2 land use district.

**Land Use Amendment in Saddle Ridge (Ward 5) at #2000, 4715 - 88 Avenue NE,  
LOC2024-0295**

---

Adjacent land to the north and east is developed with low density residential dwellings while the land to the south contains a school with a large park and playground, as well as a place of worship. The subject parcel is part of the Neighbourhood Activity Centre (NAC) identified in the Saddle Ridge Area Structure Plan and the parcels to the west are designated for and developed with commercial development. The parcel directly west of the subject site is still vacant and designated C-N2, while the parcel further west across Guru Nanak Gate NE is designated M-X2 and developed with a four-storey multi-residential development with support commercial at grade.

No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), the applicant's intent is to build a four-storey building with ground floor retail uses and three storeys of residential apartments above. This proposal is for a suitable mixed-use development in the NAC.

This parcel was part of an outline plan in 2018 and received land use amendment approval for the M-X2 District on the subject site (LOC2017-0042). A subsequent land use amendment in 2021 (LOC2020-0097) changed the land use district to C-N2. The current proposal is to return to the initial M-X2 District approved in the outline plan.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response the applicant sent out a newsletter to adjacent residents, businesses, a private school and a temple as well as contacted the Saddle Ridge Community Association. The Applicant Outreach Summary is provided in Attachment 3.

**City-Led Outreach**

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

Administration received no comments from the public or the Saddle Ridge Community Association. Administration contacted the Community Association to follow up and no response was received.

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

**Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 05**

**ISC: UNRESTRICTED  
CPC2025-0532  
Page 3 of 3**

**Land Use Amendment in Saddle Ridge (Ward 5) at #2000, 4715 - 88 Avenue NE,  
LOC2024-0295**

---

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

**IMPLICATIONS**

**Social**

The proposed Multi-Residential – Medium Profile Support Commercial (M-X2) District would allow for increased commercial/retail uses, creating job opportunities and economic diversity, as well as providing additional housing options to meet the functional requirements of evolving housing needs.

**Environmental**

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

**Economic**

This proposal will make efficient use of existing and proposed infrastructure by providing neighbourhood-focused commercial opportunities closer to a developing residential area while allowing the applicant to adjust to changing market conditions at the same time. The development would provide housing and employment opportunities and support local businesses within Saddle Ridge.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. **Proposed Bylaw 123D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Saddle Ridge and consists of the 0.16 hectare  $\pm$  (0.39 acre  $\pm$ ) southern portion of a parcel located south of 88 Avenue NE. This site is located at the northwest corner of the intersection of 87 Avenue NE and Saddlepeace Crescent NE. The site is currently vacant and will have access from the condominium roads and or vehicular access easements. This parcel was part of an outline plan, approved by Calgary Planning Commission in December 2018, which received approval for land use districts from Council in February 2019 (LOC2017-0042). At the time of outline plan approval, this site was envisioned to form part of a neighborhood gateway along Guru Nanak Gate NE.

Surrounding development is characterized by areas designated for future multi-residential development to the west, small-scale commercial development to the north, institutional and park uses to the south, and future low-density residential development to the east. New low-density residential development is located to the north across 88 Avenue NE.

A land use amendment application ([Bylaw 44D2021](#)) was approved by Council after the initial outline plan in 2018, which amended the subject portion of the parcel from Multi-Residential – Medium Profile Support Commercial (M-X2) District to Commercial – Neighbourhood 2 (C-N2) to allow for small-scale commercial developments. The current proposal is a reversal of the land use district back to the M-X2 District.

## Community Peak Population Table

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

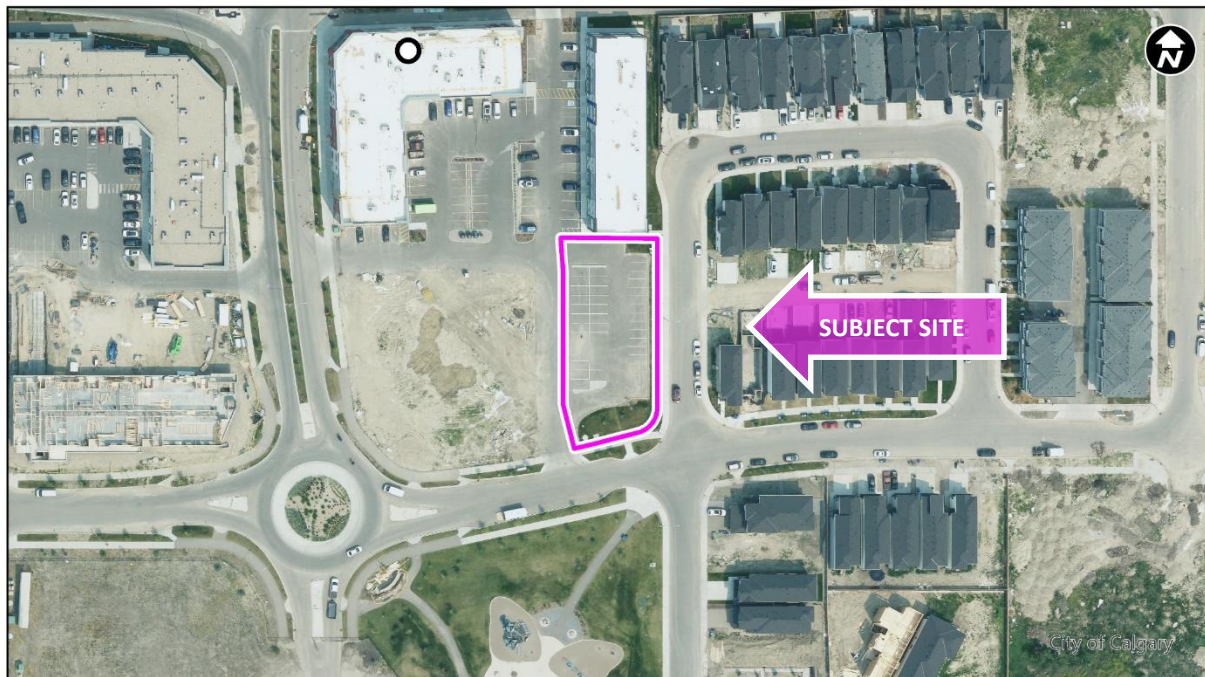
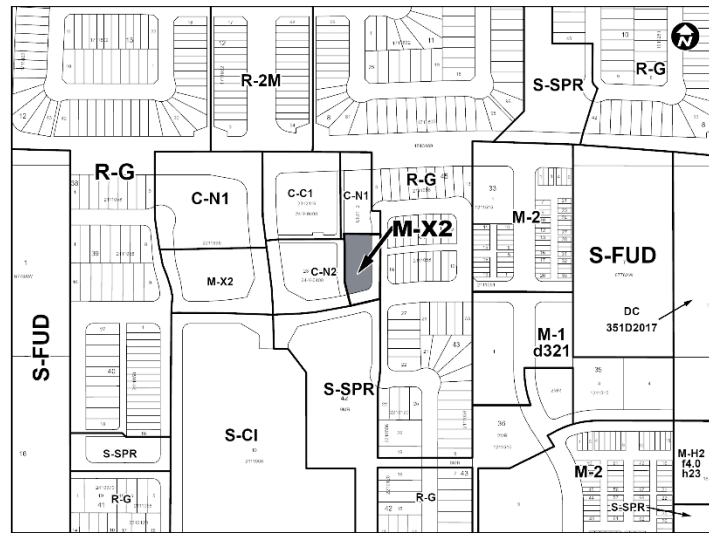
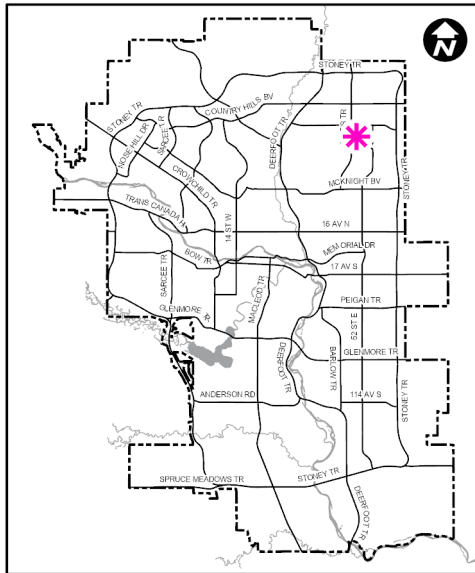
<b>Saddle Ridge</b>	
Peak Population Year	2019
Peak Population	22,321
2019 Current Population	22,321
Difference in Population (Number)	0
Difference in Population (Percent)	0%

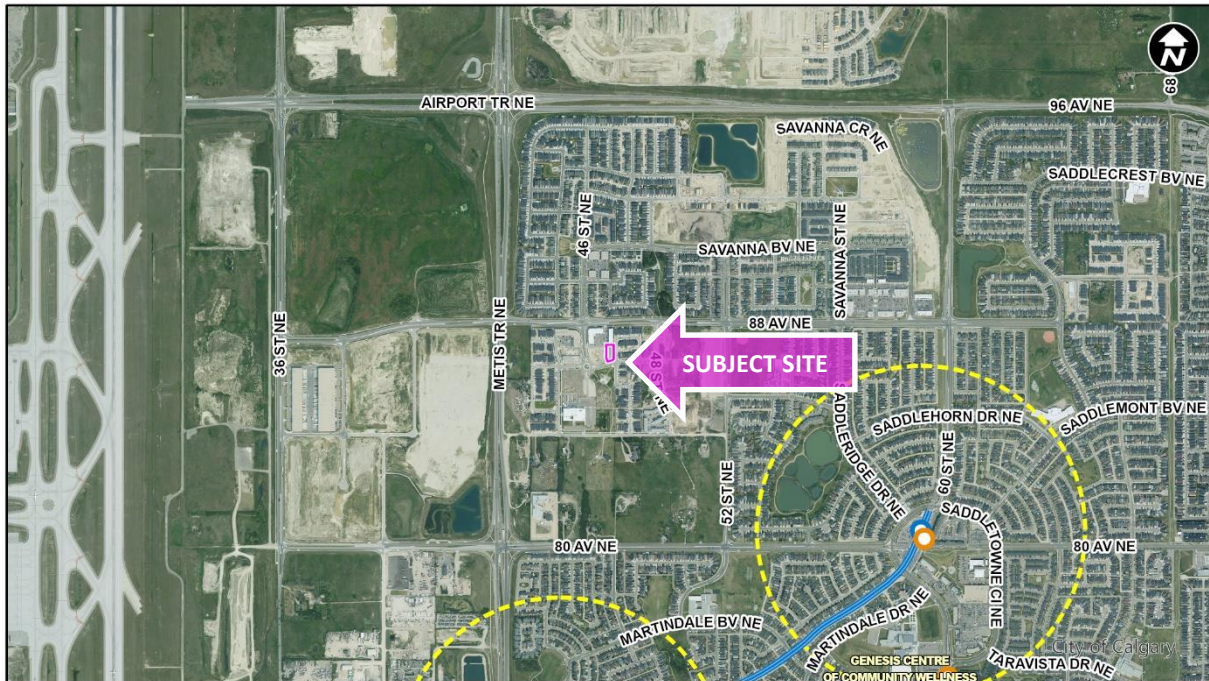
Source: *The City of Calgary 2019 Civic Census*

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



## Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject site is part of a bareland condominium (Plan 2310289) and the proposed land use amendment is on Unit 2 of the plan with a dual land use district designation. The portion of the site that is part of this land use amendment proposal is currently designated Commercial - Neighbourhood 2 (C-N2) District while the northern portion, which is not part of this proposal, is designated Commercial – Neighbourhood 1 (C-N1) District.

The existing C-N2 District is intended for small-scale commercial development with limited auto-oriented uses with buildings that are in keeping with the scale of nearby residential areas. It allows for a maximum floor area ratio of 1.0 and a maximum building height of 10 metres. The C-N2 District also allows for residential uses on the upper floors however, it does not require residential uses as the proposed M-X2 District does.

The proposed M-X2 District is intended for multi-residential development with support commercial uses. This District is generally located at community nodes or at transit and transportation corridors and nodes. It allows for a maximum floor area ratio of 3.0 and a maximum building height of 16 metres. It requires a minimum residential density of 60 units per hectare which would result in a minimum of nine dwelling units on this 0.16 hectare  $\pm$  (0.39 acre  $\pm$ ) site. The proposed M-X2 District meets the *Saddle Ridge Area Structure Plan (ASP)* minimum density requirements.

Administration supports the M-X2 District for this site as it provides small scale commercial uses for the immediate community, meets the applicant's business needs and addresses a market demand by providing additional flexibility and no auto-oriented uses. At the time of development permit, discretionary uses will be reviewed for compatibility with the surrounding context by carefully selecting a neighborhood-focused size and a suitable location within the site.

### **Development and Site Design**

The applicable land use policies and the rules of the proposed M-X2 District will provide guidance for the future development of this site including appropriate uses, height and building massing, landscaping and parking. Given the specific context of this corner site forming the neighborhood gateway along Guru Nanak Gate NE, and with adjacency to proposed institutional and park uses to the south, additional items that will be considered through the development permit process include, but are not limited to ensuring:

- an engaging facade along 87 Avenue NE;
- a compatible interface along Saddlepeace Crescent NE and the adjacent low-density residential district to the east;
- a quality interface with the proposed park to the south;
- a limited range of support commercial uses restricted in size and location in the building to respect the neighbourhood-focused environment; and
- landscaping to complement the design of the development, but also to buffer elements of the development that may have impacts on nearby residential parcels.

### **Transportation**

A Transportation Impact Assessment was not required for this proposal at land use amendment stage. Vehicular access shall be located, designed and constructed to the satisfaction of Mobility Engineering with primary site access from the condominium roads and/or vehicular access easements which will be confirmed at the development permit stage. No independent access shall be permitted to and from 88 Avenue NE, 87 Avenue NE and Saddlepeace Crescent NE. Details of the access design will be finalized at the development permit stage.

The nearest bus stop is located on Route 100 Airport on Guru Nanak Gate NE at 88 Avenue NE. Route 100 takes riders to destinations including Calgary Airport (YYC) and the Saddletowne LRT Station.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Sanitary, storm, and water servicing infrastructure is available to service the development area. The proposed amendments in this application did not affect the provision of previously approved servicing infrastructure. Previously approved service infrastructure has been realigned to follow the amended road network with no associated risk.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

The recommendations by Administration in this report have considered and are 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.

### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within the Developing Residential - Planned Greenfield with Area Structure Plan area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The MDP refers to the applicable ASP as the guiding document for development in these areas. A Community Activity Centre (CAC) is shown on Map 1 in the MDP directly to the east of the subject site on 88 Avenue NE and will be referenced at the development permit stage. General policies in the MDP for residential areas in the Planned Greenfield area include support for revitalization by adding population and a mix of commercial and service areas. Policies require appropriate transitions to adjacent low density residential development with a variety of multi-family housing types (Policy 3.5.1 b and c).

Developing Residential Communities are characterized as relatively low-density residential neighbourhoods with smaller pockets of multi-residential and locally oriented retail. Policy 3.6.1(a) of the MDP specifies that the Saddle Ridge Area Structure Plan, in existence prior to the adoption of the MDP, is recognized as appropriate policy to provide specific direction for development of the local community.

The application is in alignment with the policies of the MDP.

### **Calgary Climate Strategy (2022)**

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

Further opportunities to align future development will be explored and encouraged at subsequent development approval stages including accommodating solar energy systems and electric system designs that can accommodate electric vehicle charging.

### **Saddle Ridge Area Structure Plan (Statutory – 2012)**

The subject parcels are located within the area covered by the [Saddle Ridge Area Structure Plan](#) (ASP). Map 6: Land Use Plan of the ASP shows the subject parcels within the Neighbourhood Activity Centre (NAC) of Cell D. Section 4.2.3 of the ASP includes composition, design and implementation policies for the Cell D Residential Area.

Section 4.2.3.1, Composition of the Cell D Neighborhood policy, describes that Cell D is intended to be designed as an integrated neighbourhood containing low to medium density residential development including a mix of housing types, a NAC, an interconnected grid-based street pattern, parks, and green infrastructure. The ASP requires a minimum average residential density of 20 units per gross developable hectare (eight units per gross developable acre) in Cell D. The ASP prioritizes multi-residential, commercial and employment uses within the NAC area.

The proposal conforms to the applicable Cell D Residential Area policies. The proposal maintains low to medium density residential neighborhood character. It allows for a neighborhood-oriented commercial site near a community entrance location (Guru Nanak Gate NE) and along future collector streets. With the proposed institutional and park uses to the south, the site has the potential to become a neighbourhood gathering location.

# Applicant Submission

2025 May 23

APPLICANT'S SUBMISSION  
4715 88 AVENUE NE  
Saddle Ridge Community  
Sheet 15NE  
Legal Condominium Plan 2310289 Unit 2  
FROM C-N2 TO M-X2

On behalf of Goldbridge Homes Ltd (Goldbridge), we seek the city's support to redesignate, a 0.16-hectare/0.39-acre± parcel in the Saddle Ridge community, from C-N2 (Commercial – Neighbourhood 2 District) to M-X2 (Multi-Residential – Medium Profile Support Commercial District), to accommodate one four-storey building with one level for retail uses, three levels for residential apartments, and underground parking. A Development Permit will be submitted concurrently to this land use redesignation application. Shadow analyses, in accordance with the city's requirements, will form part of this submission.

Existing surrounding land uses vary and include R-G to the east; C-N2 to the west, C-N1 to the north, C-C1 to the northwest, S-C1 to the southwest, and S-SPR to the south. Public open space exists to the south. Transit is readily available with the *East Skyview Ranch/Redstone Route 128* located approximately 115 metres to the northwest, feeding into the Saddletowne LRT Station,

The current C-N2 land use designation is generally designed for up to two storeys in height, or 10 metres, and the proposed M-X2 designation is intended for four storeys or 16 metres. Mixed use development is considered the epitome of urban living: residents can seek some of their daily shopping needs, and possibly employment, within the same geographic location as they reside.

Public engagement will include a mailout to the residential cell located immediately to the east, on Saddlepeace CR NE and 87 AV NE, and to the adjacent commercial property owners, of which Goldbridge is one.

Goldbridge is confident the proposed redesignation will be a valued addition to the vibrancy of the growing Saddle Ridge community and seeks Administration's, Calgary Planning Commission's, and City Council's support.

# Applicant Outreach Summary

2025 March 31



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

---

**Project name:**

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

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

### Outreach Strategy

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

Strategy to reach out to the adjacent residents, businesses, and institutional uses, community association, and councilor's office, to seek their input. These actions occurred between November 2024 and March 2025.

### Affected Parties

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

Newsletter sent to adjacent residents, businesses, and private school and temple.  
Email contact to Saddle Ridge Community Association  
Email to ward Councilor's office

Newsletter and mailout area attached,

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)





## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

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

No comments were received by anyone contacted, as of 06 March 2025

### How did input influence decisions?

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

n/a

### How did you close the loop ?

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

n/a

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

25 November 2024

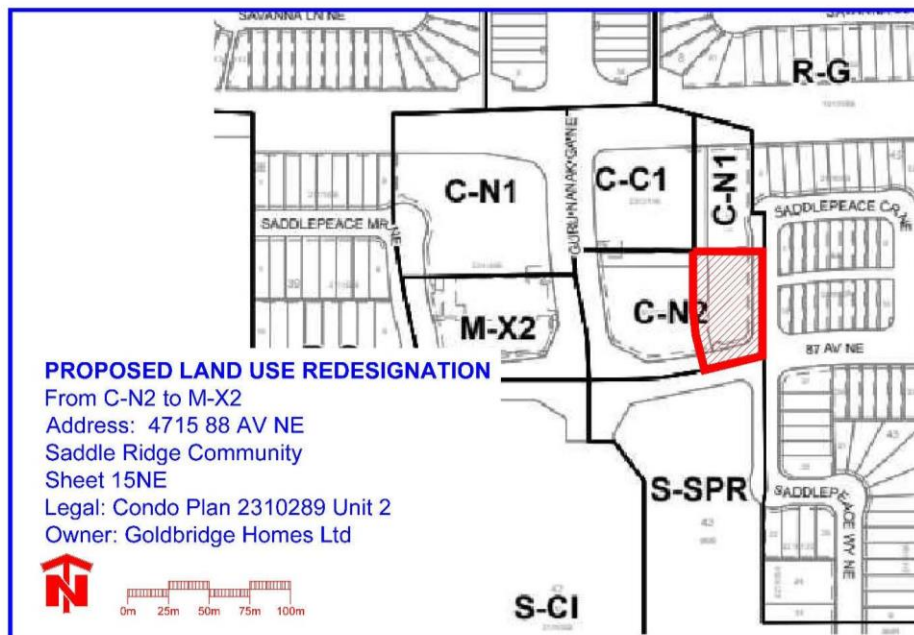
Hello Neighbours,

My name is Darrell Grant and on behalf of Goldbridge Homes Ltd (Goldbridge), landowner to the west and northwest of your residence, we are seeking the city's support to redesignate, a 0.285-hectare/0.70-acre± parcel from C-N2 (Commercial – Neighbourhood 2 District) to M-X2 (Multi-Residential – Medium Profile Support Commercial District), to accommodate one four-storey building with one level for retail uses, three levels for residential apartments, and underground parking. A Development Permit will be submitted concurrently to this land use redesignation application. Shadow analyses, in accordance with the city's requirements, will form part of this submission.

The current C-N2 land use designation is generally designed for up to two storeys in height, or 10 metres, and the proposed M-X2 designation is intended for four storeys or 16 metres. Mixed use development is considered the epitome of urban living: residents can seek some of their daily shopping needs, and possibly employment, within the same geographic location as they reside.

Goldbridge is confident the proposed redesignation will be a valued addition to the vibrancy of the growing Saddle Ridge community

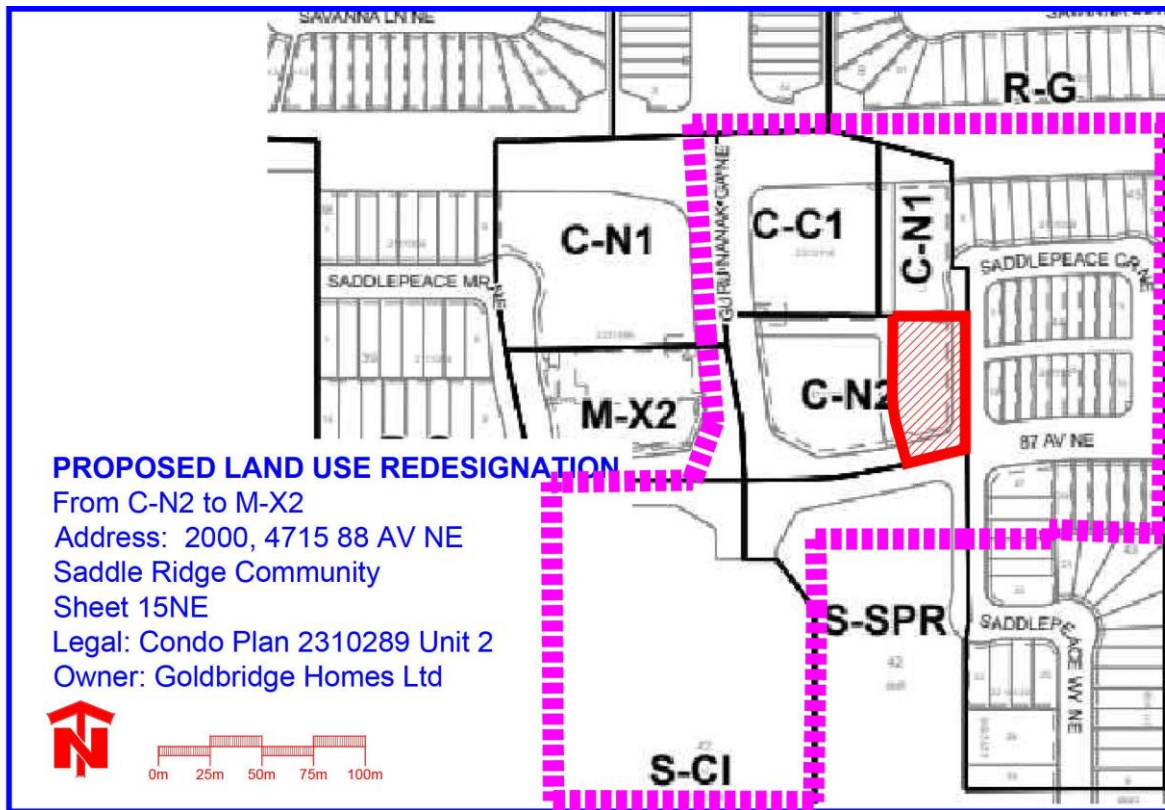
Please let me know if you have any questions or concerns. You may contact me in one of the following ways:



Email:

Mail:

Cell Phone:



# PROPOSED

CPC2025-0532  
ATTACHMENT 4

## BYLAW NUMBER 123D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0295/CPC2025-0532)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

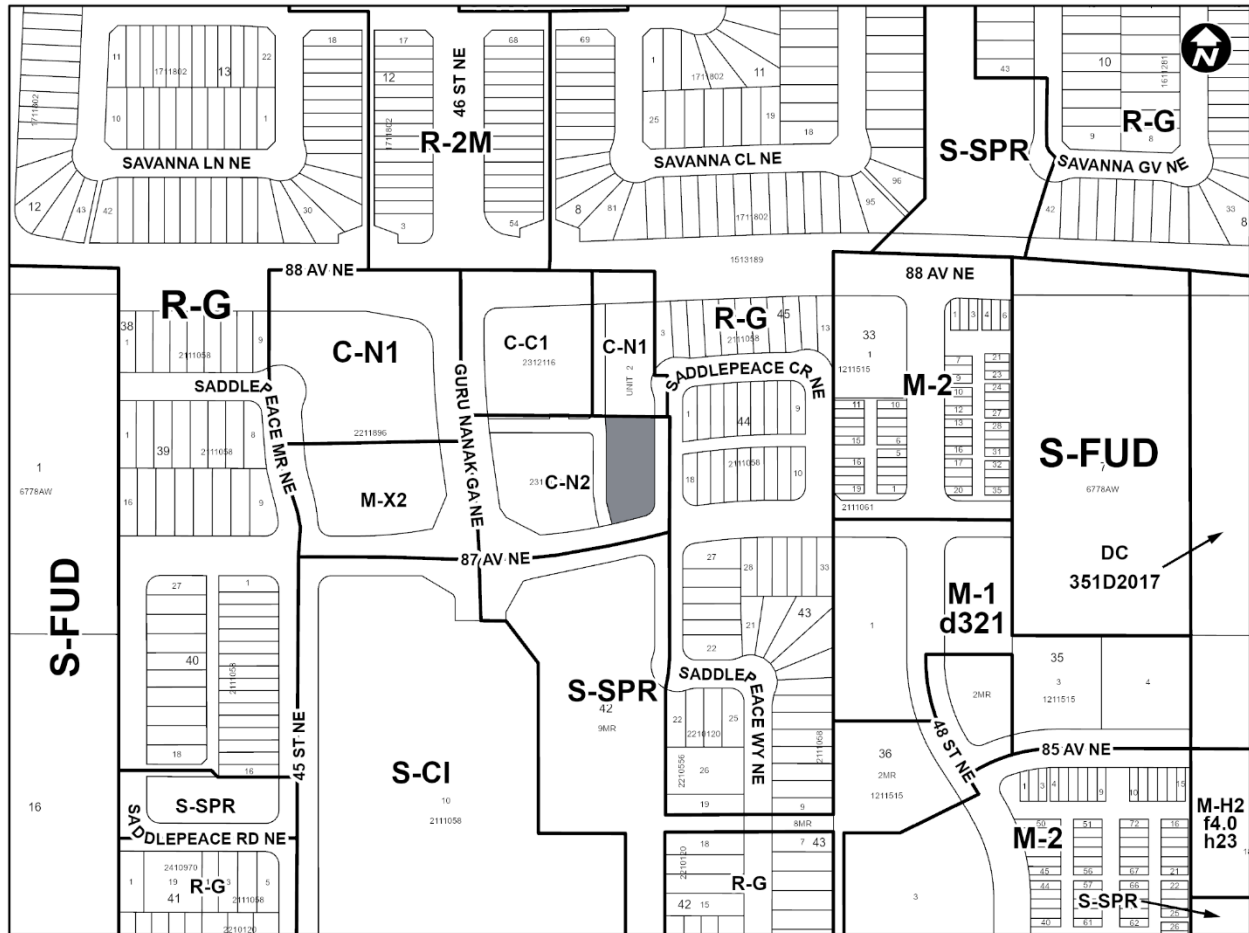
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

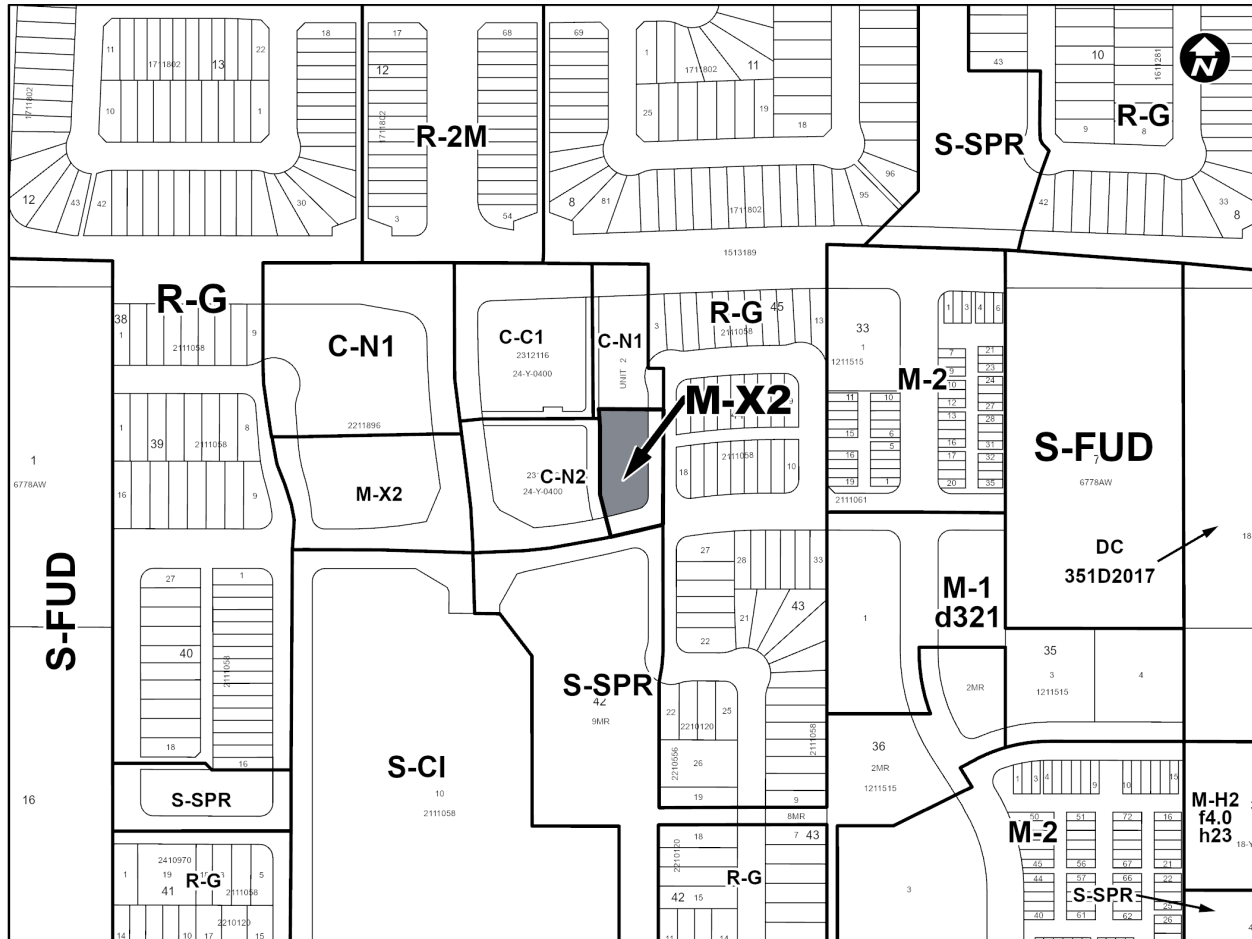
AMENDMENT LOC2024-0295/CPC2025-0532  
BYLAW NUMBER 123D2025

## SCHEDULE A



**AMENDMENT LOC2024-0295/CPC2025-0532  
BYLAW NUMBER 123D2025**

**SCHEDULE B**





**Policy and Land Use Amendment in Saddle Ridge Industrial (Ward 5) at 8604 – 38 Street NE, LOC2024-0288**

**RECOMMENDATIONS:**

That Calgary Planning Commission:

1. Forward this report (CPC2025-0263) to the 2025 July 15 Public Hearing Meeting of Council; and

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the amendment to the Saddle Ridge Area Structure Plan (Attachment 2); and
3. Give three readings to the proposed bylaw for the redesignation of 8.24 hectares  $\pm$  (20.36 acres  $\pm$ ) at 8604 – 38 Street NE (Plan 1612881, Block 2, Lot 7) from Industrial – General (I-G) District to Direct Control (DC) District to accommodate regional commercial development, with guidelines (Attachment 3).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 19:**

That Council:

1. Give three readings to **Proposed Bylaw 56P2025** for the amendment to the Saddle Ridge Area Structure Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 131D2025** for the redesignation of 8.24 hectares  $\pm$  (20.36 acres  $\pm$ ) at 8604 – 38 Street NE (Plan 1612881, Block 2, Lot 7) from Industrial – General (I-G) District to Direct Control (DC) District to accommodate regional commercial development, with guidelines (Attachment 3).

**HIGHLIGHTS**

- This application seeks the redesignation of the subject site to enable the development of large-scale regional commercial uses in addition to the industrial and limited local commercial uses already allowed.
- The proposal contributes to the potential for more diverse industrial and commercial development that is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposal would provide for more flexibility for additional commercial and general industrial business and contribute to employment opportunities to support residents across a broad region of Calgary.
- Why does this matter? Healthy and diversified industrial communities support the creation of a prosperous and diverse economy on a local and city-wide scale while also allowing for the more efficient use of existing infrastructure.
- The proposal requires an amendment to the *Saddle Ridge Area Structure Plan* (ASP) to allow for large scale regional commercial development.
- There is no previous Council direction related to this proposal.

**Policy and Land Use Amendment in Saddle Ridge Industrial (Ward 5) at 8604 – 38 Street NE, LOC2024-0288**

---

**DISCUSSION**

This policy and land use amendment application in the northeast community of Saddle Ridge Industrial was submitted on 2024 December 26 by B&A Studios on behalf of the landowner, Saddleridge GP INC. (C/O Triovest Realty Advisors Inc.). The approximately 8.24 hectare (20.36 acre) site is situated south of 88 Avenue NE between Métis Trail NE and 36 Street NE. The parcel is surrounded by roads on all four sides and is undeveloped. As per the Applicant's Submission in Attachment 4, the proposal is to amend the *Saddle Ridge ASP* and the site's current Industrial – General (I-G) land use designation.

The ASP amendment in Attachment 2 would affect Section 4.5 Major Employment Areas, which initially only allowed for fully serviced industrial uses. Council in 2024 approved limited local commercial uses (Bylaw 61P2024) in addition to the industrial uses already allowed on lands in Cell F to the north of 80 Avenue NE. The policy amendment in this application proposes to further include large-scale regional commercial uses on the subject site situated at 8604 – 38 Street NE only. The policy amendment does not apply to the rest of the lands to the north of 80 Avenue NE.

The land use amendment proposes a Direct Control (DC) District. This DC District is based on the permitted and discretionary uses and use rules of the Industrial – General (I-G) District in Bylaw 1P2007. The DC District in Attachment 3 proposes the addition of Supermarket, Retail Garden Centre, Liquor Store, Health Care Services and Retail and Consumer Services as discretionary uses to allow for large-scale regional commercial development. The DC District also proposes additional use rules for enhanced building design of public entrances to large-scale regional commercial development.

The amendment to the *Saddle Ridge ASP* and the land use district would allow for the additional development of large-scale regional commercial in conjunction with light industrial uses on the subject site. The ASP amendment promotes improved site design for better pedestrian walkway connections. No development permit application has been submitted at this time.

A Transportation Impact Assessment (TIA) was accepted in support of the proposed land use amendment application with a recommendation for several infrastructure upgrades and improvements, such as intersection upgrades, signalization and sidewalk and pathway upgrades. Attachment 1 provides more information on the TIA, but some of the recommended improvements, not included in this report, are subject to further analysis with the final infrastructure requirements and associated development responsibilities to be confirmed and addressed at the development permit stage. The proposed upgrades will address deficiencies and improve traffic operations in the area surrounding the subject site.

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

**Policy and Land Use Amendment in Saddle Ridge Industrial (Ward 5) at 8604 - 38 Street NE, LOC2024-0288**

---

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of this application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties was appropriate. As a result, the applicant notified the Ward Councillor's office, the Saddle Ridge Community Association and 11 neighbouring businesses to the west of the subject site about the proposed ASP and land use amendments. No comments were received from the public or interested parties and the Applicant Outreach Summary can be found in Attachment 5.

**City-Led Outreach**

In keeping with Administration's practices, this application was circulated to relevant public groups, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners. Administration received no responses from the public and there is no community association for the area.

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

**IMPLICATIONS**

**Social**

The proposal enables large-scale commercial development that will generate stable employment in close proximity to major residential areas. The site has been vacant for several years without industrial development and this proposal offers diversification in the local economy to improve socio-economic conditions in the area.

**Environmental**

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

**Economic**

The proposed *Saddle Ridge ASP* amendment and DC District intend to reduce development barriers and better align policy with current industrial and commercial trends will help enable economic growth and support job creation in support of a prosperous economy for Calgary. The DC District would accommodate both industrial and commercial uses, supporting economic diversification in the surrounding area and contributing to Calgary's broader economic growth.

**Service and Financial Implications**

No anticipated financial impact.

Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 19

ISC: UNRESTRICTED  
CPC2025-0263  
Page 4 of 4

Policy and Land Use Amendment in Saddle Ridge Industrial (Ward 5) at 8604 - 38  
Street NE, LOC2024-0288

---

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

- 1. Background and Planning Evaluation
- 2. **Proposed Bylaw 56P2025**
- 3. **Proposed Bylaw 131D2025**
- 4. Applicant Submission
- 5. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Saddle Ridge Industrial on the south side of 88 Avenue NE and midway between Métis Trail NE to the east, and 36 Street NE to the west. Further to the west lies the Calgary International Airport and to the east large residential areas such as Saddle Ridge, Martindale and Cityscape. The subject site is located in Cell F of the *Saddle Ridge Area Structure Plan (ASP)* and is earmarked for primarily industrial development. Cell F is comprised of a mix of parcels developed with either light industrial uses, local commercial uses or special purpose (recreational) uses. There are numerous vacant parcels in Cell F of the ASP.

The subject site is approximately 8.24 hectares (20.36 acres) in size and is vacant. The site is surrounded by streets along all four property lines, with 88 Avenue NE along the northern property line, a divided street providing access to both Métis Trail NE and 36 Street NE. Métis Trail NE is designated as an arterial street and 36 Street NE as an industrial arterial street. The parcel directly west of the subject site is developed with two light industrial buildings under the Industrial – General (I-G) District while the adjacent site to the east has been approved for a major City of Calgary park and recreational facility under the Special Purpose – School, Park and Community Reserve (S-SPR) District. The remaining parcels surrounding the subject site are currently vacant.

The rationale underpinning this application is to retain the industrial nature of the subject site while providing for the diversification of the allowable uses to include large-scale regional commercial uses.

## Community Peak Population Table

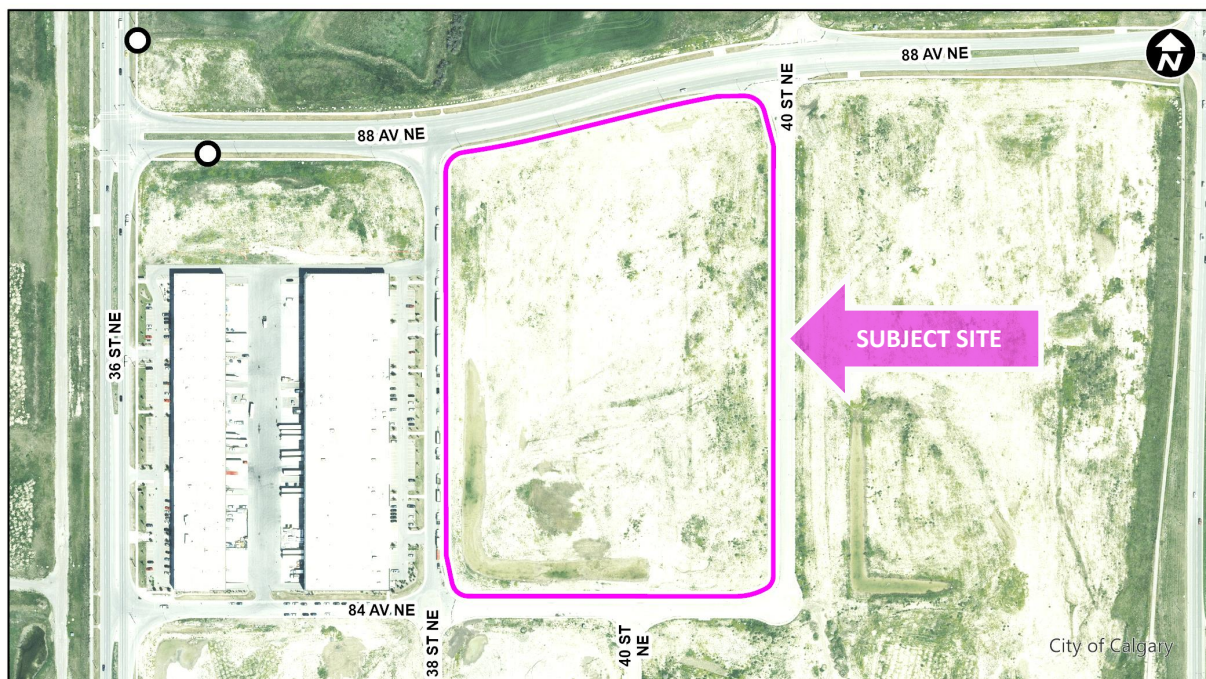
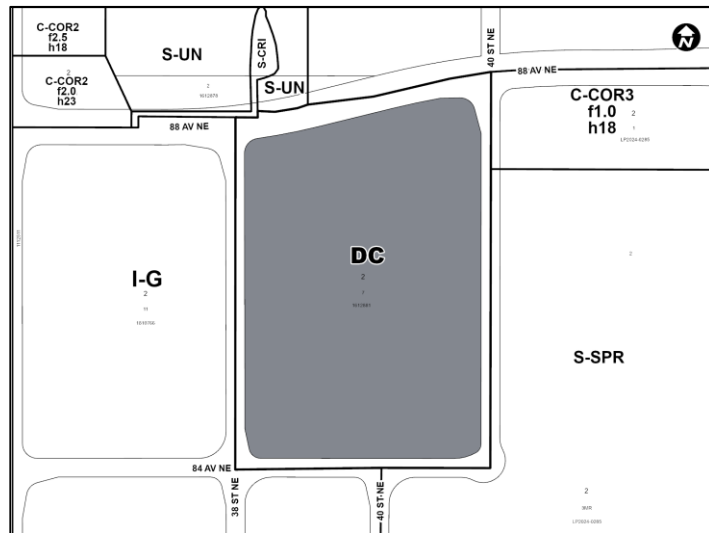
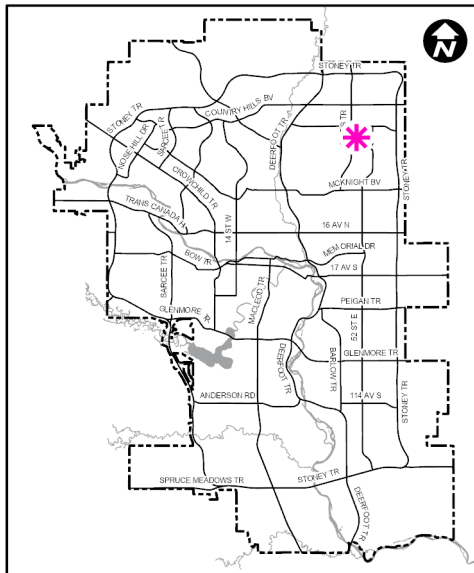
As identified below, the community of Saddle Ridge reached its peak population in 2019.

<b>Saddle Ridge</b>	
Peak Population Year	2019
Peak Population	22,321
2019 Current Population	22,321
Difference in Population (Number)	0
Difference in Population (Percent)	0%

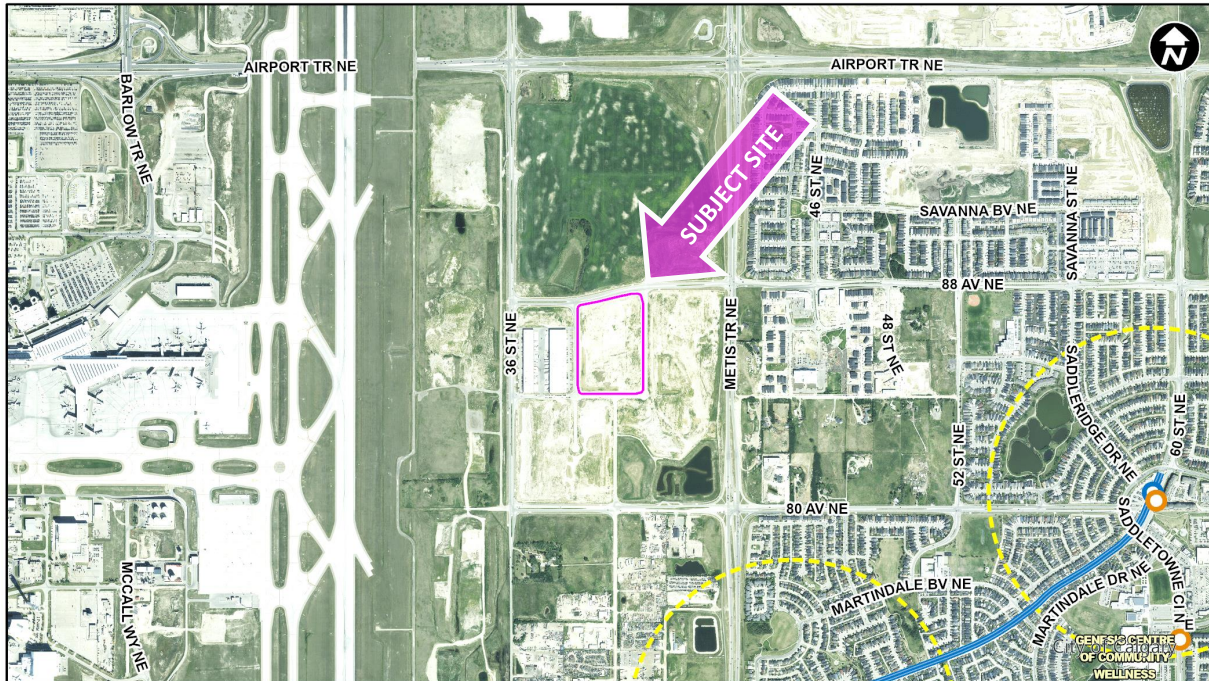
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

Prior to 2024, the *Saddle Ridge ASP* supported development exclusively for fully serviced industrial uses north of 80 Avenue NE in the community of Saddle Ridge Industrial. Amendments to five existing industrial Area Structure Plans, including the *Saddle Ridge ASP*, were considered and approved by Council on 2024 July 16 to allow for limited local commercial uses in addition to fully serviced industrial uses. Planning policy in Cell F, north of 80 Avenue NE in the *Saddle Ridge ASP*, was amended to include limited local commercial uses in Section 4.5 Major Employment Areas of the ASP ([Bylaw 61P2024](#)).

## Planning Evaluation

### Land Use

In addition to the *Saddle Ridge ASP* amendment, a land use amendment is required to facilitate the applicant's proposal for a large-scale regional commercial development. The current land use designation is the Industrial – General (I-G) District, which allows for a wide variety of light and medium-intensity general industrial uses with a limited amount of local support commercial. The floor area ratio is limited to 1.0 and there is no maximum building height, except where a parcel shares a property line with another parcel designated S-SPR District, in which case the maximum building height is 18.0 metres. The I-G District contains rules for providing screening of outdoor storage areas, providing landscaping in setback areas and limiting the use area for offices, administrative areas and public areas in restaurants.

The proposed land use district is a Direct Control (DC) District based on the current I-G District designed to retain the industrial nature of the site in order to support light industrial uses in future development. In addition, the DC District allows for large-scale regional commercial uses by including Supermarket, Retail Garden Centre, Liquor Store, Health Care Services and Retail and Consumer Services as discretionary uses. The DC District proposes the same floor area ratio and maximum building height as the I-G District.

Additional use rules are included in the DC District to specifically address regional commercial development and ensure a higher standard of building design. This is due to the site's proximity to the future City recreational facility and to ensure alignment with the *Large Retail/Commercial Urban Design Guidelines*. The proposed DC District rules require improvements to public entrances by including architectural design elements in Section 7 of the DC District. Section 8 of the DC District includes rules to ensure that health-related services and commercial uses develop only in conjunction with a large-scale regional supermarket.

Additional requirements in the ASP amendment focus on the site design to provide for a continuous pedestrian network across the subject site to connect all use areas, and to ensure the location of loading areas and utility screening will minimize visual impacts from adjacent parcels.

### **Development and Site Design**

If approved by Council, the applicable policies of the ASP and the *Large Retail/Commercial Urban Design Guidelines*, as well as the rules of the proposed DC District will provide guidance for the future development of this site including appropriate uses, landscaping, building height, building massing and parking. Given the specific context of this site, additional items that may be considered through the development permit process include, but are not limited to:

- the façade treatment of public entrances that incorporates visual interest at pedestrian scale;
- sidewalks and pathways to provide pedestrian connections between uses on the subject site; and
- visual screening of utilities and outdoor storage from the recreational facility to the east.

### **Transportation**

A Transportation Impact Assessment (TIA) was completed in support of the application for a proposed regional commercial development and a gas bar. The TIA evaluated the existing transportation network which including internal roadways, site accesses, the adjacent street network, key intersections and sidewalks/pathways.

The TIA recommended several infrastructure upgrades and improvements to be able to support the proposed regional commercial development and gas bar. These upgrades will be required by the developer at the development permit stage and include, but are not limited to, improvements to the Métis Trail NE/88 Avenue NE intersection, signalization at other key intersections, and sidewalk/pathway enhancements. The Métis Trail NE/88 Avenue NE intersection currently lacks dedicated storage bays for eastbound to northbound and westbound to southbound turning movements. Some of the recommended improvements that are not included in this report are subject to further analysis, with final infrastructure requirements and associated development responsibilities to be confirmed and addressed at the development permit stage. The proposed upgrades will address deficiencies and improve traffic operations in the area.

Vehicle access to the site will be provided from multiple directions: 38 Street NE along the west boundary, 40 Street NE along the east boundary, and 84 Avenue NE along the south boundary. Additional access will be available from 88 Avenue NE, an arterial road, along the north boundary of the site, configured as right-in/right-out only. The regional transportation network includes 36 Street NE west of the site, and Métis Trail NE east of the site. 88 Avenue NE provides an arterial standard connection between 36 Street NE and Métis Trail NE.

Transit service currently includes bus stops at the intersection of 88 Avenue NE and 36 Street NE approximately 200 metres from the subject lands. Route 100 – Airport (East and West) connects riders between the Calgary Airport and Saddletowne LRT station. As the community develops, improvements to local transit service will be provided, including the potential activation of a

dormant bus stop located on 88 Avenue NE, east of 40 Street NE, and the potential activation of dormant bus stops at the intersection of 84 Avenue NE and 40 Street NE.

Sidewalks are available along 88 Avenue NE, 38 Street NE, 84 Avenue NE and 40 Street NE surrounding the site. Upgrades to sidewalks and pathways will be determined at the future development permit stage.

Once implemented, the city's [Always Available for All Ages and Abilities \(5A\) Network](#) will provide high-quality access to the site for pedestrians and cyclists. North of the subject along 88 Avenue NE, a future regional pathway will be constructed on the north boulevard. This pathway will connect to a future pathway on the east boulevard of 36 Street NE, and an existing pathway on the west boulevard of Métis Trail NE. An additional pathway is planned for the east boulevard of Métis Trail NE. South of the subject lands, a planned pathway will supplement an existing pathway along the north boulevard of 80 Avenue NE, which will ultimately connect to the Martindale LRT station.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Sanitary, storm, and water servicing infrastructure is available to service the proposed development. Details of site servicing and stormwater management will be considered and reviewed at the development permit stage.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

The recommendations by Administration in this report have considered and are 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.

### **Municipal Development Plan (Statutory – 2009)**

The [Municipal Development Plan](#) (MDP) typology for the subject site is Standard Industrial and allows for a diverse and balanced mix of industrial uses at different densities and parcel sizes. The MDP allows for the intensity of industrial uses to be flexible and to respond to the changing nature of industrial activities. The local area policy should in these circumstances provide direction for future development. Although the MDP encourages industrial uses to be maintained as the primary use, a parcel in the Standard Industrial Area may redevelop with an appropriate use that is within close proximity to existing residential communities and the Primary Transit Network. Any proposal for such a change will require an amendment to the relevant Area Structure Plan to indicate the parcel may be suitable for other uses than industrial in the area.

The subject site is located to the south and in close proximity to Airport Trail NE, which is part of the city's skeletal road network and the Primary Transit Network. Airport Trail NE provides a major connection between Stoney Trail NE and the Calgary Airport, as well as further west to a potential connection with the future Green Line LRT station at Aurora Business Park. The site is also situated directly west of large residential communities, which include Saddle Ridge, Cityscape and Martindale among several other residential communities.

This proposal for a regional commercial development is considered appropriate in terms of the MDP policies.

### **Calgary Climate Strategy (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align future development will be explored and encouraged at subsequent development approval stages including accommodating solar energy systems and electric system designs that can accommodate electric vehicle charging.

### **Saddle Ridge Area Structure Plan (Statutory – 2012)**

The [Saddle Ridge Area Structure Plan](#) (ASP) provides planning policy direction for development on the subject site. The site is situated in Cell F on Map 6 - Land Use Map of the ARP and designated all land to the west of Métis Trail NE in the community of Saddle Ridge Industrial for general industrial purposes. Land use policies for Cell F on lands to the north of 80 Avenue NE, where the subject site is located, is earmarked for primarily fully serviced industrial land, but Council amended the land use policies in 2024 ([Bylaw 61P2024](#)) to also include limited local commercial uses to support the daily needs of surrounding communities. The adjacent development to the east of the subject site on the southeast corner of the intersection between 88 Avenue NE and 40 Street NE is currently developing with local support commercial uses.

To accommodate the proposal in this application, a further amendment is required to the *Saddle Ridge ASP* to include large-scale regional commercial in addition to the local support commercial, but this amendment is specific to the subject site and does not apply to other lands north of 80 Avenue NE. The ASP amendment proposes a text amendment to Section 4.5.1 - Industrial to allow for large scale regional commercial uses on the subject site.

### **Large Retail/Commercial Urban Design Guidelines (Non-statutory – 2016)**

The [Large Retail/Commercial Urban Design Guidelines](#) is a framework to guide the enhancement of new medium and large format commercial development sites outside of Greater Downtown. The Guidelines are rooted in and expand upon the objectives of the MDP to develop commercial sites with improved form and function that are well-integrated, vibrant and walkable, within development patterns that allow for greater diversity, intensity and change. The Guidelines are based on MDP direction to create comfort, safety and connectivity, and increase walkability and economic sustainability in all commercial areas. Two objectives from the MDP and these design guidelines applicable to the subject site are:

- achieve high-quality architectural design; and
- enhance the pedestrian environment within both development sites and public street.

Although the guidelines are primarily used at development permit review stage to guide development towards inviting commercial areas, the guidelines are also used to provide planning policy and use rules in local area plan and land use amendments. These guidelines were used to include specific use rules in the proposed DC District. The use rules in the DC District include direction to enhance all public entrances to large-scale retail “big box” development to improve the warehouse character and aesthetics of the building. Public entrances should provide visual interest and direction to pedestrians of the destination on the subject site. Large parking areas, specifically related to big commercial developments, must provide safe and comfortable walkways and pathways between destinations on the site. The following design guidelines are applicable and were used to create the use rules in the DC District:

- use prominent architectural elements to accentuate public entrances to large commercial buildings to provide visual interest and cues to the destination on the site;
- align building entries with major pedestrian links across the site to building entrances or site features;

- provide conveniently located, safe and accessible pedestrian linkages that connect retail entrances with internal and public pedestrian networks and transit stops;
- avoid sidewalks with dead-ends at parking lots, building structures, drive-aisles, roadways, berms and landscaping without an end destination within the site;
- enhance pedestrian walkways through surface parking lots by providing pedestrian-scaled lighting, distinct paving patterns/materials and marked crosswalks;
- raised crosswalks at crossings are preferred;
- provide a continuous tree canopy through parking areas along main pedestrian walkways; and
- create compact and visually unobtrusive waste and recycling facilities, integrated into buildings wherever possible. Provide shared, multifunctional areas between buildings for deliveries, loading, waste, recycling collection and emergency access for individual zones.



# PROPOSED

CPC2025-0263  
ATTACHMENT 2

## BYLAW NUMBER 56P2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE SADDLE RIDGE AREA  
STRUCTURE PLAN BYLAW 3P84  
(LOC2024-0288/CPC2025-0263)**  
\*\*\*\*\*

**WHEREAS** it is desirable to amend the Saddle Ridge Area Structure Plan Bylaw 3P84, 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 Saddle Ridge Area Structure Plan attached to and forming part of Bylaw 3P84, as amended, is hereby further amended as follows:

- (a) In Section 4.5.1 Industrial, in the second paragraph, delete the following text:

“Accordingly, lands north of 80 Avenue NE should be developed for predominantly industrial uses and limited local commercial uses.”

and replace with the following text:

“Accordingly, lands north of 80 Avenue NE should be developed for predominantly industrial uses and limited local commercial uses, except for 8604 – 38 Street NE that may accommodate large scale regional commercial uses.”

- (b) In Section 4.5.1 Industrial, delete Policy 1 in its entirety and replace with the following:

“1. Lands north of 80 Avenue NE should be redesignated, subdivided or developed for fully serviced industrial uses and limited commercial uses.

- (i) The parcel located at 9020 – 36 Street NE is appropriate for a range of commercial uses. Local commercial uses within the industrial area:

- (A) means the use of land, buildings or structures for the purpose of providing retail goods and services on a limited scale to primarily local employees or patrons in the area and may include, but is not limited to, restaurants, convenience stores, service stations and gas bars, and financial institutions;



# PROPOSED

## BYLAW NUMBER 56P2025

- (B) should be located at the intersection of two roads;
  - (C) should not comprise a site exceeding 1.6 hectares of land at the corner of an intersection; and
  - (D) should not, in the aggregate, comprise sites totaling more than 1.6 hectares of land at one or more corners of the same intersection.
- (ii) The parcel located at 8604 – 38 Street NE is appropriate for large scale regional commercial uses. Large scale regional commercial uses within the industrial area:
- (A) means the use of land, buildings or structures for the purposes of providing commercial uses on a large scale and may include, but is not limited to, supermarkets, retail garden centres, liquor stores and auto services;
  - (B) may contain retail sales activities where the product is displayed outdoors;
  - (C) should provide higher standards of building design such as, but not limited to, enhanced building entrances. Building entrances should create visual interest at a pedestrian scale through a combination of windows, prominent entry features, projections and recesses or other design detailing in building façades;
  - (D) should include site design that promotes a continuous, uninterrupted pedestrian network through the use of walkways with landscaping to allow for safe and efficient connectivity between buildings, parking areas and sidewalks to public transit and adjacent development. This includes the provision of a raised or painted crosswalk at the public entrance of a large scale regional commercial building; and
  - (E) should locate loading areas, ancillary storage, utility meters, garbage collection and other such services for large scale regional commercial buildings in a way to minimize the visual impacts through screening and landscaping from another parcel designated with a Special Purpose District.”

# PROPOSED

**BYLAW NUMBER 56P2025**

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

CPC2025-0263  
ATTACHMENT 3

## BYLAW NUMBER 131D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0288/CPC2025-0263)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

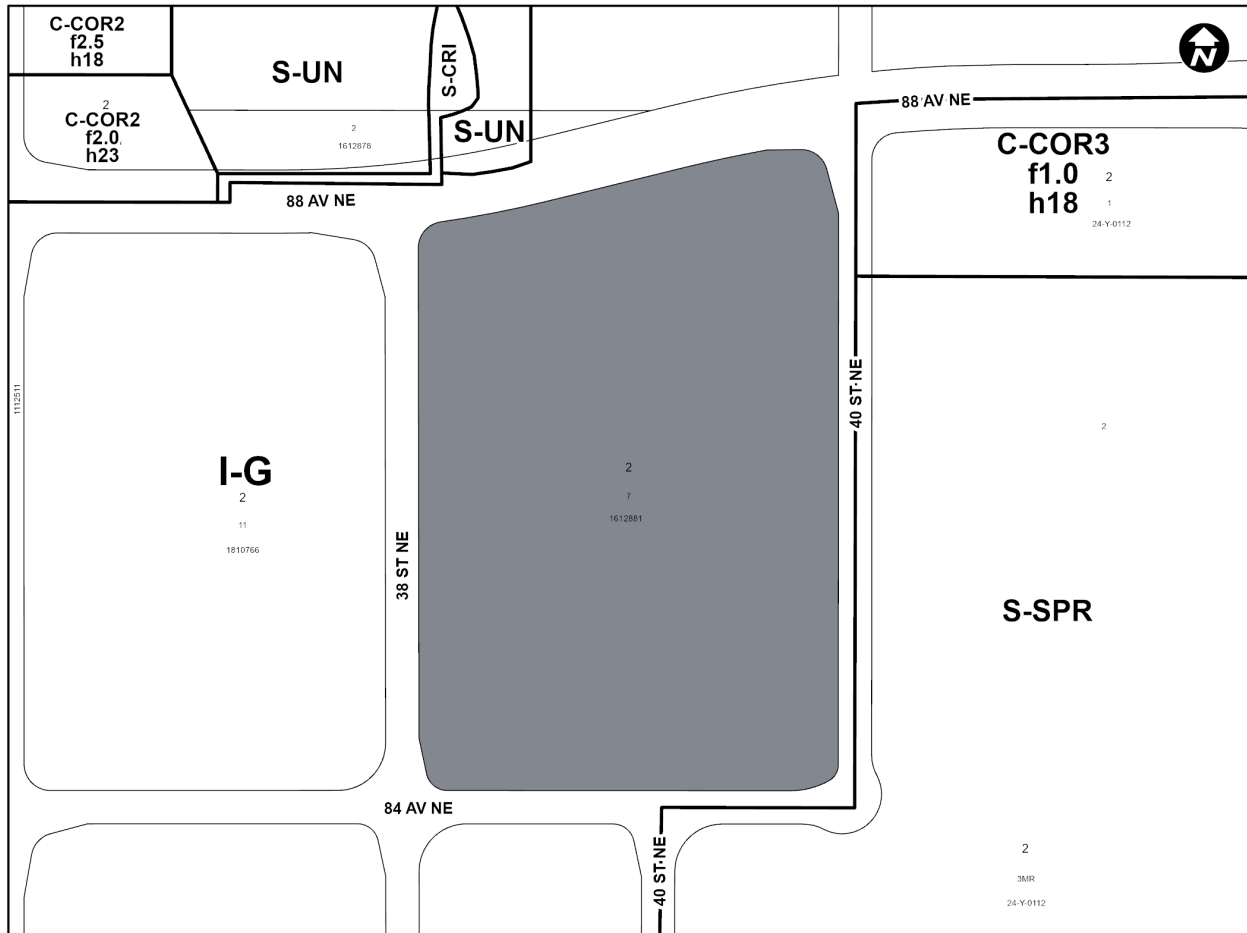
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2024-0288/CPC2025-0263  
BYLAW NUMBER 131D2025

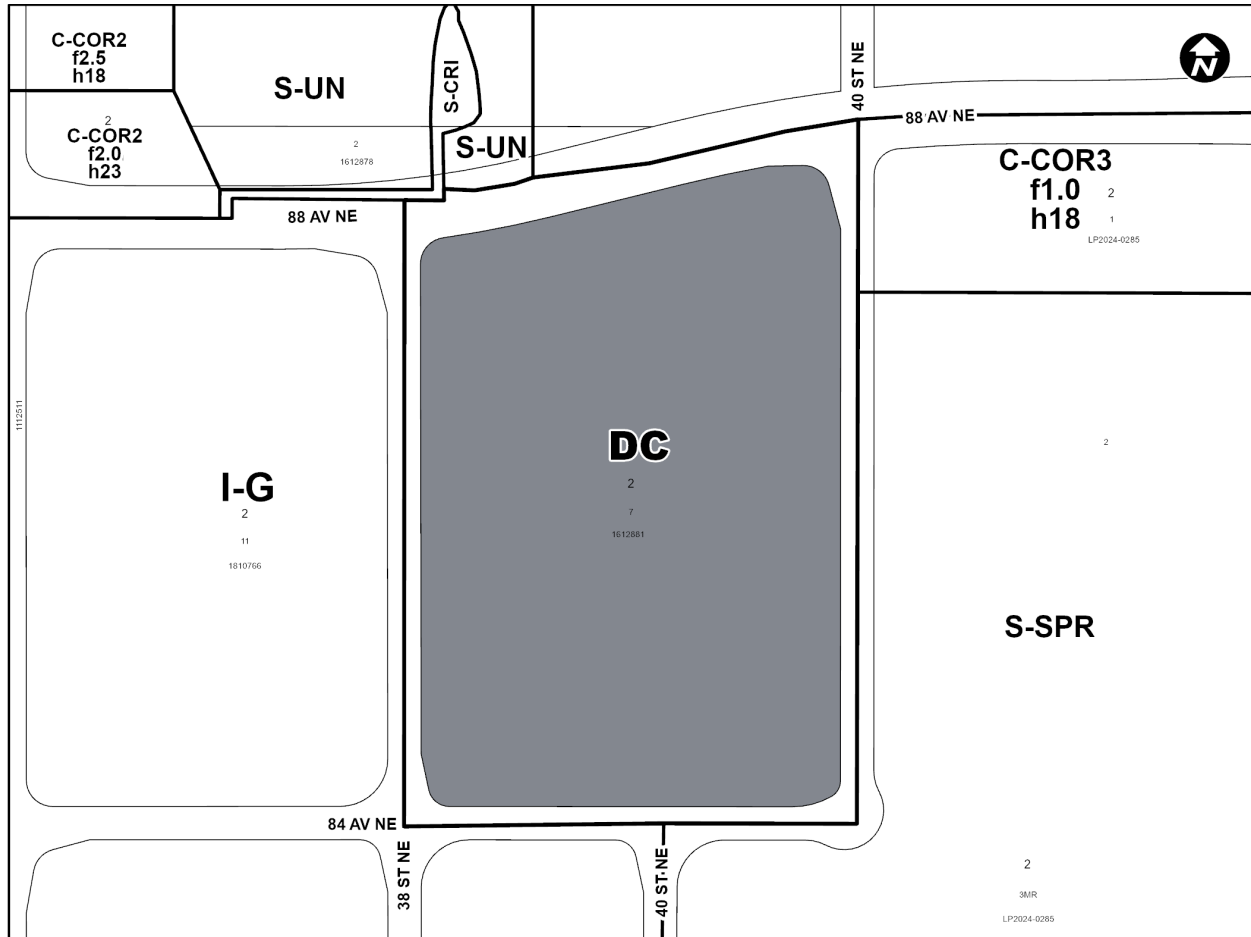
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2024-0288/CPC2025-0263  
BYLAW NUMBER 131D2025

## SCHEDULE B



## DIRECT CONTROL DISTRICT

### Purpose

- 1 This Direct Control District Bylaw is intended to:
  - (a) retain the industrial nature of the site;
  - (b) allow for additional discretionary uses as part of a large-scale regional commercial development; and
  - (c) provide for additional rules for building design and built form of large-scale regional commercial development.

### Compliance with Bylaw 1P2007

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

# PROPOSED

AMENDMENT LOC2024-0288/CPC2025-0263  
BYLAW NUMBER 131D2025

## Reference to Bylaw 1P2007

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

## Permitted Uses

- 4 The **permitted uses** of the Industrial – General (I-G) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

## Discretionary Uses

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

- (a) **Health Care Service;**
- (b) **Liquor Store;**
- (c) **Retail Garden Centre;**
- (d) **Retail and Consumer Service; and**
- (e) **Supermarket.**

## Bylaw 1P2007 District Rules

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

## Building Design and Orientation

- 7 A **building** containing a **Supermarket** must have accentuated public entrances with enhanced visual interest and pedestrian orientation through the use of at least three of the following architectural design elements:

- (a) high-quality **building** materials such as stone, brick or wood;
- (b) distinctive use of colour and texture treatments;
- (c) awnings or canopies;
- (d) pitched or raised cornice roof forms;
- (e) integrated signage and lighting;
- (f) recessed or projected **building** elements; or
- (g) glazing or other window features.

## Additional Use Rules

- 8 (1) A **Liquor Store** must only be approved in conjunction with a **Supermarket**; and
- (2) **Health Care Service** and **Retail and Consumer Service** must only be approved within the same **building** with the same public entrance as a **Supermarket**.

## Relaxations

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



# Applicant Submission

2025 June 2



## Applicant's Submission

On behalf of Saddleridge GP Inc (c/o Triovest Realty Advisors Inc.), B&A has submitted an application to redesignate 8604 – 38 St. NE from Industrial – General (I-G) District to Direct Control (DC) District based on an I-G District to accommodate development of a regional scale retailer.

The landowner has received an offer to purchase from a multi-national warehouse retailer that requires a large parcel and good vehicular access which this site ideally provides. The offer to purchase is subject to land use redesignation approval. The building envisioned for the site takes on the appearance of an industrial building and is of a size that is not appropriate for a residential area but is more appropriate for this area.

The use is compatible with the adjacent industrial uses in terms of building form, is accessed mainly by motor vehicles and as such is appropriately located near arterial roads.

The proposed DC District included the additional discretionary uses of Supermarket, Liquor Store and Garden Centre but has the references the base I-G District to allow other industrial uses. Furthermore, the intended building can easily be converted to an industrial use should the Supermarket fail to succeed.

When reviewing industrial land in the northeast, the history of land on the north side of Airport Trail paints a bigger picture. In 2018, the Northeast Industrial Area Structure Plan (NEASP) identified the lands north of Airport Trail as "Gateway Commercial Area" intended for a regional mall that did not materialize. In 2020, that landowner amended the NEASP removing 38.44 ha (94.99 ac) of commercial land and converting it to industrial land. Although this land use allows for supermarkets, the overall amount of industrial zoned land in northeast Calgary is still greater than it was in 2019 ensuring sufficient land supply.

The intended use will also employ upwards of 370 employees, creating employee intensive development desired by the City for major employment areas. This will provide more jobs within a closer proximity to where people live, reducing travel distance to and from work for area employees. For these reasons we feel an ASP amendment to allow the land use change is in order.

The proposed land use redesignation is consistent with the general land uses identified in the Municipal Development Plan, and general intent of the Saddle Ridge ASP. With the proposed ASP amendment, we hope to put into production underutilized land and spur on economic development. Finally, the uses proposed are consistent and complementary to the adjacent land uses, providing an opportunity to provide employment and services for residents of northeast Calgary. As such, we respectfully request your support of the application.

# Applicant Outreach Summary

2025 June 2



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

---

**Project name:** Triovest Saddle Ridge Commercial Land Use Redesignation

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

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

### Outreach Strategy

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

Notified the area Councillor, community association and 11 neighbouring businesses to the west about application. Requested a meeting with the Saddle Ridge Community Association on two occasions to explain the application. Notice posted the property.

### Affected Parties

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

Councillor Dhaliwal  
Businesses along 36 Street between 88 and 84 Avenues NE  
Saddle Ridge Community Association

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

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

No responses received by either the community association or neighbouring businesses.

### How did input influence decisions?

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

No impact.

### How did you close the loop ?

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

No comments received to close the loop.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

**Policy and Land Use Amendment in West Springs (Ward 6) at multiple addresses,  
LOC2024-0283**

**RECOMMENDATIONS:**

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendments to the West Springs Area Structure Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 3.98 hectares  $\pm$  (9.83 acres  $\pm$ ) located at 740, 760 and 780 – 81 Street SW and 741 and 761 – 78 Street SW (Plan 4740AK, Blocks 55 to 58; Plan 2412294, Block 50, Lot 2) from Multi-Residential – High Density Low Rise (M-H1) District, Mixed Use – Active Frontage (MU-2f4.0h30) District, Mixed Use – Active Frontage (MU-2f5.0h30) District and Mixed Use – General (MU-1f4.0h30) District to Mixed Use – Active Frontage (MU-2f6.0h63) District, Mixed Use – Active Frontage (MU-2f5.0h63) District, Mixed Use – Active Frontage (MU-2f4.0h30) District, Mixed Use – General (MU-1f5.0h42) District, Mixed Use – General (MU-1f4.0h42) District, Mixed Use – General (MU-1f4.0h30) District and Mixed Use – General (MU-1f4.0h26) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council:

1. Give three readings to **Proposed Bylaw 54P2025** for the amendments to the West Springs Area Structure Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 115D2025** for the redesignation of 3.98 hectares  $\pm$  (9.83 acres  $\pm$ ) located at 740, 760 and 780 – 81 Street SW and 741 and 761 – 78 Street SW (Plan 4740AK, Blocks 55 to 58; Plan 2412294, Block 50, Lot 2) from Multi-Residential – High Density Low Rise (M-H1) District, Mixed Use – Active Frontage (MU-2f4.0h30) District, Mixed Use – Active Frontage (MU-2f5.0h30) District and Mixed Use – General (MU-1f4.0h30) District to Mixed Use – Active Frontage (MU-2f6.0h63) District, Mixed Use – Active Frontage (MU-2f5.0h63) District, Mixed Use – Active Frontage (MU-2f4.0h30) District, Mixed Use – General (MU-1f5.0h42) District, Mixed Use – General (MU-1f4.0h42) District, Mixed Use – General (MU-1f4.0h30) District and Mixed Use – General (MU-1f4.0h26) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 June 5:

“The following documents were distributed with respect to Report CPC2025-0454:

- Revised Attachment 4;”

## Policy and Land Use Amendment in West Springs (Ward 6) at multiple addresses, LOC2024-0283

---

### HIGHLIGHTS

- This application seeks to enable comprehensive mixed-use commercial, recreational and multi-residential development in the 'West Springs North Neighbourhood' in the *West Springs Area Structure Plan* (ASP), otherwise known as 'West District'.
- The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Calgary Transportation Plan* (CTP).
- Amendments are required to the *West Springs ASP* to establish a Housing Diversity Special Policy Area to require a minimum percentage of required non-market or residential care units.
- What does this mean to Calgarians? Approval of this application may increase housing choice and diversity adjacent to a new public park and a future transit centre and contribute to the further activation and build-out of Broadcast Avenue SW and the greater West District development.
- Why does this matter? The proposal would enable additional market and non-market housing options, commercial and retail opportunities and a community recreation facility.
- A development permit (DP2024-08451) for a mixed-use development (comprising three buildings and a total of 382 dwelling units) in the first phase of the Housing Diversity Special Policy Area has been submitted and is under review.
- There is no previous Council direction related to this proposal.

### DISCUSSION

This application, in the southwest community of West Springs was submitted by CivicWorks on behalf of the landowners, Truman Park Ltd., on 2024 November 23. The subject site is composed of three blocks located at the centre of what is known as 'West District'. The site is situated between 78 Street SW and 81 Street SW and between 7A Avenue SW and 8 Avenue SW, totaling approximately 3.98 hectares (9.83 acres) in size.

The Mixed Use – General (MU-1) Districts and Mixed Use – Active Frontage (MU-2) Districts remain the same and enable mixed-use development with pedestrian-oriented retail spaces and a large community recreation facility. The primary changes include establishing a Housing Diversity Special Policy Area in the ASP to require a minimum percentage of non-market housing. The proposed land use districts increase the maximum floor area ratio (FAR) from between 4.0 and 5.0 FAR to between 4.0 and 6.0 FAR, and increase the maximum height from between 26 metres and 30 metres to between 26 metres and 63 metres.

As indicated in the Applicant Submission (Attachment 3), the proposal supports a revised development vision at the heart of the community to support the delivery of more community amenities supported by additional residential units through a comprehensive approach designed to be compatible with surrounding land uses. A development permit (DP2024-08451) for two six-storey and one 18-storey mixed-use buildings totalling 382 units was submitted on 2024 December 04 and is currently under review.

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

## Policy and Land Use Amendment in West Springs (Ward 6) at multiple addresses, LOC2024-0283

---

### ENGAGEMENT AND COMMUNICATION

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

#### Applicant-Led Outreach

As part of the review of the proposed policy and land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate.

In response, the applicant met twice with representatives of the West Springs/Cougar Ridge Community Association, West Grove Rise Home Owners Association, Westpark Residents Association, West Grove Estates Home Owners Association, Wentworth Residents Association, Calgary Catholic School Board, Calgary Board of Education and the Calgary French & International School. The applicant also met with Ward 6 and Ward 1 offices. In addition, approximately 1,500 postcards were delivered twice to neighbours in the surrounding area, custom signage was installed throughout the site and a dedicated project webpage was created. The applicant hosted two online information sessions for the general public to learn more about the proposed land use application and application revisions and to provide feedback or ask questions of the applicant. A building containing a temporary sales centre and information hub has been located on-site to keep neighbours informed of this application and the overall larger development. As a result of feedback, the applicant reduced the overall building height within the Land Use Application from a maximum height of 90 metres to 63 metres. The Applicant Outreach Summary can be found in Attachment 4.

#### City-Led Outreach

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

Administration received 1,358 responses in opposition to the proposed development from the public, eight responses in support and four responses that are neither in support nor opposition. A summary of comments received can be found in the City-Led Outreach section of Attachment 1.

West Springs Cougar Ridge Community Association (CA) provided two letters. The most recent letter can be found in Attachment 5. The identified areas of concern are primarily related to parking, traffic impacts, emergency services and existing infrastructure.

Administration considered the relevant planning issues specific to the application and has worked with the applicant to address concerns raised by residents and the CA. A summary of the changes include a decrease in building scale and density, and improving the transition to adjacent properties. A more detailed summary of changes to the application since its first submission is summarized in Attachment 1.



**Policy and Land Use Amendment in West Springs (Ward 6) at multiple addresses,  
LOC2024-0283**

---

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

**IMPLICATIONS**

**Social**

The proposed application enables the continuation of development in the community of West Springs, including a future framework for mixed-use development and a community recreation facility. The development of these lands may enable a more efficient use of land and infrastructure and support surrounding uses and amenities while introducing additional amenities such as a recreation facility for the community and greater area.

**Environmental**

The applicant has indicated that they plan to pursue measures as part of future development permit applications which could align with the objectives of the *Calgary Climate Strategy – Pathways to 2050*. The intensification of development and realization of transit-supportive development on this site could help reduce greenhouse gas emissions compared to low-density development and reduce dependence on driving.

**Economic**

The ability to develop a variety of housing types through minimum requirements for non-market or residential care units, as well as new commercial uses, would contribute to Calgary's overall economic health by providing housing for residents and employment opportunities within West Springs.

**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 54P2025**
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response
6. **Proposed Bylaw 115D2025**

**Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 05**

**ISC: UNRESTRICTED  
CPC2025-0454  
Page 5 of 5**

**Policy and Land Use Amendment in West Springs (Ward 6) at multiple addresses,  
LOC2024-0283**

---

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of West Springs and is comprised of three blocks located at the centre of what is known as 'West District'. The site is situated between 78 Street SW and 81 Street SW and between 7A Avenue SW and 8 Avenue SW, totaling approximately 3.98 hectares (9.83 acres) in size. The site is currently occupied by an existing farm storage building and Truman's West District and Discovery Centre, which will be demolished and relocated, respectively.

Surrounding development is characterized by a mix of commercial and residential developments including low to mid-rise, mixed-use commercial and multi-residential to the east, west and south. A 3.4 hectare (8.4 acre) park to the south and east, known as Radio Park, is currently under construction. To the north is an undeveloped site designated for office use and a single country residential estate. Surrounding buildings immediately adjacent to the site range in scale from four to nine storeys in height.

The area is served by Calgary Transit via Route 98 (Cougar Ridge), with a stop 400 metres (a seven-minute walk) away on 85 Street SW. A transit centre with future primary transit service is planned along Broadcast Avenue SW, adjacent to the site. Vehicular access will be provided from several surrounding streets, including Old Banff Coach Road SW, an arterial roadway. The site is situated within 1 kilometre of Stoney Trail, a skeletal roadway that provides fast and convenient access to the greater Calgary area.

## Community Peak Population Table

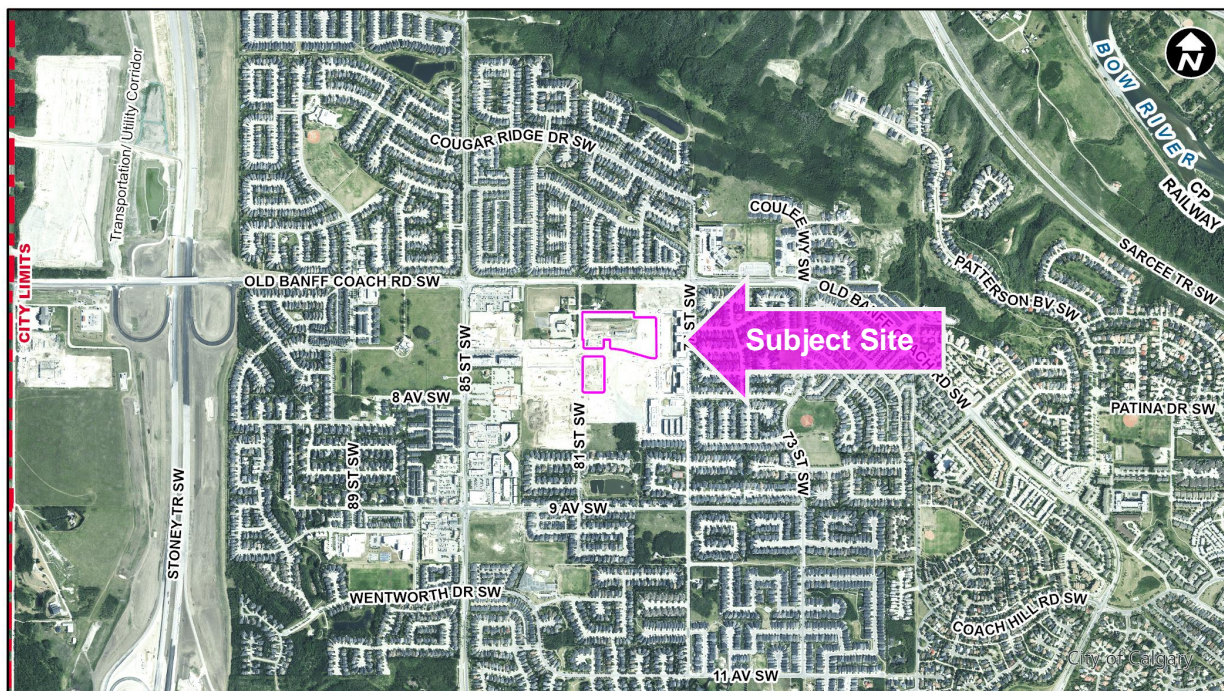
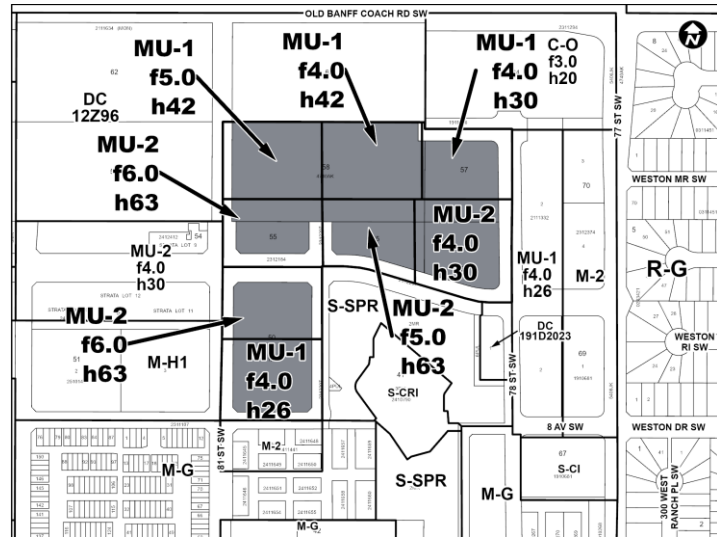
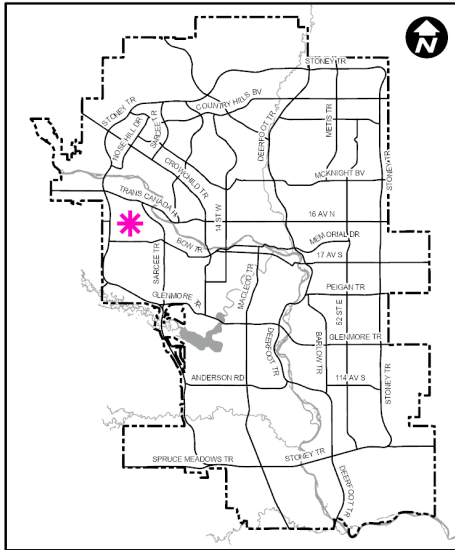
As identified below, the community of West Springs reached its peak population in 2019

<b>West Springs</b>	
Peak Population Year	2019
Peak Population	10,758
2021 Current Population	10,758
Difference in Population (Number)	0
Difference in Population (Percent)	0%

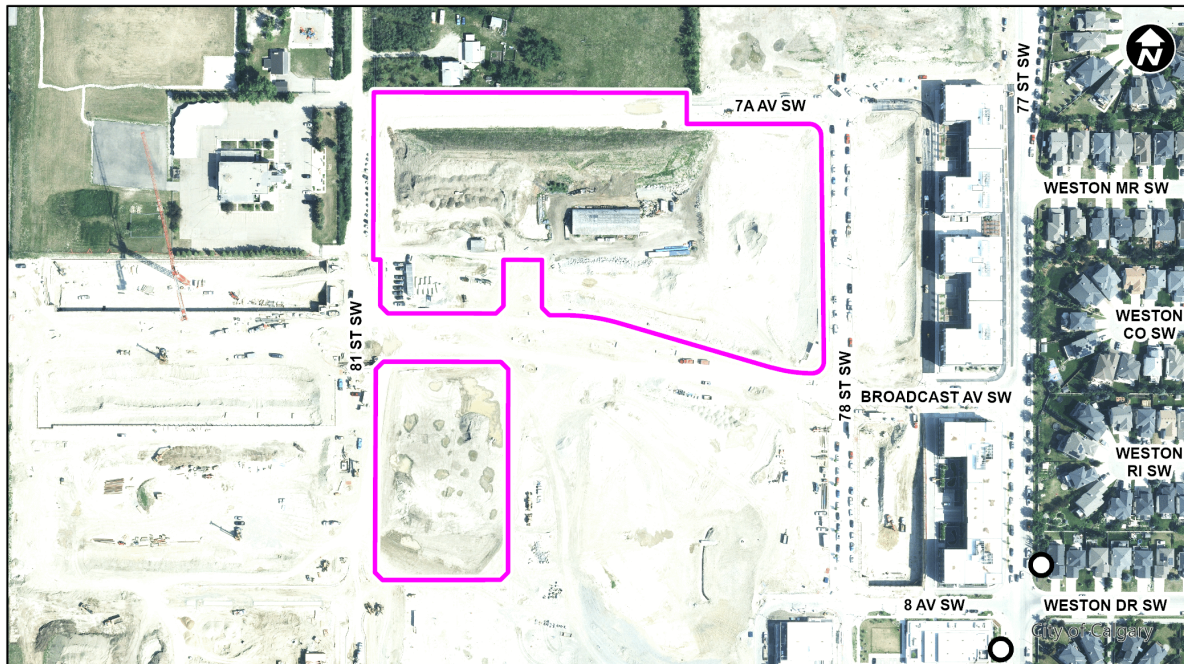
Source: 2019 Census of Canada

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The eight sites are comprised of the Multi-Residential – High Density Low Rise (M-H1) District, Mixed Use – Active Frontage (MU-2f4.0h30, MU-2f5.0h30) District and Mixed Use – General (MU-1f4.0h30) District. The MU-1 and MU-2 Districts accommodate mixed-use, multi-residential, commercial and recreational buildings. The site located furthest south in the proposal is proposed to be designated to the M-H1 District which accommodates tall, multi-residential developments located at community and transit nodes with a limited range of support commercial uses. The MU-2 District, which is intended to support active uses and requires at-grade non-residential uses to promote activity at street level, is located along Broadcast Avenue SW, a central spine in the community. The existing land use districts allow for a maximum floor area ratio (FAR) of 4.0 to 5.0 and a maximum building height of between 26 metres to 30 metres (approximately six to nine storeys).

The proposed MU-1 and MU-2 Districts remain the same, with the M-H1 parcel transitioning to the MU-1 District to enable comprehensive development on that block. The proposal would allow for a maximum FAR range of 4.0 to 6.0 and a maximum building height of between 26 metres to 63 metres. The proposed maximum building height range would allow for buildings approximately six to 18 storeys in scale.

The subject site is part of the applicant's West District development, which received approval as part of two separate outline plans (LOC2014-0008 and LOC2017-0058). West District is actively building out as a compact, high-intensity, transit-supportive, mixed-use node. The sites within

this proposal are bisected by Broadcast Avenue SW which functions as a pedestrian-oriented commercial street running east-west through the centre of the West District development.

The proposed MU-1 and MU-2 Districts support the applicant's overall vision for West District by enabling a pedestrian-oriented commercial street along Broadcast Avenue SW in addition to accommodating a moderate level of additional residential density, including non-market housing, and a future community recreation facility across from Radio Park.

### **Proposed West Springs ASP Amendments**

The [West Springs Area Structure Plan](#) (ASP) identifies the site as within the 'North Neighbourhood' area, envisioned as a high-intensity, mixed-use, transit-supportive community focused on providing local amenities and employment in a new community context. Built form and density transitions are sensitive to the adjacent areas in the community. The ASP envisions a central mixed-use neighbourhood main street that provides a vibrant public realm that supports an active and safe street throughout the day. A range of housing types, from single detached to multi-residential dwellings, provides housing choices for a variety of residents. Higher densities and a central transit-supportive centre support an efficient and convenient transit system that ties into the regional network. A walkable grid network provides added connectivity throughout the community and to adjacent neighbourhoods.

The proposed land use redesignation and policy amendment are aligned with the West Springs North Neighbourhood Vision and Core Ideas, as outlined in Section 4.4 of the West Springs ASP. A higher building height is proposed at the centre of the North Neighbourhood, closest to amenities, including a multi-modal commercial corridor, a large public park and a future transit station. The proposed land use redesignation includes height modifiers and building height rules to maintain transitions between higher building forms and the surrounding low to mid-scale buildings. The rules within the proposed MU-1 and MU-2 Districts are aligned with the ASP and support the overall Neighbourhood Vision identified for the North Neighbourhood for a vibrant and connected community.

The land use concept map, density concept map and building heights map in the North Neighbourhood currently allow for mixed-use and multi-residential developments with a maximum height of 16 to 30 metres and a maximum FAR between 4.0 to 5.0. Amendments to the land use concept, density concept, and building heights maps of the ASP are required to facilitate the new heights and densities proposed by this application.

### **Land Use Concept Map and Housing Diversity Special Policy Area**

The proposed amendment to Map 3: West Springs North Neighbourhood Land Use Concept introduces a new Housing Diversity Special Policy Area to the subject site which is intended to enable a range of housing unit types by encouraging an average minimum of 10% of all units to be non-market housing. The Housing Diversity Special Policy Area is also intended to support the provision of diverse unit types within large comprehensively developed sites and encourage at-grade activation by allowing the Approving Authority to consider relaxations to building form regulations to support these outcomes. A small southern portion of the block directly west of Radio Park is proposed to be redesignated from the Neighbourhood – Mid-Rise category to the Community – Centre category to allow for additional building scale along Broadcast Avenue SW.



### Density Concept Map

Map 4: West Springs Neighbourhood Density Concept in the ASP is proposed to be amended to reflect the proposed application. Changes to Map 4 would include increasing the maximum floor area ratio to between 4.0 FAR to 6.0 FAR. The greatest FAR is proposed at the centre of West District, directly adjacent to Broadcast Avenue SW. Maximum floor area ratios remain unchanged along the outer edges of the site at 4.0 FAR.

### Building Height Map

Map 5: West Springs North Neighbourhood Building Heights in the ASP is proposed to be amended to reflect the proposed application. Proposed changes to Map 5 include maximum building heights between 26 metres to 63 metres, or approximately six storeys to 18 storeys. The greatest building heights, 63 metres and 42 metres, or 18 storeys and 12 storeys respectively, are concentrated at the centre of West District. Building heights are tiered down to six-storeys along the outer edges adjacent to existing and approved four to six storey multi-residential developments.

### **Development and Site Design**

The rules of the proposed MU-1 and MU-2 Districts provide guidance for the development of the site, including appropriate uses, building height, massing, landscaping and parking. The applicant's conceptual design proposes the development of nine buildings within the application area. Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging, active frontage along Broadcast Avenue SW;
- mitigating showing, overlooking and privacy concerns to the parcels north of the site;
- mitigating shadowing concerns on Radio Park;
- ensuring a mix of uses within a development; and
- enhancing the interface of the proposed community recreation facility on Broadcast Avenue SW.

A development permit (DP2024-08451) has been submitted and is under review. This development permit includes one mixed-use building ranging in scale from nine to 18 storeys with retail located at-grade and 240 residential units above. Two six-storey mixed-use buildings with retail at grade and 142 residential units above are proposed for the balance of the site. All three buildings include a total of 506 underground parking stalls for residential and commercial uses, which are accessed via private internal laneways. Retail units are included in two of the three buildings and will contribute to an active commercial streetscape along Broadcast Avenue SW and adjacent to Radio Park.

### **Urban Design Review Panel**

The Urban Design Review Panel (UDRP) reviewed the initial pre-application proposal on 2024 September 04 and the development permit submission on 2025 March 19. The UDRP reviewed the application at both stages and framed their commentary around the following key considerations and suggestions:

- general support for both the initially proposed greater intensity and density on the site, and the revised development vision with lower intensity and density, which demonstrates a balance between pedestrians and vehicles;
- support for the inclusion of a community recreation amenity and looks forward to reviewing details through a future development permit;

- acknowledgement that buildings are situated appropriately to address shadowing concerns;
- acknowledgement that there are no transportation or utility constraints associated with the development; and
- suggestion that future explorations include greater bike storage where possible, enhanced pedestrian crossings of 80 Street SW, attention to interior facades and wrapping commercial into the interior courtyards where possible and shifting parkade access to the lane on 81 Street SW for the southernmost block.

Overall, the panel was supportive of the proposed development at this site and commended the applicants for the vision of how to incorporate increased density and intensity into a master-planned community. These considerations will be reviewed at the development permit phase.

### **Density and Intensity**

The proposed MU-1 and MU-2 Districts do not have density modifiers that will limit the maximum number of units on the site; however the applicant anticipates only 1,300 units at full build-out with the proposed height and floor area maximums. Based on having 1,300 units at full build-out, the intensity of the North Neighbourhood, will be approximately 153 people and jobs per gross developable hectare with existing development and current development proposals. The ASP identifies an approximate intensity of 204 people and jobs per gross developable hectare for the North Neighbourhood and no maximum density.

### **Transportation**

Pedestrian access to each site in the comprehensive subject area is available from the existing partial sidewalks along Broadcast Avenue SW, 78 Street SW, 80 Street SW and 81 Street SW. Through subsequent development permits, all adjacent sidewalks will be developed.

A shared pathway for cyclists and pedestrians is located on both sides of the Broadcast Avenue SW right-of-way, which runs east-west through the centre of the site and provides a connection to the broader primary cycling network. Through subsequent development permits, additional off-street bike routes will be provided along Broadcast Avenue SW, 78 Street SW, 80 Street SW and 81 Street SW.

The area is served by Calgary Transit with a bus stop located approximately 400 metres (a seven-minute walk) away on 85 Street SW for Route 98 (Cougar Ridge) that provides service to and from the 69th Street Light Rail Transit (LRT) Station for the communities of Aspen Woods, West Springs and Cougar Ridge. Through subsequent development permits, a new transit centre will be constructed adjacent to the site along Broadcast Avenue SW, and a future transit route will be implemented along Broadcast Avenue SW.

Direct vehicular access to the proposed development will be available from 78 Street SW, 80 Street SW, 81 Street SW, 7A Avenue SW, 8 Avenue SW and Broadcast Avenue SW. There is currently no Residential Parking Permit (RPP) zone in the area.

### **Transportation Impact Assessment**

An update to the 2017 Transportation Impact Assessment (TIA) as part of the original West District 2018 Outline Plan (LOC2017-0058) was completed during the review of this application. The TIA update is based on 2024 traffic data, which accounts for recent traffic pattern changes associated with the opening of Stoney Trail SW and traffic generated by occupied buildings within West District.

The TIA confirmed no changes to the ultimate roadway or intersection designs near the West District plan area are required to accommodate the plan revisions. Upgrades to Old Banff Coach Road SW (85 Street SW to 77 Street SW) will remain a requirement as the roadway is currently built to an interim cross-section. Similarly, upgrades to 81 Street SW and the addition of a traffic signal at Old Banff Coach Road and 81 Street SW will remain a requirement.

The updated TIA also confirmed that no changes are required to the planned active transportation network. As identified in the original 2017 TIA, transit enhancements and primary transit level transit frequency will be required to support the ultimate development vision. Calgary Transit is reviewing short-term improvements including re-routing of local bus routes to align with the new transit centre within West District and improved frequency.

Overall, the study found sufficient capacity in the transportation network to accommodate a complete build out of West District, subject to the identified road network improvements being in place.

### **Environmental Site Considerations**

A Phase I Environmental Site Assessment was provided by the applicant and reviewed for this land use amendment. There were no significant environmental concerns noted in the report and further action is not required at this time.

### **Utilities and Servicing**

#### Sanitary servicing

Sanitary servicing is available. An updated Sanitary Servicing Study was submitted and approved. The study has found that sufficient capacity remains within the existing sanitary sewer system to support the proposed West District development, provided that the 77 Street SW and 81 Street SW systems are treated as surcharged systems. No downstream upgrades are required. Any additional servicing details will be determined through the development permit process.

#### Water Servicing

Water servicing is available and water network plan has been approved. Extension and installation of the water network to service the subject land is at expense of the developer.

#### Storm servicing

Storm servicing is available and extension to service the subject land is at expense of the developer.

#### Waste and Recycling

Waste and recycling will be reviewed with each development permit application and suitable storage and collection will be required for each building or phase of development.

### **City-Led Outreach Summary**

Administration received 1,358 letters of opposition, four letters of neutrality, and eight letters of support from the public. The letters of opposition included the following areas of concern:

- pedestrian and traffic circulation being impacted;
- traffic congestion;
- not enough parking that results in parking overflow into surrounding neighbourhoods;

- general concerns about the proposed density and built form not respecting the community's existing built form context;
- shadowing impacts due to the proposed maximum building heights;
- capacity of local schools and sanitary servicing;
- general concerns related to the limited community consultation prior to submission of the formal application; and
- lack of a document that provides a master planning framework for the site.

The letters of support included the following areas of strength:

- increased density will support amenities; and
- increased density will help maintain infrastructure

The West Springs/Cougar Ridge Community Association provided an updated letter with the following concerns:

- parking, including commercial, residential and overflow;
- emergency services, infrastructure and school capacity; and
- meeting the housing needs of the community through more diverse housing choices.

### **Summary of Changes Made to the Application Since Submission**

Administration worked with the applicant to address concerns raised by residents, the West Springs/Cougar Ridge Community Association and comments from Administration that were identified during the review process. The initial submission proposed the use of a Direct Control (DC) District based on the MU-1 and MU-2 Districts. The maximum heights were proposed to vary from 26 metres to 90 metres, approximately six storeys to 30 storeys and the proposal anticipated a total of 2,200 units on the site at full build out.

In response to this community feedback about the density and building form and alignment with the existing ASP, the Applicant submitted revisions to the application, including using the MU-1 and MU-2 Districts rather than a DC District. The application also lowered maximum building heights to 63 metres (18 storeys) for the three tallest buildings at the centre of the site and lowered the surrounding buildings to six, nine, and 12 storeys along the site edges to create a more sensitive transition with adjacent low to mid-rise buildings. Following these changes, the application was recirculated and readvertised. The Applicant hosted an online information session for the public, met with local community groups and the representative ward office.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within the 'Developing Residential: Planned Greenfield with Area Structure Plan (ASP)' area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). MDP policy for this area defers to existing ASP policy, where future amendments to the ASP would be required to align with the policies of the MDP. This application is located in proximity to the Primary Transit Network, with a transit centre. This transit centre is proposed to be located within the subject parcels.

The proposal is aligned with the policies of the MDP in supporting the development of a high-intensity, mixed-use and transit-supportive community in this ASP area.

### **Calgary Climate Strategy (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has proposed approximately 10 percent of the stalls will be EV ready in the current development permit, with parking stalls that have a conduit, wiring and breaker installed.

Furthermore, the applicant has advised that they may consider the following design elements at future development permit stages: a backup power source, reductions to embodied carbon and waste, high efficiency mechanical equipment and a high-performance building envelope, solar readiness and the use of low carbon technologies.

### **West Springs Area Structure Plan (Statutory – 2012)**

The subject site is located within the North Neighbourhood (Map 2) of the [West Springs Area Structure Plan](#) (ASP). Within the West Springs North Neighbourhood Land Use Concept (Map 3), the subject site is identified as Neighbourhood – Mid-Rise and Community - Centre. The applicable policies for this area accommodate a mix of uses including residential, office and retail uses.

The proposed MU-1 and MU-2 Districts are in accordance with the general ASP policies as they aim to facilitate the establishment of mixed-use, multi-residential development. This application can be supported, with amendments, as it aligns with the ASP policies as follows:

- it aligns with the vision for an active frontage spine along Broadcast Ave SW;
- proposed heights/densities transition sensitively to the adjacent residential areas and open space;
- it supports flexibility in the building form, height and location of uses; and
- it supports the intensity targets for the community.

Although the proposed land use amendment does generally align with the overall intent of the ASP, the adjustment in maximum building height and floor area requires a policy amendment to accommodate the proposed land use districts.

In addition, this application will include a Housing Diversity Special Policy Area that encourages 10 percent non-market housing which may help address the current housing crisis and increase housing diversity in the community.

# PROPOSED

CPC2025-0454  
ATTACHMENT 2

## BYLAW NUMBER 54P2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE WEST SPRINGS AREA  
STRUCTURE PLAN BYLAW 20P2012  
(LOC2024-0283/CPC2025-0454)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the West Springs Area Structure Plan Bylaw 20P2012, 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 West Springs Area Structure Plan attached to and forming part of Bylaw 20P2012, as amended, is hereby further amended as follows:
  - (a) Delete the existing Map 3 entitled 'West Springs North Neighbourhood Land Use Concept' and replace with the revised Map 3 entitled 'West Springs North Neighbourhood Land Use Concept', attached as Schedule A.
  - (b) Delete the existing Map 4 entitled 'West Springs North Neighbourhood Density Concept' and replace with the revised Map 4 entitled 'West Springs North Neighbourhood Density Concept', attached as Schedule B.
  - (c) Delete the existing Map 5 entitled 'West Springs North Neighbourhood Building Heights' and replace with the revised Map 5 entitled 'West Springs North Neighbourhood Building Heights', attached as Schedule C.
  - (d) In Section 4.5.3, Transit Centre, delete policy 2 and replace with the following:
    - "2. The transit centre site should accommodate enhanced bus shelters and amenities along public street frontages to serve the broader area."
  - (e) In Section 4.0, West Springs North Neighbourhood, after section 4.6 Streetscape, Site Design and Built Form, add the following as a new section:

"4.7 Housing Diversity Special Policy Area

This Housing Diversity Special Policy Area is intended to support a diverse housing stock, including **non-market housing**. The provision of a diversity of housing types will allow more people to live in the area and help support businesses, transit, schools, services and amenities.



# PROPOSED

BYLAW NUMBER 54P2025

## 4.7.1 Housing Diversity and Public Realm Enhancements

1. The Approving Authority may consider relaxations to The City's land use bylaw to enable the development of **non-market housing** and public realm enhancements that supports at-grade activation.

## 4.7.2 Non-Market Housing

1. A minimum of 10% of all development within the Housing Diversity Special Policy Area is strongly encouraged to be comprised of **non-market housing**.
2. Applications for development should provide a plan outlining how the proposed development will contribute to the 10% **non-market housing** goal for the Housing Diversity Special Policy Area.
3. Where a development includes **non-market housing**, an agreement that outlines the conditions of the **non-market housing** units shall be executed to the satisfaction of the Approving Authority."

- (f) In Section 14.0 Glossary, add the following as a new definition following Neighbourhood Park:

**"Non-market Housing:** Rental or for-sale housing that is subsidized to meet needs not served by the private market. This type of housing includes transitional housing, social housing, and affordable housing."

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

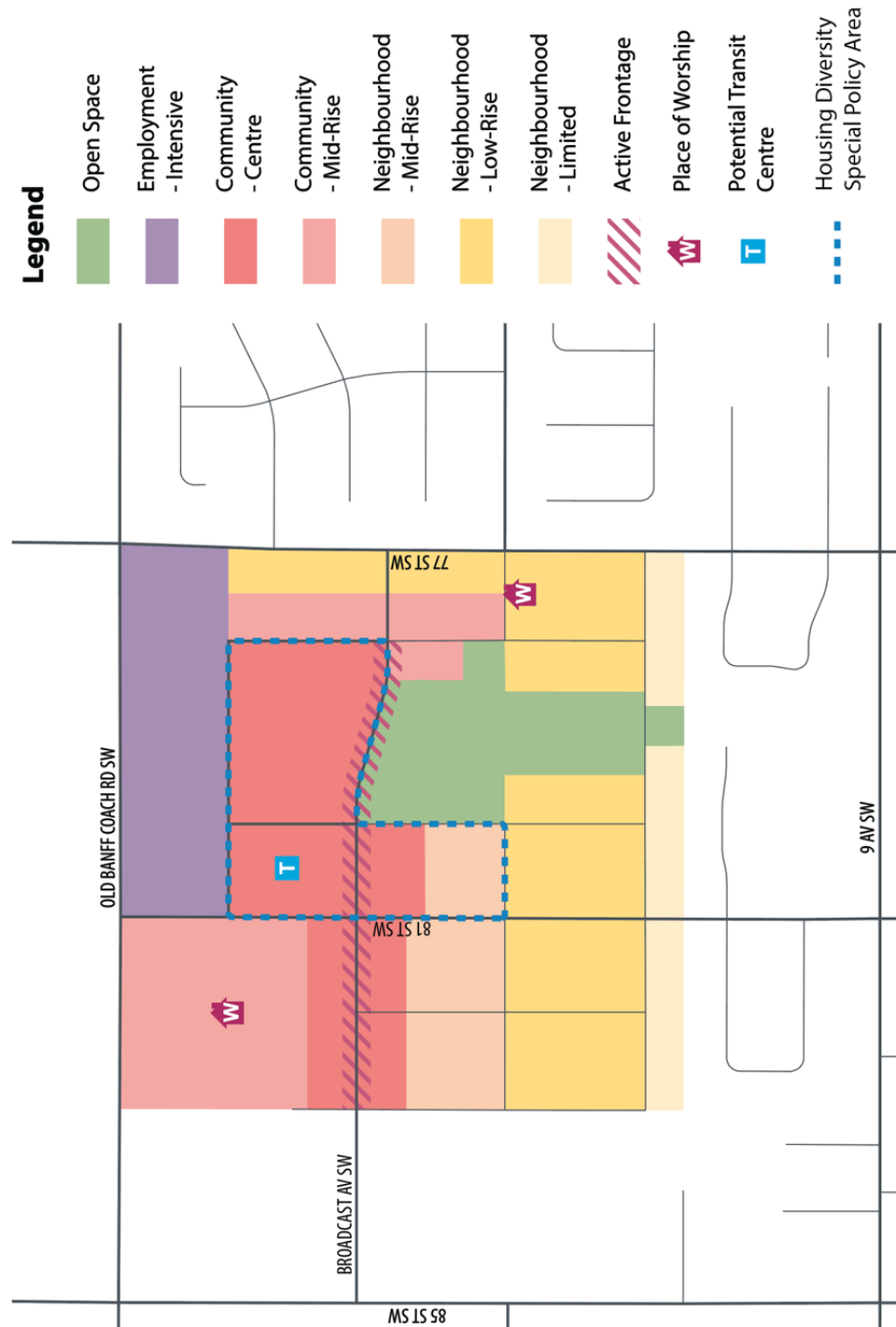
\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

BYLAW NUMBER 54P2025

## SCHEDULE A

Map 3: West Springs North Neighbourhood Land Use Concept

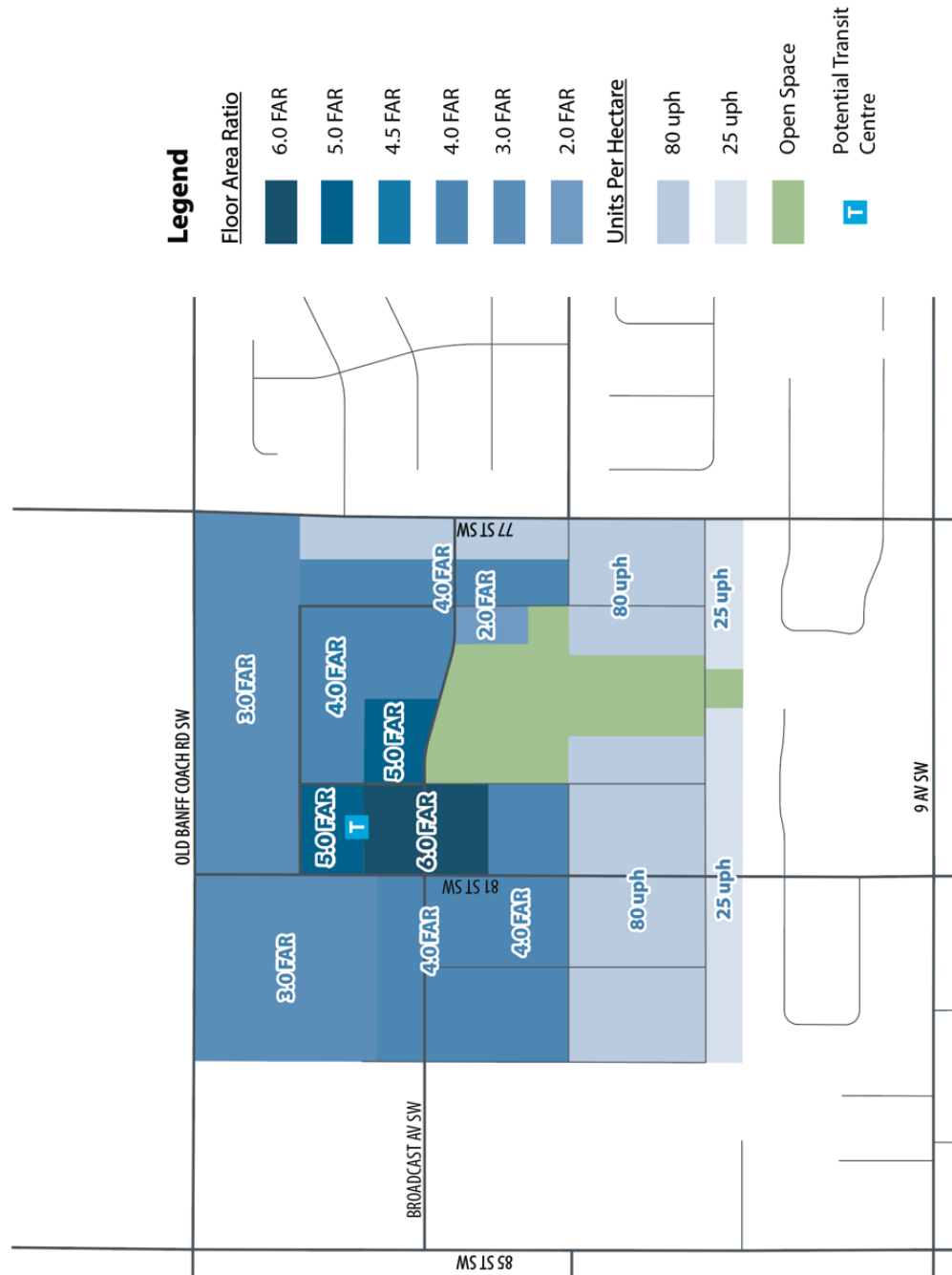


# PROPOSED

BYLAW NUMBER 54P2025

## SCHEDULE B

Map 4: West Springs North Neighbourhood Density Concept

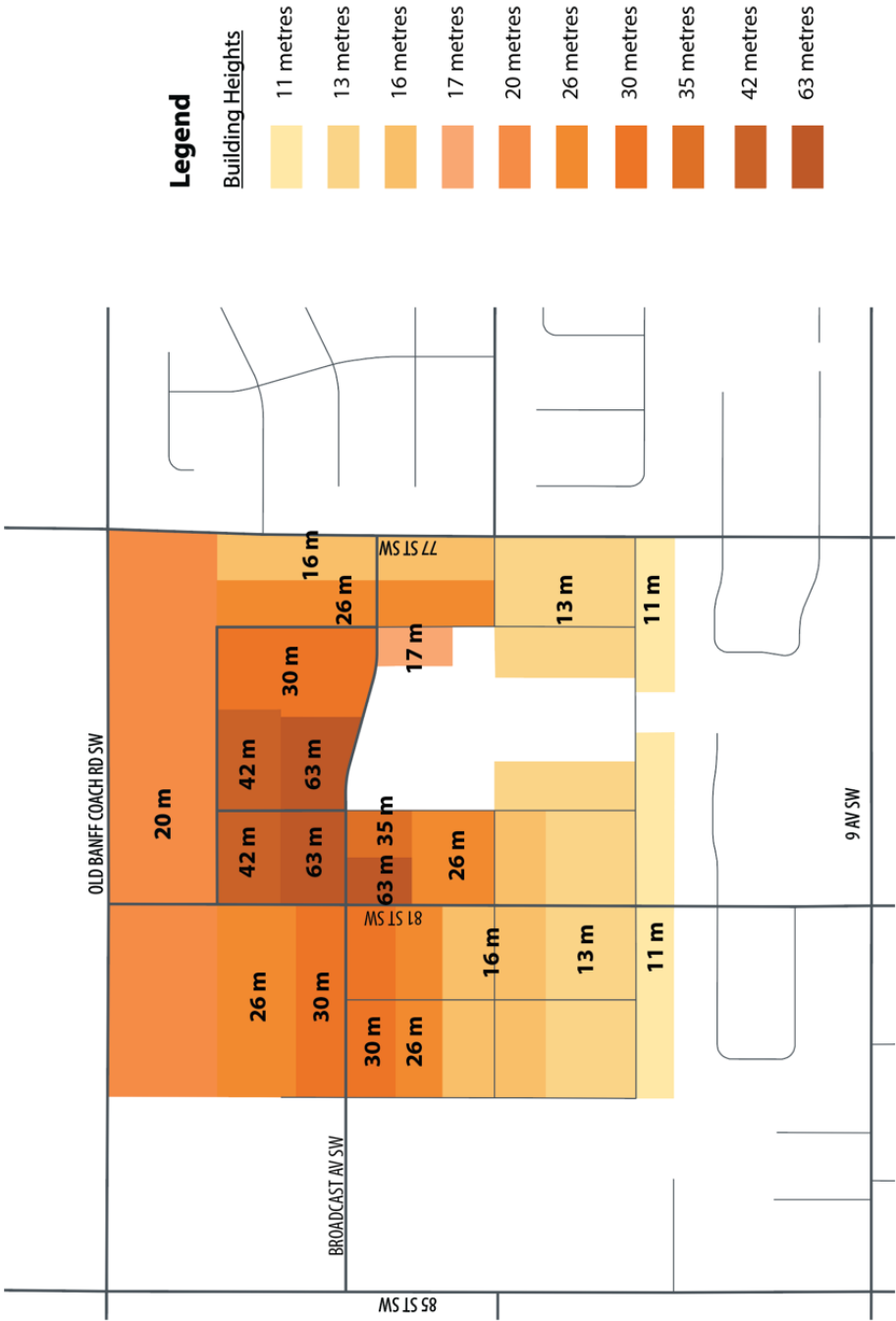


# PROPOSED

BYLAW NUMBER 54P2025

## SCHEDULE C

Map 5: West Springs North Neighbourhood Building Heights



# Applicant Submission

2025 March 19



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

**APPLICANT STATEMENT:** LOC2024-0283 at 740, 760 & 780 81 ST SW; 741 & 761 78 ST SW (9.9 ac / 4.0 ha)  
Land Use Redesignation, Area Structure Plan Amendment & Concurrent Development Permit (Phase 1)

---

<b>Existing Land Use:</b>	Multi-Residential - High Density, Low Rise: M-H1 Mixed Use - Active Frontage: MU-2f4.0h30 & MU-2f5.0h30 Mixed Use - General: MU-1f4.0h30
<b>Proposed Land Use:</b>	Mixed Use - Active Frontage: MU-2f6.0h63; MU-2f5.0h63; MU-2f4.0h30 Mixed Use - General: MU-1f5.0h42; MU-1 f4.0h42; MU-1 f4.0h30; MU-1 f4.0h26
<b>Development Vision:</b>	Nine buildings ranging in scale from ≤6 storeys (26m) to ≤18 storeys (63m) ± 1300 Anticipated Residential Dwelling Units ≥ 10% Affordable Housing and/or Residential Care ± 64,000 sq.ft Commercial Retail, Restaurants & Services ± 70,000 sq.ft Community Recreation Facility Transit Centre with future frequent connections to 69 ST SW LRT Station

## West District Masterplan Vision

Truman is the primary landowner, developer, and builder behind the master planned community of West District, an approximately 90-acre site located on the last large undeveloped land assembly in Calgary's well-connected west side. West District is designed as an innovative and urban neighbourhood, centred around the Broadcast Avenue commercial mainstreet and Radio Park, a 8.4 acre award winning public park representing a \$20M developer-funded investment, scheduled to open Summer 2025. For over a decade, Truman has been actively engaged in community engagement, planning & development approvals, and the comprehensive build-out of West District. By the end of 2025, roughly two-thirds of the master planned area will be either fully built, occupied, or under active construction.

The proposed Land Use Redesignation and Area Structure Plan (ASP) Amendment applications support a renewed development vision for three of the four remaining undeveloped blocks in West District. These blocks are situated at the heart of the community, where Broadcast Avenue meets Radio Park. Truman envisions this central location as a vibrant, dynamic hub offering future residents and visitors convenient access to shops, services, restaurants, high-quality public park space, recreational amenities, and frequent transit connections to the 69 Street LRT station, all within a short walking distance.

## Land Use Redesignation

The proposed Land Use Redesignation Application includes eight sites to accommodate mixed-use buildings ranging in height from 26 metres (6 storeys) to 63 metres (18 storeys), with maximum floor area ratios (FAR) ranging from 4.0 FAR to 6.0 FAR. Taller building forms are concentrated at the center of the application area, while lower building heights are proposed along the edges to provide a gradual transition to the surrounding low-rise and mid-rise developments in West District. The Mixed-Use - Active Frontage (MU-2) District is proposed along Broadcast Avenue to promote active at-grade uses such as retail and recreational spaces. The Mixed-Use - General (MU-1) District is proposed for lower-activity sites within the application area. A concurrent Development Permit application for the first phase of development within the block directly west of Radio Park is currently under review by City Administration.

## West Spring Area Structure Plan Amendment

An amendment to Section 4.0: North Neighbourhood of the West Springs ASP is proposed to update the building height, land use concept and density maps in alignment with the Land Use Redesignation application. The amendment also introduces a new "Special Policy Area" that requires a minimum of 10% of all residential units to be allocated as residential care and/or affordable non-market housing. This Special Policy Area supports built form relaxations to better facilitate diverse housing options and at-grade activation.



#### West District Master Plan Revision Considerations

Truman believes that increased density should be accompanied by community amenity. This application introduces new, publicly-benefitting amenities that go above and beyond the rich amenity offering already planned within West District. The proposed revisions to the master plan within this application are guided by three key considerations:

1. **Community Recreation Facility Opportunity:** The revised application approach is driven by Truman's vision for a recreation facility within West District. The site directly north of Radio Park has been identified as an ideal location to supplement the outdoor recreation amenities featured within the park. The Truman team is actively pursuing private and public partnership opportunities with well-established operators to deliver a new recreation facility within West District.
2. **Home is Here: Calgary's Housing Strategy:** Given the amenity-rich nature of this location, Truman believes it is well-suited for a greater diversity of housing options. Future residents will benefit from proximity to the planned recreation facility, Radio Park, the new Transit Centre, and commercial amenities along Broadcast Avenue. To support this vision, a new Special Policy Area is proposed within the West Springs ASP, which would require that 10% or more of all residential units within the application area be allocated as residential care and/or affordable non-market housing.
3. **Density & Infrastructure Capacity:** The number of residential dwelling units that can be developed within West District is dependent on available infrastructure capacity. Truman's civil and transportation engineering team has completed a thorough review of surrounding infrastructure and prepared an updated Sanitary Servicing Study and Transportation Impact Assessment. These reports confirm that there is sufficient capacity to support up to 2,200 new units within the application plan area, of which approximately 1,300 units are currently proposed.

The surrounding area benefits from relatively new oversized underground pipes and utility infrastructure; and future developer-funded upgrades have been established by The City of Calgary to improve the surrounding mobility network. West Springs / Cougar Ridge is one of Calgary's lowest density communities, and has an overall density of  $\pm 3.0$  units per acre (upa). With the addition of West District at full build-out the neighbourhood's density will be increased to  $\pm 6.5$  upa, which is still well below the Municipal Development Plan's Greenfield minimum density target of 8.0 upa.

#### Applicant-Led Outreach Process & Application Changes

Truman and the project team are committed to being good neighbours and hosting open, robust conversations within the communities we work. As part of our Applicant-led outreach process, and in addition to standard City of Calgary requirements, we provide local area organizations, surrounding area residents and broader community with multi-channel opportunities to learn more about a proposed change and share feedback directly with the applicant team. During our outreach process, we heard community concerns regarding the height and density, which was originally proposed as up to 30 storeys ( $\pm 90$  metres) and approximately 2,200 units. In response, Truman made significant revisions to the original application, reducing the maximum building height to no greater than 18 storeys ( $\pm 63$  metres) and lowering the total number of proposed units by roughly 900 units. Truman would like to sincerely thank all community members who took the time to participate and share their feedback throughout our engagement process.



# Applicant Outreach Summary

2025 April 23





Suite 2236, 10 Aspen Stone Blvd SW  
Calgary, Alberta, Canada T3H 0K3

P 403.240.3246  
F 403.240.4570

March 07, 2025

To the Community of West Springs and Cougar Ridge,

We would like to extend our appreciation for your time, engagement, and considered feedback throughout this process. Your dedication to the future of our shared community is commendable, and we truly value the insights you have shared. After 10 years of successfully building West District, Truman made an amendment application that seeks increased allowable building height and density, at the heart of the plan area, that we believe aligns with proven market demand and meets Calgary's present housing needs. We expect another 10 years of build-out, on a phased basis, to complete our legacy master planned neighbourhood.

During our discussions with the community we heard concerns with the application's proposed increase in building height. We have taken this feedback seriously and have responded by making significant modifications to the application. Specifically, we have reduced the maximum height of the proposed buildings to ensure a better fit within the surrounding neighbourhood. These changes reflect our commitment to a balanced approach that facilitates thoughtful growth while respecting the character and scale of West Springs-Cougar Ridge.

Our overarching goal remains to build a neighbourhood that enhances the greater community fabric. We are committed to a collaborative process and will continue to listen, refine, and engage with all stakeholders to ensure we create something we can all take pride in.

Thank you again for your engagement. We look forward to ongoing conversations.

Sincerely,

A handwritten signature in black ink, appearing to read 'George Trutina'.

George Trutina  
President, Truman

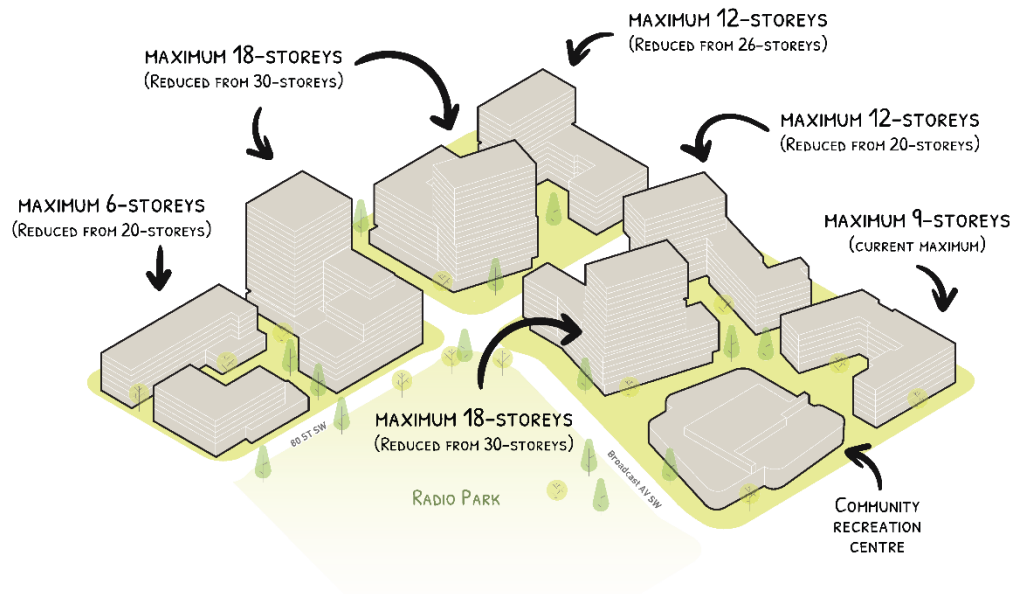
TRUMANHOMES.COM

## Outreach Summary

Truman and the West District project team would like to thank all who have participated in our applicant-led outreach process, including community members, community groups, education board members, and the local Ward offices. Your valuable feedback has influenced the refinement of the proposed development vision to reflect community concerns. Most notably, the proposed maximum allowable building heights within the application has been reduced from a maximum of 30 to 18 storeys within a portion of the site (3 building sites total). The remaining sites will allow a maximum height of between 6-12 storeys, depending on the location. The site currently allows for buildings up to 9-storeys in height.

**By reducing building heights and removing between 8-14 storeys across the entire comprehensive development, the maximum allowable floor area and massing has been reduced as well.** This will result in a significantly lower allowable density to be phased and built over the next 10 years. This also results in a lesser shadow impact and a more sensitive building scale transition to the surrounding developed context. The West District project team will continue to offer opportunities for engagement with community members through hand-delivered mailers, custom on-site signage, the dedicated project website, and correspondence and meetings with local community groups and Ward offices.

### REVISED DEVELOPMENT VISION



## Applicant-Led Outreach Process

Truman is committed to being a good neighbour and working with the community throughout this Land Use Redesignation and Development Permit application process. In support of the applications for this project, the West District project team undertook a proactive outreach program to ensure a transparent process for interested parties and groups. This included in-person meetings, community notification materials, and a digital information session to clearly communicate recent revisions to their development application.

Various outreach activities were undertaken between December 2024 – April 2025 and are further detailed below. Interested

participants include the West Grove Home Owners Association, West Park Residents Association, Wentworth Community Association, Westgrove Estates Home Owners Association, Wentworth Residents Association, West Springs Cougar Ridge Community Association, Calgary Catholic School Board, Calgary Board of Education, Calgary French & International School and the Ward 6 and Ward 1 Offices. The West District Project Team met with interested participants through multiple digital and in-person meetings, which has focused on informative and fact-based engagement and communications. Two Digital Information Sessions were held on February 5 and April 2, 2025 to ensure community members could learn more about the proposal, discuss and ask questions.

## Our Ongoing Outreach Approach

### On-Site Signage

Three on-site Applicant signs were installed when outreach was initiated in January, 2025 to supplement the City's three large format signs. Applicant signage included details about the development proposal, and an invitation to the digital information session. New signage was installed on-site in March, 2025 with updates, detailed project information, and another invitation to the second digital information session..

### Hand Delivered Mailers

±1,500 detailed trifold mailers were hand-delivered to surrounding area neighbours when outreach was initiated to share project information, provide project team contact information, and invite community members to join the Digital Information Sessions.

### Project Outreach Webpage

The project website ([hellowestdistrict.com/development/](https://hellowestdistrict.com/development/)) is regularly updated, acts as an information-sharing platform, and is a direct line to the project team. Community members can learn more about the proposed development vision through the information published on the project website, including the Outreach Summary.

### Phone Line & Email Inbox

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

### Public Digital Information Session

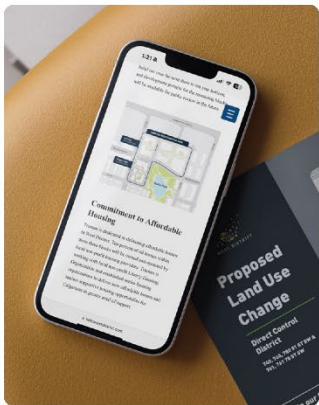
The project team hosted two online information sessions on February 5 and April 2, 2025 to share the development vision, listen to community feedback, answer questions, and provide project updates. The online information session was advertised via hand-delivered mailers, custom on-site signage, and the dedicated project website.

### Community Association & Ward Office Meetings

The project team met in person with representatives of the West Grove Home Owners Association, West Park Residents Association, Wentworth Community Association, Westgrove Estates Home Owners Association, Wentworth Residents Association, West Springs Cougar Ridge Community Association, Calgary Catholic School Board, Calgary Board of Education, and the Calgary French & International School on January 21 and March 20, 2025. The project team met with the Ward 6 Office on September 3, 2024, and the Ward 1 Office and representatives of the Ward 6 Office on January 22, 2025, to discuss the proposed change and answer questions. Further engagement opportunities and information sharing will be extended to community members, the WSCRCA and the Ward 1 and 6 offices to provide updates to the Application.



Examples of Outreach Strategies



Dedicated Project Website  
[www.hellowestdistrict.com/development](http://www.hellowestdistrict.com/development)



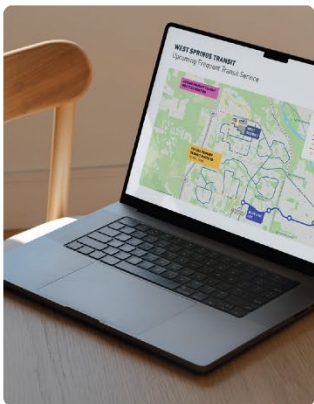
Hand-Delivered Mailers  
1,500 Total Mailers



Custom On-Site Signage  
5 Total Sandwich Boards



Ward 1 & Ward 6 Meetings  
September 3, 2024 & January 22, 2025



2 Online Information Sessions  
February 5 & April 2, 2025



In-Person Community Groups Meeting  
6 Community Groups, 3 School Organizations  
January 21 & March 20, 2025

## Outreach Process & Timeline

### Our Commitment

Since no single solution can satisfy all community members completely, the project team cannot integrate everything suggested by our neighbours and the community at-large. Our promise, however, is that we are transparent about how we reach our conclusions, making the following commitments to all who participate in our outreach process:

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

### Balancing Interests

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

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





## Outreach Background 2014-2017

The current West District Master Plan and Guidelines are the result of a comprehensive multi-phase community consultation process conducted over a three-year period, from 2014-2017. Consultation began in earnest with the launch of a developer-led engagement program in 2014, with community input and feedback providing vital touch-points in the evolution of the plan. Following the approval of the representative first phase, 'Gateway' — a nearly ten acre development within the Master Plan area, this process was further reinforced in 2017 by an additional multi-phased engagement program led by City of Calgary Administration as part of the developer funded West Springs ASP Amendment.

In total, the team heard from over 1,800 participants over the course of a seven-month engagement period spanning multiple project phases. In each phase, the land use and design concepts were iterated based on participant feedback, while project information was refined to provide additional clarity and structure to the ongoing conversation. A purpose built facility called EngageHub provided a vital consistency to the engagement process, enabling the project team to cultivate an accurate and grounded image of West District among stakeholders, culminating in adjustments to the process on the basis of user experience and the emergence of five 'key themes' that fed into the Master Plan Design.



### Housing & Buildings

Providing a wider range of housing options in the area and using more sustainable building practices.



### Commercial & Retail

Promoting new forms of retail for the area, especially small shops and the concept of a walkable "high street".



### Transportation & Parking

Thoughtfully managing vehicle traffic generation, limiting parking spillover, and promoting balanced mobility options.



### Open Space

Preserving existing Aspen tree stands, while also including plenty of programmable open spaces for all ages.



### Density

Respecting the existing development context by incorporating sensitive transitions to lower density edges.



## What We Heard

Our outreach process was designed to provide multiple opportunities for community members to learn about the vision for the site early on and to share their thoughts — all with the intent of maintaining a respectful and transparent conversation. Through our outreach channels and strategies, we heard feedback from the local Community Groups, the Ward 1 and Ward 6 Councillor's Offices, and community members, including those who attended the Applicant-led Digital Information Session.

Truman and the project team would like to thank these community members for sharing their feedback. In reviewing the feedback collected to date (April, 2025) and summarized by Administration and the local Community Groups, the project team has identified 6 key feedback themes. The key themes outlined in the following pages are broken into What We Heard and Team Response.

### Community Capacity

The project team heard a number of questions and concerns from community members and groups regarding the impact of increased density on community infrastructure and capacities. Specifically regarding school capacities and sanitary servicing.

### Traffic and Parking

The project team heard concerns about existing traffic congestion in West Springs, and questions about how this development would impact future traffic congestion and on-street parking capacities.

### Building Height

The most common concern community members raised to the project team through the outreach process was regarding the proposed maximum building height. Specifically, we heard concerns about shadowing, associated density, and the visual impact of the proposed buildings.

### ASP Amendment

Community members and groups raised questions about why a policy amendment to the West Springs Area Structure Plan was required, and the rationale for an amendment.

### Outreach Process

Community members and groups had concerns about the applicant-led outreach process and engagement approach, as well as questions about the roles and responsibilities in the outreach process.

### Future Amenities

Several community members and groups raising concerns about existing community amenities being at or nearing capacity, the project team heard questions about future publicly-accessible amenities in West District.



## What We Changed

In response to community feedback, Truman and the project team has made considered changes to the development vision by reducing the proposed maximum building heights and allowable floor area, and ultimately reducing the density of the proposed development.

### Building Height

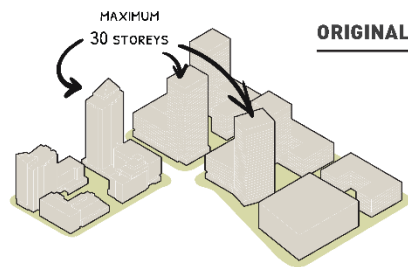
The original application (Nov 2024) proposed a maximum building height of up to 30 storeys, and the updated application has reduced this by one-third to 18 storeys. The mid-scale buildings have been reduced by a half from up to 26-storeys to 6-12 storeys. The current land use districts approved for these blocks in 2018 allow building heights up to 9 storeys.

### Floor Area

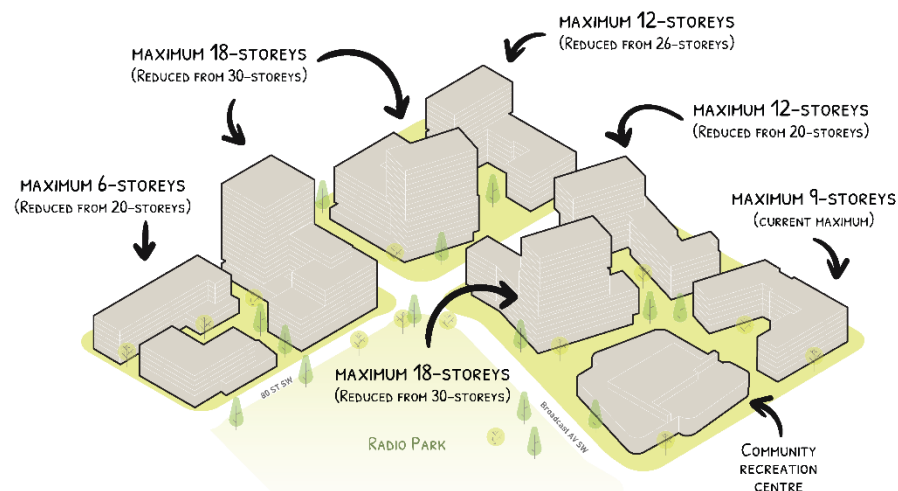
Along with building height, the maximum allowable buildable floor area measured as a Floor Area Ratio (FAR), of the original application (Nov 2024) has been considerably reduced as well. The maximum proposed FAR has now been reduced to between 4.0 and 6.0, from the originally proposed FAR between 4.0-8.0.

### Density

With the significant reduction of both building height and buildable floor area, the proposed development will have lower allowable density to be phased and built over the next 10 years, about 2/3 of the originally proposed density.



**ORIGINAL DEVELOPMENT VISION NOV 2024**



**REVISED DEVELOPMENT VISION MAR 2025**

## Building Height

### What We Heard

The most common concern community members raised to the project team through the outreach process was regarding the proposed maximum building height. Specifically, concerns about shadowing and the visual impact of the proposed buildings.

### Our Response

From inception, West District has been envisioned as a compact, high-intensity, transit-supportive, mixed-use activity centre. West District is currently building out to complete this vision, which includes a number of taller buildings, ranging from 9 to 12 storeys that are currently under construction. The West District Outline Plan and Land Use (approved 2018) support building heights between up to 9 storeys within these blocks.

To better align the development vision with the current scale of West District, the project team and Truman have updated the original application to reduce the maximum building height across the entire comprehensive development site. The original application (Nov 2024) proposed a maximum of up to 30 storeys, and the updated application now proposes a maximum of up to 18 storeys for three building sites within the centre of the plan area. The remaining buildings will be tiered from 12-storeys to 6-storeys along the edges to provide a more considered transition to adjacent 4-9 storeys developments. The height reduction of up to 14-storeys will reduce both shadow impacts and the visual impact of the proposed development for surrounding community members.

## ASP Amendment

### What We Heard

Community members and groups raised questions about why a policy amendment to the West Springs Area Structure Plan was required, and the rationale for an amendment.

### Our Response

The West Springs Area Structure Plan (ASP) envisions West District as a modern, high-intensity, mixed-use community and currently intends that the North Neighbourhood, otherwise known as West District, should exceed 200 people and jobs per developable hectare when developed, the highest minimum intensity threshold for Major Activity Centres set in the Municipal Development Plan (MDP). The ASP acknowledges that the majority of West Springs was originally built well below the current intensity thresholds set out in the MDP, and West District is intended as an Activity Centre to support long-term population and employment. As West District has developed over the last 10 years and market conditions within Calgary have changed, Truman believes these three blocks represent an opportunity to provide more housing options, including affordable non-market housing in an area of West District that has excellent access to amenities - including new transit infrastructure, new commercial-retail businesses, the newly constructed Radio Park, and an emerging community recreation facility.

To realize the development vision, the project team is proposing several amendments to the West Springs ASP that will enable a Transit Centre, the provision of 10% of the proposed units as affordable non-market units, and increases in allowable building height and buildable floor area. In response to community concerns, the project team and Truman are revising the proposed amendments to incorporate a reduced allowable building height and buildable floor area.



## Community Capacity

### What We Heard

The project team heard a number of questions and concerns from community members and groups regarding the impact to community infrastructure and capacities. Specifically regarding school capacities and sanitary servicing.

### Our Response

The project team acknowledges that all development and increased density will have a corresponding impact on surrounding community infrastructure and services. To better understand and mitigate this impact, the project team proactively works with a number of specialists to forecast these impacts. Currently, West Springs and the surrounding area is considerably below the density thresholds for Developing Greenfields as set out in the Municipal Development Plan and even with the proposed additional density, the area will remain well below these density targets.

### School Capacity

While an increase in the number of homes can have potential impacts on school capacity, it is beyond the purview of individual land use and development applications to effect change related to school capacity issues. Applicable School Boards are circulated on development applications, who monitor population growth and change to make recommendations to the Government of Alberta about opening or closing schools. The Government of Alberta (Alberta Education) is responsible for reviewing, planning, forecasting and funding school capacity. In recent years, Alberta has seen record inter-provincial migration and international immigration, which has had a great impact on school capacity. These organizations will continue to work together to plan school capacity in Calgary based on its growth patterns. Recent announcements by the Alberta government also indicate significant future investment of more than \$8B for new and existing schools to meet demand.

To better understand the potential impact of the proposed development on surrounding school capacities, the project team has looked to trends and statistics on household composition by dwelling typology. As the proposed development will be a new build, multi-residential, and mixed-use, it will have a significantly lower number of school-aged children than a lower-density townhome or single-detached home style development which tend to see the highest number of school-aged children households. While West District will be home to a number of families whose children will attend surrounding schools, it's important to note that this new multi-residential development typology typically sees a much smaller number of families with children than the traditional development typologies of West Springs and surrounding communities, and the proposed phased development will build-out over a longer term anticipated as a least 10 years. Future development phases may include uses that would not include households with school-aged children, like senior supportive housing and a hotel.

### Sanitary Network Capacity

The project team proactively worked with professional civil engineers, Urban Systems, to update the 2017 Sanitary Servicing Study that was accepted with the original 2017 West District Outline Plan. The updated 2025 Study reflected the new proposed development, other recent development proposals in the surrounding area, and the latest sanitary servicing data from The City of Calgary. The study found that the surrounding servicing infrastructure has the capacity to handle the proposed additional density, and will continue to operate acceptably. The servicing infrastructure in West Springs and the surrounding communities was designed and built to handle a much larger capacity than it is currently experiencing, and the infrastructure has the capacity to handle the proposed additional density. The updated 2025 Sanitary Servicing Study has been accepted by The City of Calgary.





## Traffic and Parking

### What We Heard

The project team heard concerns about existing traffic congestion in West Springs, and questions about how this development would impact future traffic congestion and on-street parking capacities.

### Our Response

To better understand the traffic and parking impacts of the proposed development, the project team proactively worked with professional transportation engineers, Bunt & Associates, to update to the 2017 Transportation Impact Assessment (TIA) for West District. The TIA considered existing and future roadway traffic capacities and intersection functionality, future alignment of primary transit routes, and outlined required street network upgrades. This study has been reviewed for completeness and accepted by The City of Calgary.

The Transportation Study found that the road network within West District, and the surrounding road network in West Springs, will continue to operate acceptably and within thresholds set by The City of Calgary with new several new traffic upgrades. These traffic upgrades have been intended since the original approval of the West District Outline Plan in 2017, but with West District beginning to enter it's final phases, these traffic upgrades will be realized with this development application. These traffic upgrades include optimized signal timing at the intersections along 85 ST SW, and a new signal and second east-bound lane at 81 ST SW and Old Banff Coach RD SW in the near future.

Two significant off-site intersections, Old Banff Coach RD SW and Sarcee TR SW, and Old Banff Coach RD SW and Bow TR SW, will experience marginal impacts to traffic with the proposed development. Both of these intersections are intended for future upgrades. Each intersection upgrade has unique planning and funding considerations that are managed by The City of Calgary. The City is reserving land around the Old Banff Coach RD SW and Bow TR SW intersection for future upgrades, and a Functional Plan is currently being prepared for the intersection of Old Banff Coach RD SW and Sarcee TR SW.

From inception, West District has intended to host a new Transit Centre and Primary Transit Service to the 69 ST LRT Station. With this development proposal, a Transit Centre comparable to a MAX BRT-style stop, will be constructed along Broadcast Avenue with various furnishings and signage. Calgary Transit intends to upgrade the existing local bus route 98 to Primary Transit frequencies, also known as "express bus" frequency, with an extension through West District that will connect to the Transit Centre, subject to the anticipated future density. These transit services will support an active transit-friendly lifestyle not just for future residents, but surrounding community members in West Springs.

To date, Truman has taken special consideration to exceed the bylaw-required parking supply in West District, providing on average 1.3 parking stalls per residential unit, and plans to continue this trend in future developments. Currently, West District has 470 visitor and staff commercial stalls, and intends to provide additional visitor and staff commercial stalls through this development proposal.





## Outreach Process

### What We Heard

Community members and groups had concerns about the applicant-led outreach process, as well as questions about the roles and responsibilities in the outreach process.

### Our Response

The concurrent Land Use and Development Permit applications were submitted in late 2024, and due to the holiday break, the project team chose to push the applicant-led outreach launch to early 2025 to ensure that as many community members as possible were aware of the proposal. This was paired by The City of Calgary allowing an Applicant requested three week extension to their standard public feedback deadline. The Applicant-led outreach process included over 1,500 hand-delivered mailers, custom on-site signage in multiple locations throughout West District, a dedicated project website where latest materials are available for download and contact information for the project team, two online information sessions that were widely advertised, and multiple meetings with community groups and local Ward offices.

## Future Amenities

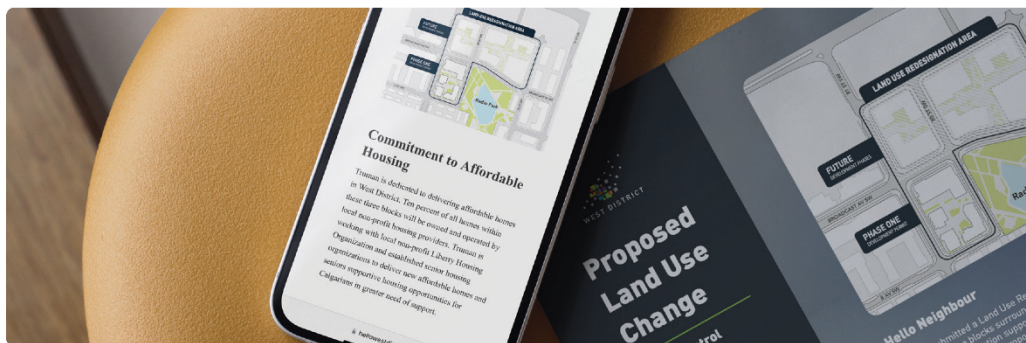
### What We Heard

Several community members and groups raising concerns about existing community amenities being at or nearing capacity, the project team heard questions about future publicly-accessible amenities in West District.

### Our Response

Truman is excited to announce the \$20 Million Radio Park will open in 2025. The over 8 acre park will feature a number of public amenities including a winter ice rink, mist garden, water wall, plazas, playground, lounging greens, amphitheatre, basketball court, orchard, dog park. Radio Park will be paired with an on-site 2-storey commercial building, Radio Block, that will feature small pedestrian-oriented commercial for park attendees, and an award-winning built form with a sloped green roof. Radio Park will be a publicly-accessible open space for the residents of West District, West Springs-Cougar Ridge and the greater west side communities.

Through this development proposal, Truman is actively pursuing a partnership to deliver a new community recreation facility. The community recreation facility is envisioned to host recreation facilities, community gathering space, and other community-oriented amenities. Located directly across from Radio Park, the facility is intended to work in conjunction with the park, both located along the Broadcast AV pedestrian main street at the heart of the master plan.





## WEST DISTRICT

### Get in Touch

**Email** [engage@civicworks.ca](mailto:engage@civicworks.ca)

**Phone** 587.747.0317

**Website** [hellowestdistrict.com/development](https://hellowestdistrict.com/development)

**City of Calgary Application Portal**

[developmentmap.calgary.ca](https://developmentmap.calgary.ca)

**Reference** #LOC2024-0283 & DP2024-08451



# Community Association Response

**West Springs Cougar Ridge Community Association**  
**April 2025**

## **RE: LOC 2024-0283 – TRUMAN WEST DISTRICT- APPLICATION REVISIONS APRIL 2025**

The West Springs Cougar Ridge Community Association (WSCRCA) continues to support the growth and sustainable development of the communities we represent. We believe that the original and approved vision of the West District via the current Areas Structure Plan allows for sustainable growth that fits with the community currently and in the future.

Through the first quarter of 2025, Civic Works, on behalf of Truman, engaged extensively with the community association and in meetings with community stakeholders. We feel that these engagements were positive and taken seriously. Truman's original application in December 2024 proposed up to 30 story building heights. With the April amendment, the building heights have been reduced to 18 stories. This still exceeds the current area structure plan by 50% (6 stories) for the tallest buildings.

Truman and Civic Works did adjust the plans to address and accommodate several concerns expressed by the community, including designating a stand-alone building for a recreation center. Unfortunately, there are gaps between what the Area structure plan controls and building development permits control. In these gaps are the some of the critical concerns of the community.

- **Parking- Commercial, Residential and Overflow**

Ensuring sufficient in building parking to prevent overflow into on street parking in neighbouring communities and into the immediate on street parking that should be high turnover for the viability of local businesses and short duration visitors. There needs to be a more detailed plan and commitments with the LOC application to ensure there is appropriate underground parking for typical resident vehicles including pickup trucks and large SUVs. There needs to be a documented strategy to address the management of commercial parking. It has been identified to Civic Works that the current parking management of buildings along Broadcast Avenue is not working for businesses or customers.

The businesses in West District are already struggling with attracting clients and customers due to the limited parking. The proposals in LOC, and associated DP presented so far, further exacerbate this issue with unacceptable commercial and residential parking ratios. Our community strongly supports moving towards transit,

cycling, and alternate transportation designs, however the realities of the current and future planned transit in this area does not support reduced car ownership on large. We see an increasing number of commuters travelling to the NE, NW, SE and SW areas not served by connections to our area. These realities require cars that the West district parking plans do not support and thus cause conflict with residential parking spilling over into adjoining neighbourhoods.

- **Emergency Services, Infrastructure and School Capacity**

The communities currently experience issues due to limited school capacity, emergency services, transit and road infrastructure. These elements are not keeping pace with the currently approved development and there is not funding in place at the municipal, school board, or provincial levels to address these issues in the foreseeable future. Although these elements are not in the control of Truman, their proposed changes to the Area Structure Plan would further strain the amenities and infrastructure within the community.

With the increased density and resulting population our area schools, CBE, Catholic and Private cannot accommodate even a small increase in school age population. All schools are currently exceeding capacity and there are no plans for at least the next 10 years for any capacity increase or new school builds in the area. (Confirmed with School board trustees from all boards).

- **Meeting the housing needs of the Community**

The WSCRCA is concerned that the proposed make up of residential units is still slanted towards investor style units (single bedroom) rather than multi bedroom layouts that accommodate a wider demographic of residents throughout life stages. WSCRCA encourages the increased availability of 3 bedroom and 2 bedroom apartments that suit families, roommates, other occupants.

If this LOC is approved, it still exceeds the area structure plan, potentially breaks the community viability, and significantly limits the future development of other undeveloped and underdeveloped sites in the community. These sites include

- north of Truman lands along old Banff coach road.
- The SW corner of Old Banff coach road and 85<sup>th</sup> street, (CBC Radio Tower site and Calgary Police tower site)
- The completion of Wentworth Square
- Development of Brawn Lands
- Development of Lands north of Calgary French international school
- Development of lands along 11<sup>th</sup> Ave and 77<sup>th</sup> street.

These future developments need to be taken into consideration when addressing the current LOC. Several constraints facing the community are not under the direct control of Truman and Civic Works, however they need to be considered as part of this development. To make the development and vision of the West District a short term and long-term success, the project and the community need to be evaluated holistically. We believe that Truman and Civic Works can address several items with clear written strategies and commitments as part of any LOC application to address the community concerns and items that are in the gap between the LOC and development permits as part of a master planned development. The city also needs to commit to ensuring services and infrastructure keep ahead of the development and occupancy rather than a lagging issue. The community wants to support on-going development and growth but not at the cost of degrading access, quality of life, or community vibrancy or introducing design elements that will cause conflict between residents.

SINCERELY,

JOSEPH HEALEY  
DIRECTOR WSCRCA PLANNING COMMITTEE

# PROPOSED

CPC2025-0454  
ATTACHMENT 6

## BYLAW NUMBER 115D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0283/CPC2025-0454)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

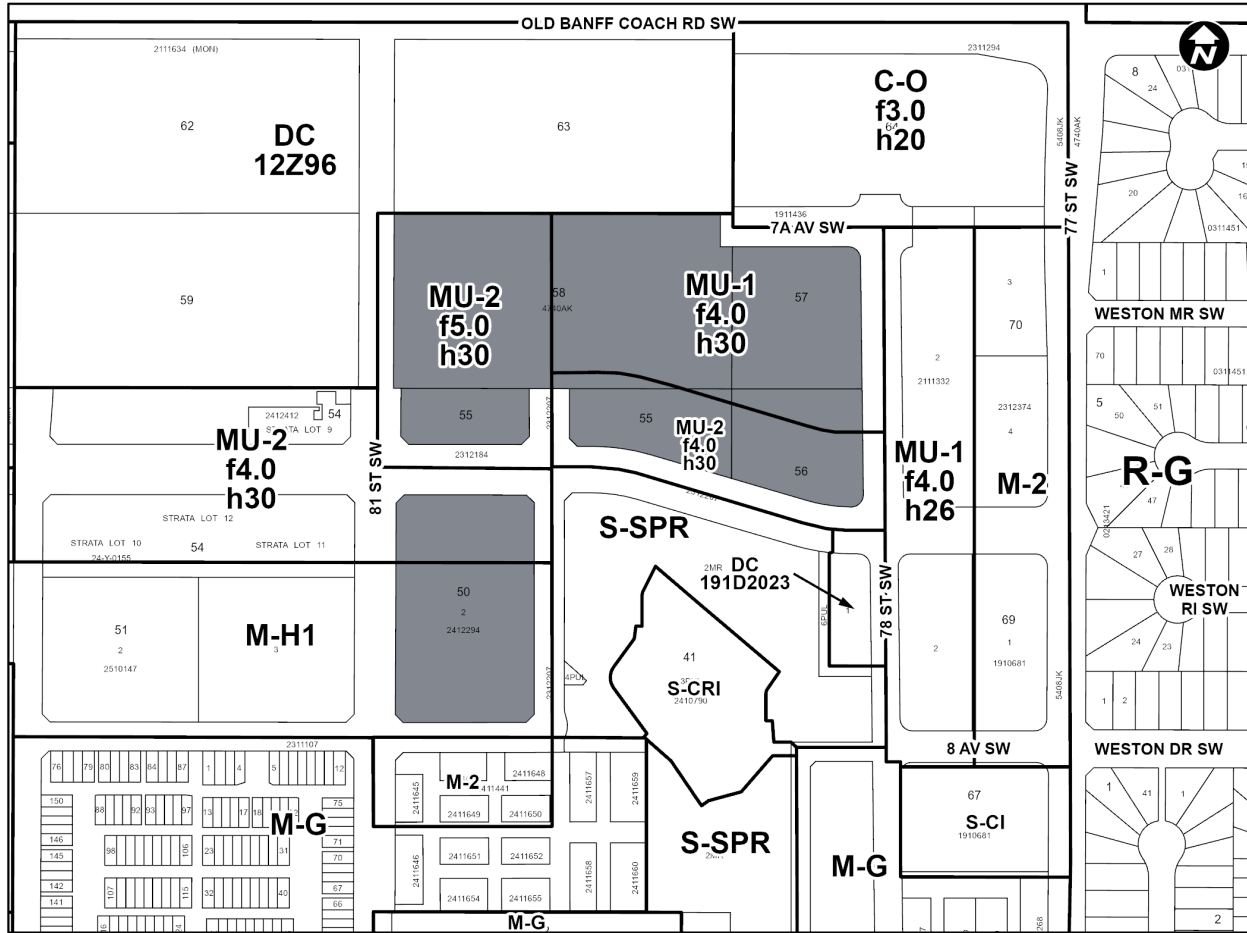
\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_



# PROPOSED

AMENDMENT LOC2024-0283/CPC2025-0454  
BYLAW NUMBER 115D2025

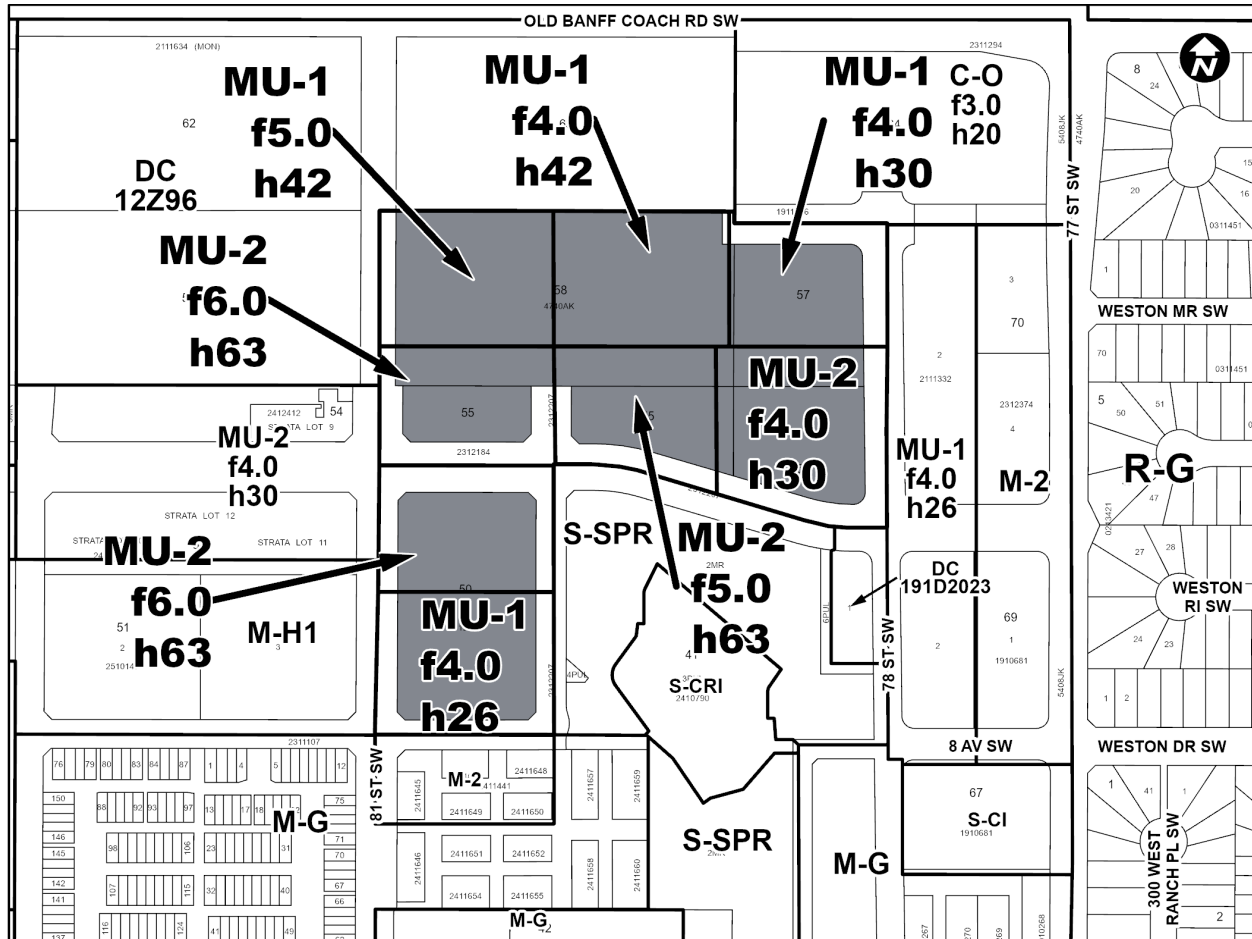
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2024-0283/CPC2025-0454  
BYLAW NUMBER 115D2025

## SCHEDULE B



**Policy and Land Use Amendment in Springbank Hill (Ward 6) at multiple addresses, LOC2024-0153**

**RECOMMENDATIONS:**

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendment to the Springbank Hill Area Structure Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 1.14 hectares  $\pm$  (2.82 acres  $\pm$ ) located at 2435 – 81 Street SW, 2435R – 81 Street SW, 351R Springcreek Circle SW and 363 Springcreek Circle SW (Plan 3056AC, Block 20 and Plan 2310494, Block 34, Lots 5MR, 8MR, and 6PUL) from Residential – Low Density Mixed Housing (R-G) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, and Special Purpose – School, Park and Community Reserve (S-SPR) District to Multi-Residential – Low Profile (M-1d77) District, Residential – Low Density Mixed Housing (R-G) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Special Purpose – City and Regional Infrastructure (S-CRI) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 05:**

That Council:

1. Give three readings to **Proposed Bylaw 53P2025** for the amendment to the Springbank Hill Area Structure Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 111D2025** for the redesignation of 1.14 hectares  $\pm$  (2.82 acres  $\pm$ ) located at 2435 – 81 Street SW, 2435R – 81 Street SW, 351R Springcreek Circle SW and 363 Springcreek Circle SW (Plan 3056AC, Block 20 and Plan 2310494, Block 34, Lots 5MR, 8MR, and 6PUL) from Residential – Low Density Mixed Housing (R-G) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, and Special Purpose – School, Park and Community Reserve (S-SPR) District to Multi-Residential – Low Profile (M-1d77) District, Residential – Low Density Mixed Housing (R-G) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Special Purpose – City and Regional Infrastructure (S-CRI) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 June 5:

“The following documents were distributed with respect to Report CPC2025-0513:

- Revised Attachment 2;”

## Policy and Land Use Amendment in Springbank Hill (Ward 6) at multiple addresses, LOC2024-0153

---

### HIGHLIGHTS

- This land use amendment application seeks to redesignate a portion of the subject property to allow for a four storey multi-residential development and redesignate Municipal Reserve land and a Public Utility Lot to appropriate Special Purpose Districts.
- The proposal represents an appropriate density increase for a residential area, allows for a mix of building forms that is compatible with the existing character of the area and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed Multi-Residential – Low Profile (M-1d77) District would allow for greater housing choice within the community and a more efficient use of existing infrastructure, amenities and transit.
- Why does this matter? The proposal would allow for more housing choice within the community that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- An amendment to the *Springbank Hill Area Structure Plan* (ASP) is required to accommodate the proposed land use.
- A concurrent development permit has been submitted and is ready for decision pending Council's decision on this policy and land use amendment.
- There is no previous Council direction related to this proposal.

### DISCUSSION

This application, in the southwest community of Springbank Hill was submitted by O2 Planning and Design on behalf of the landowners, Aspen Springs GP Ltd. and The City of Calgary, on 2024 June 4. The application proposes the Multi-Residential – Low Profile (M-1) District to support a greater number of units than what is permissible under the existing Residential – Low Density Mixed Housing (R-G) District. The *Springbank Hill* ASP identifies the private lands as Low Density Contextual and Low Density Neighborhood Area and supports a mix of low density dwellings. This application proposes an amendment to Low Density Contextual and Medium Density Neighbourhood Areas to support low-rise multi-residential development. A development permit for a 24-unit apartment building, two semi-detached dwellings and accessory residential building has been submitted and is ready for decision pending Council's decision on this policy and land use amendment.

The 1.14-hectare (2.81 acres) site is located west of the intersection of 81 Street SW and Spring Willow Drive SW. The subject site includes portions of City owned parcels previously approved for a storm pond (Public Utility Lot – PUL) and open space (Municipal Reserve – MR) under outline plan application file LOC20218-0101. As indicated in the Applicant Submission (Attachment 3) this application seeks to assign appropriate land use districts to the storm pond area that has now changed from a dry pond to a wet pond and Municipal Reserve (MR) lands. The application proposes to bring into alignment the land use districts for the adjacent private lands. No amendment is required to the previously approved outline plan

The privately owned portion of the site is currently undeveloped and is adjacent to existing pathway. Lands directly to the north of the private lands include multi-residential development in the form of three-storey townhouses and semi-detached dwellings. Lands to the east and west include single-detached dwellings.

## Policy and Land Use Amendment in Springbank Hill (Ward 6) at multiple addresses, LOC2024-0153

---

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

### ENGAGEMENT AND COMMUNICATION

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

#### Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant distributed approximately 350 postcards to properties surrounding the subject site, held a virtual information session on 2024 November 27 and held a meeting with the Springbank Hill Community Association (CA), Avi Wildflower Condominium Board and residents of the Spring Willow subdivision. The Applicant Outreach Summary can be found in Attachment 3.

#### City-Led Outreach

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

Administration received 36 letters of opposition from the public. The letters of opposition included the following areas of concern:

- density, traffic, noise, and pollution increase for an area that was originally proposed for low-density housing;
- height of buildings should be same height as the buildings to north. Privacy concerns for existing neighbouring properties;
- environmental degradation due to the reduction of perceived open space in the community;
- capacity of infrastructure such as roads and utilities which could result in traffic safety issues and a decrease in the overall livability of neighborhood;
- negative impact to property values; and
- misalignment with the *Springbank Hill Area Structure Plan (ASP)*.

The CA provided a letter of support on 2025 April 25 (Attachment 4). The CA supports the application on the basis that a concurrent Development Permit has been submitted and has requested 11 additional vehicle parking stalls be provided.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate as the proposal accommodates a mix of dwelling types that meets a range of housing needs in a developing community. The maximum building height of the proposed M-1 District is contextually appropriate for the area. The proposed amendment to the *Springbank Hill ASP* provides a transition between Neighbourhood Areas with building height and form. The proposal supports appropriate land use districts for City

**Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 05**

**ISC: UNRESTRICTED  
CPC2025-0513  
Page 4 of 4**

**Policy and Land Use Amendment in Springbank Hill (Ward 6) at multiple addresses, LOC2024-0153**

---

owned land for larger programmable open space and adequate storm water management areas. The building and site design, number of units and on-site parking are being considered through the review of the concurrent development permit.

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

**IMPLICATIONS**

**Social**

The proposal would allow for a variety of housing choices in low and medium density residential building forms and provide a range of housing opportunities. The proposal would allow for increased density adjacent to an open space and adjacent pathway connections.

**Environmental**

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

**Economic**

Development of a greenfield site would contribute to Calgary's overall economic health by housing new residents within city limits and may enable a more efficient use of land and infrastructure.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this application.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. **Proposed Bylaw 53P2025**
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response
6. **Proposed Bylaw 111D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform



# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Springbank Hill, west of the intersection of 81 Street SW and Spring Willow Drive SW. The subject site (a combination of private and public land) is comprised of multiple parcels that have a combined size of approximately 1.14 hectares (2.82 acres). The private portion of the subject site is currently vacant and vehicle access is expected from 81 Street SW. This portion of the site is also bounded by a future public open space to the west and a storm water pond to the south.

In 2020 a land use and outline plan approved the existing land uses of the subject lands. In 2021, the redesign of Municipal Reserve (MR) land and a dry storm pond to a wet storm pond were approved through a minor non-conforming subdivision. The reconfiguration of the Public Utility Lot (PUL) dedicated for the storm pond and MR land were deemed appropriate for storm water management and provided a larger programmable open space. The subdivision resulted in portions of the PUL and MR land having both land use designations of Special Purpose – City and Regional Infrastructure (S-CRI) District and Special Purpose – School, Park and Community Reserve (S-SPR) District. The redesignation to and from S-CRI and S-SPR Districts included in this application are housekeeping land use bylaw amendments to ensure the public lands have the correct land use designation.

Surrounding development is characterized by a combination of existing development and actively developing lands which comprise of a mix of low-density and multi-residential districts. Existing development to the east is predominantly single detached dwellings designated Residential – Low Density Mixed Housing (R-G) District. The Homes by Avi Wildflower development exists directly to the north and is designated Residential – Low Density Multi-Dwelling (R-2M) District. This adjacent development includes semi-detached dwellings facing 81 Street SW and townhomes throughout the rest of the project. Development further north along 81 Street SW both on the east and west, include future planned townhouse development designated Multi-Residential – At Grade Housing (M-Gd65) District and semi-detached dwellings designated R-2M District. Mixed Use and multi-residential development characterize the area surrounding the intersection of 81 Street SW and 19 Avenue SW.

The site is approximately 1,000 metres (a 17-minute walk) from the Aspen Landing Shopping area to the north, and 1,600 metres (a 26-minute walk) from the 69 Street LRT Station to the northeast. Transit can be accessed from 17 Avenue SW, with multiple east and west bus stops for Route 156 (Aspen Woods) and Route 68 (Cougar Ridge).

This application initially proposed the maximum density in the Multi-Residential – Low Profile (M-1) District of 148 units per hectare (UPH) and 30 dwelling units. The addition of a density modifier of 77 UPH was negotiated to allow the development of a 24-unit low-rise apartment style building that is contextually appropriate with the Wildflower low rise, multi-residential development directly north of the subject site. Although initially opposed by the Springbank Hill Community Association (CA), the CA were able to support the application with the addition of a density modifier of 77 UPH and a commitment to a concurrent development permit application.

## Community Peak Population Table

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

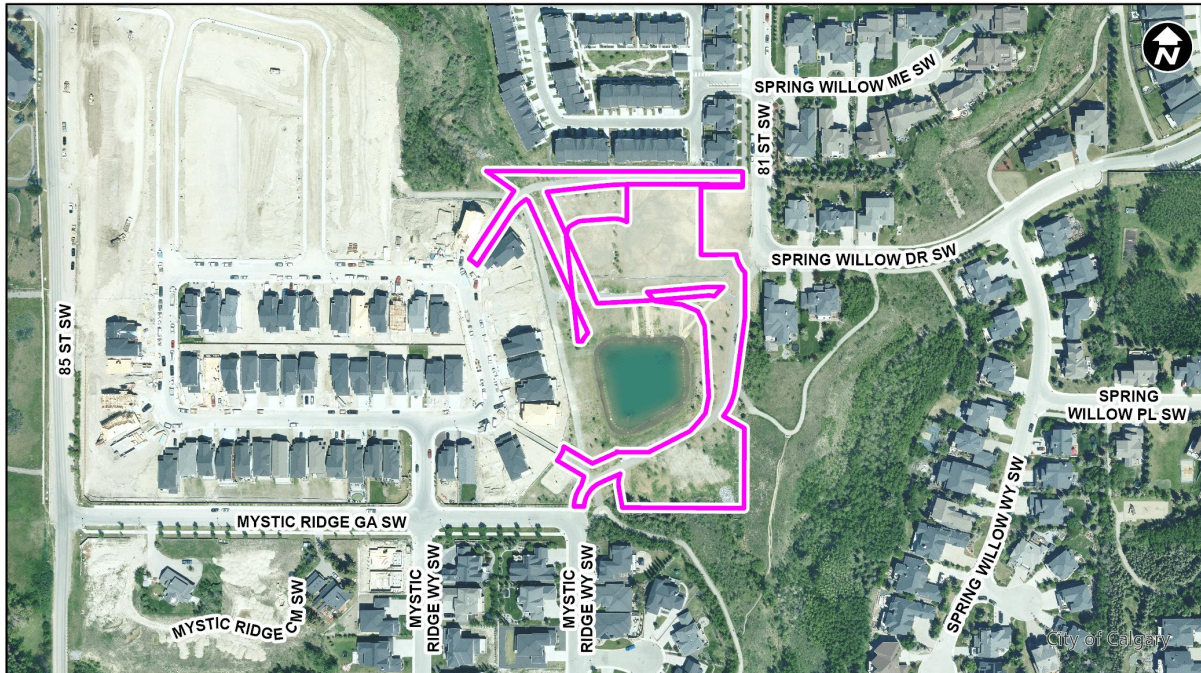
<b>Springbank Hill</b>	
Peak Population Year	2018
Peak Population	10,052
2019 Current Population	9,943
Difference in Population (Number)	- 109
Difference in Population (Percent)	- 1.08%

Source: *The City of Calgary 2019 Civic Census*

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







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-G District land use is intended to accommodate a range of low-density residential development in the form of cottage housing clusters, duplex dwellings, rowhouse buildings, semi-detached dwellings and single detached dwellings. The R-G District allows for a maximum building height of 12.0 metres and could provide contextual building forms to the existing single detached dwellings east of 81 Street SW. Secondary and backyard suites are permitted uses in the R-G District.

West and southern areas of the existing Public Utility Lot (PUL) and municipal reserve (MR) land surrounding the privately owned parcel are designated as both Special Purpose – City and Regional Infrastructure (S-CRI) and Special Purpose – City and Regional Infrastructure (S-SPR) District. The S-CRI District is intended for infrastructure and utility facilities and the S-SPR District is intended to accommodate schools, parks, open space and recreation facilities and should only be applicable to land dedicated as reserve. Westerly areas of the private parcel are currently designated as both S-SPR and S-CRI District which are not appropriate districts for residential development.

The proposed M-1d77 District allows for multi-residential development that will have a greater number of dwelling units and more traffic generation than both low-density residential districts and the M-G District. The M-1 District provides multi-residential development in a variety of building forms of low height, medium density and is intended to be adjacent to low density

residential development. The M-1d77 District allows for a maximum building height of 14.0 metres and a maximum density of 77 dwelling units per hectare (UPH). Based on the area of the parcel proposed as M-1 District, this would allow for up to 24 dwelling units. The parking stalls required per dwelling unit is 0.625 stalls.

The proposed land use is a contextually appropriate addition to the surrounding area because it provides additional mixed housing options in the community. The M-1 District would allow for a height of approximately four storeys adjacent to the three-storey Wildflower development north of the subject site. The concurrent development permit application proposes a four storey building. The proposed M-1 District is adjacent to the proposed S-SPR District containing the large block of MR. This land provides approximately a 48-metre separation of the proposed multi-residential development and the low-density development to the west. Additionally, the R-G District facing 81 Street SW provides a transition area from the M-1 District to the existing single-detached development to the east. The concurrent development permit proposes semi-detached dwellings within the proposed R-G District facing 81 Street SW.

### **Development and Site Design**

The rules of the R-G District and proposed M-1d77 District are being used to provide guidance for the concurrent development permit being considered for the site. The overall distribution of buildings, building height, site layout such as parking, landscaping and site access have been reviewed through the development permit and administration is comfortable with the proposed design. Other elements that were considered during the review of the development permit application include but are not limited to the following:

- interface with the adjacent MR land;
- building massing and relationship with adjacent residential parcels to the east and north;
- appropriate amenity space for the residents; and
- overlooking and privacy concerns.

These matters were appropriately addressed by the applicant and pending Council's decision on the land use amendment, the Development Authority is prepared to render a decision of approval of the proposed development.

### **Subdivision Design**

In 2021 a minor non-conforming subdivision (SB2020-0097) approved the redesign of the storm pond, dedication of MR and new boundaries for the privately owned parcel, which remained as Special Purpose Districts. This subdivision resulted in portions of the PUL and MR land inappropriately designated as both S-CRI and S-SPR District. This application proposes to correct the boundaries of the special purpose and residential districts. The PUL is proposed to be designated S-CRI District while the MR land is proposed to be entirely designated as S-SPR District. No changes to the amount of MR dedication are proposed through this application.

### **Transportation**

A 3.0 metre asphalt pathway along 81 Street SW adjacent to the site is required for direct pedestrian access to the site. An existing pathway along Spring Willow Drive SW forming part of the Always Available for All Ages and Abilities (5A) Network is within 71 metres (one-minute walk) east of the subject site. The site will be bounded by planned pathways that tie into the existing 5A Network. These extensions will be the responsibility of the developer.

The subject site is approximately 1,200 metres (20-minute walk) from bus stops serving east and west bound Route 156 (Aspen Woods) and Route 98 (Cougar Ridge) along 17 Avenue SW.

A traffic memo has been submitted and reviewed by administration with general acceptance. 81 Street SW is classified as a residential street and Spring Willow Drive SW a collector road. On-street parking is available on 81 Street SW with no restrictions. Vehicle parking is to be provided in a combination of surface and underground parking. Vehicle access to the site is expected from 81 Street SW.

### **Environmental Site Considerations**

There are currently no environmental concerns on this site.

### **Utilities and Servicing**

The site is covered within the Springbank Phase 2 Storm Water Management Report and within the Strathcona Water Pressure Zone. Sanitary, storm and water are all available from 81 Street SW and will require a developer funded extension to bring servicing onsite. There are no utility capacity concerns related to this application.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

This site is located within the Developing Residential – Planned Greenfield with Area Structure Plan (ASP) area as identified in the [Municipal Development Plan](#) (MDP). The applicable policies promote housing diversity and choice through a wide range of housing types and densities to create diverse neighbourhoods. The proposed redesignation accommodates a range of medium and low-density housing types with access to local open space. The proposal is in keeping with the policies of the MDP.

### **Calgary Climate Strategy (2022)**

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

### **Springbank Hill Area Structure Plan (Statutory – 2017)**

The subject site is located in the Low Density Contextual and Low Density policy areas of Map 2: Land Use Concept of the [Springbank Hill Area Structure Plan](#) (ASP). The Low Density Contextual and the Low Density Neighbourhood Areas limit density to a maximum of 20 UPH and 37 UPH respectively.

An amendment to Map 2: Land Use Concept is required to increase the allowable density to Low Density and Medium Density to accommodate the total proposed density of 69 UPH for the overall site. The intent of the proposed Low Density Neighbourhood Area along 81 Street SW is to provide a transition from the Medium Density Neighbourhood Area and to provide a buffer from the multi-residential area to the existing single-detached dwellings to the east.



The (ASP) identifies development to the north as low density and low-density contextual which accommodates a mix of dwelling types. The ASP states that medium density areas accommodate a greater concentration of units to increase housing choices within the plan area with a maximum height of six storeys and individual and direct access to the street where practical. The proposed districts align with the intent of the medium density area in the ASP and are contextually appropriate in this location.

# PROPOSED

CPC2025-0513  
ATTACHMENT 2

## BYLAW NUMBER 53P2025

### BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE SPRINGBANK HILL AREA STRUCTURE PLAN BYLAW 28P2017 (LOC2024-0153/CPC2025-0513)

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Springbank Hill Area Structure Plan Bylaw 28P2017, 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:**

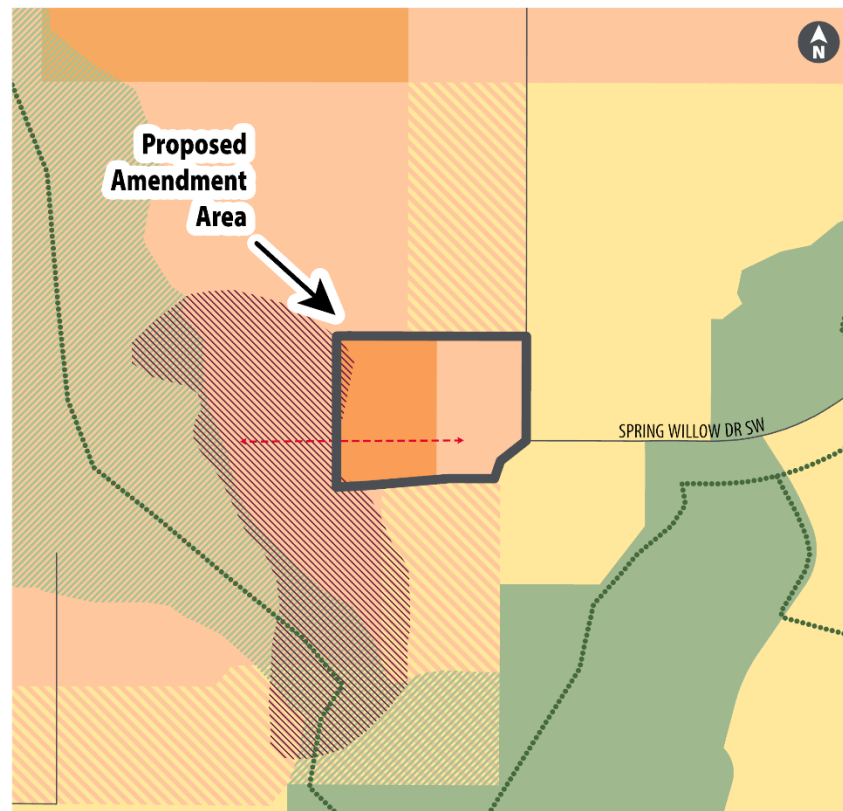
1. The Springbank Hill Area Structure Plan attached to and forming part of Bylaw 28P2017, as amended, is hereby further amended as follows:
  - (a) Amend Map 2 entitled 'Land Use Concept' by changing 0.41 hectares  $\pm$  (1.01 acres  $\pm$ ) located at 2435 – 81 Street SW (Plan 3056AC, Block 20) from 'Low Density' and 'Low Density Contextual' to 'Low Density' and 'Medium Density' as generally illustrated in the sketch below:

#### Springbank Hill Area Structure Plan

Map 2

Land Use Concept

-  Standard Suburban
-  Low Density Contextual
-  Low Density
-  Medium Density
-  Existing Open Space
-  Environmental Open Space Study Area
-  Policy Review Area
-  Regional Pathway and Green Corridor
-  Proposed Connection



# PROPOSED

**BYLAW NUMBER 53P2025**

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

2025 May 8

On behalf of Slokker Homes, O2 is preparing this Land Use Plan application to support the development of grade-oriented multi-residential and semi-detached dwellings in the community of Springbank Hill. This application proposes the land uses necessary to support the intended dwelling types and also includes changes to the boundaries of public open space in order to bring the Land Use into alignment with previously approved subdivision plans for the adjacent stormpond and open space network.

## Site Context

The site is +/- 5.42 acres in size, located south of 17 Ave SW and west of 81 St SW. Within this area, +/- 2.82 acres of land are proposed to be redesignated. Historically, the subject site and surrounding parcels were characterized by rural acreages which have since been redeveloped to respond to growing demands for housing and community amenities in southwest Calgary. These sites are some of the few remaining acreages in the immediate area.

The surrounding lands are in transition, with several active land use and development permit applications for multi-residential development and high density development fronting 17 Avenue SW. The immediate land use context for the site is:

- To the north is Avi's Wildflower development, offering rowhouse and semi-detached dwellings under the R-2M designation.
- To the northeast and east is the single detached Spring Willow development, designated R-1 and Direct Control.
- To the west and south is public open space and a proposed stormpond, designated S-UN and S-CRI respectively. Beyond that is the developing Aspen Estates area, which is predominantly low density residential under the R-G designation.

The proposed development is an opportunity to provide additional grade-oriented housing stock in a growing area of Springbank Hill.

## Application History

The site was contained within the previously approved Outline Plan jointly submitted by Slokker and Shane Homes (LOC2018-0101), approved March 2020. This Outline Plan showed the site as R-G (Residential - Low Density Mixed Housing), with an adjacent public open space (S-SPR MR) and stormpond (S-CRI PUL).

When the subsequent tentative plan (SB2020-0097) was initially submitted, it generally matched the approved Outline Plan. Through the tentative plan review process and response to City comments, the storm pond concept changed from a dry pond to a wet pond that required less PUL area. This revised MR and PUL boundaries such that this subdivision plan no longer conformed to the approved Outline Plan; however the City accepted the revised tentative plan as a minor non-conforming tentative plan, which was ultimately approved. This application was thoroughly reviewed by City Administration (Planning, Water Resources, & Parks). However, land use has not yet been updated accordingly hence why the site appears on the City's mapping to have a portion of pond (PUL) and park (MR) passing through it.

Another major outcome of the revised pond design was that it delivered a working solution to the many storm and servicing challenges facing the Springbank Hill community as a whole. As a tradeoff for this additional design effort and cost, the developable site area adjacent to 81 St (this application area, also referred to as Azure) was increased and potential for a moderate density increase was explored. The storm and servicing design accounted for a higher number of units on the Azure site which is identified in the approved sanitary servicing study (up to 50 units or 110 ppl), the pond report, and the storm area design included in the storm pond engineering drawings (accounted for entire area at 115L/s/ha). In addition to detailed engineering work, Landscape Construction Drawings were approved (DA 2021-0058) by the City for the revised pond and surrounding public Municipal Reserve Open Space.

## Site Ownership

As a result of the approved land use LOC2018-0101, a portion of the site was dedicated as Municipal Reserve (S-SPR) and Public Utility Lot (S-CRI). These lands were subsequently subdivided and are under City of Calgary Ownership. Three City-owned parcels, noted on the Land Use Plan as 363 Spring Creek Cl SW, 2435R 81 St SW and 351R Spring Creek Cl SW, are included within this redesignation. In order to align with the revised stormpond and park design through the approved tentative plan SB2020-0097, portions of these parcels will be amended as shown on the attached Land Use Plan.

## Proposed Land Use

This application proposes four land uses be applied to the site:

1. **S-SPR (Special – School and Public Reserve – Municipal Reserve):** Proposed in alignment with the approved non-conforming subdivision plan (SB2020-0097).
2. **S-CRI (Special – Community and Regional Infrastructure – Public Utility Lot):** Proposed in alignment with the approved non-conforming subdivision plan (SB2020-0097).
3. **M-1 (Multi-Residential – Low Profile):** allowing for 4-storey multi-residential.
4. **R-G (Residential – Low Density Mixed):** allowing for duplex housing product that provides a transition to adjacent low-density housing.

Some portions of sites are already designated S-SPR, S-CRI or R-G, and therefore are excluded from the Land Use area. Only portions being redesignated are included within the site area for this application.

## Springbank Hill Area Structure Plan (ASP) Amendment

The plan area is indicated as Low Density Contextual and Low Density within the Springbank Hill ASP. This designation is intended to provide a transition between new development and existing low-density development to the south and east. Low Density Contextual supports low-density housing forms with a density between 12 and 20 units per hectare. Low Density supports up to 37 units per gross developable hectare.

Table 1 below shows individual densities for each portion of the site. In order to align with the ASP land use categories, the R-G area must be amended to the Low Density designation and the portion of the site proposing M-1 must be amended to the Medium Density designation to allow for multi-residential at up to 148 units per gross developable hectare.

**Table 1 Site Density & ASP Land Use Categories**

	# of units	Site Area (ha)	Density (uph)	Appropriate Land Use Category
<b>R-G Semi-detached</b>	<b>4</b>	<b>0.14</b>	<b>28.57</b>	<b>Low Density (up to 37 uph)</b>
<b>M-1 Multi-residential</b>	<b>24</b>	<b>0.31</b>	<b>77</b>	<b>Medium Density (up to 148 uph)</b>
<b>TOTAL</b>	<b>28</b>	<b>0.41</b>	<b>68.29</b>	

The concurrently submitted DP2023-08134 illustrates the specific site design and alignment with this proposed change.

Additionally, Map 2: Land Use Concept shows two overlays partially within the site; the Policy Review Area and the Proposed Connection icon. The Policy Review Area referred to a debris field on site which has since been remediated as per Province of Alberta requirements. The Proposed Connection was a potential street connection that was in the end not pursued by the City as the grade differential and challenges in crossing

open space made a connection not feasible. Therefore, these two items may be considered no longer applicable and could be removed from the Land Use Concept alongside the other proposed amendments.

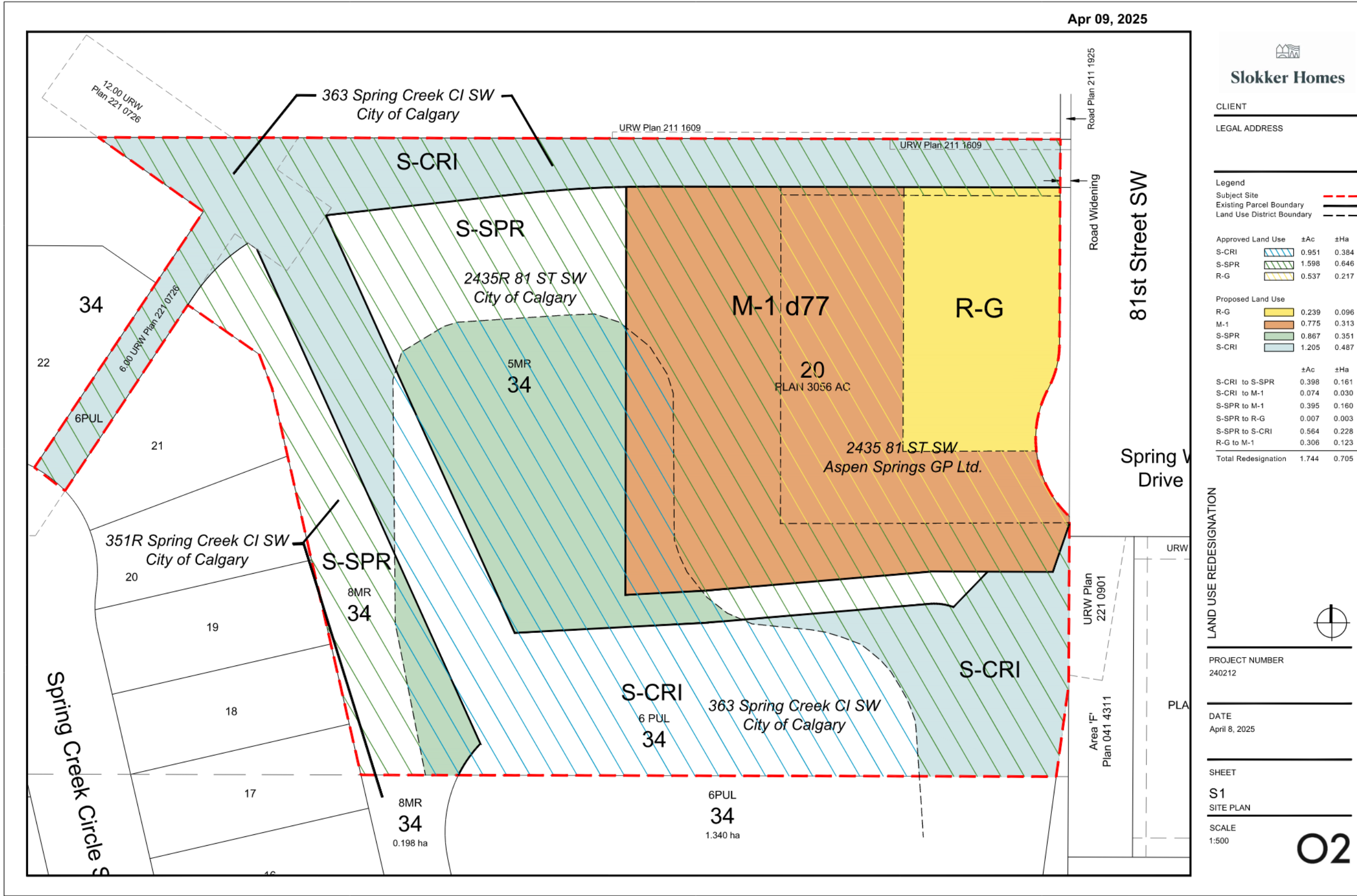
**ASP Amendment Rationale**

The Springbank Hill community is in transition, with multiple sites to the north under development or in planning stages for dense, mixed-use development. Recent applications have brought forth modest intensification along the 81 Street corridor, including the Slokker Juniper/Aurora applications to the north and the Avi townhouse site directly north. This site has strong access to existing and future transportation and transit infrastructure and is directly adjacent to a significant open space amenity area.

This application suggests amendments to the ASP which would increase density beyond what was originally envisioned in the ASP. The Land Use Concept map shows a gradual transition in density from north to south, and from east to west. However, this site is uniquely positioned in an area with public open space to the south and west, providing a buffer to adjacent low-density uses. To the north is the Wildflower development, which consists of 3-storey townhouse and duplex development. The proposed development is contextually similar in building scale and density to Wildflower. Although there are existing single detached dwellings to the east, this application proposes semi-detached dwellings along 81 St as a buffer which is the same interface provided by Wildflower, and therefore is considered to be contextually appropriate as well.

Overall, this application brings forward additional housing supply in a location well-served by municipal transportation and public open space amenities. All utility servicing in the area has been sized to accommodate the proposed development. The concurrent development permit provides additional details of the site design which has been put forward to create transitions from low-density residential, minimize shadowing and overlook, and prioritize high-quality architectural design.





# Applicant Outreach Summary

2025 February 19

# O2

## Applicant Outreach Summary

### Project Overview:

O2 is proposing to redesignate four parcels of land (+/- 2.19 ha) along 81 St SW in the community of Springbank Hill. The application requests to amend the existing land use to facilitate a multi-family development comprised of one 3 storey apartment buildings, two duplexes, and an amenity building. An Area Structure Plan (ASP) amendment is also required to change a portion of the site to the Medium Density land use. Additionally, the project team has a concurrent Development Permit application active.

Our development is designed to complement the surrounding community as a low-to-medium density residential project that preserves over 80% of the site as green space. Building heights align with adjacent development, and the streetscape is consistent with the surrounding residential context. A significant buffer ensures compatibility with single-family homes to the west, while the site avoids shadow impacts to the north. The location offers convenient access to parks, transit, and commercial amenities such as Aspen Landing, contributing to a well-connected and thoughtfully integrated community.

### Outreach Strategy

O2 implemented an outreach strategy to share details of the proposed land use amendment application, receive feedback from interested stakeholders, and consider revisions to the proposed application. The following engagement tactics were implemented:

- Postcard Circulation
- On-Site Public Notice Posting
- Virtual Public Information Meeting

### Postcard Circulation

Approximately 350 postcards were distributed to neighboring residents surrounding the subject site. The postcards outlined the proposed land use redesignation, project website URL, virtual public meeting information, and the project team's contact information. No comments were received following the postcard circulation.

### On-Site Notice Posting

Consistent with the City's notice-posting requirements, two large-format public notice signs are installed on site. The signs will be updated following CPC to reflect the Public Hearing date.

### Public Information Meeting

*November 27, 2024 | 7:00PM - 8:30 PM*

Members of the public and City Staff were invited to attend a virtual public information meeting held via Microsoft Teams to learn about the proposed application and provide feedback.

# O2

Approximately 10-15 residents attended the meeting, in addition to the City of Calgary file manager and members of the project team.

## Springbank Hill Community Meeting (closed invite)

*January 27, 2025 | 7:00PM – 8:00PM*

Slokker and O2 hosted an engagement session at Slokker's Springbank Hill Sales Centre on January 27. Members of the Springbank Hill Community Association, Homes by Avi Wildflower condo board, and Springwillow neighbours were invited to attend the meeting. The purpose of the meeting was to offer an opportunity to provide additional feedback and facilitate discussions on the proposed development. Four (4) community members attended.

## What We Heard

The main comments outlined during our public outreach included:

- Appreciation for the compromise on density with the proposed 3-storey apartment
- Concerns regarding consistency with existing neighbourhood character, including height, density, and building typology
- Appreciation for the rehabilitation and integration of the stormwater pond
- Concern about consistency with ASP land use map, specifically regarding the density transition moving south from 17 Ave SW
- Interest in collaboration between community and developer as the project progresses to development permit stage
- Concerns about increased traffic, lack of available street parking, and noise
- Interest and concern about future construction staging
- Appreciation for the consistent street edge along 81 St SW with the proposed duplexes
- Support for park space for nearby residents, particularly families
- Concern about environmental impacts, particularly garbage disposal and littering
- Support for the proposed interface between the 3-storey apartment and adjacent townhome development to the north
- Appreciation for the proposed underground/off street parking
- Support for a concurrent development permit application that guarantees the proposed site design

## Responses to Outreach Feedback

### Building Height, Density, and Typology

The development responds to key considerations regarding height, density, and building typology. The scale is comparable to surrounding development, with a 3-storey apartment positioned along the northern edge, approximately 1.1 metres taller than the adjacent townhomes but separated by 16.6 metres. The apartment's perpendicular orientation also contributes to a favourable edge condition that minimizes visual and shadow impacts on the properties to the north. Additionally, the proposed duplexes fronting 81 St SW are consistent in height with the neighbouring duplexes which helps maintain a cohesive streetscape. Toward the west, the existing single-family homes are set back over 60 metres, ensuring privacy and separation from the proposed apartment

## O2

building. While the building typology introduces variety, the development concept is compact with over 80% of the site dedicated to park and stormwater pond space.

### Area Structure Plan Consistency

During community engagement, the project team heard concerns about the need to amend the Area Structure Plan (ASP) land use map to accommodate the medium-density designation. The ASP is a guiding document designed to evolve with changing development contexts, allowing for thoughtful adjustments over time. The proposal dedicates a substantial portion of the site to park and stormwater pond space, resulting in a smaller development parcel with higher density. Despite this, the effective impact is minimal, consisting of a 3-storey apartment with 24 units and two duplexes - an approach that aligns more closely with low-to-medium-density development.

### Traffic and Parking

Community members raised concerns about increased traffic and on-street parking volumes. A traffic impact assessment was conducted when the original proposal included over 80 units, and the study concluded that the traffic system would be minimally impacted. Since then, the concept has been revised to include a stormwater pond, significantly reducing the development area and overall density. The updated proposal now includes 28 units which presents less of a traffic impact when compared to the original concept. Additionally, the development will provide 24 underground parking stalls and 12 at-grade stalls which exceeds parking bylaw requirements and alleviates concerns about on-street parking.

# Community Association Response

2025 April 25



7541- 26 Ave SW  
Calgary, AB, T3H 3X2  
Email: [info@springbankhill.org](mailto:info@springbankhill.org)

April 25, 2025

TO: The City of Calgary, Community Planning, Planning and Development

Attn: Carolina Yepes-Castano

RE: LOC2024-0153 and DP2023-08134 2435 81 ST SW et al. (Azure)

Thank you for the opportunity to respond to the application for LOC2024-0153 (April 8, 2025) and DP2023-08134 (April 7, 2025). In reviewing the submission, the subject parcel is in the low density contextual of the Springbank Hill ASP. Along with the land use amendment, the applicant seeks to amend the ASP accordingly.

With the proviso that the Applicant provides concurrent DP, the Community Association supports the maximum height of M-1d77 at 14 m and the density at 77 uph and therefore supports these applications. The Community Association also observes that while one parking stall per M-1 unit meets the Land Use Bylaw, high end condominium units generally have two parking stalls each. This has been discussed with the Applicant who is considering adding some parking stalls provided that there are no large consequences, doubling the 11 stalls on the NE side adjacent to the south of the 11 stalls in the parkade.

Sincere regards,

**Springbank Hill Community Association**

A handwritten signature in blue ink that reads "Stephen Carter-Edwards".

Per: Stephen Carter-Edwards, Director Planning and Development

CC: Councillor Sonya Sharp

EA Ward 1

CA Ward 1

CA Ward 6

Executive, SBHCA

Visit us at [www.springbankhill.org](http://www.springbankhill.org)

# PROPOSED

CPC2025-0513  
ATTACHMENT 6

## BYLAW NUMBER 111D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0153/CPC2025-0513)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

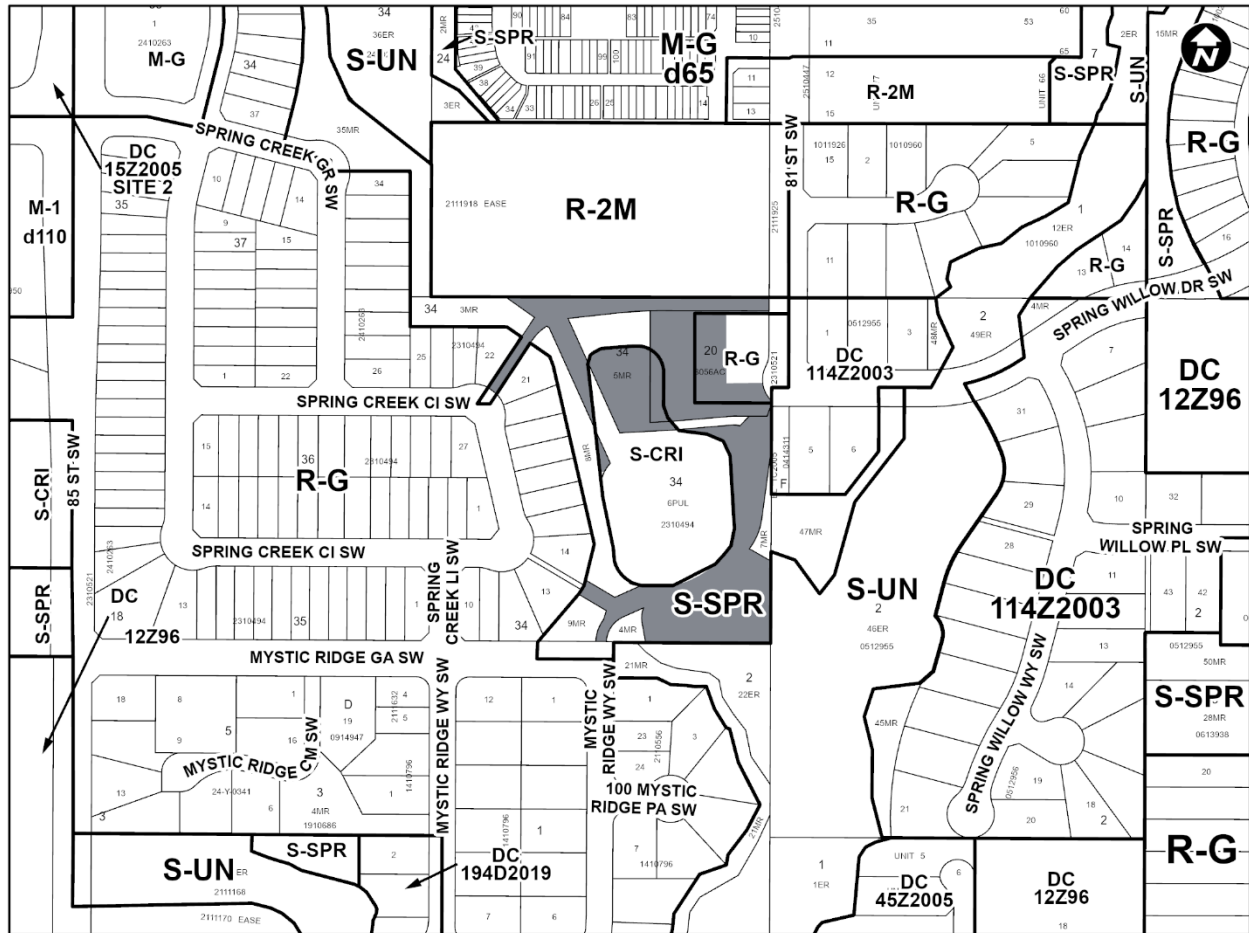
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_



**AMENDMENT LOC2024-0153/CPC2025-0513  
BYLAW NUMBER 111D2025**

**SCHEDULE A**



**AMENDMENT LOC2024-0153/CPC2025-0513  
BYLAW NUMBER 111D2025**

The map displays a complex network of streets and lots. Key streets include 85 ST SW, 81 ST SW, Spring Creek CI SW, Spring Creek CI SW, Mystic Ridge GA SW, Mystic Ridge WY SW, Mystic Ridge WY SW, Spring Willow PL SW, and Spring Willow WY SW. The map is divided into several zones, including M-1, S-UN, S-SPR, S-CRI, R-2M, R-G, and S-UN. A large shaded area in the center is labeled 'M-1 d77' and 'S-SPR'. Several smaller shaded areas are labeled 'S-CRI'. The map also shows various lot numbers and street names like 100 MYSTIC RIDGE PA SW, 100 MYSTIC RIDGE PA SW, and 100 MYSTIC RIDGE PA SW. A north arrow is located in the top right corner. The map also shows various lot numbers and street names like 100 MYSTIC RIDGE PA SW, 100 MYSTIC RIDGE PA SW, and 100 MYSTIC RIDGE PA SW.

**Land Use Amendment in Hounsfield Heights/Briar Hill (Ward 7) at 1831 and 1835 – 13 Avenue NW, LOC2024-0268**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.11 hectares  $\pm$  (0.27 acres  $\pm$ ) located at 1831 and 1835 – 13 Avenue NW (Plan 5625AC, Block 18, Lots 11 and 12) from Residential – Grade-Oriented Infill (R-CG) District to Direct Control (DC) District to accommodate a minimum residential density, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council give three readings to **Proposed Bylaw 122D2025** for the redesignation of 0.11 hectares  $\pm$  (0.27 acres  $\pm$ ) located at 1831 and 1835 – 13 Avenue NW (Plan 5625AC, Block 18, Lots 11 and 12) from Residential – Grade-Oriented Infill (R-CG) District to Direct Control (DC) District to accommodate a minimum residential density, with guidelines (Attachment 2).

**HIGHLIGHTS**

- This application seeks to redesignate the subject sites to a Direct Control (DC) District based on the Housing – Grade Oriented (H-GO) District to address unusual site constraints created by restrictive covenants registered on title that restrict the development of more than one dwelling unit.
- This application would allow for grade-oriented development in a range of housing forms and is in keeping with the policies of the *Municipal Development Plan* (MDP) and *Riley Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would promote greater housing choice in proximity to transit and allow for more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed DC District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- A development permit for 11 dwelling units and 11 secondary suites has been submitted and is under review.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This application, in the northwest community of Hounsfield Heights/Briar Hill was submitted by Horizon Land Surveys on behalf of the landowners, BH 1835 Ltd. and Lei Creative Limited, on 2024 October 31. A development permit (DP2025-02454) for a multi-residential development proposing 11 dwelling units, 11 secondary suites and a detached garage was submitted on 2025 April 26 and is under review. The Applicant Submission can be found in Attachment 3.

The approximately 0.11 hectare (0.27 acre) site is located on the southeast corner of 13 Avenue NW and 18A Street NW. It is currently developed with two single detached dwellings and two

## **Land Use Amendment in Hounsfield Heights/Briar Hill (Ward 7) at 1831 and 1835 - 13 Avenue NW, LOC2024-0268**

---

detached garages. Surrounding development includes single detached dwellings with detached garages and a church. The site is located approximately 200 metres (a three-minute walk) from the Lions Park LRT Station and 250 metres (a four-minute walk) from the North Hill Centre mall.

The parcels are subject to restrictive covenants that restrict the use to a single detached dwelling on each site. Restrictive covenants are not binding on Council or Administration in making land use or development permit decisions, however, they do present a potential impediment to redevelopment should another landowner choose to enforce the restrictive covenant.

Section 4.2 of the LAP notes that where restrictive covenants are not in alignment with the goals and objectives of the Plan, The City of Calgary supports the direction of the Plan. This forms the basis of Administration's recommendation to Calgary Planning Commission in this report.

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

### **ENGAGEMENT AND COMMUNICATION**

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

#### **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the Community Association was appropriate. In response, the applicant delivered postcards to residents within 100 metres of the site and spoke to residents through door knocking. The applicant also met with the Ward 7 Councillor to discuss the application and reached out to the Hounsfield Heights/Briar Hill Community Association but received no response. The Applicant Outreach Summary can be found in Attachment 4.

#### **City-Led Outreach**

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

Administration received 10 letters of opposition from the public. The letters of opposition included the following areas of concern:

- non-support for the use of DC Districts in this manner;
- erosion and circumvention of private property rights;
- excessive density is not considered 'modest';
- non-alignment with the existing character of the community;
- negative effect on property values; and
- lack of focus on large, comprehensive redevelopment sites like North Hill Centre.

## **Land Use Amendment in Hounsfield Heights/Briar Hill (Ward 7) at 1831 and 1835 - 13 Avenue NW, LOC2024-0268**

---

The Hounsfield Heights/Briar Hill Community Association provided a letter in opposition on 2025 March 17 (Attachment 5) identifying the following concerns:

- DC Districts should not be used to defeat restrictive covenants;
- the use of a DC District in this respect does not comply with City policy and should not be used when the H-GO District can accommodate the proposed development;
- restrictive covenants should adjudicated solely in the Courts; and
- existing water infrastructure is insufficient to accommodate H-GO development.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The building and site design, number of units, parking, infrastructure capacity, landscaping and waste and recycling management are being reviewed and determined through the development permit.

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

### **IMPLICATIONS**

#### **Social**

The proposed DC District will support greater housing choice, which may better accommodate the needs of different age groups, lifestyles and demographics.

#### **Environmental**

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

#### **Economic**

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

#### **Service and Financial Implications**

No anticipated financial impact.

#### **RISK**

There are no known risks associated with this proposal.

Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 05

ISC: UNRESTRICTED  
CPC2025-0439  
Page 4 of 4

**Land Use Amendment in Hounsfield Heights/Briar Hill (Ward 7) at 1831 and 1835 -  
13 Avenue NW, LOC2024-0268**

---

**ATTACHMENTS**

1. Background and Planning Evaluation
2. **Proposed Bylaw 122D2025**
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform



# Background and Planning Evaluation

## Background and Site Context

The subject site is in the community of Hounsfield Heights/Briar Hill at the southeast corner of 13 Avenue NW and 18A Street NW. The site is approximately 0.11 hectares (0.27 acres) in size and is approximately 30 metres wide by 36 metres deep. It is currently developed with two single detached dwellings and two detached garages with vehicular access from the lane.

Surrounding lands are designated Residential – Grade-Oriented Infill (R-CG) District and are characterized by single detached dwellings. Lands to the northwest are designated Special Purpose – Community Institution (S-CI) District, containing the Calgary Central Seventh-day Adventist Church. Lands north of 13 Avenue NW are designated Special Purpose – School, Park and Community Reserve (S-SPR) District and are currently developed with a linear park.

The site is approximately 200 metres (a three-minute walk) south of the Lions Park LRT Station and 250 metres (a four-minute walk) south of the North Hill Centre mall. Louise Riley Library is located approximately 300 metres (a five-minute walk) north of the subject site.

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

## Community Peak Population Table

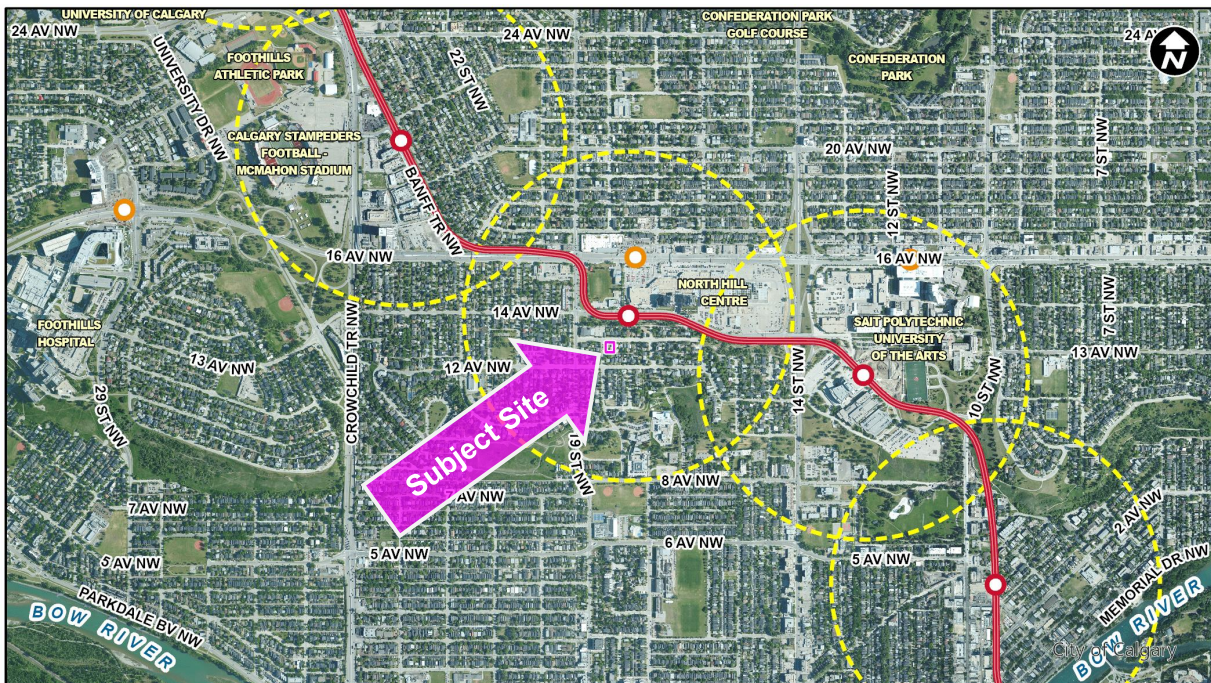
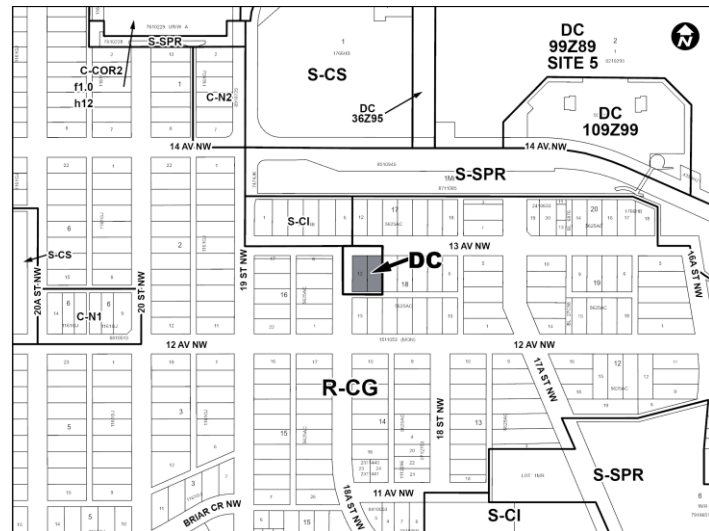
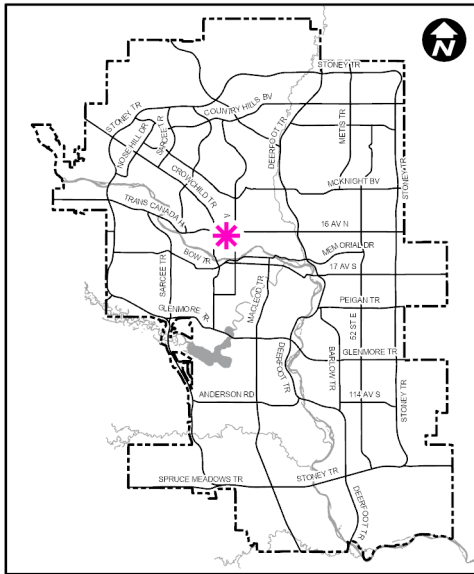
As identified below, the community of Hounsfield Heights/Briar Hill reached its peak population in 1971.

<b>Hounsfield Heights/Briar Hill</b>	
Peak Population Year	1971
Peak Population	3,294
2019 Current Population	2,798
Difference in Population (Number)	-496
Difference in Population (Percent)	-15.06%

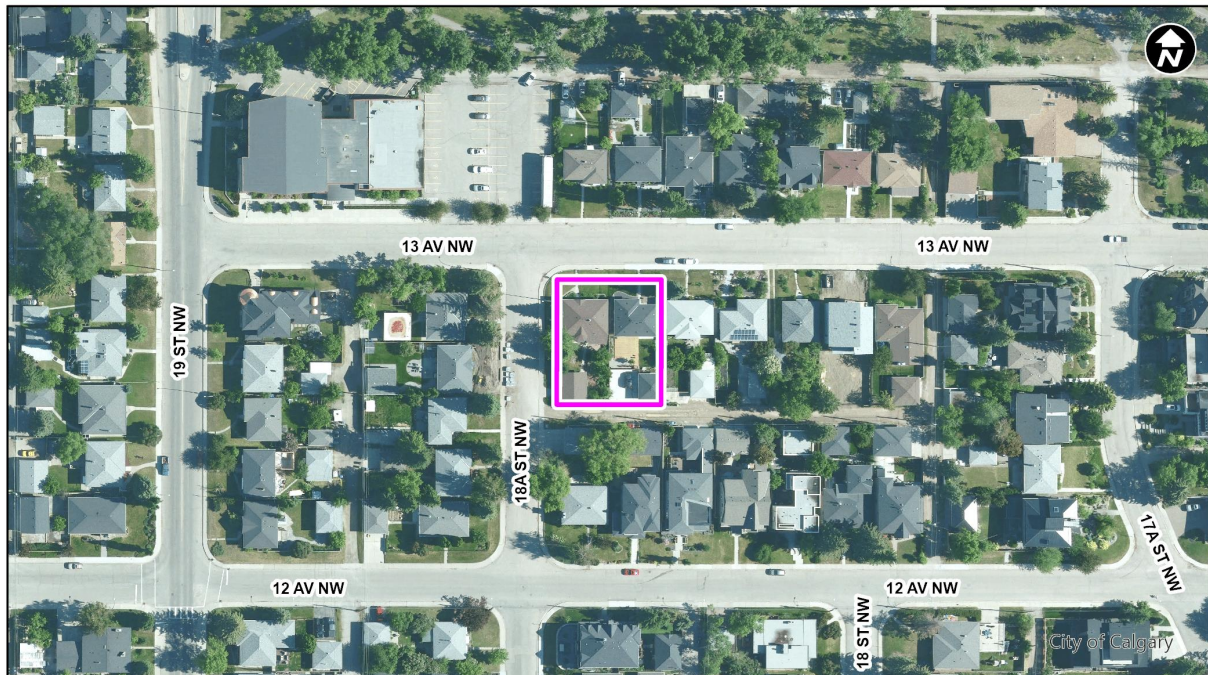
Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Hounsfield Heights/Briar Hill Community Profile](#).

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

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

The proposed Direct Control (DC) District is based on the Housing – Grade Oriented (H-GO) District. The intent of the DC District is to establish a minimum density of 55 units per hectare, which would require a minimum of six dwelling units on the subject site. The DC District also proposes to remove the Dwelling Unit use and add Multi-Residential Development as a permitted use.

The H-GO District accommodates grade-oriented development in a range of housing forms where dwelling units may be attached or stacked within a shared building or cluster of buildings that also include secondary suites. All existing rules and regulations of the H-GO District would otherwise be maintained.

The H-GO District also provides rules for:

- a maximum floor area ratio (FAR) of 1.5 which allows for a total developable area of approximately 1671 square metres (17,986 square feet) on the subject site;
- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of a parcel to ensure a functional courtyard amenity space;
- a maximum building height of 12.0 metres; and
- a minimum requirement of 0.5 motor vehicle parking stalls per dwelling unit and per secondary suite.

Section 1386(d) of the Land Use Bylaw 1P2007 provides locational criteria for where the H-GO District is considered appropriate. The subject site aligns with these criteria as it is within the Neighbourhood Connector Urban Form Category as identified in the *Riley Communities Local Area Plan* (LAP).

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration. The use of a Direct Control District is necessary to provide for the applicant's proposed development due to the unusual site constraint created by the restrictive covenants registered on title which limit development to a single detached dwelling on each parcel. This proposal allows for the applicant to develop in accordance with LAP policy while maintaining the H-GO District base to accommodate grade-oriented housing. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district.

### **Development and Site Design**

If approved by Council, the rules of the proposed DC District and the *Riley Communities* LAP would provide guidance for the future redevelopment of the site. Details including site access, parking, landscaping and waste and recycling management will be reviewed through the development permit process.

Given the specific context of this corner site and its proximity to the Lions Park LRT Station, additional items that will be considered through the development permit review include, but are not limited to:

- providing functional and usable amenity spaces;
- reducing the perception of building mass from adjacent parcels;
- mitigating overlooking, shadowing and privacy concerns; and
- ensuring an engaging interface with 13 Avenue NW and 18A Street NW.

## Transportation

Pedestrian access to the site is provided by public sidewalks on 13 Avenue NW and 18A Street NW. A pathway forming part of the Always Available for All Ages and Abilities (5A) Network is located south of 14 Avenue NW. On-street bikeways forming part of the 5A Network are also located on 19 Street NW and 17A Street NW.

The site is approximately 200 metres (a three-minute walk) south of the Lions Park LRT Station and westbound and eastbound transit stops on 14 Avenue NW served by Route 19 (16 Avenue North), Route 40 (Crowfoot Station/North Hill), Route 89 (Lions Park - North Pointe), Route 91 (Foothills Medical Centre), Route 105 (Dalhousie Station/Lions Park Station), Route 404 (North Hill) and Route 414 (14 St W). MAX Orange BRT service (Brentwood/Saddletowne) is available on 16 Avenue NW approximately 400 metres (a seven-minute walk) north of the site.

Future vehicle access to the site will be from the lane and will be confirmed at the time of the development permit. One-hour on-street parking is available adjacent to the site on 13 Avenue NW and 18A Street NW.

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

## Environmental Site Considerations

No environmental concerns were identified. An Environmental Site Assessment was not required as part of this application.

## Utilities and Servicing

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

## Legislation and Policy

### South Saskatchewan Regional Plan (2014)

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

### Municipal Development Plan (Statutory – 2009)

The site is within the Developed Residential – Inner City area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). These areas are comprised of residential communities that were primarily subdivided and developed prior to the 1950s.

The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience. The proposed land use is in alignment with the applicable policy of the MDP.

### Calgary Climate Strategy (2022)

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

### **Riley Communities Local Area Plan (Statutory – 2025)**

The [Riley Communities Local Area Plan](#) (LAP) identifies the site as being part of the Neighbourhood Connector urban form category (Map 3: Urban Form) with a Low – Modified building scale modifier (Map 4: Building Scale), which allows for development up to four storeys. The LAP speaks to primarily residential uses in the area and supports a broad range and mix of housing types, unit structures and forms. Low – Modified areas are intended to accommodate building forms such as single detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhouses and standalone or small mixed-use buildings. The site is also within the Transition Zone of the Lions Park LRT Transit Station Area (Figure 11) where development in the south station area is envisioned to be of modest intensification.

Section 4.2 of the LAP also provides specific direction in cases where there is conflict between the policy direction of the LAP and the restrictive covenants affecting this site, noting that:

*“Some parcels in the Plan Area may have registrations on the certificate of title, called restrictive covenants, which may restrict development. These restrictions may include, but are not limited to, restricting development to one or two-unit dwellings. Where the restrictive covenant is not in alignment with the goals and objectives of this Plan, The City of Calgary supports the direction of this Plan.”*

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



# PROPOSED

CPC2025-0439  
ATTACHMENT 2

## BYLAW NUMBER 122D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0268/CPC2025-0439)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

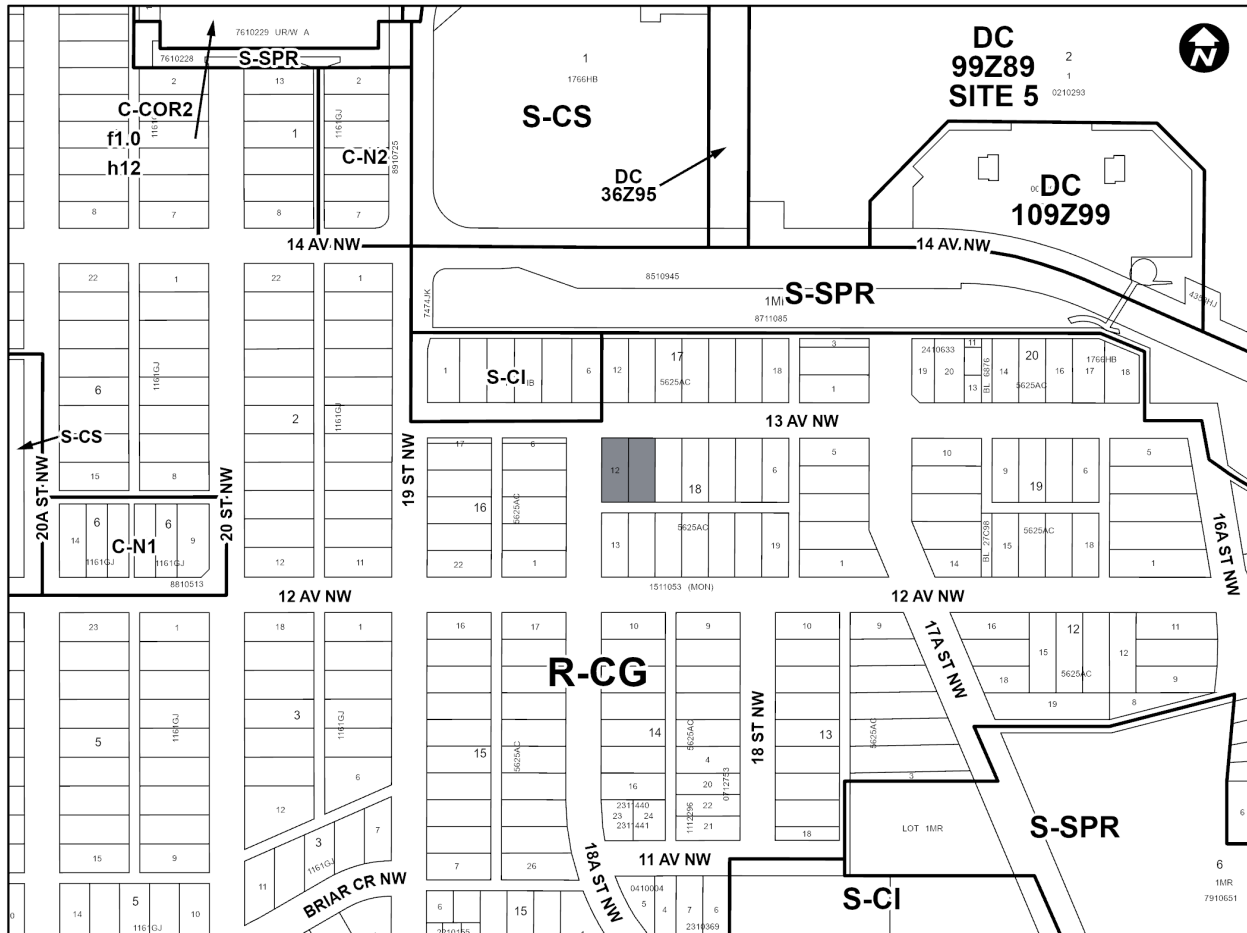
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2024-0268/CPC2025-0439  
BYLAW NUMBER 122D2025

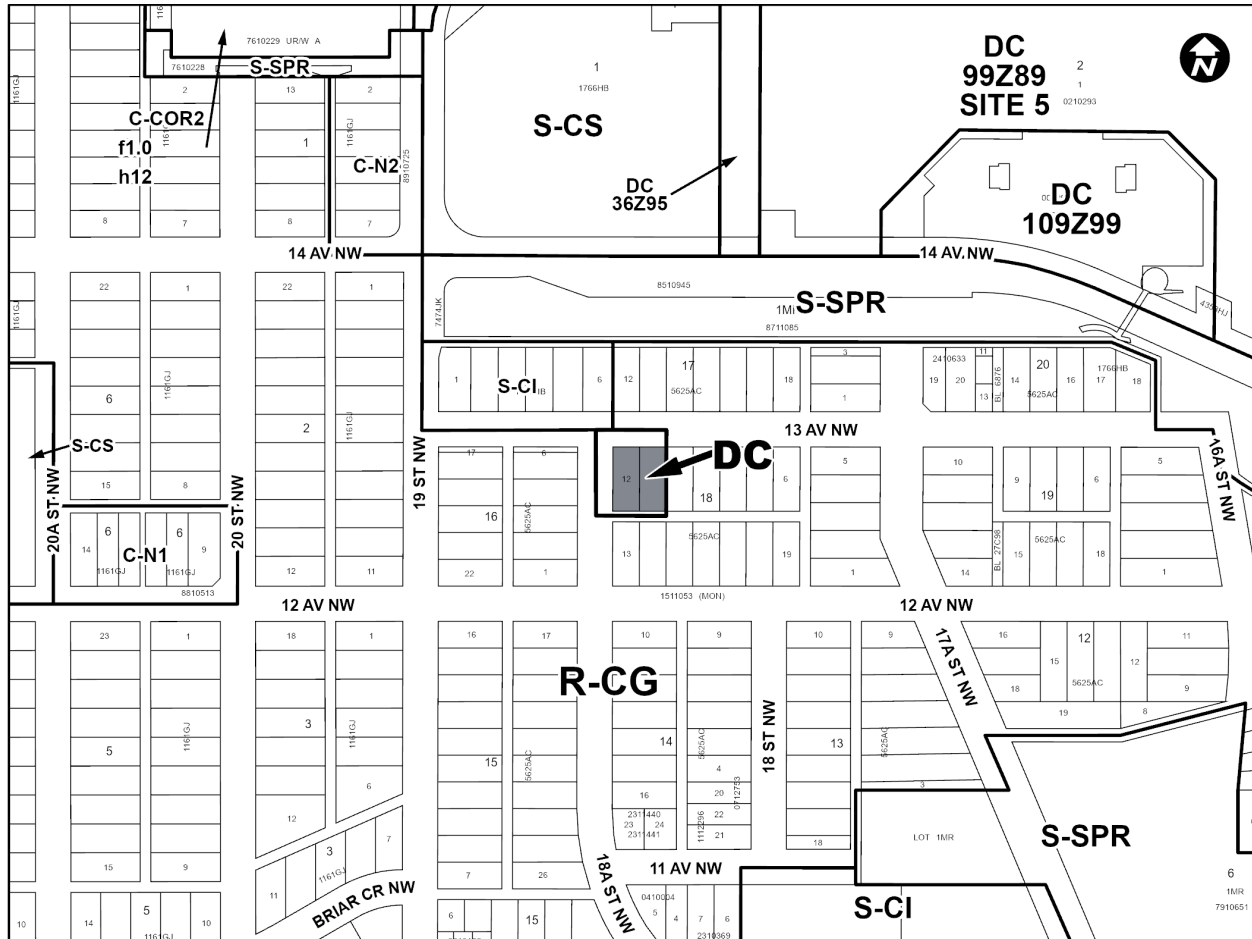
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2024-0268/CPC2025-0439  
BYLAW NUMBER 122D2025

## SCHEDULE B



## DIRECT CONTROL DISTRICT

### Purpose

- 1 This Direct Control District Bylaw is intended to establish a minimum residential density.

### Compliance with Bylaw 1P2007

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

### Reference to Bylaw 1P2007

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

# PROPOSED

AMENDMENT LOC2024-0268/CPC2025-0439  
BYLAW NUMBER 122D2025

## Permitted Uses

**4** The ***permitted uses*** of the Housing – Grade Oriented (H-GO) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District:

- (a) with the addition of:
  - (i) **Multi-Residential Development;** and
- (b) with the exclusion of:
  - (i) **Dwelling Unit.**

## Discretionary Uses

**5** The ***discretionary uses*** of the Housing – Grade Oriented (H-GO) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District.

## Bylaw 1P2007 District Rules

**6** Unless otherwise specified, the rules of the Housing – Grade Oriented (H-GO) District of Bylaw 1P2007 apply in this Direct Control District.

## Density

**7** The minimum ***density*** is 55 ***units*** per hectare.

## Multi-Residential Notice Posting Requirement

**8** Subsection 27(2)(f) of Bylaw 1P2007 does not apply in this Direct Control District.

## Relaxations

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

# Applicant Submission

Company Name (if applicable):

Horizon Land Surveys

Applicant's Name:

Lei Wang

Date:

Oct. 29th, 2024

LOC Number (office use only):

On behalf of the landowner, please accept this application to redesignate a +/-0.11 hectare site from R-CG to Direct Control (H-GO) to:

- a maximum building height of 12 metres (an increase from the current maximum of 11 metres)
- flexible parcel dimensions and building setbacks that allow a diversity of grade-oriented housing
- remove single detached, semi-detached or duplex from use to tackle restrictive covenant registered on title

The reason direct control was used instead of H-GO directly is because of the restrictive covenant on titles 3733GE and 8521GH.

The subject site, 1835 & 1831 13 Ave NW, are two continuous lots in the community of Hounsfield Height/Briar Hill along 13 Ave NW. The lots are currently developed with single detached dwelling built in 1950. Surrounding houses are mostly single detached with Central Church located to the north of the site.

The sites combined is approximately 0.11 hectares in size. Lane exists to the south of the site. The site is within 130 meters of Lion's Park LRT Station providing convenient access to nearby commercial businesses, institutional buildings and downtown Calgary. The site is also in very close distance to schools, parks, commercial businesses (North Hill Centre), a public library, MAC Orange BRT Stations (along 16 Ave NW).

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

Phase 4 of Riley Communities Local Area Plan closed on June 11th, 2024. Although not a statutory policy yet, the proposed land use is in alignment with the applicable urban form category and building scale modifier found in the draft Riley Communities Local Area Plan.

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

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

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



# Applicant Outreach Summary

2024 October 31



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

**Project name:** 1831 & 1835 13 Ave NW

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

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

### Outreach Strategy

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

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

On July 17th, 2024, our staff did post card deliver to residents within a 100 meters radius. During the process, our staff did door knocking and spoke with residents at home. The main concerns our office got are with regards to increased traffic, increased density, height, shadow effects, and safety. We believe those can be properly dealt with at the development permit stage.

On Oct. 24th, 2024, we meet with Councilor Wong and his staff. While considering this as appropriate location for H-GO, Councilor also encourage us for further engagement and express concerns for residents preference of singles in the area.

We have also contacted community association and no response received yet.

### Stakeholders

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

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

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

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

The main concerns we heard from local residents are: increased traffic, parking issues, increased density, height, shadow effects, privacy and safety.

Some people also express concerns over property value and crime.

### How did stakeholder input influence decisions?

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

We believe those concerns can be properly dealt with at the development permit stage.

### How did you close the loop with stakeholders?

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

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

[calgary.ca/planningoutreach](http://calgary.ca/planningoutreach)

# Community Association Response



**HOUNSFIELD HEIGHTS – BRIAR HILL  
COMMUNITY ASSOCIATION**  
Box 65086, RPO North Hill  
Calgary, AB T2N 4T6  
403-282-6634  
<http://www.hh-bh.ca>

Hello,

Hounsfield Heights – Briar Hill Community Association thanks the city for circulating Land Use Amendment LOC2024-0268 at 1831 and 1335 13<sup>th</sup> Ave NW. This redesignation proposes to change to DIRECT CONTROL, to “accommodate H-GO”, changing from R-CG to DC/H-GO.

The key point of this redesignation is that it is **using Direct Control, where another land use district, H-GO, would suit the intended use**. This is **completely contrary to the City’s own policy** on the use of Direct Control districts. The H-GO district was developed so that a bunch of Direct Control districts would not be necessary, and it would still allow a single-family home to be built on the site. This proposal instead **uses DC (Direct Control)** to specify that a building following the H-GO rules can be built on the site AND a **single-family or semi-detached/duplex dwelling CAN NOT be built**.

**The developer is seeking this rezoning specifically to defeat the Restrictive Covenants on these lots.** They explicitly say this in the application: “remove single detached, semi-detached or duplex from use to tackle restrictive covenant registered on title” and “The reason direct control was used instead of H-GO directly is because of the restrictive covenant on titles”. If City Council grants this DC rezoning, the developer will then go to court and argue that this **artificially created conflict** between the zoning and the Restrictive Covenant should be resolved by removing the Restrictive Covenant “in the public interest”. However, **the public interest also includes the local population around this development and the needs of the immediate neighbours should matter the most in this debate**.

The Community Association does not support this tactic to circumvent contract law and Restrictive Covenants. **Direct Control should not be used where an existing land use district appropriately applies, and H-GO applies explicitly** for the buildings the developer wishes to erect. The developer should **apply for H-GO on its merits**, and the **Restrictive Covenants should be a matter for the courts** to decide on their own merits, as a completely separate matter. Neighbours have a right to rely on these Restrictive Covenants and to defend them in court if they choose, and the developer was aware of the covenants when purchasing the land.

The City ignored ideas for respectful compromise and mitigation of impacts in the Riley Local Area Plan, and cannot now fault homeowners for invoking their contractual rights. The City has a policy of ignoring Restrictive Covenants in planning matters, when homeowners ask about them, stating they are a matter for the courts. It is not appropriate for the City to abandon this policy when a developer asks. Restrictive Covenants should indeed be adjudicated SOLELY in the courts, in a consistent manner, and the rezoning that is considered here should be to the appropriate existing district – H-GO.

A further issue that is germane to whether H-GO density is appropriate here is that of infrastructure. Neighbours all along 13<sup>th</sup> Avenue NW and nearby have raised the point that they ALREADY have water pressure issues, and they’ve been told that their pressure cannot be increased due to effects on properties downhill. If an H-GO scale development is to be built on these two lots, adding a significant number of units at once, this infrastructure issue needs to be addressed. Local upgrades to water service need to be funded by this developer, who would be profiting from our neighbourhood, not the general tax-payer at some undefined time in the future. It is not fair to existing residents, nor even future developers, to ignore these issues now and assume the existing infrastructure will accommodate this proposal.

Beth Atkinson, Director – Land Use,  
Hounsfield Heights – Briar Hill Community Association  
[land.use@hh-bh.ca](mailto:land.use@hh-bh.ca)

**Land Use Amendment in Hillhurst (Ward 7) at 1706 Westmount Boulevard NW,  
LOC2023-0203**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.98 hectares  $\pm$  (2.42 acres  $\pm$ ) located at 1706 Westmount Boulevard NW (Plan 5151O, Block 34, Lots 1 to 20) from Direct Control District to Direct Control (DC) District to accommodate multi-residential development, with guidelines (Attachment 3).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council give three readings to **Proposed Bylaw 128D2025** for the redesignation of 0.98 hectares  $\pm$  (2.42 acres  $\pm$ ) located at 1706 Westmount Boulevard NW (Plan 5151O, Block 34, Lots 1 to 20) from Direct Control District to Direct Control (DC) District to accommodate multi-residential development, with guidelines (Attachment 3).

**HIGHLIGHTS**

- This land use amendment application seeks to enable development of a six storey multi-residential development.
- The proposal is in keeping with the relevant policies of the *Municipal Development Plan* (MDP) and the *Riley Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposal would allow for increased housing choice within the community and more efficient use of existing infrastructure, public amenities and transit.
- Why does this matter? The proposed Direct Control District may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- A development permit has been submitted and is under review.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

The application was submitted by O2 Planning and Design on behalf of Anthem Properties on 2023 July 18. The DC District (Attachment 3) is based on the Multi-Residential – High Density Low Rise (M-H1) District. The purpose of the DC District is to require a building height step down on the north side of the site, adjacent to existing low density residential development and to protect the adjacent park from excessive shadow. A development permit has been submitted and is currently under review. The development permit application proposes three multi-residential buildings at a building height of six storeys.

The 0.98 hectare (2.42 acre) site in Hillhurst is located at 1706 Westmount Boulevard NW. This site is in close proximity to parks, pathways, and downtown Calgary. Transit service is available on Kensington Road NW and 16 Street NW approximately 350 metres (a six-minute walk) from the site and on 14 Street NW approximately 450 metres (a seven-minute walk) from the site. The site was the location of the Canadian Broadcasting Corporation (CBC) until 2017. When the

**Land Use Amendment in Hillhurst (Ward 7) at 1706 Westmount Boulevard NW,  
LOC2023-0203**

---

CBC relocated, the existing building at this site was demolished. The site has rear lane access and is currently undeveloped.

The site is located within an area that has historically been affected by the migration of the groundwater plume and residual creosote contamination from the former Canada Creosote company site. A Risk Management Plan was completed by the applicant in support of this proposal. The requirements of that report have been reviewed and accepted by Alberta Environment and Administration and will be implemented through the associated development permit.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with public stakeholders was appropriate.

As part of the proposed land use amendment application, the applicant has provided an engagement summary (Attachment 4) of outreach completed with public stakeholders, the Hillhurst Sunnyside Community Association and the West Hillhurst Community Association. As identified in the summary, the applicant held two public open house events and prepared a project website which provided additional opportunities for residents to provide feedback.

**City-Led Outreach**

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

Administration received 10 letters of opposition and one letter of support regarding this application. The letters of opposition stated concerns regarding:

- increased traffic impacts;
- changes to intersections at 16 Street NW and 19 Street NW;
- parking overflow;
- creosote contamination disturbance;
- building height and shadowing;
- overcrowding of schools and daycares;
- community property value decrease;
- reduced privacy; and
- increased crime.



**Land Use Amendment in Hillhurst (Ward 7) at 1706 Westmount Boulevard NW,  
LOC2023-0203**

---

The letter of support stated general support and a desire for additional neighbourhood scale commercial development in the area.

Administration received comments of concern from the West Hillhurst Community Association on 2024 November 20. As referenced in Attachment 5, concerns include increased traffic and intersection changes at 19 Street NW and general questioning of the conclusions of the applicant's Traffic Impact Assessment. No comments were received from the Hillhurst/Sunnyside Community Association (HSCA). Administration contacted the HSCA and no comments have been received.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate as it provides for residential development in a building form that is compatible with the adjacent area. The detailed design of the development will be reviewed and determined at the development permit stage.

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

## **IMPLICATIONS**

### **Social**

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

### **Environmental**

This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Opportunities to enhance the development on this site with applicable climate strategies have been identified and shared with the applicant and will be pursued at the development permit stage.

### **Economic**

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

### **Service and Financial Implications**

No anticipated financial impact.

## **RISK**

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



Planning and Development Services Report to  
 Calgary Planning Commission  
 2025 June 05

ISC: UNRESTRICTED  
 CPC2025-0512  
 Page 4 of 4

**Land Use Amendment in Hillhurst (Ward 7) at 1706 Westmount Boulevard NW,  
 LOC2023-0203**

---

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. **Proposed Bylaw 128D2025**
4. Applicant Outreach Summary
5. Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Hillhurst, located on Westmount Boulevard NW between 16 and 17 Street NW. The site is currently vacant and designated as a Direct Control District ([Bylaw 98D2021](#)) to accommodate Townhouse use. The site is surrounded by low density residential development and a recent multi-family redevelopment along Memorial Drive is located 150 metres to the east of the site.

The 0.98 hectare site was the location of the Canadian Broadcasting Corporation (CBC) Calgary until 2017 when the CBC moved to a new building after nearly six decades in the community. Upon relocation the CBC building was demolished.

Memorial Drive NW runs along the southern edge of the site buffered by Westmount Boulevard NW. Broadview Road Playground is located directly north of the site, across a residential lane. Additionally, 14 Street NW is within 400 metres to the east and Kensington Road NW is within 400 metres to the north. The subject site is near amenities including public open space, the Bow River pathway system, a neighbourhood main street, bus and light rail transit networks and downtown.

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

## Community Peak Population Table

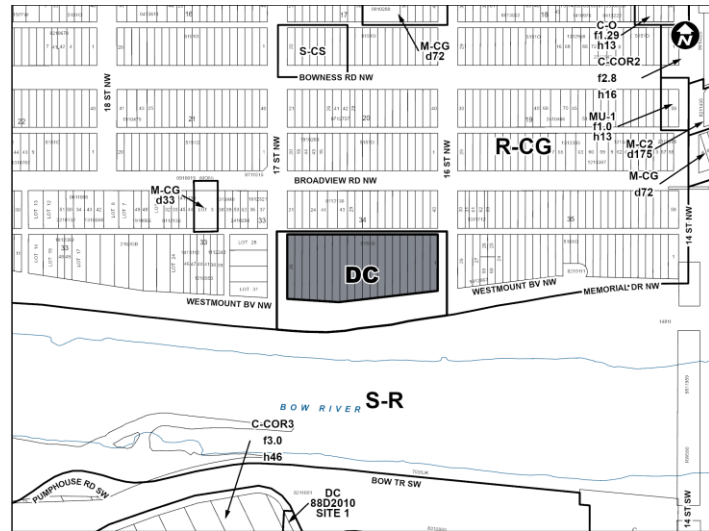
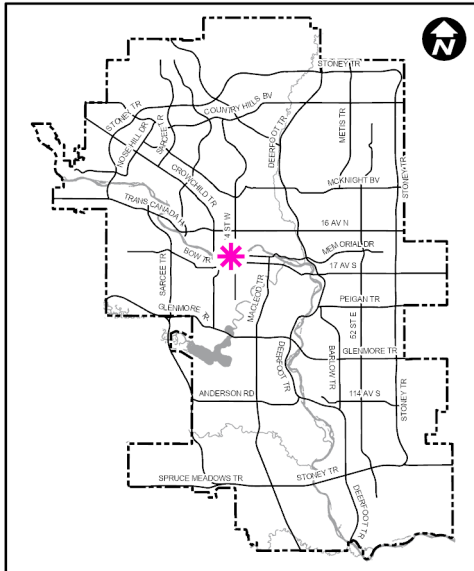
As identified below, the community of Hillhurst reached its peak population in 2015.

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

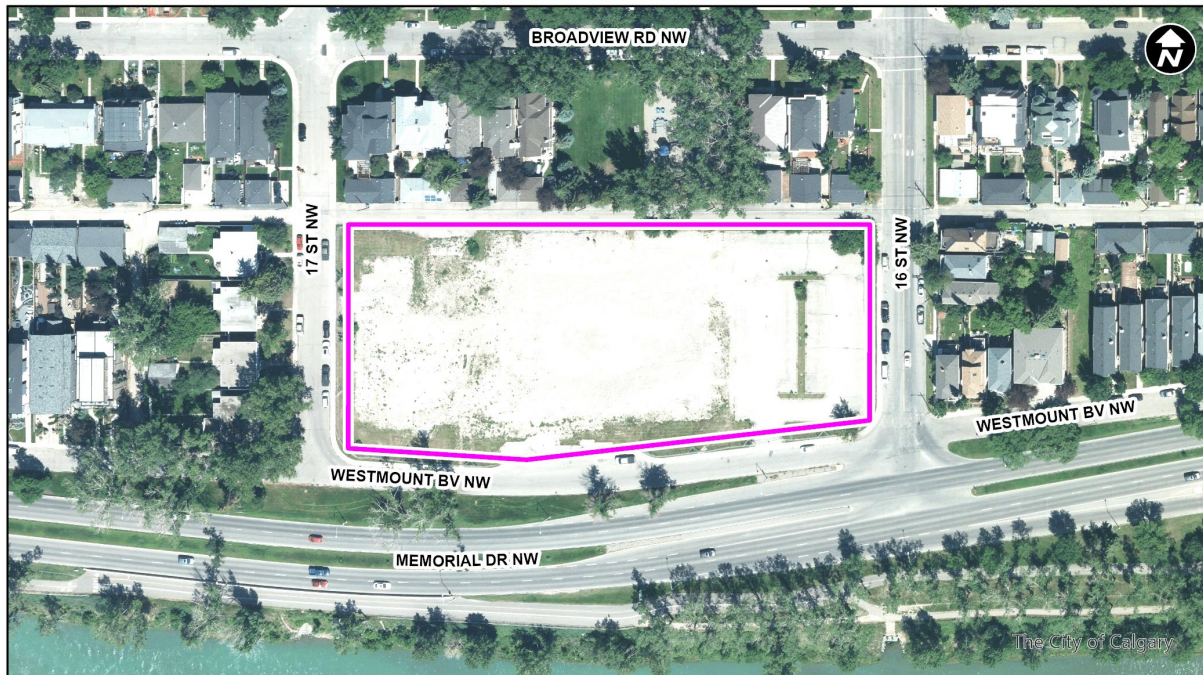
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC District ([Bylaw 98D2021](#)) allows for a townhouse development. The existing DC is based on the Multi-Residential – Contextual Low Profile (M-C1) District with modified rules to enable a specific site design and built form. The DC District provides for a maximum building height of 13 metres and maximum density of 90 units per hectare.

The proposed DC District is based on the Multi-Residential – High Density Low Rise (M-H1) District and would allow for multi-residential development in a variety of forms. The purpose of the DC District is to require a building height step down on the north side of the site, adjacent to existing low density residential development and protect the adjacent park from excessive shadow. The proposed maximum building height is 24 metres with a step down to 18 metres within 11 meters from the rear lane. The minimum number of dwelling units is 147 based on the M-H1 minimum density requirement of 150 units per hectare. While the M-H1 base district does not include a maximum density, a maximum floor area ratio (FAR) of 4.0 is proposed. A sunlight protection rule is proposed to limit shadow impacts upon Broadview Road Playground.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary. The DC District provides for the applicant's proposed development with consideration of unique characteristics of a large redevelopment site adjacent to a low density residential area and unusual site constraints of the location adjacent to a park. This DC District includes rules for

building height step backs adjacent to low density residential development and sunlight protection for the adjacent park. The same result could not be achieved using a standard land use district in the Land Use Bylaw 1P2007.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 6-11 of the DC District. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district.

### **Development and Site Design**

If approved by Council, the rules of the proposed DC District and the policies of the *Riley Communities Local Area Plan* (LAP) will enable multi-residential development on the site. The rules of the DC District are intended to respond to the low-density residential context by providing a building height step back on the north side of the site.

The corresponding development permit proposes a three-building, 269-unit multi-residential development. The site design includes a courtyard amenity area, an improved connection to the adjacent park and an enhanced lane. A one level parkade is proposed to be developed partially above grade to limit soil disturbances and mitigate risks associated with the potential site contamination from the former Canada Creosote lands. Additional information can be found in the Environmental Site Considerations section below.

Given the specific context of the site, additional items being considered through the development permit process include, but are not limited to:

- traffic and parking impacts;
- street oriented building design and interface with adjacent residential development;
- privacy and shadow impacts; and
- provision of resident amenity areas and pedestrian routes.

### **Transportation**

The site is in close proximity to the Bow River Pathway which offers pedestrians and cyclists access to the regional pathway network which is part of the Always Available for All Ages and Abilities (5A) Network. Transit service is available 350 metres (a six-minute walk) north of the site on Kensington Road NW at 16 Street NW for Route 1 (Bowness/Forest Lawn) and 450 metres (a seven-minute walk) east of the site on 14 Street NW at Bowness Road NW for Route 65 (Market Mall) and Route 414 (14 Street Crosstown). The site location also offers easy access to Memorial Drive NW which is directly connected to Calgary's skeletal road network.

A Transportation Impact Assessment (TIA) was completed in support of the proposed development. The findings of the TIA indicate that the existing road network can handle the additional traffic, with intersection improvements. The required improvements will be addressed through the associated development permit and include reconfiguration of the 16 Street NW and Memorial Drive NW intersection and signalization for all turns access at the 19 Street NW and Memorial Drive NW intersection.

## Environmental Site Considerations

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

A Risk Management Plan (RMP) was completed by the applicant in support of the proposed multi-residential development. The RMP presents requirements to manage the site, with the commitments to be established between the appropriate parties to ensure long-term care and control. These requirements include installation of passive soil vapor management system, creation of a monitoring program and registration of an environmental protection and enhancement agreement on title. The requirements of that report have been reviewed and accepted by Alberta Environment and Administration and will be implemented through the associated development permit.

## Utilities and Servicing

Water, sanitary sewer, and storm sewer mains are available and can accommodate the redevelopment of the subject site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of the associated development permit.

## Legislation and Policy

### South Saskatchewan Regional Plan (2014)

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

### Municipal Development Plan (Statutory – 2009)

The subject site is located within the Residential - Developed - Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan \(MDP\)](#). The applicable MDP policies encourage redevelopment of inner-city communities that is similar in scale and built form to existing development, including a mix of multi-residential housing such as townhouses and apartments.

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

### Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objective of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate resilience strategies have been proposed through the associated development permit including electric vehicle charging infrastructure which supports Program Pathway F: Zero emissions vehicles – Accelerate the transition to zero emissions vehicles.



**Riley Communities Local Area Plan (Statutory – 2025)**

The [Riley Communities Local Area Plan](#) (LAP) identifies the site as being part of the Neighbourhood Connector urban form category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for development up to six storeys. The LAP speaks to primarily residential uses in the area and supports a broad range and mix of housing types, unit structures, and forms. Low Scale areas are intended to accommodate developments that are six stories or less. This modifier includes forms such as apartments and stacked townhouses.

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

# Applicant Submission

2025 May 21

510-255 17 Ave SW Calgary AB T2S 2T8  
(403) 228-1336  
www.o2design.com

O2

## Applicant Submission

On behalf of Anthem Properties, O2 is proposing to redesignate 1706 Westmount Blvd NW in the Hillhurst-Sunnyside neighbourhood from the existing DC 98D2021 to a new Direct Control district based on the M-H1 (Multi-Residential – High-Density) district. The site was the former CBC Calgary headquarters, and today is vacant land. The intention of the redesignation is to provide for a multi-storey residential building that sensitively intensifies the site. The proposed DC applies height modifiers that would allow six storey buildings on the southern part of the site, stepping down to four storeys along the east and western flanks of the north property line. This approach allows the site to address the park and lower density built form of the adjacent context in a contextually appropriate way that responds to concerns heard from neighbouring residents during community engagement.

Anthem's development vision for the site has changed from a townhouse built form to a low-rise apartment built form. This shift in vision was informed by required utility upgrades, environmental constraints, changing economic conditions and construction costs. The site has an approved Section 21 agreement with Alberta Environment and Parks (AEP) that supports residential development, and a revised Risk Management Plan will be approved by AEP prior to this application being brought forward to Calgary Planning Commission. The proposed development strategy works within parameters set in the Risk Management Plan for reducing ground disturbance and providing centralized monitoring systems. This development strategy also creates a development with a variety of building types with different heights and active interface with adjacent streets.

The surrounding Westmount area is characterized by low-rise, 17 Street NW and older duplex-style buildings to the west, Westmount Boulevard, Memorial Drive, and the Bow River to the south, a lane and local park and low-density residential development to the north, and 16 Street NW and low-density residential development to the east. Adjacent parcels are predominantly designated RC-2, with Kensington Road NW three blocks north largely M-CG and 14th Street NW one block east largely C-COR2 and MU-1. The site is well-situated directly facing a major arterial road and enjoys walking distance proximity to the Kensington Road main street, nearby retail and institutional services, and adjacency to the Bow River pathway and nearby parks. It is anticipated that future City-led improvements to active transportation infrastructure in the area will further strengthen connectivity to the Bow River and regional pathway network.

This redesignation will enable residential redevelopment of these under-developed lands adjacent to the City's major road network and strengthening the Memorial Drive corridor. Increasing density in this location aligns the proposal with the Municipal Development Plan and the Calgary Transportation Plan. The proposed development is also fully aligned with the approved Riley Communities Local Area Plan which contemplates development up to 6-storeys across the full site. The proposal is well-aligned with the City's overall development goals and policy objectives, and provides the following key attributes:

- **Residential Growth:** The proposed land use change accommodates infill residential development, supporting the efficient and economic use of existing City infrastructure.
- **Laneway Activation:** The proposed development proposes a respectful interface with the community park and will seek to foster a stronger integration of the site with the surrounding community than the previous CBC headquarters provided.
- **Sensitive Intensification:** The proposed land use contemplates the neighbourhood character of Westmount and the site's role in creating a transition between Memorial Drive and the community. The land use intentionally steps down towards the lower density residential uses and local park.

Anthem along with O2 look forward to working collaboratively with officials at the City of Calgary, representatives from the local Councillor's office, and residents of Westmount and the broader Hillhurst-Sunnyside community in progressing this application to approval.

# PROPOSED

CPC2025-0512  
ATTACHMENT 3

## BYLAW NUMBER 128D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2023-0203/CPC2025-0512)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

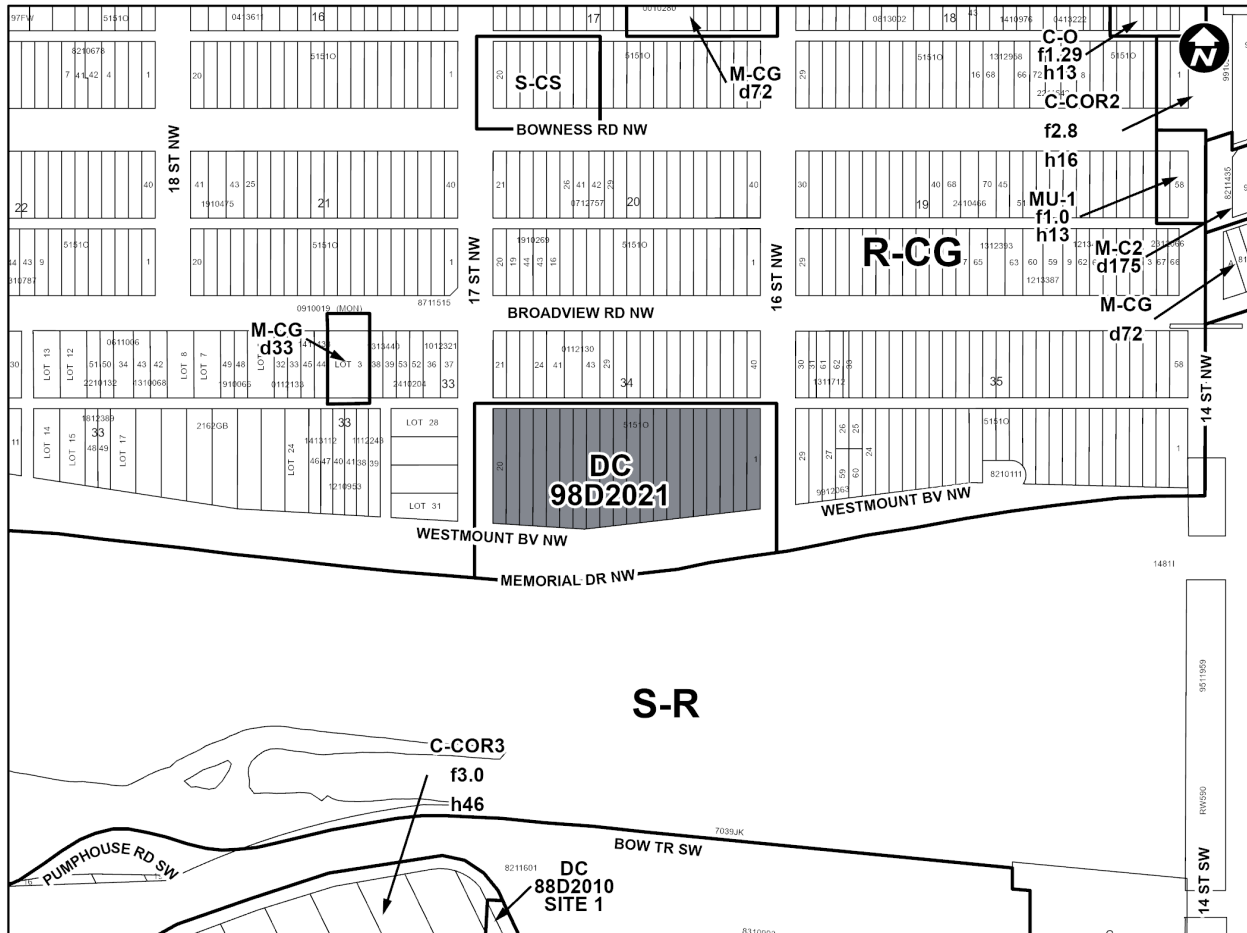
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2023-0203/CPC2025-0512  
BYLAW NUMBER 128D2025

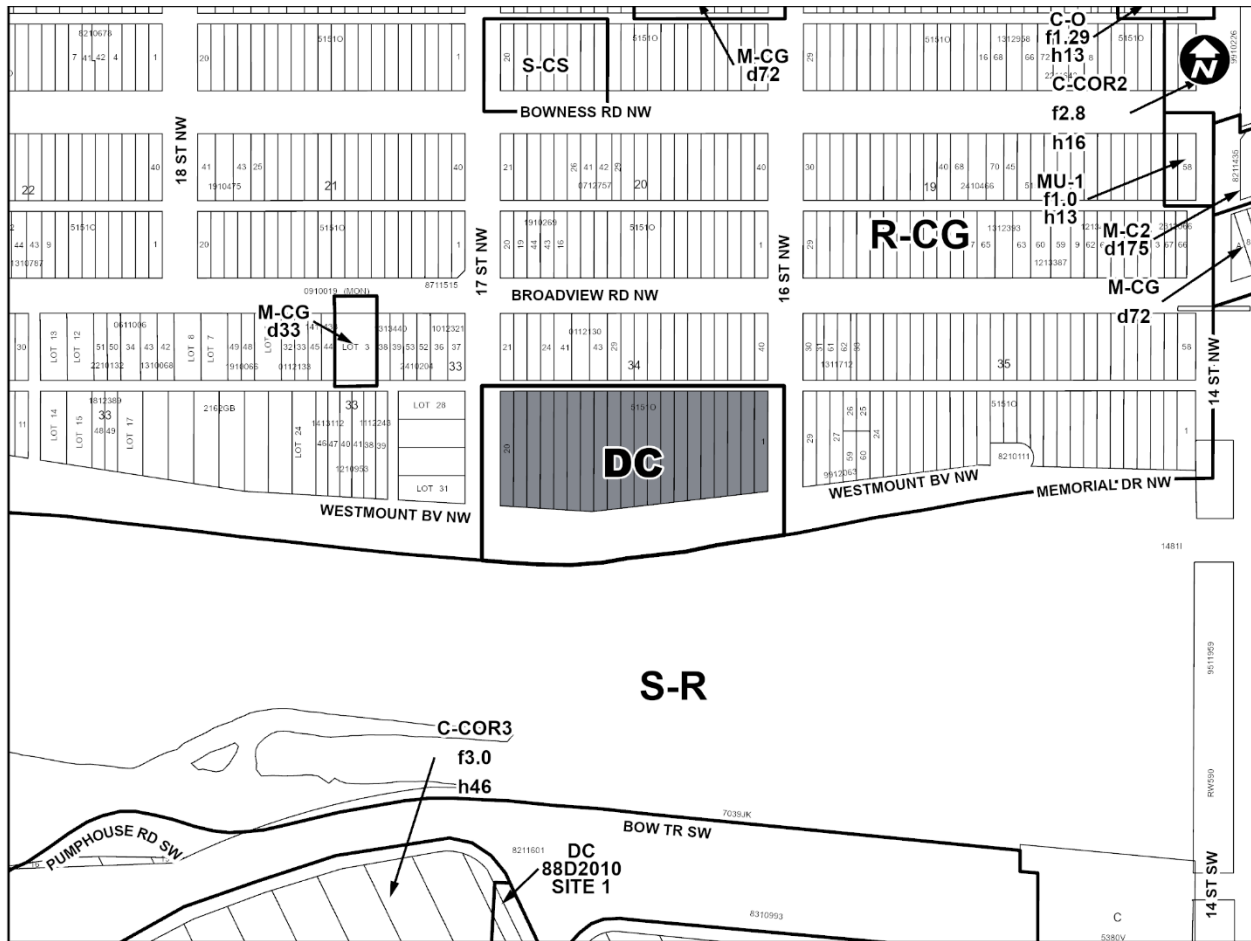
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2023-0203/CPC2025-0512  
BYLAW NUMBER 128D2025

## SCHEDULE B



## DIRECT CONTROL DISTRICT

### Purpose

1 This Direct Control District Bylaw is intended to:

- (a) provide specific building heights and setbacks that respond to the low density context; and
- (b) protect the adjacent public park from excessive shadow.

### Compliance with Bylaw 1P2007

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

### Reference to Bylaw 1P2007

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

# PROPOSED

AMENDMENT LOC2023-0203/CPC2025-0512  
BYLAW NUMBER 128D2025

## Permitted Uses

- 4 The **permitted uses** in the Multi-Residential – High Density Low Rise (M-H1) District are the **permitted uses** in this Direct Control District.

## Discretionary Uses

- 5 The **discretionary uses** in the Multi-Residential – High Density Low Rise (M-H1) District are the **discretionary uses** in this Direct Control District.

## Bylaw 1P2007 District Rules

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

## Building Setbacks

- 7 (1) Unless otherwise referenced in subsection (2), the minimum **building setback** from a **property line** shared with a **street** is 1.5 metres.
- (2) The minimum **building setback** from a **property line** shared with a **street** for a **street-oriented multi-residential building** is zero metres.
- (3) The minimum **building setback** from a **property line** shared with a lane is zero metres.
- (4) Unless otherwise referenced in subsection (5), the minimum **building setback** from a **property line** shared with another **parcel** is 3.0 metres.
- (5) The minimum **building setback** from a **property line** shared with another **parcel** is zero metres when the adjoining **parcel** is designated as a:
- (a) **commercial district;**
  - (b) **industrial district;**
  - (c) **special purpose district;** or
  - (d) M-C2, M-2, M-H1, M-H2, M-H3, M-X2, CC-MH, CC-MHX District.

## Specific Rules for Landscaped Areas

- 8 The maximum **hard surfaced landscaped area** is 60.0 per cent of the required **landscaped area**.

## Building Height

- 9 (1) Unless otherwise referenced in subsection (2), the maximum **building height** is 24.0 metres.
- (2) Where a **parcel** shares a **property line** with a **lane**, the maximum **building height** referenced in subsection (1) is reduced to 18.0 metres measured from **grade** within 11.0 metres of the shared **property line**.



# PROPOSED

AMENDMENT LOC2023-0203/CPC2025-0512  
BYLAW NUMBER 128D2025

## Sunlight Protection Areas

- 10 **Development** should not cast shadows beyond 10.0 metres north of the south **property line** of the public park situated at 1711, 1713, 1715, 1717 and 1721 Broadview Road NW (Plan 5151O, Block 34, Lots 29 to 36) between the hours of 10:00 a.m. and 4:00 p.m. Mountain Daylight Time between March 21 and September 21.

## Loading Stall Requirement for Multi-Residential Development

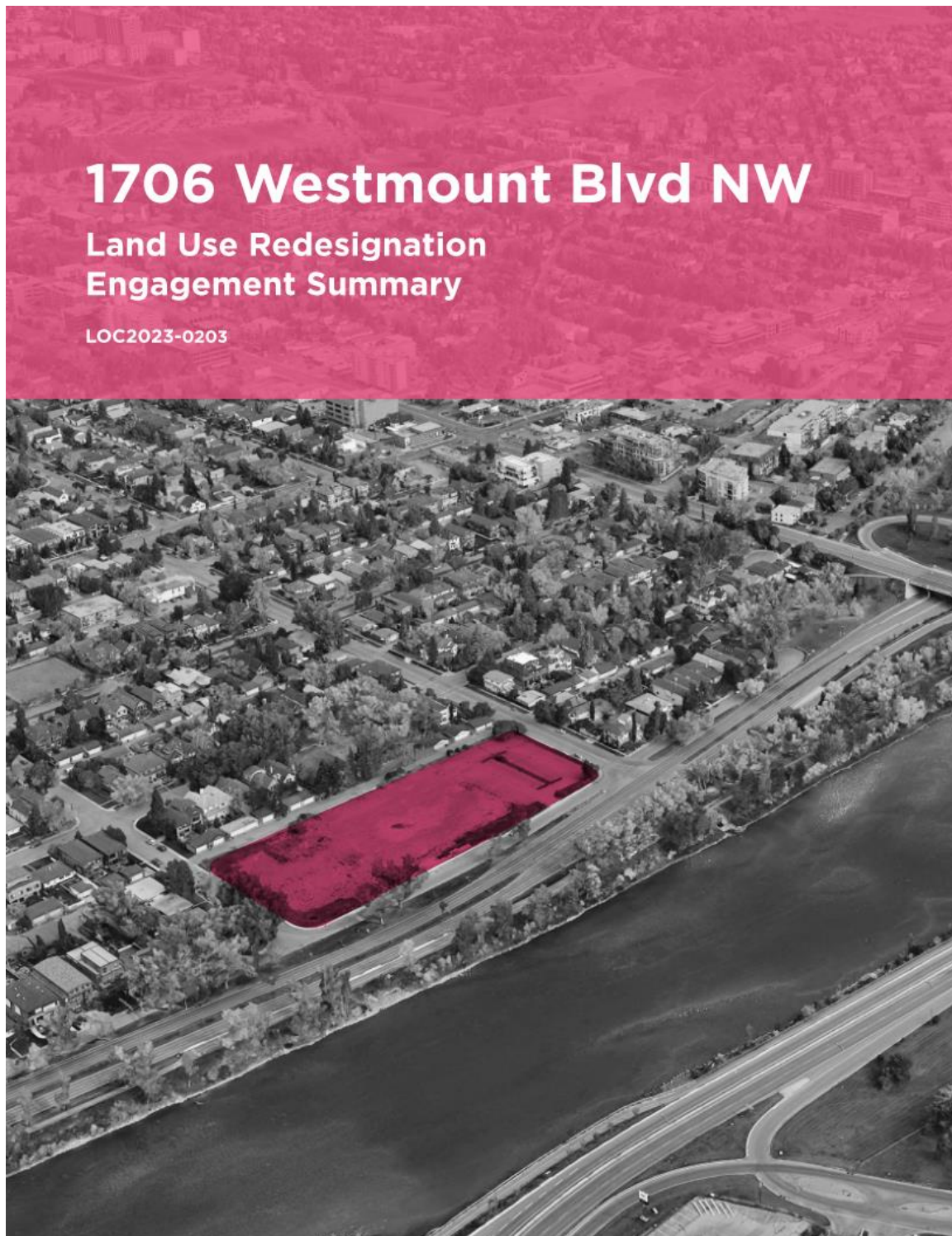
- 11 (1) No **loading stall** is required for **Multi-Residential Development**.
- (2) The rules in Section 123 (7) of Bylaw 1P2007 do not apply in this Direct Control District.

## Relaxations

- 12 The **Development Authority** may relax the rules contained in Sections 6 through 11 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

# Applicant Outreach Summary

2025 January 30



## Engagement Summary

Project Background	3
Summary of Engagement	4
Key Themes & Project Team Response	8
What Has Changed	10
Appendices	11

## Subject Site



2 | 1706 Westmount Blvd NW Engagement Summary

## Project Background

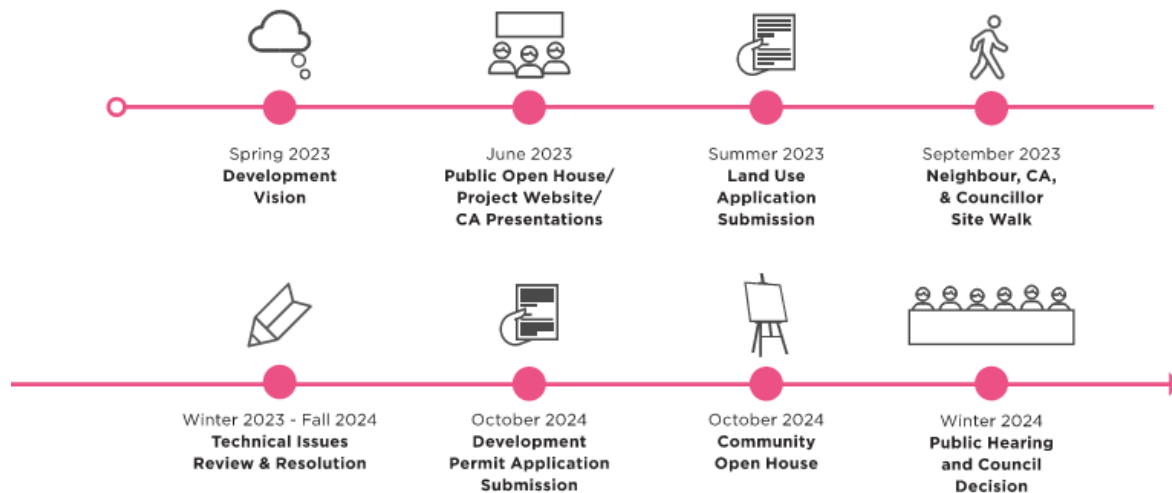
O2 has submitted a Land Use Redesignation application on behalf of Anthem Properties for 1706 Westmount Blvd NW in Calgary's Hillhurst-Sunnyside community. A subsequent Development Permit application has been submitted by Integra Architecture to enable the development contemplated by the Land Use Redesignation.

The application proposes to redesignate the parcel from the existing Direct Control district (DC 98D2021) to a new Direct Control (DC) district based on the Multi-Residential- High Density Low Rise (M-H1) land use district. The Development Permit application provides specific details about the design, layout, and functionality of the proposed development.

The proposed DC supports a comprehensively planned three-building multi-storey residential development that will bring much needed housing to a highly desirable location while respecting the existing built form of the surrounding community.

Public outreach for these applications began in June 2023 and has used a variety of methods to maximize engagement from a diverse group of respondents. This Engagement Summary Report outlines the outreach methods and results from throughout the engagement process.

## Project Timeline



1706 Westmount Blvd NW Engagement Summary | 3

### Project Website Goals:

- » Provide a central resource for learning about the project and providing feedback directly to the project team.

### CA Meeting Goals:

- » Discuss the preliminary development proposal.
- » Gain initial feedback, anticipated community comments, and recommendations for engagement moving forward.

## Summary of Engagement

### Project Website

A website was created to provide information on the project details, application process, and upcoming engagement events. The website was updated periodically over the course of the project as more information became available. A "Frequently Asked Questions" section provided information on how and why the application evolved over time, including from the previous DC approved in 2017. Information about how the project proposes to address traffic and parking in the area, when construction would start, what outreach has been undertaken, and where to find more information were all also included.

In addition to the project information outlined above, a comment portal was included where feedback could be shared directly with the project team. Over the course of the project several comments were received through this platform, with a mix of opposition and support for the redesignation. Highlighted concerns included concerns with the increase in density and increase in vehicle traffic, particularly around the Memorial Drive and 16th Street intersection. Those in favour cited their support for development in their community generally, particularly that helps to densify the area.

#### Key Takeaways:

- » Website feedback was mixed, with some supporting additional density in the neighbourhood while others expressed concern around traffic and density.

### HSCA & WHCA Planning Committee Meetings - June 2023

Two separate meetings were held with the Hillhurst Sunnyside Community Association Planning Committee and West Hillhurst Community Association Planning Committee in June 2023. The presentations and discussions outlined the proposed land use, development vision, project and outreach timeline, and neighbourhood compatibility of the proposed development.

While the proposed development is located in Hillhurst-Sunnyside, the project team decided to engage with the WHCA Planning Committee due to their proximity to the project site. The conversation with the Committee focused primarily on the broader neighbourhood-level transportation issues in the West Hillhurst / Hillhurst area, and more specifically on the functionality of the 19th Street and Memorial Drive intersection.

The HSCA Planning Committee meeting was circulated to the broader community, enabling a larger conversation with more than just the committee membership. This meant the meeting focused more specifically on the concerns of directly impacted residents, allowing the project team more opportunity to speak to specific elements of the proposed development. In this meeting community members expressed concern with park overshadowing, safety in the laneway, concerns with development directly facing the park, increase to perceived traffic issues in the neighbourhood, lack of access to the Bow River pathway across Memorial, and the poor function of the existing 16th Street, Westmount Boulevard, and Memorial Drive intersection.

#### Key Takeaways:

- » Development intensity along the lane should be carefully considered.
- » Additional investigation into Memorial Drive access should be conducted.



### Open Houses - June 2023

Two open houses were held in June 2023, one intended for Nearby Neighbours to address their site-specific concerns, and a second intended for the broader public to learn more about the proposed development and to share their thoughts. These open houses featured poster boards providing information on the application, community context, applicable policies, and site design. The applicant team's planners, architects, and Anthem representatives attended the Open Houses to provide technical representation and to answer any specific technical questions participants may have.

The Open Houses were well-attended, with approximately 50 residents participating in at least one of the two events. This format of engagement enabled more detailed conversations, in particular with nearby neighbours, about their specific concerns. Conversations focused on shadowing of neighbouring properties, shadowing of the park, the appropriateness of residential units fronting the lane, traffic concerns on the lane, a desire to see site access provided off Westmount Boulevard instead of the lane, and general concerns with the overall proposed development's appropriateness for the area.

#### Key Takeaways:

- » Specific interest in alternate site access locations was consistently articulated.
- » Protection of the park for community enjoyment was a major recurring theme.

### Nearby Neighbour Site Walk - September 13, 2023

Following the June Open Houses, nearby neighbours expressed an interest in having a site walk where they could directly share their specific concerns and considerations about the site to the project team and local area councillor. To facilitate this event, postcards were sent out to invite community members to a site walk on September 13, 2023, to identify site characteristics, constraints, and how the proposed development can be improved.

The walk specifically focused on three key areas:

#### 1. Transportation Improvements at 16th Street, Memorial Drive, and Westmount Boulevard.

Residents emphasized their worries with this intersection, and expressed concern that adding additional traffic to the area through the proposed development would make the intersection even less safe for the community.

#### 2. Laneway Access

Residents highlighted their concerns with allowing site access through the lane, believing the lane is too small, could not support the additional traffic, and would negatively impact park safety and enjoyment.

#### 3. Park Interface

Residents expressed concern with the potential shadowing, proximity of development, added activity in the lane facing the park, and increased use of the neighbourhood park.

#### 4. Shadowing Impacts.

Nearby residents articulated concern that the proposed development would shadow their houses and yards.

#### Key Takeaways:

- » The building's laneway interface with the park should be revisited.
- » Further study of the site's parkade access and broader community access at 16th Street is required to address community concerns.

1706 Westmount Blvd Engagement Summary | 5

### Open House Goals:

- » Provide community members with information about the proposed development.
- » Gain feedback from residents that will inform the shape of the proposed development.

### Nearby Neighbour Site Walk Goals:

- » Learn directly from concerned community members.
- » Gain comments, concerns, and feedback from neighbours to enhance the proposal moving forward.



### CA Update Meeting Goals:

- » Discuss the revised development proposal and technical study findings with the HSCA and WHCA Planning Committees.
- » Gain feedback on the revised application.

### Open House Goals:

- » Discuss the revised development proposal with the public.
- » Share technical findings since the last open houses.

### Community Association Planning Committee Meetings - October 21, 2024

Following the first series of engagement activities and coupled with the City's first Detailed Team Review, additional design development and technical studies were conducted that resulted in a substantially re-imagined project. In order to provide an update to the public about the revised proposal, a second phase of public engagement was conducted.

Since the project team had last met with the Community Associations, the Hillhurst-Sunnyside Community Association's Planning Coordinator had moved on to another role, necessitating a joint-meeting hosted by the West Hillhurst Community Association's Planning Committee. At this meeting a presentation provided an overview of the application, outreach results, and how the development design had changed over the last year. The discussion also provided further detail on the proposed transportation improvements including the 16th Street, Westmount Boulevard, and Memorial Drive intersection, site access, and pedestrian crossings. At this joint meeting members of the nearby community were also invited by the HSCA Planning Committee, allowing for their concerns to be shared with the Planning Committees.

Key concerns raised by the nearby neighbours included continued concerns with the proposed lane access to the site, concerns the lane was too small, and concerns with overshadowing of properties to the north and the park. Key concerns from planning committee members focused primarily on the broader network challenges being faced in the Hillhurst and West Hillhurst neighbourhoods, including the potential impacts that the 19th Street and Memorial Drive intersection may experience with the new development.

#### Key Takeaways:

- » Key intersection improvements at 16th Street, Westmount Boulevard, and Memorial Drive should be communicated clearly and differentiated from broader City-initiated transportation network improvements and studies in the area.

### Open House - October 23, 2024

An open house was held at the Hillhurst-Sunnyside Community Centre on October 23, 2024 to share details of the recently submitted Development Permit application alongside key changes to the overall development and land use redesignation application since the last time the public was engaged. Approximately 300 postcards were distributed to households nearby the project site advertising the open house, and the WHCA and HSCA were asked to share the event details with their residents.

The information shared focused primarily on the Development Permit details (number of units, number of parking stalls, and renderings), transportation improvements and findings from the TIA, and landscaping features. The open house was attended by technical representatives from O2, Bunt & Associates, and the City's Planning and Mobility teams. Representatives from Anthem Properties were also present to speak to the overall development and the Risk Management Plan application with Alberta Environment and Parks. Approximately 60 people attended the open house and provided feedback using sticky notes and comment cards. Attendees largely appreciated the revised

development and removal of units facing the park on the lane. Concerns were still expressed about the broader transportation impacts in the neighbourhood and around site access remaining from the laneway. Participants also questioned why the TIA and RMP were not publicly available for review, although sharing these documents is atypical as part of land use redesignation applications.

**Key Takeaways:**

- » The redesigned development addressed most outstanding concerns around project design and shadowing.
- » Fundamental concerns around site access and broader transportation impacts still remained for some participants, primarily those most close to the development.

## Key Themes & Project Team Response

Theme	Comment	Project Team Response
Height	» Building is too tall for the neighbourhood.	Over the course of the application the overall massing strategy has been refined to mitigate shadowing, particularly on the park, to the greatest extent possible.
	» Concerns of shadowing of properties on 16th and 17th Streets.	The site design has been modified since the initial proposal to minimize shadowing on the park north of the site and minimize shadows on the surrounding properties during the day within parameters established by the City's development review team.
Land Use	» Concerns about the use of a Direct Control district.	A Direct Control (DC) district is necessary to provide the greatest amount of certainty to the public around the proposed building design and to ensure park shadowing protection. Height modifiers, landscape requirements, and shadowing limits all respond to community concerns expressed through the engagement process and are embedded in the proposed DC.
	» Concerns about compliance with the MDP.	The proposed development is well-aligned with the MDP and Calgary Transportation Plan's priorities related to inner-city intensification, providing a greater range of unit types and housing choice, and supporting existing transit and transportation investments. The proposed development is also well-aligned with the draft Riley Communities Local Area Plan, a document that has been developed to comply with and complement the MDP's overall guiding direction.
	» Commercial uses are not supported and will cause traffic issues.	While the original Direct Control district proposed enabling limited neighbourhood commercial uses, public opposition and further market analysis by Anthem determined that a mixed-use development was not appropriate for this location.
	» Short-term rental properties will take away from the sense of community.	Short-term rentals are not regulated through land use in the City of Calgary. Despite this, as an owner-operated purpose-built rental project, Anthem Properties does not allow short-term renting of their units.
	» Density is too high.	The proposed development is consistent with the City's broad policy direction related to inner-city infill and intensification. This is further supported by the draft Riley Communities Local Area Plan that identifies the site as "Neighbourhood Connector" with a maximum building height of six storeys. The proposed development aligns with the draft policy document.

Theme	Comment	Project Team Response
Transportation	» There is not enough parking provided.	The project's proposed parking rate of -0.9 stalls per unit substantially exceeds the minimum parking rate of 0.625 stalls per unit of the base land use district (M-H1).
	» Site access off of the lane will disrupt community safety and cause traffic issues.	The proposed development complies with City policy that prioritizes lane access to reduce potential conflicts with other road users along adjacent streets. Additional Transportation Impact Assessment study of alternate site access locations, reviewed and confirmed by the City's mobility engineering team, confirmed that lane access is the preferred site access for this project.
	» Proposed improvements at 16th Street and Memorial Drive are not sufficient.	The project team has worked with the City to develop an improved Memorial Drive, Westmount Boulevard, and 16th Street intersection that prioritizes safety and efficient function for both the proposed development and neighbourhood. The intersection design was informed through a Transportation Impact Assessment that was reviewed and confirmed by the City's mobility engineering team. All final decisions on intersection design and construction are determined by the City.
	» Design does not provide sufficient visitor parking and locations for deliveries.	Eight stalls in the parkade, and five visitor parking spaces with three loading stalls are proposed in front of the building on Westmount Boulevard where all front-door site access points have been consolidated. These will provide parking for short term visitors and food delivery services.
	» Questions over why the Transportation Impact Assessment (TIA) has not been released.	At the time of engagement the TIA was not finalized. Since that point in time, the project team has worked with the City to further develop and refine a TIA for the site that responds to technical and public concerns. This has included investigations into the broader network function of Hillhurst, the Memorial Drive, Westmount Boulevard, and 16th Street intersection, and different options for site access. At this point in time the submitted TIA is available at City Hall for review.
Environmental	» Concerns over creosote and the proposed Section 21 agreement and Risk Management Plan.	Environmental approvals are a Provincial jurisdiction, and Anthem is committed to following the required Provincial process. The site has an existing approved Section 21 agreement with Alberta Environment and Parks that supports residential development. A revised application in support of the proposed development is currently being reviewed by AEP with preliminary support confirmed. The City of Calgary will not approve development on the site until AEP has formally approved the revised Section 21 agreement and associated Risk Management Plan.

## What Has Changed

Several core changes have been realized over the course of this land use redesignation application. These include the:

1. Lane-facing Development
2. Memorial & 16th Approach
3. Direct Control District

### **Lane-facing Development**

The original application proposed to include a fourth building fronting the lane, providing laneway animation and activation, and framing the park to the north with active frontages. Community opposition to this development resulted in its removal from the final application.

### **Memorial & 16th Approach**

The original application proposed a status quo approach to the Memorial Drive and 16th Street intersection. Through community outreach and technical review with the City's mobility engineering team it was determined that the existing condition of the intersection fails. Because of this it was determined that with the proposed development an improvement to the intersection design would be required.

### **Direct Control District**

Throughout the course of the application, multiple land use options for realizing the development vision have been pursued. While the original application proposed a Direct Control district based on a blended MU-1 and M-H1 stock district, over the course of the application review and community outreach, it became evident that a more precise approach was required.

In the project team's revised submission to the City a rewritten DC designation that responded to community concerns as well as comments from City administration resulted in a DC based solely on the M-H1 stock district. This DC embeds park shadowing protection regulations into the land use district, reflects the unique landscaping approach employed in the Development Permit application, and reflects the stepped-massing approach that minimizes impacts along the north side of the property.

## Appendix A

### June 2023 Community Open House Information Panels



## June 2023 Community Open House Information Panels



(Lower Left) Anthem's Westmont development; (Upper Left and Right) Anthem's Aspen + Bow development (Calgary, AB)

## Growing Places

Anthem Properties is a real estate development, investment and management company that strives, solves and evolves to create better spaces and stronger communities.

WALK & ARCHITECTS Anthem > 02

## June 2023 Community Open House Information Panels

# Project Overview

O2 on behalf of Anthem Properties is proposing to redesignate the former CBC lands at 1724 Westmount Blvd NW from the existing DC 98D2021 to a new Direct Control (DC) district to support low-rise residential development with a variety of housing forms.

## Project Timeline



## Community Context

The site is in one of the most amenity-rich areas in the entire city and benefits from a historic precedent of larger-scale development in the former CBC Calgary headquarters.

Nearby social, cultural, transportation, and employment amenities all foster a complete community environment that will be further enhanced by the proposed development.

## June 2023 Community Open House Information Panels



Nearby active transportation options in proximity to the subject site.



Nearby transit network options in proximity to the subject site.

## Mobility

The subject site is well supported by transit, active transportation, and vehicle transportation options. High-order transit connection is offered via the Sunalta, Sunnyside, and Kerby LRT stations. The site is well-served by transit along 9th Avenue SW and Kensington Road, and also enjoys direct access to Memorial Drive, providing vehicles with easy access to the city's arterial road network.



## Policy

### Municipal Development Plan (MDP)

The site is located in the developed residential area of Calgary in the Hillhurst-Sunnyside neighbourhood, and is located south of Kensington Road NW designated Main Street and north of Memorial Drive designated Parkway. The MDP explicitly outlines how Main Streets should be primary hubs of employment and residential densities, and that they should actively concentrate development towards them in order to optimize existing public investment in municipal infrastructure and facilities (MDP 2.2.1.a).

### Riley Communities Local Area Plan (LAP)

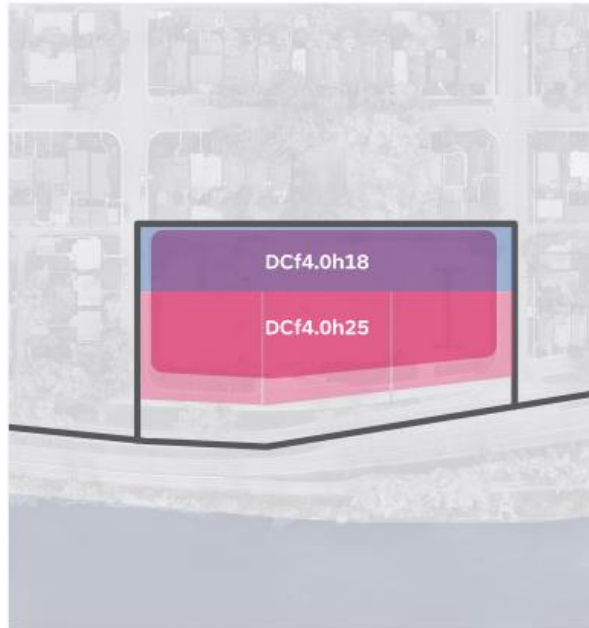
Phase 2 Engagement of the Riley Communities LAP identifies existing and potential future focus areas for intensification and infill in the plan area. All of 1724 Westmount Blvd NW is included under this designation, and is circled in black on the map.

### Hillhurst Sunnyside Area Redevelopment Plan (ARP)

This application requires an amendment to the ARP to reflect the proposed split height zoning. Embedding these provisions into the ARP will ensure the intended height transition towards the established community is adhered to, providing more certainty to the community while enabling the proposed development.



## June 2023 Community Open House Information Panels



### Land Use

#### Current Direct Control 98D2021

Direct Control based on Multi-Residential - Contextual Low Profile (M-C1)



DENSITY:  
90 units per hectare



HEIGHT:  
13m (3 Storeys)

#### Proposed Direct Control

A Direct Control based on a blend of MU-1 and M-H1 will be used with height modifiers of 25 metres (shown in pink) and 18 metres (shown in blue), transitioning to the local context north of the site. A Floor Area Ratio (FAR) of 4.0 is applied to the site.

The Direct Control District is being used to include community oriented commercial uses that are appropriate to the neighbourhood context.



DENSITY:



HEIGHT:



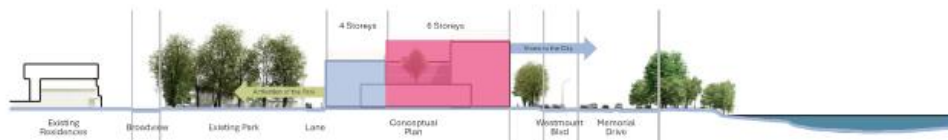
### Site Context

The proposed development is located at the southern edge of the established community of Hillhurst-Sunnyside.

The site is surrounded by:

- A lane residential and a park to the north
- 17th street and residential to the west
- Westmount blvd and Memorial drive to the south
- 16th street and residential to the east.

The buildings increase in height towards Memorial Drive, and decrease in height toward the laneway and existing single family homes. Unit front doors face every street and the lane, helping to activate the surrounding community and green spaces.



1706 Westmount Blvd NW Engagement Summary | 15



June 2023 Community Open House Information Panels

## Site Considerations



Streets on 3 sides



Ground-level activation



Elevated parkade



New, enhanced streetscaping



Environmental challenges



Prominent community location



Lane way neighbourhood park

WHEEL ARCHITECTS **Anthem** O2



View of a potential site massing looking north

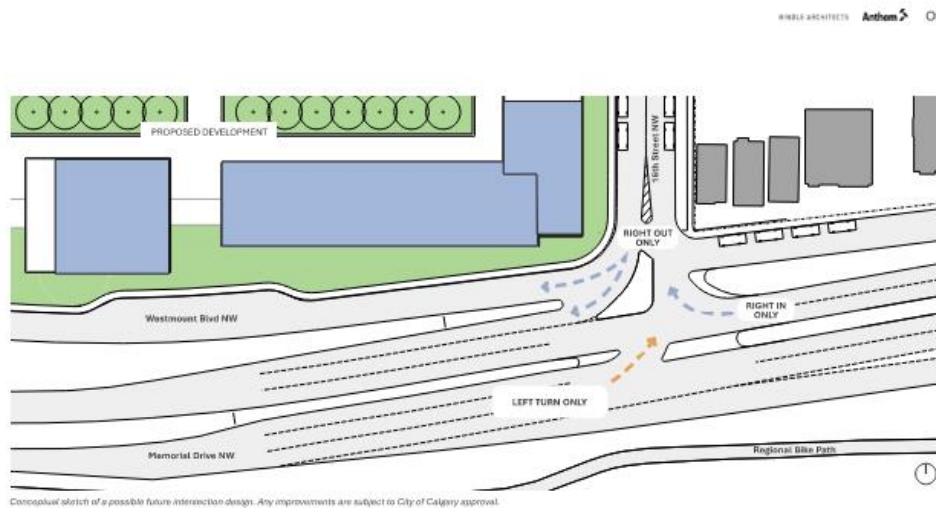
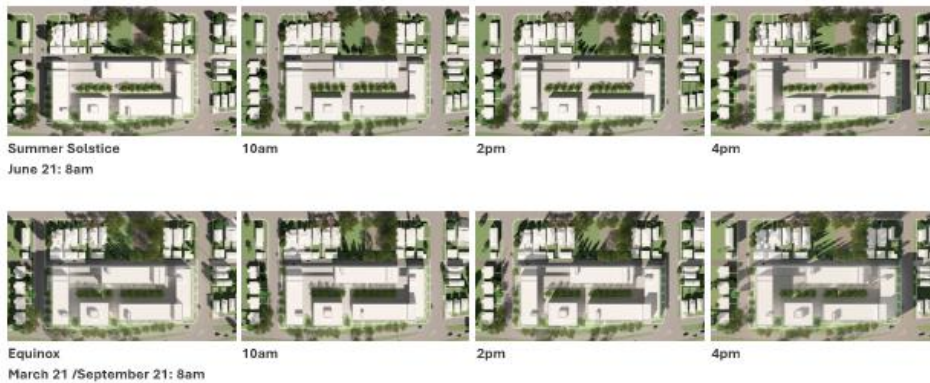
## Massing & Form

The proposed development features buildings that will range in height from 4-6 storeys along Memorial Drive, to 4 storeys along the northern laneway. This stepped massing strategy brings variation visual interest to the broader development and respects the scale of the existing neighbourhood.

WHEEL ARCHITECTS **Anthem** O2

## June 2023 Community Open House Information Panels

### Shadows



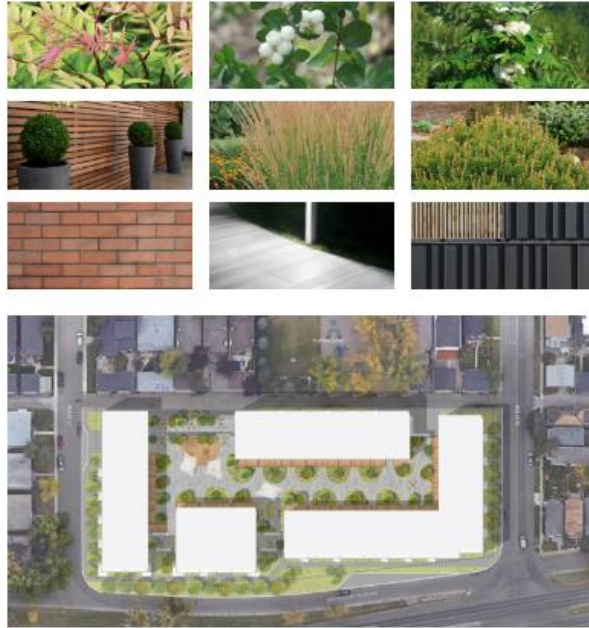
Conceptual sketch of a possible future intersection design. Any improvements are subject to City of Calgary approval.

### Transportation

The intersection of Westmount Boulevard, Memorial Drive, and 16th Street NW presents a transportation challenge. As part of this application a Transportation Impact Assessment is being prepared to identify future improvements required to make this intersection function safely and efficiently for all.



## June 2023 Community Open House Information Panels



## Vibrancy

The materiality and landscaping of the development will be vibrant, high quality, and contextual. The placement of shared amenities at the center of the courtyard provides ample space for gathering, while the surrounding landscape creates a buffer for patios and facilitates access to all units.

The landscaped buffer varies in height from ground-level to raised planters and is strategically placed in areas with differing solar exposure. The planting palette adjusts accordingly to these micro-climates, providing visual interest around the courtyard while maintaining a consistent vegetated buffer.

Extensive tree planting on the perimeter provides shade and habitat for birds, while two green areas along Memorial Drive will offer programming opportunities.

HANDLE ARCHITECTS Autumn 5 02

## Share your thoughts!

1. Grab a sticky note from the table below.
2. Write your thoughts about the proposed land use redesignation.
3. Stick your note to this board!

## Appendix B

### October 2024 Community Open House Information Panels

October 2024 Community Open House Information Panels



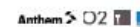
## About Anthem

Great Space. Great People.  
Great Results. Integrated  
through a bold culture.

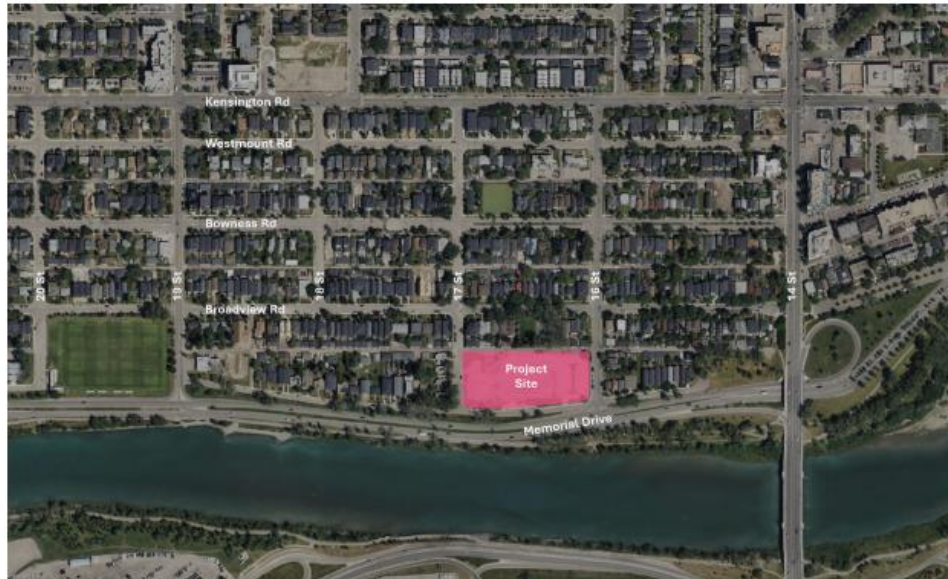
### We are growing places.

Anthem is a real estate  
development, investment and  
management company that  
strives, solves and evolves to  
create better spaces and stronger  
communities.

- 41,700 homes
- 11.5M square feet commercial
- 9,800 acres of land



## October 2024 Community Open House Information Panels

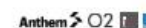


## Project Location

- The site is situated at 1706 Westmount Boulevard NW in a desirable location on the former CBC site.
- Main streets on 19th Street, 14th Street, and Kensington Road provide neighbourhood retail and services for residents' daily needs.
- Strong-multi modal connections make travel to the central core, rich amenities, and many nearby institutions simple and easy.
- The site has convenient access to the Bow River Pathway system.

### Legend

- Subject Site
- Open Space Amenity
- Amenity & Retail Streets
- RTN Stations



1706 Westmount Blvd NW Engagement Summary | 21



## October 2024 Community Open House Information Panels

# Project Overview

The project is currently comprised of two distinct applications for the site at 1706 Westmount Boulevard NW.

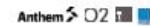
### Land Use Redesignation (LOC2023-0203)

- The Land Use Redesignation proposes to redesignate the site to a new Direct Control designation based on the City's M-H1 district.

### Development Permit (DP2024-07019)

- The Development Permit provides specific details about the architectural design, layout, and functionality of the proposed development.

## Project Timeline



## Land Use

### Hillhurst/Sunnyside Area Redevelopment Plan

To facilitate the proposed development, amendments are required to the Hillhurst/Sunnyside ARP to accommodate forms of development that were not originally contemplated 35 years ago when the original plan was being created.

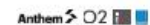
#### Proposed Amendments:

- Introduce a new designation to support six storey multi-residential development.
- Specifically designate 1706 Westmount Boulevard NW with this new designation.
- Incorporate park sun protection policies for the park north of the lane.

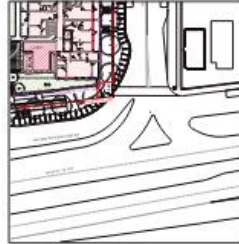
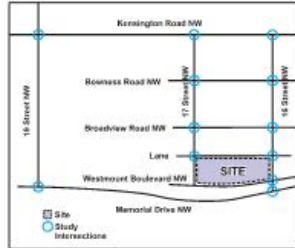
### Direct Control (DC) District

Key attributes of the proposed DC include:

- Base district of Multi-Residential - High Density Low Rise (M-H1), allowing:
  - FAR: 4.0
  - Max Height: 24 metres (reduced to 18 metres within 11 metres of the north property line)
- Rules protecting sun shadowing in the park to the north of the lane.
- Landscaping regulations to reflect the unique parkade condition.
- Loading stall locations to be near main building entries instead of the lane.



## October 2024 Community Open House Information Panels



## Mobility

Bunt & Associates's transportation engineers, in collaboration with the City's Mobility team, have refined the Transportation Impact Assessment (TIA) to address mobility related comments from the community and City administration. These include:

### 1. 16th & Memorial Intersection Improvements

Through review with the City's Mobility team a final intersection design has been determined:

- Right in/Right Out Only function at 16th Street NW and Memorial Drive/Westmount Boulevard NW.
- Westmount Boulevard will not be connected across 16th street.

### 2. Site access

Site Access will meet current City of Calgary Zoning Bylaw and development standards, and has been reviewed and endorsed by the city through the Transportation Impact Assessment.

### 3. Pedestrian Crossing

Future pedestrian crossing and intersection improvements to 19 Street and Memorial Drive intersection will be determined through future City-led study.

Anthem > 02

## Development Permit Application

Building Space	2.4 acres	3 Buildings	269 Units
Underground Parking Space	1 Level	242 Stalls	13 Visitor
Bike Space	270	28	
Class 1 Bike Stalls		Class 2 Bike Stalls	

- Height steps down from six to four storeys within 11 metres of the north property line.
- Consolidated building entrances on Westmount Boulevard for drop-off, pick-up, and deliveries.
- Meets City requirements for parking on-site.
- Residential units are street-oriented along 16th and 17th Street.





Anthem > 02



October 2024 Community Open House Information Panels





## Proposed Building Renders

Anthem  02 




## Proposed Building Renders

Anthem  02 

## October 2024 Community Open House Information Panels



## Proposed Building Renders


Anthem 



## Landscape

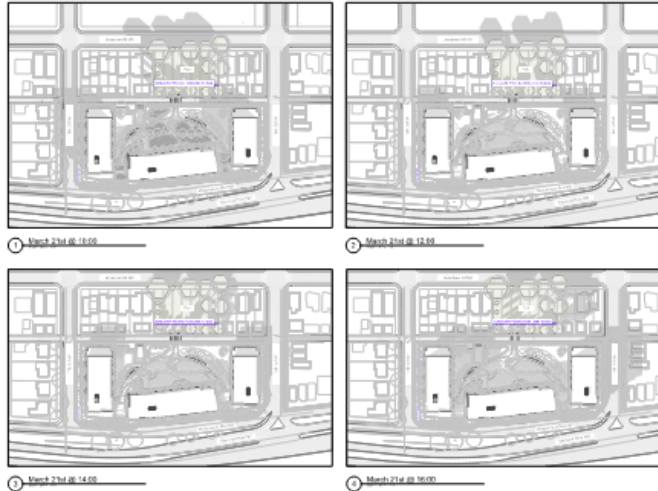
- Provides substantial amenity space for residents
- Landscape setbacks on all sides of the site
- Grade Orientated Residential on 16th Street, 17th Street, and Westmount Boulevard
- Streetscape introduces wider sidewalks and street trees
- Fully Landscaped setback with trees along north property line
- Speed table adjacent the park
- Accessible entries to lobbies on Westmount



Anthem 

1706 Westmount Blvd NW Engagement Summary | 25

## October 2024 Community Open House Information Panels



## Shadow Studies

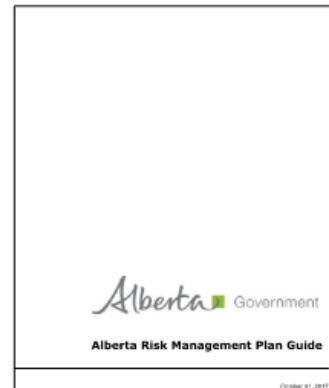
- Rules embedded in the Direct Control Bylaw restrict the amount of shadowing that is allowed in the park to the north during certain times of day and certain times of year.
- Specifically, shadows cannot encroach further than 10.0 metres into the park between 10 and 4 between March 21 and September 21.

Anthem O2

## Risk Management Plan

- Anthem has owned the property for 6 years.
- The immediate community has been subject to on-going monitoring by Alberta Environment due to the former creosote plant located on the south side of the Bow River.
- The subject site required a Risk Management Plan that establishes a plan to manage any potential exposure and control methods.
- On December 19, 2020, Anthem received acceptance of Risk Management Plan for residential redevelopment from the Government of Alberta.
- At this time Anthem is in the process of working with Alberta Environment to amend the existing Risk Management Plan in order to reflect the proposed apartment building.
- All of Anthem's data, communications, and reports with Alberta Environment are publicly available at:
  - <https://www.alberta.ca/environmental-site-assessment-repository>

This is up to date as recent as Anthem's October 8th resubmission of the Risk Management Plan.



Anthem O2

## October 2024 Community Open House Information Panels

# Share your thoughts!

1. **Grab** a sticky note from the table below.
2. **Write** your thoughts about the proposed development.
3. **Stick** your note to this board!

The Land Use Redesignation and Development Permit applications both have key next steps over the coming months. You can stay involved in each by:

### Sharing your comments with the City

Matt Rockley, Senior Planner  
Matt.Rockley@calgary.ca

### Attending the Land Use Redesignation's Public Hearing of Council

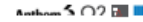
A public notice will be circulated by the City of Calgary with details on how to participate at the Public Hearing of Council in early 2025.

### Staying involved in the Development Permit application

City circulation underway and posted on the DMAP.

### Stay tuned to our project website for updates!

[www.1706westmount.com](http://www.1706westmount.com)



## Appendix C

### Community Notification Postcards



**June 2023 Community Notification Postcard**



1724 Westmount Blvd NW

## Share Your Thoughts!

A **Land Use Redesignation** application is being prepared for the site at **1724 Westmount Blvd NW**.

This application will enable a multi-residential development that will reactivate the former CBC site.

For more information, visit [www.1724westmount.com](http://www.1724westmount.com)

Join us for a nearby neighbours open house to learn more and provide your feedback:

**Location:** The Hearth Room  
HSCA Community Centre  
1320 5 Ave. NW

**Date:** Tuesday, June 27th, 2023

**Time:** 7-8:30 pm

**RSVP to:** [nicholas.kuhl@o2design.com](mailto:nicholas.kuhl@o2design.com)

1706 Westmount Blvd NW Engagement Summary | 29



October 2024 Community Notification Postcard



info@1706westmount.com

Learn more: [www.1706westmount.com](http://www.1706westmount.com)

## Join us for a project update!

We look forward to sharing an update on the Land-Use Redesignation and Development Permit Application for the site at 1706 Westmount Boulevard NW.

**Location:** North Social Hall in the Hillhurst Sunnyside CA Building

1320 5 Ave NW, Calgary, AB T2N 0S2

**Date:** Wednesday, October 23rd

**Time:** 6:30pm-8:30pm



1706 Westmount Blvd NW Engagement Summary | 31

# Community Association Response

November 20, 2024

West Hillhurst CA Transportation Submission

## Re: Proposed Signalized Light 19 St. NW/ Memorial Drive

We understand that the Anthem Development on the former CBC site has triggered a developer commitment for a signalized light at 19 St. and Memorial Drive.

We have significant concerns about the impact of this traffic signal on the West Hillhurst community. We request that all options be considered and that this proposed signal be reconsidered.

The Summary section of the Transportation Impact Assessment for the Anthem Building (TIA) indicates the **"addition of a traffic signal [at 19th street and memorial drive] as an improvement to benefit the overall community"**.

This statement is incredibly presumptive given that no specific engagement has been done on this topic with the West Hillhurst community that is most impacted by this change. The WHCA transportation committee previously indicated many concerns to the Ward 7 office (see appendix) The statement in the TIA report is misleading to readers.

2. The TIA incorrectly lists Memorial Drive as 50 km/h within the study area. In fact, Memorial Drive is currently posted as 70km/h past the West Hillhurst community. We are not sure how this may affect warrants and simulations but the error should be corrected.

3. The TIA does not discuss the reasoning or basis of recommendation to close access from EB Memorial Drive to 16th Street NW. If there is a separate report that addresses this decision, can you please provide that to our community association committee ([transportation@westhillhurst.com](mailto:transportation@westhillhurst.com)) to review? It will be important to understand the risks/impacts that this configuration is expected to resolve in order to weigh the possible fallout and determine which alternative is preferred.

A Review of the City of Calgary open data (<https://data.calgary.ca/Transportation-Transit/Heat-map-Based-on-all-Traffic-Incidents/yj8z-ptzu>) does not indicate that this is a particularly problematic intersection and the entire endeavour to close this turn may be a solution in search of a problem. I would very much like to see the alternatives that were considered that led to a RIRO being preferred as this is the instigating decision for the changes proposed at 19th Street NW. There is precedent for maintaining this left turn configuration at Parkdale Blvd and Kensington Road. The submission from the HSCA on this topic seems to arrive at the RIRO option as preferred with little or no reasoning and no discussion of impacts to other neighborhoods as a result of the change.

4. The traffic modelling of 19th Street and Memorial Drive does not attempt to realistically assess how travel patterns will react to signalisation. It appears from my review that traffic forecasts for this new 'all turns' intersection are simply the sums of existing traffic counts at 19th/memorial, 16th/memorial, and the added trips attributed to the development. In reviewing the data, I noted a very clear pattern in driver decision making at this intersection.

- AM Peak traffic eastbound on memorial drive at 19th Street comprises trips from EB Memorial and SB-EB turns from 19th Street; trip distribution among these two routes is

heavily favoured to Memorial Drive to the tune of 98%. Only 40 of 2424 trips came from 19th Street.

- In contrast, the same analysis looking at PM trips indicates that WB trips are split between WB Memorial and NB 19th Street very differently:

Some 561 trips head north while 2,240 trips stay heading west. I attribute the difference in these distributions to the ease with which vehicles can make the movements required; all things being equal we would expect to see much more symmetry in this travel pattern. The existing left turn from SB 19th to EB Memorial is currently challenging, and it deters cut through traffic. Turning right from WB Memorial to NB 19th is easy.

- -When turning movements are facilitated for drivers (as is provided with a simple right turn in the PM peak) a 25% split of trips between Memorial Drive and 19th Street can be expected (similar to what is now seen in the PM peak). Applying this proportionality to the AM trips in a scenario where there is a signalized turn from 19th Street SB to Memorial EB means that we could reasonably expect between 500-600 vehicles per hour in the AM peak where there currently are 40. **This is a 1500% increase in AM Peak traffic through our neighbourhood each morning as a result of the signal.** A regional transportation model is needed to validate this estimate, but based on the work I have seen so far, this is the best estimate available.
- Building on my query in item 3, there needs to be a balanced view taken relating to the safety risks created through this impact relative to any perceived safety improvements being made at 16th and Memorial. We need to keep in mind the relative vulnerability of roadway users also - pushing more traffic onto a roadway fronted with multiple child care facilities, schools and hundreds of residences should be weighed very carefully against alternatives that may slightly increase risk of a collision between 2 vehicles.

5. With respect to the behavioural and travel pattern changes that are likely at 19th St. due to the proposed signalisation, the report plainly states that "the assessment of this impact was beyond the scope of this study but should be undertaken when signalisation is to be installed by The City". It is quite challenging to envision how a network level decision of this magnitude can be made without assessing the impacts ahead of time. Once a decision to close access on 16th Street is made, the path towards signalisation at 19th Street would seem to be set in stone.

6. Interestingly, Section 4.5 of the report offers discussion around the regional travel pattern impacts of a signal at 19th and Memorial as they pertain to pedestrians and bicycles, but the report specifically excludes a similar discussion around impact to vehicle patterns. The unequal treatment of regional impacts in this report (relative to peds/bikes and vehicles) is a bit curious given the impacts that are likely to be quantified in assessing vehicles. If touting the positive impacts of this change for bike access and pedestrian movements from a regional perspective is within scope of this report, why can the regional impacts to vehicle trips be excluded?

7. I would like to know if the following configurations have been discussed by The City of Calgary planning or transportation teams working on this:

- a.) at Memorial and 16 St.: retain the current geometry but add a signal for WB traffic and for EB to NB left turns (similar to Parkdale Blvd/Kensington Road but excluding the light for EB through traffic). This would support safer turns from Memorial onto 16th street without necessarily running afoul of interchange movements for 14th Street.
- b.) at Memorial and 19 St.: if signalisation is required and agreed to be the best overall outcome, could left turns from SB 19th to EB Memorial be prohibited (or only allowed for emergency vehicles)? This configuration would address access to the community

without facilitating cut through traffic to downtown. As reflected in the current traffic data, this is not a frequent movement right now.

I ask that you kindly respond to our concerns. I hope we can keep the discussion/debate open on this topic and that the WHCA can stay actively engaged in this major change to how Memorial Drive interfaces with our community.

Thank you.

Janice Paskey

(on behalf of the West Hillhurst Community Association Transportation Committee)

[transportation@westhillhurst.com](mailto:transportation@westhillhurst.com)

[REDACTED]

## West Hillhurst Community Association

—

Janice Paskey

Chair, Transportation/Mobility  
Committee

janice.paskey@gmail.com

---

Terry Wong

Councillor, Ward07/January 2023

Dear Councillor Wong,

We are writing to provide feedback about a roundabout or light at Memorial and 19 St. NW.

We note that:

Current access allows for a left turn onto Memorial Parkway from 19 St. NW and a right turn onto 19 St. from Memorial Parkway via a slip lane. We note that this stretch of Memorial is a 70 km/h zone. West Hillhurst residents have noted over the years this is too high, especially in direct contrast to 50 km/h in neighbouring Hillhurst-Sunnyside and Parkdale.

You asked for feedback about a roundabout or light at this juncture.

Community reaction is mixed: there are those who think a roundabout or signalled light would make turning safer. Others think a speed reduction to 50 km/h would also make it safer. Another West Hillhurst commuter who uses this daily said he has no problem turning left there as is.

There are those who live near this intersection who fear such access would increase traffic and decrease pedestrian safety in an already pressured area. Many were very upset at the idea. Such access would likely attract traffic from 14 St and provide another cut-through route to downtown.

There were those who welcomed the idea of pedestrian and cycling access to the river across such a juncture, along with 5A infrastructure along a densified and redeveloped 19 St. This would provide another river network access point without having to negotiate the overpass of the Bev Longstaff pedestrian bridge at 21 St and Memorial.

The committee is of the opinion that this proposal must be considered as part of a wholesale traffic and mobility study that involves the community and participants as well in the context of a complete 19 St. Streetscape and restructured Kensington Rd. that does not allow for cut through and vehicular speeding on adjacent streets.

In short, we believe an overall traffic and mobility plan and investment in West Hillhurst should be completed before a light is considered.

Sincerely,



**Land Use Amendment in Downtown Commercial Core (Ward 7) at 311 and 311R – 8 Street SW, LOC2025-0047**

---

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.21 hectares  $\pm$  (0.52 acres  $\pm$ ) located at 311 and 311R – 8 Street SW (Plan A1, Block 11, Lots 6 to 15) from Direct Control (DC) District to Direct Control (DC) District to accommodate a mixed-use development, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council give three readings to **Proposed Bylaw 119D2025** for the redesignation of 0.21 hectares  $\pm$  (0.52 acres  $\pm$ ) located at 311 and 311R – 8 Street SW (Plan A1, Block 11, Lots 6 to 15) from Direct Control (DC) District to Direct Control (DC) District to accommodate a mixed-use development, with guidelines (Attachment 2).

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 June 5:

---

“The following documents were distributed with respect to Report CPC2025-0558:

- Revised Attachment 4,”

**HIGHLIGHTS**

- This land use amendment seeks to redesignate the subject site to allow for a mix of commercial, recreational and restaurant uses on a temporary basis within building forms that would support community events and neighbourhood programming.
- The proposal allows for uses that integrate with the adjacent land uses that support the Greater Downtown and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP), *Eau Claire Area Redevelopment Plan* (ARP) and *Greater Downtown Plan*.
- What does this mean to Calgarians? This application provides new opportunities for mixed-use development and enhanced public amenity while promoting pedestrian use and multi-modal options through the subject site's interface with parks and open spaces.
- Why does this matter? The proposed Direct Control (DC) District would allow for the activation of an existing at-grade parking lot into a public gathering space that may better accommodate the evolving needs of different age groups, lifestyles and demographics. It would also provide opportunities for local commercial uses to support the surrounding communities, while complementing its proximity to Riverwalk West and the Revitalize 8 Street SW Project.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

**Land Use Amendment in Downtown Commercial Core (Ward 7) at 311 and 311R –  
8 Street SW, LOC2025-0047**

---

**DISCUSSION**

This application, in the southwest community of the Downtown Commercial Core, was submitted by The City of Calgary on 2025 March 6. The approximately 0.21 hectare (0.52 acre) site, located within the north portion of an existing at-grade parking lot known as Calgary Parking Authority (CPA) Lot 6, is situated along the west side of 8 Street SW between 3 and 4 Avenue SW.

As identified in the Applicant Submission (Attachment 3), this application proposes to redesignate a portion of the site, known as CPA Lot 6B, from a DC District (Bylaw 19Z95) to a new DC District that would accommodate a mix of uses for a temporary development. The proposed DC aims to maintain the intent of the existing DC District that would allow for more of a comprehensive development to be pursued that could include both Lots 6 and 6B. There are no plans for a comprehensive development envisaged at this time. This proposal further supports the temporary pilot initiative, known as River Hall, that was held from 2024, August to September which transformed the site into a pop-up public gathering space that hosted various events and offered food, drink and retail for purchase. That pilot was approved under the temporary Special Function – Class 1 use. This proposal seeks to allow for the approval of the desired uses for longer periods.

The proposed DC District would allow the activation of outdoor events on the subject site with additional commercial, recreational and restaurant uses to occur for a period of up to five years on a renewable basis. Height and massing are required to comply with sunlight protection rules in consideration of public open space and the riverbank adjacent to the site. Due to the downtown context, the Commercial Residential (CR20-C20/R20) District of Bylaw 1P2007 was selected as the base land use district for this site within a DC.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant developed a comprehensive plan prior and during the pilot in 2024 promoting River Hall. A communications campaign ran from 2024, August 12 to September 28 that was promoted through a variety of channels including social media, email, postcards, website/311 updates, news releases, and surveys. The applicant met with the greater downtown community associations, ward councillor and adjacent community members. The Applicant Outreach Summary can be found in Attachment 4.

## Land Use Amendment in Downtown Commercial Core (Ward 7) at 311 and 311R – 8 Street SW, LOC2025-0047

---

### City-Led Outreach

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

Administration received three letters of opposition, one letter neither in support nor in opposition, and two letters of support from the public. The opposition letters mainly identified concerns with higher density residential and issues associated with that type of development, including height, need for more green space, parking and congestion, as well as general concern around downtown commercial and residential vacancies. The support letters shared their positive experiences attending the initial pilot in 2024, specifically, how noise was managed well, the site's ideal location connecting to walking and cycling traffic, and positive addition combined with the revitalization of 8 Street SW.

No comments from the Calgary Downtown Association, Eau Claire or Downtown West Community Associations were received.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. This application seeks to allow for continued low-impact temporary uses which would not negatively affect height, shadowing or vacancy rates. The building and site design will be reviewed and determined at the development permit stage.

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

## IMPLICATIONS

### Social

The proposed application enables the activation of development that supports the Downtown Commercial Core community, Greater Downtown, surrounding communities and broader public. The development of these lands will contribute to commercial and recreational opportunities, public spaces and encourage the use of amenities such as the pathways and Bow River nearby.

### Environmental

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

### Economic

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

Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 05

ISC: UNRESTRICTED  
CPC2025-0558  
Page 4 of 4

**Land Use Amendment in Downtown Commercial Core (Ward 7) at 311 and 311R –  
8 Street SW, LOC2025-0047**

---

**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 119D2025**
3. Applicant Submission
4. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

This proposed development is located in the Downtown Commercial Core along 8 Street SW between 3 and 4 Avenue SW. The parcel is approximately 0.21 hectares (0.52 acres) in size and approximately 53 metres wide by 40 metres deep. The subject site, known as Calgary Parking Authority (CPA) Lot 6B, is currently developed with a temporary at-grade parking lot with vehicular and pedestrian access from 8 Street SW and the multiple pathways adjacent to the site. Lot 6B also accommodates various temporary events, festivals and recreational uses, including the location of River Hall, a temporary public gathering space that included commercial, recreational and restaurant type uses held from August to September 2024.

Surrounding development is characterized by public open space, a mix of commercial and higher density residential development, and civic uses. To the north of the subject site are park lands designated Special Purpose – Recreation (S-R) District that forms Riverwalk West and various amenities along the Bow River. Across 8 Street SW to the east are higher density mixed use development and the Eau Claire Fire Station No. 6. The CPA Lot 6 is located to the west and south of the site forming a comprehensive parking lot area, which currently includes Lot 6B.

The subject site is located within approximately 400 metres (six-minute walking distance) of Light Rail Transit (LRT) Stations including both the Downtown West-Kerby Station and 8<sup>th</sup> Street SW Station, that exist along the western portion of the main LRT line running through downtown Calgary. It is also within walking distance to the Kensington Village Area, approximately 400 metres away (six-minute walking distance). The site is within the Revitalize 8 Street SW Project, which is a City initiative investing and transforming the 8 Street SW corridor into a vibrant urban destination and community connector.

## Community Peak Population Table

As identified below, the community of Downtown Commercial Core reached its peak population in 2015.

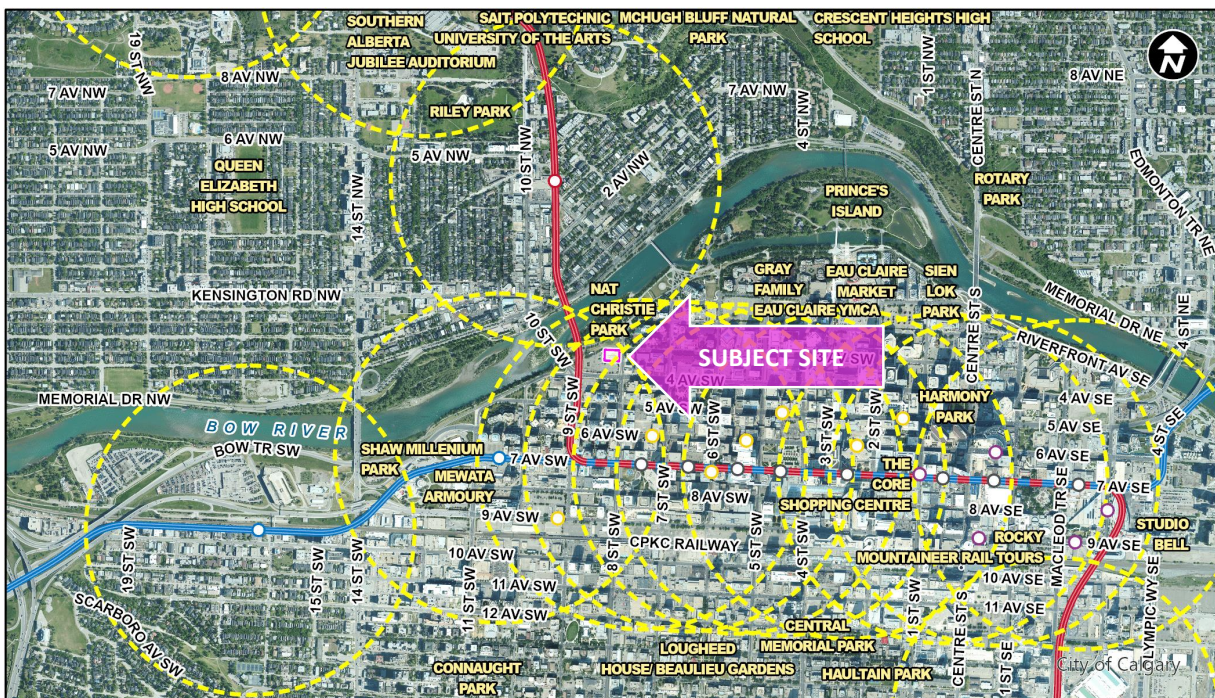
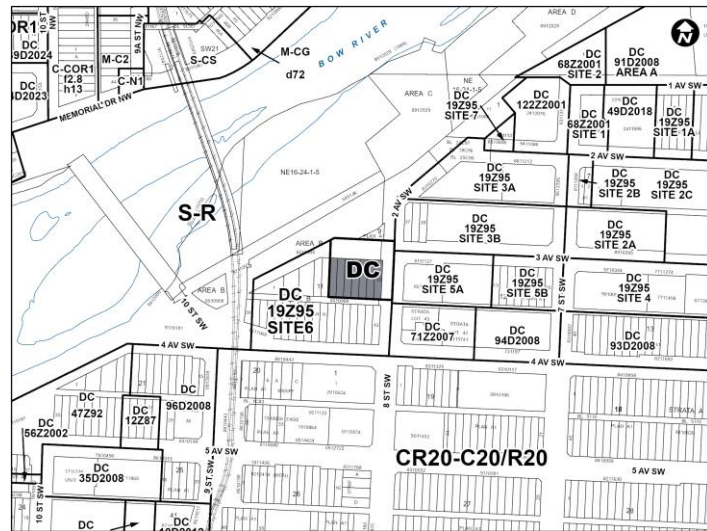
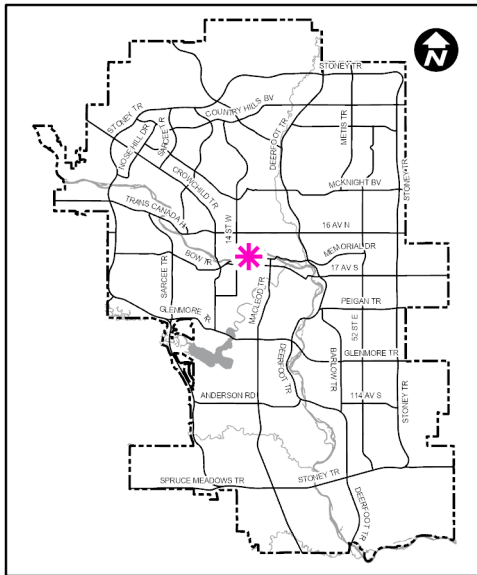
<b>Downtown Commercial Core</b>	
Peak Population Year	2015
Peak Population	9083
2019 Current Population	8683
Difference in Population (Number)	-400
Difference in Population (Percent)	-4.40%

Source: *The City of Calgary 2019 Civic Census*

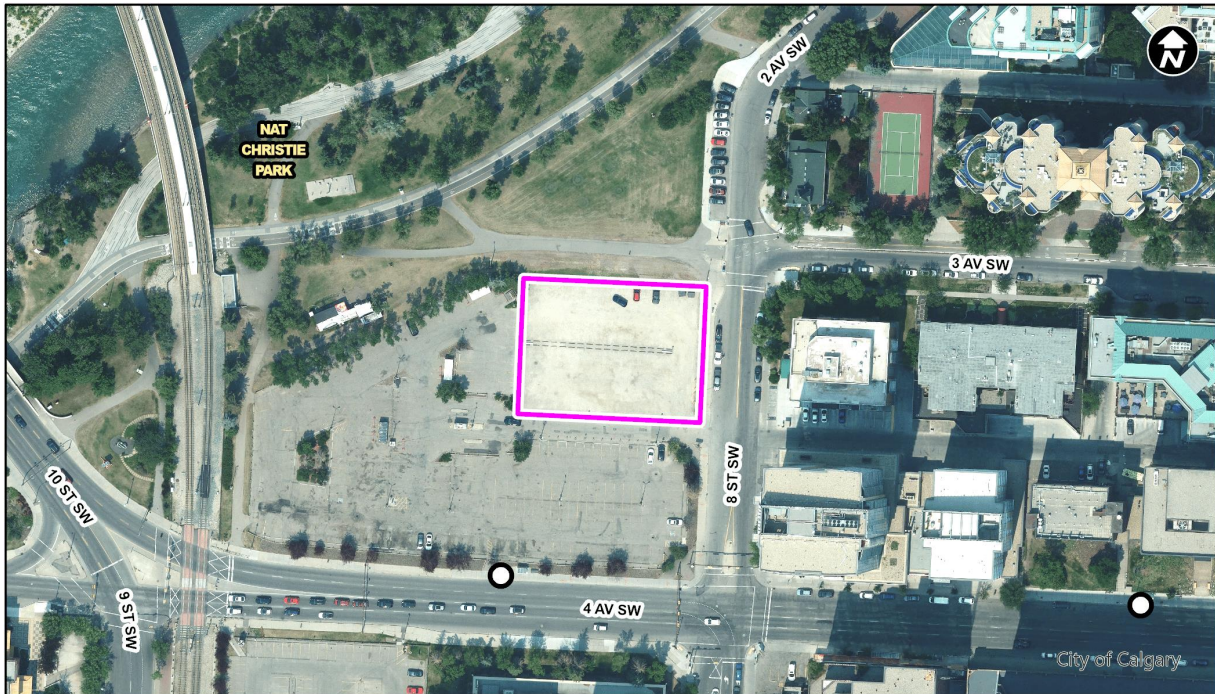
Additional demographic and socio-economic information may be obtained online through the [Downtown Commercial Core Profile](#).



## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Direct Control (DC) District ([Bylaw 19Z95](#)) is based on the rules of Land Use Bylaw 2P80 and allows for a comprehensive development that includes a mix of commercial and residential development of limited scale compatible with adjacent development. As per the DC District, commercial and food service type uses are only allowed within existing buildings or as part of a comprehensive mixed-use development fronting along 4 Avenue SW.

The proposed DC District is based on the Commercial Residential District (CR20-C20/R20) of Bylaw 1P2007. The intent of the DC District is to activate the subject parcel to allow for additional temporary uses that would support event programming such as River Hall over the next 5 years. Therefore, the proposed DC District identifies the allowable permitted and discretionary uses within the area of the subject site, while also ensuring that there are sunlight protection rules, given its proximity to parks and open space and the riverbank. Many of the existing DC uses, such as density, height and setbacks will remain the same, and have been re-written slightly to align with Bylaw 1P2007.

The DC includes a rule limiting the duration of a development permit approval for the discretionary uses, specifically for commercial, recreational and food service type uses, for periods up to five years unless they form part of a comprehensive development. As the applicant has not indicated a desire to explore a future vision for these lands, the proposed DC

District allows the site to continue supporting public amenity and small-scale retail recreation uses on the site over a term up to a five year duration.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a DC District is necessary to provide for the applicant's proposed development due to unique site characteristics and innovative ideas. The subject site's context within the downtown area and proximity to the Riverbank are unique site characteristics. The proposal also represents an innovative idea as it provides temporary neighbourhood programming and activation in the absence of a more comprehensive proposal and use of density bonusing. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 6 through 8, and 10 through 13 of the DC District Bylaw. Section 6 incorporates the rules of the CR20-C20/R20 District that is the base district found in Bylaw 1P2007, where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. Specific rules for the floor area ratio, building height, use rules, setbacks and parking are also listed as rules that may be relaxed. Potential relaxations would likely only be considered as part of a comprehensive Lot 6 development, subject to the Development Authority finding criteria of Section 36 in the Land Use Bylaw being satisfied.

### **Development and Site Design**

If this application is approved by Council, the rules of the proposed DC District would provide guidance for the future uses and development of the site including building and site layout. Other key factors that will be considered during the review of the development permit application include the following:

- the integration and design interface to the parks and open space; and
- sunlight protection noting the adjacency to riverbank and park space north of the subject site.

### **Transportation**

The subject site fronts onto 8 Street SW with pedestrian and cycling connectivity provided through the existing sidewalk, cycle track and pathway network. The Bow River pathway is immediately adjacent to the north of the site. Existing vehicular access is available from 8 Street SW into Lot 6.

The site is located within approximately 400 metres (six-minute walking distance) of both the Downtown West-Kerby and 8 Street SW Downtown LRT Stations and is also well served by Calgary Transit bus service. Route 4 (Huntington) stops at 8 Street SW and 4 Avenue SW adjacent to the site. Stops for both Route 5 (North Haven) and Route 1 (Bowness/Forest Lawn), are approximately 200 metres (three-minute walking distance) one block south of the subject site.

### **Environmental Site Considerations**

No environmental concerns were noted for this site.

### **Utilities and Servicing**

Water, storm and sanitary mains are available to service the subject site. Details of site servicing will be reviewed at the development permit stage. The subject parcel is outside of the bylaw floodway and 1:100 year inundation area.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within the Centre City – Greater Downtown area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage a vibrant and resilient downtown by developing support services that enhance the greater downtown to direct future growth of the city in a way that fosters arts, culture and recreation. The proposal enhances public amenity and promotes pedestrian use through the coherent and collaborative design and integration to surrounding land uses and parks and open spaces.

### **Calgary Climate Strategy (2022)**

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

### **Greater Downtown Plan (Non-Statutory – 2021)**

This application is supported by [Calgary's Greater Downtown Plan](#), as it will help to strengthen the Downtown Core to increase commercial opportunities for residents and the broader public as well as will help to address the need for public realm improvements and amenity. In addition, the proposal will support the intent of the Revitalize 8 Street SW Project which contributes to the overall success of the *Greater Downtown Plan*.

### **Eau Claire Area Redevelopment Plan (Statutory – 1995)**

The subject site is located within the Residential Generalized Land Use area of the [Eau Claire Area Redevelopment Plan](#) (ARP). This typology allows for limited commercial uses, either because they are already allowed by an approved development permit or because they serve the local population in suitable specific locations. In addition, the Riverbank, parks and open space should be preserved while also providing active and passive recreation areas for residents in neighbourhood settings as redevelopment occurs, where practical. The proposed DC District adheres to the criteria of the policy.

# PROPOSED

CPC2025-0558  
ATTACHMENT 2

## BYLAW NUMBER 119D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0047/CPC2025-0558)**

\*\*\*\*\*

**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 LOC2025-0047/CPC2025-0558  
BYLAW NUMBER 119D2025**

[illegible]







# PROPOSED

AMENDMENT LOC2025-0047/CPC2025-0558  
BYLAW NUMBER 119D2025

## Permitted Uses

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

- (a) **Natural Area;**
- (b) **Park;**
- (c) **Protective and Emergency Service; and**
- (d) **Utilities.**

## Discretionary Uses

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

- (a) **Amusement Arcade;**
- (b) **Artist's Studio;**
- (c) **Child Care Service;**
- (d) **Community Recreation Facility;**
- (e) **Drinking Establishment – Large;**
- (f) **Drinking Establishment – Medium;**
- (g) **Drinking Establishment – Small;**
- (h) **Dwelling Unit;**
- (i) **Fitness Centre;**
- (j) **Food Kiosk;**
- (k) **Health Care Service;**
- (l) **Home Occupation – Class 1;**
- (m) **Home Occupation – Class 2;**
- (n) **Hotel;**
- (o) **Indoor Recreation Facility;**
- (p) **Instructional Facility;**
- (q) **Liquor Store;**
- (r) **Outdoor Café;**
- (s) **Outdoor Recreation Area;**
- (t) **Performing Arts Centre;**
- (u) **Parking Lot – Grade (temporary);**
- (v) **Residential Care;**
- (w) **Restaurant: Food Service Only;**
- (x) **Restaurant: Licensed;**
- (y) **Retail and Consumer Service;**
- (z) **Sign – Class A;**
- (aa) **Sign – Class B;**
- (bb) **Sign – Class C;**
- (cc) **Sign – Class D;**
- (dd) **Sign – Class E;**
- (ee) **Sign – Class F;**
- (ff) **Special Function – Class 2;**
- (gg) **Social Organization;**
- (hh) **Supermarket;**
- (ii) **Urban Agriculture; and**
- (jj) **Utility Building.**

## Bylaw 1P2007 District Rules

**6** Unless otherwise specified, the rules of the Commercial Residential District (CR20-C20/R20) of Bylaw 1P2007 apply in this Direct Control District.

# PROPOSED

AMENDMENT LOC2025-0047/CPC2025-0558  
BYLAW NUMBER 119D2025

## Floor Area Ratio

- 7 (1) The maximum **floor area ratio** is 3.5.
- (2) Part 13, Division 3 and Section 1311 of Bylaw 1P2007 do not apply in this Direct Control District Bylaw.

## Building Height

- 8 The maximum **building height** is 41.0 metres.

## Sunlight Protection Areas

- 9 The Riverbank as measured throughout the 20.0 metre wide area abutting the southern **top of bank** of the Bow River must not be placed in greater shadow by a **development** from 10:00 a.m. to 4:00 p.m. Mountain Daylight Time on September 21, than were already existing on the date the **development permit** was applied for.

## Use Rules

- 10 The following **uses** may only be approved on a temporary basis for periods up to 5 years unless they form a part of a comprehensive **development**:

- (a) **Amusement Arcade;**
- (b) **Artist's Studio;**
- (c) **Community Recreation Facility;**
- (d) **Drinking Establishment – Large;**
- (e) **Drinking Establishment – Medium;**
- (f) **Drinking Establishment – Small;**
- (g) **Fitness Centre;**
- (h) **Food Kiosk;**
- (i) **Indoor Recreation Facility;**
- (j) **Outdoor Café;**
- (k) **Outdoor Recreation Area;**
- (l) **Performing Arts Centre;**
- (m) **Restaurant: Food Service Only;**
- (n) **Restaurant: Licensed;**
- (o) **Retail and Consumer Service;**
- (p) **Social Organization**
- (q) **Supermarket; and**
- (r) **Urban Agriculture.**

## Setback Area

- 11 The depth of all **setback areas** must be equal to the minimum **building setback** required in Section 12.

## Building Setbacks

- 12 (1) The **building setback** from the **property line** adjacent to 8 Street SW must have a minimum depth of 1.5 metres and a maximum depth of 3.0 metres.

# PROPOSED

AMENDMENT LOC2025-0047/CPC2025-0558  
BYLAW NUMBER 119D2025

- (2) Where a **building** contains residential **uses** and a **parcel** shares a **property line** with a **special purpose district** or 8 Street SW the minimum **building setback** from those **property lines** must have a minimum depth of 6.0 metres above three **storeys** measured vertically from **grade**.
- (3) In all other cases, there is no requirement for a **building setback**.

## Motor Vehicle Parking Stalls

- 13 (1) For all **uses**, the number of required **motor vehicle parking stalls** is the minimum number of **motor vehicle parking stalls** referenced in Part 4 of Bylaw 1P2007.
- (2) Part 13, Division 2, Sections 1326 through 1328 of Bylaw 1P2007 do not apply in this Direct Control District Bylaw.

## Relaxations

- 14 The **Development Authority** may relax the rules contained in Sections 6 through 8 and 10 through 13 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

# Applicant Submission

Company Name:  
City of Calgary, Downtown Strategy

LOC Number:  
LOC2025-0558

Applicant's Name:  
Morgan Huber, RPP, MCIP

Date:  
2025 March 06

**Purpose:** The proposed land use seeks to redesignation from a 2P80 Direct Control District to a 1P2007 Direct Control District to maintain the existing uses, rules, setbacks and density while allowing for the temporary development of outdoor café, drinking establishment, retail, restaurant and recreation uses to occur on site abutting the park (CPA Lot 6B) for a period of up to 5 years on a renewable basis. The current 2P80 DC allows for these uses on the site already, but only as part of a comprehensive redevelopment of the entire Lot 6 and 6B parcels. At this point, The City is not ready to explore the future vision for these lands and would like to continue piloting public amenity and small-scale retail recreation uses on the site in the short term.

**Background:** As part of The City's efforts to increase downtown vibrancy, working with Belleville Placemaking, Îlot 84 and Aire Commune Productions, we developed a five-week event series to provide a variety of free, family-friendly programming in the heart of our city. The So Long Summer Series 2024 transformed a portion of Lot 6 into River Hall, a temporary gathering space for Calgarians to enjoy a blend of all-ages entertainment, dining and relaxation in a welcoming, inclusive and pet-friendly atmosphere. The west-end of downtown transformation continues as the first office to residential conversion project, Cornerstone, opened its doors to residents in June. The City and its partners are committed to creating a neighbourhood with active streets and well-used public spaces; a place where people feel safe and welcome. That means investing in new public amenities and programming like the Century Gardens Basketball Courts, Lot 6 and the revitalization of 8 Street SW. Creating engaging experiences and dynamic public spaces builds community, fosters creativity, and stimulates economic growth in downtown. The goals of River Hall – So Long Summer Series 2024 were: 1. Create a welcoming public space activation on Lot 6. 2. Deliver an additional public amenity for the growing number of downtown residents – a “backyard” for those living in apartments and condos in the west-end of downtown. 3. Experiment with possible uses for the site, prior to a full-scale reimagination and a major capital Project. 4. Learn how pilot projects and pop-ups can be implemented across the downtown to test public amenity and understand barriers for implementation. 5. Promote local businesses and evaluate new models of revenue generation to ensure there is a return on investment. **Next Steps:** While River Hall is hibernating over the winter, Downtown Strategy is working towards one more season of temporary/pilot

summer programming of the existing site, followed by an expansion over the fall and a full launch of River Hall next winter. This proposed land use application would facilitate the 3-4 season model for this neighbourhood activation to occur for an interim period of 3-5 years.

# Applicant Outreach Summary

2025 March 06



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

**Project name:** River Hall - Temporary Neighbourhood Activation

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

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

According to the Community Outreach Assessment Tool, this project scores 1A, so a Direct Approach (Inform) is suggested and will be used to inform and educate about the project details at the land use stage. This project is likely of low impact to the community and is not proposing a major change or disruption. At the development permit stage, we will be choosing 2 - 3 tactics suited for a targeted audience to solicit input and feedback about the programming offered and about site design and operations.

### 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)

For the 2024 Temporary Neighbourhood Activation Pilot, The City's Communications & Marketing team developed a comprehensive plan to inform neighbouring residents, Calgarians from across the city and visitors to Calgary about River Hall and encourage them to come and enjoy the festivities. The So Long Summer Series communications campaign ran from August 12 – September 28 and was promoted through a variety of channels including email, postcards, website/311 updates, news releases and internal communications.

The Downtown Strategy team met and communicated with the downtown community associations and adjacent community members prior to River Hall opening. Our goal was for Calgarians to attend the event series and leave feedback as to what the future of the site could look like through the online survey.

### Affected Parties

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

Residential Neighbours and Local Businesses nearby  
Calgary Downtown Association  
Eau Claire Community Association  
Downtown West Community Association  
Mayor's Office  
Ward 7 and 8 Councillors' Offices  
Downtown Champions Network  
City of Calgary - Arts & Culture (Festivals and Events Team)  
Calgary Parks Department  
Calgary Fire Department  
Alberta Health Services  
Alberta Liquor and Gaming Commission

[calgary.ca/planningoutreach](https://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.

River Hall Website & Social Media:

Instagram: RIVER HALL (@riverhallyc) ? Instagram photos and videos

Facebook: <https://www.facebook.com/profile.php?id=61563301658601&mibextid=LQQJ4d>

Website: <https://www.riverhallyc.com/>

Results:

- Over 2,700 Instagram followers
- 580,000 views on Instagram
- 98,000 interactions on Instagram
- 150 Newsletter subscribers
- 63% Newsletter open rate
- 10,000 website visits
- 224 Survey answers

### How did input influence decisions?

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

See Attached River Hall – So Long Summer Series 2024 Report Back, dated 2025 March 04 for additional visual information and survey responses.

### How did you close the loop ?

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

See Attached River Hall – So Long Summer Series 2024 Report Back, dated 2025 March 04 for additional visual information and survey responses.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



March 4, 2025

## River Hall – So Long Summer Series 2024 Report Back

### **Purpose:**

The purpose of this document is to provide a summary of River Hall – So Long Summer Series 2024, including metrics and next steps.

### **Background:**

As part of The City's efforts to increase downtown vibrancy, working with Belleville Placemaking, Îlot 84 and Aire Commune Productions, we developed a five-week event series to provide a variety of free, family-friendly programming in the heart of our city. The So Long Summer Series transformed a portion of Lot 6 into River Hall, a temporary gathering space for Calgarians to enjoy a blend of all-ages entertainment, dining and relaxation in a welcoming, inclusive and pet-friendly atmosphere.

The west-end of downtown transformation continues as the first office to residential conversion project, Cornerstone, opened its doors to residents in June. The City and its partners are committed to creating a neighbourhood with active streets and well-used public spaces; a place where people feel safe and welcome. That means investing in new public amenities and programming like the Century Gardens Basketball Courts, Lot 6 and the revitalization of 8 Street S.W. Creating engaging experiences and dynamic public spaces builds community, fosters creativity, and stimulates economic growth in downtown.

### **Goals:**

The goals of River Hall – So Long Summer Series were:

- Create a welcoming public space activation on Lot 6.
- Deliver an additional public amenity for the growing number of downtown residents - a "backyard" for those living in apartments and condos in the west-end of downtown.
- Experiment with possible uses for the site, prior to a full-scale reimagination and a major capital project.



- Learn how pilot projects and pop-ups can be implemented across the downtown to test public amenity and understand barriers for implementation.
- Promote local businesses and evaluate new models of revenue generation to ensure there is a return on investment.

#### **Highlights & Programming:**

River Hall – So Long Summer Series saw many successes and incorporated local artists and vendors with the programming.

#### ***2024 Highlights:***

- Over 5,000 visitors
- \$85,000 in food and beverage sales
- 20 events
- 13 days of programming
- 5 food and beverage partners
- 25 local artists performed
- 60 local programming partners participated

#### ***Programming:***

There was a variety of programming that aligned with the day of the week (i.e., DJs Saturday nights, Yoga Saturday mornings, live music Fridays, etc.). While there were options to purchase food and drinks, events were free to attend. A detailed schedule of events was posted on the River Hall social media sites and on the website. Below are examples of the digital posters.



#### **Communications & Marketing:**



The City's Communications & Marketing team developed a comprehensive plan to inform neighbouring residents, Calgarians from across the city and visitors to Calgary about River Hall and encourage them to come and enjoy the festivities. The So Long Summer Series communications campaign ran from August 12 – September 28 and was promoted through a variety of channels including the ones listed below.

CITY OF CALGARY MARKETING ACTIONS			
Tactic	Audience/Purpose	Tactic	Audience/Purpose
Email to DTS leadership team	Inform - leadership tea	Email inviting & reminding guests to Sneak-a-Peek	Inform - guests
Email to Cllr Wong, Cllr Walcott, Mayor	Inform - downtown Councillors	Email inviting people to participate in the survey	Inform - guests
Council Toolkit	Inform - all Council	CTS Digital Screens	Inform - general public
Email to internal & external partners, CAs & BIAs, police	Inform - internal City partners	Horizontal Digital Boards	Inform - general public
Postcards for downtown residents	Inform - downtown residents	Digital Banner ads	Inform - general public
Website & 311 updates (calgary.ca/exploredowntown)	Inform - general public	Digital Banner ads	Inform - general public
News release	Inform - media	Radio ads	Inform - general public
Internal communications - All Employee Notice	Inform - city employees	Spotify ads	Inform - general public
		Bold signs	Inform - general public

#### *River Hall Website & Social Media:*

The River Hall website and social media accounts were managed by Aire Commune.

- Instagram: [RIVER HALL \(@riverhallyc\)](#) • [Instagram photos and videos](#)
- Facebook: <https://www.facebook.com/profile.php?id=61563301658601&mibextid=LQQJ4d>
- Website: <https://www.riverhallyc.com/>

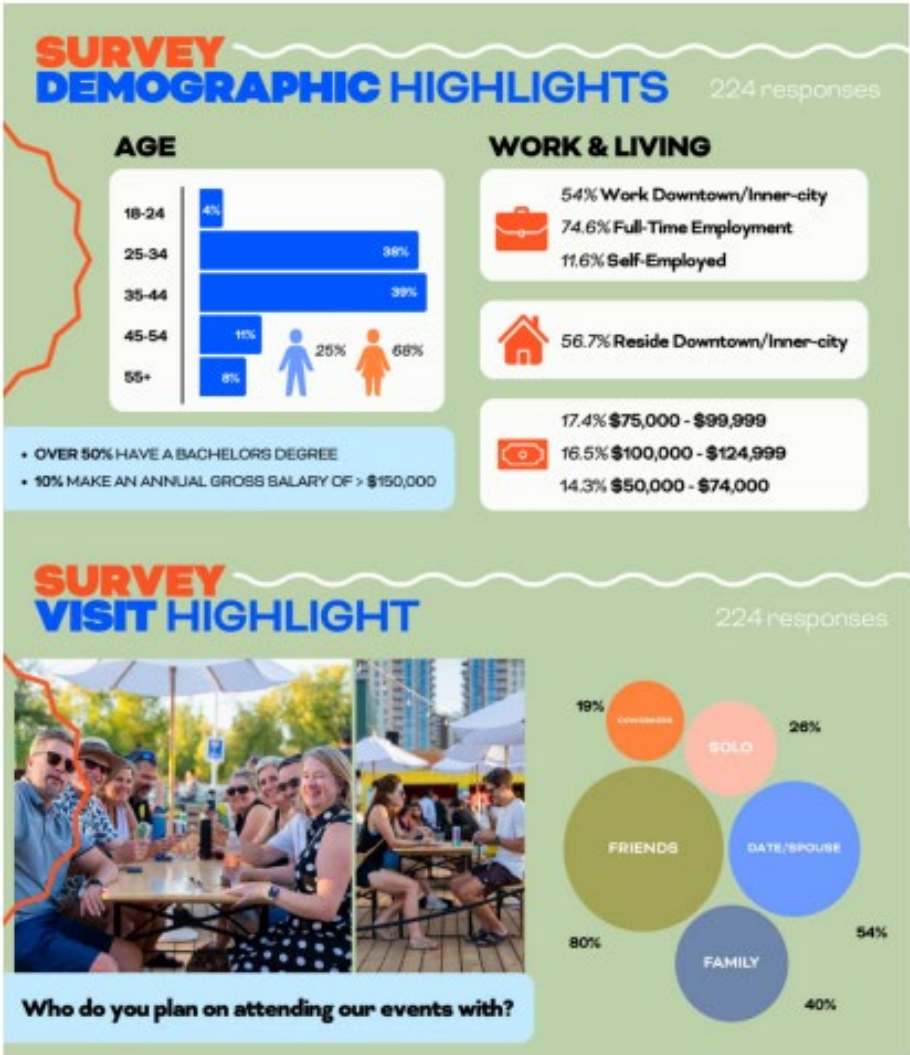
#### *Results:*

- Over 2,700 Instagram followers
- 580,000 views on Instagram
- 98,000 interactions on Instagram
- 150 Newsletter subscribers
- 63% Newsletter open rate
- 10,000 website visits
- 224 Survey answers

#### **Community Engagement:**

The Downtown Strategy team met and communicated with the downtown community associations and adjacent community members prior to River Hall opening. Our goal was for Calgarians to attend the event series and leave feedback as to what the future of the site could look like through the online survey.

#### *Survey Results:*





**Road Closure and Land Use Amendment in the Downtown Commercial Core  
(Ward 7) at 201 and 215 – 8 Avenue SE, LOC2024-0255**

**RECOMMENDATIONS:**

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed closure of 0.02 hectares  $\pm$  (0.05 acres  $\pm$ ) of road (Plan 2510830, Area 'A'), adjacent to 222 – 8 Avenue SE, with conditions (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 1.20 hectares  $\pm$  (2.96 acres  $\pm$ ) located at 201 and 215 – 8 Avenue SE and the closed road (Plan A, Block 61, Lots 1 to 16 and 21 to 40; Plan 2510830, Area 'A') from Commercial Residential District (CR20 – C20/R20) and Undesignated Road Right-of-Way to Commercial Residential District (CR20 – C20/R20) and Direct Control (DC) District to accommodate an at-grade Plus 15 pedestrian walkway, with guidelines (Attachment 3).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council:

1. Give three readings to **Proposed Bylaw 8C2025** for the closure of 0.02 hectares  $\pm$  (0.05 acres  $\pm$ ) of road (Plan 2510830, Area 'A'), adjacent to 222 – 8 Avenue SE, with conditions (Attachment 2); and
2. Give three readings to **Proposed Bylaw 120D2025** for the redesignation of 1.20 hectares  $\pm$  (2.96 acres  $\pm$ ) located at 201 and 215 – 8 Avenue SE and the closed road (Plan A, Block 61, Lots 1 to 16 and 21 to 40; Plan 2510830, Area 'A') from Commercial Residential District (CR20 – C20/R20) and Undesignated Road Right-of-Way to Commercial Residential District (CR20 – C20/R20) and Direct Control (DC) District to accommodate an at-grade Plus 15 pedestrian walkway, with guidelines (Attachment 3).

**HIGHLIGHTS**

- This application for a road closure and land use amendment is to help facilitate the development of the Arts Commons Transformation (ACT) Expansion project as well as enable the revitalization of the existing Arts Commons building, referred to as the ACT Modernization project.
- This application is supported as the road closure and the provision of at-grade public easement space within the existing Arts Commons building will align with the overall vision for both the Arts Commons and the Olympic Plaza Transformation projects. This application also aligns with the *Municipal Development Plan* (MDP) policies for Greater Downtown.
- What does this mean to Calgarians? This will help to facilitate renovations to the existing Arts Commons building that will allow for improved pedestrian movement through the site and a more logical connection at grade for pedestrians to move from the building to the adjacent public realm and Olympic Plaza, as well as will allow for the ACT Expansion project to proceed.



**Road Closure and Land Use Amendment in the Downtown Commercial Core  
(Ward 7) at 201 and 215 - 8 Avenue SE, LOC2024-0255**

---

- Why does this matter? Improvements to a key arts and culture venue within Calgary will help strengthen this as a main cultural hub in the downtown and continue to be a gathering place for visitors and Calgarians alike.
- A development permit (DP) was approved by Calgary Planning Commission for development of the Arts Commons Phase 1 project on 2024 October 31 (under DP2024-02789).
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This road closure and land use amendment application, in the southeast quadrant of the Downtown Commercial Core, was submitted by O2 Planning and Design on behalf of the landowner, The City of Calgary, on 2024 October 16. No development permit has been submitted at this time for the ACT Modernization project. However, a development permit for the ACT Expansion project was approved by Calgary Planning Commission on 2024 October 31.

The existing Arts Commons building consists of two parcels of land with a total site area of approximately 1.18 hectares (2.92 acres). This site encompasses the majority of the city block between 8 and 9 Avenues SE and Macleod Trail and 1 Street SE, with the exception of the Burns Building which is located on the northeast corner of the parcel, adjacent to 8 Avenue SE and Macleod Trail SE. The site is occupied by Arts Commons, a multi-venue Performing Arts Centre.

As identified in the Applicant Submission (Attachment 5), this application proposes to redesignate the site from the Commercial Residential District (CR20 – C20/R20) to a new DC District to allow for the provision of the Plus 15 public walkway to be at-grade, connecting through the building and to the existing Plus 15 bridges on both the east and west sides of the building, crossing both Macleod Trail SE and 1 Street SE. Currently, the CR20 District requires that Plus 15 public walkways be provided at the second level of every development in the Plus 15 boundary.

For the road closure portion of this application, the total site area of this road closure is approximately 0.02 hectares (0.05 acres) as identified on the Registered Road Plan (Attachment 4). This road closure is needed, as a small portion of the ACT Expansion project is proposed to extend into the road right-of-way. Therefore, a partial road closure is required to accommodate the extension of the building over the property line. This portion of land will be designated the CR20 District to align with the current zoning of the lands that will be occupied by the ACT Expansion project directly to the north.

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

**ENGAGEMENT AND COMMUNICATION**

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

## Road Closure and Land Use Amendment in the Downtown Commercial Core (Ward 7) at 201 and 215 - 8 Avenue SE, LOC2024-0255

---

### Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the respective community association was appropriate. In response, the applicant team met with representatives from the adjacent properties, including from the Glenbow Museum, Teatro's and the Telus Convention Centre as well as the Ward 7 office and the Calgary Downtown Association to discuss this proposal. Please refer to the Applicant Outreach Summary, Attachment 6, for additional details on the engagement undertaken.

### City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners. No public comments were received at the time of writing this report.

No comments from the Calgary Downtown Association were received. Administration subsequently contacted the Calgary Downtown Association, and no response was received.

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

## IMPLICATIONS

### Social

This proposed road closure and land use amendment is part of an overall project to help enhance an area of Calgary that is already an important part of the city's arts and cultural landscape. With improved facilities, Calgarians and visitors alike are better able to maintain a high quality of life by having additional opportunities for participating in cultural and special events.

### Environmental

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

### Economic

The overall Arts Commons and Olympic Plaza Transformation projects, of which this road closure and land use application plays a part, are an investment in the future of this part of the Downtown Core. This will also further Calgary's reputation as a vibrant city with a strong sense of place and continue and strengthen this area as a destination for visitors and Calgarians alike.

Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 05

ISC: UNRESTRICTED  
CPC2025-0361  
Page 4 of 4

**Road Closure and Land Use Amendment in the Downtown Commercial Core  
(Ward 7) at 201 and 215 - 8 Avenue SE, LOC2024-0255**

---

**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. Road Closure Conditions
3. **Proposed Bylaw 120D2025**
4. Registered Road Closure Plan
5. Applicant Submission
6. Applicant Outreach Summary
7. **Proposed Bylaw 8C2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject sites are located in the Downtown Commercial Core between 8 Avenue SE and 9 Avenue SE and between Macleod Trail SE and 1 Street SE. The subject parcel containing the existing Arts Commons building, one of the Downtown Core's primary arts and culture venues, is approximately 1.18 hectares (2.92 acres) in size and approximately 153 metres wide by 80 metres deep. The lands subject to the road closure are approximately 0.02 hectares (0.05 acres) in size. The irregular shape of this parcel has been determined by the amount of land needed to incorporate the encroachment of the approved Arts Commons Transformation (ACT) Expansion project into the 8 Avenue SE road right-of-way. This right-of-way currently facilitates primarily pedestrian and bicycle movement, but does allow for vehicular traffic for loading and unloading adjacent to Arts Commons and Olympic Plaza.

The subject sites are primarily surrounded by a concentration of institutional, civic and cultural uses. Directly to the west is the Glenbow Museum. To the south, directly across 9 Avenue SE, is Teck Place, an approved office-to-residential conversion project. To the east is the City of Calgary's Municipal Building, and directly to the north is Olympic Plaza, currently undergoing significant redevelopment.

The subject sites are in very close proximity to the commercial development along Stephen Avenue Mall and close to the commercial uses located in East Village, approximately 350 metres to the northeast of the subject site (a six-minute walk). They are also in relatively close proximity to both the Bow and Elbow River pathways. The Bow River pathway is 500 metres to the north of the subject sites (an eight-minute walk) and the Elbow River pathway is 900 metres to the east of the subject sites (a 15-minute walk).

There are two separate components to this application. The first is the closure of a small portion of 8 Avenue SE to enable the development of the ACT Expansion project. When this project was originally proposed, a small portion of the building (the south canopy and structural supports) extended past the property line into the 8 Avenue SE road right-of-way. The plan at the time was to then proceed with the full closure of 8 Avenue SE adjacent to Olympic Plaza. However, following an extensive evaluation of the complexities involved with pursuing a full road closure, it was determined that advancing a partial road closure specific to supporting the ACT Expansion development is the most appropriate approach forward at this time. This will then allow for further discussion on the long term strategy for the remaining portions of 8 Avenue SE and how this will support the overall vision for the Arts Commons and Olympic Plaza Transformation projects. The second part of this application is to redesignate the existing Arts Commons building on the south side of 8 Avenue SE to a new Direct Control (DC) District to allow for the provision of at-grade Plus 15 public easement space through the existing building.

## Community Peak Population Table

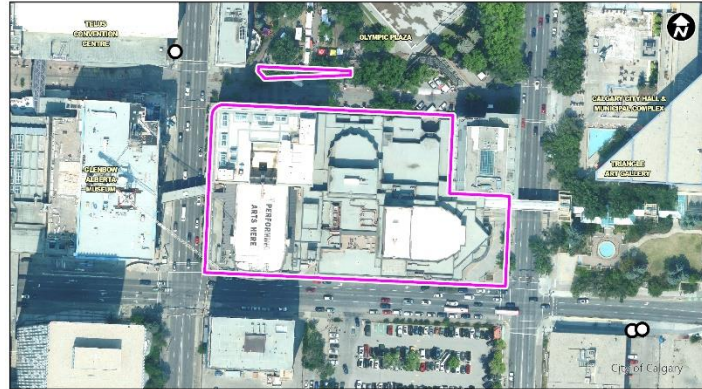
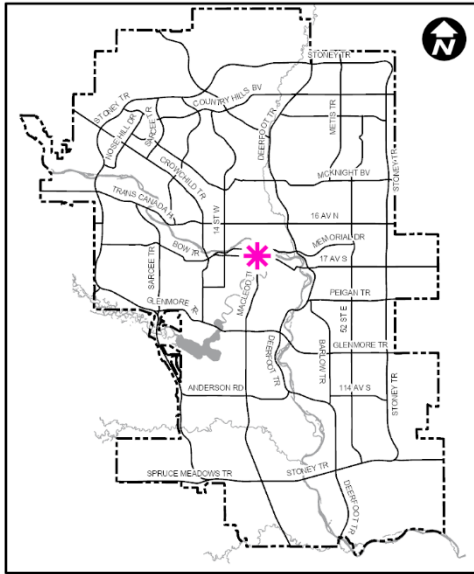
As identified below, the Downtown Commercial Core reached its peak population in 2015.

<b>Downtown Commercial Core</b>	
Peak Population Year	2015
Peak Population	9,083
2019 Current Population	8,683
Difference in Population (Number)	-400
Difference in Population (Percent)	-4.40%

Source: *The City of Calgary 2019 Civic Census*

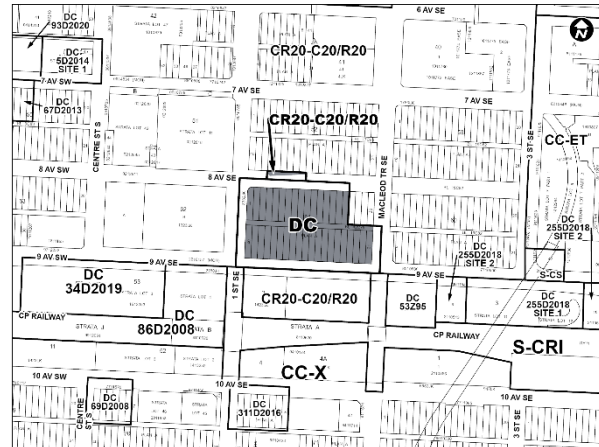
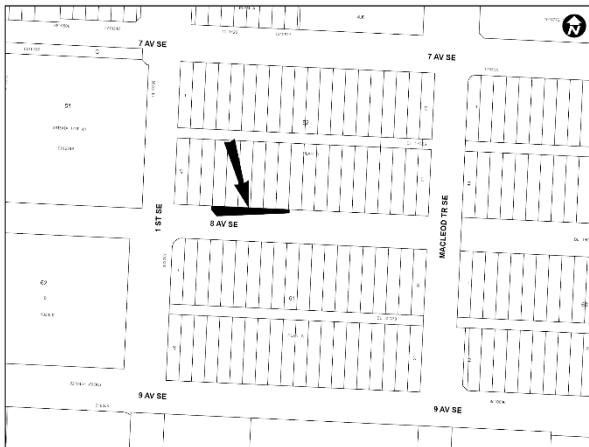
Additional demographic and socio-economic information may be obtained online through the [Downtown Commercial Core Community Profile](#).

## Location Maps

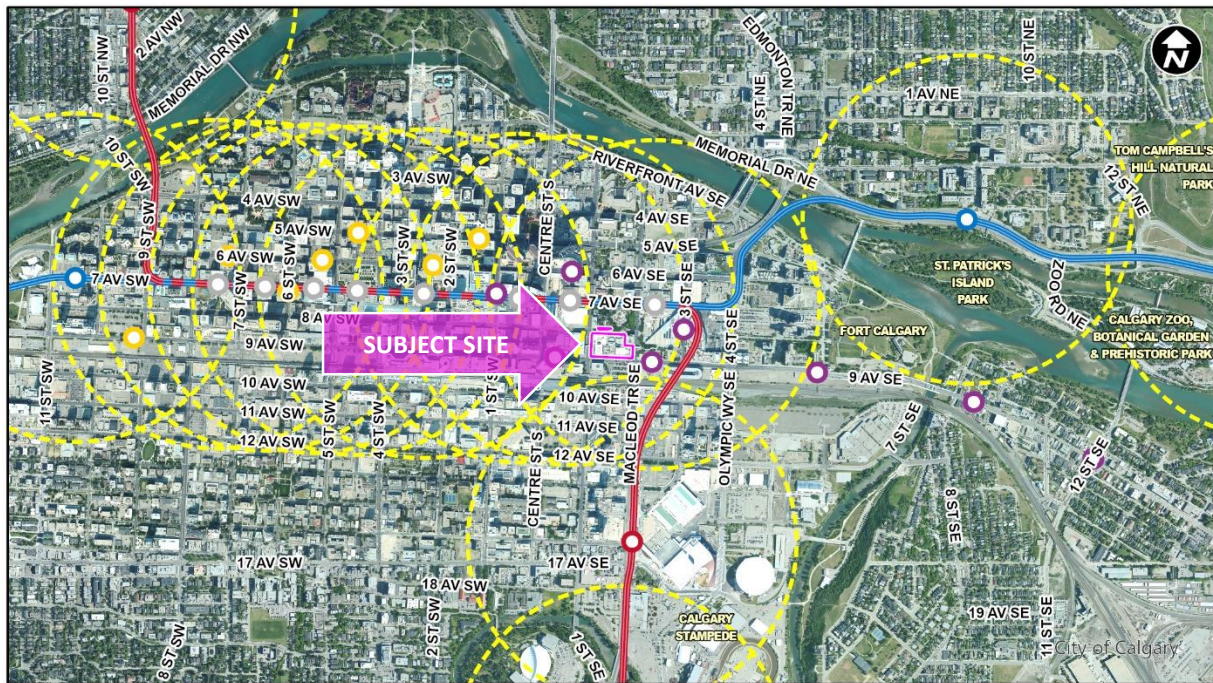


Road Closure Map

Proposed Land Use Map







## Previous Council Direction

None.

## Planning Evaluation

### Road Closure

This proposal includes the closure of an approximately 0.02 hectare (0.05 acre) portion of 8 Avenue SE adjacent to 222 – 8 Avenue SE and between Macleod Trail SE and 1 Street SE. The closed portion of road would then be consolidated with the parcel directly to the north which will be the site of the new ACT Expansion project, subject to conditions.

### Land Use

The subject site of the road closure is currently undesignated road right-of-way and would be assigned the Commercial Residential District (CR20 – C20/R20). This will then allow for consolidation with the parcel directly to the north which is currently zoned the CR20 District.

The subject parcels associated with the existing Arts Commons building are designated CR20 District. This is the primary land use district within the downtown core and allows for a wide range of uses, with the possibility of up to a floor area ratio (FAR) of 20 in accordance with the bonusing provisions as found within Part 13, Division 3 of Land Use Bylaw 1P2007.

The proposed DC District is based on the CR20 District and all rules of this district have been maintained, with the exception of the bonusing rules as found within Section 1332, Table 8, Item 8.0.4 of Bylaw 1P2007 which relates to provisions for the Plus 15 Network. The existing CR20 District requires Plus 15 Walkways, defined as publicly accessible pedestrian routes through and across the second floor of a building, to satisfy the requirements specifically of Item 8.0.4

(c)(i)(A)) as found in Bylaw 1P2007. However, the proposed DC District allows for both Plus 15 Walkways and At-Grade Pedestrian Walkways to satisfy this requirement.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a DC District is necessary to provide for the applicant's proposed development due to the site specific regulations required to allow for this. This proposal allows for the applicant's intended development while maintaining the CR20 District base. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 7 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. In addition, the rules around the width of the proposed Plus 15 walkways and at-grade walkways have also been made relaxable, as the design of the pedestrian walkway route through the Arts Commons building has yet to be finalized.

### **Development and Site Design**

If the road closure and land use redesignation is approved by Council, the rules of the proposed DC District would provide guidance for the future redevelopment of these sites. Given the specific context of the existing Arts Commons building, additional items that will be considered through the development permit process will include, but are not limited to:

- providing an engaging building interface between the redeveloped Arts Commons and Olympic Plaza; and
- ensuring the Plus 15 space at grade is welcoming and inviting.

### **Transportation**

Pedestrian access to the subject sites are available from all sides of the development. The 8 Avenue SE frontage will be subject to surface improvements as part of the Olympic Plaza Transformation project. Vehicular access for all loading and unloading will be from the existing accesses off 1 Street SE.

The sites benefit from strong connectivity for all mobility modes. As these sites are in the downtown core, they are well served by a variety of transit routes. These include the Red and Blue LRT lines, with access to the City Hall/Bow Valley College LRT station approximately 100 metres east (a two-minute walk) from the site. Bus transit stops include the MAX Purple with a stop 350 metres east (a five-minute walk) on 3 Street SE and 7 Avenue SE, Route 101 with a stop 150 metres (a two-minute walk) north of the site on 6 Avenue SE and 1 Street SE.

The on-street bikeway on 8 Avenue SE is directly adjacent to these sites, and connections to the east include Macleod Trail SE and 9 Avenue SE. The streets surrounding the development sites, including 1 Street SE, Macleod Trail SE and 8 Avenue SE, are all classified as Urban Boulevards.

### **Environmental Site Considerations**

No environmental concerns have been identified at this time.

### **Utilities and Servicing**

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

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

Administration's recommendation 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.

### **Municipal Development Plan (Statutory – 2020)**

The subject sites are situated in the Greater Downtown area as shown on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). This application is in alignment with the policy direction in the MDP, as it will help to enhance the downtown core as a destination for arts, culture and celebration and the area in Calgary with the broadest variety of cultural activities.

### **Climate Strategy (2022)**

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

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

This application is supported by [Calgary's Greater Downtown Plan](#), as it will help to strengthen the importance of arts and culture within the Greater Downtown community, one of the goals of this plan. In addition, this application is one of the important elements of the transformation of Olympic Plaza and Arts Commons, and it is part of the area that will continue to be the civic and cultural heart of the Greater Downtown.

### **Plus 15 Policy (Non-Statutory – 2021)**

The subject site is located within the Plus 15 boundary, and as such, is guided by the policies as found within the [Plus 15 Policy](#). For example, this Policy outlines that parcels within the Plus 15 boundary are required to provide provision for connecting into the Plus 15 network, public easement spaces for Plus 15 level access and walkways and a Plus 15 Fund contribution. The policy then outlines the operations and maintenance requirements of the Plus 15. This application primarily aligns with these policies, with the exception of the proposed land use specifically including provision for at-grade pedestrian walkways rather than walkways at the Plus 15 level.

## Road Closure Conditions

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

# PROPOSED

CPC2025-0361  
ATTACHMENT 3

## BYLAW NUMBER 120D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0255/CPC2025-0361)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

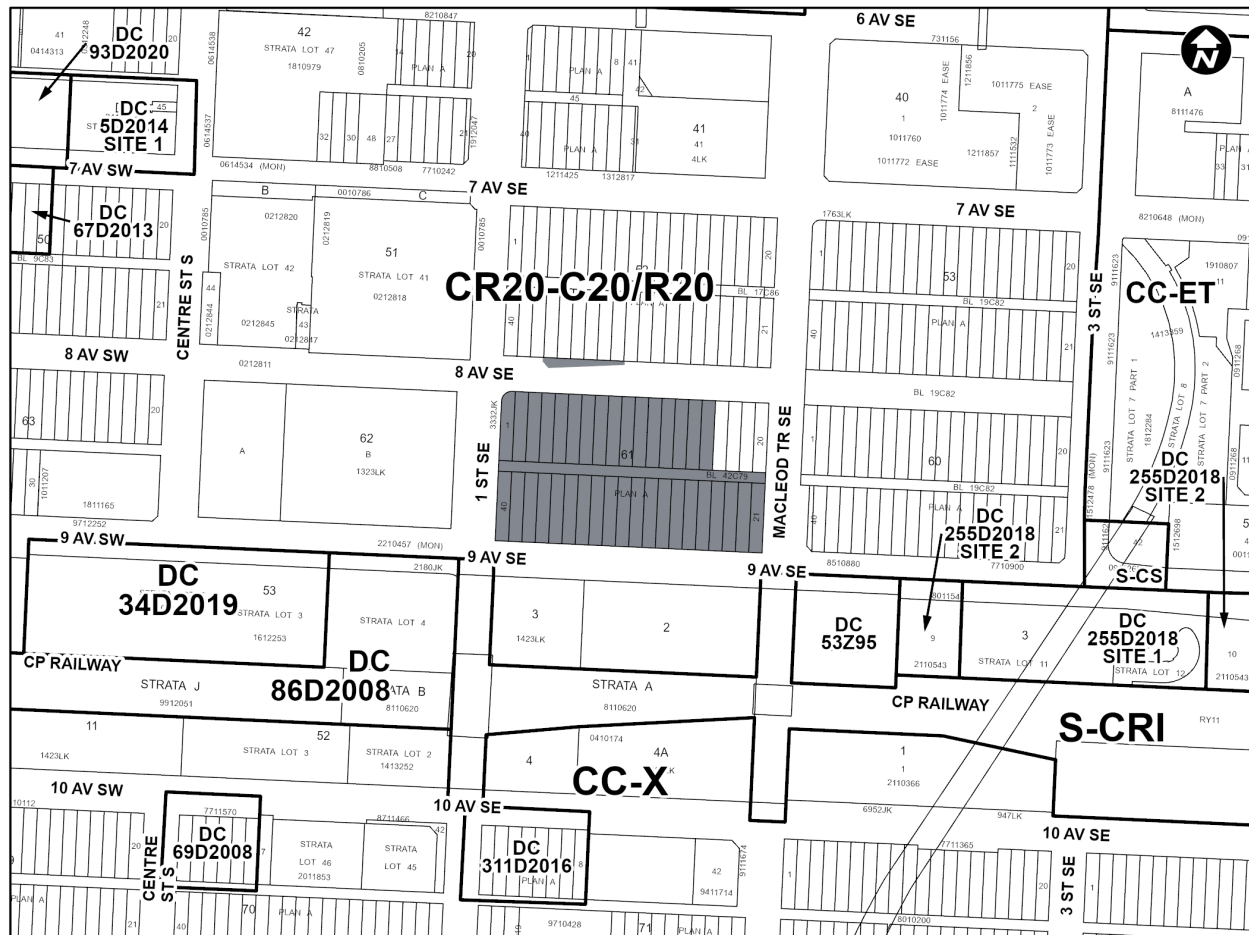
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2024-0255/CPC2025-0361  
BYLAW NUMBER 120D2025

## SCHEDULE A

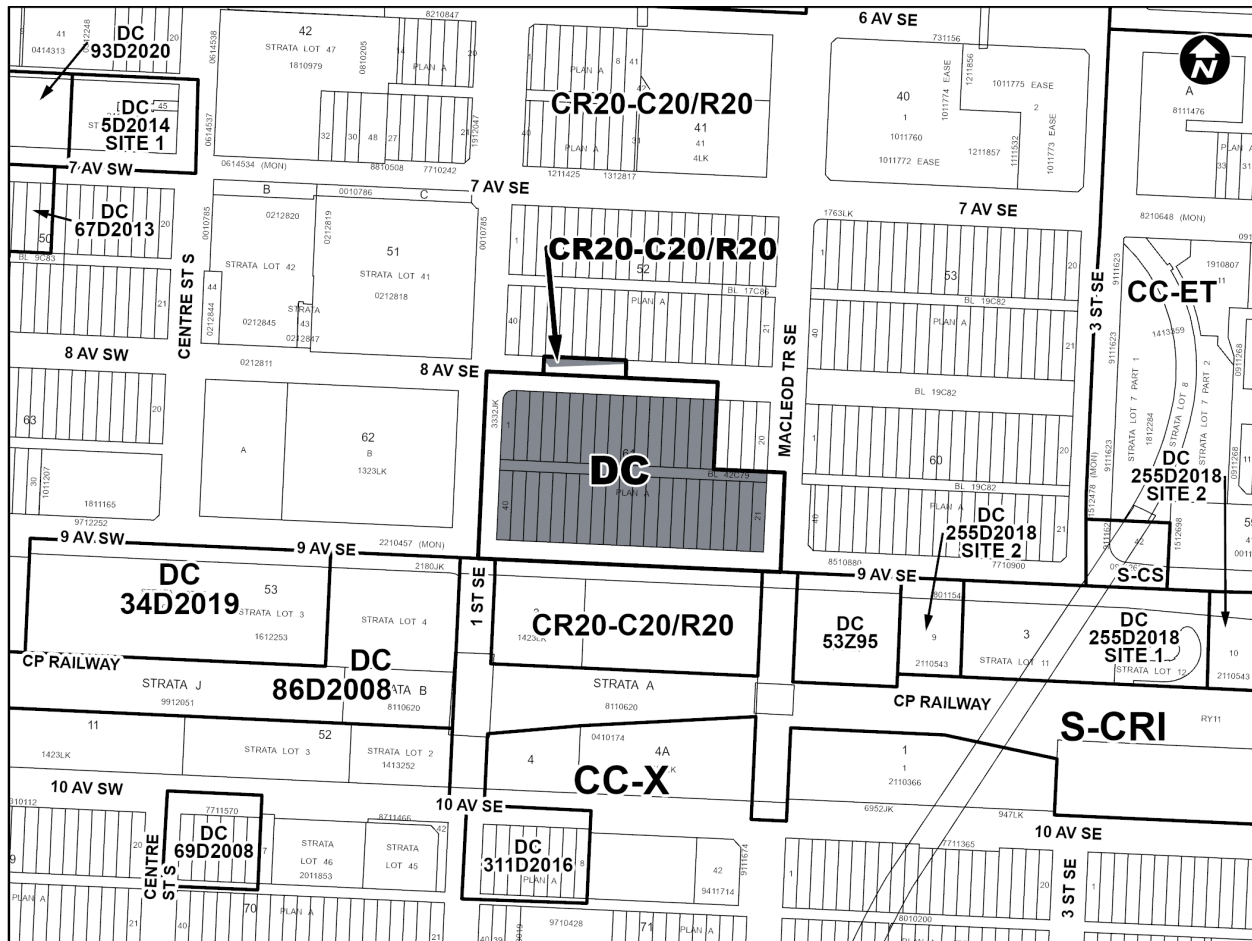




# PROPOSED

AMENDMENT LOC2024-0255/CPC2025-0361  
BYLAW NUMBER 120D2025

## SCHEDULE B



## DIRECT CONTROL DISTRICT

### Purpose

1 This Direct Control District Bylaw is intended to:

- (a) establish a publicly accessible pedestrian walkway at grade, as an alternative to an elevated Plus 15 Walkway, which extends through a building and is connected to the Plus 15 Network; and
- (b) maintain the opportunity for accessible and barrier-free pedestrian walkways through the building.

### 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 LOC2024-0255/CPC2025-0361  
BYLAW NUMBER 120D2025

## 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) “**at-grade walkway connection**” means a publicly accessible pedestrian pathway at ground level within a **building** that provides a direct connection from **grade** to the **Plus 15 Walkway** and **Plus 15 Network**, while remaining entirely within the property’s boundaries; and
- (b) “**interior character-defining elements**” means those interior elements of the Calgary Public Building, a designated Municipal Historic Resource, that are regulated by Bylaw 2M96.

## Permitted Uses

- 5 The **permitted uses** of the Commercial Residential District (CR20-C20/R20) of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

## Discretionary Uses

- 6 The **discretionary uses** of the Commercial Residential District (CR20-C20/R20) 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 Residential District (CR20-C20/R20) of Bylaw 1P2007 apply in this Direct Control District.

## Floor Area Ratio

- 8 (1) The maximum **floor area ratio** is 3.0.
- (2) The maximum **floor area ratio** in subsection (1) may be increased in accordance with Section 1332 of Bylaw 1P2007, as amended by subsection (3).
- (3) Table 8, Item 8.0.4(c) of Section 1332 of Bylaw 1P2007 is replaced with the following:
- (a) **Plus 15 Network** provisions where:
    - (i) **Plus 15 Network** elements for potential connection to the **Plus 15 Network** on the **parcel** and to adjoining **parcels**:
    - (A) a combination of **Plus 15 Walkways** and **at-grade walkway connections**, with an unobstructed width of 4.5 metres oriented in a manner that provides connection to, and extension of, the **Plus 15 Network**, as shown on a plan approved by the **Development Authority**. The width of **Plus 15 Walkways** and **at-grade walkway connections** may be reduced where, due to the **interior**

# PROPOSED

## AMENDMENT LOC2024-0255/CPC2025-0361 BYLAW NUMBER 120D2025

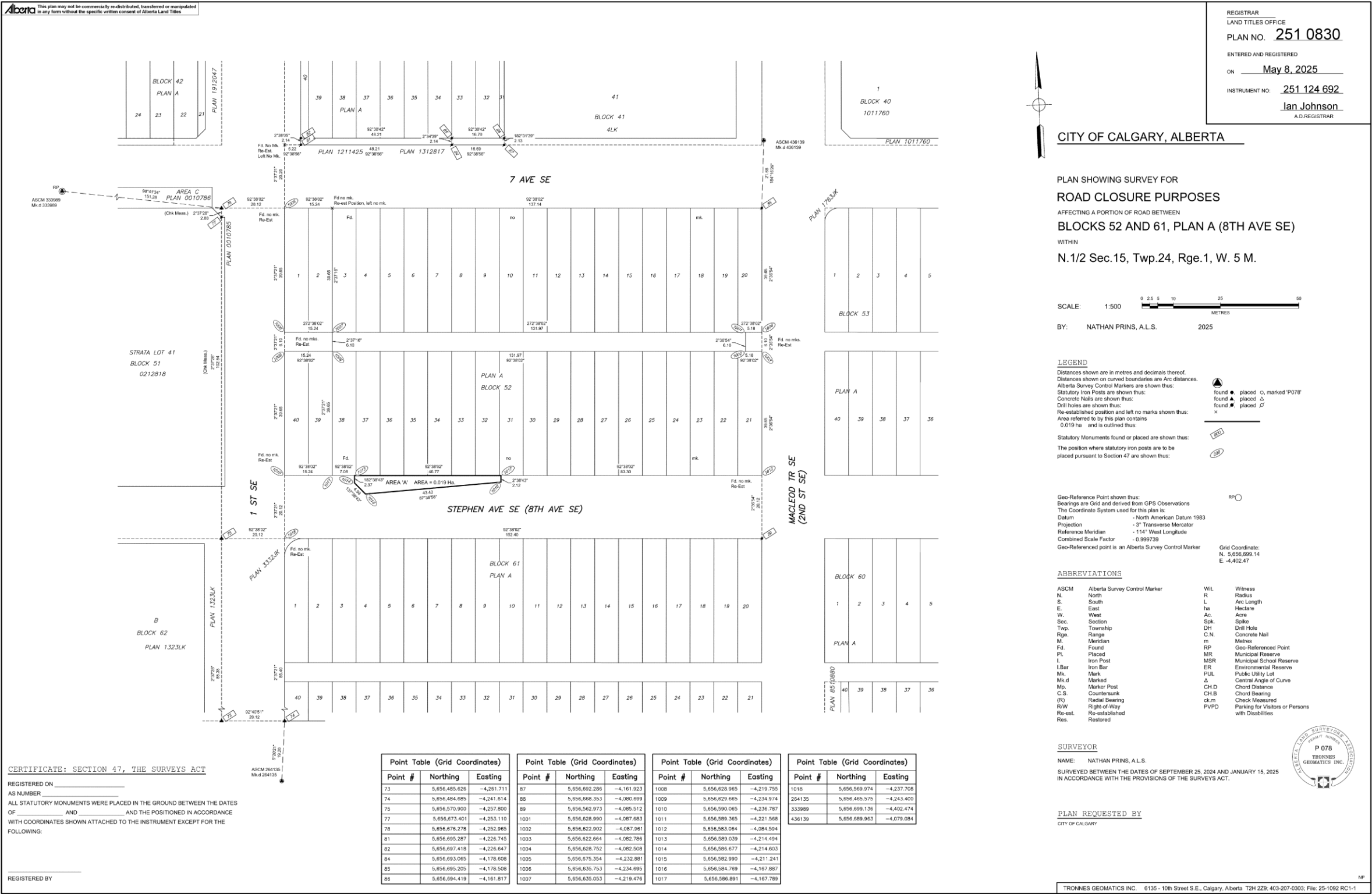
*character-defining elements*, the 4.5 metre width cannot be met;

- (B) structural supports, at locations indicated on a plan approved by the **Development Authority**, that would allow for possible expansion of the **Plus 15 Network** by way of a **Plus 15 Bridge** which must be incorporated into the overall structure and design of the **building**; and
- (C) vertical movement opportunities between **grade** and the second **storey** within a **building**, which must include:
  - (I) a publicly accessible elevator; and
  - (II) either a pair of escalators or a staircase with a minimum unobstructed width of 2.0 metres; and
- (ii) a financial contribution to the **Plus 15 Fund** in accordance with the Plus 15 Policy.

### Relaxations

- 9 The **Development Authority** may relax the rules contained in Sections 7 and 8(3)(a)(i)(A) of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Registered Road Closure Plan



# Applicant Submission

2025 May 15

510-255 17 Ave SW Calgary AB T2S 2T8  
(403) 228-1336  
www.o2design.com



## Applicant Submission

O2 Planning & Design, on behalf of the Calgary Municipal Land Corporation (CMLC), has submitted a Land Use Redesignation and Road Closure Application to support the continued progress of the Arts Commons Transformation (ACT) project in downtown Calgary.

### Application Overview

*This application includes two components:*

1. A Land Use Redesignation for the parcels located at 205 8 Avenue SE and 215 8 Avenue SE, collectively known as *Arts Commons*; and
2. A Road Closure for a small portion of the 8th Avenue SE roadway to support the future construction of the ACT1 building, proposed on the south side of 222 8<sup>th</sup> Avenue SE, commonly known as *Olympic Plaza*.

### Project Context

In October 2020, the Arts Commons Transformation (ACT) project was announced, focusing on expanding and modernizing Calgary's premier performing arts centre to support flexible, accessible arts and performance venues that offer diverse and relevant programming. The ACT project is structured in two phases.

- **Phase 1** involves the construction of the ACT1 building — a three-storey, 70,000-square-foot expansion that will include modern performance spaces, production support areas, and visitor amenities adjacent to Olympic Plaza.
- **Phase 2** entails the renovation of the existing *Arts Commons* facility to improve accessibility, upgrade infrastructure and technology, and enhance the overall visitor experience.

### Road Closure to Support ACT Phase 1

A road closure is required for a 0.019-hectare portion of the 8 Avenue SE roadway to accommodate the construction and placement of the ACT1 building's south canopy and structural supports. These components are proposed to extend slightly beyond the current property line at 222 8<sup>th</sup> Avenue SE (Olympic Plaza) onto a small portion on the north side of 8<sup>th</sup> Avenue SE.

A road closure application is being pursued following extensive consultation with the City of Calgary's Real Estate & Development Services (REDS) and Legal Services teams. Based on their guidance, CMLC was advised to proceed with a formal road closure to ensure that future construction complies with all applicable building and legal requirements related to the extension onto 8 Avenue SE. The closed portion of 8 Avenue SE is proposed to be redesignated to the Commercial Residential (CR20-C20/R20) District to align with the adjacent parcels and maintain consistent land use across the site at 222 8 Avenue SE.

510-255 17 Ave SW Calgary AB T2S 2T8  
(403) 228-1336  
www.o2design.com



## Land Use Redesignation to Support ACT Phase 2

The second component of this application proposes the redesignation of 205 and 215 8 Avenue SE (Arts Commons) from the existing CR20-C20/R20 District to a Direct Control (DC) District, based on CR20-C20/R20. This redesignation is intended to support Phase 2 of the ACT project, which includes comprehensive renovations of the existing Arts Commons facility.

A key component of the proposed renovation involves modifications to the existing Plus 15 walkway connection. As part of the updated design, a portion of the walkway is proposed to be re-routed from the second floor to grade level to enhance accessibility and improve integration with the proposed amenities and future public realm.

However, the proposed rerouting of the Plus 15 walkway to include a portion of the pedestrian connection at grade presents a technical challenge related to the density structure of the sites current CR20-C20/R20 land use district. The CR20-C20/R20 district allows for a base Floor Area Ratio (FAR) of 3.0, while the proposed design requires approximately 4.5 FAR. Under the incentive provisions of Part 13, Division 3 of the Land Use Bylaw, parcels of this size may increase the FAR to a maximum of 9.0 by incorporating three specified pedestrian amenities from Table 8, Item 8.0.4. Two of these amenities involve enhancing at-grade pedestrian circulation, while the third requires a direct connection to the Plus 15 Network via a publicly accessible second-floor Plus 15 Walkway.

The technical challenge identified is compliance with Section 8.0.4c.i.a, which requires a continuous Plus 15 walkway connection on the second floor. Currently, the existing building features a Plus 15 route on the second floor, connecting the Glenbow Museum to the west and the Calgary Municipal Building to the east. However, the current Plus 15 lacks natural light, does not meet City accessibility standards due to steep ramps, and is located away from high-traffic areas, limiting its potential for activation.

### *Proposed Solution*

To align with the intent of the bonus density framework and resolve these existing challenges, the project team proposes an innovative approach: rerouting a portion of the Plus 15 connection to the ground level while maintaining the vital east-west connections between the Glenbow Museum and the Calgary Municipal Building. The new design would include elevators, large accessible ramps, and feature stairs to bring pedestrians from the second-floor East Plus 15 bridge down to the ground floor. A newly incorporated "At-Grade Walkway Connection" route will channel pedestrians through the new publicly accessible Centre Court gathering area adjacent to the Max Bell and Martha Cohen Theatres. The Centre Court will include pedestrian amenities such as a café, bar, public art, and seating. The at-grade route will also feature floor to ceiling glass along its north side, which will provide natural light and activation by the continuous, unobstructed, visual connection to the adjacent newly transformed 8<sup>th</sup> Avenue and plaza. Pedestrian traffic from the Plus 15 will, in turn, provide activation to the plaza and the south side of 8<sup>th</sup> Avenue. The at-grade walkway connection continues west through the north atrium of the Public Building, adjacent to the proposed renovated Jack Singer Lobby. The route turns south at the western edge of the Public Building atrium where the public can once again ascend via stairs or elevators to the West Plus 15



510-255 17 Ave SW Calgary AB T2S 2T8  
(403) 228-1336  
www.o2design.com



connection point. This proposed approach effectively enhances accessibility by reducing the reliance on steep ramps and incorporates elevators at both Plus 15 connection points. Wide 'monumental' feature stairs will also offer direct access to the ground-floor walkway connection and publicly accessible Centre Court.

### *Land Use Amendment*

To achieve this innovative solution, a land use amendment is required to redesignate the site to a Direct Control (DC) district, based on the existing CR20-C20/R20 land use district. The proposed DC bylaw introduces a new definition, "At-Grade Walkway Connection," referring to a pedestrian pathway at ground level that is connected to the building's second-floor Plus 15 Walkways and broader Plus 15 Network. This new definition will replace the current requirement in Section 8.0.4c.i.a of the Land Use Bylaw, which mandates a continuous Plus 15 walkway on the second floor, enabling the Plus 15 route to transition to ground level for a portion of its route within the building. The primary adjustment involves relocating a portion of the pedestrian connection to the ground level while preserving the overall intent of the bonus density framework and the integrity and connectivity of the Plus 15 network.

Despite this modification, the DC district will continue to meet the pedestrian amenity requirements outlined in Table 8, Items 8.0.4.a and 8.0.4.b of the Land Use Bylaw, ensuring strong at-grade pedestrian circulation. The bylaw will also comply with Table 8, Items 8.0.4c.i.b and 8.0.4c.i.c, addressing structural supports for the Plus 15 Network extension, vertical connections between grade and the second floor, and contributions to the Plus 15 Fund.

### *Direct Control Justification*

Section 20 of the Land Use Bylaw 1P2007 states that Direct Control Districts should only be used to regulate developments that, due to their unique characteristics, innovative concepts, or unusual site constraints, require specific regulation not available in other land use districts. The proposed Direct Control (DC) district is justified to accommodate the distinctive characteristics and innovative design solution of incorporating an internal "At-Grade Walkway Connection" as an enhancement to the standard second-floor Plus 15 Walkway that is grounded in principles of community and placemaking. This modification is crucial for aligning with the intent of the bonus density framework in Table 7, Part 13 of the Land Use Bylaw, enabling a required increase in Floor Area Ratio (FAR) while ensuring overall pedestrian connectivity and circulation into and through the building, both at Plus 15 and ground level are continuous, convenient, comfortable, and safe.

### **Conclusion**

In summary, the proposed land use and road closure application will:

- Accommodate the construction and placement of the ACT1 building's south canopy and structural supports.
- Resolve design challenges associated with the Plus 15 Network while enhancing essential

---

510-255 17 Ave SW Calgary AB T2S 2T8  
(403) 228-1336  
[www.o2design.com](http://www.o2design.com)

O2

pedestrian connections.

- Improve accessibility and create a lively, active pedestrian connection directly linked with the Plus 15 system.
- Align with the intent of the bonus density framework within the CR20-C20/R20 Land Use District.
- Support the modernization of the Arts Commons building, reinforcing its position as Calgary's leading performing arts centre.

# Applicant Outreach Summary

2025 May 15



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Arts Commons Transformation - Modernization

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

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

### Outreach Strategy

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

In October and November 2024, we engaged adjacent interest holders to share the proposed amendments to the Plus 15 alignment and to the road use for 8 Avenue between Macleod Trail and 1 St SE to address any questions or concerns.

This phase of interest holder engagement was specific to the Plus 15 alignment and 8 Avenue road closure, but builds upon the significant public and community engagement completed in 2021, which informed the vision for the Arts Commons Transformation Expansion and Modernization, and the public and community engagement completed in 2024, which informed the vision and programming ambition for the Olympic Plaza Transformation.

### Affected Parties

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

Ward 7 Councillor Terry Wong  
Calgary Downtown Association  
Glenbow Museum  
Calgary TELUS Convention Centre  
Allied Property Management (Burns Building Management Team)  
Teatro Group

[calgary.ca/planningoutreach](https://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.

Interest holders were generally supportive of the adjusted Plus 15 alignment, agreeing that it would enhance the public and patron experience with a more accessible, better integrated and more flexibility-activated lobby experience, while maintaining the existing Plus 15 connections between Arts Commons and the Glenbow Museum and the Municipal Building. Interest holders were also generally supportive of the adjustments to 8 Avenue in this block, agreeing that the adjustments would enable greater pedestrian connectivity, sense of place and programming flexibility while ensuring access for emergency vehicles and school buses to support programming. We heard that it would be important for tenants of the Burns Building to work with Arts Commons upon project completion to ensure tenant deliveries and move-ins could continue to be accommodated.

### How did input influence decisions?

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

Interest holders were supportive of the Plus 15 amendment and of the road closure.

### How did you close the loop ?

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

Because interest holders were supportive of the Plus 15 amendment and 8 Avenue road closure, no further outreach was required. Following CPC, we will provide an update to interest holders on the status of the amendments.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

# PROPOSED

CPC2025-0361  
ATTACHMENT 7

## BYLAW NUMBER 8C2025

**BEING A BYLAW OF THE CITY OF CALGARY  
FOR A CLOSURE OF A ROAD  
(PLAN 2510830, AREA 'A')  
(CLOSURE LOC2024-0255/CPC2025-0361)**  
\*\*\*\*\*

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

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

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

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

PLAN 2510830  
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 \_\_\_\_\_

**Policy and Land Use Amendment in Beltline (Ward 8) at multiple addresses,  
LOC2024-0047**

**RECOMMENDATIONS:**

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendments to the Beltline Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.35 hectares  $\pm$  (0.86 acres  $\pm$ ) located at 125 – 14 Avenue SW and 1400, 1410 and 1412 – 1 Street SW (Plan 9111729, Block 1, Lots 1 to 4) from the Centre City Commercial Corridor District (CC-COR) and Direct Control (DC) District to Direct Control (DC) District to accommodate mixed-use development, with guidelines (Attachment 3).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MAY 8:**

That Council:

1. Give three readings to **Proposed Bylaw 51P2025** for the amendments to the Beltline Area Redevelopment Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 101D2025** for the redesignation of 0.35 hectares  $\pm$  (0.86 acres  $\pm$ ) located at 125 – 14 Avenue SW and 1400, 1410 and 1412 – 1 Street SW (Plan 9111729, Block 1, Lots 1 to 4) from the Centre City Commercial Corridor District (CC-COR) and Direct Control (DC) District to Direct Control (DC) District to accommodate mixed-use development, with guidelines (Attachment 3).

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 May 8:

“The following documents were distributed with respect to Report CPC2024-0914:

- Revised Attachment 2;”

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for the development of a mixed-use, high-rise residential tower, increasing the total allowable floor area ratio (FAR) through bonusing options outlined in the Direct Control (DC) District.
- The proposed DC District is in keeping with the intent of the existing land use and will facilitate contextually appropriate development. This application aligns with the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? This application provides new opportunity for development that will help to revitalize an older, established community.
- Why does it matter? Providing new housing options and additional commercial spaces within the community will encourage a more diverse population to live in Beltline and will help support the existing businesses within the community.



## Policy and Land Use Amendment in Beltline (Ward 8) at multiple addresses, LOC2024-0047

---

- An amendment to the *Beltline Area Redevelopment Plan* (ARP) is required to accommodate the proposal.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

### DISCUSSION

This application, in the southwest community of Beltline, was submitted by O2 Planning & Design on behalf of the landowner, The Morrison GP Ltd. and 1410 Investments Ltd., on 2024 February 15. No development permit has been submitted at this time.

The subject site consists of four parcels of land, with a site area of approximately 0.35 hectares (0.86 acres) and is currently occupied by two low-rise office buildings, a single-storey retail and consumer service building, and a surface parking lot. This site encompasses the full northwest quarter of the city block, with primary site frontages located on both 1 Street SW and 14 Avenue SW.

As identified in the Applicant Submission (Attachment 4), this application proposes to redesignate the site from the Centre City Commercial Corridor District (CC-COR) and an existing DC District to a new DC District to allow for an increase in the total FAR allowed on site. Currently, the CC-COR District allows up to a maximum of 9.0 FAR with bonusing, but the existing DC District allows a maximum of 7.0 FAR, with bonusing, on only a portion of the site. This land use amendment would allow for the maximum to be 9.0 FAR with bonusing across the entire site, which will help facilitate the comprehensive redevelopment of the site. A minor amendment is required to the *Beltline Area Redevelopment Plan* to allow for this increase in density and an increase in the allowable floor plate size as well (Attachment 2).

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

### ENGAGEMENT AND COMMUNICATION

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

#### Applicant-Led Outreach

As part of the review of the proposed development permit application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with relevant public groups and the community association was appropriate. In response, the applicant met with the Beltline Neighbourhoods Association through a virtual meeting to present the proposed application and answer any questions that arose. Further details on the engagement conducted can be found in the Applicant Outreach Summary (Attachment 5).

#### City-Led Outreach

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

**Policy and Land Use Amendment in Beltline (Ward 8) at multiple addresses,  
LOC2024-0047**

---

Administration received forty-four letters of opposition from the public and two letters of support. The letters of opposition highlighted the following areas of concern:

- loss of privacy due to the close proximity of a potential tower to the existing tower to the south;
- loss of views with any potential development;
- noise impacts on existing residents during what will likely be a lengthy construction period;
- heights of towers that will impact access to sunlight on adjacent properties;
- parking congestion and increase of traffic in the area; and
- safety concerns, especially during construction.

No comments from the Beltline Neighbourhoods Association were received. Administration contacted them to follow up and no response was received.

Administration reviewed these concerns and has confirmed that the land use amendment application will allow for a very similar type of development as to what would have been allowed with the existing land uses on site. Administration is supportive of high density development within the Beltline, and although increased densities can result in shadow impacts, any shadowing impacts on private property are not regulated. Concerns around traffic and parking will be reviewed through a future development permit.

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

## **IMPLICATIONS**

### **Social**

This application allows for new development in an established community that will may accommodate the housing needs of a wider range of age groups, lifestyles and demographics. In addition, new commercial development in the area will also attract and service additional residents.

### **Environmental**

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

### **Economic**

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

Planning and Development Services Report to  
Calgary Planning Commission  
2025 May 08

ISC: UNRESTRICTED  
CPC2024-0914  
Page 4 of 4

**Policy and Land Use Amendment in Beltline (Ward 8) at multiple addresses,  
LOC2024-0047**

---

**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 51P2025**
3. **Proposed Bylaw 101D2025**
4. Applicant Submission
5. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Beltline, on the corner of 14 Avenue SW and 1 Street SW. The site totals approximately 0.35 hectares (0.86 acres) in size and is approximately 43 metres wide and 82 metres deep. It is currently occupied by two low-rise office buildings, a retail and consumer service building, and a surface parking lot.

Surrounding development is characterized by a mix of commercial and residential development. Directly to the west of the site across 1 Street SW is a surface parking lot and a one-storey commercial development. To the south of the subject site is a high-rise residential tower. To the east of the site is a six-storey residential development, and to the north of the site, across 14 Avenue SW, there is a four-storey residential development and a designated Municipal Historic Resource, the [Findlay Apartments](#).

The subject site is directly adjacent to 1 Street SW, an active pedestrian corridor in Beltline, lined with a multitude of neighbourhood commercial developments. The site is near existing public open spaces, including both Haultain Park, 50 metres to the west of the site (a one-minute walk), and Central Memorial Park, 300 metres to the northwest of the site (a five-minute walk).

## Community Peak Population Table

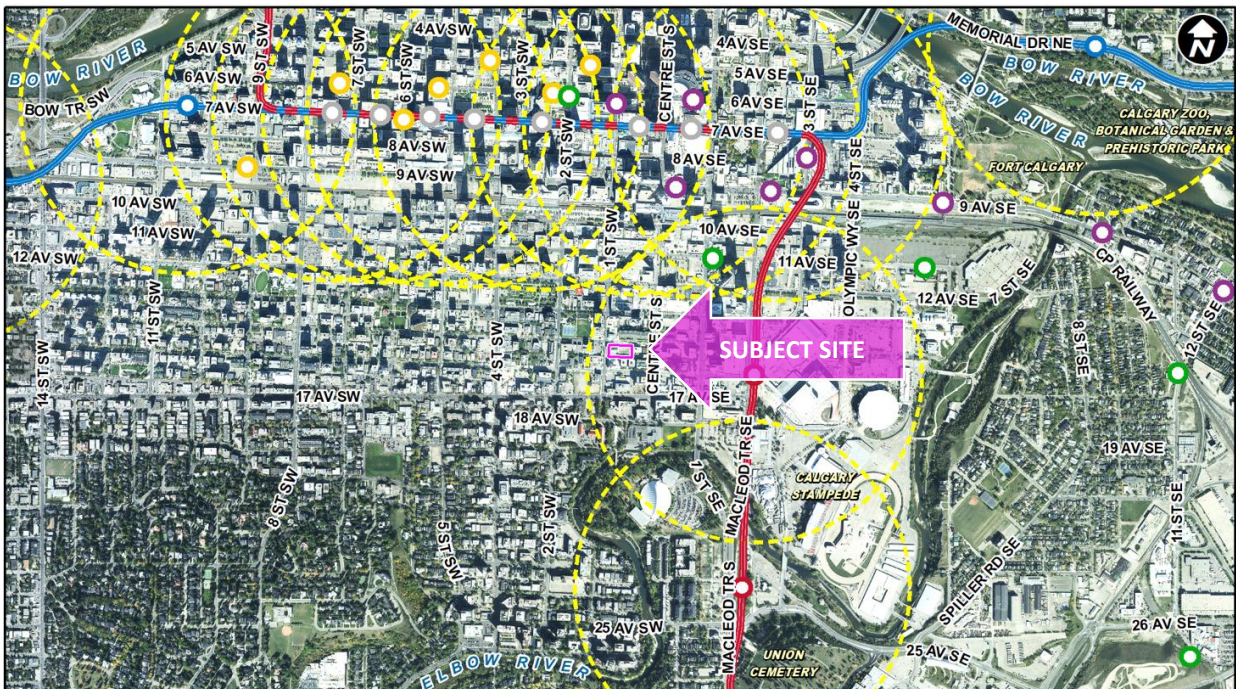
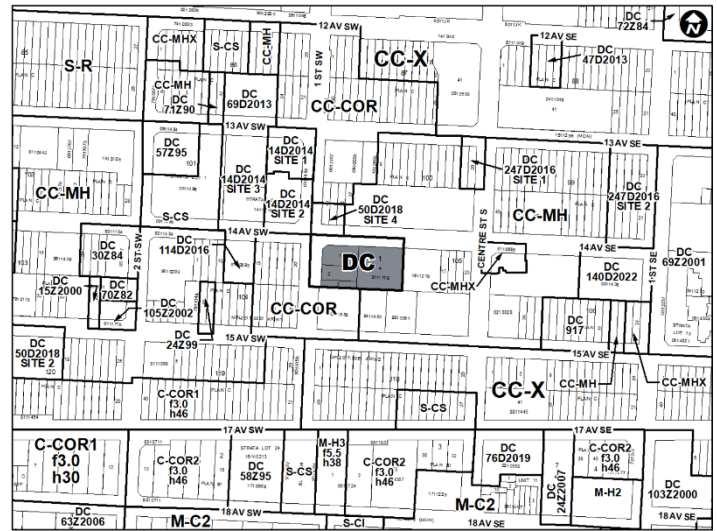
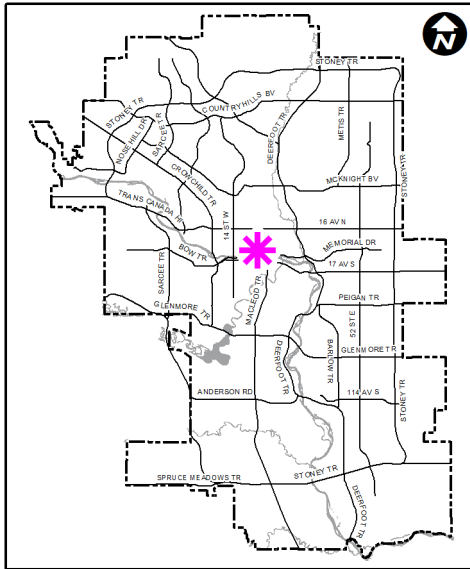
As identified below, Beltline reached its peak population in 2019.

<b>Beltline</b>	
Peak Population Year	2019
Peak Population	25,129
2019 Current Population	25,129
Difference in Population (Number)	0
Difference in Population (Percent)	0%

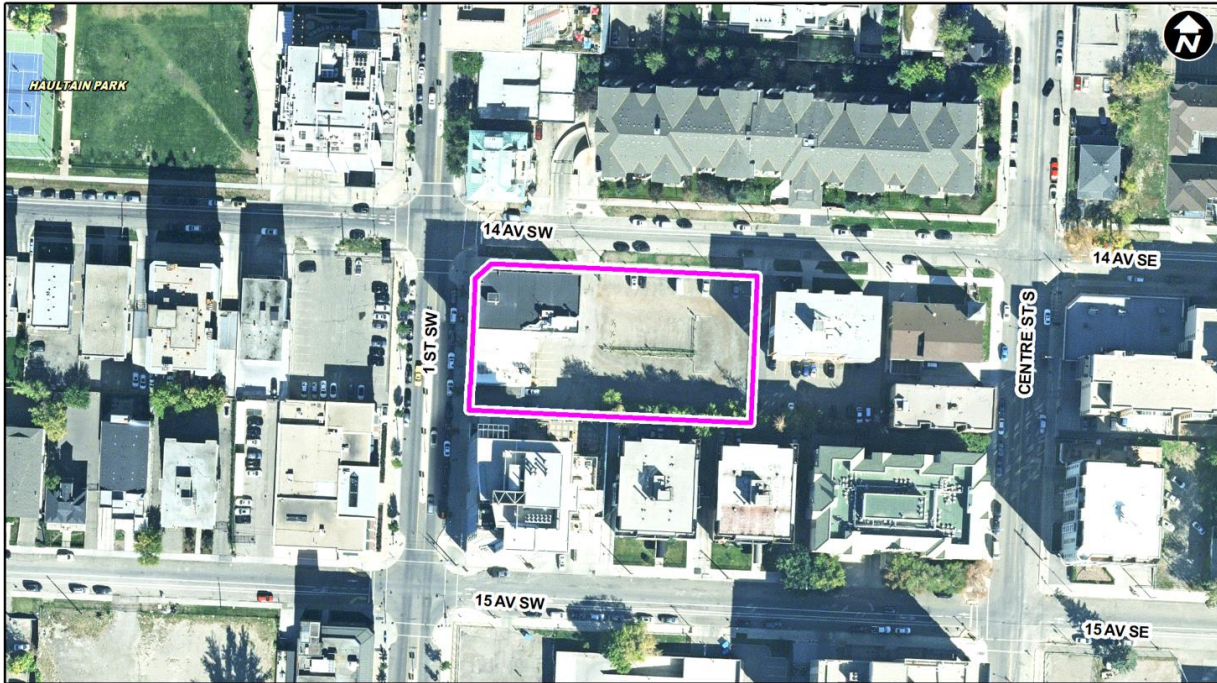
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

Approximately half of the subject parcel is designated as the Centre City Commercial Corridor District (CC-COR) and the remainder is designated a Direct Control (DC) District ([Bylaw 76D2013](#)). The CC-COR District allows for a base floor area ratio (FAR) of 5.0 for developments providing dwelling units, which increases to a maximum of 9.0 FAR in accordance with the bonusing provisions as found within Part 11, Division 7 of Land Use Bylaw 1P2007. The existing DC District is based on the Centre City Multi-Residential High Rise District (CC-MH), and it has a base density of 5.0 FAR, with the possibility of increasing that to a maximum of 7.0 FAR, in accordance with the bonusing provisions found within Part 11, Division 7 of Bylaw 1P2007.

The proposed DC District is based on CC-COR and allows for a base density of 5.0 FAR when dwelling units are provided within the development. The base density can be increased to a maximum of 9.0 FAR in accordance with the bonus provisions contained in Schedule C of the DC District which are the same as those found within Part 11, Division 7 of Bylaw 1P2007. The DC also includes some adjustments to the setback rules, allowing for more flexibility with the placement of buildings, as well as changes to the rules around location of uses to add clarity as to where residential uses can and cannot be located on the ground floor of developments. There have also been some minor adjustments to the use areas allowed on the ground floor, allowing for an increase in the use area for some commercial uses, as well as increasing the allowable tower floor plates from 650.0 square metres to 800.0 square metres. Administration supports



this larger floor plate, as this will have minimal additional shadowing impact on adjacent properties.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to the site-specific regulations required to allow for the same maximum density across the site as well as the increased floor plate size. This proposal allows for the applicant's intended development while maintaining the CC-COR District base. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 7 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. Site specific rules for floor plate restrictions, setbacks, building orientation, location of uses within buildings, tower separation and use areas are also listed as rules that may be relaxed, subject to Section 36 of the Land Use Bylaw being met to the satisfaction of the Development Authority.

### **Development and Site Design**

If the land use redesignation is approved by Council, the rules of the proposed DC District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and site access. Additional items that will be considered through the development permit process would include:

- ensuring an engaging built interface along both 1 Street SW and 14 Avenue SW;
- public realm enhancements within the 2.134 metre bylaw setback along 1 Street SW; and
- building massing and the relationship between any new development and the adjacent residential developments.

### **Transportation**

The site fronts onto 14 Avenue SW, which is classified as a residential street and 1 Street SW, classified as a Neighborhood Boulevard. Pedestrian connectivity to the site and within the neighborhood is provided through sidewalks adjacent to the site and to the surrounding area.

The subject site is adjacent to the current 5A (Always Available for All Ages & Abilities) cycling/wheeling network with on-street bikeways along 14 Avenue SW and 15 Avenue SW, extending to 2 Street SW, which is currently a protected on-street bikeway. The site is approximately 500 metres (eight-minute walk) from the Elbow River pathway system.

The proposed development is served by nearby Calgary Transit routes, with the northbound Route 6 (Killarney/26 Av SW) located 150 metres (two-minute walk) away on 1 Street SW and the westbound transit Route 7 (Marda Loop) located 190 metres (three-minute walk) away on 17 Avenue SW. The Victoria Park/Stampede LRT Station is also 550 metres (eight-minute walk) directly to the east of the subject site.

Vehicle access to the subject site is currently from 14 Avenue SW and will be further reviewed upon redevelopment. On-street parking is available on 14 Avenue SW, currently restricted to two or three hours, and two-hour restrictions on 1 Street SW.

The subject site is also within the 14 Avenue SW and 15 Avenue SW Mobility Improvements project which will see protected two-way bike lanes on 15 Avenue SW, and two-way traffic lanes and parking on both sides of 14 Avenue SW.

### **Environmental Site Considerations**

No environmental concerns have been identified at this time.

### **Utilities and Servicing**

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

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

Administration's recommendation 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.

### **Municipal Development Plan (Statutory – 2020)**

The subject site is situated in the Greater Downtown area as shown on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). This application is in alignment with the vision in the MDP for the Greater Downtown communities, that being mixed-use areas with high-density residential, that are vibrant destinations, connected with great streets and transit opportunities that are truly complete communities. These communities offer a variety of housing choices, diverse employment opportunities, are distinct neighbourhoods and have great public spaces for residents and Calgarians alike.

### **Climate Strategy (2022)**

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

### **Greater Downtown Plan (Non-Statutory 2021)**

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

### **Beltline Area Redevelopment Plan (Statutory – 2006)**

The subject parcel is governed by the [Beltline Area Redevelopment Plan](#) (ARP). This application meets the policies as outlined in the ARP, for example, providing high-density residential development that will create additional amenities for the community and allowing for residential uses at-grade, while limiting this use along the active commercial frontage on 1 Street SW. However, policy amendments to Part 1 are required to support this application to ensure that the east portion of the subject site is identified as part of the "Urban Mixed-Use Area" on Map 3: Land Use Concept in the ARP. An amendment is also required to Map 5:

Density Areas to allow for the entire site to be part of Area B, with an allowable maximum density of 9.0 FAR. In addition, Table 4.2: Floor Plate Size Restrictions, will be updated to allow for an 800.0 square metre floor plate specific to this site. Administration is supportive of these policy amendments, as they are in keeping with the overall policies as found within the ARP and will enable the type of development that is anticipated within Beltline.

# PROPOSED

CPC2024-0914  
ATTACHMENT 2

## BYLAW NUMBER 51P2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE BELTLINE AREA  
REDEVELOPMENT PLAN BYLAW 2P2006  
(LOC2024-0047/CPC2024-0914)**  
\*\*\*\*\*

**WHEREAS** it is desirable to amend the Beltline Area Redevelopment Plan Bylaw 2P2006, 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 Beltline Area Redevelopment Plan attached to and forming part of Bylaw 2P2006, as amended, is hereby further amended as follows:
  - (a) In Part 1, delete the existing Map 3 entitled 'Land Use Concept' and replace with the revised Map 3 entitled 'Land Use Concept' attached as Schedule A.
  - (b) In Part 1, delete the existing Table 4.2 entitled 'Floor Plate Size Restrictions' and replace with the revised Table 4.2 entitled 'Floor Plate Size Restrictions' attached as Schedule B.
  - (c) In Part 1, delete the existing Map 5 entitled 'Density Areas' and replace with the revised Map 5 entitled 'Density Areas' attached as Schedule C.
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 \_\_\_\_\_

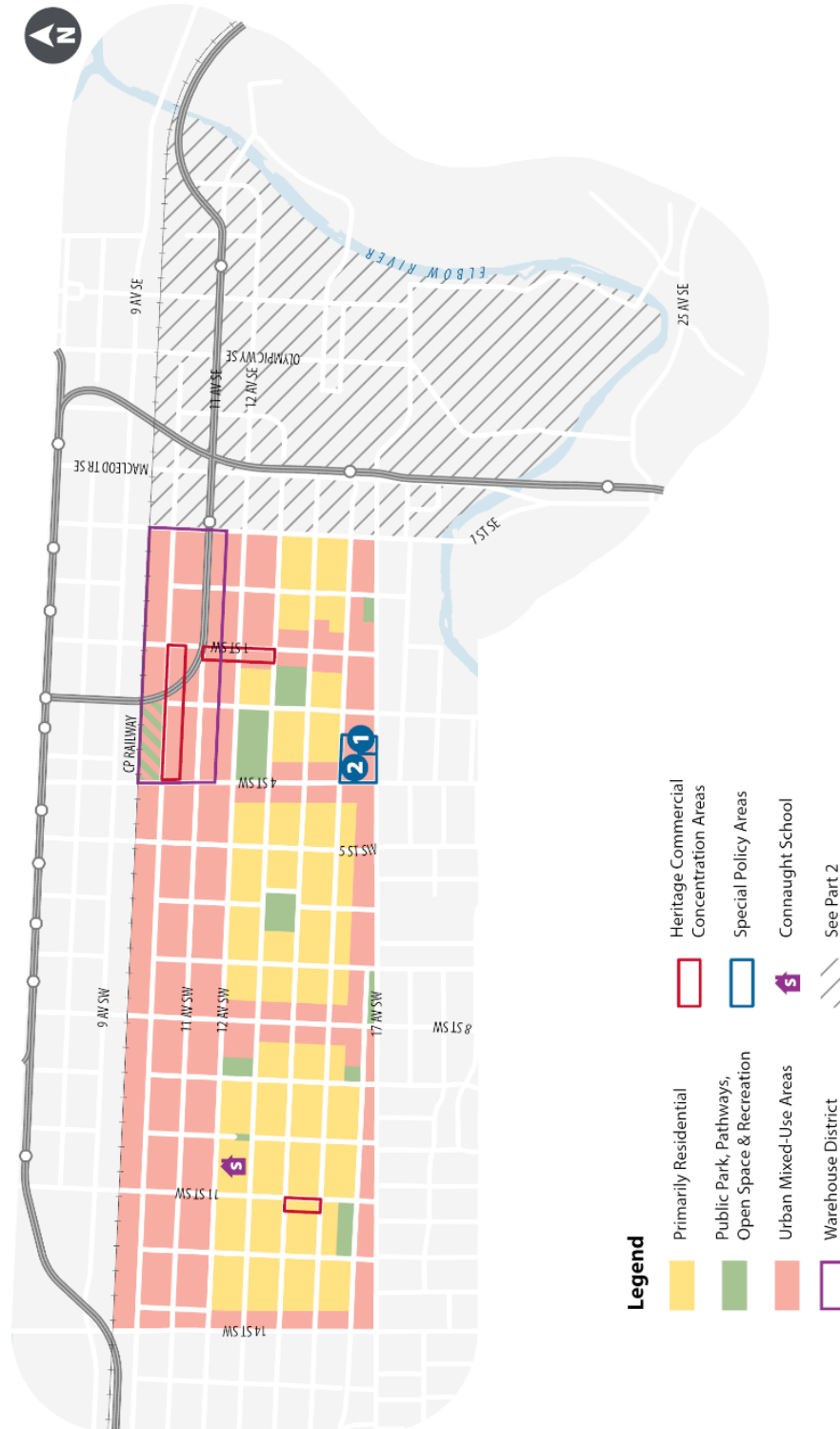
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

**BYLAW NUMBER 51P2025**

**SCHEDULE A**

### Map 3: Land Use Concept



# PROPOSED

BYLAW NUMBER 51P2025

## SCHEDULE B

**Table 4.2:** Floor Plate Size Restrictions

Primarily Residential Area		Urban Mixed-Use Areas	
Below 25 metres	No restriction	Below 36 metres	No restriction
Above 25 metres	650 square metres	Above 36 metres for a commercial floor plate	No restriction
		Above 36 metres for a residential floor plate	*650 square metres
		Above 36 metres for a residential floor plate within the area shown on <b>Map 4 Large residential floor plate policy area</b>	930 square metres

**Note:** The floor plate is measured from outside wall to outside wall, excluding any unenclosed balconies.

*\* For that parcel located at Plan 9111729, Block 1, Lots 1 to 4, the residential floor plate above 36 metres may be up to 800 square metres.*

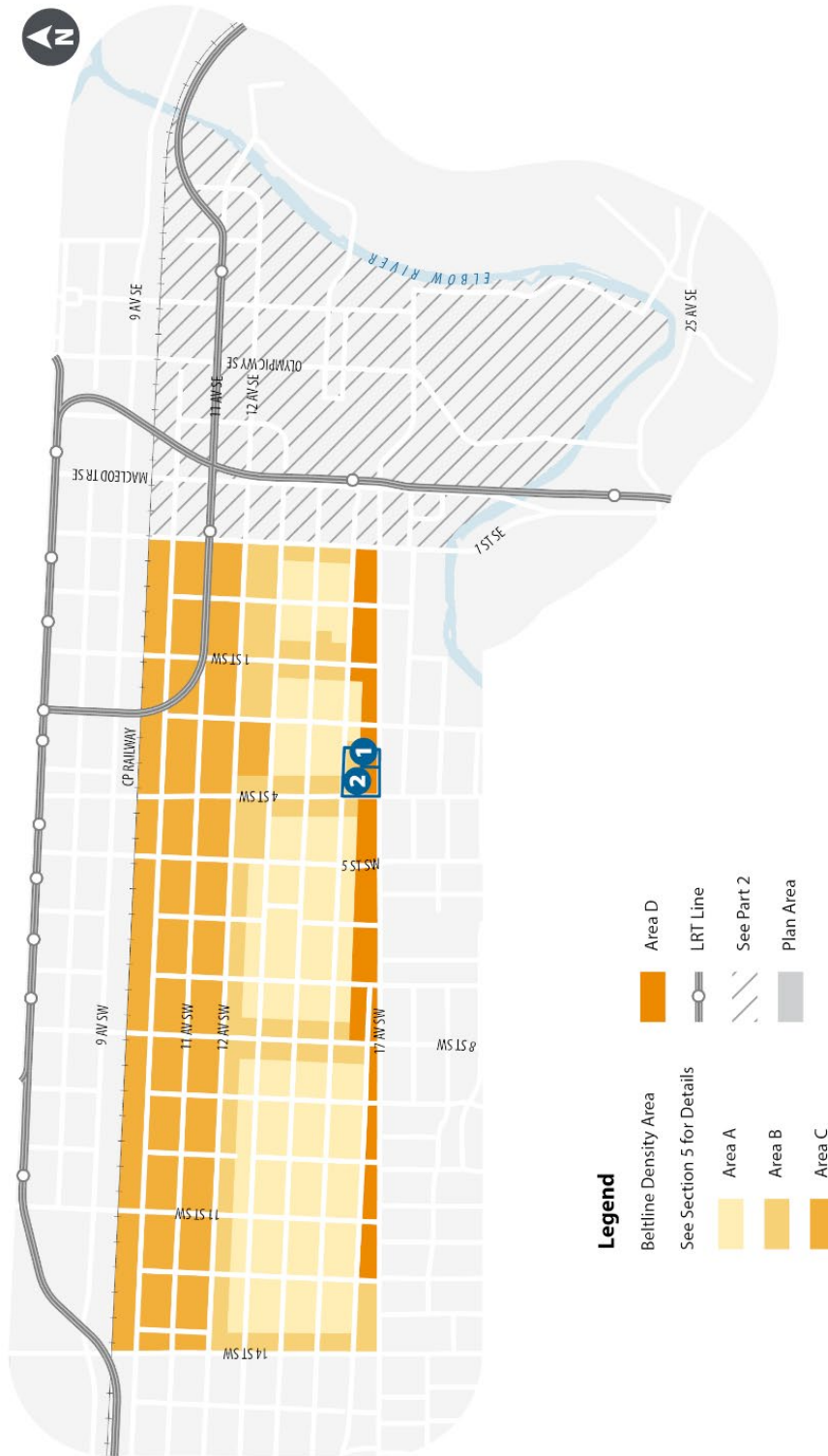


# PROPOSED

BYLAW NUMBER 51P2025

## SCHEDULE C

Map 5: Density Areas



# PROPOSED

CPC2024-0914  
ATTACHMENT 3

## BYLAW NUMBER 101D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0047/CPC2024-0914)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

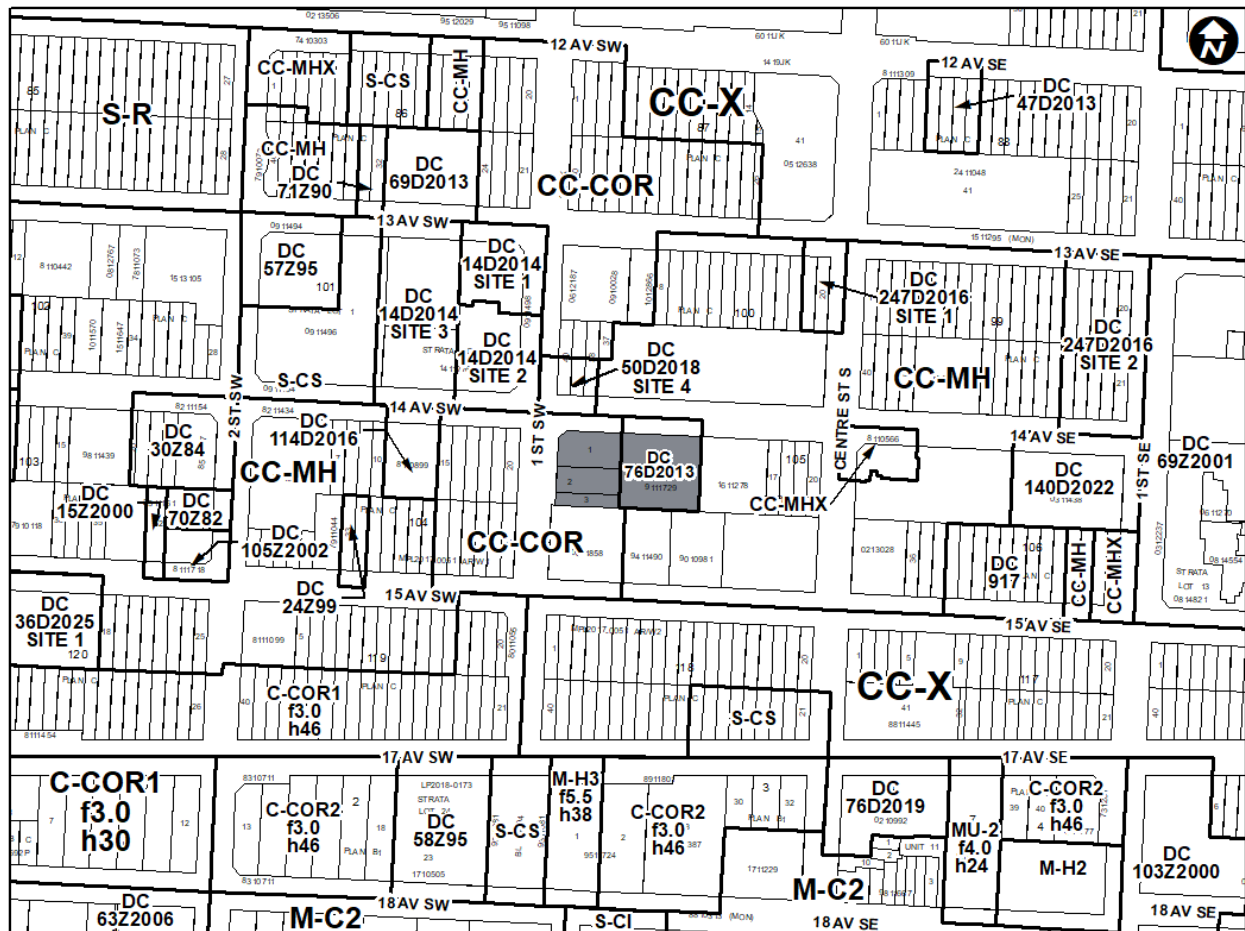
READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

**AMENDMENT LOC2024-0047/CPC2024-0914  
BYLAW NUMBER 101D2025**

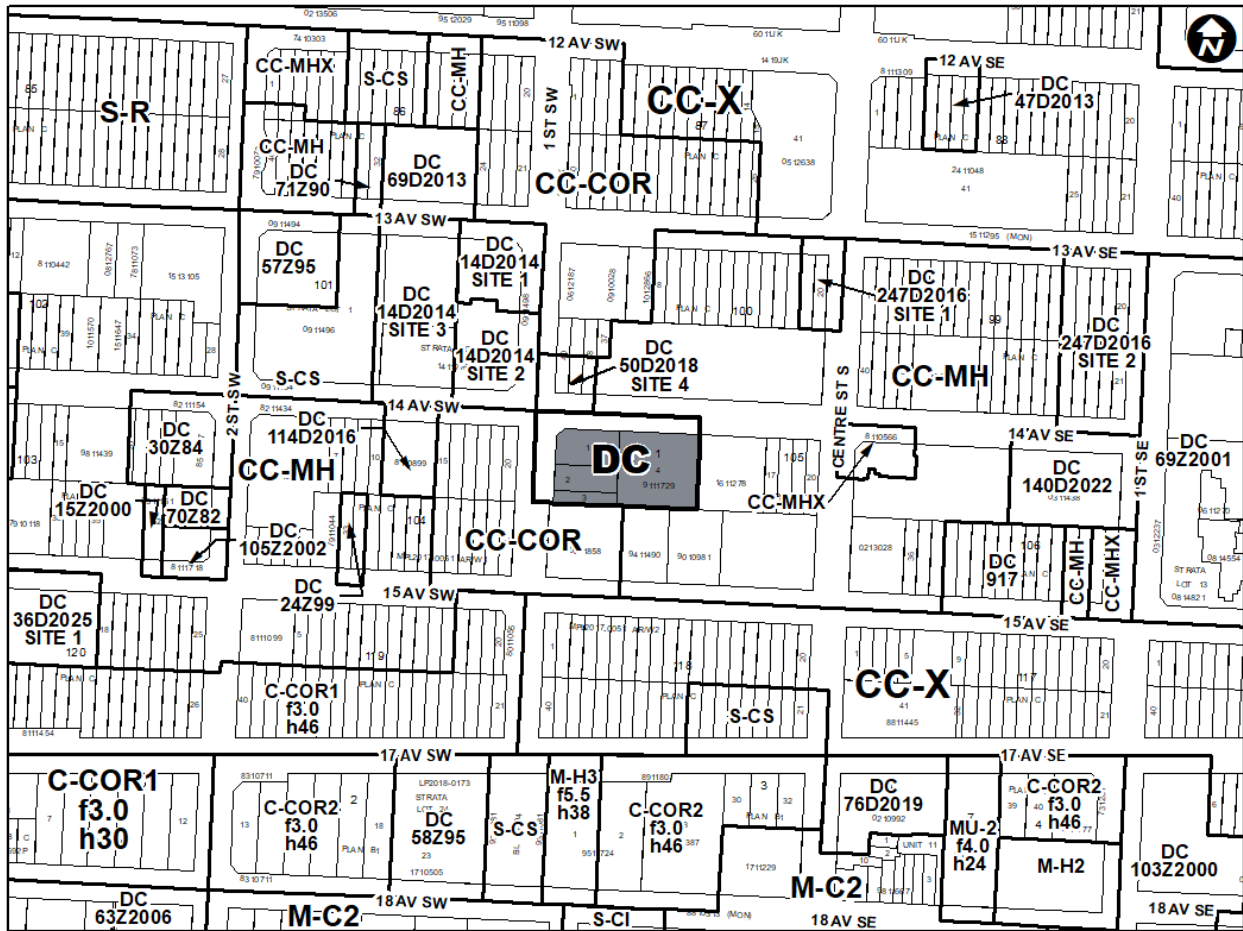
**SCHEDULE A**



# PROPOSED

AMENDMENT LOC2024-0047/CPC2024-0914  
BYLAW NUMBER 101D2025

## SCHEDULE B



## DIRECT CONTROL DISTRICT

### Purpose

1 This Direct Control District Bylaw is intended to:

- provide for high-density residential development with commercial uses at grade; and
- provide a maximum base density with the opportunity for a density bonus with the provision of public benefits and amenities within the Beltline 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 LOC2024-0047/CPC2024-0914  
BYLAW NUMBER 101D2025

## 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 as part of a **development** in order to earn additional **floor area ratio**.

## Permitted Uses

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

## Discretionary Uses

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

## Bylaw 1P2007 District Rules

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

## Floor Area Ratio

- 8 (1) For **developments** that do not contain **Dwelling Units**, the maximum **floor area ratio** is 3.0.
- (2) For **developments** containing **Dwelling Units**, the maximum **floor area ratio** is:
- (a) 3.0; or
- (b) 3.0, plus the **gross floor area** of **Dwelling Units** above the ground floor, up to a maximum **floor area ratio** of 5.0.
- (3) The total maximum **floor area ratio** referenced in subsection (2) may be increased up to a maximum of 9.0 in accordance with the **bonus provisions** contained in Schedule C of this Direct Control District Bylaw.
- (4) Unless otherwise specified, if in the event a public amenity item for which additional **gross floor area** has been achieved is no longer maintained on the **parcel**, an equivalent contribution for that additional **gross floor area** must be made to the Beltline Community Investment Fund.
- (5) Where a **development** provides **units** with three or more bedrooms in the form of **Assisted Living**, **Dwelling Units**, **Live Work Units** or **Multi-Residential Development**, the **Development Authority** may exclude the three or more bedroom **units** from the **gross floor area ratio** calculation, up to a maximum of 15 per cent of the total **units** in the **development**.

# PROPOSED

AMENDMENT LOC2024-0047/CPC2024-0914  
BYLAW NUMBER 101D2025

## Incentive Density Calculation Method

- 9 (1) The amount of additional **gross floor area** achieved by providing the requirements of the public amenity items in Schedule C are calculated as a **floor area ratio** or an incentive rate.
- (2) An incentive rate indicates that the amount of additional **gross floor area** will be calculated by dividing the cost of the provided public amenity item in Schedule C by the respective incentive rate as established by Council where the following incentive rates apply:
- (a) Incentive Rate 1 is \$285.00 per square metre.
- (3) The **Development Authority** must determine whether a proposed public amenity item is appropriate for the **development**.

## Building Orientation

- 10 (1) The main **public entrance** to a **building** must face a **property line** shared with a **street**.
- (2) Each at **grade use** facing a **street** must have an individual, direct access to the **use** from the **building** exterior and the access must face the **street**.

## Use Area

- 11 (1) The maximum **use area** for "Commercial Uses" on the ground floor is 850.0 square metres.
- (2) The maximum **public area** of a **Restaurant: Food Service Only** or **Restaurant: Licensed** is 500.0 square metres.
- (3) The following **uses** do not have a **use area** restriction:
- (a) **Addiction Treatment;**
  - (b) **Assisted Living;**
  - (c) **Custodial Care;**
  - (d) **Dwelling Unit;**
  - (e) **Hotel;**
  - (f) **Place of Worship – Small;**
  - (g) **Protective and Emergency Service;**
  - (h) **Residential Care;** and
  - (i) **Utility Building.**
- (4) Where this section refers to "Commercial Uses", it refers to the listed **permitted** and **discretionary uses** of this District, other than **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units, Home Occupation - Class 1, Home Occupation - Class 2, Hotel, Place of Worship - Small, and Residential Care.**



# PROPOSED

AMENDMENT LOC2024-0047/CPC2024-0914  
BYLAW NUMBER 101D2025

## Location of Uses within Buildings

- 12 (1) The following **uses** must not be located on the ground floor of a **building** where the **use** is facing 1 Street SW or 15 metres along 14 Avenue SW from the corner of 1 Street SW:
- (a) **Assisted Living;**
  - (b) **Catering Service – Minor;**
  - (c) **Dwelling Unit;**
  - (d) **Post-secondary Learning Institution; and**
  - (e) **Residential Care.**
- (2) A **Live Work Unit** on the ground floor of a **building** must not face 14 Avenue SW.

## Building Setbacks

- 13 (1) Unless otherwise referenced in subsection (2), the minimum **building setback** from a **property line** is zero metres.
- (2) For portions of the **building** above 36.0 metres, the minimum **building setback** from a **property line** shared with another **parcel** is 4.0 metres.
- (3) Sections 1190, 1191 and 1192 of Bylaw 1P2007 do not apply in this Direct Control District.

## Floor Plate Restrictions

- 14 Each floor of a **building** located partially or wholly above 36.0 metres from **grade** has a maximum **floor plate area** of 800.0 square metres.

## Tower Separation

- 15 The minimum horizontal separation between floors of **buildings** located partially or wholly above 36.0 metres above **grade**, containing **Dwelling Units** or **Live Work Units**, is a minimum of 24.0 metres.

## Relaxations

- 16 The **Development Authority** may relax the rules contained in Section 7 and 10 through 15 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

# PROPOSED

AMENDMENT LOC2024-0047/CPC2024-0914  
BYLAW NUMBER 101D2025

## SCHEDULE C

Table 6.1 Beltline Density Bonus Items

Item No.	Public Amenity Items
1.0	<b>INDOOR COMMUNITY AMENITY SPACE</b>  Indoor community <b>amenity space</b> is defined as floor area provided for community purposes, including, but not limited to, offices, meeting rooms, assembly spaces, recreation facilities, educational facilities, cultural facilities, daycares, and other social services.
1.1	<b>Incentive Calculation:</b>  Where a <b>development</b> provides an indoor community <b>amenity space</b> , the Incentive Rate is Incentive Rate 1.  <b>Method:</b>  Incentive <b>gross floor area</b> (square metres) = total construction cost (\$) divided by (Incentive Rate 1 (\$) multiplied by 0.75)
1.2	<b>Requirements:</b>  Provision of indoor community <b>amenity space</b> , within the <b>development parcel</b> , in perpetuity to the <b>City</b> , and in a form acceptable to the Approving Authority.
2.0	<b>PUBLICLY ACCESSIBLE PRIVATE OPEN SPACE</b>  Publicly accessible private open space is defined as outdoor open space located on the <b>development parcel</b> that is made available to the public through a registered public access easement agreement acceptable to the Approving Authority.
2.1	<b>Incentive Calculation:</b>  Where a <b>development</b> provides a publicly accessible private open space, the Incentive Rate is Incentive Rate 1.  <b>Method:</b>  Incentive <b>gross floor area</b> (square metres) = total construction cost (\$) divided by (Incentive Rate 1 (\$) multiplied by 0.75).

# PROPOSED

AMENDMENT LOC2024-0047/CPC2024-0914  
BYLAW NUMBER 101D2025

2.2	<p><b>Requirements:</b></p> <p>Provision of publicly accessible private open space on the <b>development parcel</b> in a location, form, configuration and constructed in a manner acceptable to the Approving Authority.</p>
3.0	<p><b>AFFORDABLE HOUSING UNITS</b></p> <p>Affordable housing <b>units</b> are defined as non-market housing <b>units</b> provided within the <b>development</b>, owned and operated by the <b>City</b> or a bona fide non-market housing provider recognized by the <b>General Manager</b>.</p>
3.1	<p><b>Incentive Calculation:</b></p> <p>Where a <b>development</b> provides affordable housing <b>units</b>, the Incentive Rate is Incentive Rate 1.</p> <p><b>Method:</b></p> <p>Incentive <b>gross floor area</b> (square metres) = total construction (\$) cost divided by (Incentive Rate 1 (\$) multiplied by 0.75) + <b>gross floor area</b> (square metres) of affordable housing <b>units</b>.</p>
3.2	<p><b>Requirements:</b></p> <p>Provision of affordable housing <b>units</b> within the <b>development parcel</b>, in perpetuity, in a number, location and design acceptable to the <b>City</b> or other bona fide non-market housing provider recognized by the <b>City</b>.</p>
4.0	<p><b>MUNICIPAL HISTORIC RESOURCE DESIGNATION</b></p> <p>Municipal Historic Resources are <b>buildings</b> or portions of a <b>building</b>, a site or portions of a site that are designated under the Historic Resources Act.</p>
4.1	<p><b>Incentive Calculation:</b></p> <p>Where a <b>development</b> designates a <b>building</b>, portions of a <b>building</b>, a site or portions of a site, as a Municipal Historic Resource, the Incentive Rate is Incentive Rate 1.</p> <p><b>Method:</b></p> <p>Incentive <b>gross floor area</b> (square metres) = total construction or restoration costs (\$) divided by (Incentive Rate 1 (\$) multiplied by 0.75)</p>
4.2	<p><b>Requirements:</b></p> <p>Municipal Historic resource designation includes:</p>

# PROPOSED

AMENDMENT LOC2024-0047/CPC2024-0914  
BYLAW NUMBER 101D2025

	<ul style="list-style-type: none"> <li>(a) where the <b>building</b> is listed on the Inventory of Evaluated Historic Resources;</li> <li>(b) maintain the historic resource or <b>building</b> feature in its approved location on the <b>parcel</b> or within the <b>building</b> where it is incorporated into a new <b>building</b>;</li> <li>(c) an agreement between the <b>Development Authority</b> and the developer establishing the total cost of retention of the heritage resource prior to approval; and</li> <li>(d) designation of the historic resource as a Municipal Historic Resource pursuant to the Historical Resources Act by a Bylaw approved by <b>Council</b>.</li> </ul>
5.0	<p><b>HERITAGE DENSITY TRANSFER</b></p> <p>Heritage density transfer is the transfer of unconstructed <b>gross floor area</b> from a <b>parcel</b> designated by bylaw as a Municipal Historic Resource pursuant to the provisions set out in the Historical Resources Act (the source <b>parcel</b>) to a <b>parcel</b> other than the <b>development parcel</b> (the receiving <b>parcel</b>).</p>
5.1	<p><b>Incentive Calculation:</b></p> <p>The heritage density transfer floor area in square metres is equal to the unconstructed <b>gross floor area</b> of a <b>parcel</b> as a result of designation of a <b>parcel</b> by bylaw as a Municipal Historic Resource. Unconstructed <b>gross floor area</b> is equal to the maximum allowable <b>floor area ratio</b> for that <b>parcel</b> and district, including applicable bonuses, multiplied by the <b>parcel</b> size and, subtracting the <b>gross floor area</b> of the Municipal Historic Resource.</p>
5.2	<p><b>Requirements:</b></p> <p>A heritage density transfer must include:</p> <ul style="list-style-type: none"> <li>(a) a transfer agreement that is registered on the Certificate of Title of the <b>parcel(s)</b> from which the <b>density</b> has been transferred.</li> <li>(b) a land use redesignation of the <b>parcel</b> from which the <b>density</b> has been transferred to a Direct Control District in which the allowable maximum <b>floor area ratio</b> remaining after the transfer is regulated;</li> <li>(c) a land use redesignation of the receiving <b>parcel</b> to a Direct Control in which the allowable maximum <b>floor area ratio</b> achieved through the transfer is regulated;</li> <li>(d) transfers only to receiving <b>parcels</b> located within the bonus area boundaries indicated on Map 9;</li> </ul>

# PROPOSED

AMENDMENT LOC2024-0047/CPC2024-0914  
BYLAW NUMBER 101D2025

	<p>(e) transfers only from <b>parcels</b> where legal protection through designation as a Municipal Historic Resources has been completed; and</p> <p>(f) only a one-time transfer from the <b>parcel</b> from which the <b>density</b> has been transferred to the receiving <b>parcel</b> with no further transfer possibility.</p>
6.0	<p><b>CONTRIBUTION TO THE BELTLINE COMMUNITY INVESTMENT FUND</b></p> <p>The Beltline Community Investment Fund (BCIF) will be used for projects within the Beltline related to public realm improvements, including but not limited to: park acquisition, park design, redevelopment or enhancement, streetscape design and improvements within rights-of-way, implementation of urban design strategies and public art on public land.</p>
6.1	<p><b>Incentive Calculation:</b></p> <p>Where a <b>development</b> provides a contribution to the Beltline Community Investment Fund, the Incentive Rate is Incentive Rate 1.</p> <p><b>Method:</b></p> <p>Incentive <b>gross floor area</b> (square metres) = contribution (\$) divided by Incentive Rate 1 (\$).</p>
6.2	<p><b>Requirements:</b></p> <p>A contribution must be made to the Beltline Community Investment fund for the <b>development</b>.</p>
7.0	<p><b>PUBLIC ART ON-SITE</b></p> <p>Public art is publicly accessible art of any kind that is permanently suspended, attached to a wall or other surface, or otherwise integrated into a <b>development</b>. It is privately owned and must be an original piece of art in any style, expression, genre or media, created by a recognized artist.</p>
7.1	<p>The maximum incentive <b>floor area ratio</b> for this item is 1.0.</p>
7.2	<p><b>Incentive calculation:</b></p> <p>Where a <b>development</b> provides public art – on site the Incentive Rate is Incentive Rate 1.</p> <p><b>Method:</b></p> <p>Incentive <b>gross floor area</b> (square metres) = value of the artwork (\$) divided by Incentive Rate 1 (\$).</p>

# PROPOSED

AMENDMENT LOC2024-0047/CPC2024-0914  
BYLAW NUMBER 101D2025

7.3	<p><b>Requirements:</b></p> <p>Public art – on site includes the following:</p> <ul style="list-style-type: none"><li>(a) artwork, the minimum value of which must be:<ul style="list-style-type: none"><li>(i) \$200000.00 for sites equal to or greater than 1812.0 square metres in area; or</li><li>(ii) \$5000.00 for sites of less than 1812.0 square metres in area;</li></ul></li><li>(b) the work of a recognized artist i.e. created by a practitioner in the visual arts;</li><li>(c) a location in a publicly accessible area; and</li><li>(d) a minimum of 75.0 per cent of the artwork located either:<ul style="list-style-type: none"><li>(i) outdoors, at <b>grade</b> and visible from the public sidewalk; or</li><li>(ii) on the <b>building's</b> exterior and visible from a public sidewalk.</li></ul></li></ul>
-----	---



# Applicant Submission

April 7, 2025

510-255 17 Ave SW Calgary AB T2S 2T8  
(403) 228-1336  
www.o2design.com

# O2

## Applicant Submission

On behalf of Western Securities Limited, O2 is proposing to redesignate four parcels located at 125 14 Avenue SW, 1410 1 Street SW, 1410 1 Street SW and 1412 1 Street SW from a Direct Control (76D2013) and CC-COR to a Direct Control based on Centre City Commercial Corridor District (CC-COR). Redesignation of the subject site will enable a multi-residential development in an area well-served by transit and community amenities.

### Site Context

The subject site is located west of Centre Street, south of Downtown Calgary and north of 17<sup>th</sup> Avenue (150 metres). The site is currently occupied by a two storey office building, a four-storey office building and a surface parking lot. The site is located adjacent to the Chocolate building by Battistella, and the surrounding area is characterized by a mixture of low density and high-density mixed-use buildings, including the Findlay Apartments, 1<sup>st</sup> Street Market and Haultain Park. The site is well-served by transit, with nearby access to the Victoria Park LRT Station (550m) east on Macleod Trail. Bus connections are available west on 1 Street SW and south on 17 Avenue, providing broader connections to Downtown Calgary, Scotiabank Saddledome, and Crowchild Trail. On-street cycling is available on 14<sup>th</sup> and 15<sup>th</sup> Avenue with connections to 2<sup>nd</sup> Street, supporting active travel to everyday destinations such as Lindsay Park and the Elbow River pathway. Future intensification on the site will benefit from nearby destinations such as Downtown Calgary, the BMO Centre and retail/commercial amenities on 17 Avenue, creating opportunities for individuals to take transit, cycle or walk to work. Broader amenities such as Central Memorial Park are located north, with access to the Bow River and the MNP Community & Sport Centre to the south to support active travel and recreation.

### Policy Framework

The subject site is regulated by the Beltline Area Redevelopment Plan (ARP) which designates the site 'urban mixed-use area' and 'primarily residential' area. Urban mixed-use areas are envisioned to create a vibrant pedestrian realm and allow a variety of building forms including towers with or without commercial uses (Policy 4.3). Primarily residential areas are envisioned to support a mix of residential built forms, ensuring compatibility of adjacent uses to create vibrant, active streets (Policy 4.2). In addition, the site is identified within Part 11, Division 7: Rules Governing Centre City Bonus Overlays, with two different maximum densities of 7.0 FAR and 9.0 FAR. An amendment to the Beltline ARP is required to achieve a maximum of 9.0 FAR across the entirety of the site. Future redevelopment is consistent with the spirit of the ARP, proposing high-density residential development with supporting commercial uses to increase the housing supply in a well-connected, vibrant area of the Beltline.

### Proposed Land Use Amendment

The site is currently designated Direct Control (76D2013) and CC-COR which allows multi-residential development and complementary uses. To achieve the development vision, a land use amendment is required to re-designate the site to a Direct Control (DC) district based on the CC-COR district. CC-COR (Centre City Commercial Corridor District) was selected as the most appropriate district to implement both commercial and residential uses with the fewest relaxations. A Direct Control district is required to implement the bonus density structure outlined in the Beltline ARP along with establishing the location of the tower development on the site. The land use and policy amendment will enable a comprehensive mixed-use residential development that will activate 1 Street and 14 Avenue, and provide more housing near transit, amenities, and employment.

---

510-255 17 Ave SW Calgary AB T2S 2T8  
(403) 228-1336  
www.o2design.com



The proposed development aligns with the objectives of the ARP, supporting a variety of building forms to provide a range of housing types and unit sizes to meet the needs of a diverse urban population. The proposed redesignation unlocks the development potential of a strategic site one block north of 17 Avenue with nearby access to Downtown Calgary and key destinations within the inner city. Increasing density on the subject site will further support retail and commercial businesses located on 17 Avenue, including the proposed ground floor retail/commercial on site, enabling residents to access daily needs within their own communities. The proposed land use redesignation will enable a contextually appropriate development to increase the housing stock in the Beltline and enable a high quality multi-residential development.

### **Conclusion**

In summary, the proposed land use and policy amendment will enable a development that will:

- Implement the policy vision of the Beltline Area Redevelopment Plan, increasing multi-residential development in the inner city of Calgary.
- Provide complementary commercial uses to support the immediate neighbourhood and encourage pedestrian activity and natural surveillance.
- Increase available housing supply with new residential units in an area well-served by transit and community amenities.
- Increase density while mitigating GHD emissions due to availability of transit and active infrastructure.
- Provide supporting commercial uses to activate the streetscape and enhance the existing pedestrian experience and public realm for visitors and residents.

# Applicant Outreach Summary

April 7, 2025

## **Outreach Summary- LOC2024-0047**

O2 implemented a targeted outreach strategy to share details of the proposed land use application, receive feedback from interested stakeholders and implement revisions to the proposed application. Community Outreach has remained a continuous effort throughout the land use application process to ensure information was updated and project updates were shared.

The following engagement tactics were implemented:

- Notice Posting
- Meeting with the Beltline Neighbourhoods Association

## **Public Notice Posting**

A public notice board was posted on the subject site in compliance with the City's notice posting standards. The posting included contact information for the project team, enabling the public to provide direct feedback on the proposed redesignation to the applicant.

## **What we Heard**

We received one phone call for an on-site tenant, requesting information about the application. Project information was shared with the individual, and overall comments were neither for nor against the application, but more process focused.

## **Meeting with the Beltline Neighborhood's Association**

The Beltline Neighbourhood Association has a Development Committee that reviews and provides comments on land use matters throughout the Beltline. A virtual meeting was held with O2 Planning & Design and Hindle Architecture to present the proposed application, collect feedback, and answer questions.

Meeting –March 26, 2024

## **What we Heard**

- Positive support for the application, and a general enthusiasm to see the site redeveloped.

- Requested commercial tenants that would add value to the neighbourhood and support activation of 1 Street.
- Supportive of the development vision including the tower placement to mitigate shadowing and create a strong interface between adjacent buildings.
- Other comments related to Development Permit included support for the proposed unit mix, specifically encouraging 3-bedroom units and the proposed wrap around commercial space on both 1 Street and 14 Avenue.

#### **How the Application Responds to Comments**

- To date, feedback has been very positive with comments related to the application process and timing for a development permit application.
- Specific design questions will be managed through the detailed design phase of the future Development Permit application.
- Given the limited comments received on the application, no changes were made to the land use application.

**Land Use Amendment in Shaganappi (Ward 8) at 1408 – 33 Street SW, LOC2024-0278**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.05 hectares  $\pm$  (0.13 acres  $\pm$ ) located at 1408 – 33 Street SW (Plan 2084GQ, Block 4, Lot 15) from Multi-Residential – Contextual Medium Profile (M-C2) District to Mixed Use – General (MU-1f4.0h24) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MAY 22:**

That Council give three readings to **Proposed Bylaw 106D2025** for the redesignation of 0.05 hectares  $\pm$  (0.13 acres  $\pm$ ) located at 1408 – 33 Street SW (Plan 2084GQ, Block 4, Lot 15) from Multi-Residential – Contextual Medium Profile (M-C2) District to Mixed Use – General (MU-1f4.0h24) District

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for mixed-use development up to six storeys in height.
- The proposal allows for flexibility in building height and residential density and allows for a broad number of uses to locate on the site in alignment with the policies of the *Municipal Development Plan* (MDP) and the *Westbrook Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would enable more housing and commercial opportunities adjacent to an established Light Rail Transit (LRT) station.
- Why does this matter? The proposal enables the development of additional dwelling units and a more efficient use of existing infrastructure and nearby amenities.
- A development permit for 43 dwelling units has been submitted and is under review.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This application, in the southwest community of Shaganappi, was submitted by O2 Planning and Design on behalf of the landowner, 2654482 Alberta Ltd. (Marc Heinke), on 2024 November 13. This application proposes to redesignate the site from Multi-Residential – Contextual Medium Profile (M-C2) District to Mixed Use – General (MU-1f4.0h24) District that can accommodate a mix of residential and/or commercial uses in the same building in a way that is sensitive to the local area. A development permit (DP2025-00969) for a multi-residential developments with 43 dwelling units was submitted on 2025 February 20 and is under review.

The site is approximately 0.05 hectares (0.13 acres) in size and is located on the east side of 33 Street SW, just south of Bow Trail SW. It is approximately 50 metres (a one-minute walk) east of the Westbrook LRT Station. The parcel is currently undeveloped.

**Land Use Amendment in Shaganappi (Ward 8) at 1408 - 33 Street SW, LOC2024-0278**

As indicated in the Applicant Submission (Attachment 2), the proposal is in alignment with the policies of the LAP, which supports increased housing diversity in an area that is well-served by transit.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the respective community association was appropriate. In response, the applicant discussed the proposal via e-mail with the Ward 8 Councillor, met with the Shaganappi Community Association (CA) and hosted a virtual engagement session open to the public on 2025 April 24. The Applicant Outreach Summary can be found in Attachment 3.

**City-Led Outreach**

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

No public comments were received at the time of writing this report. The CA provided a letter on 2025 April 28 (Attachment 4). This letter neither supports nor objects to the land use application but summarizes the public engagement event undertaken by the applicant and highlights their desires for a successful development permit as well as concerns about the development permit currently under review. These concerns include:

- size and scale of building proposed on the subject site;
- lack of clarity about units being considered affordable housing; and
- size of units proposed.

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

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



**Land Use Amendment in Shaganappi (Ward 8) at 1408 - 33 Street SW, LOC2024-0278**

---

**IMPLICATIONS**

**Social**

The proposed MU-1f4.0h24 District would allow for additional housing choices and commercial amenities which may accommodate the evolving housing needs of different age groups, lifestyles and demographics.

**Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies is being explored and encouraged through the review of the development permit.

**Economic**

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

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response
5. **Proposed Bylaw 106D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is in the southwest community of Shaganappi. The site is approximately 0.05 hectares (0.13 acres) in size and is approximately 15 metres wide and 33 metres deep. It is located just south of Bow Trail SW and bounded by 33 Street SW to the west, laneways to the north and east and a similarly sized parcel to the south, developed with a single detached dwelling and detached garage.

Surrounding development east and south of the site consists of a mix of low and multi-residential developments designated Multi-Residential – Contextual Medium Profile (M-C2) District. The three parcels located immediately north of the laneway adjacent to the subject site are designated Multi-Residential – High Density Low Rise (M-H1) District. Various other consolidated Mixed Use – General (MU-1) District parcels are located south of the subject site nearer to the commercial retail area of 17 Street SW, a Neighbourhood Main Street. West of 33 Street SW are large parcels under various Direct Control (DC) Districts, which support transit-oriented development (TOD) adjacent to the Westbrook Light Rail Transit (LRT) Station.

There are major infrastructure and development influences in the area including the following:

- the Westbrook LRT Station and Westbrook Calgary Public Library branch located 75 metres (a one-minute walk) west of the subject site across 33 Street SW;
- Westbrook Mall, a large commercial centre located approximately 260 metres (a four-minute walk) west of the site; and
- Bow Trail SW, a well-used arterial street located approximately 50 metres (a one-minute walk) north of the site.

## Community Peak Population Table

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

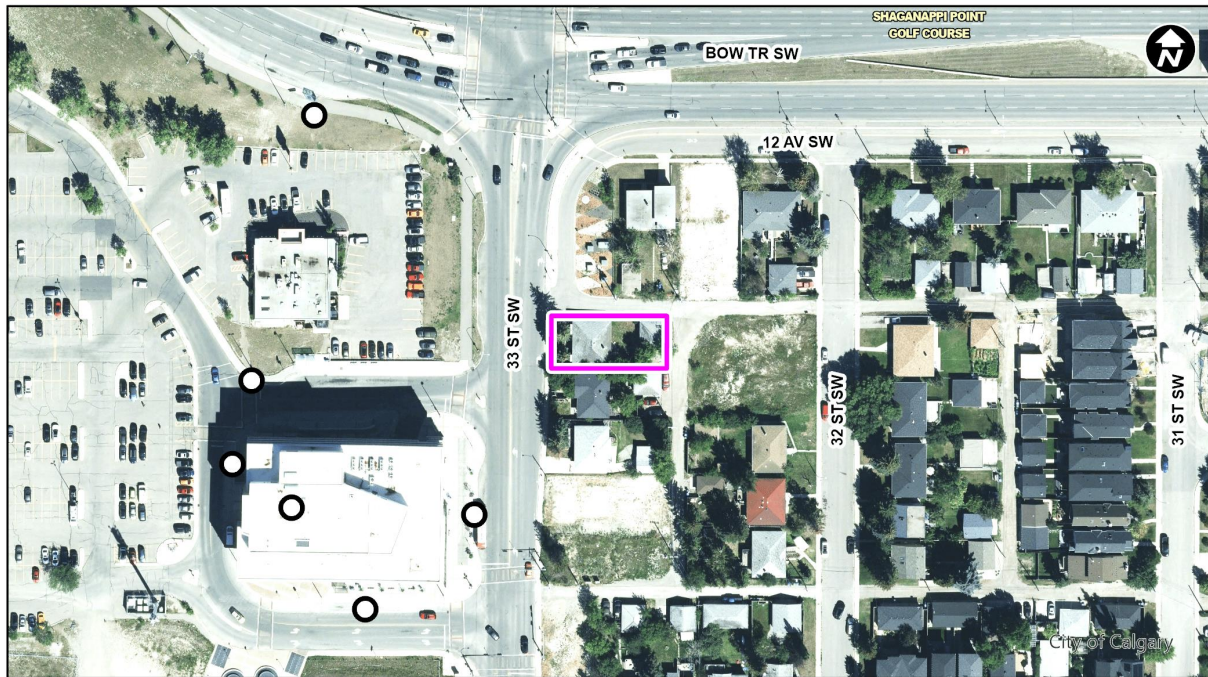
<b>Shaganappi</b>	
Peak Population Year	1969
Peak Population	2,132
2019 Current Population	1,626
Difference in Population (Number)	- 506
Difference in Population (Percent)	- 23.7%

Source: *The City of Calgary 2019 Civic Census*

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







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing M-C2 District provides for multi-residential development in a variety of forms with medium height and density. The M-C2 District is typically located at community nodes or transit and transportation corridors and nodes and in close proximity to, or adjacent to, low density residential development. The maximum height allowed is 16.0 metres (three to five storeys), the maximum floor area ratio (FAR) is 2.5.

The proposed MU-1f4.0h24 District is intended to accommodate a mix of residential or commercial uses, either in separate buildings or in the same building, and does not require commercial uses to be located at grade facing a commercial street. The application proposes an FAR modifier to allow for a maximum FAR of 4.0 (approximately 2,076 square metres) and a maximum height of 24 metres (approximately six storeys). There is no density modifier proposed.

### Development and Site Design

The rules of the proposed MU-1f4.0h24 District would provide guidance for development of the site including appropriate uses, building height, landscaping, parcel coverage and parking.

Other key factors that are being considered during the review of the development permit application include the following:

- building massing adjacent to lower density residential parcels;
- façade treatment along 33 Street SW;
- shadowing, overlooking and privacy; and
- residential amenity space.

While the proposed maximum FAR of 4.0 and maximum building height of 24 metres provide for an appropriate intensification of this site, the MU-1 District rules also include setbacks on sites located adjacent to low density residential land and allow for a transitional building height.

A 2.134 metre public realm setback also applies to this section of 33 Street SW and will be reviewed through the development permit. These setbacks are intended to accommodate public realm improvements, pedestrian environment improvements and context-specific mobility improvements. While there is no front setback requirement in the MU-1 District, all future development is obligated to be set back 2.134 metres from the existing front property line to accommodate the required public realm setback.

### **Transportation**

The existing Westbrook LRT Station is located approximately 50 metres west of the subject site (a one-minute walk). This station also services Route 111 (Old Banff Coach Road) and Route 9 (Dalhousie Station/Chinook Station). Additional existing Calgary Transit bus stops are available approximately 360 metres south of the site (a six-minute walk) for Route 2 (Mount Pleasant/Killarney 17 Av SW) and 698 (17 Av/Western Canada/St. Mary's).

A sidewalk is available for pedestrians along the west boundary of the subject site. Cyclists are accommodated through a regional off-street pathway located on the western side of 33 Street SW and an on-street bikeway on 33 Street SW connects the Neighbourhood Greenway on 14 Avenue SW to a bicycle lane on 12 Avenue SW.

A Parking Study was submitted and accepted by Administration. Provision of parking will be considered during the review of the development permit.

### **Environmental Site Considerations**

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

### **Utilities and Servicing**

Public water, sanitary and storm utilities exist adjacent to the site. Servicing requirements will be determined at the time of development.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within the Developed Residential – Inner City Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The Inner City Area comprises residential communities that were primarily subdivided and developed prior to the 1950s. Key features of these areas are a grid road network, older housing stock in the form of low to moderate housing densities and a finer mix of land uses along many of the edge streets. The applicable MDP policies encourage redevelopment and modest intensification of inner city communities to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience. The application is generally in alignment with applicable policies of the MDP.

### **Calgary Climate Strategy (2022)**

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

### **Westbrook Communities Local Area Plan (LAP) (Statutory – 2023)**

The subject site is located within the [Westbrook Communities Local Area Plan](#) (LAP). The site is classified as Neighbourhood Flex (Map 3: Urban Form) and a Low Building Scale (Map 4: Building Scale), which allows for building up to six storeys. The Neighbourhood Flex classification in the is characterized by a mix of commercial and residential units, with buildings oriented to the street. The public realm and built form are designed to support frequent pedestrian interaction with the buildings and a moderate to high volume of pedestrian movement along the street. As such, vehicle-oriented uses are discouraged in locations such as this, which has a high level of pedestrian activity and is within the Westbrook LRT Station area. The application as proposed is in alignment with the policies of this LAP.

Further, the site is located within the Westbrook Transit Station Area, classified as Westbrook Transition Zone. Transit station areas are intended to provide a concentration of private and public amenities supported by high density and high levels of pedestrian activity. Development is expected to be designed to accommodate a high level of activity through a wide variety of uses, activities and mobility options. A specific policy applicable to this site is that loading and servicing areas should be located at the rear of buildings and screened from public streets and higher activity private streets. Additionally, new surface parking areas should not be provided adjacent to 33 Street SW.



# Applicant Submission

2025 January 21

O2 Planning & Design (O2) proposes to redesignate the parcel located at 1408 33 Street SW to a Mixed Use – General (MU-1f4.0h24) land use district to enable a 6-storey multi-residential development near transit in the community of Shaganappi. Future development of the site will increase housing diversity and provide transit-oriented development in proximity to the Westbrook transit station area and increase housing options in a dynamic and thriving neighbourhood.

A previous land use application was submitted in 2020 (LOC2020-0147) which proposed a land use amendment to enable a 7-storey multi-residential development. At the time, the detailed design required custom rules through a Direct Control to enable a reduction in parking. Since that time, the application scope has changed slightly proposing the use of a stock district to achieve a 6-storey multi-residential development with the understanding zero parking will be provided and a development permit will be submitted to demonstrate detailed design.

The subject site is currently occupied by a single detached dwelling and bound by a private lane directly north and south with 33 Street directly west. The broader area is characterized by single detached dwellings south and east of the site, vacant parcels that have received redesignations directly south, Bow Trail located north and the Westbrook Transit Station Area and the Nicholls Family Library directly west of the site. The subject site is located within 50 metres of the Westbrook Transit Station Area, the Westbrook Mall and other everyday amenities required to support everyday living. On-street cycling routes are provided along Bow Trail and 12 Avenue SW to connect to the LRT Station, with additional routes provided on 14 Avenue SW to support everyday travel to access amenities, employment and broader community destinations. Walking pathways are provided along 33 Street to access commercial/retail shops located south on 17 Avenue SW, the Killarney Aquatic & Recreation Centre or the crosswalk to access the Westbrook Mall. A variety of amenities are located in proximity to the site to support the needs of existing and future residents.

The subject site is regulated by the Westbrook Local Area Plan (LAP) identified under the “Neighbourhood Flex” urban form category. The site is further identified as “Low” building scale modifier, supporting up to 6 storeys of development. Neighbourhood Flex areas are designed to support pedestrian interaction with the buildings and a moderate to high volume of pedestrian movement along the street. Future multi-residential development in this area will benefit from proximity to the Westbrook transit station area, providing access to transit to support everyday needs. Future redevelopment of the subject site complies with the Westbrook LAP and does not require a policy amendment.

The subject site is designated Multi-Residential-Contextual Medium Profile (M-C2) in the Land Use Bylaw, enabling multi-residential development with a maximum building height of 16.0 metres and a density of 2.5 floor area ratio (FAR). To achieve the desired transit-oriented development in alignment with the Neighbourhood Flex designation of the Westbrook LAP, a land use amendment is required. The stock district of Mixed Use – General (MU-1) was selected as the most appropriate district with a maximum building height of 24 metres and a maximum density of 4.0 FAR. The proposed land use will enable a transit-oriented multi-residential development that will diversify available housing options and provide housing choice for those interested to live near transit areas. Given the transit-oriented nature of the site, zero parking will be provided on site. A semi-concurrent development permit will be submitted to demonstrate the future design of the site and how the MU-1 rules can be applied to achieve the desired 6-storey built form.

In summary, the proposed land use enables a development that will:

- Increase housing supply and diversity within 50 metres of the Westbrook LRT, an identified Primary Transit Hub.
- Provide multi-residential development that complies with the vision and building scale of the Westbrook Local Area Plan.
- Activate the Westbrook transit station area by providing increased housing options near transit.

# Applicant Outreach Summary

2025 April 24

## **Outreach Strategy**

O2 implemented an outreach strategy to share details of the proposed land use amendment application, receive feedback from interested stakeholders, and considered revisions to the proposed application. The following engagement tactics were implemented:

- Postcard Circulation
- On-Site Public Notice Posting
- Virtual Information Session

### On-Site Notice Posting

Consistent with the City's notice-posting requirements, one large-format public notice sign was installed on site January 28, 2025, and has remained in place since that date. No comments have been received regarding the notice posting.

### Postcard Circulation

Approximately 50 postcards were distributed to neighbouring residents in advance of the virtual information session coordinated for adjacent residents surrounding the subject site. The postcards outlined the proposed land use redesignation, the active development permit application and advertised the virtual information session for attendees to register.

### Shaganappi Community Virtual Meeting (Virtual)

*April 24, 2025*

On Thursday April 24 2025, a virtual information session was held where 5 out of the 7 Shaganappi Community Association members attended, in addition to five additional neighbourhood residents. O2 provided a presentation with an overview of the proposed Land Use Application and DAAS Architecture, the applicant for the Development Permit provided an overview of the application. The session concluded with a question-and-answer period whereby attendees could ask questions of the planning team, architecture team and ownership group. Contact information for the project team was shared with attendees following the meeting.

## **What We Heard**

The main comments outlined during our Public Outreach included:

- Concurrent timing of the Land Use and Development Permit Application
- What has changed from the previous land use application that was submitted in 2020
- Concern regarding if the site was over-built under the MU-1 district
- Questions regarding unit styles and the intended demographic
- Building amenities including bike storage, and laundry facilities
- Potential for future consolidation with adjacent parcels, and
- Questions regarding ultimate tenure and market price points.

## Responses to Outreach Feedback

The revised application responds to feedback received through engagement with the Shaganappi Community Association, area residents, and City Administration. Key comments focused on the concurrent timing of the Land Use and Development Permit applications, changes from the 2020 submission to now in 2024, the proposed MU-1 district, intended demographics, and the potential for consolidation with adjacent parcels. Additional comments related to detailed building design, unit composition, and site access, were received for information and will be reviewed through the development permit process.

**Application Timing:** The Land Use Amendment (LOC2024-0278) and Development Permit (DP2025-00969) applications were submitted semi-concurrently to support a streamlined review process. This approach allows Administration and stakeholders to consider the proposed built form alongside the planning rationale.

**Project Updates:** The current application builds on a previous 2020 proposal (LOC2020-0147), which proposed a Direct Control district to accommodate a 7-storey development with reduced parking. In response to updated policy alignment and feedback, the revised application utilizes a standard MU-1 stock district to facilitate a 6-storey development, removing the need for a custom Direct Control District.

**Choice for MU-1 Stock District:** The mixed-use districts are intended to support buildings typically between 4-6 storeys with no more than 10 storeys with street oriented design. Given the transitional context of the site, with a nearby transit station as well as local area policy that supports up to 6 storeys of mixed use or multi-residential development, we believe the chosen MU-1 land use district is appropriate for the site. When considering alternative land use districts that would allow for 6 storey multi-residential development, MH-1 would be an alternative, however the required setbacks would severely restrict the developability of the site and would not achieve the landowners intended vision of 6 storey multi-residential development.

**Intended Demographic:** The proposed development is envisioned for smaller designed to offer a more affordable living option for individuals who require housing near major transportation infrastructure. The site's location within 50 metres of the Westbrook Mall and LRT Station make it ideal for residents who prioritize mobility and urban convenience.

**Building Amenities:** Building amenities will be further detailed and addressed through the Development Permit (DP2025-00969) process. At this time, a rooftop amenity space is proposed on site.

**Potential for Lot Consolidation:** While the property owner explored the possibility of acquiring adjacent parcels, this was ultimately not feasible. As a result, the development has been focused on the property under ownership at 1408 33 Street SW, with thoughtful design aimed at making the most efficient use of the site.

# Community Association Response

2025 April 28

On behalf of the Shaganappi Community Association, I'm writing to thank you and the O2 team for hosting a successful and transparent engagement session on Thursday night (April 24, 2025).

The meeting was successful for us in that we had all critical stakeholders attend. While no individual area residents attended, significant adjacent property interests, 5 of 7 our development committee members, a representative of the Ward 8 office, the landowner, the project proponent and the architects all participated in a session that was transparent on both sides.

Specifically, the session allowed the CA an opportunity to:

- be clear on its opposition to a building of this size and scale on this 50 x 111 ft lot
- provide updated area context and additional market information to the applicant concerning additional area competition in their market.

Since the last application made by the same proponent at this site, the community has seen new basement suites of better design that we see here in almost every new build in our LAP neighbourhood local areas (including elements of 76 open applications in Shaganappi). In addition we have competing new affordable housing projects proposed by Onward (60 units LOC2025-0062) a few blocks east, and an approved Closer to Home (18 units, office and commercial DP2021-3051) across the street.

Consequently, we had an opportunity rebut the applicant's assertions of affordability specific to their project (a non-planning consideration) by demonstrating our prior support for competing projects that do not leave the poor living poorly, as we anticipate here, in ~300 sq feet units, in Shaganappi.

- confirm the applicant's intention to announce and defend the concurrent Development Permit ("DP"). Specifically, to execute, without any changes, on a land use requiring immediate and significant DP relaxations without incorporating input from affected parties
- confirm that the restrictions of the very small site have been partially self-imposed as a result of a unsuccessful negotiation with Truman Homes, at Truman's original initiative, to work to consolidate the single lot immediately to the south
- accept that the land use redesignation is effectively irrelevant to the larger issue of the applicant presenting a DP that will be unworkable within the appropriate constraints of the Land Use Bylaw, effectively backing into an outcome that effectively would be a Direct Control district, without an acceptable DC rationale

The engagement was therefore constructive in that it allowed the Shaganappi Community Association to:

- to now withdraw our objection to the land use change and now rely on the Development Authority to appropriately evaluate the proposal for significant relaxations on their merit, and at a minimum against the criteria otherwise used for Direct Control Districts
- to see no merit in meeting with the applicant or their advisors again, unless there is change to an already pre-anchored position on the DP

Mike Wilhelm  
President, Shaganappi Community Association

# PROPOSED

CPC2025-0470  
ATTACHMENT 5

## BYLAW NUMBER 106D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0278/CPC2025-0470)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

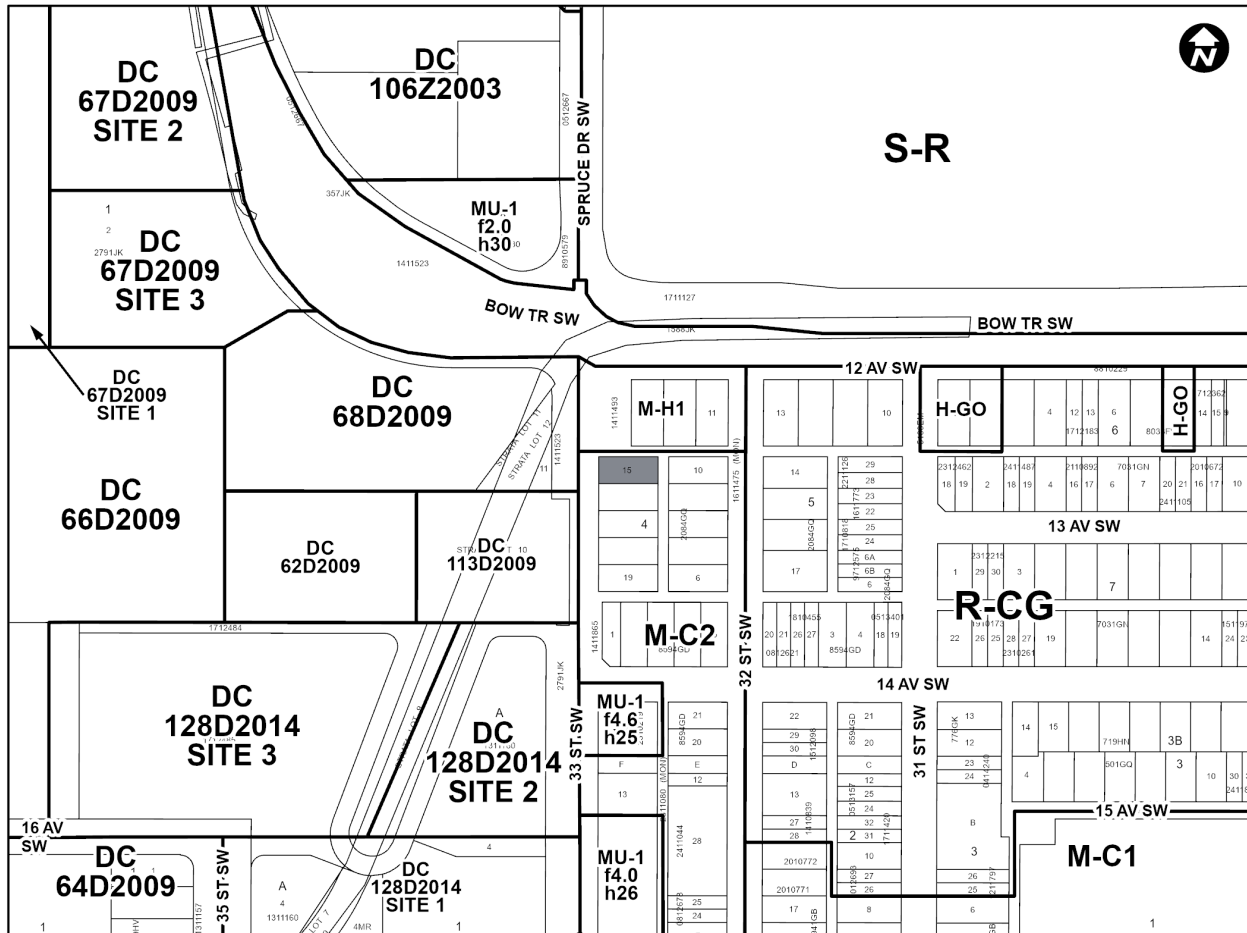
\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_



# PROPOSED

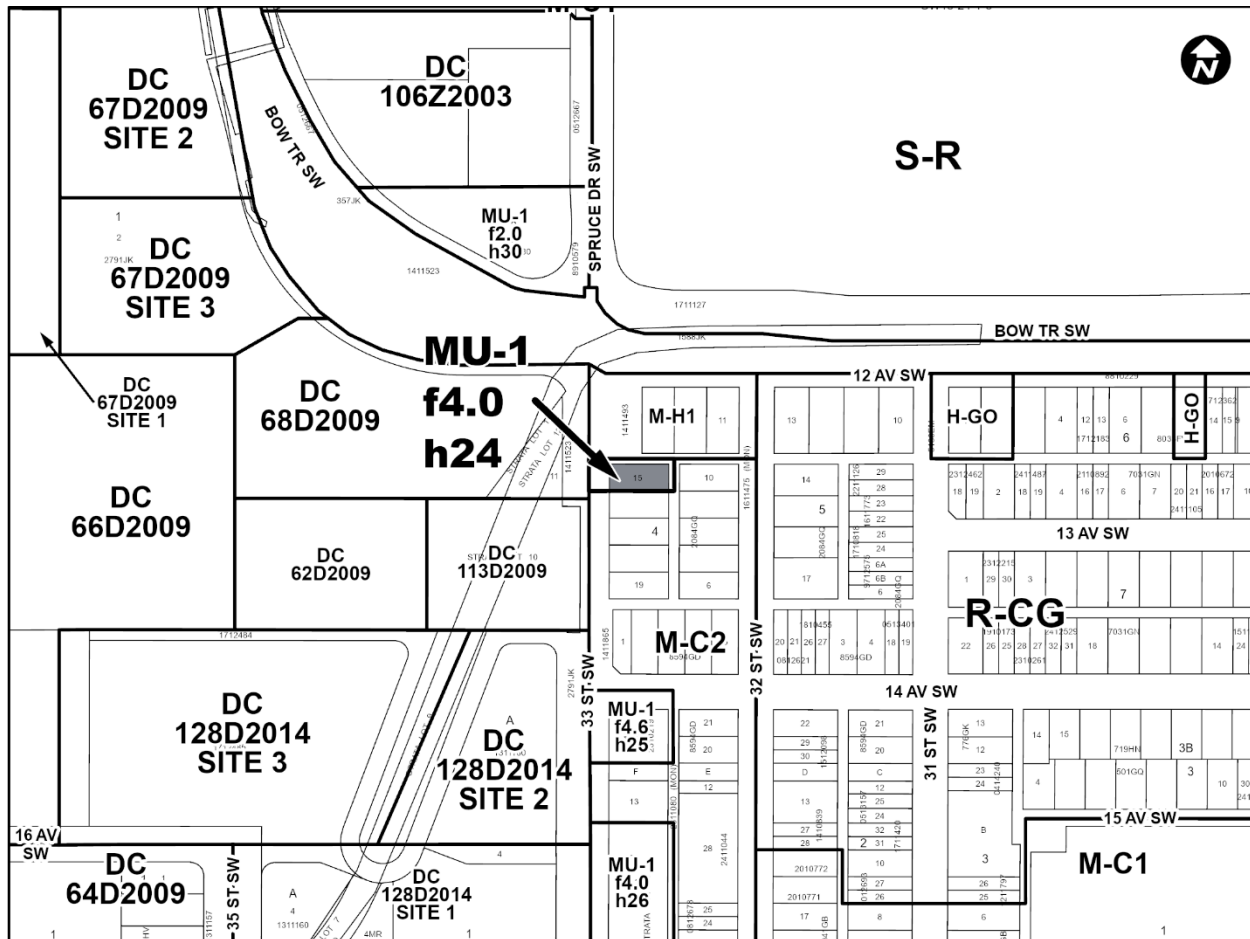
AMENDMENT LOC2024-0278/CPC2025-0470  
BYLAW NUMBER 106D2025

## SCHEDULE A



**AMENDMENT LOC2024-0278/CPC2025-0470  
BYLAW NUMBER 106D2025**

**SCHEDULE B**



**Land Use Amendment in Bankview (Ward 8) at multiple addresses, LOC2024-0144**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.46 hectares  $\pm$  (1.14 acres  $\pm$ ) located at 1920, 1924, 1928, 1932, 1936, 1940, 1944 and 1948 – 26 Avenue SW (Plan 8997GC, Block 17, Lots 5 to 12) from Residential – Grade-Oriented Infill (R-CG) District to Direct Control (DC) District to accommodate minimum density, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council give three readings to **Proposed Bylaw 117D2025** for the redesignation of 0.46 hectares  $\pm$  (1.14 acres  $\pm$ ) located at 1920, 1924, 1928, 1932, 1936, 1940, 1944 and 1948 – 26 Avenue SW (Plan 8997GC, Block 17, Lots 5 to 12) from Residential – Grade-Oriented Infill (R-CG) District to Direct Control (DC) District to accommodate minimum density, with guidelines (Attachment 2).

**HIGHLIGHTS**

- The proposal involves a land use amendment to redesignate the subject site from the Residential – Grade Oriented Infill (R-CG) District to a Direct Control (DC) District to address a constraint caused by a restrictive covenant on title which restricts development to a “Single or Two Family dwelling house and private garage”.
- The proposed DC District would establish a minimum density that would further support infill development by way of Rowhouse Building and Townhouse uses.
- What does this mean to Calgarians? This land use amendment supports residential infill by way of encouraging ‘missing middle’ housing such as rowhouses and townhouses, promoting access to greater housing diversity within the inner city on a site suitably located close to transit routes and neighbourhood commercial centres.
- Why does this matter? The DC District will facilitate the ability to redevelop the subject site with multiple units, increasing housing stock in the inner city and addressing the demand for additional housing within Calgary at a desirable location.
- The land use amendment is consistent with the policies of the *Municipal Development Plan* (MDP) and the *West Elbow Communities Local Area Plan* (LAP).
- A development permit (DP2024-06225) has been submitted and is under review.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This application for a land use amendment, in the southwest community of Bankview, was submitted by CivicWorks on behalf of the landowners, CAD Property Holdings Ltd on 2024 May 27. The application involves the redesignation of eight contiguous residential parcels.

The subject site encompasses approximately two-thirds of a block with a cumulative site area of 0.46 hectares and a combined frontage of 110 metres. The site fronts 26 Avenue SW, which is a collector street designed to withstand greater traffic volumes and includes transit bus stops

**Land Use Amendment in Bankview (Ward 8) at multiple addresses, LOC2024-0144**

with City-led projects aimed at upgrading sidewalks to improve multi-modal transport, including a bicycle route.

A development permit (DP2024-06225) for five townhouse buildings, comprising 34 dwelling units and 34 secondary suites, is currently under review (see Applicant Submission, Attachment 2).

The parcels are subject to a restrictive covenant (RC) limiting development on each parcel to a single detached dwelling or semi-detached dwelling. Other landowners have the right to enforce the objectives of the covenant and can appeal a development which does not conform to the RC. This creates an impediment for future development.

The purpose of the DC District is to create a deliberate conflict with the restrictive covenant and better advance the land use planning objectives of the *West Elbow Communities Local Area Plan*, through achieving appropriate density at a suitable location. Administration supports the use of a DC in this instance where the DC seeks to manage a constraint and supports development consistent with relevant statutory policy.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant confirmed that a project team by the name of Oldstreet encompassing the developer, and consultants of both the land use amendment file and the development permit file was established and on 2024 July 29 conducted a digital information session with local residents who were able to provide feedback on the project and discuss any points of concern with members of the project team. The digital session was advertised to the public by way of signage, posted at the site. Additional outreach strategies included:

- supplementary on-site signage to advertise the project which also included project team contact details;
- an outreach phone line and email address was created to receive submissions from the general public regarding the project;
- meetings and engagement with the ward office and the Bankview Community Association and with adjoining community associations Richmond-Knob Hill Community Association and Marda Loop Communities Association; and
- issuing of hand delivered brochures and postcards detailing the project and contact details to surrounding neighbours within a 200 metre radius.

The Applicant Outreach Summary is included under Attachment 4.

**Land Use Amendment in Bankview (Ward 8) at multiple addresses, LOC2024-0144**

**City-Led Outreach**

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

Administration received 12 letters of opposition and four letters of support from the public. The letters of opposition included the following areas of concern regarding the proposal:

- densification of the site causing traffic congestion concerns in the laneway and additional parking of vehicles on surrounding roads;
- overdevelopment of the site creating privacy issues, waste generation and storage concerns and inability to preserve mature trees and replant additional trees;
- pressure on existing utility and service infrastructure; and
- violation of the existing restrictive covenants.

The Bankview Community Association (CA) was circulated the application material on 2024 June 27 and again on 2025 April 2. Administration did not receive a response.

Administration considered the relevant planning issues raised by the community, though the concerns raised in terms of parking, traffic congestion, privacy impacts, waste storage, preservation of trees, landscaping and pressures on utility are all matters that would be investigated during the review of the development permit application. The proposed DC maintains the existing R-CG District and therefore does not create an intensification of the site, consequently, would not exacerbate or introduce additional risks beyond what is permitted on surrounding properties. The proposed land use amendment and the purpose for the proposed DC is consistent with the direction under approved planning policies applicable to the site.

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

**IMPLICATIONS**

**Social**

The proposal would contribute to the supply of diverse housing options that may better accommodate the needs of different age groups, lifestyles and demographics.

**Environmental**

This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Opportunities to enhance the development on this site with applicable climate strategies have been identified and shared with the applicant and will be pursued at the development permit stage.

Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 05

ISC: UNRESTRICTED  
CPC2025-0500  
Page 4 of 4

**Land Use Amendment in Bankview (Ward 8) at multiple addresses, LOC2024-0144**

**Economic**

The proposal would provide for increased housing choice and diversity in the community and allow for a more efficient use of land, services and existing infrastructure.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

- 1. Background and Planning Evaluation
- 2. **Proposed Bylaw 117D2025**
- 3. Applicant Submission
- 4. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform



# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the inner southwest community of Bankview along 26 Avenue SW between 18 Street SW and 20 Street SW. The mid-block site comprises eight individual parcels with a cumulative area of approximately 0.50 hectares and a combined road frontage of approximately 110 metres along 26 Avenue SW. Each parcel forming the subject site is developed, containing detached dwellings ranging from one to two storeys and accessory residential buildings, with rear lane access along the northern property line.

Surrounding development includes a mix of low density single detached dwellings and semi-detached dwellings on parcels designated as Residential – Grade Oriented Infill (R-CG) District. There are parcels designated as Multi-Residential – Contextual Medium Profile (M-C2) District approximately 27 metres to the east, which are developed with built forms ranging from three to six storeys. To the west includes a small commercial district and a public park with an area of 0.60 hectares located approximately 90 metres from the subject site at the corner of 26 Avenue SW and 20 Street SW.

The subject site is accessible via transit with an eastbound bus stop located approximately 40 metres (less than a minute walk) and two westbound bus stops located 120 metres (a two minute walk) east and west of the subject site along 26 Avenue SW. These bus stops facilitate access to bus Route 6 which has end of line stops Downtown on 6 Avenue SW and at West Hills Towne Centre commercial district.

The entirety of the subject site is bound by a restrictive covenant registered in 1950, which restricts development on affected parcels to single or semi-detached dwellings. These covenants are registered on the title of affected properties, where used as an early land use planning method before municipalities adopted Land Use Bylaws and other planning policy instrument to govern land use planning and development. Restrictive covenants are not binding on Council or Administration in making land use or development permit decisions, they present a potential impediment to redevelopment at the time of construction should another landowner who is also subject to the restrictive covenant enforces their right to impose the restrictive covenant.

A development permit ([DP2024-06225](#)) for Townhouse (5 buildings), Secondary Suites (34 suites) and Accessory Residential Building has been applied for and is currently under review.

## Community Peak Population Table

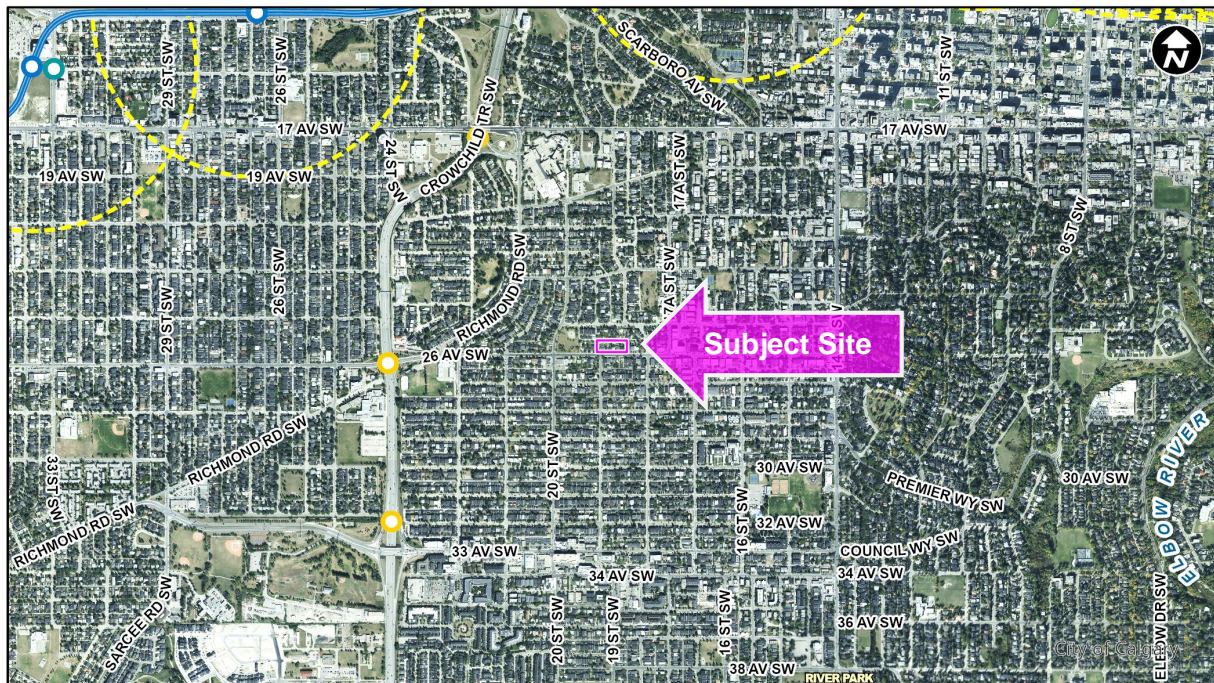
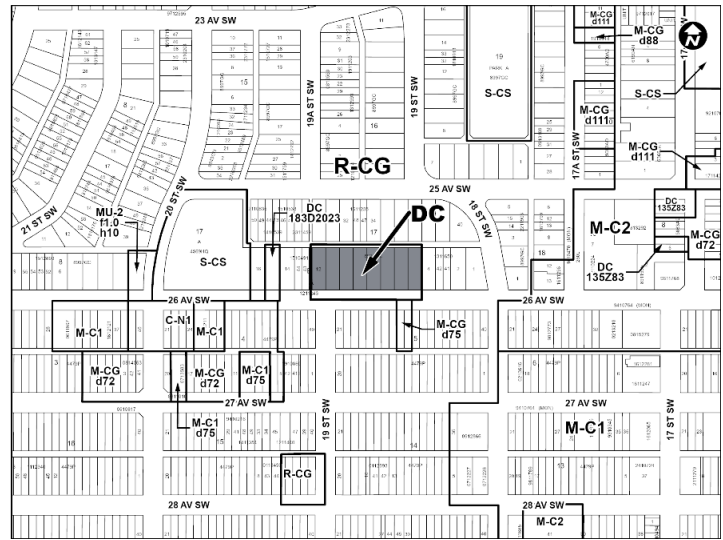
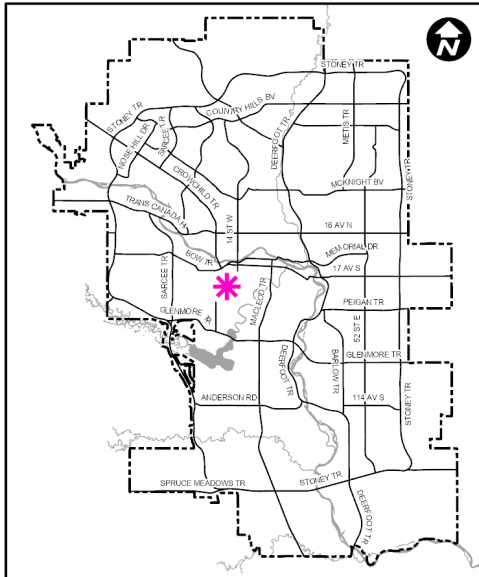
As identified below, the community of Bankview reached its peak population in 1981.

Bankview	
Peak Population Year	1981
Peak Population	5,590
2019 Current Population	5,256
Difference in Population (Number)	-334
Difference in Population (Percent)	-6.0%

Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Residential – Grade Oriented Infill (R-CG) District allows for a wide range of residential grade oriented development from single detached, semi-detached and multi-residential forms to facilitate housing diversity at a low density scale. Multi-residential built forms including rowhouse building and townhouse are discretionary uses in the R-CG District in addition to detached dwellings, semi-detached dwellings, duplex, cottage cluster housing and secondary suites which are permitted uses.

The proposed Direct Control District is based on the R-CG District and will maintain the rules of the R-CG District as prescribed under the current reiteration of the Land Use Bylaw 1P2007. Consequently, future development is restricted to a maximum building height of 11 metres from grade and maximum site density of 75 dwellings per hectare. The Direct Control District excludes Single Detached Dwelling, Contextual Single Detached, Semi-detached Dwelling, Contextual Semi-detached Dwelling, Duplex Dwelling and Cottage Housing Cluster uses as permitted or discretionary uses, to ensure redevelopment of the site is limited to low density residential infill, by way of Rowhouse Buildings and / or Townhouse developments.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration. The use of a Direct Control District is necessary to allow for the applicant's proposed development due to the unusual site constraint created by the

restrictive covenant on title, which limits development to a “Single or Two Family dwelling house and a private garage”.

The proposed DC District supports redevelopment that aligns with The City’s approved policy goals and investments, expressed through the *Municipal Development Plan (MDP)* and the *West Elbow Communities Local Area Plan*. The DC Bylaw is necessary to counteract the RC by deliberately conflicting with the objectives of the RC, in turn will support the landowners negotiations in court for the ability to discharge the RC on title in accordance with section 48(4) of the *Land Titles Act*.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district.

### **Density**

The proposed DC will reflect the R-CG District which specifies a maximum density of 75 dwellings per hectare, this equates to approximately 38 units for the combined area of the subject site or four units for each individual parcel. Secondary suites are not considered units and do not count toward unit density.

A minimum density of 55 units per hectare is proposed as part of the DC as to ensure that a minimum of three dwelling units are provided on each individual parcel, or 28 dwelling units for the combined site. The R-CG District does not specify a minimum density requirement and is intentionally included as part of the DC to create a deliberate conflict with the Restrictive Covenant which limits development to only two units per parcel.

### **Site Access**

Pedestrian access is gained via sidewalks following the road frontage along 26 Avenue SW. The City of Calgary is currently undertaking detailed design for sidewalk upgrades as part of the [26 Avenue SW improvements project](#) which involves increasing the width of the sidewalk at the site frontage to three metres to support multi-modal transport along the sidewalk including pedestrians and cyclists. The sidewalk upgrade is to be contained within the existing public right of way.

A laneway is constructed along the entire northern boundary of the subject site, which intersects with 18 Street SW to the east and 25 Avenue SW to the north which are local neighbourhood roads experiencing low to moderate traffic volumes. The laneway would be the primary access point for vehicular traffic to and from the subject site.

### **Transportation**

The *Calgary Transportation Plan* identifies 26 Avenue SW as a collector road, which is the classification given to roads which provide for connection of residential neighbourhoods and neighbourhood commercial centres and experience moderate traffic flows with speeds of up to 50km/h. Collector Streets are appropriately designed and constructed to facilitate transit routes.

The subject site is directly adjacent to an eastbound bus stop located approximately 40 metres (less than a minute walk) and two westbound bus stops located 120 metres (a two-minute walk)

east and west of the subject site along 26 Avenue SW. These bus stops facilitate access to bus route service 6 which has end of line stops Downtown on 6 Avenue SW and at West Hills Towne Centre commercial district.

### **Environmental Site Considerations**

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

### **Waste and Recycling**

To be serviced via the rear lane.

### **Utilities and Servicing**

The following utilities are available to potentially service the site:

<b>Water</b>	Water is available for connection adjacent to the lot via 26 Avenue SW
<b>Sanitary</b>	Sanitary is available for connection adjacent to the lot via 26 Avenue SW
<b>Stormwater</b>	Storm is available or connection adjacent to the lot via 26 Avenue SW
<b>Electricity / Communication</b>	Enmax electrical infrastructure and overhead transmission lines are located within the rear laneway.
<b>Natural Gas</b>	An active Atco pipe is located within the rear laneway.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within the Developed Residential - Inner City area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The MDP regulates for redevelopment focused on intensification, particularly where within an area close to transit in the Inner City.

The proposed DC which reflects the existing R-CG District is consistent with the applicable policies of the MDP where the DC regulates for an intensification of the site through infill that maintains a low density residential form compatible with the adjoining area and close to bus stops providing access to public transportation.

### **West Elbow Communities Local Area Plan (Statutory – 2025)**

The subject site is assigned the urban form category of "Neighbourhood Flex" and assigned "Low" building scale allowing for up to six storeys. The intention of the Neighbourhood Flex area is to support multiple uses and to accommodate multi-residential development in the form of dwelling units which address the street.



The proposed DC District is consistent with the land use intentions of the LAP where the DC reflects the R-CG District. The additional amendments to restrict built form to Rowhouse Buildings and Townhouse aligns with the purpose of the Neighbourhood Flex area where moderate densities are encouraged with preference for development providing for multiple units over singular residential forms.

The [West Elbow Communities LAP](#) includes policy regarding the treatment of restrictive covenants and directs administration to apply decision making which reflects the goals and objectives of the plan. The policy supports administration's ability to endorse the proposed DC to create a conflict with the restrictive covenant, where the DC empowers the LAP.

# PROPOSED

CPC2025-0500  
ATTACHMENT 2

## BYLAW NUMBER 117D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0144/CPC2025-0500)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

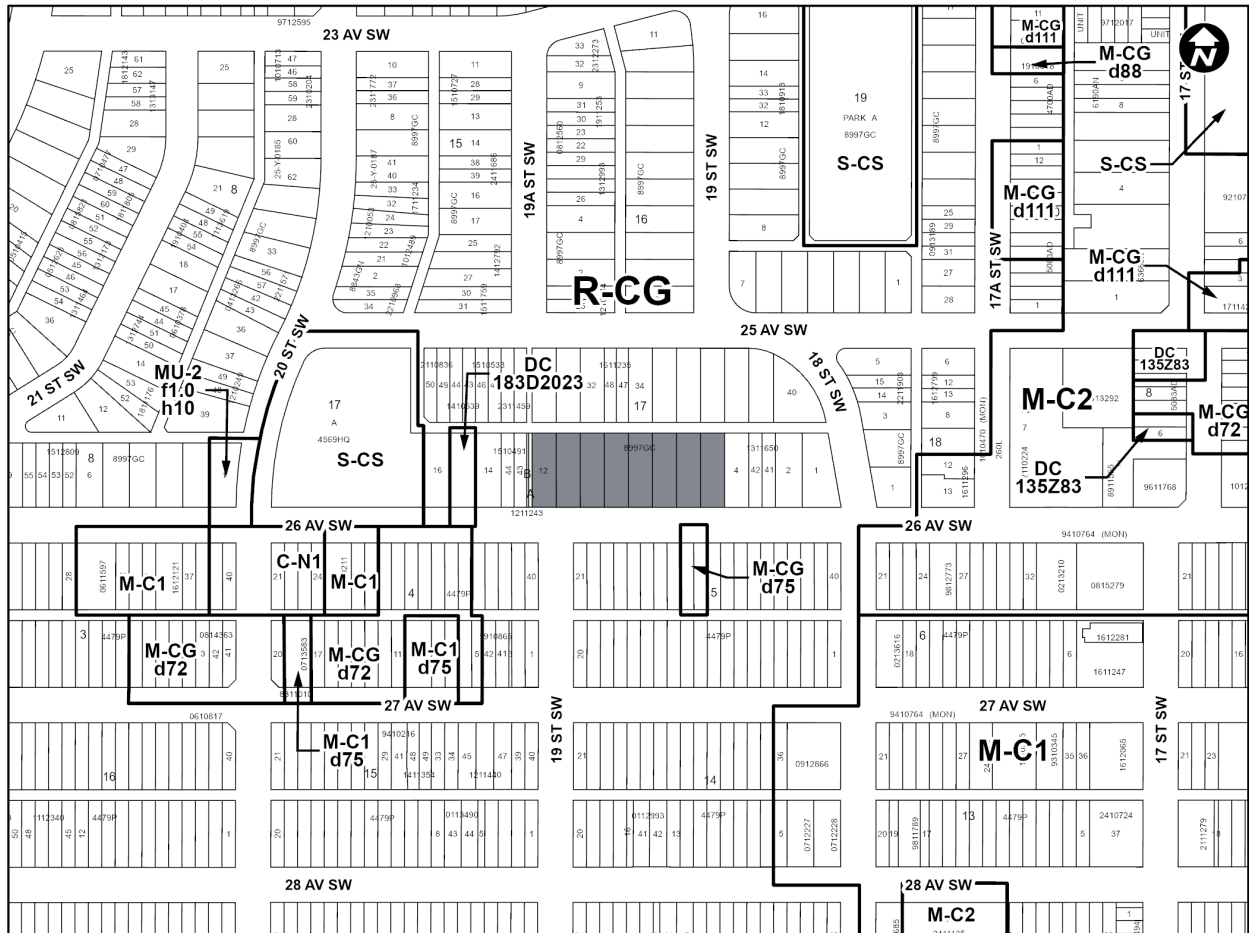
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2024-0144/CPC2025-0500  
BYLAW NUMBER 117D2025

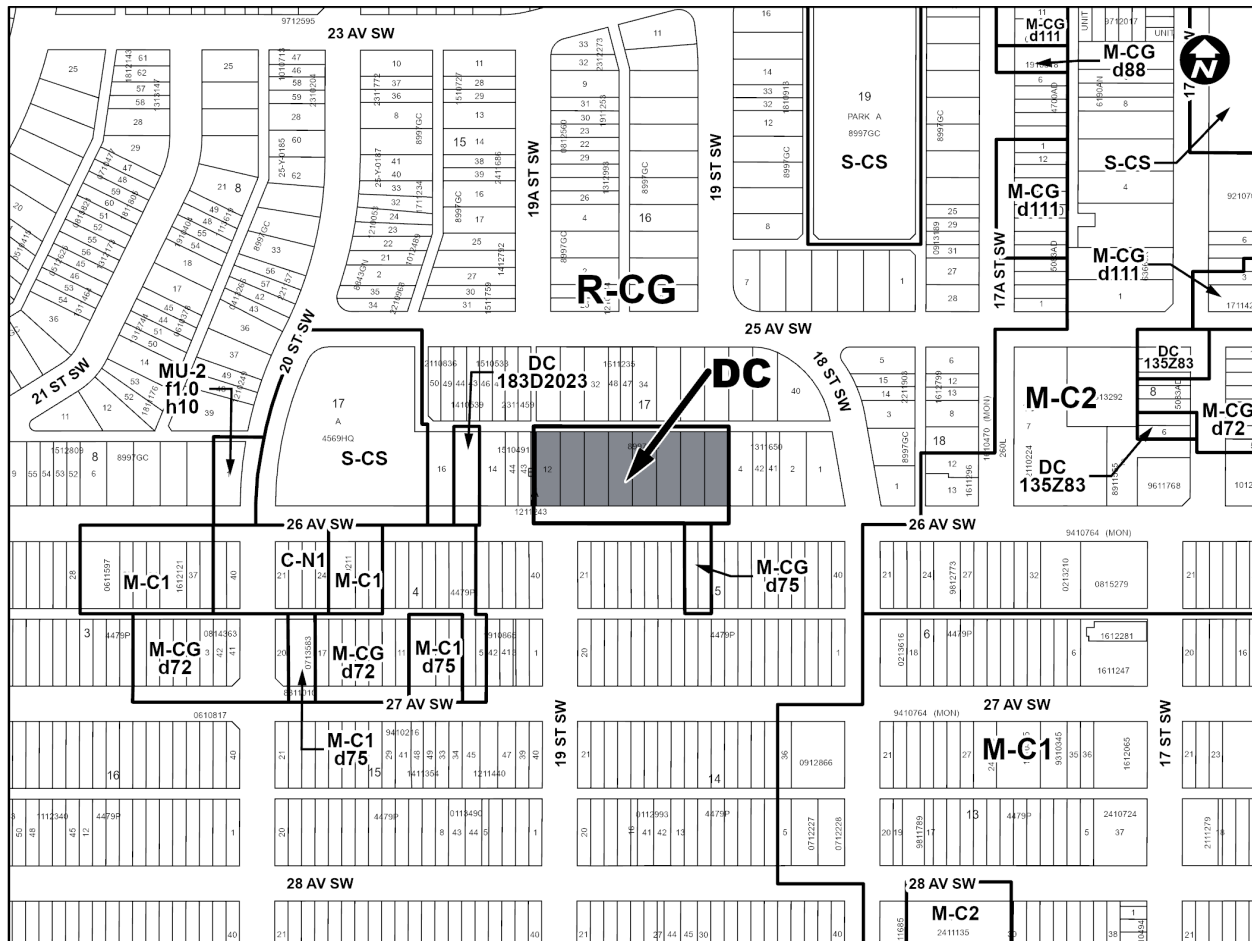
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2024-0144/CPC2025-0500  
BYLAW NUMBER 117D2025

## SCHEDULE B



## DIRECT CONTROL DISTRICT

### Purpose

- 1 This Direct Control District Bylaw is intended to establish a minimum residential density.

### Compliance with Bylaw 1P2007

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

### Reference to Bylaw 1P2007

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

# PROPOSED

AMENDMENT LOC2024-0144/CPC2025-0500  
BYLAW NUMBER 117D2025

## Permitted Uses

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

- (a) **Contextual Semi-detached Dwelling;** and
- (b) **Contextual Single Detached Dwelling.**

## Discretionary Uses

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

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

## Bylaw 1P2007 District Rules

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

## Density

- 7 (1) The minimum ***density*** is 55 ***units*** per hectare.
- (2) The maximum ***density*** is 75 ***units*** per hectare.

## Relaxations

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

# Applicant Submission

2024 May 27 (updated 2025 March 8)



460 - 5119 Elbow Drive SW P 403 201 5305  
Calgary, Alberta T2V 1H2 E info@civicworks.ca

## Proposed Land Use Change Applicant Summary (Updated March 8, 2025)

**Subject Site:** 1920, 1924, 1928, 1932, 1936, 1940, 1944, 1948 26 AV SW  
**Existing Land Use:** Residential - Grade-Oriented Infill (R-CG) District  
**Proposed Land Use:** Direct Control (DC) District based on the Residential - Grade-Oriented Infill (R-CG) District  
**Application References:** LOC2024-0144 / DP2024-06225

### APPLICATION SUMMARY

On behalf of Oldstreet Development, CivicWorks has made a Land Use Redesignation ('rezoning' / LOC) application to transition eight adjacent parcels located in the community of Bankview at 1920-1948 26 AV SW (subject site) with a site area of ±0.464 hectares. The subject site is currently designated as the Residential - Grade-Oriented (R-CG) District and is proposed to be redesignated to a Direct Control (DC) District based on the Residential - Grade-Oriented Infill (R-CG) District. This submission serves to reinforce the intent of The City of Calgary's initiated redesignation to the R-CG District for these sites following the approval of *Calgary's Housing Strategy 2024-2030 (Housing Strategy)*, which came into effect on August 6, 2024, as well as the recently approved *West Elbow Communities Local Area Plan* which received Council approval on May 7, 2025. A DC District is proposed to address the unique constraint of a legacy Caveat (9658GC) registered in 1950 by The City of Calgary that restricts the use and development of the subject lands to single-detached and semi-detached dwellings. To demonstrate intent and ensure a high quality 'bricks-and-mortar' outcome that aligns with the proposed Land Use Redesignation, Formed Alliance Architecture Studio (FAAS) submitted a Development Permit (DP) application concurrently.

### WHAT IS PROPOSED?

A two-to-three-storey, courtyard-oriented, townhome-style development is proposed. Key project details are summarized below:

**Building Height:** 11m (3-storey) maximum front building heights, 8.6m (2-storey) maximum rear building heights  
**Residential Buildings:** 5 (60% maximum lot coverage)  
**Residential Density:** 55 (minimum) - 75 (maximum) Units Per Hectare  
**Residential Units:** 34 three-bedroom townhome-style units and 34 one-to-two-bedroom Secondary Suites  
**Vehicle Parking Stalls:** 36, contained within carports along the laneway (min. 0.5 Motor Vehicle Parking Stall / unit or suite)  
**Secure Bicycle Stalls or Mobility Storage Lockers:** 45  
**Resident Amenity Space:** Minimum 6.5m-wide interior common courtyard

To provide The City of Calgary, surrounding area residents and the general public with additional information about the proposed development vision, the project team prepared a supporting Development Permit (DP) application that was submitted by the project team. The DP application will be reviewed for completeness by The City of Calgary and architectural details are available to surrounding area residents and the broader public for additional review and comment.

From the initial design process, the project team's approach has recognized that this is a location that should accommodate greater density. The submitted DP application proposes 34 townhome-style units with 34 supporting Secondary Suites. 36 motor vehicle parking stalls are proposed in carports along the laneway, a supply that exceeds Bylaw requirements. The redevelopment as envisioned is in alignment with the stock R-CG District in terms of building height, parcel coverage, density and vehicle parking.



## **CALGARY'S HOUSING STRATEGY REDESIGNATION TO THE R-CG DISTRICT**

In September 2023, City Council approved the *Housing Strategy* to progress actions that will increase the supply of housing to meet demand and increase affordability in Calgary. A component of this included rezoning low-density residential areas, with the subject site of this application being identified for rezoning to the R-CG District. On May 14, 2024, City Council approved the *Housing Strategy*, with this subject site being rezoned to the R-CG District on August 6, 2024.

In addition to standard circulation to all affected and adjacent land owners, City Administration hosted nine in-person public information events across the city and four online events with over 1,000 people participating. A dedicated City Engage Portal with a survey was created and advertorials were provided on radio, television, print and social media, in addition to outdoor signage, a dedicated 311 call centre, and a mailbox campaign where over 1,000,000 postcards were delivered. These outreach strategies were intended to provide Calgarians with opportunities to learn about the proposed rezoning, the R-CG District and other Districts proposed, and to provide feedback on the comprehensive redesignation process.

## **DIRECT CONTROL (DC) DISTRICT RATIONALE STATEMENT**

Many properties in Bankview are subject to a 1950 Caveat (9658GC) restricting the use of and development on all affected lots to only single-detached and semi-detached dwellings. Caveats registered against individual properties and entire subdivision plans were used as an early regulatory and land use planning tool before municipalities adopted land use bylaws and other newer planning legislation designed to inform land development. This 1950 Caveat is an example of such an early planning tool with the Caveator notably being The City of Calgary.

Previous reports by City Administration (e.g., PUD2018-0819) have acknowledged Caveat conflicts with existing policy and the contemporary planning objectives, restricting development even within approved zoning. These restrictions include, but are not limited to, restricting development to one or two-unit dwellings. In many cases these Caveats are not in alignment with the goals and objectives of The City of Calgary, the Municipal Development Plan and local area policy. While these Caveats are not binding on City Council or Administration in making land use or development permit decisions, they present a significant legal risk to landowners should a different landowner choose to enforce a Caveat through a civil legal route / stop order.

The legal precedent for Restrictive Covenant and Caveat discharge via conflict with a Direct Control (DC) District was established by *Howse v Calgary (City)*, 2022 ABQB 551. The decision was thereafter upheld in December 2023 by the Court of Appeal of Alberta (2023 ABCA 379), and leave to appeal to the Supreme Court of Canada was not sought, creating a strong, settled legal precedent on the matter. Case authority stipulates that it must be impossible to comply with both the Caveat and the Land Use Bylaw before the Caveat can be discharged. Currently the Land Use Bylaw is permissive – it allows for development of greater density than single-detached and semi-detached buildings, but does not prohibit single-detached and semi-detached buildings.

Accordingly, the proposed solution to this unique site-specific constraint is to pursue a DC District that stipulates a minimum density, which would effectively prohibit a single-detached or semi-detached development for that specific parcel. This approach was previously approved by The City of Calgary (eg. LOC2021-0019, LOC2021-0020, LOC2022-0196, LOC2023-0287). The proposed DC District would reinforce the existing, recent City Council approval and intent, and aligns with The City of Calgary's shared interest in seeing development uptake in the R-CG District "product", lock-step with City-initiated rezonings and recent municipal infrastructure investments in the community of Bankview along the 26 AV SW Collector Roadway. In addition, the proposed change is in alignment with the recently approved *West Elbow Communities Local Area Plan (LAP)*, which The City of Calgary has conducted significant community engagement for and came into effect on May 7, 2025 as the guiding local area policy. Relevant LAP policy supports a range of uses and development of up to 6-storeys on the subject site.

**Summary of Requested Variances for Inclusion in the Direct Control (DC) District:**

- Remove lower-density Permitted and Discretionary uses similar to "Single Family dwelling house", "Two Family dwelling house" and similar built form types intended through Caveat 9658GC; and
- Impose a minimum Density (55 units per hectare) as a regulating clause, only compatible with the Rowhouse Building.

**WHAT IS 'MISSING MIDDLE' HOUSING?**

'Missing Middle' housing refers to a broad range of 2 to 3 storey buildings with multiple units and a variety of unit sizes, located in walkable inner city neighborhoods with easy access to transit, amenities and daily needs. This type of housing is typically 'Missing' from many of Calgary's neighbourhoods because it has been historically restricted by strict zoning regulations and parking requirements. In terms of form, scale, density and affordability, this form of housing sits in the 'Middle' of the development spectrum – between single-detached or semi-detached homes and mid-to-high-rise apartment buildings.

Since 2015, The City of Calgary has continuously evolved the Land Use Bylaw to address the need for greater housing choice and the general lack of 'Missing Middle' housing in our city. These changes have been primarily aimed at solving the mismatch between available housing stock and shifting demographic needs, including the ever-growing market demand for more diverse ground-oriented housing in amenity-rich inner city communities.

**WHY IS 'MISSING MIDDLE' HOUSING IN DEMAND?**

In recent years, the emergence and market interest in 'Missing Middle' housing, both locally and nationally, has been driven by:

- Significant market demand for housing options with a front door in desirable and amenity-rich inner city communities.
- A generally low supply of both vintage and new / modern 'Missing Middle' housing options within inner city communities.
- A shift in market demand towards purpose-built-rental options over traditional home ownership, driven by both relative affordability and lifestyle flexibility.
- An increase in market demand for relatively more affordable and smaller units (i.e., less than 500ft<sup>2</sup>), without an on-site parking stall where convenient alternative mobility options are available (i.e., Uber, carshare, transit, biking, walking).
- Attractive construction funding opportunities from Canada Mortgage & Housing Corporation aimed at tackling Canada's housing shortage and encouraging the development of 'Missing Middle' housing, with associated project requirements (i.e., minimum number of units and minimum levels of affordability).
- Fundamental land development economics related to land prices, construction costs, minimum return-on-investment, and what the market can afford.

**WHY HERE?**

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

**Rear Lane Access:** The project site has rear lane access for all vehicle movements, eliminating the need for driveway cuts and creating an uninterrupted and pedestrian-friendly streetscape. Sites with direct lane access minimize the impact of vehicles on adjacent streets and sidewalks and also allow for organized waste and recycling collection from the lane.

**Higher Activity Street:** The project site is located on 26 AV SW, a higher order roadway classified as a *Collector Roadway* that connects the surrounding area and generally sees higher levels of vehicle, cyclist and pedestrian activity. This segment of the 26 AV SW corridor is also proposed for infrastructure upgrades by The City of Calgary in the near future.

**Nearby Transit Service:** The project site is within easy-walking distance of primary transit network service, including Route 6, located directly in front of the site along 26 AV SW. The subject site also fronts onto the 26 AV SW on-street bikeway, which connects into other cycle lanes and cycle tracks to downtown and the river pathway network – this bikeway is additionally slated for municipal improvement in the near term. MAX Yellow BRT is also accessible along Crowchild TR SW.

**Nearby Commercial/Employment Opportunities:** The project site is within 200m (±3 min. walk) from a hub of local commercial at the intersection of 26 AV SW and 20 ST SW and within 700m (±8 min. walk) of the 33 AV SW Neighbourhood Main Street, including a supermarket and other employment opportunities.

**Nearby Open Spaces & Community Amenities:** The project site is within 100m (±1 min. walk) of the 20 ST SW Playground and 400m (±4 min. walk) from Bankview Off-leash Dog Park, as well as convenient access to a variety of local area destinations and amenities, including, Albert Park Playground, Albert Park Centennial Garden, Radisson Park School, Sir Wilfrid Laurier School, Holy Family School, and cSPACE King Edward.

**Nearby Multi-Unit Development:** The subject site's local area has a variety of multi-unit land use districts, including the R-CG, M-CG, M-C1, and M-C2 Districts, which enable various built forms from rowhouses to medium-profile apartment buildings.

#### **ALIGNMENT WITH CALGARY'S GROWTH PLANS**

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

#### **ALIGNMENT WITH LOCAL AREA PLAN**

The subject site is located within the boundary of the recently approved *West Elbow Communities Local Area Plan (LAP)*, within the 'Neighbourhood Flex' Urban Form Category and the 'Low (up to 6-storeys)' Building Scale Category. The relevant policies of the LAP support a wide variety of residential and small-scale commercial uses within buildings of up to 6-storeys. The proposed land use change and development vision are fully aligned with the relevant policies of the LAP, the development of which was supported by a multi-year and multi-channel community outreach process led by The City of Calgary.

#### **APPLICANT-LED OUTREACH**

We are committed to being good neighbours and hosting open, honest conversations within the communities we work. As part of our Applicant-led outreach process, and in addition to standard City of Calgary requirements, we provide local area organizations, surrounding area residents and the broader community with multi-channel opportunities to learn more about a proposed change and share feedback directly with the project team, all while maintaining respectful and transparent dialogue about housing choice in our city.

The Applicant-led outreach process commenced upon submission of the application and provided opportunities across a variety of platforms for neighbours to learn about the development vision and share their comments and questions.

This application is supported by a dedicated phone line and email inbox for public questions and comments, along with custom on-site signage and mailers hand-delivered to residents living within ±200m of the project site. Key application materials are also shared directly with the local area Ward Councillor's Office and Community Association, with opportunities to share feedback, find out more about the project or meet with the project team as helpful. A Digital Information Session was additionally hosted by the Applicant project team on July 29, 2024.

As our outreach process draws to a close and we approach key decision points in the application process, an *Applicant-led Outreach Summary* will be shared with community groups and The City. The *Applicant-led Outreach Summary* will highlight the outreach strategies used throughout the application process, what we heard, and how we responded.

#### **CITY OF CALGARY NOTICE & OUTREACH REQUIREMENTS**

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

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

#### **CONCLUSION**

The proposed land use change and development vision is in keeping with the city-wide goals and policies of the *Municipal Development Plan* and *Calgary Transportation Plan* and will introduce new and innovative housing options for Calgarians looking to live in established communities that enjoy excellent access to transit, existing infrastructure and community amenities. The proposal is also aligned with the recently approved *West Elbow Communities Local Area Plan*. The proposed application will not change the existing base R-CG District, maximum building height, or maximum density allowed on-site, and instead solely seeks to address a unique development constraint with the establishment of a minimum density for the subject site. For the reasons outlined above, we respectfully request your support for this application.

Should you have any questions, comments, or concerns, please contact us at 587.747.0317 or [engage@civicworks.ca](mailto:engage@civicworks.ca).

# Applicant Outreach Summary

2025 April

## Applicant-led Outreach Summary



### 1920-1948 26 AVENUE SW

R-CG TO DC (based on R-CG) | LOC2024-0144 | DP2024-06225

APRIL 2025

OLDSTREET.CA

## APPLICANT-LED OUTREACH SUMMARY

R-CG TO DC (based on R-CG) | LOC2024-0144 | DP2024-06225

### Our Process

The Oldstreet project team is committed to being good neighbours and working with community throughout this land use redesignation and development permit application process. In support of the applications for this proposal, the project team undertook a proactive and appropriately-scaled outreach program to ensure a clear process for interested parties and groups. A variety of outreach strategies were implemented, which are further detailed below.

Our outreach process has focused on informative and fact-based engagement and communications. Interested parties including the Bankview Community Association and Ward 8 Councillor's Office were provided information. A Digital Information Session was held on July 29, 2024 to ensure that interested community members had the opportunity to learn more about the proposal, share their feedback, and ask questions. Please refer to pages 16-17 for greater details on our outreach materials.



#### On-Site Signage

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



#### Phone Line & Email Address

An outreach phone line and email inbox provides a direct line of contact for the public to communicate with the project team. The outreach phone number and email address are listed on both mailers and on-site signage.



#### Community Association & Ward Office Communications

A brief summary of the development vision, conceptual site plans and other details related to the proposed change were shared with the Bankview Community Association and Ward 8 Office. We also circulated materials to the Richmond-Knob Hill Community Association and Marda Loop Communities Association.



#### Hand Delivered Brochures & Postcards

Detailed project mailers were hand-delivered to surrounding area neighbours within a 1200m radius of the project site to share project details and provide project team contact information, and publicly advertise the Digital Information Session.



#### Digital Information Session: July 29, 2024

The project team hosted a public outreach session with local area residents on July 29, 2024 to discuss the proposed change, listen to feedback, and answer questions about the proposal.



## Balancing Interests

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

### 1. Calgary's Sustainable Growth & Development Goals

City-wide goals and priorities that shape the future of Calgary's communities.

### 2. City-wide & Local Area Policy

Existing and emerging plans and policies that guide both city-wide and local area development practices.

### 3. Development Vision & Design Principles

'Missing Middle' projects that provide greater housing choice for Calgarians looking to live in amenity-rich communities.

### 4. Economic Viability

The need to design and deliver financially viable projects.

### 5. Public Feedback

What various individuals and community groups think and say about a proposed project or specific issue.

## Our Commitment

Since no single design solution can satisfy every interested party completely, the project team often cannot integrate everything suggested by our neighbours and the community at-large. Our promise is that we are transparent about how we reach our conclusions, making the following commitments to all who participate in our process:

1. We will provide you with detailed information about the project and development vision.

2. We will ask for your thoughts on key areas of the project.

3. We will share what we heard through the course of our process and our team's response to it.

## WHAT WE HEARD SUMMARY

### Overview

Our outreach process was designed to provide multiple opportunities for community members to learn about the vision for the site early on and to share their thoughts — all with the intent of maintaining a respectful and transparent conversation. Through our outreach channels and strategies, feedback was received from the Bankview Community Association, the Ward 8 Councillor's Office, City Administration, and 8 community members, in addition to feedback from the 19 community participants who attended the Applicant-led Digital Information Session. We also engaged the Marda Loop Communities Association and the Richmond-Knob Hill Communities Association. Oldstreet and the entire project team would like to thank these community members for sharing their feedback.

### Feedback Themes

The project team identified ten (10) key feedback themes through out outreach process:

1. On-Street Parking & Traffic
2. Building Height
3. Density
4. Caveat & Direct Control District
5. Affordable Housing Availability
6. Laneway Conditions
7. Waste & Recycling Collection
8. Landscaping
9. Stormwater Management
10. Tenure Type



## WHAT WE HEARD & PROJECT TEAM RESPONSES

### 1. On-Street Parking & Traffic

#### What We Heard

The most common feedback themes were related to on-street parking availability and potential traffic generation. The Bankview Community Association and local area residents shared concerns that The City of Calgary is enhancing the north side of 26 Avenue SW that fronts onto this project site, proposing to remove street parking.

#### Project Team Response

Every application proposing change is reviewed for appropriateness by The City of Calgary's multidisciplinary teams. This proposal has been reviewed and is not expected to result in any significant impacts to transportation network operations. In addition, the proposed on-site parking supply meets The City of Calgary's Bylaw requirements. The proposed development currently includes 36 on-site vehicle parking stalls along the laneway and 45 Class 1 Bicycle Stalls / Mobility Storage Lockers.

The project team is pleased to share that we are working with The City of Calgary's 26 Avenue SW Mobility Corridor team to enable an outcome that would retain street parking along the fronting segment to this site. The City of Calgary is proposing a new multi-use pathway along the north side of 26 Avenue SW that would require removal of on-street parking along this segment; however, due to the active Development Permit application for this site, which covers 8 standard parcels, we have made a case to The City of Calgary that we could work on

a solution to retain street parking by altering the proposed site design to accommodate such a change to their proposed new streetscape. We heard loud and clear that on-street parking was a top concern from community members through this outreach process, and we are doing our best to respond to that feedback by liaising with The City to enable a great outcome. Having 8 contiguous parcels proposed for active redevelopment around the same timeframe as The City's municipal work along 26 Avenue SW provides for this uniquely beneficial opportunity.

We also would like to note that Bankview is a well-connected community and many residents choose to live in the area without a personal vehicle. The typology of building and type of units proposed typically have a lower rate of car ownership relative to a single-detached or semi-detached residence. Tenants tend to self-select their housing choice based on their lifestyle and the priority they place on available, convenient, and predictable parking. The project site was chosen because it is inner-city, nearby to transit routes and has excellent access to other alternative and sustainable modes of transportation, helping to support vehicle-reduced and vehicle-free lifestyles. As a large site that fronts onto a Collector Road with a planned Multi-Use Pathway directly in front, new residents will be able to take advantage of this municipal investment by The City of Calgary. Please refer to pages 14-15 for additional information on local mobility options and vehicle ownership local area trends.

## 2. Building Height

### What We Heard

Some community members asked how tall the development was proposed to be, how tall it would be allowed to be, and how tall may be allowed under the emerging, draft (non-statutory) West Elbow Communities Local Area Plan.

### Project Team Response

The proposed development vision is for 2-3-storey stacked townhomes that steps down to 2-storeys on the north interface with the laneway. The Land Use Redesignation proposed is a *Direct Control (DC) District* based on the existing R-CG District. The intention is to provide “Missing Middle” housing with a maximum height of 11 metres, the same height as currently possible under the existing R-CG District. No height change will be possible through should this application be approved.

To add further certainty of outcome, an active Development Permit application (DP2024-06225), was submitted by Formed Alliance Architecture Studio (FAAS), which proposes a maximum building height of 11 metres, aligned with the existing maximum building height possible for the site.

Currently, the draft of the West Elbow Communities Local Area Plan designates this site as appropriate for up to six-storeys (excerpts provided on pages 12-13). Regardless of this policy’s approval or refusal at City Council, the Oldstreet project team is not seeking to utilize the maximum height possible – we are still seeking to move forward with a 2-3 storey development aligned with the general rules of the R-CG District.

## 3. Density

### What We Heard

Some local residents asked if it was possible for the development to have fewer units.

### Project Team Response

While the proposed development vision provides for a density increase, it intentionally follows a low-scale building form and seeks to remain contextual to the local area through the existing R-CG District housing typology forms. Conceptual visualizations of the proposed housing forms are provided on page 10 for those interested in learning more. No greater density or unit count is allowed under the proposed DC District than is currently allowed under the existing R-CG District.

In specific, through the Development Permit application (DP2024-06225), 34 units are proposed with 34 secondary suites across the eight (8) parcels for redevelopment. The project team feels that the subject site is appropriate based on its existing R-CG District, strategic location, large parcel area, direct laneway access, and proximity to public transit and surrounding amenities. In light of these considerations, and the significant feedback considered through comments from the community prior to application submission, no change to unit numbers are currently proposed.

#### 4. Caveat & Direct Control District

##### What We Heard

The Bankview Community Association asked about the existing Caveats, as well as how they relate to the proposed change to a *Direct Control (DC) District* based on the R-CG District.

##### Project Team Response

Many properties in Bankview are subject to a 1950 Caveat (9658GC) restricting the use of and development on all affected lots to only single-detached and semi-detached dwellings. Caveats registered against individual properties and entire subdivision plans were used as an early land use planning tool before municipalities adopted land use bylaws and other newer planning legislation designed to inform land development. This 1950 Caveat is an example of such an early planning tool with the Caveator notably being The City of Calgary (please refer to page 11). In many cases these Caveats are no longer in alignment with the goals and objectives of The City of Calgary.

While these Caveats are not binding on City Council or Administration in making land use or development permit decisions, they present a level of risk to landowners seeking to redevelop. Accordingly, a solution is to pursue a *DC District* that stipulates a minimum density. The proposed *DC District* would reinforce the existing, recent City Council approval and intent, and aligns with The City of Calgary's shared interest in seeing development uptake in the R-CG District product, lock-step with City-initiated rezoning. The proposed *DC District* seeks to address the site's unique conditions, such as the presence of a restrictive Caveat used as a planning tool in 1950.

#### 5. Affordable Housing Availability

##### What We Heard

Some outreach participants and some community members expressed their support for the provision of more affordable units on this site, while some shared concerns that existing rental units would be removed with redevelopment.

##### Project Team Response

Oldstreet currently intends to develop the project using the Canada Mortgage & Housing Corporation (CMHC) MLI Select program, which enables the delivery of well-located, high quality, and affordable rental housing options for Canadians of all ages, wages and stages. As per the MLI Select program's requirements, ≥25% of the homes (17 of 68 homes) are proposed to be at 30% of median renter income for at least ten (10) years. While there are many definitions of "affordability", this specifically references the Canada Mortgage & Housing Corporation (CMHC) definition of affordability as costing "less than 30% of a household's before-tax income".

While the eight (8) bungalows currently on-site would be demolished with redevelopment, these homes would be replaced with a total of 68 new homes, representing a notable increase in housing supply relative to what is available today. Research indicates that increasing housing supply improves housing affordability over the long-term, as adding more units means fewer people are competing against each other to find a home that fits their needs and budgets. Nearby rental costs can also be reduced as a result of increased supply, as older units need to be priced more competitively to attract tenants.

## 6. Laneway Conditions

### What We Heard

The Bankview Community Association and two local area residents asked if garages were possible instead of carports, as well as if the laneway itself would be paved alongside redevelopment.

### Project Team Response

The project team heard through our outreach process that maximizing the number of on-site parking stalls was the most important vehicle-related aspect. Accordingly, the proposed parking supply has been maximized as much as feasible on this large site, with priority given to number of on-site parking stalls over the provision of fewer enclosed stalls. Along the laneway, carports are proposed instead of garages, which not only will allow units to be more affordable, but also provide for a greater number of available on-site parking stalls relative to what would be possible if every stall was within an enclosed garage.

The City of Calgary's Mobility Engineering team reviews the rear lane as a component of the Land Use Redesignation and Development Permit applications. Laneway paving is not typically required through low-density residential redevelopment applications, and the project team can confirm that it has not been identified as a requirement for this site at this time. Oldstreet however notes that they would be pleased to participate in the Backlane Paving Program for the portion of the laneway adjacent to 1920-1948 26 Avenue SW if this is seen as desirable to other neighbouring residents.

## 7. Waste & Recycling Collection

### What We Heard

Some outreach participants had questions related to the collection of waste, recycling and organics, asking if they should expect more carts in the laneway.

### Project Team Response

A total of 33 carts are proposed to replace the existing 24 carts currently on-site. Oldstreet will contract a private waste management company for waste, recycling and organic collection service. The use of a private collection contractor like Waste Management ensures that waste is picked up directly from private storage areas and returned properly only at the time of collections to avoid a cluttered laneway. Pickup frequency can be adjusted over time to meet future resident demand, but is currently expected to be twice a week, as this pickup frequency reduces the number of carts required.

Please note that all details related to the site's proposed waste & recycling management is subject to The City of Calgary and may change through the Development Permit application (DP2024-06225) review process.



## 8. Landscaping

### What We Heard

Several community members asked what would happen to the trees in front yards of the project site.

### Project Team Response

The proposed landscaping is subject to City review of the concurrent Development Permit application (DP2024-06225). Where possible, privately-owned trees will be retained, but most are anticipated to require removal with redevelopment. The Land Use Bylaw (1P2007) includes specific rules about landscaping and requires that a landscape plan be submitted that includes a variety of species of trees and shrubs of a minimum size suitable to Calgary's hardiness zone. The project team's landscape plan proposes a variety of tree types and species, along with various shrubs, grasses, and perennials—a total of 56 trees and over 160 shrubs are proposed, far exceeding the requirement of 40 trees and 80 shrubs.

City-owned trees or shrubs located next to the property will be evaluated for retention through the concurrent Development Permit application, but those required for removal will have replacements as per the required landscape plan. More information about the requirements for protecting public trees when building or developing a property can be found in the Tree Protection Plan on The City of Calgary's website.

## 9. Stormwater Management

### What We Heard

The Bankview Community Association asked if there would be any expected impact to stormwater management and site drainage.

### Project Team Response

The Utility Engineering department at The City of Calgary actively reviews all relevant stormwater and other potential water-related considerations with each application. The City of Calgary has a robust review system that ensures that Applicants address any issues required prior to, or during, redevelopment. Sites are not allowed off-site drainage, and these details will be confirmed and enforced as required through The City of Calgary's Land Use Bylaw and building regulations.

## 10. Tenure Type

### What We Heard

Two community members asked about the intended tenure for this proposed redevelopment.

### Project Team Response

The proposed development has been specifically designed to operate as a purpose-built rental property. Oldstreet will directly manage these rental units and is committed to being a part of the Bankview community over the long-term.

## DEVELOPMENT VISION (DP2024-06225)

Conceptual Visualization looking Northwest from 26 AV SW



Conceptual Visualization looking North from 26 AV SW



## OUTREACH MATERIALS: ON-SITE SIGNAGE

Land Use Redesignation signage (installed Jun. 11, 2024)

### Proposed Land Use Change

**1920-1948 26 AV SW**  
R-C2 District to Direct Control (DC) District based on R-CG District

We are proposing a Land Use Redesignation at 1920-1948 26 AV SW (8 parcels) to transition the existing land use from the existing Residential - Conventional One / Two Dwelling (R-CO) District to a Direct Control (DC) District based on the Residential - Conventional One / Two Dwelling (R-CO) District. The proposed land use change would enable a 2.8 three bedroom townhome style units and add one to two bedroom secondary suites with 1.34 parking stalls within a project footprint of the lot, and a 1.34 secure storage units or Class 1 bicycle stalls.

A DC District based on the R-CO District is proposed to enable development in line with contemporary planning practices, address a rezoning requirement from 1950, and include specific rules to allow for a central pest mobility storage room and bicycle repair hub. All the same rules of the base R-CO District will otherwise apply, such as building height, maximum density, lot coverage, and vehicle parking requirements.

To ensure a timely and efficient development outcome, a supporting Development Permit (DP) application is planned to be submitted by the project team, reviewed for compliance by The City of Calgary, and available to surrounding area residents and the broader public for additional review.



**Find Out More**

Email: [engage@cityworks.ca](mailto:engage@cityworks.ca)  
Phone: 587.747.0317  
Application: LOC2024-0144  
City of Calgary Application Information Portal: [dmap.ca/calgary](https://dmap.ca/calgary)

**OLD STREET**

Digital Information Session signage (installed Jul. 16, 2024)

### Digital Information Session


**1920-1948 26 AV SW**  
R-C2 District to Direct Control (DC) District based on R-CG District

The project team is hosting a Digital Information Session on **July 29<sup>th</sup>, 2024 from 7:00PM - 8:30PM** to discuss the proposed land use change from the Residential - Conventional One / Two Dwelling (R-CO) District to a Direct Control (DC) District based on the Residential - Conventional One / Two Dwelling (R-CO) District at 1920-1948 26 AV SW (8 parcels).

We are committed to working with community members throughout the application process to ensure a clear and transparent process for all interested parties. We hope that you can join us on July 29<sup>th</sup> to find out more about the proposal and share your feedback.

**Digital Information Session**  
We are hosting a Digital Information Session for the proposed land use change on Wednesday, July 29<sup>th</sup>, 2024 from 7:00PM - 8:30PM. The Digital Information Session is open to all members of the public and is hosted on Zoom. Details and a link to the session will be provided in the coming weeks.

**Where:** July 29<sup>th</sup> from 7:00PM - 8:30PM  
**Where:** Online (Zoom)  
**Register:** <https://www.zoom.us/j/98564567890>  
Scan the QR code for more info.



**Find Out More**

Email: [engage@cityworks.ca](mailto:engage@cityworks.ca)  
Phone: 587.747.0317  
Application: LOC2024-0144  
City of Calgary Application Information Portal: [dmap.ca/calgary](https://dmap.ca/calgary)

**OLD STREET**

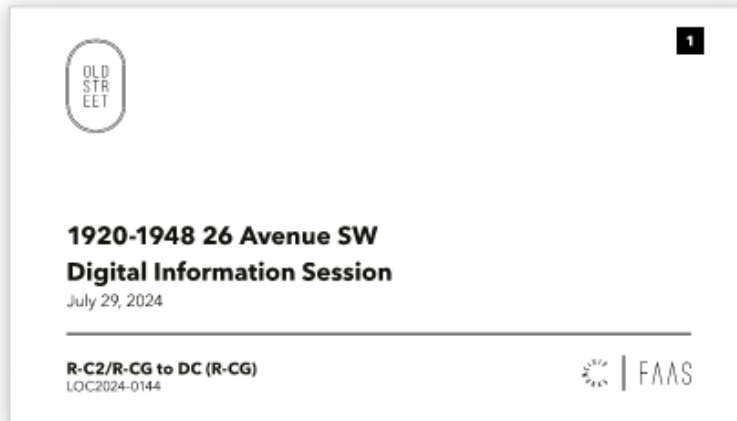
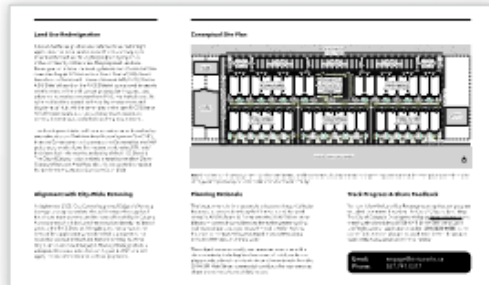


## OUTREACH MATERIALS: BROCHURES, POSTCARDS, & DIGITAL INFORMATION SESSION

Trifold Brochure (delivered Jun. 12, 2024)



Digital Information Session Postcard (delivered Jul. 17, 2024)



Public Digital Information Session  
(hosted Jul. 29, 2024)

**Land Use Amendment in South Calgary (Ward 8) at multiple addresses, LOC2024-0265**

**RECOMMENDATIONS:**

That Calgary Planning Commission:

1. Forward this report (CPC2025-0553) to the 2025 July 15 Public Hearing Meeting of Council; and

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the redesignation of 0.71 hectares  $\pm$  (1.76 acres  $\pm$ ) located at 2101, 2123 and 2127 – 33 Avenue SW (Plan 4479P, Block 70, Lots 1 to 14) from Mixed Use – Active Frontage District (MU-2f3.0h23) to Direct Control (DC) District to accommodate a mixed-use development, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 19:**

That Council give three readings to **Proposed Bylaw 129D2025** for the redesignation of 0.71 hectares  $\pm$  (1.76 acres  $\pm$ ) located at 2101, 2123 and 2127 – 33 Avenue SW (Plan 4479P, Block 70, Lots 1 to 14) from Mixed Use – Active Frontage District (MU-2f3.0h23) to Direct Control (DC) District to accommodate a mixed-use development, with guidelines (Attachment 2).

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for the development of a mixed-use, high-rise residential project with an at-grade grocery store, increasing the total allowable floor area ratio and heights from what would currently be allowed for the site in exchange for provision of public amenity items outlined in the Direct Control (DC) District.
- The proposal represents an appropriate density increase on site and is in keeping with the *West Elbow Communities Local Area Plan* (LAP) and the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? This application provides more housing options for inner city living including affordable housing units and allows for more efficient use of existing infrastructure.
- Why does it matter? By providing new housing options and additional commercial spaces within the community, this will encourage a more diverse population to live in South Calgary and will help support the existing businesses within the community.
- A development permit is under review for a multi-residential development with two high-rise towers and two mid-rise towers with a total of 441 residential units, and commercial uses at grade including a supermarket.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This application, in the southwest community of South Calgary, was submitted by CivicWorks on behalf of the landowner, Marc and Mada Condos (Calgary) Inc. on 2024 October 25. A development permit (DP2024-08395) was submitted on 2024 November 29 and is currently



**Land Use Amendment in South Calgary (Ward 8) at multiple addresses, LOC2024-0265**

under review. The application proposes a building featuring two high-rise and two mid-rise towers with 441 residential units atop a single-storey podium with commercial units at grade and is currently under review. The application proposes to dedicate 17 dwelling units as affordable housing meeting federal requirements for affordability.

The subject site consists of three parcels of land with a total site area of approximately 0.71 hectares (1.76 acres). This site encompasses approximately two-thirds of the city block between 33 Avenue SW and 34 Avenue SW adjacent to 20 Street SW. The site is currently occupied by one-storey commercial developments and adjacent surface parking.

As identified in the Applicant Submission (Attachment 3), this application proposes to redesignate the site from the Mixed Use – Active Frontage District (MU-2f3.0h23) to a DC District to allow for an increase in the total floor area ratio (FAR) allowed on site as well as an increase in allowable height. Currently, the MU-2 District allows for up to a maximum FAR of 3.0, with an allowable height of 23.0 metres. The proposed land use amendment would allow for a maximum FAR of 6.0, with the provision of public amenity items, including affordable housing and publicly accessible private open space. The details of provision of the affordable housing units have been determined through consultation with The City's Housing Solutions team. In addition, the DC District allows for a maximum height of 24.0 metres for the shortest of the four towers, 40.0 metres for southern tower, and up to 66.0 metres for the two tallest towers at the east and west ends of the site.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the respective community association was appropriate. The applicant team developed several different ways to connect with the public. Signage was placed in the applicant's Engage Centre, an on-site storefront space allowing for in-person engagement between the project team and community members, notifying the general public of the proposed project. Notification letters were sent to approximately 2,000 households in the near vicinity of the site and a website was also developed to provide information on the proposed development. In addition, there were virtual and in-person information sessions held with community members and organizations. Please refer to the Applicant Outreach Summary, Attachment 4, for additional details on the engagement undertaken.

**City-Led Outreach**

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



**Land Use Amendment in South Calgary (Ward 8) at multiple addresses, LOC2024-0265**

Administration received 136 letters in opposition from the public, highlighting the following areas of concern:

- that this will be a catalyst project, resulting in a complete and negative change in character for the community;
- the jump from an allowable height of six storeys to 19 storeys is too much of a rapid increase in height for this area;
- shadowing concerns on a primary Main Street that is heavily used by pedestrians;
- loss of smaller, local businesses for a chain grocery store in a community that is already well served by two other grocery stores;
- not enough public amenities in the area, such as playgrounds and green spaces, to support this increase in density;
- not a true Transit Oriented Development site and a lack of efficient public transit options in close proximity;
- increased traffic congestion in the area; and
- parking availability concerns.

Administration also received three letters in support from the public, with the following comments:

- increased number of residents to support the commercial businesses in the area;
- opportunity to help revitalize the community; and
- allow for younger generations to move into this walkable neighbourhood.

The Marda Loop Communities Association provided a letter on 2024 December 9 (Attachment 5) outlining a number of concerns that were identified with the project. These concerns included:

- the scale of the building height will significantly change the neighbourhood character;
- the potential for significant shadowing of adjacent residential areas;
- the lack of public amenity space and a question raised as to how this project will enhance the whole community;
- increased traffic congestion along both 33 Avenue SW and 34 Avenue SW; and
- the need for an increased focus on sustainability with any proposed development.

The Marda Loop Business Improvement Area (BIA) also submitted a letter on 2025 January 13 in response to both the land use and development permit applications. This letter was generally in support of the application, particularly the stepbacks, density, affordable housing and plazas, and also requested that shadowing be minimized through detailed design of the buildings.

Administration reviewed the relevant planning issues and worked to address some of the concerns that were raised. For example, a shadow analysis was completed with this land use application, and based on the findings, the allowable heights were adjusted on the site to minimize shadowing impacts on 33 Avenue SW. However, many of the concerns raised, such as building and site design and on-site parking will be reviewed and determined at the development permit stage.

**Land Use Amendment in South Calgary (Ward 8) at multiple addresses, LOC2024-0265**

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

**IMPLICATIONS**

**Social**

This application allows for new development in an established community that will encourage and accommodate the housing needs of a wider range of age groups, lifestyles and demographics and incentivizes the development of affordable housing units as well. The addition of 17 affordable housing units will provide more equitable access to a desirable community. Furthermore, new commercial development in the area will also attract and service additional residents.

**Environmental**

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

**Economic**

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

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

- 1. Background and Planning Evaluation
- 2. **Proposed Bylaw 129D2025**
- 3. Applicant Submission
- 4. Applicant Outreach Summary
- 5. Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of South Calgary and comprises approximately two thirds of a city block between 33 Avenue SW and 34 Avenue SW, and fronts onto 20 Street SW. The site totals approximately 0.71 hectares (1.76 acres) and is approximately 115 metres wide and 90 metres deep. It is currently occupied by one-storey commercial developments with a surface parking lot adjacent. The site is located within the heart of the Marda Loop Business Improvement Area (BIA).

Surrounding development is characterized by a mix of commercial and residential development. Directly to the south of the subject site, across 34 Avenue SW, is a six-story mixed-use building with at-grade commercial uses and residential units above as well as smaller scale multi-residential and duplex development. There is a laneway with surface parking for the adjacent one and two-storey commercial developments to the west of the subject site. To the north of the site, across 33 Avenue SW, there is one-storey commercial development with surface parking adjacent. To the east of the subject site, across 20 Street SW, there is a six-story mixed-use development with at-grade commercial uses and residential units above facing 33 Avenue SW. There is also a two-storey commercial development with dual frontage facing both 20 Street SW and 34 Avenue SW.

The subject site is directly adjacent to 33 Avenue SW and 34 Avenue SW, both of which are classified as Neighbourhood Main Streets and are the two main pedestrian and vehicular corridors through the Marda Loop community. The site is close to existing public open spaces, including Garrison Square Park, approximately 400 metres to the south west of the site (six-minute walk) and the Marda Loop Communities Association site, 800 metres to the north east of the site (13-minute walk). The site is also well served by local transit options, with bus routes along both 33 Avenue SW and 20 Street SW in addition to the MAX Yellow Bus Rapid Transit (BRT) Route 304 (Woodpark/City Centre) bus stop at 33 Avenue SW and Crowchild Trail SW.

## Community Peak Population Table

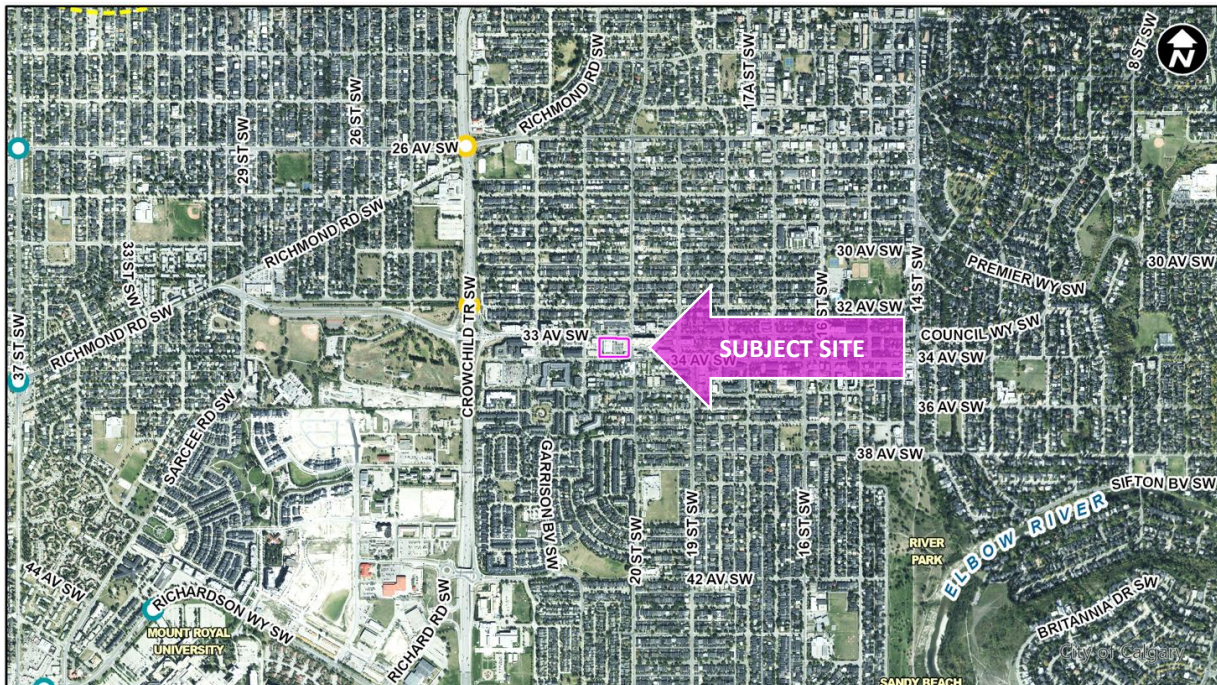
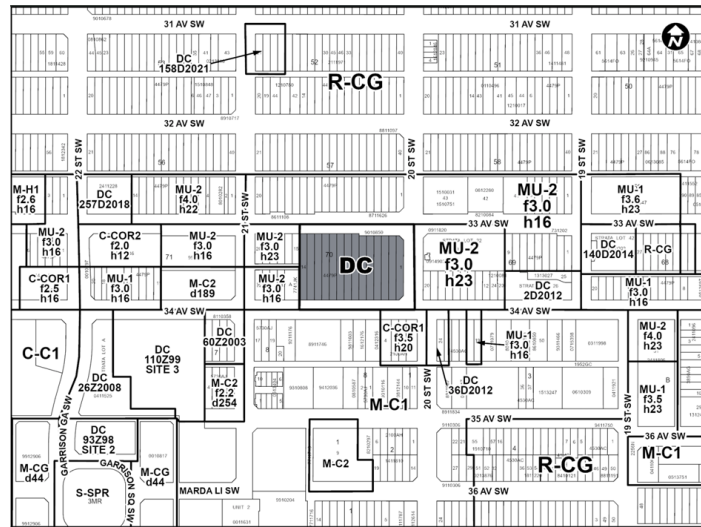
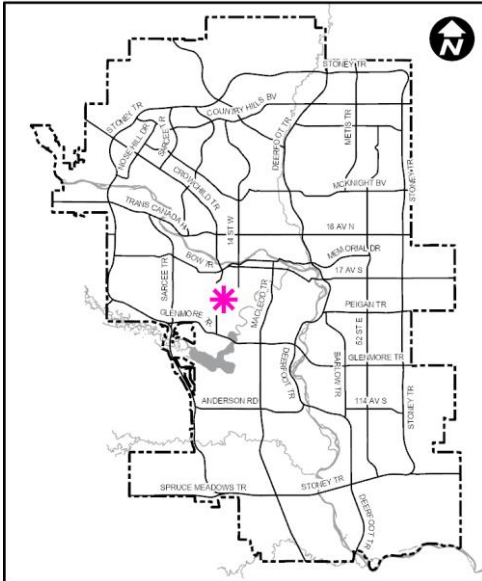
As identified below, South Calgary reached its peak population in 2019.

<b>South Calgary</b>	
Peak Population Year	2019
Peak Population	4,442
2019 Current Population	4,442
Difference in Population (Number)	0
Difference in Population (Percent)	0%

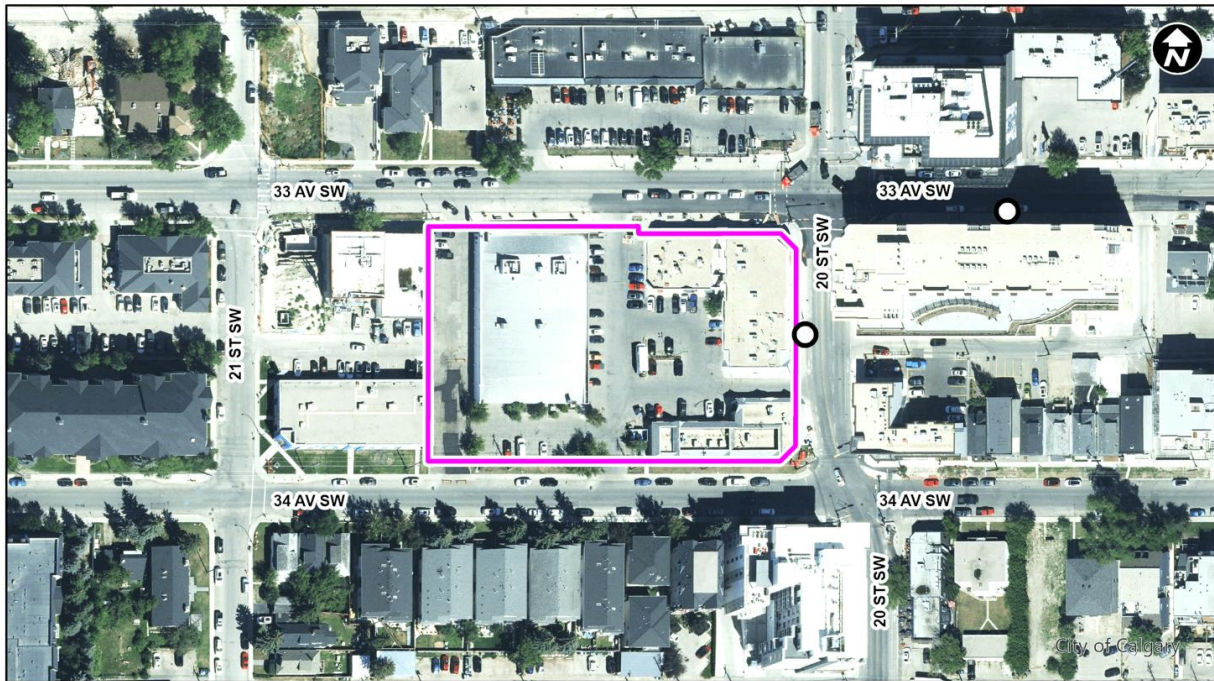
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject site is currently designated the Mixed Use – Active Frontage (MU-2) District with a density modifier of 3.0 floor area ratio (FAR) and a height modifier of 23.0 metres. The current land use allows for mixed-use developments with storefronts along a continuous block face on the commercial street with active commercial uses at grade to activate the street level and allows for a mix of commercial and residential development within the same building.

The proposed DC District is based on the MU-2 District and allows for a base density of 3.0 FAR, but with the option of increasing the density to a maximum of 6.0 FAR provided certain amenity items are provided with any proposed development. These amenity items include provision of affordable housing units and/or publicly accessible private open space. The development permit that has been submitted for this site shows a fairly significant plaza space on the corner of 34 Avenue SW and 20 Street SW, with a smaller plaza space proposed for the corner of 33 Avenue SW and 20 Street SW. As well, the applicant has worked with the Housing Solutions team to determine that 17 affordable housing units will be provided with the proposed development.

This DC District also allows for significantly greater heights than previously allowed for portions of the site, with the southwest and southeast portions being able to have heights of up to 66.0 metres (19 storeys) and the remainder of the south portion of the site of up to 40.0 metres (11 storeys) in height. Those portions of the site adjacent to 33 Avenue SW remain essentially

the same height as currently allowed, with up to 24.0 metres (six storeys) as an allowable height, in comparison to the currently allowed heights of 23.0 metres. The increased height provisions within the DC District are directly related back to the allowable increases in height that have been outlined in the *West Elbow Communities Local Area Plan* (LAP). The LAP specifically has identified the north side of 34 Avenue SW between 20 Street SW and Crowchild Trail SW as within a 'Modified Building Scale Area', where heights can be up to 16 storeys. However, this can be increased if shadowing on the north side of 33 Avenue SW is demonstrated as having been minimized during the spring and fall equinoxes. In addition, the LAP also outlines that proposed developments in transit station areas should provide publicly accessible private open space or non-market/mixed-market housing in order to exceed the maximum heights of 16 storeys. This land use application aligns with this direction as found within the LAP, as allowable heights are up to 19 storeys, but with the provision of both publicly accessible private open space and affordable housing.

The DC District also outlines specific maximum floor plate sizes allowed, with 550 square metre floor plates for portions of the development 30 metres from the west property line and 800.0 square metres for portions of the development that are 30 metres from the property line shared with 20 Street SW. The rules around building façade widths, street wall stepbacks and building separation have also been adjusted in the proposed DC District.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary to enable the applicant's proposed development due to the need to implement the proposed density bonus provisions as outlined in the LAP. This proposal allows for the applicant's intended development while maintaining the MU-2 District base. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 7 and 10 through 14 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. Sections 10 through 14 include site specific rules for building façade widths, stepbacks and building separation, and these are also listed as rules that may be relaxed, subject to Section 36 of the Land Use Bylaw being met to the satisfaction of the Development Authority.

### **Development and Site Design**

If the land use redesignation is approved by Council, the rules of the proposed DC District would provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and site access. Additional items that will be considered through the development permit process would include:

- ensuring an engaging built interface along all frontages of the development, including 33 Avenue SW, 34 Avenue SW and 20 Street SW;
- integration of new development with the public realm, including the integration of the publicly accessible private open spaces on site; and
- ensuring high quality finishes and materials that are in keeping with the surrounding context.



## Transportation

Pedestrian access is available from the 33 Avenue SW frontage, the 34 Avenue SW frontage as well as the 20 Street SW frontage. The grid network of sidewalks throughout the neighbourhood provides multiple routing options for pedestrians.

The site benefits from strong connectivity for all mobility modes. The site is well served by Calgary Transit, with an eastbound and westbound bus stop for Route 22 (Richmond Road SW) along 33 Avenue SW approximately 60 metres to the east of the site (a one-minute walk) and the southbound bus stop for Route 7 (Marda Loop) directly adjacent to the site along 20 Street SW. In addition, there is the MAX Yellow Route 304 (Woodpark/City Centre) bus stop at 33 Avenue SW and Crowchild Trail SW, approximately 450 metres to the west of the site (a seven-minute walk). In addition, there is an on-street bikeway along 20 Street SW.

Vehicular access to the site will be available from both 33 Avenue SW as well as 34 Avenue SW. There is on-street parking available along 33 Avenue SW, 34 Avenue SW and 20 Street SW. A Transportation Impact Assessment (TIA) was submitted by the applicant in support of the application. The TIA was reviewed and accepted by Administration.

## Environmental Site Considerations

No environmental concerns have been identified at this time.

## Utilities and Servicing

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

## Legislation and Policy

### South Saskatchewan Regional Plan (2014)

Administration's recommendation 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.

### Municipal Development Plan (Statutory – 2020)

The subject site is within the Developed Residential – Inner City area as shown on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). This application aligns with many of the policies within the MDP for areas within the Developed Residential Area. For example, this will help to intensify inner-city redevelopment by increasing the population in the area and providing new commercial and service uses to support the local residents. In addition, 33 Avenue SW is situated in the Neighbourhood Main Street land use typology and has also been identified as part of the Primary Transit Network as outlined on Map 2: Primary Transit Network. This application also aligns with some of the policies outlined for a Neighbourhood Main Street. For example, creating mixed-use areas that create a transition from the Main Street area to the surrounding neighbourhood. In addition, with the proposed taller heights towards the south portion of the site, this will minimize shadow impacts of development on the 33 Avenue SW Main Street.

### **Calgary Climate Strategy (2022)**

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

### **West Elbow Communities Local Area Plan (Statutory - 2025)**

The [West Elbow Communities Local Area Plan](#) (LAP) identifies the subject site on Map 3: Urban Form as 'Neighbourhood Commercial' and for the portion of the site facing 33 Avenue SW as also 'Active Frontage'. On Map 4: Building Scale, the north section of the site facing 33 Avenue SW is classified as 'Low (up to 6 Storeys)' while the south section of the site facing 34 Avenue SW is classified as 'Modified Building Scale Area'. This application generally aligns with policies for these areas as identified. For example, policies for the 'Neighbourhood Commercial' area outline that development should be oriented towards the street, commercial uses be positioned on high activity streets and larger commercial uses should be behind smaller uses facing the street. The policies specific to 'Active Frontage' areas outline that developments should support active uses and have setbacks to accommodate the extension of uses outside of the building.

This site is also subject to the policies within the LAP specific to Main Streets under Section 2.5.1, such as minimizing shadow impacts on the opposite sides of the street through tower separation, reduced floor plates and stepbacks as well as supporting a human scaled street environment through reduction in building massing and provision of street furniture and tree plantings to enhance the pedestrian experience.

In addition, this site falls within the Marda Loop BRT Station Area. Therefore, policies under Section 2.5.4 Transit Station Areas are applicable to this site, which includes the ability to increase the heights of development if certain criteria are met, including the provision of publicly accessible private open space and non-market or mixed-market housing. As mentioned above, the proposed DC District includes the provision for additional density if these amenity items are provided.

# PROPOSED

CPC2025-0553  
ATTACHMENT 2

## BYLAW NUMBER 129D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0265/CPC2025-0553)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

**AMENDMENT LOC2024-0265/CPC2025-0553  
BYLAW NUMBER 129D2025**

This map displays a section of Chicago with the following features:

- Streets:** 31st, 32nd, 33rd, 34th, and 35th Avenues run horizontally. 20th, 21st, 22nd, and 19th Streets run vertically. Other streets include GARRISON ST, MARDIA LI ST, and 19th ST.
- Zoning Districts:**
  - R-CG:** Residential Community, General.
  - MU-2:** Medium Density Residential.
  - C-COR:** Community Center.
  - M-C1:** Medium Density Residential, Single-Family Detached.
  - M-C2:** Medium Density Residential, Single-Family Detached.
  - C-C1:** Community Center, Single-Family Detached.
  - M-CG:** Medium Density Residential, Single-Family Detached.
  - S-SPR:** Single-Family Detached, Single-Family Detached.
  - M-C1:** Medium Density Residential, Single-Family Detached.
- Property Boundaries:** Outlined in black, with some properties shaded in gray.
- Property Identification:** Many properties are labeled with their address and zoning code, such as 158D2021, 257D2018, 602Z2003, 110Z99 SITE 3, 93Z98 SITE 2, 36D2012, 36Z2008, 36Z2009, 36Z2010, 36Z2011, 36Z2012, 36Z2013, 36Z2014, 36Z2015, 36Z2016, 36Z2017, 36Z2018, 36Z2019, 36Z2020, 36Z2021, 36Z2022, 36Z2023, 36Z2024, 36Z2025, 36Z2026, 36Z2027, 36Z2028, 36Z2029, 36Z2030, 36Z2031, 36Z2032, 36Z2033, 36Z2034, 36Z2035, 36Z2036, 36Z2037, 36Z2038, 36Z2039, 36Z2040, 36Z2041, 36Z2042, 36Z2043, 36Z2044, 36Z2045, 36Z2046, 36Z2047, 36Z2048, 36Z2049, 36Z2050, 36Z2051, 36Z2052, 36Z2053, 36Z2054, 36Z2055, 36Z2056, 36Z2057, 36Z2058, 36Z2059, 36Z2060, 36Z2061, 36Z2062, 36Z2063, 36Z2064, 36Z2065, 36Z2066, 36Z2067, 36Z2068, 36Z2069, 36Z2070, 36Z2071, 36Z2072, 36Z2073, 36Z2074, 36Z2075, 36Z2076, 36Z2077, 36Z2078, 36Z2079, 36Z2080, 36Z2081, 36Z2082, 36Z2083, 36Z2084, 36Z2085, 36Z2086, 36Z2087, 36Z2088, 36Z2089, 36Z2090, 36Z2091, 36Z2092, 36Z2093, 36Z2094, 36Z2095, 36Z2096, 36Z2097, 36Z2098, 36Z2099, 36Z2100, 36Z2101, 36Z2102, 36Z2103, 36Z2104, 36Z2105, 36Z2106, 36Z2107, 36Z2108, 36Z2109, 36Z2110, 36Z2111, 36Z2112, 36Z2113, 36Z2114, 36Z2115, 36Z2116, 36Z2117, 36Z2118, 36Z2119, 36Z2120, 36Z2121, 36Z2122, 36Z2123, 36Z2124, 36Z2125, 36Z2126, 36Z2127, 36Z2128, 36Z2129, 36Z2130, 36Z2131, 36Z2132, 36Z2133, 36Z2134, 36Z2135, 36Z2136, 36Z2137, 36Z2138, 36Z2139, 36Z2140, 36Z2141, 36Z2142, 36Z2143, 36Z2144, 36Z2145, 36Z2146, 36Z2147, 36Z2148, 36Z2149, 36Z2150, 36Z2151, 36Z2152, 36Z2153, 36Z2154, 36Z2155, 36Z2156, 36Z2157, 36Z2158, 36Z2159, 36Z2160, 36Z2161, 36Z2162, 36Z2163, 36Z2164, 36Z2165, 36Z2166, 36Z2167, 36Z2168, 36Z2169, 36Z2170, 36Z2171, 36Z2172, 36Z2173, 36Z2174, 36Z2175, 36Z2176, 36Z2177, 36Z2178, 36Z2179, 36Z2180, 36Z2181, 36Z2182, 36Z2183, 36Z2184, 36Z2185, 36Z2186, 36Z2187, 36Z2188, 36Z2189, 36Z2190, 36Z2191, 36Z2192, 36Z2193, 36Z2194, 36Z2195, 36Z2196, 36Z2197, 36Z2198, 36Z2199, 36Z2200, 36Z2201, 36Z2202, 36Z2203, 36Z2204, 36Z2205, 36Z2206, 36Z2207, 36Z2208, 36Z2209, 36Z2210, 36Z2211, 36Z2212, 36Z2213, 36Z2214, 36Z2215, 36Z2216, 36Z2217, 36Z2218, 36Z2219, 36Z2220, 36Z2221, 36Z2222, 36Z2223, 36Z2224, 36Z2225, 36Z2226, 36Z2227, 36Z2228, 36Z2229, 36Z2230, 36Z2231, 36Z2232, 36Z2233, 36Z2234, 36Z2235, 36Z2236, 36Z2237, 36Z2238, 36Z2239, 36Z2240, 36Z2241, 36Z2242, 36Z2243, 36Z2244, 36Z2245, 36Z2246, 36Z2247, 36Z2248, 36Z2249, 36Z2250, 36Z2251, 36Z2252, 36Z2253, 36Z2254, 36Z2255, 36Z2256, 36Z2257, 36Z2258, 36Z2259, 36Z2260, 36Z2261, 36Z2262, 36Z2263, 36Z2264, 36Z2265, 36Z2266, 36Z2267, 36Z2268, 36Z2269, 36Z2270, 36Z2271, 36Z2272, 36Z2273, 36Z2274, 36Z2275, 36Z2276, 36Z2277, 36Z2278, 36Z2279, 36Z2280, 36Z2281, 36Z2282, 36Z2283, 36Z2284, 36Z2285, 36Z2286, 36Z2287, 36Z2288, 36Z2289, 36Z2290, 36Z2291, 36Z2292, 36Z2293, 36Z2294, 36Z2295, 36Z2296, 36Z2297, 36Z2298, 36Z2299, 36Z2300, 36Z2301, 36Z2302, 36Z2303, 36Z2304, 36Z2305, 36Z2306, 36Z2307, 36Z2308, 36Z2309, 36Z2310, 36Z2311, 36Z2312, 36Z2313, 36Z2314, 36Z2315, 36Z2316, 36Z2317, 36Z2318, 36Z2319, 36Z2320, 36Z2321, 36Z2322, 36Z2323, 36Z2324, 36Z2325, 36Z2326, 36Z2327, 36Z2328, 36Z2329, 36Z2330, 36Z2331, 36Z2332, 36Z2333, 36Z2334, 36Z2335, 36Z2336, 36Z2337, 36Z2338, 36Z2339, 36Z2340, 36Z2341, 36Z2342, 36Z2343, 36Z2344, 36Z2345, 36Z2346, 36Z2347, 36Z2348, 36Z2349, 36Z2350, 36Z2351, 36Z2352, 36Z2353, 36Z2354, 36Z2355, 36Z2356, 36Z2357, 36Z2358, 36Z2359, 36Z2360, 36Z2361, 36Z2362, 36Z2363, 36Z2364, 36Z2365, 36Z2366, 36Z2367, 36Z2368, 36Z2369, 36Z2370, 36Z2371, 36Z2372, 36Z2373, 36Z2374, 36Z2375, 36Z2376, 36Z2377, 36Z2378, 36Z2379, 36Z2380, 36Z2381, 36Z2382, 36Z2383, 36Z2384, 36Z2385, 36Z2386, 36Z2387, 36Z2388, 36Z2389, 36Z2390, 36Z2391, 36Z2392, 36Z2393, 36Z2394, 36Z2395, 36Z2396, 36Z2397, 36Z2398, 36Z



# PROPOSED

AMENDMENT LOC2024-0265/CPC2025-0553  
BYLAW NUMBER 129D2025

## General Definitions

4 In this Direct Control District:

- (a) “**affordable housing unit**” means a **Dwelling Unit** owned and operated by a housing provider approved by The **City** to provide non-market housing within the **development**.
- (b) “**publicly accessible private open space**” means an outdoor open space located on a portion of the **parcel** that:
  - (i) is made available to the public through a registered public access easement agreement;
  - (ii) is in a location, form, configuration and constructed in a manner acceptable to the Approving Authority; and
  - (iii) must have a minimum overall contiguous area of no less than 100.0 square metres.
- (c) “**net floor area**” means, for the purpose of calculating **affordable housing units**, the horizontal area of an enclosed floor in a **building**, and is measured from the exterior face of the exterior wall and the centreline of an interior partition wall, but does not include:
  - (i) elevator shafts;
  - (ii) stairwells;
  - (iii) mechanical or electrical rooms; and
  - (iv) common corridors and halls.

## Permitted Uses

5 The **permitted uses** of the Mixed Use – Active Frontage (MU-2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

## Discretionary Uses

6 The **discretionary uses** of the Mixed Use – Active Frontage (MU-2) 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 Mixed Use – Active Frontage (MU-2) 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.



# PROPOSED

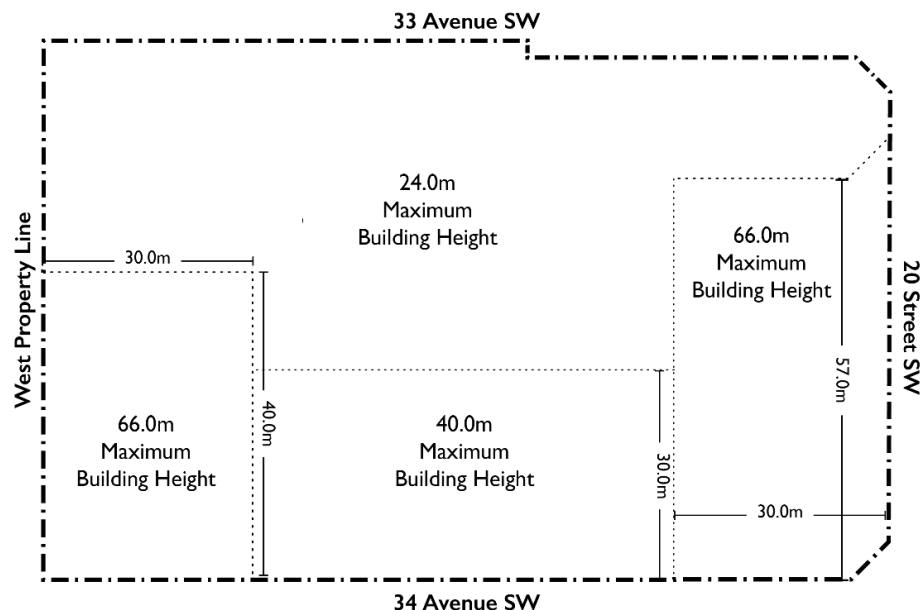
AMENDMENT LOC2024-0265/CPC2025-0553  
BYLAW NUMBER 129D2025

- (2) The maximum **floor area ratio** referenced in subsection (1) may be increased to a maximum of 6.0 through a combination of:
- (a) an additional 0.5 **floor area ratio** through the provision of a minimum of 375.0 square metres of **publicly accessible private open space**; and
  - (b) an additional 2.5 **floor area ratio** through the provision of **affordable housing units** at a rate of 1.0 additional **floor area ratio** for every 320.0 square metres of **net floor area** of **affordable housing units** provided.

## Building Height

- 9 (1) Unless otherwise referenced in subsections (2), (3) and (4), the maximum **building height** is 24.0 metres.
- (2) Unless otherwise referenced in subsections (3) and (4), the maximum **building height** is 40.0 metres within 30.0 metres of the **property line** shared with 34 Avenue SW.
- (3) The maximum **building height** is 66.0 metres within the area that is both within 30.0 metres of the **property line** shared with 20 Street SW and within 57.0 metres of the **property line** shared with 34 Avenue SW.
- (4) The maximum **building height** is 66.0 metres within the area that is both within 30.0 metres of the west **property line** and within 40.0 metres of the **property line** shared with 34 Avenue SW.
- (5) The following diagram illustrates the rules of subsections (1), (2), (3) and (4):

Illustration 1: Building Height in this Direct Control District



# PROPOSED

AMENDMENT LOC2024-0265/CPC2025-0553  
BYLAW NUMBER 129D2025

## Building Separation

- 10 (1) Where the widest dimension of a **balcony** faces a **property line** shared with another **parcel**, the minimum setback of a **balcony** from the shared **property line** is 4.0 metres.
- (2) The façade of a **building** located above 24.0 metres from **grade** must provide a minimum horizontal separation of 5.0 metres from the west **property line**.
- (3) The façade of a **building** located above 40.0 metres from **grade** must provide a minimum horizontal separation of 24.0 metres from the façade of any other **building** on the same **parcel**.

## Street Wall Stepback

- 11 (1) Where the height of a **building** is greater than 23.0 metres measured from **grade**, 85.0 per cent of the **building** façade within 6.0 metres of a **property line** shared with a **street** must have a horizontal separation from the portion of the façade closest to **grade** such that:
- (a) the horizontal separation has a minimum depth of 2.0 metres that extends the full height of the **building**; and
- (b) the horizontal separation commences between a minimum of 6.0 metres and a maximum of 11.0 metres measured from **grade**.
- (2) **Balconies** may project into the street wall stepback area prescribed in subsection (1).

## Rules for Façades Facing a Street

- 12 (1) The length of the **building** façade that faces 33 Avenue SW, 34 Avenue SW or 20 Street SW 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 **rear** or **side setback areas** will not be included as part of the length of the **property line**.
- (3) Lobbies or entrances for upper floor **uses** must not occupy more than 25.0 per cent of the at-**grade** façade facing a **street**.

## Rules for Commercial Uses Facing a Street

- 13 (1) The façade of a **building** located on the floor closest to **grade** and facing a **street** must provide windows with unobscured glass:
- (a) that occupy a minimum of 55.0 per cent of the façade between a height of 0.6 metres and 2.4 metres; and
- (b) where the entire area described in subsection (a) allows views of the indoor space.

# PROPOSED

AMENDMENT LOC2024-0265/CPC2025-0553  
BYLAW NUMBER 129D2025

- (2) Where the façade of a **building** contains a **Dwelling Unit**, that portion of the façade is not required to meet the requirements of subsection (1).

## Façade Width for Uses Facing a Street

- 14 (1) Unless otherwise referenced in subsections (2), (3) and (4), the length of the **building** façade that faces a **street** containing an individual **use** on the floor closest to **grade** is a maximum of 15.0 metres.
- (2) Unless otherwise referenced in subsection (4), for an individual **Drinking Establishment – Medium, Drinking Establishment – Small, Restaurant: Food Service Only, Restaurant: Licensed, Retail and Consumer Service**, or **Supermarket use** located on the floor closest to **grade**, the length of the **building** façade that faces a **street** may be increased to 30.0 metres.
- (3) The length of the **building** façade that faces a **street** containing an individual **Health Care Service**, or **Office use** on the floor closest to **grade** is a maximum of 9.0 metres.
- (4) The length of the **building** façade, excluding a loading area entrance, that faces 33 Avenue SW containing an individual **Supermarket use** on the floor closest to **grade** may be increased to 65.0 metres.

## Floor Plate Restrictions

- 15 (1) Each floor of a **building** located partially or wholly above 40.0 metres above **grade**, and located within 30.0 metres of the **property line** shared with 20 Street SW, has a maximum **floor plate area** of 800.0 square metres.
- (2) Each floor of a **building** located partially or wholly above 40.0 metres above **grade**, and located within 30.0 metres of the west **property line**, has a maximum **floor plate area** of 550.0 square metres.

## Relaxations

- 16 The **Development Authority** may relax the rules contained in Sections 7 and 10 through 14 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

# Applicant Submission

2025 May 23



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

P 403 201 5305  
F 403 201 5344

May 2025

Community Planning  
Municipal Building  
800 Macleod Trail SE  
Submitted Online

## MARC & MADA BLOCK APPLICANT STATEMENT

Address:	2101, 2123, and 2127 33 AV SW
Site Area:	0.7 ha / 1.8 ac
Current Land Use:	MU-2 (f3.0 h23) District
Proposed Land Use:	Direct Control District based on MU-2 District
Building Height:	up to 24m, 40m & 66m (six, eleven & nineteen storeys)
Floor Area Ratio:	up to 6.0 FAR (with density bonusing)

### About

Marc & Mada Block is a proposed development within a nearly two acre property nestled between two of Calgary's Main Streets at the heart of the communities of Marda Loop. The Marc & Mada Block development vision is the result of a collaborative partnership between two local organizations - landowner Calgary Co-op and developer/builder Truman. Together, they envision Marc & Mada Block as an innovative and vibrant Main Street hub that introduces new diverse housing options, high-quality public spaces and active local businesses anchored by a "next generation" Calgary Co-op grocery store.

### Development Vision

Marc & Mada Block is a comprehensive mixed-use building featuring commercial businesses on the first level and new homes above. The building is anchored by a ±27,000 sq. ft. Calgary Co-op grocery store and will include new, small-scale commercial spaces for retail stores, restaurants, and other services. The development proposes two high quality public corner plazas, public bike parking, street furniture, and landscaping throughout to encourage community gathering and complement the planned and ongoing construction of City of Calgary-led Main Street enhancements in the area.

This well-connected, walkable, and amenity-rich location presents an excellent opportunity for more housing options within Marda Loop. Marc & Mada Block will introduce new homes across three buildings, ranging in height from six to nineteen stories. Calgary Co-op and Truman are partnering with the non-profit Liberty Housing Organization to dedicate 17 of these new homes as affordable, non-market rental housing, with rental rates set at or below 80% of Median Market Rent rates for a 40 year term. Future residents will have access to a large outdoor amenity space on the second level, as well as a variety of indoor amenities, including coworking spaces, lounges, and children's play areas.

Marc & Mada Block is considered a Transit Oriented Development and is located within a ±5 minute walk of the Max Yellow BRT Station. The concurrent development permit includes a four-level underground parkade with ±662 vehicle parking stalls, exceeding the City of Calgary's Land Use Bylaw minimums by providing ±100 more residential parking stalls than required. Visitors to the grocery store and other commercial businesses will have access to ±174 parking stalls, while future residents and visitors will have access to ±507 parking stalls and ±495 secure indoor "Class 1" bike stalls. Commercial loading for large vehicle classes and back-of-house service areas are internalized to minimize disruption to neighbors, located both within an enclosed at-grade loading area and on the first level of the underground parkade.

Details on the development vision can be found online at [www.marcandmada.com](http://www.marcandmada.com).



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

P 403 201 5305  
F 403 201 5344

### West Elbow Communities Local Area Plan

The Marc & Mada Block development proposal is in alignment with the recently approved West Elbow Communities Local Area Plan (WECLAP), which identifies this site as within a "Neighbourhood Commercial" Urban Form with "Active Frontage" along 33 AV SW. The site is identified as a "low (up to 6 storeys)" building scale along 33 AV SW and "Modified (up to 16 storeys)" building scale along 34 AV SW. The site is also located within the "Core Zone" the Marda Loop BRT Station Area, which encourages additional building height and scale in return for the provision of either publicly accessible private open space (such as plaza spaces), or non-market housing - both of which are proposed within Marc & Mada Block.

### Land Use Redesignation

Our proposal seeks to change the Marc & Mada Block site's Land Use District from the *Mixed-Use Active Frontage (MU-2 f3.0 h23) District* to a site-specific *Direct Control District* based closely on the current *MU-2 District* rules. Our proposed *Direct Control District* allows for additional floor area to be developed on the site in return for the provision of publicly benefiting contributions of (1) high quality public plaza space and (2) new affordable housing.

### Development Permit

A Development Permit illustrating the Marc & Mada Block development vision in detail has been submitted and is under review. This concurrent approach is intended to offer more certainty in the review process by allowing community members and the City Administration to consider a tangible "bricks and mortar" outcome that aligns with our proposed Land Use redesignation

### What has Changed?

In direct response to feedback received through the outreach process, key changes focused on the building layout and massing revisions to reduce shadow impacts on the 33 AV SW Main Street. These changes are reflected in the Direct Control District building height policies and in the Development Permit application. Key changes include:

- Introducing a 2.0 metre setback from the street wall podium for all buildings;
- Shifting the eastern 19-storey building further south, away from 33 Avenue SW; and
- Reducing the mid-scale building fronting 33 Avenue SW from eight to six storeys, with the building mass relocated to the southern portion of the site.

### Enhanced Applicant-Led Outreach

The Marc & Mada Block project team undertook a robust Applicant-Led Outreach process that notified community members through multiple channels and offered a range of opportunities to connect with the project team to learn more and provide feedback in-person, online, and over the phone. These communication points include onsite signage, neighbourhood mailers, newsletter notification, e-news updates, in-person and digital meetings, in-person meetings and conversations at our on-site Engage Centre (over 36 hours of engagement with ±400 participants), a project website with detailed information, an online feedback form, and a dedicated phone line - among others. An Applicant Outreach Summary document is available at [marcandmada.com](http://marcandmada.com).

# Applicant Outreach Summary

2025 May 30



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Marc & Mada Block

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

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

The project team is undertook a robust outreach process, connecting with community members in both the pre-application stage and at various points throughout the application review period.

### 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)

Calgary Co-op and Truman are committed to being good neighbours and working with citizens and community groups throughout the application process. The project team undertook a meaningful and comprehensive outreach process to support a clear and transparent process for all interested parties. As part of our process, we contacted the local area Ward Councillor's Office, community groups, and surrounding residents at the outset of the application process to encourage them to share questions or concerns. Additional elements of our outreach process also include:

- Custom On-site Signage: Large signage installed on the Engage Centre window at application submission.
- Neighbour Mailers: Delivered to surrounding area residents within ±200m to ±2000 households at submission.
- Website: Additional project information available for review as advertised on signage and mailers
- E-News update and Community Newsletter: Updates at key milestones of the application
- Phone Line, Email Inbox, Website Feedback Portal: Three separate ways for citizens to connect with the project team to ask questions and provide feedback, advertised via site signage and mailers.
- Digital & In-person Meetings and Information Session with community members and organizations
- Engage Centre (Storefront) located onsite: open during Marda Gras; and during a 6 week engagement period (open for ±36 hours with ±400 visitors); host a number of engagement events including Spook the Loop, meetings with the MLCA and ML BIA, and participation in a community Jane's walk

### Affected Parties

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

- Ward 8 Councillor's Office
- Marda Loop Communities Association
- Richmond Knobhill Community Association
- Rutland Park Community Association
- Marda Loop Business Improvement Area (BIA)
- Surrounding Area Residents & Businesses

[calgary.ca/planningoutreach](https://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.

Feedback via the dedicated project phone line, email inbox, website feedback portal, in-person conversations, and digital meetings was responded to by a member of the project team to provide an opportunity for more detailed discussion. A fulsome Outreach Summary report summarizing all feedback received during both the pre-application outreach and during the application review period is available for review on the project website [marcandmada.ca](http://marcandmada.ca) and submitted on the public record in advance of formal decision making stages.

### How did input influence decisions?

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

In direct response to feedback received through the outreach process, the key changes focused on building layout and massing revisions to reduce shadow impacts on the 33 AV SW Main Street. Key changes include:

- Introducing a 2.0 metre stepback from the street wall/podium for all buildings;
- Shifting the eastern 19-storey building further south, away from 33 Avenue SW; and
- Reducing the mid-scale building fronting 33 Avenue SW from eight to six storeys, with the building mass relocated to the southern portion of the site.

These changes are reflected in the proposed Direct Control District building height policies.

### How did you close the loop ?

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

The Outreach Summary report was share through our outreach channels. The report is available online ([marcandmada.com](http://marcandmada.com)) for public review and is published on the official public record as an attachment to the City of Calgary's Administration Report to Council.

[calgary.ca/planningoutreach](http://calgary.ca/planningoutreach)



## Outreach Summary

Marc & Mada Block

Land Use Redesignation and Development Permit Applications

May 2025

## Outreach Approach

**Trusted, clear, and effective outreach and communication channels are essential to ensuring that all voices are heard.**

Our outreach approach applies a range of communication methods and materials to reach a broad audience and facilitate an honest and transparent discussion about the Marc & Mada Block proposal. Community members may learn about the proposal from one of many notification methods, including mailers, on-site signage, community newsletters, and e-news updates. Participants will have a choice in how they engage and learn more about the proposal throughout our outreach process. Community members can provide feedback to our team through in-person conversations with our team at the Marc & Mada Block Engage Centre, written surveys, community groups meetings, a digital information session, and contacting our team over the phone, by email, or through our project website feedback form.

### Our Commitment

Since no single design solution can satisfy all outreach participants completely, the project team cannot integrate everything suggested by our neighbours and the community. Our promise, however, is that we are transparent about how we reach our conclusions, and make the following commitments to all who participate in our outreach process:

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



## Balancing Multiple Interests

An outreach process is more than a compilation of community input. The project team's role requires active listening to determine the root issues underlying individual statements, as well as reconciling often competing interests and points of view to arrive at evidence-based planning and design solutions.

The array of interests influencing any development include but are not limited to:



### Calgary's Growth & Development

Planning for the next generation of Calgarians.



### Our Design Principles

Key principles guiding a desirable design and development outcome.



### Local Area Policy

The existing policy framework and local planning initiatives that guide development and investment.



### Community Feedback

What various citizens and community members think and say about an issues.



### Economic Viability

The needs of the developer to create a viable project.

## City of Calgary Outreach

City Administration is responsible for the formal review and consideration of the concurrent Land Use Redesignation (LOC) and Development Permit (DP) applications. All Land Use Redesignation and Development Permit application and subject to standard notice and outreach requirements conducted by The City of Calgary (The City), including circulation of materials to the local Community Association (CA), Business Improvement Area (BIA), and Ward Councillor's office, letter delivery to adjacent property owners, and large-format notice signage posted on the site.

City Administration will also review feedback received directly and through Applicant-led Outreach, and summarize all input in reports to Calgary Planning Commission (CPC) and City Council prior to final recommendations and decision being made.

The project team has provided City Administration contact information in all Applicant-led outreach methods.



## Outreach Methods



What We Heard Report

## Marc & Mada Block Engage Centre

The Marc & Mada Block Engage Centre (Engage Centre) is a highly visible on-site storefront space offering in-person engagement between the project team and the community. The space featured detailed information boards, a large 3D model, an interactive screen displaying the project website ([marcandmada.com](http://marcandmada.com)) and realistic visualizations of the Development Vision.

The Engage Centre was open for a period of six weeks in Fall 2024, and also participated in two BIA sponsored events – Marda Gras and Spook the Loop. In total, the Engage Centre was open for ±36 hours of in-person community engagement. The Marc & Mada Block project team spoke with more than 400 Engage Centre visitors, most of whom self-identified as local community members.



*Photo of Engage Centre during Soft Launch (Marda Gras Community Event)*



## What We Heard & Team Response

---

### Overview

Through our outreach channels and methods, the project team has received feedback directly from community members, the Marda Loop Communities Association (MLCA), and the Marda Loop Business Improvement Area (MLBIA). Furthermore, City Administration shared a summary of feedback received from community members through City of Calgary channels.

In reviewing feedback collected to date (May 2025), the project team has identified ten overarching themes which cover a variety of specific topics. In the following pages these themes are broken into *What We Heard* and *Team Responses*.

### Feedback Themes

- Ownership
- Policy Alignment
- Housing Model & Tenure
- Infrastructure Capacity
- Traffic & Parking
- Height & Density
- Architectural Design
- Commercial Main Street
- Construction Management
- Timeline & Process

## Outreach Timeline

- **Pre-Application & Soft Launch** (February – September 2024)
  - Dedicated Project Website, Custom On-Site Signage, Memos shared with MLCA, MLBIA, and Ward 8 Councillor's Office.
  - Virtual & In-Person Meetings with MLCA & MLBIA (February 13, September 4, & October 7).
  - August 11: Marc & Mada Block Engage Centre Public Soft Launch at *Marda Gras* (±300 Visitors).
- **Land Use Redesignation Submission - Public Launch** (October 2024)
  - ±2,029 Hand-delivered Mailers, Two-rounds of E-news Updates, Project Website Updated & Media Release.
  - Invitation to Digital Information Session.
  - October 26: Marc & Mada Block Engage Centre Public Launch at *Spook the Loop* (±60 Visitors).
- **Continued Outreach** (October 2024 – May 2025)
  - October 7: In-Person MLCA Board Meeting
  - October 30 to November 30, 2024: Marc & Mada Engage Centre Open Regular Hours (±50 Visitors).
  - November 19: Digital Information Session (±58 Participants).
  - November 25: Ward 8 Councillor's Office Meeting.
  - January 15: In-Person Meeting with MLBIA.
  - January 17: Tour of West District with MLCA & MLBIA (5 Participants).
  - February 24: In-Person MLBIA Business Form Meeting (ATB Marda Loop Branch, ±20 Participants).
  - May 4: MLCA Jane's Walk Tour Presentation (±20 Participants)
- **Outreach Summary** (May 2025)
  - What We Heard Report summarizing feedback heard to date.
- **Ongoing Communication & Application Updates** (May – August 2025)
  - Further opportunities for engagement, and information-sharing to discuss the proposal will include on-site signage updates, hand-delivered mailers, and community group meetings.
- **Public Hearing** (July 19)

## Ownership

### What We Heard

We heard community interest around the land ownership and developer relationship, with many community members telling us that they value organizations that have strong track records and are based locally within Calgary.

### Team Response

Calgary Co-op purchased the Marc & Mada Block property in 2020 to pioneer its first “next-generation” grocery store within a smart growth, mixed-use development. This vision integrates new homes, community spaces, shopping, and essential services in one central location. To bring this vision to life, Calgary Co-op selected Truman as its Joint Venture Partner to handle development and construction.

Both Calgary Co-op and Truman are local, Alberta-based businesses. Serving Calgarians since 1956, Calgary Co-op remains committed to sourcing fresh, local food from Calgary, Alberta, and Western Canada. Truman – a local developer with over 40 years of experience – was chosen for its commitment to sustainable development, partnerships with affordable housing providers, and a strong track record of high-quality projects across Calgary.



Aerial Imagery Looking Northwest from 34 AV SW

What We Heard Report

## Policy Alignment

### What We Heard

We heard from community members that it is important for new development to align with the City's local area planning for Marda Loop.

### Team Response

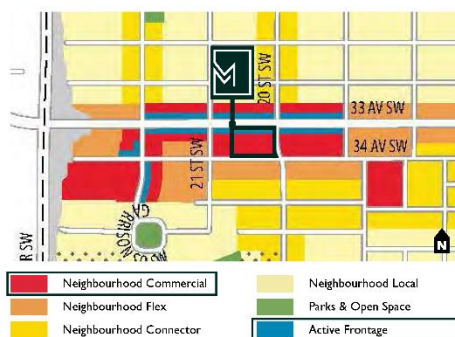
Planning decisions in Marda Loop are now guided by the Council approved West Elbow Communities Local Area Plan (WECLAP).

WECLAP identifies the Marc & Mada Block site as being within a "Neighbourhood Commercial" Urban Form area – supporting mixed use building forms with active frontages along 33 AV SW. The site is divided into two Building Scale areas. The north half falls within a "Low" Building Scale area, allowing buildings up to 6-storeys. The south half is designated as a "Modified Building Scale Area," allowing buildings up to 16 storeys.

This site is also located along Marda Loop's Main Streets, 33 AV & 34 AV SW, and is within the "Core Zone" of the Marda Loop BRT Station Area. This policy area enables greater building heights in return for the provision of publicly-accessible private open space and non-market housing - both of which are proposed within Marc & Mada Block.

A Direct Control (DC) District is a customized zoning tool approved by City Council that sets specific land use and development rules for a particular site. For Marc & Mada Block, the proposed DC District includes tailored regulations for building height and massing while allowing additional floor area in exchange for publicly-accessible private open space and non-market housing.

Draft WECLAP Map 3 (Urban Form)



Draft WECLAP Map 4 (Building Scale)



## Housing Model & Tenure

### What We Heard

We heard the community express interest in whether the residential units would be purpose-built rentals or ownership, with many people asking about opportunities to purchase a home in Marc & Mada Block. We heard support from the community for more affordable housing in Marda Loop.

### Team Response

#### Ownership & Operation

Marc & Mada Block is a mixed-use development introducing ±441 new homes to Marda Loop, including a mix of studio, one, two, and three bedroom units.

Marc & Mada Block will operate as a condominium (condo), where individual units are privately owned, and shared spaces are managed by a condo board. A condo board will oversee maintenance, enforce bylaws, and manage finances, with owners participating through an elected board.

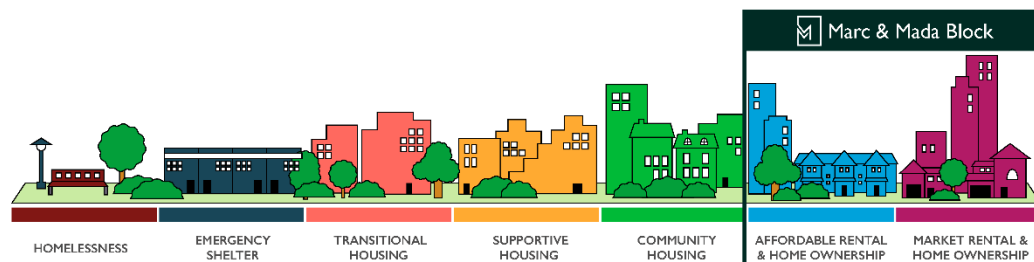
A portion of the homes will be owned and operated by Liberty Housing Organization (Liberty) as non-market purpose-built rental homes. Liberty is a non-profit affordable housing provider, dedicated to ensuring long-term affordability while maintaining design consistency and community integration.

#### Liberty Housing Organization

Liberty and the project team appreciate the support received for new non-market housing in Marda Loop and believe developments like Marc & Mada Block are essential to enhancing the lives of both current and future Calgarians. As a non-profit housing provider, Liberty views non-market housing as a valuable community benefit and looks forward to becoming an active and engaged member of the Marda Loop communities.

Liberty will be the owner and operator of 17 new affordable homes within Marc & Mada Block. Liberty worked with the Housing Solutions team within the City of Calgary to finalize a Housing Agreement that sets rental rates at or below 80% of Median Market Rent for a 40 year term.

*Simplified Visualization of the Housing Continuum*



---

## Infrastructure Capacity

### What We Heard

We heard the community has concerns about whether the infrastructure in Marda Loop could handle additional density, and what The City review process entails.

### Team Response

City Administration is responsible for formally reviewing the concurrent Land Use Redesignation and Development Permit applications and ensuring the detailed review of the cumulative impacts of all developments on surrounding infrastructure and services. This detailed review process involves professionals from the Planning, Parks, Engineering, and Mobility departments, who assess compliance with land use and local area plan policies, and evaluate the capacity and condition of existing infrastructure networks, including water, sanitary, stormwater, transportation network, gas lines, and electrical lines among others.

Recent infrastructure upgrades undertaken through The City's Main Streets project aim to support new development and growth in Marda Loop. These upgrades include:

- New Traffic Signals (20 ST and 34 AV SW)
- Proposed Traffic Signals (21 and 33 AV SW)
- Water Feedermain Replacement (34 AV SW)
- ENMAX Powerline Burial
- ATCO Gas Line Relocation and Upgrades
- Fibre Optic Internet Installation

A preliminary servicing study by Jubilee Engineering Consultants confirms sufficient capacity in the local infrastructure to support the Marc & Mada Block proposed development. Reviews by The City's Utility Engineering Team and partner utility agencies, such as ENMAX, have confirmed the deep piped utility and electrical infrastructure can accommodate the proposed development. If upgrades to infrastructure are deemed necessary through the Development Permit review process, they will be developer-funded, such as the proposed traffic signal at 21 ST & 33 AV SW.

The City will collect off-site levies from the Marc & Mada Block development, with these funds will be allocated towards existing and planned municipal infrastructure upgrades.

---

11



## Traffic & Parking

### What We Heard

We received extensive feedback and questions from the community regarding on-site parking, publicly accessible parking, traffic impact, and pedestrian safety. Many community members initially had concerns about parking, but after learning how much onsite parking is proposed, many participants supported the parking supply.

### Team Response

In support of Marc & Mada Block, Bunt & Associates Transportation Engineers produced two key studies – a Transportation Impact Assessment (TIA) and a Commercial Parking Study.

#### Parking Supply & Parking Study

Marc & Mada Block includes ±662 parking stalls within a four level parkade – exceeding the land use bylaw requirements by providing ±190 surplus residential stalls. ±507 stalls are designated for residential and visitor parking (P2, P3, & P4). ±126 grocery store and ±36 commercial parking stalls (surface and P1) are proposed based on the Commercial Parking Study which observed parking demand at twenty urban and suburban grocery stores within Calgary. The commercial parking time limits and payment model will be finalized at a later date.

#### Alternative Transportation Options

Marc & Mada Block is well supported by alternative transportation options. Marc & Mada Block is located within the “Core Zone” of the Marda Loop BRT Station Area providing access to Primary and Local Transit Service, including the MAX Yellow Bus Rapid Transit (BRT) and Routes 7, 20, 22, and 66 within a 5 to 10-minute walk. A lane separated bike route runs along 20 AV SW on the eastern edge of the site and connects to a well-established City-wide cycling network. In support of Marc & Mada Block's location along the cycling network, ±229 Class I Bike Stalls are proposed within secure bike rooms.

#### Access & Loading

The parkade entry along 34 AV SW will serve as the main vehicular access point for residents and visitors. This location was selected due to expected lower traffic volumes, the recent installation of traffic signals at the intersection of 20 ST SW and 34 AV SW, and its distance from other nearby intersections – all of which enhance safety and convenience for accessing the site.

Grocery stores have complex loading and operational needs. The grocery store loading and waste pick-up area is designed as a through-way, single access enclosed area within the building. This approach minimizes traffic impact, and reduces noises, smells and other disturbances to the surrounding community.

Trucks will enter from Crowchild TR SW, turning right from 33 AV SW into the enclosed loading area, then exit via the public lane, turning right onto 21 ST SW and proceeding through the proposed signalized intersection at 21 ST and 33 AV SW. Most commercial loading and waste pick-up will occur on the first level of underground parking, accessed from 34 AV SW, with designated loading areas and commercial elevators. Some commercial units will also share Calgary Co-op's enclosed loading and waste facilities.

Existing & Proposed Site Circulation



### Transportation Impact Assessment (TIA)

Residents in apartments typically own fewer cars and take fewer daily trips than other building types, producing about a third the traffic impact and parking demand when compared to single-family homes.

The Transportation Impact Assessment (TIA) conducted by Bunt & Associates Transportation Engineers is under review by The City as part of the Development Permit application process. The report found the surrounding road network has capacity to accommodate the proposed development and recommends a new signalized intersection at 21 ST SW and 33 AV SW to improve traffic flow.

### Pedestrian Safety

Pedestrian safety is a top priority for both the project team and The City in the proposed development. Efforts have been made within the building design to minimize pedestrian-vehicle interactions as much as possible. Where vehicles must cross sidewalks, specific design measures, such as elevated and uniquely paved crossings, clear pedestrian priority zones, and an elevated, separated bike lane along 20 ST SW enhance pedestrian safety.

Public realm improvements further support walkability by setting the building back from the property line, allowing for a wider sidewalk and additional space for landscaping. These measures ensure a safer, more comfortable, and accessible streetscape for all users.

## Height & Density

---

### What We Heard

Height and density were important topics for the community. Most individuals that oppose the development cite building height as the main concern, with varying perspectives on what would be considered an appropriate height. Generally we heard positive feedback on increasing density as a means to support a vibrant main street environment, and most density concerns related to transportation considerations.

### Team Response

#### Density

Marc & Mada Block is a rare  $\pm 1.8$ -acre Inner City property located in the heart of Marda Loop. Marc & Mada Block wouldn't work just anywhere – the development vision is specifically suited to this location, which benefits from its placement along two Main Street frontages and its convenient access to services, amenities, and transportation options. Furthermore, the proposal's location benefits from significant public investment, infrastructure upgrades, and streetscape improvements designed to support further growth and development along Calgary's growing Main Streets. The vision for Marc & Mada Block leverages this investment to introduce vibrant new public spaces, shops, services, and housing options in Marda Loop. The residential component of Marc & Mada Block bring new housing choices to the community to provide homes for a range of ages, wages, and stages. Importantly, new residents living in Marc & Mada Block will support existing local businesses and contribute to the success of a thriving Main Street.

#### Property Values

Property values are not a factor in City Administration's review or Council's decision on development applications. As Calgary-based businesses, Truman and Calgary Co-op have a vested interest in positively contributing to the communities where they live and work. Calgary Co-op and Truman are committed to delivering a landmark development in Marda Loop. Their vision prioritizes high-quality architecture, enhanced landscaping, and vibrant public spaces that enrich the neighborhood and improve the pedestrian experience.

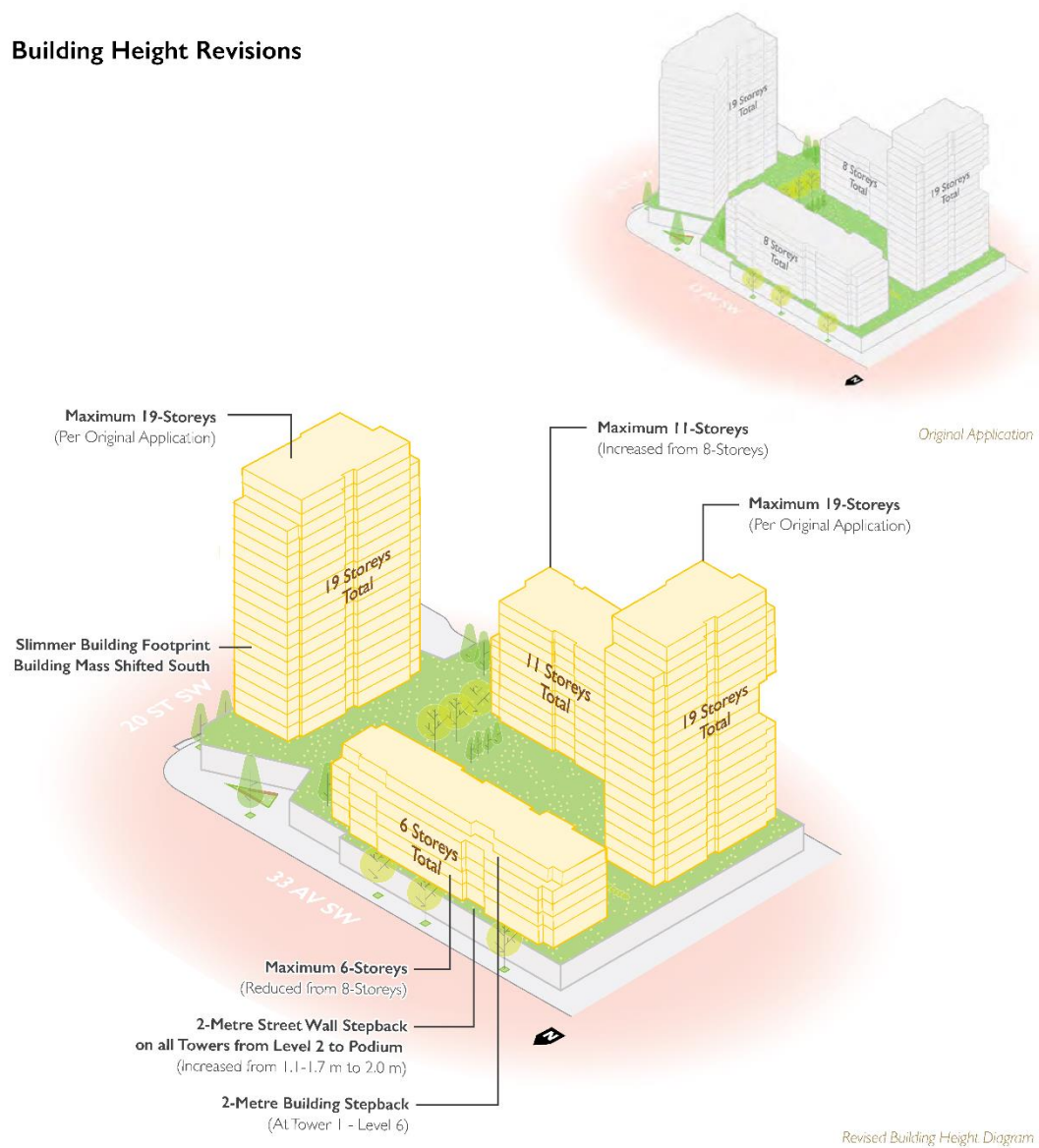
#### Building Height

In direct response to feedback received through the outreach process, key changes focused on the building layout and massing revisions to reduce shadow impacts on the 33 AV SW Main Street. These changes are reflected in the Direct Control District building height policies and in the Development Permit application. Key changes include:

- Introducing a 2.0 metre setback from the street wall podium for all buildings;
- Shifting the eastern 19-storey building further south, away from 33 Avenue SW; and
- Reducing the mid-scale building fronting 33 Avenue SW from eight to six storeys, with the building mass relocated to the southern portion of the site.

These key changes balance built form impacts with the need for project viability. The proposed height and density remain critical to the delivery of important public amenities, including two high-quality public plaza spaces and new non-market affordable housing. The revised design improves sunlight access in key areas, enhances the pedestrian experience, and provides thoughtful transitions to minimize shadowing on adjacent public spaces.

## Building Height Revisions



15

## Architectural Design

### What We Heard

The community shared strong interest in the building's architectural design, particularly its street-level and public space design.

### Team Response

#### Building Interface

Calgary Co-op and Truman are committed to high quality design and durable materials to stand the test of time, aiming to create building which not only endure, but also contribute to the community's curb-appeal for years to come. Marc & Mada Block incorporates human-scale design elements, including diverse building materials, blade signage, lighting, and public space enhancements, to improve its connection with the community.

#### Commemoration & Public Spaces

Marc & Mada Block commemorates the site's rich community history through namesake and urban improvements. It is named for Marc and Mada Jenkins, founders of the historic Marda Theatre which operated between 1953-1988, and was located on the northeast corner of the Marc & Mada Block site. The Marda Theatre name comes from combining its founders' first names.

Marc & Mada Block features two corner plazas ( $\pm 400\text{m}^2$  /  $\pm 4,400\text{ft}^2$ ), offering landscaped "rooms" for visitors to gather, rest and enjoy. The plazas will offer seating and showcase commemorative urban design elements celebrating local history. The south public plaza is proposed to include the trademark 'M' from the Marda Theatre sign, a performance stage, and seating. The north plaza is proposed to include areas for seating, gathering, and commercial spill-over space to further activate the street. These spaces flow together through proposed streetscape improvements, including sidewalk widening, urban furniture and new public trees and landscaping.

#### Residential Amenities

Future residents of Marc & Mada Block will enjoy a range of shared outdoor ( $\pm 2,689\text{m}^2$  /  $\pm 28,944\text{ft}^2$ ) and indoor ( $\pm 1,170\text{m}^2$  /  $\pm 12,580\text{m}^2$ ) residential amenity spaces, including rooftop leisure spaces, play structure, dog run, lounges, coworking spaces, and a fitness centre among others. The amenity spaces are thoughtfully distributed throughout the building, with a clustering of common amenities on the second level.

#### Community Character

Marc & Mada Block replaces end-of-life buildings with a high-quality, contemporary building outcome that better serves the evolving community's needs. The building design reflects a commitment to architectural excellence and durable materials, ensuring a lasting, well-integrated addition to Marda Loop.

Marc & Mada Block features high-quality, publicly accessible spaces and non-market homes, both of which provide broader community-wide benefit. Marc & Mada Block will feature vibrant public spaces, including plazas with seating, a performance area, gathering spaces, and enhanced public space landscaping with trees.

Marc & Mada Block supports Marda Loop's identity as a vibrant urban hub by integrating small-scale retail spaces designed to complement the established Main Streets character. These commercial spaces will accommodate local businesses, fostering a diverse retail environment that contributes to the area's unique and dynamic streetscape.





*Conceptual Rendering of South Plaza*



## Commercial Main Street

### What We Heard

The Marda Loop Main Streets are cherished by community members for their unique character, vibrant businesses, and growing presence of local shops. Some participants questioned whether the area could accommodate another grocery store.

### Team Response

#### Commercial Spaces

Marc & Mada Block is envisioned as a vibrant retail hub, anchored by a  $\pm 2,920\text{m}^2$  ( $\pm 31,440\text{ft}^2$ ) urban-format Calgary Co-op grocery store. The development will also feature  $\pm 1,450\text{m}^2$  ( $\pm 15,614\text{ft}^2$ ) of commercial-retail space for small-scale shops and services, designed to further activate the surrounding Main Streets.

#### Existing Tenants

Calgary Co-op, as the landowner, is handling all leasing agreements with existing businesses on the site. As one of Calgary's most prominent landowners, Calgary Co-op is working with existing tenants to help relocate them within their portfolio. Some businesses will also have the first opportunity to lease space in the new development.

#### Main Street Character

Marc & Mada Block reinforces Marda Loop's Main Streets identity by integrating small-scale commercial spaces to support local businesses and vibrant streetscapes. The "liner retail" approach prevents blank walls and animates the Main Street on all three frontages with new local businesses. All commercial on-site is supported by the proposed  $\pm 126$  grocery store and  $\pm 36$  commercial parking stalls (surface and PI).

#### Economic Value

Marc & Mada Block is designed to bring lasting benefits to the Marda Loop community. The building represents a  $\pm \$400\text{M}$  capital investment and results in the creation of new construction jobs for Calgarians. According to a study by Colliers International, the building is expected to generate approximately \$1.8 million in annual property tax revenue, helping to fund public services, infrastructure maintenance, and upgrades.

Beyond financial contributions, the development will support the local economy by introducing new businesses and services that enhance the vibrancy of the neighbourhood, and new residents to support the existing Main Street businesses.

#### Grocery Store Capacity

Marc & Mada Block will enhance food accessibility in Marda Loop by introducing an urban-format grocery store, increasing both food options and overall food security for the community. Calgary Co-op has conducted internal studies to assess neighbourhood demand, ensuring the addition of this grocer aligns with local needs and complements existing businesses. Designed for an urban setting, the grocery store will offer a curated selection of fresh and prepared foods within a walkable, pedestrian-friendly environment, improving daily convenience for residents and supporting a more complete and resilient community.

## Construction Management

### What We Heard

Community members shared significant concerns about the impact of construction for Marc & Mada Block, with many expressing frustration over ongoing construction and road closures from surrounding development activities and the multi-year Main Street initiative.

### Team Response

#### Construction Timeline

Construction activities for Marc & Mada Block are expected to begin in 2025, starting with the demolition of existing buildings. As a single-structure building, construction will proceed in one phase. Following demolition, work on the parkade and above-grade buildings is anticipated to take approximately two years, with occupancy expected in 2028; however, timelines are subject to change based on City reviews and approvals.

#### Developing Construction Management Plan

Truman is a well established local developer and builder with over 40 years of experience and a strong track record of delivering high-quality, well-executed developments across Calgary. Truman's integrated construction team allows them to effectively manage timelines, minimize disruptions, and ensure projects meet high standards of design and durability. Truman is committed to responsible city-building and understands the importance of working closely with the community to limit construction-related impacts.

A detailed Construction Management Plan will be developed and reviewed by The City as part of the approval process in later stages. This plan will outline the full scope of construction activities, including hours of operation, site access, staging areas, materials storage, traffic management strategies, and measures to mitigate disruptions. Truman will maintain ongoing communication and share project updates with the community, MLCA and MLBIA to ensure transparency and keep community members informed throughout the process.

The Construction Management Plan progresses, Truman will prioritize minimizing impacts to businesses and residents by maintaining access to adjacent properties, promoting local businesses whenever possible, and ensuring construction proceeds efficiently. Construction workers will be encouraged to support the local economy by shopping and dining in Marda Loop. Traffic flow along 33 AV and 34 AV SW will be prioritized, throughout construction, with efforts to avoid lane closures whenever possible.

#### Main Street Coordination

From the outset of the development vision, the project team has worked closely with The City and the Main Streets team to coordinate ongoing construction efforts and the planned redevelopment of the site. This collaboration has focused on preventing the replacement of recent improvements, reducing construction impacts in the area, and ensuring the design integrates seamlessly with planned streetscape enhancements and infrastructure upgrades.

## Timeline & Process

### What We Heard

We heard questions around the timeline for approvals, development and how the application ties into other City-led planning processes.

### Team Response

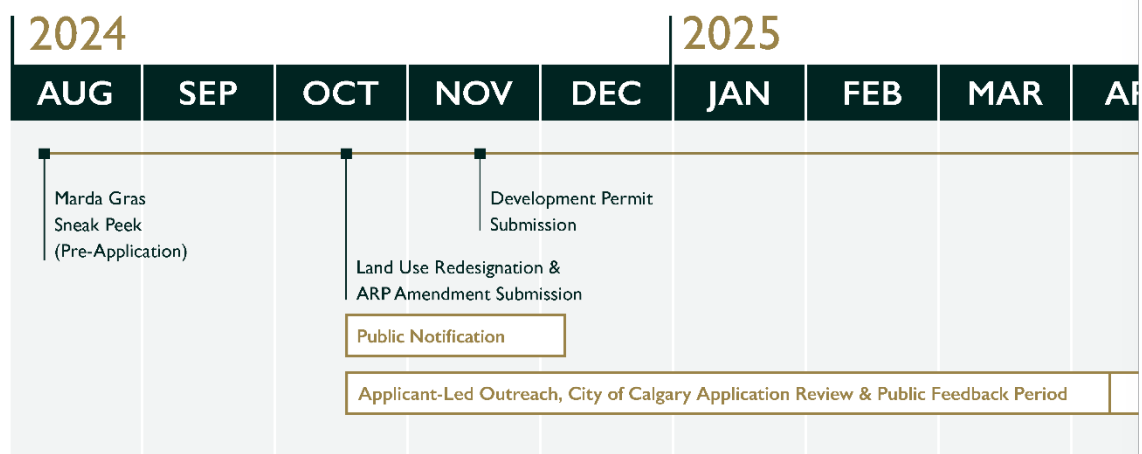
#### Applicant-led Outreach & Opportunities

The project team is dedicated to maintaining transparent communication throughout the application process. Since August 2024, the Applicant-led Outreach offered a range of outreach channels and activities to reach a broad audience. The project team is committed on ongoing communication throughout the application approvals and future construction phases of development.

The Land Use redesignation and Development Permit applications are subject to standard notice and outreach requirements conducted by The City, including circulation of materials to local community groups and the Ward Councillor's office, letter delivery to adjacent property owners, and large-format notice signage posted on the site.

Community members have the opportunity to share their thoughts on Marc & Mada Block both through the City's development webpage ([developmentmap.calgary.ca](https://developmentmap.calgary.ca)) and at the Public Hearing before City Council, anticipated in July 2025.

#### City-led Outreach & Opportunities



The proposed schedule represents a high-level timing estimate of each key task and may be progressively elaborated on or shift as the project evolves, and is subject to change through The City review process.

What We Heard Report

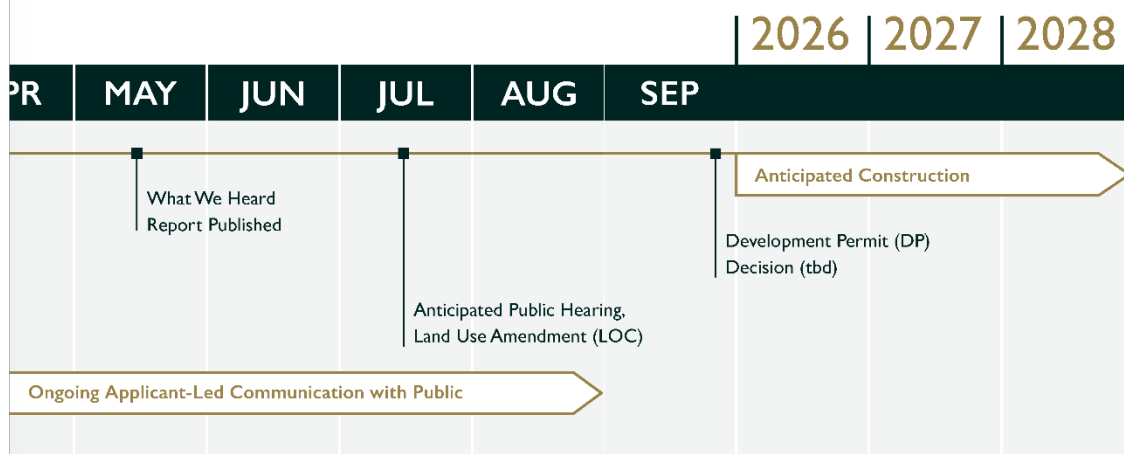
#### Local Area Plan (LAP) Engagement

The West Elbow Communities Local Area Plan (WECLAP) was approved and adopted by Council in May 2025. Based on the timing of this planning document and the proposal, Marc & Mada Block was reviewed against the policies within the West Elbow Communities Local Area Plan.

#### Approvals & Project Timeline

The Marc & Mada Block Land Use Redesignation application, submitted in October, 2024 and Development Permit application, submitted in November 2024, are under reviewed by City Administration.

The Land Use Redesignation application is anticipated to go to Public Hearing in July 2025, where City Council can approve or refuse the application. The Development Authority is anticipated to provide a decision on the Development Permit application in Q3 2025.





---

MARCANDMADA.COM

# Community Association Response

2024 December 9



**To: Colleen Renne-Grivell, File Manager, City of Calgary**  
**Re: LOC 2024-0265; Proposed Land Use District: DC/MU-2**  
**Comment re: Marc and Mada Project, 2103 33 Ave SW**

The Planning and Development Committee at the Marda Loop Communities Association (MLCA) is pleased to provide comments on the above application. This application, being centrally located in Marda Loop, offers an opportunity to raise the bar in design and to create a landmark of the community and even Calgary.

Overall, the residents who we heard from are looking for a more thoughtful and sensitive transition within an area that is experiencing rapid densification and extreme fatigue from ongoing construction.

The main concerns of these residents are as follows:

**Height and Shadowing:** The applicant has referenced the future West Elbow Local Area Plan (WELAP) coming into effect 2025. However, this application does not comply with the draft WELAP as it exceeds the recommended future height by seven stories. The nineteen stories on the South Side of 33rd Ave will create immense shadowing to the adjacent condos, apartments and businesses. In addition, the residents we heard from are concerned that the immense scale of the building height will change the neighbourhood character, losing the desire to have a neighbourhood scale commercial node, such as the Elizabeth & Henry Block on 33rd Ave SW.

*Possible Solution:* Relook at the guidelines and new policies within the WELAP to assess why this project should already be an exception to the new policies let alone the current Marda Loop Area Redevelopment Plan (MLARP). In addition, avoid overshadowing or overwhelming nearby structures by aligning with the area's proportions, streets setbacks and overall massing.

**Public Realm:** The residents we have heard from would like to see further evaluation and consultation to identify measures that will enhance this project, so it becomes an important community landmark and meets the expectations of all stakeholders. This project has the opportunity to create real change in a bustling historical community and should be a welcome to the entire neighbourhood, not just the 500-1500 building residents.

In the initial application drawings, there was more public amenity space which provided the community with the opportunity to host outdoor social activities that would have enhanced the whole neighbourhood. However, the public space was taken away. As a result, residents have asked how this building enhances the whole community as the current amenity space provisions provided in this application are not enough.

*Possible Solution:* Use this project to create a significant landmark and a gathering space for all who visit Marda Loop that prioritizes connection, inclusivity, and shared spaces. Integrating spaces that foster vibrant, multi-purpose environment where people can live, work and play. By having more public spaces like parks and plazas, social interactions like farmers markets, movie nights, and cultural festivals can be encouraged, not just for the building residents but also the whole neighbourhood.

In addition, create a more significant street setback that encourages these activities. The current application has little to no setback that would create safe spaces to enjoy so can the applicant create undulations at the street level for more social engagement opportunities.

---

Marda Loop Communities Association  
 3130 - 16th Street SW, Calgary, Alberta T2T 4G7  
 (403) 244-5411 info@mardaloopca.org www.mardaloopca.org





**Parking and Traffic:** The residents of Marda Loop are pleased to see the application has a 1:1 parking ratio and would like to see some creative ways to use unused stalls for public parking while shopping in Marda Loop and not just for the building's tenant.

The current traffic levels are a major issue. Increasing the traffic volume in this location with over 500 new vehicles will further increase these concerns and now with Mainstreet nearly completed, there are only 2 lanes of traffic on both 33rd and 34th.

*Possible Solution:* Have dedicated bus lanes on 33rd and 34th. and increase the frequency of transit or have a C- Train line close by the building.

**Sustainability:** A common theme we've heard from residents in Marda Loop is that incorporating sustainability into large-scale residential buildings is essential for reducing environmental impact, improving quality of life for residents, and enhancing long-term operational efficiency.

*Possible Solution:* Developer should be requested to incorporate sustainable standards and strive for LEED certification (Leadership in Energy and Environment Design), as well as BREEM (Building Research Establishment Environmental Assessment Method) whenever possible.

Thank you in advance for taking the time to review our feedback and our suggested project enhancements that will help to create a sustainable living environment for future generations, while maintaining the culture and character of our neighborhood.

Yours sincerely,

*Rita Shewchuk*

Director, Marda Loop Communities Association Planning and Development Committee

---

Marda Loop Communities Association  
3130 - 16th Street SW, Calgary, Alberta T2T 4G7  
(403) 244-5411 info@mardaloopca.org www.mardaloopca.org

**Land Use Amendment in Richmond (Ward 8) at 2822 – 25 Street SW, LOC2024-0292**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.21 hectares  $\pm$  (0.52 acres  $\pm$ ) located at 2822 – 25 Street SW (Plan 5661O, Block 47, Lots 11 to 17) from Residential – Grade-Oriented Infill (R-CG) District to Mixed Use – General (MU-1f4.0h24) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 05:**

That Council give three readings to **Proposed Bylaw 112D2025** for the redesignation of 0.21 hectares  $\pm$  (0.52 acres  $\pm$ ) located at 2822 – 25 Street SW (Plan 5661O, Block 47, Lots 11 to 17) from Residential – Grade-Oriented Infill (R-CG) District to Mixed Use – General (MU-1f4.0h24) District.

**HIGHLIGHTS**

- This application seeks to redesignate the subject property to allow for a six-storey mixed-use development up to a maximum height of 24.0 metres and a maximum floor area ratio of 4.0.
- The proposal would allow for an appropriate building form and density increase of a residential site in proximity to the primary transit network and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Westbrook Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would provide more housing options for inner city living with access to a variety of mobility options and would allow for more efficient use of existing infrastructure.
- Why does this matter? The proposal would allow for more housing choices that may better accommodate the evolving needs of different age groups, lifestyles and demographics. The proposed land use district also allows for small-scale commercial uses that may provide local services and employment opportunities.
- A development permit for a six-storey mixed-use development has been submitted and is under review.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This land use amendment application in the southwest community of Richmond was submitted by CivicWorks on behalf of the landowner, Unitii Development Corporation, on 2024 December 03.

The approximately 0.21-hectare site is a consolidated three-parcel lot located on the northeast corner of 25 Street SW and Richmond Road SW. The existing buildings on the site consist of two single-detached dwellings. The site is located approximately 200 metres (a three-minute walk) west of the MAX Yellow Bus Rapid Transit (BRT) station on Crowchild Trail SW and directly north of the Viscount Bennett School redevelopment site. The subject site is identified in

**Land Use Amendment in Richmond (Ward 8) at 2822 - 25 Street SW, LOC2024-0292**

the *Westbrook Communities LAP* within the 'Neighbourhood Connector' urban form category with a building scale modifier of 'Low (up to six storeys)'.

As indicated in the Applicant Submission (Attachment 2), the proposed land use district enables mixed-use residential development designed to be compatible with surrounding land uses through a maximum building height modifier of 24.0 metres and a maximum floor area ratio (FAR) of 4.0. A development permit (DP2024-08864) for a six-storey mixed-use development with 94 dwelling units and three live-work units was submitted on 2024 December 17 and is under review.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant undertook the following outreach strategies:

- additional on-site signage summarizing the application and providing contact information for the project team;
- information brochures were delivered twice to residents and businesses within an approximately 200-metre radius of the subject site;
- a project website with application information and feedback form;
- a digital information session was held on 2025 January 16 that provided an opportunity for the public to learn more about the project and ask questions;
- continuous information sharing and meetings with the Richmond-Knob Hill Community Association (CA); and
- continuous information sharing with the Ward 8 Councillor's Office.

The Applicant Outreach Summary can be found in Attachment 3.

**City-Led Outreach**

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

Administration received nine letters of opposition from the public at the time of writing this report. The letters of opposition noted the following areas of concern:

- proposed height and impacts to privacy and sunlight on townhouse development located northeast of the subject site;
- traffic congestion in the surrounding area and access to Crowchild Trail SW;

**Land Use Amendment in Richmond (Ward 8) at 2822 - 25 Street SW, LOC2024-0292**

- too much density on the site; and
- questions regarding sewer and water capacity.

The CA provided a letter in opposition on 2025 May 21 (Attachment 4) identifying the following concerns:

- additional residents will erode the available level of community green space;
- limited on-street parking availability and restricted vehicle access to proposed development;
- height and massing; and
- traffic congestion.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The following considerations supported this assessment:

- the proposal is in alignment with the *Westbrook Communities LAP* as Neighbourhood Connector areas are characterized by a broad range of housing types along higher activity streets (including 26 Avenue SW and Richmond Road SW). The “Low” building scale modifier applied on the site is characterized by buildings of six storeys or less, typically characterized by apartments, stacked townhouses, or mixed-use buildings.
- contextual fit - the proposed land use will fit with the context of the surrounding uses which include a five-storey mixed-use building, a commercial use and office building east of the subject site, a three-storey seniors apartment building to the north, a church building to the west and a future public park and multi-residential buildings to the south of Richmond Road SW within the Viscount Bennett redevelopment site.
- traffic, parking and transit access - a Transportation Impact Statement was reviewed and accepted by Administration for the proposed development. Specific street and sidewalk improvements, parking and access are being reviewed at the development permit stage. The site is in proximity to the MAX Yellow BRT stop located on Crowchild Trail SW (at 26 Avenue SW). Planned transit improvements include the addition of a transit plaza adjacent to the southbound transit station, which will be relocated to the end of Richmond Road SW. This will provide convenient and direct primary transit access to the subject site. The developer of this application has committed to a voluntary monetary contribution to assist with the upgrades of the transit stations.

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

**Land Use Amendment in Richmond (Ward 8) at 2822 - 25 Street SW, LOC2024-0292**

---

**IMPLICATIONS**

**Social**

The proposal provides for additional housing choice in an inner-city neighbourhood within convenient walking distance to the primary transit network, parks and open spaces and local commercial uses.

**Environmental**

This application does not include any specific actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. However, the land use amendment aligns with the objective of ‘Zero Carbon Neighbourhoods’ by supporting higher density development near the primary transit network, thereby reducing greenhouse gas emissions. Opportunities to enhance the development on this site with additional climate strategies will be pursued through the development permit.

**Economic**

The proposal enables a greater amount of housing choice in Richmond and may accommodate a diversity of incomes. The ability to develop a six storey multi-residential or mixed-use development may increase ridership and help create a viable transit-oriented node around the Crowchild Trail/26 Avenue BRT station. It would also make more efficient use of existing infrastructure.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response
5. **Proposed Bylaw 112D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Richmond, at the northeast corner of 25 Street SW and Richmond Road SW. The site consists of three consolidated parcels and is approximately 0.21 hectares (0.52 acres) in size and approximately 60 metres wide by 38 metres deep. This corner site is bound by 25 Street SW to the west and Richmond Road SW to the south, and a lane exists to the east that provides additional access to the site. The existing buildings on the site consist of two single-detached dwellings with rear detached garages.

Surrounding development is characterized by a mix of residential, commercial and institutional developments. Directly east of the subject site is a five-storey mixed use building under construction with commercial units at-grade facing Richmond Road SW. Further to the east and northeast of the subject site are office and commercial developments and a two-storey townhouse development. Directly north of the site is a three-storey seniors building (Menno Court- Bethany Seniors) and west of the site is the First Mennonite Church and semi-detached buildings.

South of the subject site, across Richmond Road SW, is the Viscount Bennett redevelopment site. A land use amendment for the redevelopment site was recently approved by Council and future uses on the site will include a new public park (Municipal Reserve) on the southeast corner of Richmond Road SW and 25 Street SW. A Direct Control District ([Bylaw 66D2025](#)) based on the Multi-Residential – High Density Medium Rise (M-H2) District was approved to accommodate multi-residential development of varying heights throughout the site.

The site is in proximity to several community amenities including: the Richmond-Knob Hill Community Association and Richmond School (Kindergarten - Grade 6) sites (300 metres - a five-minute walk), the Killarney-Glengarry Community Association site (375 metres - a six-minute walk), and the Richmond Shopping Centre (800 metres – an 11-minute walk).

## Community Peak Population Table

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

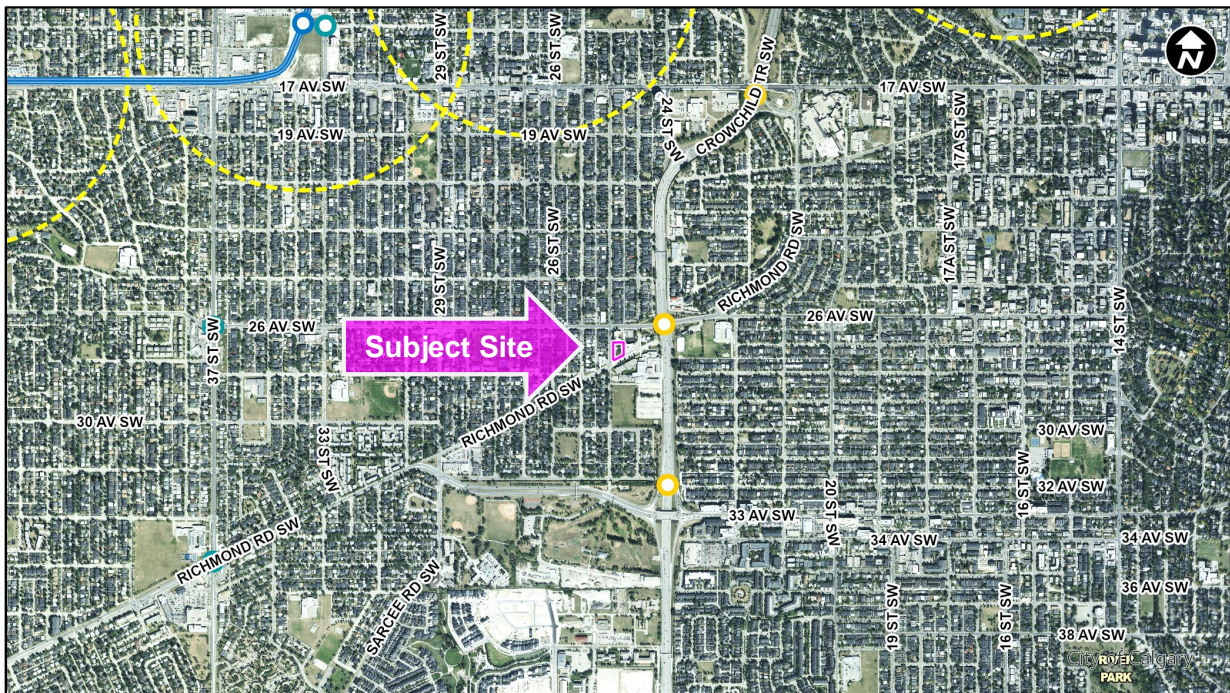
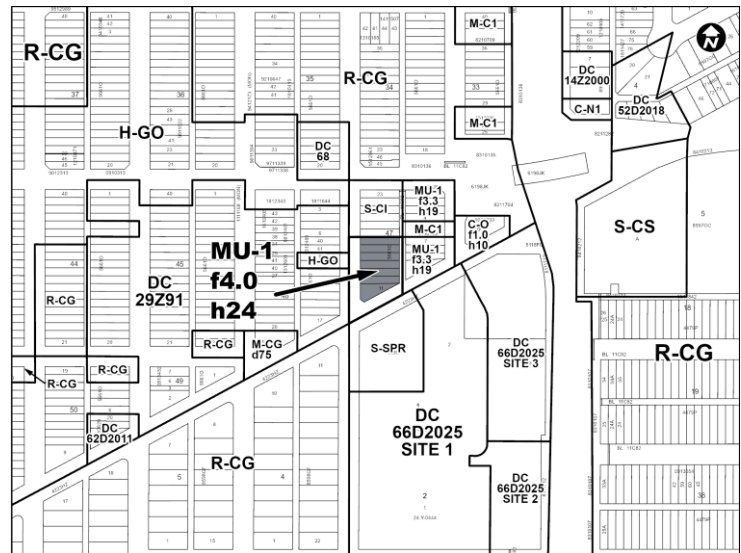
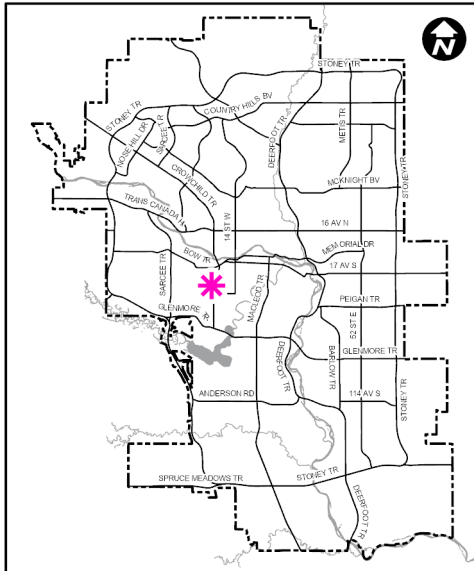
<b>Richmond</b>	
Peak Population Year	1968
Peak Population	5,080
2019 Current Population	4,962
Difference in Population (Number)	118
Difference in Population (Percent)	-2.32%

Source: *The City of Calgary 2019 Civic Census*

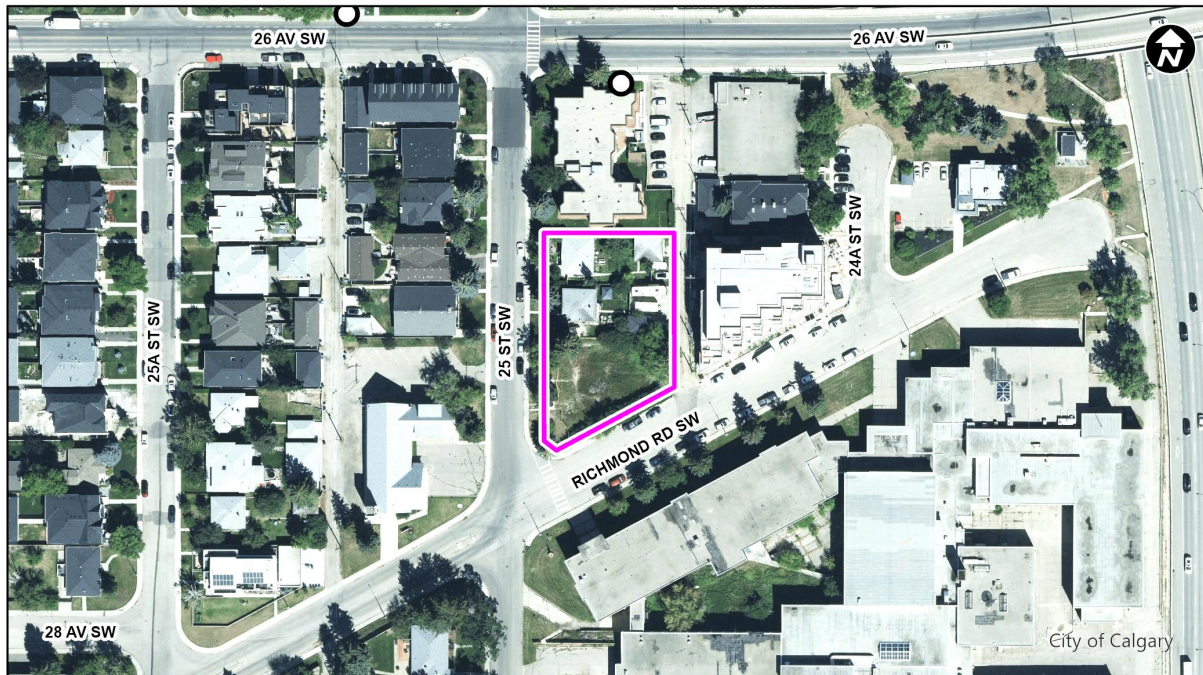
Additional demographic and socio-economic information may be obtained online through the [Richmond Community Profile](#).



## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing land use designation on the subject site is Residential – Grade-Oriented Infill (R-CG) District.

The R-CG District is intended to accommodate a range of grade-oriented development including single-detached dwellings, semi-detached dwellings, duplex dwellings, rowhouses and townhouses as well as secondary suites and backyard suites. The maximum building height is 11.0 metres (approximately three storeys).

The Mixed Use – General (MU-1) District is intended to accommodate both residential and commercial uses at grade and respond to the local context by establishing a maximum building height for individual parcels. The proposed MU-1f4.0h24 District would allow for a maximum floor area ratio of 4.0, which equates to a building floor area of approximately 8,458 square metres. The proposed maximum building height of 24.0 metres would allow for approximately six storeys with commercial uses at grade.

### Development and Site Design

If approved by Council, the rules for the proposed MU-1f4.0h24 District would provide guidance for future development of the site, including building height and massing, setbacks, landscaping, parcel coverage and parking.

A development permit has been received by Administration and is currently under review. The proposed development is for a six-storey mixed-use building with 94 dwelling units and three live-work units facing Richmond Road SW. The ground floor height is sufficient to allow the opportunity to transition to commercial uses in the future.

Given the specific context of this corner site, key factors being considered during the review of the development permit application include the following:

- building design, at grade orientation of units, overall site planning and location of principle access and amenity spaces;
- site landscaping and amenity spaces, including landscaping along 25 Street SW and Richmond Road SW; and
- road network improvements to 25 Street SW and Richmond Road SW.

### **Transportation**

The site is bound by Richmond Road SW to the south and 25 Street SW to the west, both are identified as collector roads. Primary vehicular access to the site will be from the adjacent lane located on the east side of the parcel. The parcel is within an existing Residential Parking Permit Zone, with restrictions to on-street parking along 25 Street SW and Richmond Road SW.

As part of the adjacent Viscount Bennett site redevelopment, upgrades to Richmond Road SW will include the addition of angled parking on the south side of the street. As part of this application, required upgrades to 25 Street SW include road widening along its eastern edge to create an appropriate width of roadway to ensure two travel lanes, two parking lanes and a treed boulevard adjacent to the subject site.

Active modes upgrades surrounding the subject site include a wider sidewalk standard along Richmond Road SW to match the adjacent sidewalk that was widened as part of the mixed-use development to the east. A future bikeway and multi-use pathway are also planned along the south side of Richmond Road SW. The City is in the process of upgrading 26 Avenue SW, creating better defined cycling lanes and upgrading the Always Available for All Ages and Abilities (5A) Network through the addition of multi-use pathways.

The subject site is within 200 metres (four-minute walk) of the MAX Yellow Bus Rapid Transit (BRT) Station on Crowchild Trail SW at 26 Avenue SW, which is part of the primary transit network. The Max Yellow (Route 304 – Woodpark/City Centre) serves Woodbine, Southland Leisure Centre, Heritage Park, Rocky View Hospital, Mount Royal University, Marda Loop and Downtown. This transit stop also serves Bus Route 20 (Heritage/Northmount) and Route 66 (Lakeview). Planned transit improvements include upgrades to northbound and southbound Crowchild Trail SW transit stations (at 26 Avenue SW). A transit plaza will also be added adjacent to the southbound transit station, which will be relocated to the end of Richmond Road SW. These improvements will facilitate connectivity to and from the BRT station to the surrounding community, including the subject site. The developer of this proposal has committed to a voluntary monetary contribution to The City to assist with these BRT transit station improvements. This contribution would help secure the budget required for the project, including the currently unfunded transit plaza, and may help provide further enhancements to the transit stations, plaza, and transit accessibility for the shared benefit of making the surrounding developments and community a more attractive and vibrant place to live.

In addition, Bus Route 6 (City Centre) runs regular service along 26 Avenue SW, with both eastbound and westbound stops located approximately 50 metres (less than one minute walk) north of the subject site.

A Transportation Impact Statement (TIS) was submitted for this application and accepted by Administration. The TIS compared the proposed increase in density of the subject site with the long term assessment contained within the Transportation Impact Assessment (TIA) undertaken as part of the Viscount Bennett redevelopment project. The TIS confirmed that the development scenarios and recommendations contained within the broader TIA remain valid, and that the proposed increase in density at the subject site would not have an impact on the long-term performance of the road network as assessed in the Viscount Bennett TIA.

### **Environmental Site Considerations**

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

### **Utilities and Servicing**

Existing water, stormwater and sanitary sewers are available to service the subject site.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject parcel is located within the Inner City Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Inner City Areas are primarily residential areas that include a mix of residential uses. The proposal aligns with the MDP goal of intensifying the Inner City areas and encouraging a transit-supportive land use framework by locating population growth within walking distance of the primary transit network and making efficient use of existing infrastructure.

### **Calgary Climate Strategy (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). As part of the development permit application, the applicant has committed to providing ten percent of parking stalls (nine stalls) as electric vehicle (EV) ready stalls and the remainder as EV capable stalls. This supports Program F: Zero Emission Vehicles of the *Climate Strategy*. The developer's voluntary monetary contribution to assist with the 26 Avenue SW BRT transit station improvements helps support Program G: Mode Shift, increasing investment in the primary transit network. The proposed land use amendment aligns with Program H: Focus Land Use Planning to Prioritize Zero Emissions City Design by supporting higher density development near the primary transit network and active mobility networks.

### **Westbrook Communities Local Area Plan**

This site is located in the [Westbrook Communities Local Area Plan](#) (LAP), which includes Richmond and surrounding communities. The subject site is within the 'Neighbourhood Connector' urban form category, characterized by a broad range of housing types along higher activity, predominantly residential streets. The building scale modifier applied to the site is 'Low',

which is defined as buildings of six storeys or less and typically consist of apartments, stacked townhouses, mixed use and industrial buildings. The proposal is in alignment with the applicable urban form category and building scale modifier for the subject site. The LAP also identifies the site within a 'Transit Station Area' which is intended to provide a concentration of private and public amenities that are supported by higher residential densities and high levels of pedestrian activity.

# Applicant Submission

2025 May 05



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

P 403 201 5305  
E info@civicworks.ca

## Proposed Land Use Change Applicant Summary (Updated May 5, 2025)

Project Location: 2822 25 ST SW (The Bennett)

Application Reference: LOC2024-0292

Existing Land Use: Residential - Grade-Oriented Infill (R-CG) District

Proposed Land Use: Mixed-Use - General (MU-1f4.0h24) District

### APPLICATION SUMMARY

On behalf of Unittii, CivicWorks has made a Land Use Redesignation (rezoning) application to transition the property at 2822 25 ST SW from the existing Residential - Grade-Oriented Infill (R-CG) District to the Mixed-Use - General (MU-1f4.0h24) District. This proposed change will realize a 6-storey development as envisioned via a staggered-concurrent Development Permit application (DP2024-08864) submitted by project team architect Formed Alliance Architecture Studio (FAAS) shortly following this Land Use Redesignation application. A summary of key project details is provided below:

**Building Height:** 6 Storeys (24m max. building height)

**Floor Area Ratio (FAR):** 4.0 maximum FAR

**Residential Units:** ±3 Live Work Units / ±94 Dwelling Units (±70 one-bed units, ±20 two-bed units, ±4 three-bed units)

**Vehicle Parking Stalls:** ±91 Resident & Visitor Stalls

**Secure Bike / Scooter / Stroller Storage Units:** ±97 Indoor Class-1 Bike Stalls, ±10 Outdoor Class-2 Bike Stalls

To provide The City of Calgary, surrounding area residents and the general public with additional information about the proposed development vision, the project team published plans and concept drawings on the project website [liveatbennett.ca](http://liveatbennett.ca). The project team is proposing a 6-storey multi-residential building, with Bylaw-aligned setbacks to create a considered transition to the surrounding built forms along Richmond RD SW and 25 ST SW, which includes existing multi-residential / mixed-use developments measuring up to 5 storeys, as well as the recently-approved Viscount Bennett comprehensive redevelopment site to the south (LOC2023-0359) measuring up to 16 storeys.

### PROJECT SITE CHARACTERISTICS

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

**Rear Lane Access:** The project site has rear lane access for all vehicle movements, eliminating the need for driveway cuts and creating an uninterrupted and pedestrian-friendly streetscape. Sites with direct lane access minimize the impact of vehicles on adjacent streets and sidewalks and also allow for organized waste and recycling collection from the lane.

**Higher Activity Street:** The project site is located at the intersection of 25 ST SW and Richmond RD SW, both MDP-identified Collector Roadways and is within ±150m of Crowchild TR S, a higher-order Skeletal Roadway which connects the greater Calgary area and generally sees significant levels of vehicle and transit activity.

**Nearby Transit Service:** The project site is within ±50m of 26 AV SW which hosts local bus route 6 and is within ±150m of the Crowchild TR S Primary Transit Network, which hosts MAX Yellow BRT Service and bus routes 20 and 66. The availability of various transit route options within easy-walking distance of the project site provides access from the site to key local and regional destinations, and supports vehicle-reduced or vehicle-free lifestyles.





**Nearby Main Street:** The project site is located  $\pm 50\text{m}$  from 26 AV SW, a Neighbourhood Flex and Neighbourhood Connector corridor, which is developing into a mixed-use multi-residential corridor. The project site is also located  $\pm 650\text{m}$  from the 33 AV SW Neighbourhood Main Street and  $\pm 915\text{m}$  from the 17 AV SW Neighbourhood Main Street, both municipally-identified corridors for future population growth and incremental redevelopment. These Neighbourhood Main Streets provide convenient access to a variety of services and amenities for everyday life and diversity of built forms.

**Nearby Open Spaces & Community Amenities:** The project site is within a short 10-minute walk of a variety of local area destinations and amenities, including the Killarney-Glenarry Community Association and Park, the Richmond Green recreation area, Killarney off-leash dog park, and Richmond School. A new park is also proposed by Minto Communities directly across Richmond RD SW on the recently-approved Viscount Bennett redevelopment site. Nearby cycling infrastructure along 26 ST SW and 26 AV SW allows for even easier access to some of these destinations.

**Nearby Multi-Unit Development:** The project site is adjacent to 2813 24A ST SW (Cascade), a 5-storey mixed-use, multi-residential development, and 2808 25 ST SW (Menno Court), a 3-storey multi-residential seniors housing building. The site is also across the street from the Viscount Bennett comprehensive redevelopment site by Minto Communities, which is proposed to be  $\pm 4\text{-}16$  storeys in scale, allowing the proposed development vision to complement the scale of surrounding area development.

#### **CALGARY'S GROWTH PLANS**

Contemporary city-wide plans like the *Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)* guide Calgary's current planning policy, placing priority on building complete and resilient communities that make more sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal capital.

The proposed change and development vision are consistent with the city-wide goals and policies of these plans, which encourage: the development of innovative and varied housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services. Being located within close proximity to Primary Transit Service, the MDP also encourages a more compact urban form.

#### **LOCAL AREA PLAN**

The project site is located within the Calgary community of Richmond and within the boundaries of the Westbrook Communities Local Area Plan (2023), which provides development guidance for the subject site. The Westbrook Communities Local Area Plan designates this site under the *Neighbourhood Connector* Urban Form Category and a *Low Building Scale*, which encourages street-oriented mixed-use and multi-residential developments up to 6-storeys in scale. The site is also located within the *Transition Zone* of the 26 Avenue / Crowchild Transit Station Area, where activity is envisioned to be higher. The proposed 6-storey multi-residential development vision aligns with the Westbrook Communities Local Area Plan and is understood to not require any policy amendment.



### APPLICANT-LED OUTREACH

We are committed to being good neighbours and hosting open, honest conversations within the communities we work. As part of our Applicant-led outreach process, and in addition to standard City of Calgary requirements, we provided local area organizations, surrounding area residents and the broader community with multi-channel opportunities to learn more about a proposed change and share feedback directly with the project team, all while maintaining respectful and transparent dialogue about housing choice in our city.

This application is supported by a dedicated website ([liveatbennett.ca](http://liveatbennett.ca)), phone line and email inbox for public questions and comments, along with custom on-site signage and mailers hand delivered to residents living within  $\pm 200\text{m}$  of the project site. Key application materials were also shared directly with the local area Ward Councillor's Office and Community Association, with opportunities to share feedback, find out more about the project or meet with the project team as helpful.

As our outreach process draws to a close and we approach key decision points in the application process, an *Applicant-led Outreach Summary* has been shared with community groups and The City, and also published on the dedicated website for broader public access. The *Applicant-led Outreach Summary* will highlight the outreach strategies used throughout the application process, what we heard, and how we responded.

### CITY OF CALGARY NOTICE & OUTREACH REQUIREMENTS

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

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

### CONCLUSION

The proposed land use change and development vision is in keeping with the city-wide goals and policies of the *Municipal Development Plan* and will introduce new and innovative housing options for Calgarians looking to live in established communities that enjoy excellent access to transit, existing infrastructure and community amenities. For the reasons outlined above, we respectfully request your support for this application. Should you have any questions, comments, or concerns, please contact us at 587.747.0317 or [engage@civicworks.ca](mailto:engage@civicworks.ca), referencing The Bennett (2822 25 ST SW).

# Applicant Outreach Summary

2025 May 05



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: The Bennett

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

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

N / A

### Outreach Strategy

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

CivicWorks and unitii are committed to being good neighbours and working with citizens and community groups throughout the application process. The project team undertook a meaningful and appropriately-scaled outreach process in support of the concurrent applications to ensure a transparent process for all interested parties. As part of our process, we contacted the local area Ward Councillor's Office, Community Association, and surrounding residents at the outset of the application process to encourage them to share questions or feedback. Additional elements of our outreach process included:

- Custom On-Site Signage: installed on-site at submission and updated throughout
- Neighbour Mailers: delivered twice to surrounding residents within ±200m
- Website / Online Feedback form / Phone Line / Email Inbox: enabling participants to connect with the project team to ask questions and provide feedback, advertised via signage and mailers.
- Digital Information Session: Hosted January 16, 2025

### Affected Parties

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

- Ward 8 Councillor's Office
- Richmond-Knob Hill Community Association
- Surrounding Area Residents

[calgary.ca/planningoutreach](https://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.

All feedback received via the dedicated project phone line, email inbox and feedback form were reviewed, considered and responded to by a member of the project team. A fulsome Outreach Summary is available on the project website [liveatbennett.ca](http://liveatbennett.ca) and will be published on the public record prior to a Council decision.

### How did input influence decisions?

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

The Outreach Summary describes five feedback themes (traffic, parking, local businesses, building height, density) and provides a detailed project team response that describes what has changed as a result of feedback (and why), and alternatively what hasn't changed as a result of feedback (and why).

### How did you close the loop ?

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

The Bennett Outreach Summary provides an overview of the outreach process and is publicly available both on the project website and will be published on the public record in advance of a Council decision.

In addition, the Richmond Knob Hill Community Association received a closure notification by email, along with a copy of the Outreach Summary.

[calgary.ca/planningoutreach](http://calgary.ca/planningoutreach)



# THE BENNETT



## OUTREACH SUMMARY

### LAND USE REDESIGNATION & DEVELOPMENT PERMIT APPLICATIONS

2822 25 ST SW | Land Use Application LOC2024-0292 | Development Permit Application DP2024-08864

Issued

May 2025

## OUTREACH APPROACH

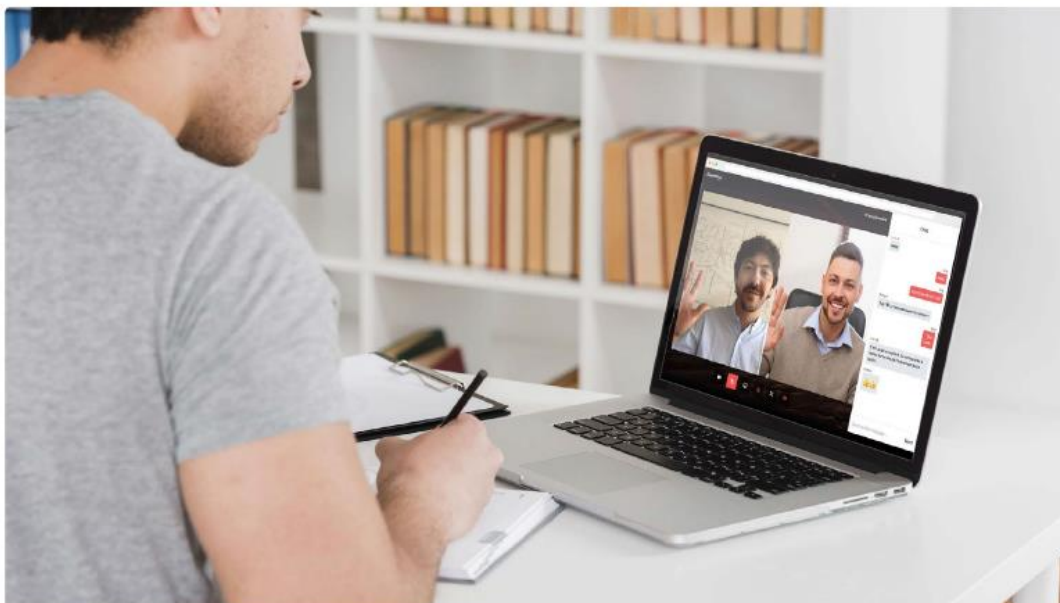
### OUTREACH PROCESS & REPORTING

Unitii and the project team are committed to working with neighbours to build strong and complete communities through thoughtful planning, great design and robust outreach.

Our Applicant-led outreach process is designed to provide multiple opportunities across a variety of digital and distanced platforms for participants to learn about the vision for The Bennett and to share their thoughts — all with the intent of maintaining a respectful and transparent dialogue.

The project team has thoroughly reviewed and considered participants' feedback collected to date (May 2025). The project team appreciates the considerate conversations with local community members and groups, and would like to thank all those who chose to participate.

This Outreach Summary is available to view and download on the project website, [liveatbennett.ca](https://liveatbennett.ca).





## BALANCING MULTIPLE INTERESTS

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

- **CALGARY'S GROWTH & DEVELOPMENT**  
Planning for the next generations of Calgarians
- **LOCAL AREA POLICY**  
Existing policy framework that guides development
- **PARTICIPANT FEEDBACK**  
What various participants think and say
- **ECONOMIC VIABILITY**  
Needs of the developer to create a viable and sustainable project

## CITY OF CALGARY REVIEW AND GUIDANCE

The City of Calgary Administration is responsible for the formal review of the Land Use Redesignation and Development Permit applications. City Administration also provide guidance on implementing a best-practice voluntary Applicant outreach process.

City Administration actively monitor and observe key Applicant-led outreach activities and will provide Administration contact information through Applicant outreach materials. Input collected via Applicant-led outreach is reviewed by City Administration and summarized in reports to Calgary Planning Commission and City Council prior to final recommendations and decisions being made.

## OUTREACH METHODS

### OUTREACH VOICEMAIL & EMAIL ADDRESS

An outreach voicemail and email inbox provides direct lines of communication for community participants to contact the project team. The outreach phone number and email address are posted on the website, mailers, and on-site signage.



### ON-SITE SIGNAGE

The project team installed on-site signage following submission of the Land Use Redesignation in December 2024. This on-site sign summarizes the Land Use Application and Development Vision and provides contact information for the project team (phone number, email address, and webpage) and City of Calgary ([developmentmap.calgary.ca](https://developmentmap.calgary.ca)).

### INFORMATIONAL BROCHURES & ADVERTORIAL

Tri-fold informational brochures were hand-delivered to all surrounding residents and businesses within  $\pm 200\text{m}$  of the subject site. The brochures and advertorial summarize the Land Use Redesignation application and Development Vision, as well as provided contact information for the project team (phone number, email address, and website) and City of Calgary ([developmentmap.calgary.ca](https://developmentmap.calgary.ca)).



## PROJECT WEBSITE

A dedicated project website ([liveatbennett.ca](https://liveatbennett.ca)) was launched in December 2024. The website provides an opportunity for interested participants to learn about the vision for The Bennett and enables convenient 24-hour access to the most up-to-date project information. The website includes a feedback form and provides contact information for the project team and The City of Calgary ([developmentmap.calgary.ca](https://developmentmap.calgary.ca)).



## DIGITAL INFORMATION SESSION

An online Digital Information Session in January 2025, provided give local businesses, residents, and other interested parties the opportunity to learn more about the project, ask questions, and share their input on the proposed development. Feedback from the Digital Information Session is summarized along with the other means of engagement communication within the Outreach Summary.

## COMMUNITY INFORMATION SHARING & MEETINGS

Continuous information sharing with the Richmond-Knob Hill Community Association and the Ward 8 Councillor's Office throughout the application process ensured open lines of communication, along with supplemental meetings when required to discuss the development proposal. Feedback and comments gathered from these meetings has been summarized and responded to as Feedback Themes in the project team's Outreach Summary.





# WHAT WE HEARD + TEAM RESPONSE

## OVERVIEW

Through our outreach channels and conversations to date, the project team has received feedback directly from neighbours, community members and the Richmond Knob Hill Community Association (RKHCA). City Administration also shared a summary of feedback received from community members.

In reviewing feedback collected to date (May 2025), the project team has identified five themes. The following pages identify what we heard and provides a team response to each theme.

### FEEDBACK THEMES:

- » Traffic
- » Parking
- » Local Businesses
- » Building Height
- » Density



## TRAFFIC

### WHAT WE HEARD

Traffic was the primary topic during our outreach process. We heard concerns that The Bennett and Viscount Bennett developments will increase traffic congestion, and questions about the legitimacy of the transportation reports and the City review process.

### TEAM RESPONSE

A Transportation Impact Statement (TIS) was conducted by registered transportation engineers at Bunt & Associates (Bunt). This report relies on engineering standards and well-established industry transportation modeling. The TIS has been reviewed and approved by Transportation Engineers within the City of Calgary's Mobility Team as part of the Development Permit application process. The Transportation Impact Statement is publicly available on the project website.

The Bennett will undertake developer-funded improvements to upgrade 25 ST SW to a collector standard along the property frontage. The TIS found that no additional transportation upgrades are triggered by development of The Bennett. Upgrades to the remainder of 25 ST SW within this block will be undertaken by Minto through their future development of the Viscount Bennett site.

The Bennett TIS references traffic counts completed by both the City of Calgary and Bunt at various times between 2024 to 2025 in order to provide a clear representation of typical traffic patterns in the area. At the request of the Richmond Knob Hill Community Association (RKHCA), and at significant cost and effort, Bunt has also collected new traffic count data recorded over extended periods of time at additional agreed-upon locations.

## PARKING

### WHAT WE HEARD

We heard that community members value access to on-street parking near their homes, and neighbours had questions around whether the proposed number of parking stalls will be sufficient to avoid spill-over parking.

### TEAM RESPONSE

The Bennett provides 91 residential and visitor parking stalls, which exceeds the City of Calgary's parking requirements by 28 additional parking stalls. Residents of The Bennett will also have access to a secure bike room with 97 class one bike stalls.

Future residents of the The Bennett will have easy access to a range of transportation options. The site is located along a 5A network, connecting residents to bike routes and pathways across the City.

The Bennett site is considered a Transit Oriented Development (TOD) site because it is located with a 5 minute walk ( $\pm 400\text{m}$ ) of the Max Yellow BRT station and identified as being within the "Transition Zone" of the Westbrook Communities Local Area Plan's "26 Avenue/Crowchild Transit Station Area" (being upgraded by Minto in the near future as part of the Viscount Bennett site redevelopment). TOD sites have lower parking requirements within the Land Use Bylaw because there is a lower documented need for parking in developments where residents have easy access to alternative modes of transportation.

## LOCAL BUSINESSES

### WHAT WE HEARD

City of Calgary administration indicated a preference for commercial retail spaces along Richmond Road, which reflects feedback heard from some community members requesting better access to local coffee shops and other small businesses.

### TEAM RESPONSE

In response to feedback requesting more commercial options at this location, the development vision for The Bennett has been updated to include three Live Work units along Richmond Rd SW. These units will be designed to support small-scale home-based businesses and will help to better activate the streetscape along Richmond Rd SW.

These new Live Work units present an opportunity for future conversions to small scale commercial retail spaces such as a coffee shop or salon. However, any change in use would be required to go through a Development Permit Application and review process.

## BUILDING HEIGHT

### WHAT WE HEARD

In our conversations around building height, community members were typically focused on The Bennett's potential shadow impact on neighbouring properties.

### TEAM RESPONSE

The Bennett is proposed as a six storey building, fully aligning with the Westbrook Communities' Local Area "*Low (up to six storeys)*" building scale identified for this location. The proposed height is responsive to the scale of existing and approved developments surrounding this site - including the neighbouring Cascade building (5 storeys) and the recently approved Minto Viscount Bennett development (±5 to 16 storeys).

The maximum building height within the Land Use Application was increased from 22m to 24m in April 2025 to accommodate higher ceiling heights needed for the new Live Work units. The increase in maximum building height was re-advertised with large format on-site signage and re-circulated by the City of Calgary to community members and organizations for review and feedback.

A shadow study illustrating the impact of The Bennett is publicly available on the project website. This study represents standards dates throughout the years as required by the City of Calgary to support the review of the Development Permit Application.



## DENSITY

### WHAT WE HEARD

We heard concerns from community members around the impact of density on surrounding homes. Generally our conversations around density were related to infrastructure capacity such as traffic.

### TEAM RESPONSE

Richmond Knob Hill is an eclectic and evolving neighbourhood that is experiencing renewed development interest since the approval of the Westbrook Communities Local Area Plan (LAP). The Bennett is identified within the *"Neighbourhood Connector"* urban form category and within *26 Avenue/Crowchild Trail Transit Station Area* of the LAP - which encourages a mix of uses and a greater intensity than surrounding lower-density areas. Future residents will have access to a range of parks, schools, community amenities, and transit options within easy walking distance, making this site an excellent location for new housing choices.

Infrastructure and servicing capacity is thoroughly reviewed and monitored by the City's Planning, Mobility, and Development Engineering teams on both a cumulative and site-by-site basis. In this case the City considered the The Bennett application alongside the Minto Viscount Bennett development proposal. Civil Engineers and Transportation Engineers at the City evaluated the transportation impact of the development and the available capacity of water, stormwater, and sanitary pipes in the community and circulated the application to utility partners. The infrastructure review undertaken for The Bennett found that the surrounding infrastructure has capacity to accommodate the proposed development.



# SUN-SHADOW STUDY (DP2024-08864)

SPRING & FALL EQUINOX, MARCH 21 / SEPTEMBER 21



# SUMMER SOLSTICE, JUNE 21



## LEGEND

-  Existing Shadow
-  DP2024-08864 Shadow



**NOTE:** Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times are based on established City of Calgary requirements and account for daylight savings.



[liveatbennett.ca](http://liveatbennett.ca)

# Community Association Response

2025 May 21



*Richmond Knob Hill Community Association*

**Subject: DP2024-08864, LOC2024-0292 The Bennett**

TO: Nancy Sanborn, City of Calgary, Planning and Development

February 6<sup>th</sup>, 2025, Updated May 21<sup>st</sup> 2025

## **Strongly Opposed to this Application**

Dear Ms. Sanborn,

On behalf of the Richmond Knob Hill Community Association, this letter is to register our concerns and Opposition to the Development Permit DP2024-08864 "The Bennett".

This proposal to construct 97 units on a 1/2-acre site consisting of a 6 story building (22 metre height and 200 UPA) on a problematic location (dead end - one way in and out) is grossly misaligned with the guidelines contained in the MDP which is the controlling regulatory document. No green space is being provided.

**Height and Massing:** the developer seems to have completely covered the maximum area available on the lot with little to no set back or stepping of the upper floors. Fewer floors and setbacks on upper levels would help transition the building into the adjacent neighbourhood which is mostly single-family homes and duplex less than 3 stories. The current design is an abrupt change, even in comparison to the adjacent five story apartment.

- The current land use designation is R-CG. The area near the site consists primarily of low density residential housing.
- From the Land Use Bylaw;
  - Maximum height allowed: unchanged at 11 metres (versus 22m proposed),
  - Maximum density: unchanged at 31 UPA (75 units per hectare). This proposal is 200 UPA, (exceeding the LUB by 1.7 times)
  - Maximum parcel coverage: 60% (vs full coverage as proposed)
- This neighborhood is classified as an Established Neighborhood within the Developed residential Area.

From the MDP:

"The Established Area comprises residential communities that were planned and developed between the 1950s and 1990s. They are primarily residential communities containing a mix of low- and medium-density housing"

Regarding Land Use Policies and redevelopment:





*Richmond Knob Hill Community Association*

“Recognize the predominantly low density residential nature of Developed Residential Areas and support retention of housing stock, or moderate intensification in a form and nature that respects the scale and character of the neighbourhood.

Encourage modest redevelopment of Established Areas”

**LAP reference regarding building height and densities:** While the Westbrook LAP has been approved as a guide to potential future development, it does not focus on the subtleties of our community. It is not intended to dictate that maximum development be built on every street. In addition, proposed amendments to the LAP were recently defeated by Council, maintaining the importance of context with regards to proposed development in established communities.

**Green Space:** Adding another 150-200 residents further erodes the level of community green space already under pressure from the new adjacent multi-family building. Richmond Knob Hill Community and the area immediately surrounding the proposed development are already below the required green space metric of 2 Ha/1,000 people. The addition of another 300 people (200 from the Bennett in addition to the existing 100 people from the Cascade development) would require these developments to provide a total of 1.5 acres to meet the MDP green space metric. Planned removal of greenspace during the proposed Viscount Bennett development plus the possible influx of several thousand people further erodes the availability of this critical amenity. Minto is proposing to leave a mere 1 acre on the Viscount site which results in a net loss of 8 acres of open space. This completely ignores the fact that Minto is proposing to add thousands of people with their development.

For this development, there is also a related loss of existing tree canopy and private green areas.

**Parking & access:** There are various on-street parking restrictions and driveways in the surrounding area including a church, which may prevent current and future residents and visitors from parking nearby. This is dead-end street with another multi-family building, also with limited parking. Access to the buildings 91 underground parking stalls is only available via a narrow, dead-end, unimproved alley that it shares with the garage access of the Cascade building. This alley is also the only access for a Retirement/Care home and a brewery, both of which may have unique access requirement that would be impacted.

**Transportation:** This is a problem area for traffic. The site is located on the busiest intersection in the neighborhood. Every vehicle going in and out of the Viscount site will have to go through this intersection. Richmond Road is a dead end here- one way in and one way out. Same issue for the alley (see above). Adding big density only makes a big problem worse. We want to point out that the road use classification for Richmond Road between 29 Street SW and Crowchild Trail is NOT Collector. The designation is neighborhood because of the functionality and it's a dead end. The posted speed is 40 kph and there are islands in the middle of the road at every block-end.



*Richmond Knob Hill Community Association*

For 26<sup>th</sup> Street, the city is currently in the process of changing the designation from collector to neighborhood. The city did a review last year and concluded this road is not a collector. This included removing 50 kph signs.

For all of the reasons stated above, we **Strongly Oppose this Application.**

Redevelopment needs to be done on the basis of the existing R-CG land use designation. We had tentatively approved an 11 unit Town House Development on this site in the fall of 2024 which is alignment with the MDP and community interests.

Thank you for your consideration.

On Behalf of the Board,

A handwritten signature in black ink, appearing to read "Z. Wid", written over a horizontal line.

President, Richmond Knob Hill Community Association.

Cc: Phil Harding, Director

Cc: The Mayor & Council

# PROPOSED

CPC2025-0530  
ATTACHMENT 5

## BYLAW NUMBER 112D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0292/CPC2025-0530)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

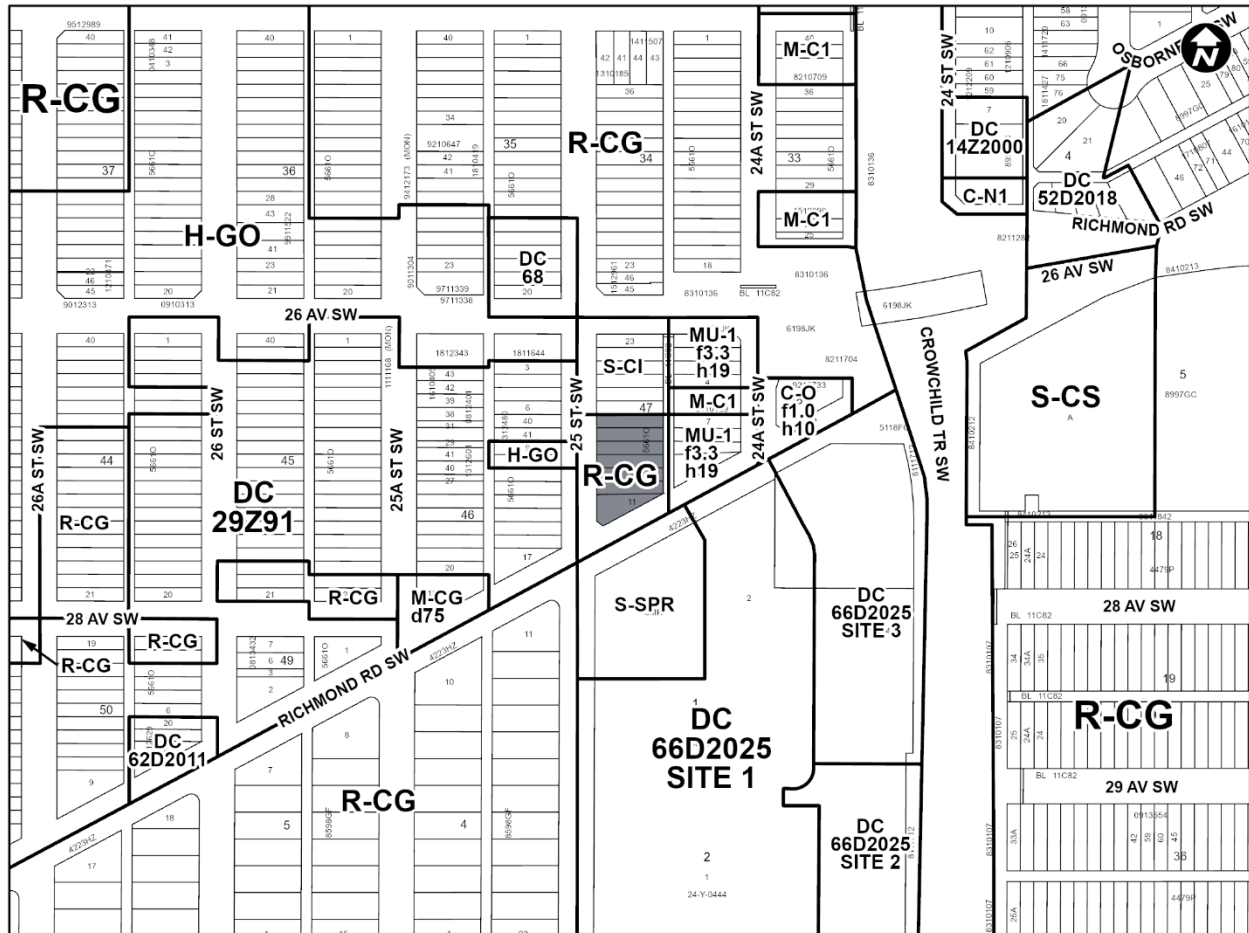
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2024-0292/CPC2025-0530  
BYLAW NUMBER 112D2025

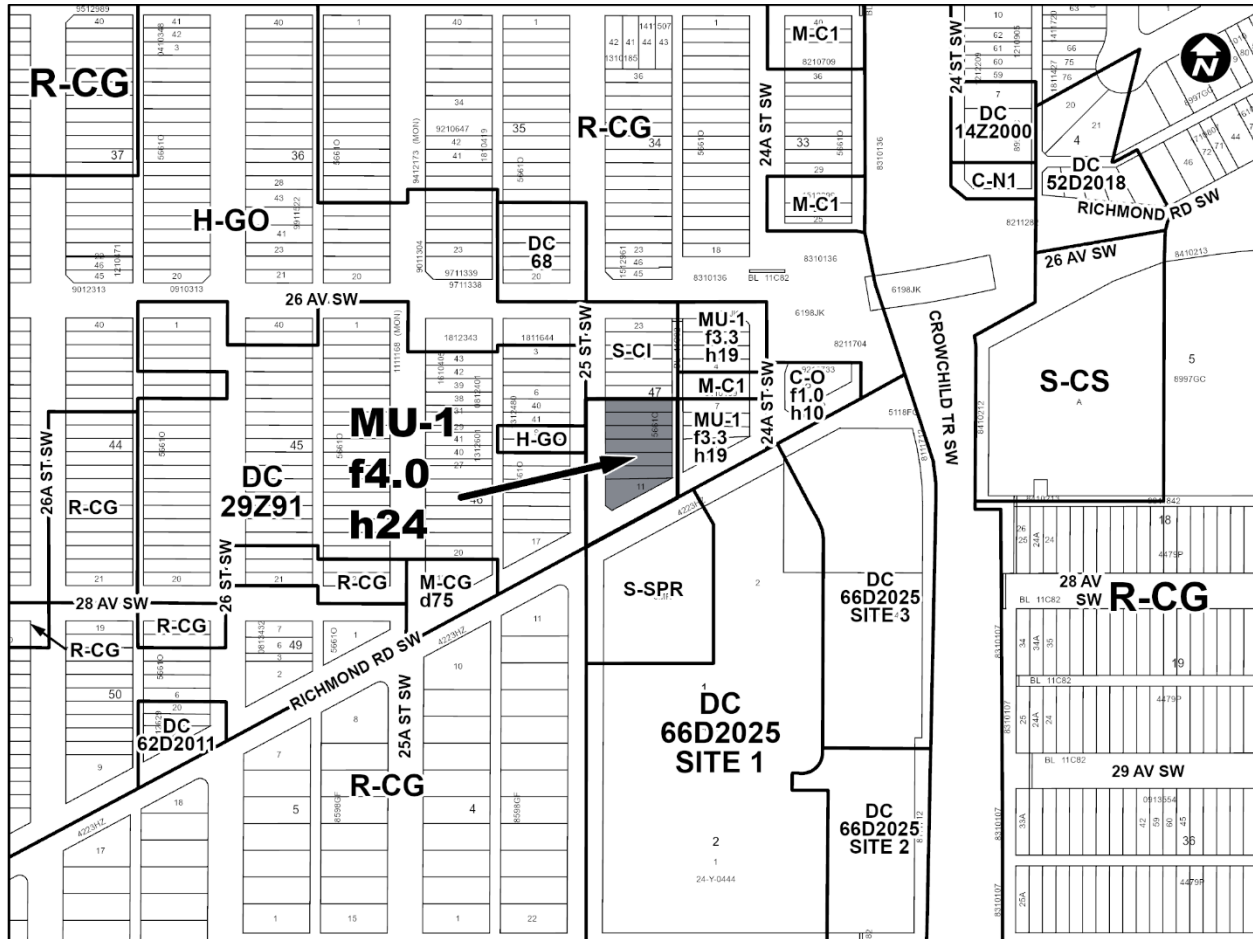
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2024-0292/CPC2025-0530  
BYLAW NUMBER 112D2025

## SCHEDULE B



**Land Use Amendment in Richmond (Ward 8) at 2604 and 2608 – 24 Street SW,  
LOC2024-0264**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.12 hectares  $\pm$  (0.30 hectares  $\pm$ ) located at 2604 and 2608 – 24 Street SW (Plan 8997CG, Block 4, Lots 12 and 13) from Residential – Grade-Oriented Infill (R-CG) District to Direct Control (DC) District to accommodate minimum density, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council give three readings to **Proposed Bylaw 118D2025** for the redesignation of 0.12 hectares  $\pm$  (0.30 hectares  $\pm$ ) located at 2604 and 2608 – 24 Street SW (Plan 8997CG, Block 4, Lots 12 and 13) from Residential – Grade-Oriented Infill (R-CG) District to Direct Control (DC) District to accommodate minimum density, with guidelines (Attachment 2).

**HIGHLIGHTS**

- This land use amendment seeks to redesignate the subject site to a Direct Control (DC) District based on the Residential – Grade Oriented Infill (R-CG) District to address a constraint caused by a restrictive covenant on title which restricts development to a “Single or Two Family dwelling house and private garage”.
- The proposed DC District would establish a minimum density that would further support infill development by way of Rowhouse Building and Townhouse uses.
- What does this mean to Calgarians? This land use amendment supports residential infill by way of encouraging ‘missing middle’ housing such as rowhouses and townhouses, promoting access to greater housing diversity within the inner city on a site suitably located close to transit routes and neighbourhood commercial centres.
- Why does this matter? The DC District will facilitate the ability to redevelop the subject site with multiple units, increasing housing stock at a desirable location and address the demand for additional housing in Calgary.
- The land use amendment is consistent with the policies of the *Municipal Development Plan* (MDP) and the *West Elbow Communities Local Area Plan* (LAP).
- A development permit (DP2024-06496) for a four-unit rowhouse with secondary suites has been submitted and is under review.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This land use amendment application, in the southwest community of Richmond, was submitted by Horizon Land Surveys Inc. on behalf of the landowners, Royal Model Homes Ltd on 2024 October 25.

The subject site includes two separate adjacent parcels, a corner parcel and mid-block parcel with a cumulative site area of approximately 0.12 hectares. The subject site is located in close



**Land Use Amendment in Richmond (Ward 8) at 2604 and 2608 - 24 Street SW,  
LOC2024-0264**

---

proximity to primary transit routes along Crowchild Trail SW and commercial uses at the south end of the block.

A development permit (DP2024-06496) for a Rowhouse Building with four units in one residential building and Secondary Suites and Accessory Residential Building was submitted at 2604 – 24 Street SW on 2024 September 6 and is currently under review.

The parcels are subject to a restrictive covenant (RC) limiting development on each parcel to a single detached dwelling or semi-detached dwelling. Other landowners have the right to enforce the objectives of the covenant and can appeal a development which does not conform to the RC. This creates an impediment for future development, where proposals which are not aligned with the RC can be appealed.

The purpose of the DC District is to create a deliberate conflict with the restrictive covenant and better advance the land use planning objectives of the *West Elbow Communities Local Area Plan*, through achieving appropriate density at a suitable location. Administration supports the use of a DC in this instance where the DC seeks to manage a constraint and supports development consistent with relevant statutory policy.

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

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response the applicant, on 2024 May 24 engaged with neighbours, delivering notices via mail outlining the proposal and visited neighbours within a 100 metre radius, from which neighbourhood comments and feedback were documented. The responders referenced concerns regarding increased traffic, higher density, building height, shadow effects and safety. The Community Association was engaged via email by the applicant, with no response provided. The Applicant Outreach Summary can be viewed under Attachment 4.

**City-Led Outreach**

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

Administration received five letters of opposition from the public. The letters of opposition included the following areas of concern:

**Land Use Amendment in Richmond (Ward 8) at 2604 and 2608 - 24 Street SW,  
LOC2024-0264**

---

- the proposed amendments violate the Restrictive Covenant on title where development should be limited to a semi-detached or detached housing;
- a larger multi-family dwelling will increase on-street parking and traffic congestion during school peak times, contributing to adverse safety risks for students and residents;
- densification along 24 Avenue SW will cause traffic safety issues, where there is a single road to access the development;
- no redundant emergency access for the proposed development, for the school, nor for the residences on Osborne Crescent and 24 Avenue SW and densification would exacerbate the risk;
- the character of the area would be threatened with the inclusion of multi-residential housing forms; and
- whether there is sufficient capacity in the existing water and sanitary utility network to service densification over the site.

The Richmond and Knob Hill Community Association were circulated the application on 2024 and did not provide a response.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The matters addressed by the community including parking, building character, utility connection and capacity and housing affordability are to be reviewed and determined at the development permit stage. The matter of restrictive covenant is a private matter to which is dealt under the *Land Titles Act*, separate from The City's development permit review process. The matter of restrictive covenant is a private matter to which is dealt under the *Land Titles Act*, separate from The City's development permit review process.

Enmax raised potential conflicts with existing overhead transmission lines along the site frontage in the laneway. Enmax will be consulted during the development permit stage to address any impacts to their assets, to which they provided detailed advice during the current development permit for the Rowhouse Building over parcel at 2604 – 24 Street SW. Rogers and Telus confirmed no conflicts with their assets would occur.

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

## **IMPLICATIONS**

### **Social**

The proposal would contribute to the supply of diverse housing options that may better accommodate the needs of different age groups, lifestyles and demographics.

### **Environmental**

This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Opportunities to enhance the development on this site

Land Use Amendment in Richmond (Ward 8) at 2604 and 2608 - 24 Street SW,  
LOC2024-0264

---

with applicable climate strategies have been identified and shared with the applicant and will be pursued at the development permit stage.

Economic

The proposal will facilitate the ability to deliver housing forms including Rowhouse Building and Townhouse, providing diversity with housing options in the Richmond area, and helping with housing affordability. The subject site is well connected to primary transit routes which allows for greater accessibility for residents to Downtown and other key activity centres, promoting greater access to employment and retail sectors boosting local economies.

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 118D2025**
- 3. Applicant Submission
- 4. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Richmond and includes two adjoining parcels 2604 and 2608 – 24 Street SW, Richmond. 2604 – 24 Street SW is a corner parcel with frontage to 24 Street SW (15 metres) and 24 Avenue SW (38 metres) and is 0.06 hectares in area. 2608 – 24 Street SW is a mid-block parcel fronting 24 Street SW and a total site area of 0.06 hectares. Each parcel is occupied by a single detached dwelling, with access available from a laneway along the rear of the parcels.

Surrounding development consists primarily of low density single detached dwellings, semi detached dwellings and rowhouse buildings constructed on corner lots. Adjoining parcels are designated as the Residential – Grade-Oriented Infill (R-CG) District. A small Commercial – Neighbourhood 1 (C-N1) District cluster exists approximately 200 metres to the south of the subject site along 24 Street SW, which accommodates a small office space, a community hall and place of worship. Directly to the north across from 24 Avenue SW is the North Point School for Boys (K-12).

Crowchild Trail SW is located directly to the west of the subject site and is accessible via a pedestrian bridge 30 metres north of the site and via footpaths along 24 Street SW. Along Crowchild Trail SW are transit stations for MAX Yellow express bus routes and regular bus routes that are approximately 130 to 250 metres (two to five-minute walking distance) from the site. The MAX Yellow express bus and regular routes provide services to and from Downtown. Crowchild Trail SW is identified as being part of the Primary Transit Network in accordance with the *Calgary Transportation Plan*.

The entirety of the subject site is bound by a restrictive covenant registered in 1950, which restricts development on affected parcels to single or semi-detached dwellings. These covenants are registered on the title of affected properties. They were used as an early land use planning method before municipalities adopted Land Use Bylaws to govern land use planning and development. Restrictive covenants are not binding on Council or Administration in making land use or development permit decisions. However, they do present a potential impediment to redevelopment at the time of construction should another landowner, who is also subject to the restrictive covenant, enforce their right to impose the restrictive covenant.

A development permit for a four-unit Rowhouse Building with secondary suites is currently under review over the corner parcel 2604 – 24 Street SW.

## Community Peak Population Table

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

Richmond Community Area	
Peak Population Year	1968
Peak Population	5,080
2019 Current Population	4,962
Difference in Population (Number)	-118
Difference in Population (Percent)	-2.3%

Source: *The City of Calgary 2019 Civic Census*

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









## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The entirety of the subject site is designated as Residential – Grade-Oriented Infill (R-CG) District, which is intended to accommodate a wide range of residential development that is grade oriented and is adaptable to the functional requirements of evolving housing needs. Rowhouse Building and Townhouse built forms are discretionary uses in the R-CG District in addition to detached dwellings, semi detached dwellings, duplex, cottage cluster housing and secondary suites which are permitted uses.

The proposed Direct Control District is based on the R-CG District and will maintain the rules of the R-CG District as prescribed under the current reiteration of the Land Use Bylaw 1P2007. Consequently, future development is restricted to a maximum building height of 11 metres from grade and maximum site density of 75 dwellings per hectare. The Direct Control District excludes Single Detached Dwelling, Contextual Single Detached, Semi-detached Dwelling, Contextual Semi-detached Dwelling, Duplex Dwelling and Cottage Housing Cluster uses as permitted or discretionary uses, to ensure redevelopment of the site is limited to low density residential infill, by way of Rowhouse Buildings and / or Townhouse developments.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration. The use of a Direct Control District is necessary to address an unusual site constraint created by a restrictive covenant on title, which restricts development to a “Single or Two Family dwelling house and a private garage”.

The proposed DC District supports redevelopment that aligns with The City's approved policy goals and investments, expressed through the *Municipal Development Plan (MDP)* and the *West Elbow Communities Local Area Plan*. The DC Bylaw is necessary to counteract the RC by deliberately conflicting with the objectives of the RC, in turn will support the landowners negotiations in court for the ability to discharge the RC on title in accordance with section 48(4) of the *Land Titles Act*.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district.

### **Density**

The R-CG District regulates a maximum density of 75 dwellings per hectare. This translates to an approximate maximum of four units for each individual parcel, or nine units in a scenario where the two parcels are combined. Secondary suites are also able to be incorporated into future development and are not restricted by density limitations.

The proposed DC Bylaw introduces a minimum density requirement of 55 dwellings per hectare, this will ensure that a minimum of three units would be required to be provided on each of the parcels, furthering support for redevelopment in the form of Rowhouse Building and or Townhouse Development.

### **Site Access**

A laneway is constructed along the eastern boundary of the subject site. This laneway intersects with 24 Avenue SW and extends down to Richmond Road SW. The laneway would be the primary access point for vehicular traffic to and from the subject site, as required by the Bylaw and policies of the MDP.

Pedestrian access is gained via sidewalks following the road frontages along 24 Street SW and 24 Avenue SW. There are traffic signs located at the intersection of 24 Avenue SW and 24 Street SW stating that 24 Street SW is a one-way road, ultimately prohibiting left turn traffic movements from 24 Avenue SW into 24 Street SW.

### **Transportation**

Crowchild Trail SW is identified as being part of the Primary Transit Network within the *Calgary Transportation Plan (CTP)* and *Municipal Development Plan (MDP)* due to the existence of the MAX Yellow bus rapid transit (BRT) line which traverses along Crowchild Trail SW. The subject site is directly adjacent to Crowchild Trail SW and is located approximately 240 metres (a two-minute walk) from a northbound stop that also accommodates regular bus networks with routes Downtown (MAX Yellow bus Route 304 and regular bus Route 66) and to the Heritage LRT station (regular bus Route 20). Due to the presence of a pedestrian overpass directly across from the subject site to the north, the distance to a southbound stop is approximately 338 metres (a four-minute walk).

### **Environmental Site Considerations**

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

## Waste and Recycling

To be serviced via the rear lane.

## Utilities and Servicing

The subject site is located in proximity to the following utilities and services:

<b>Water</b>	There is reticulated water mains infrastructure located within 24 Avenue SW road right-of-way, available for connection.
<b>Sanitary</b>	Sanitary is available for connection adjacent to the lot via 24 Avenue SW. Currently there is a sanitary line within the property. It is recommended that the applicant ties the sanitary connection to the line within 24 Avenue SW. If the applicant wants to use the line within their property, they will need to register a URW to protect the sanitary line.
<b>Stormwater</b>	Stormwater drainage infrastructure is located within 24 Avenue SW and 24 Street SW road right-of-way and within the laneway.
<b>Electricity / Communication</b>	Enmax electrical infrastructure and cabling is located within the laneway and the frontage along 24 Avenue SW.
<b>Natural Gas</b>	An active Atco pipe is located within the laneway.

## Legislation and Policy

### South Saskatchewan Regional Plan (2014)

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

### Municipal Development Plan (Statutory – 2009)

The subject site is located within the Developed Residential - Inner City area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The MDP regulates for redevelopment focused on intensification, particularly where within an area close to transit in the Inner City. Given the site's close proximity to primary transport routes, the subject site is deemed to be appropriate to accommodate a moderate increase in density, particularly under the theme of shaping a more compact urban form (Section 2.2 of MDP).

The MDP ensures that The City promotes infilling that is sensitive, compatible and complementary to the existing physical patterns and character of neighborhoods. There is evidence on surrounding parcels of construction of semi-detached dwellings and Rowhouse Buildings, suggesting the area is experiencing a transition from detached dwellings to higher density infill developments.

### West Elbow Communities Local Area Plan (Statutory – 2025)

For the purposes of the [West Elbow Communities Local Area Plan](#) (LAP), the subject site is assigned the urban form category of Neighbourhood Connector and an assigned building scale of Low, allowing for up to six storeys. The Neighbourhood Connector area is intended to facilitate residential oriented development with a focus on accommodating a higher frequency of units.

The proposed DC District is consistent with the land use intentions of the LAP where the DC reflects the R-CG district. The additional amendments to restrict built form to Rowhouse Buildings and Townhouse aligns with the purpose of the Neighbourhood Connector where moderate high densities are encouraged with preference for development providing for multiple units over singular residential forms.

The LAP includes policy regarding the treatment of restrictive covenants and directs administration to apply decision making which reflects the goals and objectives of the plan. The policy supports Administration's ability to endorse the proposed DC District to create a conflict with the restrictive covenant.

# PROPOSED

CPC2025-0091  
ATTACHMENT 2

## BYLAW NUMBER 118D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0264/CPC2025-0091)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

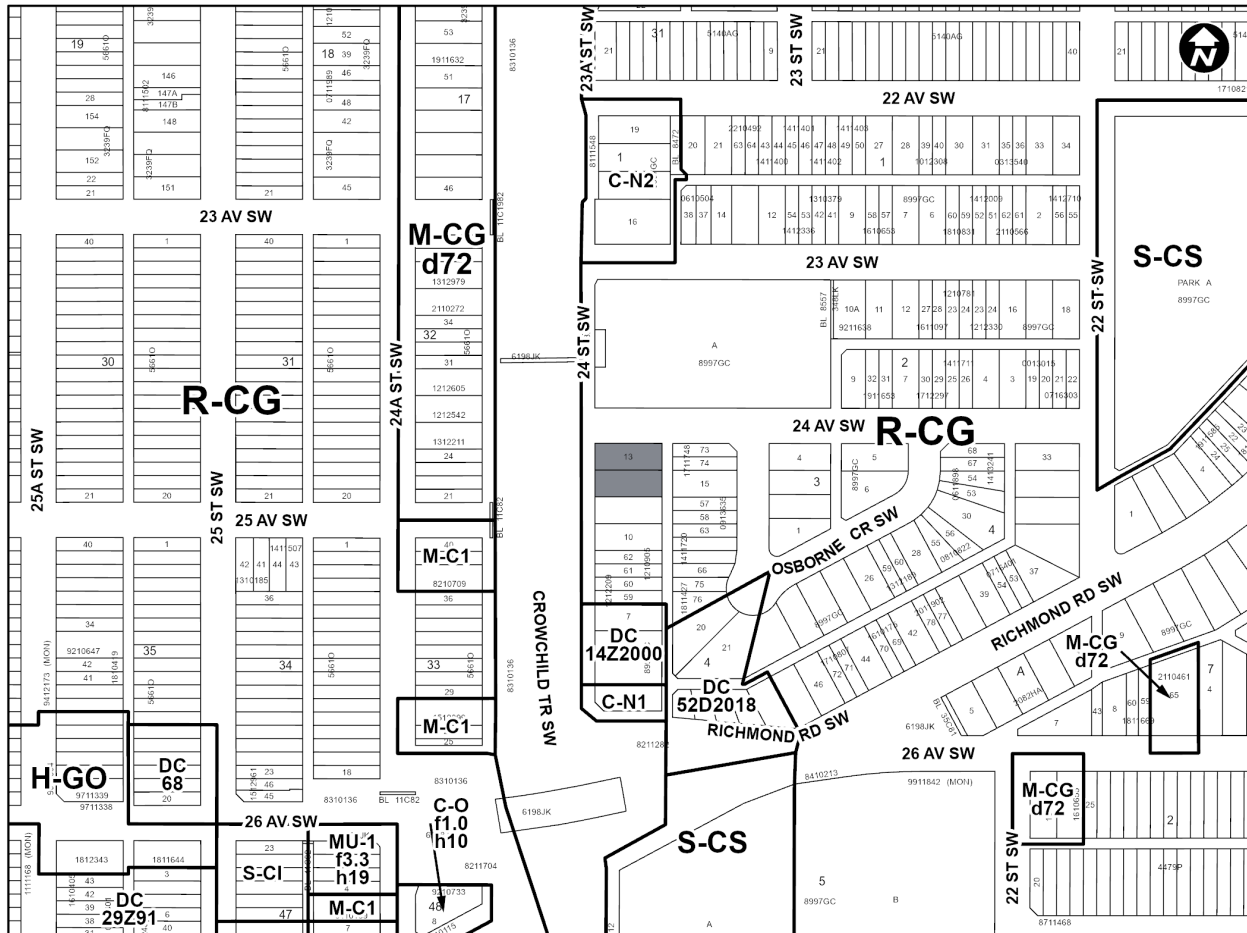
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2024-0264/CPC2025-0091  
BYLAW NUMBER 118D2025

## SCHEDULE A

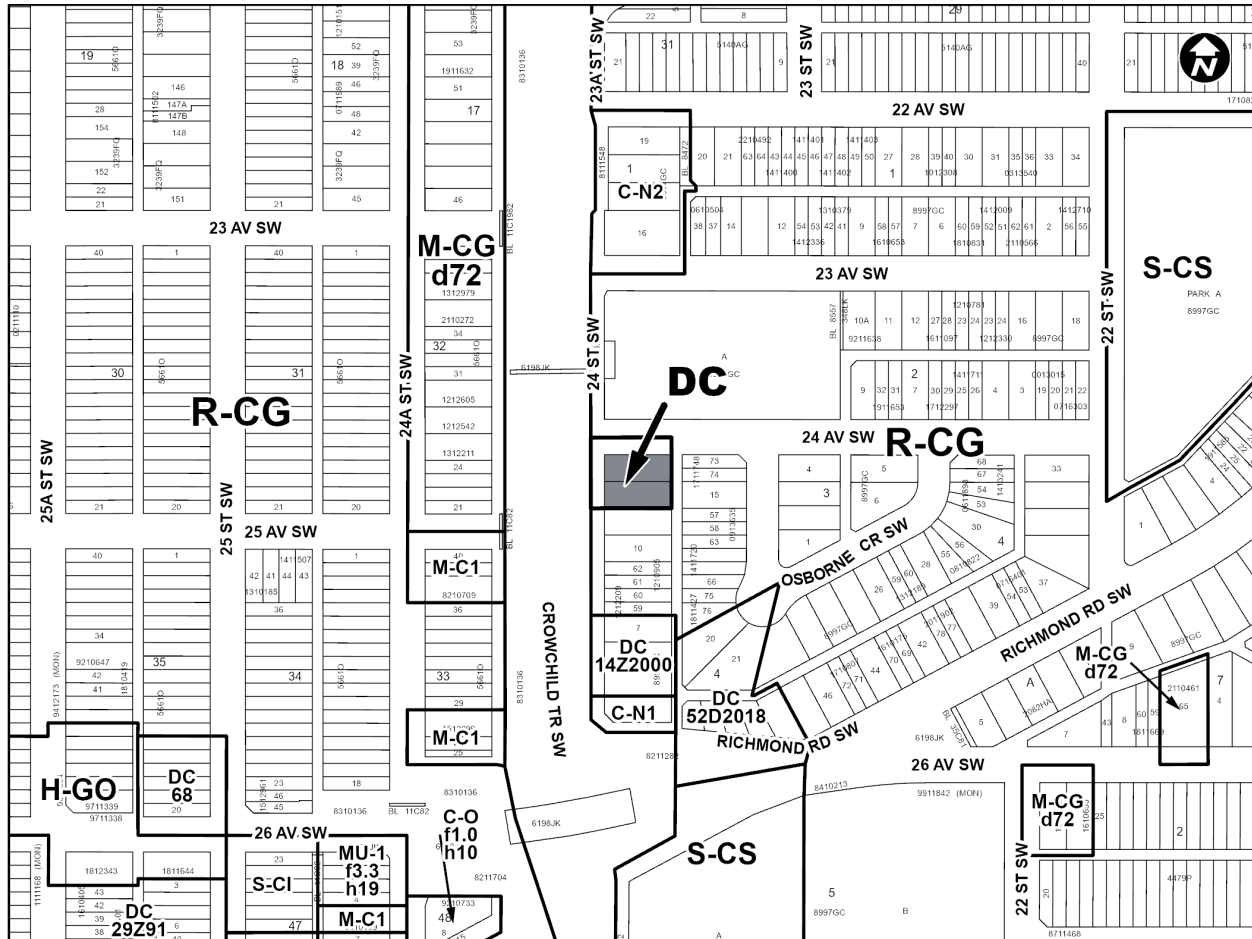




# PROPOSED

AMENDMENT LOC2024-0264/CPC2025-0091  
BYLAW NUMBER 118D2025

## SCHEDULE B



### DIRECT CONTROL DISTRICT

#### Purpose

- 1 This Direct Control District Bylaw is intended to establish a minimum residential density.

#### Compliance with Bylaw 1P2007

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

#### Reference to Bylaw 1P2007

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

#### Permitted Uses

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

- (a) **Contextual Semi-detached Dwelling;** and
- (b) **Contextual Single Detached Dwelling.**

# PROPOSED

AMENDMENT LOC2024-0264/CPC2025-0091  
BYLAW NUMBER 118D2025

## Discretionary Uses

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

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

## Bylaw 1P2007 District Rules

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

## Density

- 7 (1) The minimum ***density*** is 55 ***units*** per hectare.
- (2) The maximum ***density*** is 75 ***units*** per hectare.

## Relaxations

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

# Applicant Submission

2024 October 22

On behalf of the landowner, please accept this application to redesignate 2604 & 2608 24 Street SW from R-CG to Direct Control to

- Support DP application for Rowhouse building
- Remove single detached, semi-detached and duplex from uses and restrict the use to rowhouse only
- Minor policy amendment of Richmond Area Redevelopment Plan to remove the conservation/infill land use category and replace with the low-density residential use category.

The subject site, 2604 & 2608 24 Street SW, are two continuous lots located in the community of Richmond along 24 Ave SW and 24 Street SW. The sites are currently developed with single detached dwellings built in 1950. Surrounding houses are mostly single detached with North Point School for Boys sitting directly to the north of the site.

The site is appropriate 0.116 hectares in size. A rear lane exists to the east of the site. Vehicle access to the parcel is available and will be via the rear lane. The site is super close to Crowchild Trail and 26 Ave SW.

As part of city's blanket rezoning process, the lots are already zoned as R-CG. So the owners are planning row house or townhouse developments. However two issues raised up: one is the restrictive covenant on title and second is the local statutory policy.

The restrictive covenant limits the development to a single or two family dwelling house and garage with ground plan area of 800 to 600 sq ft for a single or two storey dwelling respectively.

The Richmond ARP locates the site within the residential conservation/infill area with policy for infill to be low profile, supporting rehabilitation of existing housing or redevelopment consistent of detached and semi-detached housing.

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

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

# Applicant Outreach Summary

2024 October 22



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

**Project name:** 2604 & 2608 24 Street SW

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

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

### Outreach Strategy

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

This application is to deal with restrictive covenant on title that restrict the development to single dwelling only and minor policy amendment to Richmond Area Redevelopment Plan to remove the conservation/infill land use category and replace with the low-density residential use category.

On May 27th, 2024, our staff did post card deliver to residents within a 100 meters radius. During the process, our staff did door knocking and spoke with residents at home. The main concerns our office got are with regards to increased traffic, increased density, height, shadow effects, and safety. We believe those can be properly dealt with at the development permit stage.

We have also contacted community association and councilor's office for comments. Until today, we haven't received any response yet.

### Stakeholders

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

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

**What did you hear?**

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

The main concerns we heard from local residents are: increased traffic, parking issues, increased density, height, shadow effects, privacy and safety.

Some people also express concerns over property value and crime.

**How did stakeholder input influence decisions?**

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

We believe those concerns can be properly dealt with at the development permit stage.

**How did you close the loop with stakeholders?**

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

Continue engage with local residents, Councillor office and community association.

**Land Use Amendment in Killarney/Glengarry (Ward 8) at 3209 – 28 Street SW,  
LOC2025-0021**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.06 hectares  $\pm$  (0.14 acres  $\pm$ ) located at 3209 – 28 Street SW (Plan 5661O, Block 53, Lots 25 and 26) from Direct Control (DC) District to Residential – Grade-Oriented Infill (R-CG) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MAY 22:**

That Council give three readings to **Proposed Bylaw 103D2025** for the redesignation of 0.06 hectares  $\pm$  (0.14 acres  $\pm$ ) located at 3209 – 28 Street SW (Plan 5661O, Block 53, Lots 25 and 26) from Direct Control (DC) District to Residential – Grade-Oriented Infill (R-CG) District.

**HIGHLIGHTS**

- This application seeks to redesignate the site to allow for basement suites, in addition to the building types already allowed in the existing land use district (e.g., single detached, semi-detached and duplex dwellings).
- The proposal would allow for an appropriate increase in height on a residential site, allows for a development that may be compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Westbrook Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed Residential – Grade-Oriented Infill (R-CG) District would promote greater housing choice within an inner-city residential community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed R-CG District would allow for housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This land use amendment application in the southwest community of Killarney/Glengarry, was submitted by Horizon Land Surveys on behalf of the landowner Narinder Kaur Singh on 2025 February 10. The mid-block site is approximately 0.06 hectares (0.14 acres) in size and currently contains a one-storey single detached dwelling, and detached garage. The parcel is accessed from a rear lane. The applicant originally proposed rowhouses, townhouses, and a cottage housing cluster with up to four dwelling units. They are now seeking a redesignation to allow for a maximum of two dwelling units, each with a basement suite (Attachment 2). No development permit has been submitted at this time.

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



**Land Use Amendment in Killarney/Glengarry (Ward 8) at 3209 - 28 Street SW,  
 LOC2025-0021**

---

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public / interested parties and respective community association was appropriate. In response, the applicant delivered postcards containing information about the proposed project to neighbouring parcels within a 100-metre radius of the subject site and spoke directly with residents. The applicant also contacted the Ward 8 Councilor's Office and the Killarney-Glengarry Community Association (CA) to share the project information. The Applicant Outreach Summary can be found in Attachment 3.

**City-Led Outreach**

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

Administration received two letters in response: one expressing opposition to the initially proposed four-unit development and another with a question about the project. No concerns were raised regarding the revised proposal for basement suites.

No comment was received from the Killarney-Glengarry CA.

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

**IMPLICATIONS**

**Social**

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

**Environmental**

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

Planning and Development Services Report to  
Calgary Planning Commission  
2025 May 22

ISC: UNRESTRICTED  
CPC2025-0383  
Page 3 of 3

**Land Use Amendment in Killarney/Glengarry (Ward 8) at 3209 - 28 Street SW,  
LOC2025-0021**

---

**Economic**

The proposal would support the recommendations found in The City of Calgary's Housing Strategy (*Home is Here*). It would enable a slight increase in density which would provide more housing opportunities and make for more efficient use of existing infrastructure and services.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
- 4. Proposed Bylaw 103D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is in the southwest community of Killarney/Glengarry, on the west side of 28 Street SW and north of Richmond Road SW. The mid-block site is approximately 0.06 hectares (0.14 acres) in size, with dimensions of approximately 15 metres wide and 38 metres deep. The site is currently developed with a one-storey single detached dwelling and detached garage with vehicular access from a lane at the rear.

Surrounding development consist mainly of single detached dwellings and semi-detached dwellings designated as Direct Control (DC) District ([Bylaw 29Z91](#)). A two-storey multi-residential development is located to the south of the subject site and is designated as Housing – Grade Oriented (H-GO) District.

Nearby amenities include various retail and commercial uses at the Richmond Shopping Centre, which is located within 200 metres (a three-minute walk) south of the subject parcel. The parcel is also 250 metres (a three-minute walk) north of the Killarney Glengarry Community Association and 750 metres (an 11-minute walk) northwest of Killarney School (grades kindergarten-six).

The subject site is located approximately 270 metres (a four-minute walk) from the westbound stop for Route 22 (Richmond Road), which travels through Rutland Park and Glamorgan and connects to other transit routes at Westhills Towne Centre. It is 400 metres (a six-minute walk) from the eastbound stop for Route 22 (Richmond Road) which serves Richmond, South Calgary, Bankview, and Sunalta and connects with other routes in downtown Calgary.

## Community Peak Population Table

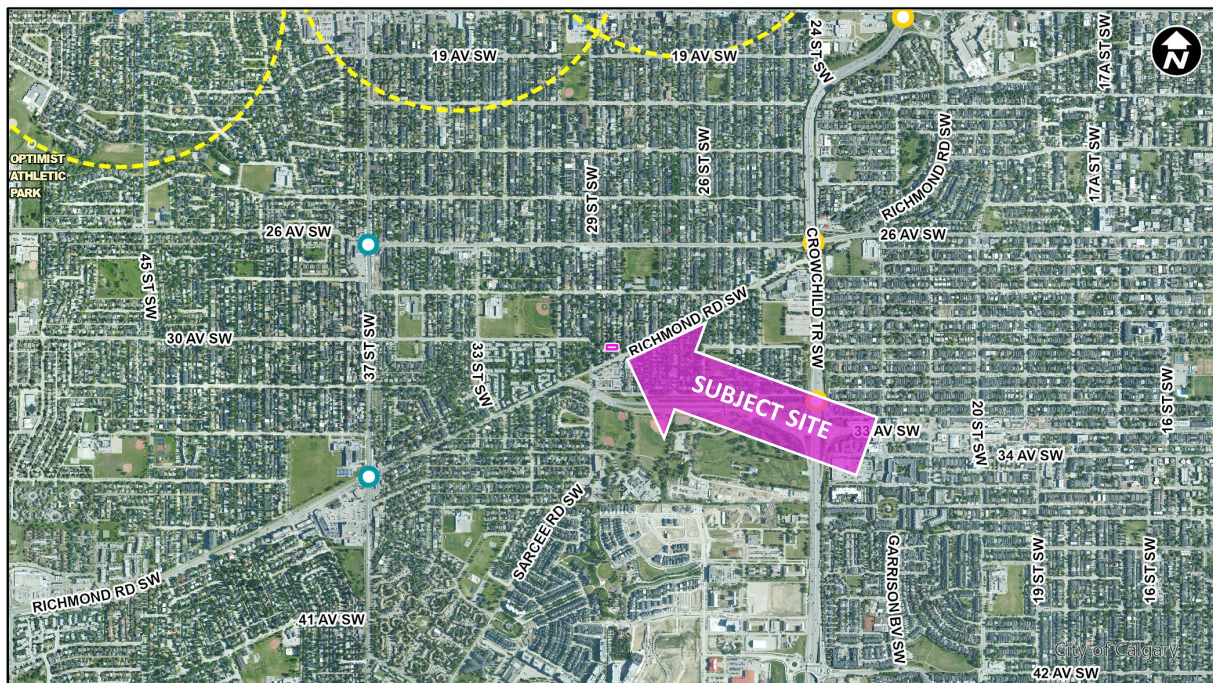
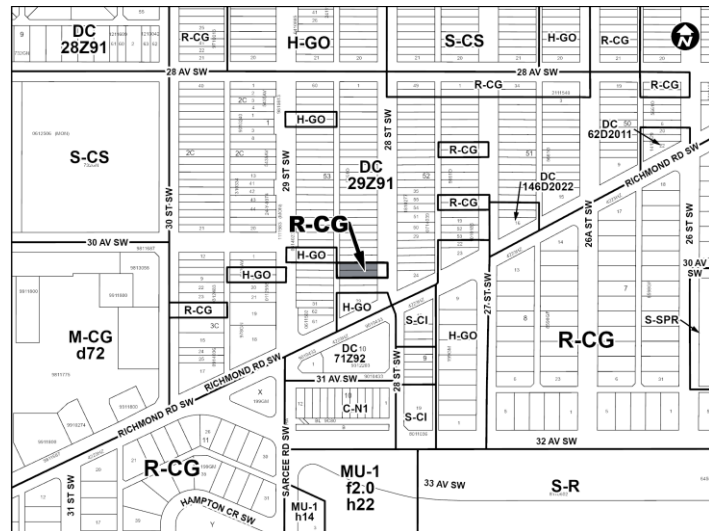
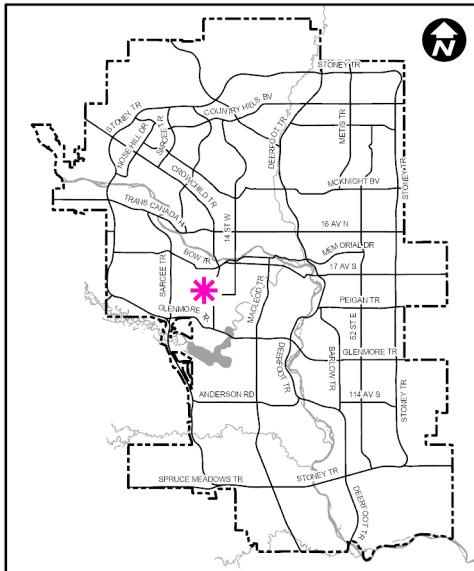
As identified below, the community of Killarney/Glengarry reached its peak population in 2019.

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

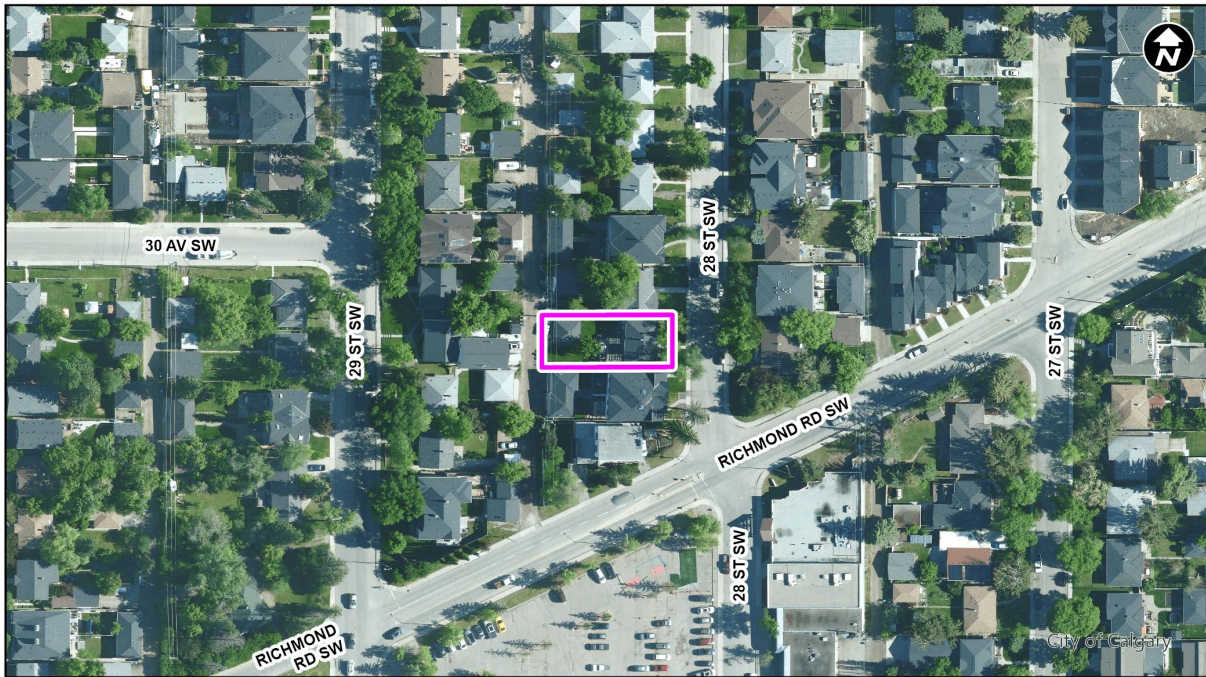
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

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

The proposed Residential – Grade-Oriented Infill (R-CG) District allows for a broader range of low-density housing forms than the existing DC District including single detached, semi-detached, duplex dwellings, townhouses and rowhouse buildings. The R-CG District also allows for a maximum building height of 11.0 metres and a maximum density of 75 dwelling units per hectare.

One backyard suite or one secondary suite per dwelling unit is allowed in the R-CG District and does not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

### Development and Site Design

If this redesignation is approved by Council, the rules of the proposed R-CG District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping, parcel coverage and parking. Given the specific policy context

of this mid-block site, additional items which will be considered through the development permit process include, but are not limited to:

- ensuring the proposed built form aligns with the *Westbrook Communities Local Area Plan* (LAP) policies;
- the layout and configuration of dwelling units;
- ensuring an engaging built interface along 28 Street SW;
- mitigating shadowing, overlook and privacy concerns;
- lane access and parking provision;
- waste collection and impact mitigation; and
- appropriate location of landscaping and amenity space.

### **Transportation**

Pedestrian access to the site is available from the existing sidewalk along 28 Street SW. The subject site is served by public transit, with multiple bus stops within walking distance. It is about 270 metres (a three-minute walk) from the westbound Route 22 stop providing access to Rutland Park, Glamorgan, and the West Hill bus loop. It is 400 metres (a six-minute walk) from the eastbound stop for Route 22 (Richmond Road) which serves Richmond, South Calgary, Bankview, and Sunalta and connects with Light Rail Transit (LRT) Routes 201 and 202 (Red Line – Somerset – Bridlewood/Tuscany CTrain and Blue Line – Saddletowne/69 Street CTrain) and other routes in downtown Calgary.

Vehicle access to the subject site is provided from the rear lane. On-street parking is presently unrestricted along 28 Street SW.

A Transportation Impact Assessment (TIA) nor a parking study was not required for the proposed land use amendment.

### **Environmental Site Considerations**

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

### **Utilities and Servicing**

Water, sanitary, and storm sewer mains are available from 28 Street SW. Specific site servicing, stormwater management and waste and recycling management details will be reviewed in detail through the development permit application.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within the Developed Residential – Inner City Area land use typology as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage modest intensification and infill development which is consistent and compatible with the scale and character of the neighbourhood.



The proposal is in keeping with the MDP policies as the R-CG District is a low density residential district able to provide modest intensification, while being compatible with the existing character of the neighbourhood.

**Calgary Climate Strategy (2022)**

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

**Westbrook Communities Local Area Plan (Statutory – 2023)**

The site is subject to the [Westbrook Communities Local Area Plan](#) (LAP) and identified as being part of the Neighbourhood Local urban form category (Map 3: Urban Form) with a Low-modified building scale modifier (Map 4: Building Scale), which allows for building forms up to four storeys. Neighbourhood Local areas are characterized by primarily residential uses that support a range of housing types, unit structures and forms. Secondary suites are also supported where allowed by the land use designation and are not considered a unit. The proposed R-CG District aligns with the policies of the LAP.

# Applicant Submission

2025 April 19

Company Name (if applicable):

Horizon Land Surveys

LOC Number (office use only):

Applicant's Name:

Lei Wang

On behalf of the landowner, please accept this application to redesignate a +/-0.058 hectare site from Direct Control to R-CG. This lot is not part of city's blanket rezoning to R-CG since it is Direct Control zoning. The DC bylaw restrict the use of land to either single or duplex with no basement suites. The application is to bring the lot to R-CG to be consistent with other lots so basement suites can be allowed. No policy amendment to Westbrook Communities Local Area Plan is being proposed.

The subject site, 3209 28 Street SW, is a mid-block lot located in the community of Killarney/Glengarry along 28 Street SW. The lot is currently developed with a single detached dwelling built in 1953. A H-GO row house development exists on the north corner of the block along Richmond RD. There are also two more H-GO developments approved across the lane along 29 street. The lot is surrounded mostly by single detached dwellings.

The site is approximately 0.058 hectares in size. A rear lane exists to the west of the site. Vehicle access to the parcel is available and will be via the rear lane. The site is within 50 meters of Richmond RD which is part of city's primary transit network where convenient public transit is offered. The lot is also half a block from 29 street which is the main collector road in the community.

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

The subject parcel is located within the Residential-Developed-Inner City area of the Municipal Development Plan. The applicable policies encourage redevelopment of inner-city communities that is similar in scale and built form to existing development, including a mix of housing such as townhouses and row housing. The Municipal Development Plan also calls for a modest intensification of the inner city, an area serviced by existing infrastructure, public amenities and transit. The proposal is in

keeping with the relevant policies of the MDP as the rules of the R-CG provide for development forms that may be sensitive to existing residential development in terms of height, built form and density.

The lot is under Neighbourhood local under Westbrook Communities Local Area Plan with a building scale of up to 4 Storeys. Neighbourhood local area is characterized by primarily residential uses that support a range of housing types, unit structures and forms.

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

# Applicant Outreach Summary

2025 April 16



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

**Project name:** 3209 28 Street SW

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

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

### Outreach Strategy

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

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

On Jan. 16th, 2025, our staff did post card deliver to residents within a 100 meters radius. During the process, our staff did door knocking and spoke with residents at home. The main concerns our office got are with regards to increased traffic, increased density, height, shadow effects, and safety. We believe those can be properly dealt with at the development permit stage.

We have also contacted community association and councilor's office for comments. Until today, we haven't received any response yet.

### Stakeholders

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

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

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)





## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

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

The main concerns we heard from local residents are: increased traffic, parking issues, increased density, height, shadow effects, privacy and safety.

Some people also express concerns over property value and crime.

### How did stakeholder input influence decisions?

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

We believe those concerns can be properly dealt with at the development permit stage.

Majority of the lots in the community are already R-CG under city's blanket rezoning process. This specific lot doesn't get rezoned to R-CG since it is Direct Control Zoning. The application is to bring the lot in consistent with other lots in the area.

### How did you close the loop with stakeholders?

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

Continue engage with local residents, Councillor office and community association.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

# PROPOSED

CPC2025-0383  
ATTACHMENT 4

## BYLAW NUMBER 103D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0021/CPC2025-0383)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

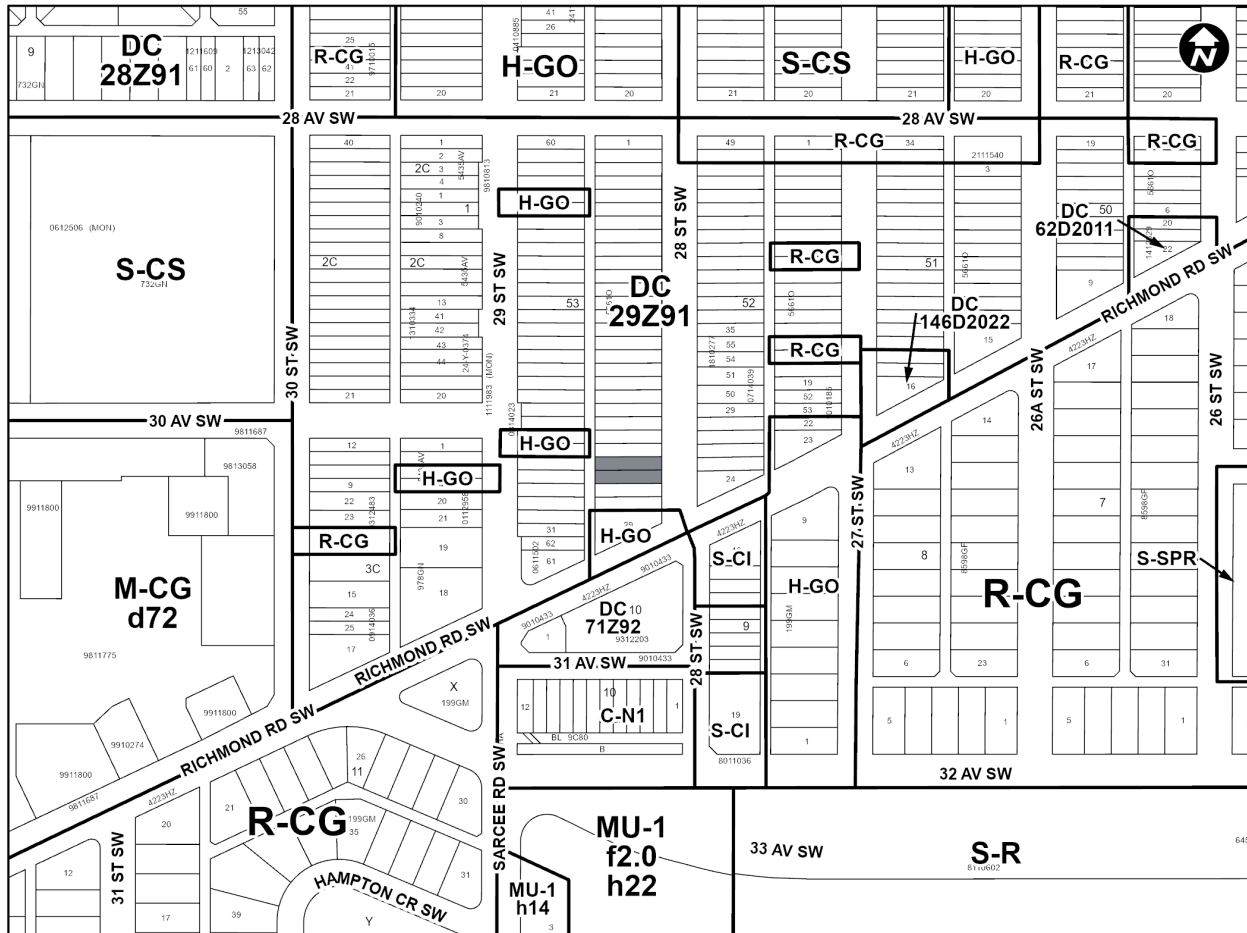
\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_



# PROPOSED

AMENDMENT LOC2025-0021/CPC2025-0383  
BYLAW NUMBER 103D2025

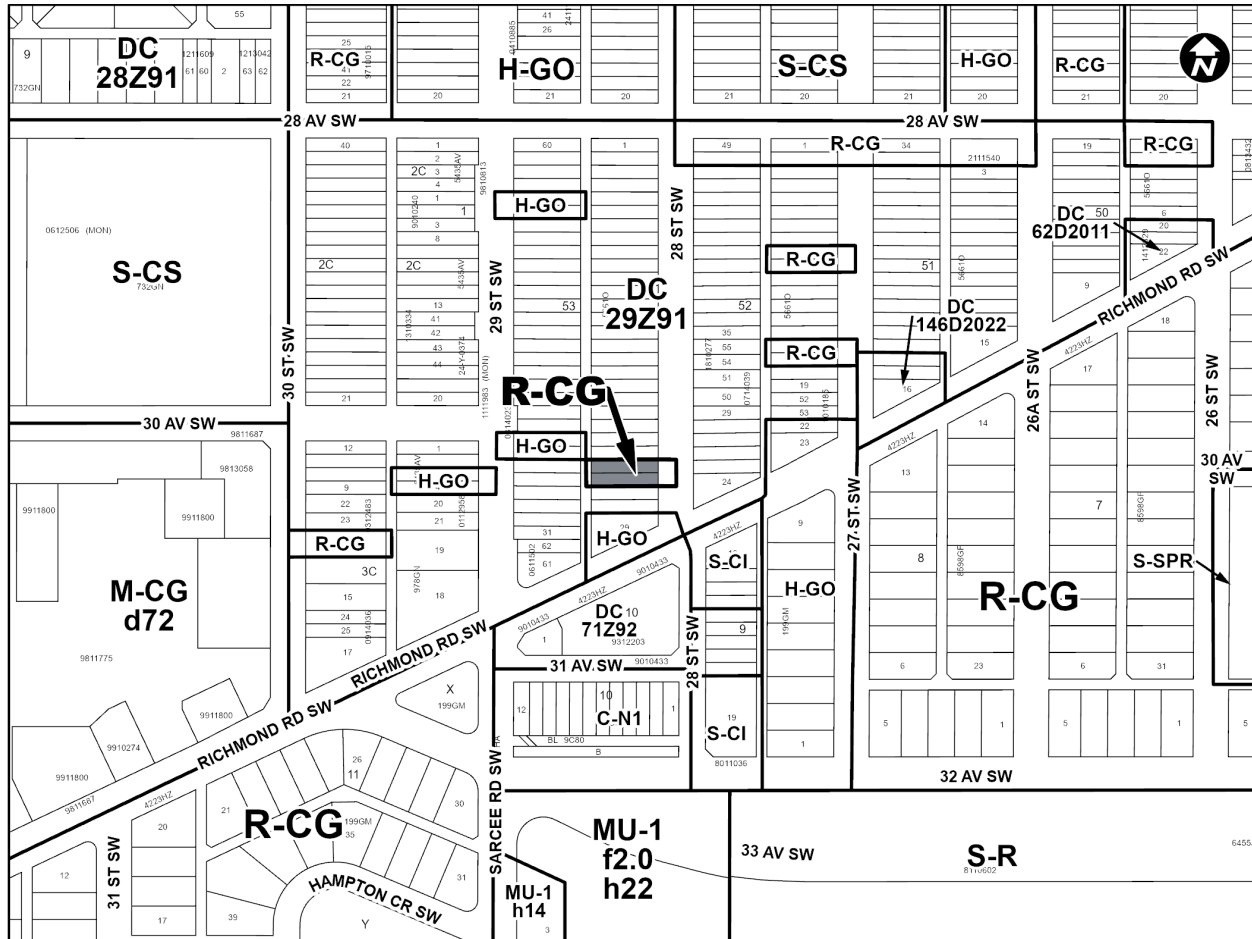
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2025-0021/CPC2025-0383  
BYLAW NUMBER 103D2025

## SCHEDULE B



**Land Use Amendment in Killarney/Glengarry (Ward 8) at 3027 – 34 Street SW,  
LOC2025-0043**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.06 hectares  $\pm$  (0.14 acres  $\pm$ ) located at 3027 – 34 Street SW (Plan 732GN, Block 7, Lot 17) from Direct Control (DC) District to Residential – Grade Oriented Infill (R-CG) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 05:**

That Council give three readings to **Proposed Bylaw 109D2025** for the redesignation of 0.06 hectares  $\pm$  (0.14 acres  $\pm$ ) located at 3027 – 34 Street SW (Plan 732GN, Block 7, Lot 17) from Direct Control (DC) District to Residential – Grade-Oriented Infill (R-CG) District.

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for rowhouses, townhouses, secondary suites and backyard suites, in addition to the building types already listed in the existing district (e.g. single detached, semi-detached and duplex dwellings).
- The proposal represents an appropriate density increase of a residential site, allows for development that may be compatible with the character of the existing neighbourhood and is keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Westbrook Communities Local Area Plan* (LAP)
- What does this mean for 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 surrounding amenities.
- Why does this matter? The proposed R-CG District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles, and demographics in Calgary.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This land use amendment application in the southwest community of Killarney/Glengarry was submitted by the landowner, Christopher De Laforest on 2025, March 3. No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), the applicant identified the intent to retain the existing single detached dwelling and develop a detached garage with a backyard suite above.

The approximately 0.06 hectare (0.14 acre) mid-block site is located along the west side of 34 Street SW. The surrounding development is predominantly composed of single detached dwellings with detached garages accessed from the rear lane. Surrounding amenities include two school sites and an open space within 100 metres (a two-minute walk) to the east and west of the site.

**Land Use Amendment in Killarney/Glengarry (Ward 8) at 3027 - 34 Street SW,  
LOC2025-0043**

---

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant met with the Killarney Glengarry Community Association and the adjacent landowners. The Applicant Outreach Summary can be found in Attachment 3.

**City-Led Outreach**

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

No public comments or comments from the Community Association were received.

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

**IMPLICATIONS**

**Social**

The proposed application would allow for additional housing types and accommodates site and building designs that are adaptable to the functional requirements of evolving household and lifestyle needs.

**Environmental**

This application does not include any specific actions that address the objectives of the Calgary *Climate Strategy – Pathways to 2050*. The applicant has considered developing an energy efficient backyard suite that meets the Passive House Building certification and supports electric vehicle charging capabilities. Further opportunities to align future development on this site with applicable climate strategies will be explored at the subsequent development permit approval stage.

**Economic**

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

Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 05

ISC: UNRESTRICTED  
CPC2025-0564  
Page 3 of 3

**Land Use Amendment in Killarney/Glengarry (Ward 8) at 3027 - 34 Street SW,  
LOC2025-0043**

---

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this application.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. **Proposed Bylaw 109D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Killarney/Glengarry along the west side of 34 Street, between 28 Avenue SW and 30 Avenue SW. It is a mid-block parcel approximately 0.06 hectares (0.14 acres) in area with dimensions of approximately 15 metres wide and 36 metres deep. The site is currently developed with a one storey single detached dwelling with rear lane access.

Surrounding development is primarily characterized by low density residential uses in the form of single detached and semi-detached dwellings designated as Direct Control (DC) District ([Bylaw 29Z91](#)) based on R-2 Residential Low Density District from the previous Land Use Bylaw 2P80.

The site is within close proximity to two schools within 100 metres (two-minute walk); Holy Name School to the west, and Killarney School to the east. The site is also 100 meters (two-minute walk) from an open space located to the southwest.

## Community Peak Population Table

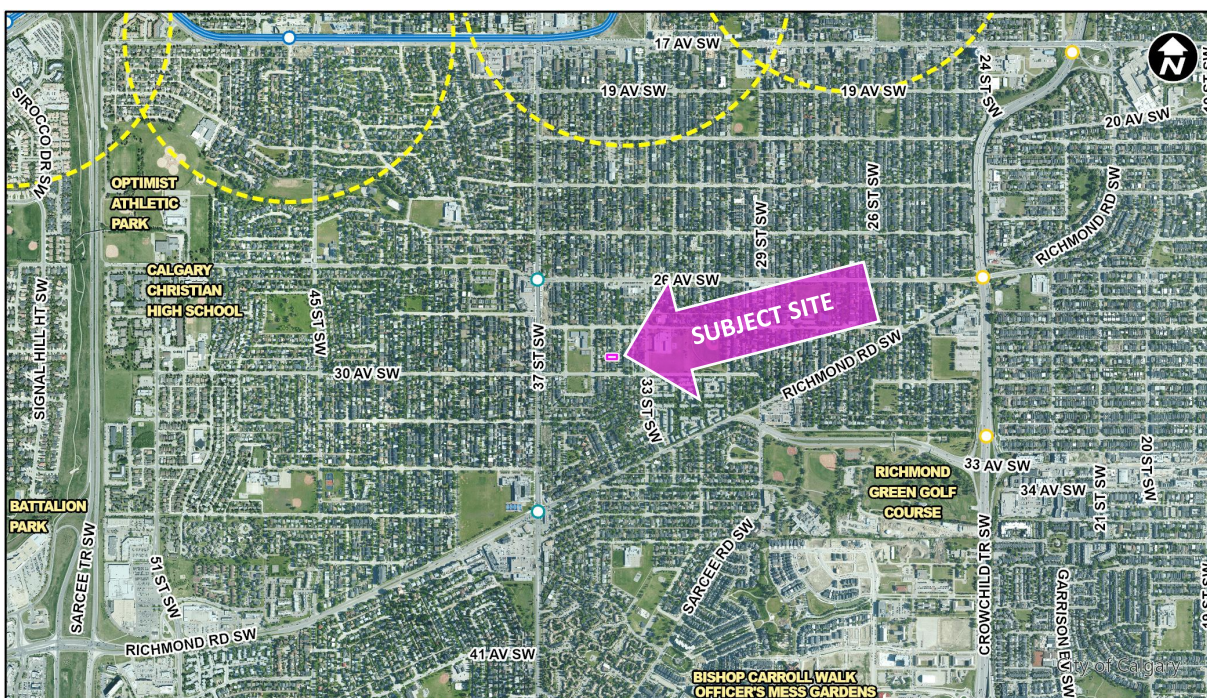
As identified below, the community of Killarney/Glengarry reached its peak population in 2019.

Killarney/Glengarry	
Peak Population Year	2019
Peak Population	7,920
2021 Current Population	7,920
Difference in Population (Number)	0
Difference in Population (Percent)	0%

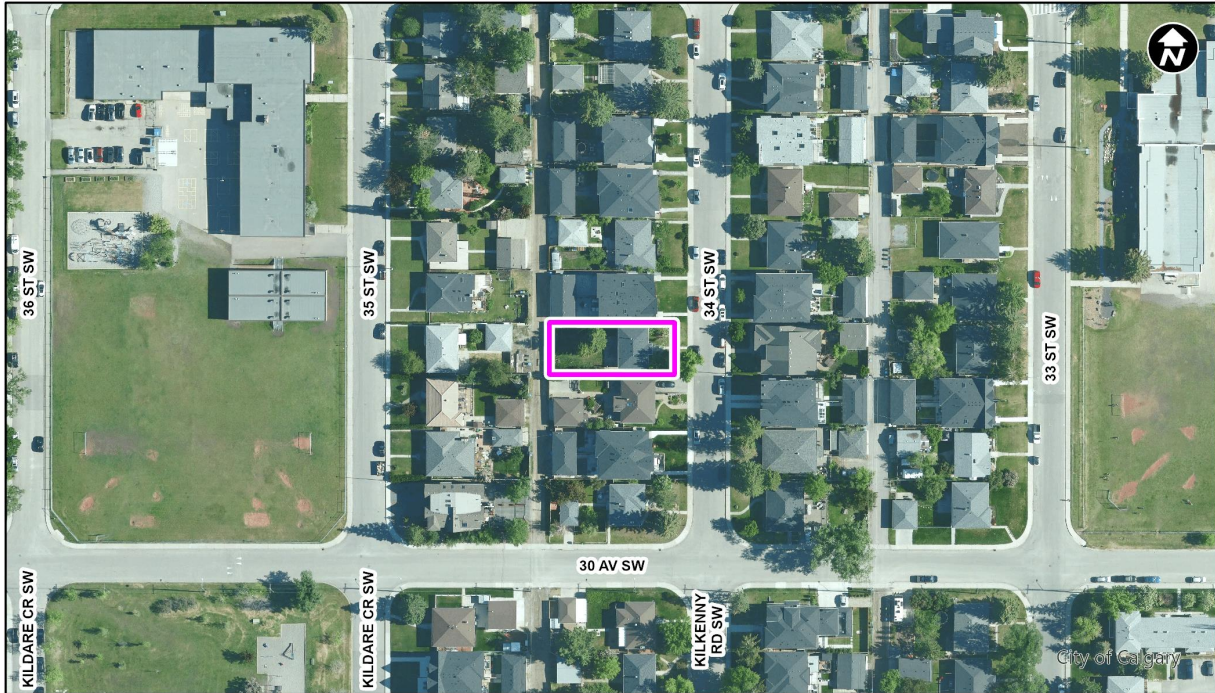
Source: *The City of Calgary 2021 Civic Census*

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









## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC District ([Bylaw 28Z91](#)) is based on the Residential Low Density (R-2) District of Land Use Bylaw 2P80. It accommodates development in the form of single detached, semi-detached, and duplex dwellings and allows a maximum building height of 10.0 metres. The DC District establishes minimum lot width and area requirements and does not include secondary suites or backyard suites as allowable uses.

The proposed Residential – Grade-Oriented Infill (R-CG) District allows for a range of low-density housing forms including single detached, semi-detached, duplex dwellings, rowhouses, and townhouses. The R-CG district allows for a maximum building height of 11 metres (approximately three storeys), and a maximum density of 75 dwellings per hectare. Based on the subject site parcel area, this would allow up to four dwelling units. The subject site is within the Neighbourhood Local urban form category, with the Limited Building Scale Modifier area of the *Westbrook Communities Local Area Plan* (LAP).

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

### **Development and Site Design**

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

- ensuring appropriate built form, design, layout, and configuration of a backyard suite;
- mitigating shadowing, overlooking and privacy concerns with neighbouring parcels; and
- ensuring appropriate provision and design of a range of mobility options including vehicle parking, bicycle parking and mobility storage lockers.

### **Transportation**

The subject site fronts onto 34 Street SW, a designated local street, with vehicular access from the rear lane. Pedestrian access is provided via the sidewalk along 34 Street SW. An existing on-street bikeway along 26 Avenue SW is located approximately 200 metres (a three-minute walk) to the north of the site.

The subject site is approximately 200 metres (a three-minute walk) from an eastbound bus stop for Route 6 (Killarney/26 AV SW) that provides service through South Calgary, Lower Mount Royal, the Beltline and the Downtown Core. A westbound bus stop for Route 6 (Killarney/26 AV SW) is approximately 250 metres (a four-minute walk) from the site which provides service through Glenbrook, Signal Hill and the Westhills bus loop.

The site is currently not within a Residential Parking Permit zone, and on-street parking is unrestricted along 34 Street SW.

### **Environmental Site Considerations**

No environmental concerns have been identified at this time.

### **Utilities and Servicing**

Water, sanitary and storm utilities are available to service the site. Details of site servicing will be further determined at the time of a subsequent development permit application.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within the Developed Residential – Inner City area on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). This application aligns with the applicable MDP policies that encourage redevelopment and modest intensification of inner-city communities that is compatible with the established pattern of development, and results in more efficient use of existing infrastructure, public amenities and transit, and delivers small and incremental benefits to climate resilience.

**Calgary Climate Strategy (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has considered developing an energy efficient backyard suite that meets the Passive House Building certification and supports electric vehicle charging capabilities. This supports Program Pathway F: Zero emission vehicles – Accelerate the transition to zero emissions vehicles of the Climate Strategy.

**Westbrook Communities Local Area Plan (Statutory – 2023)**

The [Westbrook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Local category (Map 3: Urban Form) with a Limited building scale modifier (Map 4: Building Scale), which allows for development up to three stories. The LAP speaks to primarily residential uses in the area and encourages a range of housing types. The proposed land use amendment is in alignment with the *Westbrook LAP*.

# Applicant Submission

Company Name (if applicable):

LOC Number (office use only):

Applicant's Name:

Christopher de Laforest

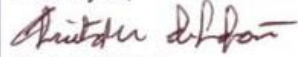
Date:

February 28, 2025

Currently our house does not have a garage, and we would like to construct a garage with a suite on our property. As our lot is located in a DC area/zone of Calgary, city requirements indicate the property must be rezoned to R-CG in order to construct a garage with a suite.

A garage suite will make excellent use of the yard space required for the garage, and provide us with future options that include aging-in-place and multi-generational living. Additionally, we plan on constructing a Passive House garage suite, the first of its kind in our community. Passive House is the world's leading standard in energy efficient construction and as such, Passive House buildings require very little energy to achieve a comfortable temperature year round, and are very durable, comfortable and resilient spaces to live in.

Thank you,



C. de Laforest



# Applicant Outreach Summary

2025 February 28



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

**Project name:** SW Passive House Garage Suite

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)

Our outreach strategy included:

- conversations with immediate neighbours about our intent to rezone to R-CG to ensure they were aware why we were doing so (i.e. for the purpose of constructing a garage/garage suite, and not, as one example, a 4-plex or other building type)
- conversation with the KGCA Development and Planning Committee (the Killarney Glengarry Community Association branch dealing with development within the community) to gain their perspective/input
- conversation with a Passive House Alberta board member to gain some initial insight regarding 'lessons learned' when constructing high performance buildings in Calgary's cold climate

### Affected Parties

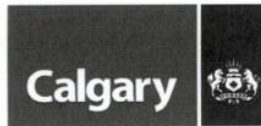
Who did you connect with in your outreach program? List all groups you connected with. (Please do not include individual names)

In December 2024, owner spoke with each adjacent neighbor and the neighbors across the street (6 in total) to discuss the intent for the project (construct a garage with a garage suite) and the reason for rezoning our lot to R-CG (rezoning to R-CG is required to construct a garage with a suite in our area).

In November 2024 this project was discussed with the KGCA Development & Planning Committee (4 individuals present) and we were able to learn from their experience regarding other garage suites in the area.

[calgary.ca/planningoutreach](https://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.

Support for our project was expressed by all neighbours we spoke with - as we do not currently have a garage, many noted this was great timing as parking is getting harder to come by in the area. Additionally, neighbors were supportive of our decision to build a Passive House garage suite.

The KGCA Development & Planning Committee was supportive and encouraged us to reach out if there was any additional information we needed.

### How did input influence decisions?

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

We were heartened by our neighbours support as part of us moving forward with this project.

### How did you close the loop ?

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

Once the application was prepared, neighbours were informed that we were going to submit our finalized application to rezone to R-CG.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

# PROPOSED

CPC2025-0564  
ATTACHMENT 4

## BYLAW NUMBER 109D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0043/CPC2025-0564)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

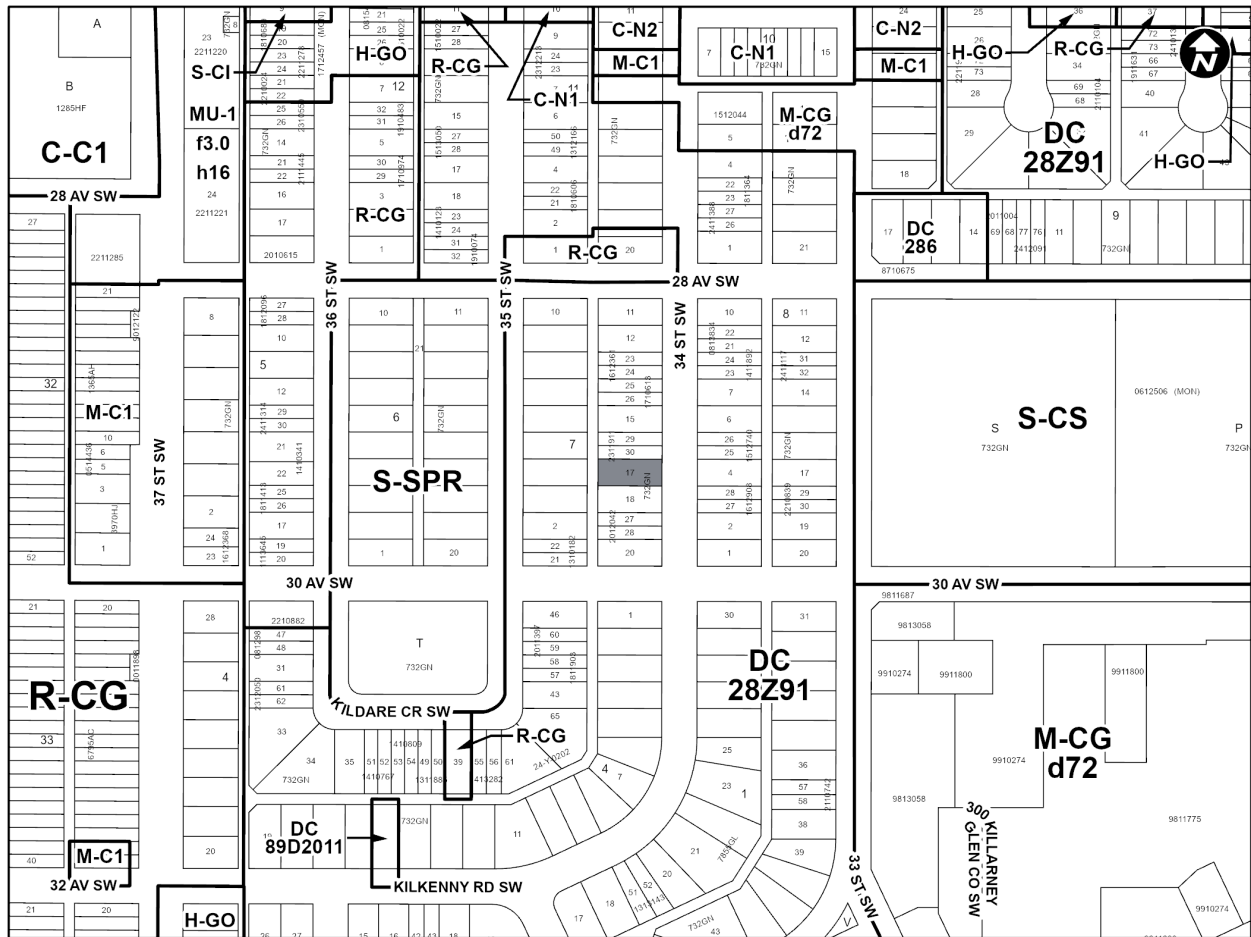
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2025-0043/CPC2025-0564  
BYLAW NUMBER 109D2025

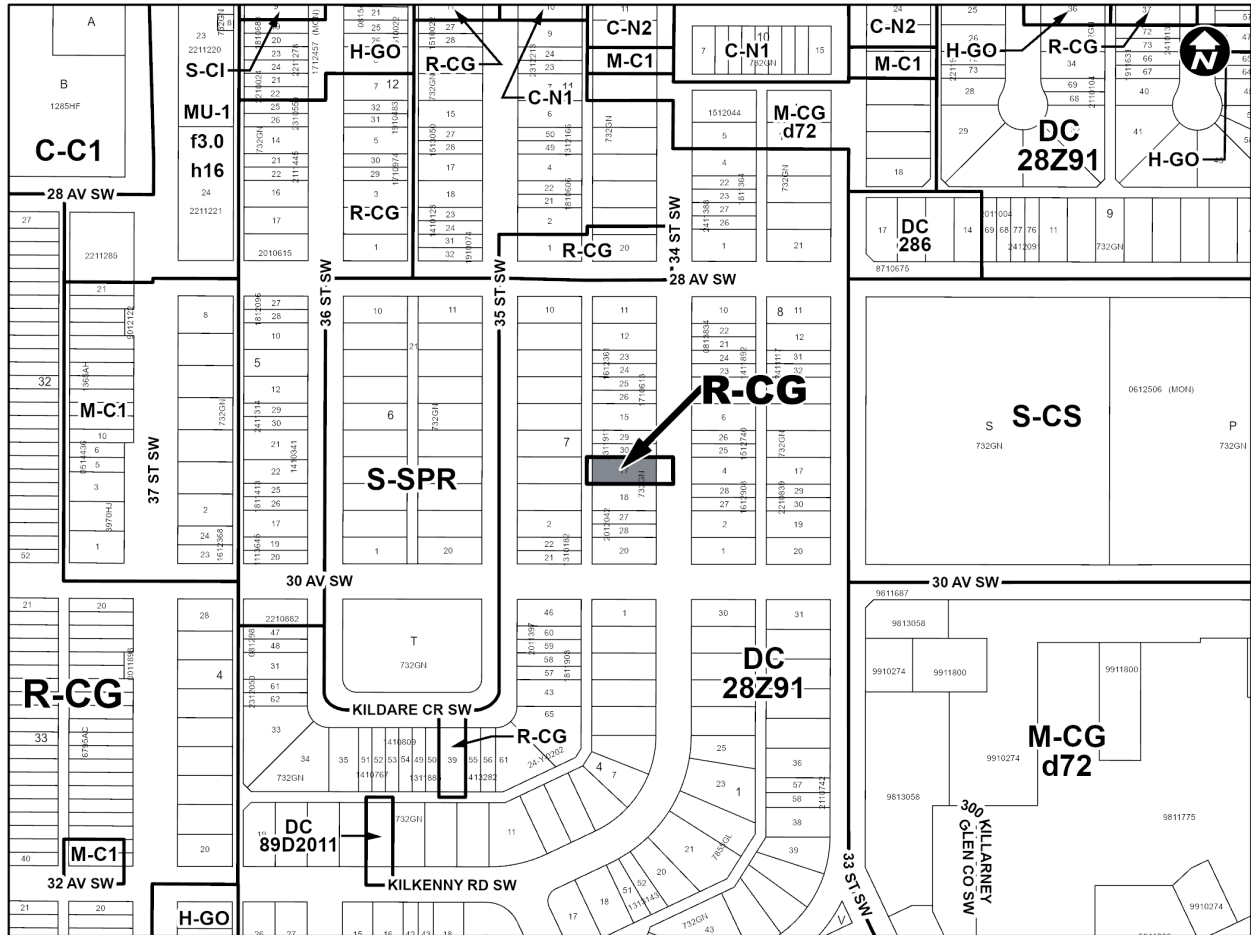
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2025-0043/CPC2025-0564  
BYLAW NUMBER 109D2025

## SCHEDULE B



**Road Closure and Land Use Amendment in Renfrew (Ward 9) at 956 Radnor Avenue NE, LOC2024-0259**

**RECOMMENDATIONS:**

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed road closure of 0.005 hectares  $\pm$  (0.012 acres  $\pm$ ) of road (Plan 2510893, Area 'A') adjacent to 956 Radnor Avenue NE, with conditions (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.18 hectares  $\pm$  (0.44 acres  $\pm$ ) located at 956 Radnor Avenue NE (Plan 4221GL, Block 24, Lots 1, 2 and 3) and closed road (Plan 2510893, Area 'A') from Residential – Grade-Oriented Infill (R-CG) District and Undesignated Road Right-of-Way to Multi-Residential – Contextual Medium Profile (M-C2f1.5) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council:

1. Give three readings to **Proposed Bylaw 9C2025** for the road closure of 0.005 hectares  $\pm$  (0.012 acres  $\pm$ ) of road (Plan 2510893, Area 'A') adjacent to 956 Radnor Avenue NE, with conditions (Attachment 2); and
2. Give three readings to **Proposed Bylaw 124D2025** for the redesignation of 0.18 hectares  $\pm$  (0.44 acres  $\pm$ ) located at 956 Radnor Avenue NE (Plan 4221GL, Block 24, Lots 1, 2 and 3) and closed road (Plan 2510893, Area 'A') from Residential – Grade-Oriented Infill (R-CG) District and Undesignated Road Right-of-Way to Multi-Residential – Contextual Medium Profile (M-C2f1.5) District.

**HIGHLIGHTS**

- This application seeks to close a portion of road and redesignate the closed road and the adjacent parcel located at 956 Radnor Avenue NE to Multi-Residential – Contextual Medium Profile (M-C2f1.5) District, allowing for future consolidation to accommodate grade-oriented multi-residential development at a scale compatible with low density residential districts.
- The proposal represents an appropriate increase in density of a residential site, allows for development that is compatible with existing development in the community, and aligns with policies in the *Municipal Development Plan* (MDP) and the *North Hill Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed land use amendment would allow for greater housing choice, more efficient use of existing infrastructure and an increase in density in close proximity to transit, linking more residents to sustainable transportation options.
- Why does this matter? The proposed Multi-Residential – Contextual Medium Profile (M-C2f1.5) District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles, and demographics.

## **Road Closure and Land Use Amendment in Renfrew (Ward 9) at 956 Radnor Avenue NE, LOC2024-0259**

---

- A development permit (DP2024-07311) for a 34-unit grade-oriented multi-residential residential development has been submitted and is under review.
- There is no previous Council direction related to this proposal.

### **DISCUSSION**

This application, in the northeast community of Renfrew, was submitted by CivicWorks on behalf of the landowners, Old Street Renfrew 13 GP INC., on 2024 October 18. The Applicant Submission can be found in Attachment 4. The approximately 0.18 hectare (0.44 acre) corner parcel is located at the intersection of Radnor Avenue NE and Remington Road NE. The parcel is currently vacant and is accessed from the rear lane.

The proposed development also includes the closure and purchase of a small 0.005 hectares  $\pm$  (0.012 acres  $\pm$ ) triangular portion of unused road right-of-way at the southwest corner of the site, as shown in Attachment 3. This closure is intended to support the development of the site by creating a regularly shaped parcel to ensure the efficient and optimal utilization of the site, minimizing wasted space.

The site is well served by Calgary Transit including the Route 303 MAX Orange (Brentwood/Saddletowne) service along 16 Avenue NE which is within 300 metres (a five-minute walk) of the site, is part of the Primary Transit Network and is an Urban Main Street. The site is within proximity to various schools, parks and open spaces, and is within 215 metres (a four-minute walk) of the Renfrew Aquatic and Recreation Centre. A concurrent development permit (DP2024-07311) for a grade-oriented multi-residential development with 34 dwelling units was submitted on 2024 October 14 and is under review.

The proposed M-C2f1.5 District would allow for the development of grade-oriented multi-residential housing. The proposed district supports flexibility in unit counts as well as site and building design that is compatible with existing development while adapting to the functional needs of evolving households.

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

### **ENGAGEMENT AND COMMUNICATION**

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

### **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with relevant public groups and the respective community association was appropriate. In response, the applicant:

- hand delivered postcards and brochures to residents within a 200-metre radius of the site;
- shared development plans with the Community Association and Ward 9 Office;



**Road Closure and Land Use Amendment in Renfrew (Ward 9) at 956 Radnor Avenue NE, LOC2024-0259**

---

- provided additional supplementary on-site signage;
- had an in-person meeting with a neighbourhood group;
- provided a phone number and email address as a direct line of contact; and
- hosted a digital information session.

A comprehensive summary is available for review in the Applicant Outreach Summary (Attachment 5).

**City-Led Outreach**

In keeping with Administration's practices, this application was circulated to relevant public groups, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners. Administration received 10 responses from the public, two in support and one neutral, while seven were in opposition including a letter from a neighbourhood group consisting of 13 residents, noting the following areas of concern:

- privacy issues and shadowing impacts due to massing of proposed buildings;
- insufficient building setbacks;
- disruption of community character;
- insufficient capacity of aging infrastructure to support 34 units;
- density and potentially inappropriate land use;
- parking issues and increased traffic leading to safety concerns for school children; and
- potential challenges with waste management.

The comments in support noted that the proposal was much more appropriate than what was proposed previously, while the neutral comment suggested a lower number of units would be more supportable.

The Renfrew Community Association (CA) offered a neutral response (Attachment 6), highlighting that the current proposal is more suitable than the previous one from a different applicant. They acknowledged that the proposal better fits the surrounding context and commended the design and site layout. However, the CA expressed concerns about the potential impact on parking availability and questioned whether the proposed density may still be too high.

Administration considered the relevant planning issues specific to the application and have determined the proposed land use to be appropriate. The M-C2f1.5 District is intended to provide for Multi-Residential Development in a variety of housing forms within Developed Areas close to or adjacent to low density residential development. The proposed land use provides an appropriate density increase within a neighbourhood while being sensitive to adjacent development. The proposed M-C2f1.5 District contains regulations that aim to manage building heights for parcels adjacent to low-density residential districts. This ensures a gradual transition in building height. In addition, parking, setbacks and alignment with infrastructure capacity will be assessed as part of the development permit process.

**Road Closure and Land Use Amendment in Renfrew (Ward 9) at 956 Radnor Avenue NE, LOC2024-0259**

---

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

**IMPLICATIONS**

**Social**

The proposed application allows for the development of a variety of housing forms which may increase the diversity of housing options in the area. The M-C2f1.5 District encourages development that is oriented towards pedestrians and public transportation, which can promote walkability, reduce traffic congestion, and increase access to amenities. This can benefit social well-being by providing residents with more opportunities for social interaction and physical activity.

**Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050* at either the land use or development permit stage.

**Economic**

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

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Proposed Road Closure Conditions of Approval
3. Registered Road Closure Plan
4. Applicant Submission
5. Applicant Outreach Summary
6. Community Association Response
7. **Proposed Bylaw 9C2025**
8. **Proposed Bylaw 124D2025**

**Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 05**

**ISC: UNRESTRICTED  
CPC2025-0544  
Page 5 of 5**

**Road Closure and Land Use Amendment in Renfrew (Ward 9) at 956 Radnor  
Avenue NE, LOC2024-0259**

---

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject parcel is located in the northeast community of Renfrew, at the intersection of Radnor Avenue NE and Remington Road NE, on the northwest side. The approximately 0.18 hectare  $\pm$  (0.44 acre  $\pm$ ) site, formerly home to the Renfrew United Church, is about 50 metres wide by 36 metres deep and is comprised of three lots. The site is currently vacant and is accessible from the rear lane.

Additionally, a triangular 0.005 hectares  $\pm$  (0.012 acres  $\pm$ ) portion of unused road right-of-way at the southwest corner of the site is not required for the operation of the adjacent lane or street and has therefore been deemed as surplus by the City. As such, it is subject to a purchase agreement between the landowner and the City of Calgary, and subsequent consolidation with the adjacent parcel. Consolidation will create a more regularly shaped parcel, ensuring the efficient and optimal utilization of the site and minimizing wasted space.

The surrounding development consists of a mix of single detached, semi-detached and institutional development designated as the Residential – Grade-Oriented Infill (R-CG) District and Special Purpose – Community Service (S-CS) District.

The site is about 300 metres (a five-minute walk) south of 16 Avenue NE, a major commercial corridor that is designated as an Urban Main Street and primary transit corridor in the *Municipal Development Plan* (MDP). The site is in an area of the Renfrew community that has several amenities with multiple schools, park spaces and transit connections within walking distance. There are two schools near the site. St. Alphonsus School (CCSD K-9) is directly adjacent to the site across the lane to the west, and the Children's Village School (CBE K-6) is across Radnor Avenue NE to the south. Additionally, there are other school sites, recreation facilities and dedicated park spaces in close proximity including:

- Renfrew Athletic Park and Renfrew Aquatic & Recreation Centre is 215 metres (a four-minute walk) to the west;
- Renfrew Community Association Building is 540 metres (a nine-minute walk) metres to the southwest;
- Renfrew Off Leash Park is 620 metres (a 10-minute walk) to the east;
- Stanley Jones School (CBE K-9) is 700 metres (a 12-minute walk) to the southwest; and
- Colonel Macleod School (CBE 5-9) is 600 metres (a 10-minute walk) to the northwest.

## Community Peak Population Table

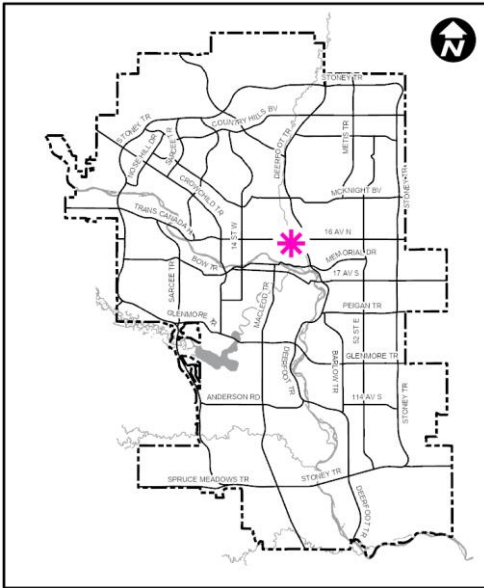
As identified below, the community of Renfrew reached its peak population in 1968.

<b>Renfrew</b>	
Peak Population Year	1968
Peak Population	8,019
2019 Current Population	6,582
Difference in Population (Number)	-1,437
Difference in Population (Percent)	-17.92%

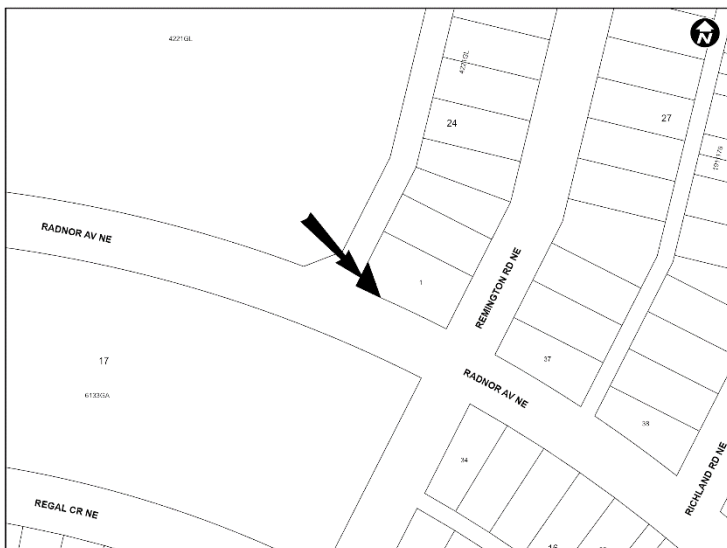
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps



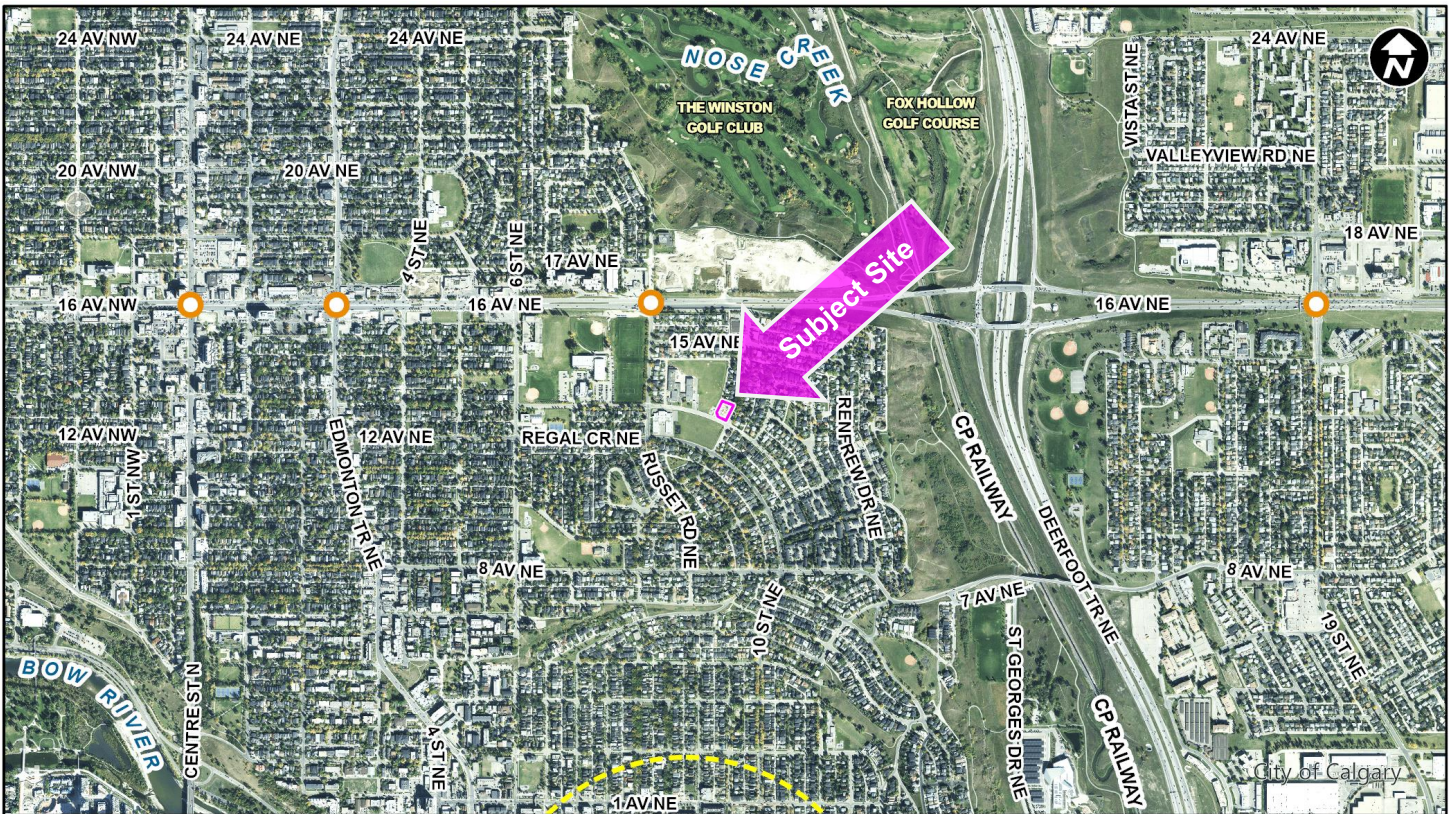
Road Closure Map



Land Use Amendment Map









## Previous Council Direction

None.

## Planning Evaluation

### Road Closure

This application proposes the closure of approximately 0.005 hectares  $\pm$  (0.012 acres  $\pm$ ) of unused road right-of-way at the southwest corner of the site. This closure is intended to support the development of the site. This portion of road right-of-way is not required for the operation of the adjacent lane or street. The closed portion of the road will be consolidated with the adjacent site, subject to the Conditions of Approval (Attachment 2).

### Land Use

The existing R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, rowhouses and townhouses. The R-CG District allows for a maximum building height of 11 metres, and a maximum density of 75 units per hectare, which would allow for a maximum of 13 dwelling units on the subject parcel. Secondary suites are permitted uses within the R-CG District.

The proposed Multi-Residential – Contextual Medium (M-C2f1.5) District allows for Multi-Residential Development in a variety of housing forms within Developed Areas, close to or adjacent to low density residential development. There is no maximum density in the M-C2 District. The applicant is proposing 34 units. The proposed M-C2f1.5 District allows for a maximum height of 16 metres and a maximum floor area ratio of 1.5. The proposed development is well within these limits and is stepped down where it is adjacent to the low density residential development to the north. The proposed development form is similar to development typically found in low density districts like R-CG. The lower heights to the north provide for a more contextually sensitive transition to the adjacent lower density residential district. The proposed density and height are considered appropriate and will allow for more housing choice within the community and more efficient use of existing infrastructure, public amenities, and transit.

### Development and Site Design

If approved by Council, the rules of the proposed M-C2f1.5 District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. Given the corner site context and existing surrounding parcels, additional items that are being considered through the development permit process include, but are not limited to:

- well-considered amenity space design;
- shifting mass away from immediately affected parcels;
- ensuring an engaging interface along street frontages and the lane if practical;
- investigating public realm opportunities to include landscaping;
- vehicular access and parking adequacy; and
- mitigation of shadowing, overlooking and privacy concerns

## **Transportation**

Pedestrian access to the subject site is available from existing sidewalks along Remington Road NE and Radnor Avenue NE. The subject site is well-served by cycling infrastructure, located one block away from the Regal Crescent NE cycle track on the 5A network (Always Available for All Ages and Abilities). The site is also located 700 metres (a 12-minute walk) from the Nose Creek multi-use pathway system.

The subject site is well-served by Calgary Transit. The subject parcel is approximately 575 metres (a 10-minute walk) from a MAX Orange Station (Brentwood/Saddletowne) at 16 Avenue NE. Additionally, there are two bus stops near the site: Route 17 (Renfrew / Ramsay) is about 100 metres away (a two-minute walk), and Route 19 (16 Avenue North) is 263 metres away (a four-minute walk). The site fronts onto Remington Road NE and Radnor Avenue NE. Vehicular access to the subject site shall be from the adjacent lane accessed from Radnor Avenue NE and will be finalized during the development permit review. On-street parking is currently unrestricted adjacent to the site.

A Transportation Impact Statement (TIS) was submitted as part of this application and accepted by Administration.

## **Environmental Site Considerations**

No environmental concerns were identified.

## **Utilities and Servicing**

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

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject parcel is located within the Residential Developed Inner City Area as identified on Map 1: Urban Structure in the Municipal Development Plan (MDP). The MDP establishes that sites within the Inner City Area may intensify, particularly in transition zones adjacent to areas designated for higher density, or if the intensification is consistent and compatible with the existing character of the neighbourhood. Transition zones should be identified through a subsequent planning study, such as the local area plan discussed below. The proposal is in keeping with relevant MDP policies, as the M-C2f1.5 District provides for an increased intensity of development in a form that mitigates height, scale and massing adjacent to existing residential development.

### **Calgary Climate Strategy (2022)**

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

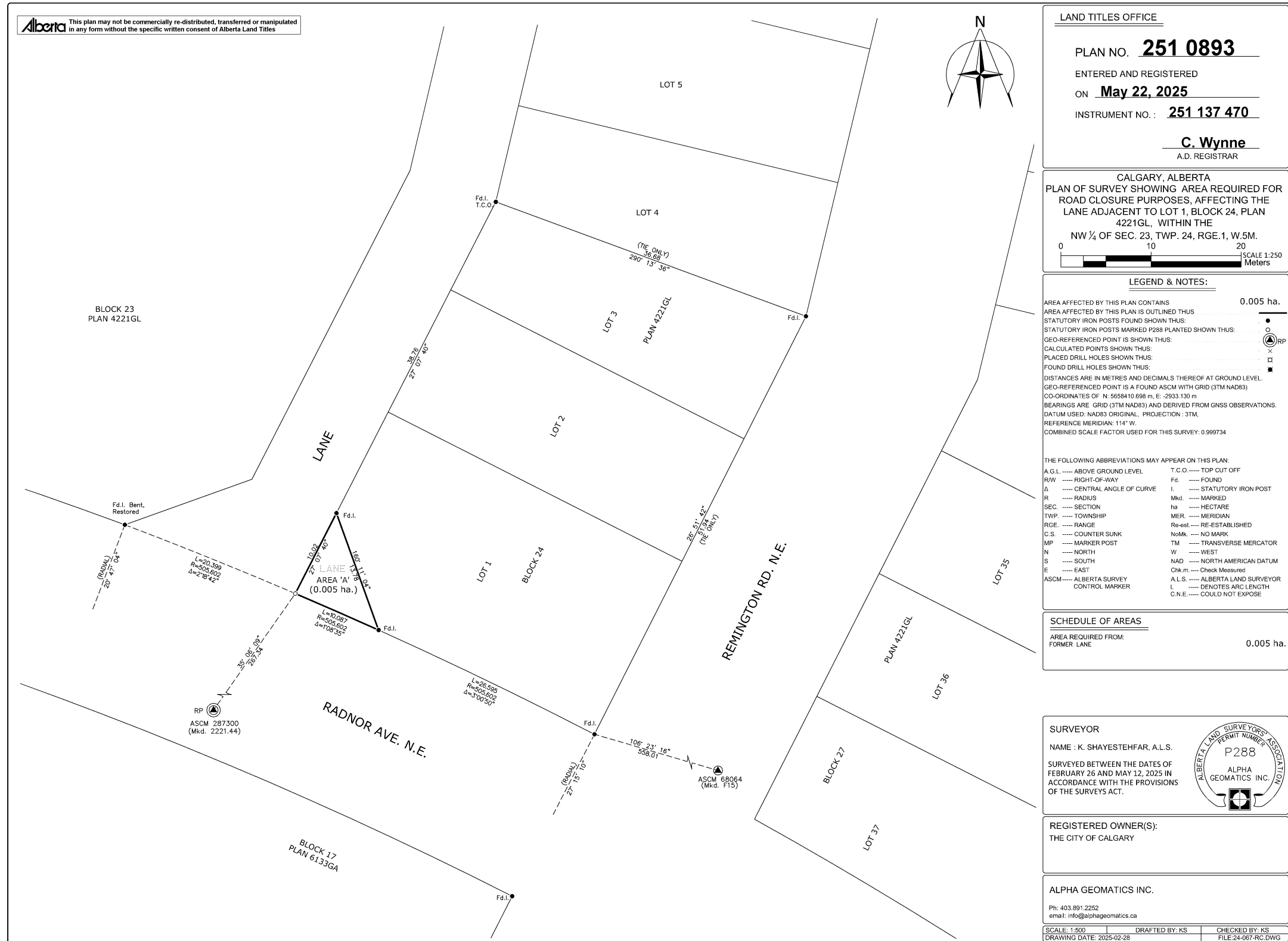
**North Hill Communities Local Area Plan (Statutory – 2021)**

The [\*North Hill Communities Local Area Plan\*](#) (LAP) identifies the subject site as part of the Neighbourhood Local Urban Form category (Map 3: Urban Form) with a Low Building Scale modifier (Map 4: Building Scale), which allows for up to six storeys. The LAP speaks to primarily residential uses in the area and encourages a range of housing types. The Low Building Scale policies within the Neighbourhood Local category note that development should be six storeys or less in height. The LAP notes that development should provide transitions in building height and massing where different scale modifiers are located adjacent to each other. This may include decreasing height incrementally through a block. Additionally, the proposed land use district contains regulations that aim to manage building heights for parcels adjacent to low density residential districts. This ensures a gradual transition in building height to maintain harmony with the neighbouring low density residential site. The proposed land use amendment is in alignment with applicable policies of the LAP.

# Proposed Road Closure Conditions of Approval

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.

# Registered Road Closure Plan





# Applicant Submission

2025 February 26



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

P 403 201 5305  
E info@civicworks.ca

## Proposed Land Use Change Applicant Summary (Updated 26 February, 2025)

---

Project Location: 956 Radnor AV NE

Existing Land Use: Residential – Grade-Oriented Infill (R-CG) District

Proposed Land Use: Multi-Residential – Contextual Medium Profile (M-C2f1.5) District

Land Use Redesignation application reference: LOC2024-0259

### APPLICATION SUMMARY

On behalf of Oldstreet Development (Oldstreet), CivicWorks has made a Land Use Redesignation ('rezoning' / LOC) application to transition the property at 956 Radnor AV NE from the existing *Residential – Grade-Oriented Infill (R-CG) District* to the *Multi-Residential – Contextual Medium Profile (M-C2f1.5) District*. The proposed land use change and development vision is intended to realize new and much needed 'Missing Middle' rental housing options in the community of Renfrew. Oldstreet currently intends to develop the project using a Canada Mortgage & Housing Corporation (CMHC) program that enables the delivery of well-located, high quality, and affordable rental housing options for Canadians of all ages, wages and stages. Approximately 25% of units are proposed to be at 30% of median renter income for at least 10 years.

To ensure a high quality 'bricks-and-mortar' design outcome that aligns with the proposed land use change, LOLA Architecture has submitted a Development Permit (DP2024-07311) application alongside this LOC application. To provide fulsome information about the proposal, both the LOC and DP applications were submitted concurrently. The concurrent process is intended to provide community members with transparency and certainty about what is being proposed.

From the initial design process, our approach has recognized that this location should accommodate greater density in a contextual manner. The project team thoroughly reviewed community feedback regarding the previous application on this site made by a separate Applicant. In response to previously expressed community feedback, Oldstreet is proposing a 2-3 storey townhome-style development with a custom Floor Area Ratio (FAR) modifier of 1.5 to ensure an appropriate contextual fit. The concurrent applications for Land Use Redesignation and Development Permit seek to align with local area policy related to building form and scale while providing grade-oriented housing options with greater overall density.

### WHAT IS PROPOSED?

A courtyard-oriented stacked townhome development is proposed. A summary of key project details is included below:

**Building Height:** 2 to 3 storeys (16m maximum building height – 11m proposed via DP2024-07311)

**Residential Buildings:** 3

**Floor Area Ratio (FAR):** 1.5 maximum Floor Area Ratio

**Residential Units:** 34, one-to-three-bedroom townhomes

**Vehicle Parking Stalls:** 16, contained within carports along the laneway

**Bicycle Parking Stalls:** 34 Class 1 Stalls (1 / unit)

**Resident Amenity Space:** 7.2m wide interior common courtyard

Note: Development Permit-level details are subject to change via The City of Calgary's review of DP2024-07311.



#### ROAD RIGHT-OF-WAY PURCHASE

The proposed redevelopment includes the purchase of a small ( $\pm 48$  sq.m) portion of non-functional road right-of-way at the southwest corner of the site. The proposed closure / purchase is intended to support the redevelopment of the site. This small portion of road right-of-way provide no functionality given its location and an extra wide rear lane (10.0m wide vs. the standard 6.1m wide). The proposed closure will not affect traffic flows, but is critical to creating a regularly shaped site for redevelopment and allowing for the provision of additional on-site parking to meet Bylaw regulations. Messaging regarding a Letter of No Objection and a Letter of Inclusion has been obtained from The City of Calgary – a formal requested Road Closure accordingly forms a part of this proposed LOC application.

#### WHAT IS 'MISSING MIDDLE' HOUSING?

'Missing Middle' housing refers to a broad range of 2 to 3 storey buildings with multiple units and a variety of unit sizes, located in walkable inner city neighborhoods with easy access to transit, amenities and daily needs. This type of housing is typically 'Missing' from many of Calgary's neighbourhoods because it has been historically restricted by strict zoning regulations and parking requirements. In terms of form, scale, density and affordability, this form of housing sits in the 'Middle' of the development spectrum – between single-detached or semi-detached homes and mid-to-high-rise apartment buildings.

Since 2015, The City of Calgary has continuously evolved the Land Use Bylaw to address the need for greater housing choice and the general lack of 'Missing Middle' housing in our city. These changes have been primarily aimed at solving the mismatch between available housing stock and shifting demographic needs, including the ever-growing market demand for more diverse ground-oriented housing in amenity-rich inner city communities.

#### WHY IS 'MISSING MIDDLE' HOUSING IN DEMAND?

In recent years, the emergence and market interest in 'Missing Middle' housing, both locally and nationally, has been driven by:

- Significant market demand for housing options with a front door in desirable and amenity-rich inner city communities.
- A generally low supply of both vintage and new / modern 'Missing Middle' housing options within inner city communities.
- A shift in market demand towards purpose-built-rental options over traditional home ownership, driven by both relative affordability and lifestyle flexibility.
- An increase in market demand for relatively more affordable and smaller units (i.e., less than 500ft<sup>2</sup>), without an on-site parking stall where convenient alternative mobility options are available (i.e., Uber, carshare, transit, biking, walking).
- Attractive construction funding opportunities from Canada Mortgage & Housing Corporation aimed at tackling Canada's housing shortage and encouraging the development of 'Missing Middle' housing, with associated project requirements (i.e., minimum number of units and minimum levels of affordability).
- Fundamental land development economics related to land prices, construction costs, minimum return-on-investment, and what the market can afford.

#### WHY HERE?

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

**Corner Lot:** The project site, positioned on a corner parcel, enables the development to enhance both fronting streets with a harmonious blend of plantings, front doors, and architectural elements. These features introduce distinctive design and character while complementing the existing residential aesthetic and streetscape.



**Rear Lane Access:** The project site has rear lane access for all vehicle movements, eliminating the need for driveway cuts and creating an uninterrupted and pedestrian-friendly streetscape. Sites with direct lane access minimize the impact of vehicles on adjacent streets and sidewalks and also allow for organized waste and recycling collection from the lane.

**Nearby Transit Service:** The project site is conveniently located within 400m ( $\pm 5$ -minute walk) of the MAX Orange BRT on 16 AV NE, and Routes 17 and 19 local transit nearby on Regal CR NE. The proximity to multiple transit options ensures easy access to key local and regional destinations, supporting vehicle-reduced and vehicle-free lifestyles.

**Nearby Main Street:** The project site is located  $\pm 400$ m from the 16 AV NE Urban Main Street, a municipally-identified area for future population growth and incremental redevelopment.

**Nearby Open Spaces & Community Amenities:** The project site is within a short 10-minute walk ( $\pm 800$ m) of a variety of local area destinations and amenities, including Children's Village School & Playground, St. Alphonsus School & Park, Rupert Park, Reader Greens Park, Renfrew Aquatic & Recreation Centre, Renfrew Athletic Park, Stew Hendry / Henry Viney Arena, Marsden Playground, Colonel Macleod School & Playground, Trellis Renfrew Club, Lawson's Park, Boys & Girls Clubs of Calgary, Stanley Jones School & Playground, and the Renfrew Community Centre, Playground and Outdoor Rink. Nearby cycling infrastructure along Regal CR NE, 6 ST NE, 8 AV NE, and Bridge CR NE allows for even easier access to some of these destinations.

**Nearby Multi-Unit Developments:** The project site is located near other examples of multi-residential housing including Regal Park (3-storey townhomes), allowing the future development vision to complement the scale of surrounding area development.

**Site Adjacencies:** The project site has only one immediate residential neighbour, a single-detached residence to the property's north. The east and south sides are adjacent to public roadways, and the west side is adjacent to a schoolyard. These adjacencies allow future redevelopment to contextually respond architecturally by moving building mass to less sensitive areas of the site.

#### **ALIGNMENT WITH CALGARY'S GROWTH PLANS**

Contemporary city-wide plans like the *Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)* guide Calgary's current planning policy, placing priority on building complete and resilient communities that make more sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal capital.

The proposed change and development vision are consistent with the city-wide goals and policies of these plans, which encourage: the development of innovative and varied housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

In order to support greater housing choice and reinforce more complete and resilient residential neighbourhoods, the *MDP* also identifies ground-oriented housing as a key component of complete communities (Policy 2.3.1[a]) and encourages growth and change in low density residential neighbourhoods through the addition of a diverse mix of ground-oriented housing options (Policy 2.2.5[a]).

#### **ALIGNMENT WITH LOCAL AREA PLANS**

The project site is located within the boundary of the North Hill Communities Local Area Plan, and falls within the "Neighbourhood Local" Urban Form category and "Low" Building Scale category, allowing for future multi-residential development of up to 6 storeys. The proposed land use change and development vision are fully aligned with local area policy and no amendments to the plan are required.



#### APPLICANT-LED OUTREACH

We are committed to being good neighbours and hosting open, honest conversations within the communities we work. As part of our Applicant-led outreach process, and in addition to standard City of Calgary requirements, we provide local area organizations, surrounding area residents and broader community with multi-channel opportunities to learn more about a proposed change and share feedback directly with the project team, all while maintaining respectful and transparent dialogue about housing choice in our city.

This application was supported by a dedicated phone line and email inbox for public questions and comments, along with custom on-site signage and detailed project information brochures hand delivered to residents living within  $\pm 200\text{m}$  of the project site. Key application materials were also shared directly with the local area Ward Councillor's Office and Community Association, with opportunities to share feedback, find out more about the project or meet with the project team as helpful.

As our outreach process draws to a close and we approach key decision points in the application process, an *Applicant-led Outreach Summary* will be shared with community groups and The City. The *Applicant-led Outreach Summary* highlights the outreach strategies used throughout the application process, what we heard, and how we responded.

#### CITY OF CALGARY NOTICE & OUTREACH REQUIREMENTS

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

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

#### CONCLUSION

The proposed land use change and development vision is in keeping with the city-wide goals and policies of the *Municipal Development Plan* and *Calgary Transportation Plan* and will introduce new and innovative market and non-market housing options for Calgarians looking to live in established communities that enjoy excellent access to transit, existing infrastructure and community amenities. For the reasons outlined above, we respectfully request your support for this application.

Should you have any questions, comments, or concerns, please contact us at 587.747.0317 or [engage@civicworks.ca](mailto:engage@civicworks.ca).

# Applicant Outreach Summary

2025 February 26

## Applicant-led Outreach Summary



### 956 RADNOR AV NE

R-CG TO M-C2F1.5 | LOC2024-0259 | DP2024-07311

FEBRUARY 2025

OLDSTREET.CA



## APPLICANT-LED OUTREACH SUMMARY

R-CG TO M-C2F1.5 | LOC2024-0259 | DP2024-07311

### Our Process

The Oldstreet project team is committed to being good neighbours and working with community throughout this land use redesignation and development permit application process. In support of the applications for this proposal, the project team undertook a proactive and appropriately-scaled outreach program to ensure a clear process for interested parties and groups. A variety of outreach strategies were implemented, which are further detailed below.

Our outreach process has focused on informative and fact-based engagement and communications. Interested parties including the Renfrew Community Association and Ward 9 Councillor's Office were met with, in addition to an in-person meeting with a local neighbour group. A Digital Information Session was held on November 27, 2024 to ensure that interested community members had the opportunity to learn more about the proposal, share their feedback, and ask questions.



#### Community Association & Ward Office Communications

A brief summary of the development vision, conceptual site plans and other details related to the proposed change were shared with the Renfrew Community Association and Ward 9 Office.



#### Phone Line & Email Address

An outreach phone line and email inbox provides a direct line of contact for the public to communicate with the project team. The outreach phone number and email address are listed on both mailers and on-site signage.



#### On-Site Signage

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



#### Hand Delivered Brochures & Postcards

Detailed project mailers were hand-delivered to surrounding area neighbours within a ±200m radius of the project site to share project details and provide project team contact information, and publicly advertise the Digital Information Session.



#### In-Person Meeting with Neighbour Group: Nov. 7, 2024

The project team met in-person and on-site with a local neighbour group to discuss both the proposed land use change and development permit applications on November 7, 2024.



#### Digital Information Session: Nov. 27, 2024

The project team met with the Renfrew Community Association and local area residents on November 27, 2024 to discuss the proposed change, listen to feedback, and answer questions.



# 0

## Balancing Interests

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

### 1. Calgary's Sustainable Growth & Development Goals

City-wide goals and priorities that shape the future of Calgary's communities.

### 2. City-wide & Local Area Policy

Existing and emerging plans and policies that guide both city-wide and local area development practices.

### 3. Development Vision & Design Principles

'Missing Middle' projects that provide greater housing choice for Calgarians looking to live in amenity-rich communities.

### 4. Economic Viability

The need to design and deliver financially viable projects.

### 5. Public Feedback

What various individuals and community groups think and say about a proposed project or specific issue.

## Our Commitment

Since no single design solution can satisfy every interested party completely, the project team often cannot integrate everything suggested by our neighbours and the community at-large. Our promise is that we are transparent about how we reach our conclusions, making the following commitments to all who participate in our process:

**1. We will provide you with detailed information about the project and development vision.**

**2. We will ask for your thoughts on key areas of the project.**

**3. We will share what we heard through the course of our process and our team's response to it.**

## SITE HISTORY

### Previous Application by a Different Applicant

Our project team is cognizant of a previous application (LOC2022-0160), which was submitted by a different Applicant on August 24, 2022. This application was for the *Multi-Residential – High Density Low Rise (M-H1f3.oh10, M-H1f3.oh14, and M-H1f3.oh21) District*, proposing up to 21 metres height or approximately a six-storey multi-residential building. We understand that this application was opposed by many community members, including the Renfrew Community Association, and that there were several key concerns shared by the community:

1. **Six-Storey Scale**  
Building height was considered too large and generally requested to be three-storeys, while also stepping-down towards the adjacent residence.
2. **Density**  
The density resulting from a six-storey multi-residential building was considered out-of-scale for the neighbourhood, whereas a “missing middle” development was noted as better aligned.
3. **Shadowing & Privacy**  
The proposed six-storey form was considered to have too much potential for shadowing and overlooking.
4. **Vehicle Parking & Traffic Generation**  
There was concern regarding the provision of enough on-site vehicle parking for the proposed building size, as well as traffic generation resulting from a six-storey multi-residential building in proximity to schools.
5. **No Development Permit application**  
Many community members noted that there was no Development Permit application or architectural details for them to review, leaving them uncertain what the ultimate built outcome would be.
6. **Affordability**  
There was some community support for the incorporation of more affordable units.

The result of this previous application was ultimately refusal by City Council. Our project team closely reviewed this application, and specifically the community feedback and concerns, before visioning any concept for the site. Using this feedback heard from the community and reviewing the comments submitted on the public record for the previous application, we sought to propose a concept that we feel addresses most, if not all, of the previous community concerns: a two-to-three storey stacked townhome “Missing Middle” development that steps-down towards the lone adjacent residence to the north of the site.

The Oldstreet project team also worked to provide additional certainty and transparency to community members by submitting a staggered-concurrent Development Permit application, as well as voluntarily having a Transportation Impact Statement (TIS) prepared by Bunt & Associates to address mobility-based concerns. Oldstreet is also seeking to provide 25% of the residential units as Affordable Units, as per the Canada Mortgage & Housing Corporation (CMHC) definition of affordability: costing “less than 30% of a household’s before-tax income”.

## WHAT WE HEARD SUMMARY

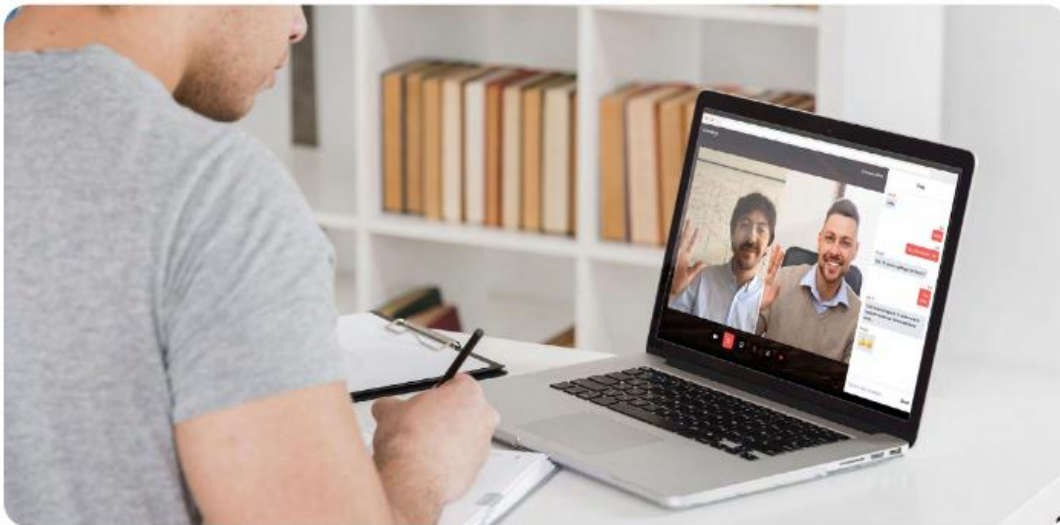
### Overview

Our outreach process was designed to provide multiple opportunities for community members to learn about the vision for the site early on and to share their thoughts — all with the intent of maintaining a respectful and transparent conversation. Through our outreach channels and strategies, feedback was received from the Renfrew Community Association, the Ward 9 Councillor's Office, City Administration, and 14 community members, in addition to feedback from 21 community participants who attended the Applicant-led Digital Information Session. Administration also advised that letters from 8 individuals were received from community members. Oldstreet and the entire project team would like to thank these community members for sharing their feedback.

### Feedback Themes

The project team identified nine (9) key feedback themes through out outreach process:

1. Building Height
2. Parking & Traffic
3. Density
4. Landscaping
5. Affordability
6. Waste & Recycling Collection
7. Tenure Type
8. Utility Infrastructure
9. Setbacks



APPLICANT-LED OUTREACH SUMMARY: LOC2024-0259 | DP2024-07311

5

## WHAT WE HEARD & PROJECT TEAM RESPONSES

### 1. Building Height

#### What We Heard

Many community members asked how tall the development was proposed to be, how tall it would be allowed to be, and how it compared to the previous application by the prior Applicant.

#### Project Team Response

The proposed development vision is for 3-storey stacked townhomes that steps down to 2-storeys on the north interface to the lone adjacent residence. The intention is to provide “Missing Middle” housing with a maximum height of 11 metres, far less than the existing policy supports for this site (i.e., six storeys via the North Hill Communities Local Area Plan).

The Land Use Redesignation proposed is the *Multi-Residential – Contextual Medium Profile (M-C2f1.5) District*, which has a maximum building height of 16 metres and a maximum Floor Area Ratio of 2.5. As the project team does not intend for a 16-metre tall outcome, the project team has voluntarily lowered the maximum Floor Area Ratio to 1.5 to ensure a contextual fit.

To add further certainty of outcome, an active Development Permit application (DP2024-07311), was submitted by LOLA Architecture Studio, which proposes a maximum building height of 11 metres, aligned with the existing maximum building height possible for the site. In contrast, the previous application by a separate Applicant for this site sought a 21-metre tall outcome, or approximately that which would allow for the development of a six-storey building. For comparative conceptual

visualizations of the built form possible under the previous application by a different Applicant, please refer to page 14.

To help community members understand the potential shadow impacts associated with the proposed development vision, a sun-shadow study analysis was also undertaken using industry-standard modeling, to ensure minimal impacts to adjacent neighbours. The analysis shows that, despite the building height increase, the proposal's shadows created by the proposed development will not adversely impact the community. To review the shadow studies that examine the potential impacts of the associated Development Permit application (DP2024-07311), please refer to the pages 15-17.

## 2. Parking & Traffic

### What We Heard

One of the most common feedback themes was related to on-street parking availability and traffic generation. Concerns with potential increased risk of danger to pedestrians were also shared with the project team, along with perspectives on the viability of a vehicle-free lifestyle in Renfrew.

### Project Team Response

The project team consulted with transportation engineers at Bunt & Associates, who prepared an independent Transportation Impact Statement that assessed the on-street parking availability, traffic generation, safety, and other aspects related to the proposed change. This report has been submitted to The City of Calgary for the Mobility Engineering department's review and record. It was determined that this proposal is not expected to result in any noticeable impacts to transportation network operations and that the proposed on-site parking supply meets The City of Calgary's Bylaw requirements. The proposed development currently includes 16 on-site vehicle parking stalls along the laneway and 34 Class 1 Bicycle Stalls. As a corner site, the property also has a generous double-roadway frontage along both Radnor AV NE and Remington RD NE, allowing for approximately 11 total on-street parking stalls (5 on Radnor AV NE and 6 on Remington RD NE).

Other findings by Bunt & Associates include that the laneway width (10 metres) was deemed sufficient to accommodate site vehicle movements.

The reported collision rate adjacent to the site was also reviewed and identified to include less than one collision per year. Most collisions were sideswipes of parked vehicles, resulting in property damage only. Collision history did not identify any pedestrian safety concerns, which our project team requested be investigated specifically due to the proximity to schools. All adjacent roadways are also anticipated to continue to carry traffic volumes within The City of Calgary's guidelines.

Renfrew is a well-connected community and many residents choose to live in the area without a personal vehicle. The typology of building and type of units proposed typically have a lower rate of car ownership relative to a single-detached or semi-detached residence. Tenants tend to self-select their housing choice based on their lifestyle and the priority they place on available, convenient, and predictable parking. The project site was chosen because it is inner-city, nearby to transit routes and has excellent access to other alternative and sustainable modes of transportation, helping to support vehicle-reduced and vehicle-free lifestyles.

### 3. Density

#### What We Heard

Some local residents asked if it was possible for the development to have fewer units.

#### Project Team Response

The project team closely reviewed all the community feedback for the previous application and endeavoured to submit an application that addressed the concerns noted. While the proposed development vision provides for a sensitive density increase, it intentionally follows a low-scale building form and seeks to remain contextual to the local area.

In specific, through the Development Permit application, 34 units are proposed, with no secondary suites. The project team has sought to bring about clarity on the number of homes by proposing them all as units, rather than 17 units and 17 secondary suites.

The M-C2 District is not appropriate everywhere. The project team feels that the subject site is appropriate for the M-C2 District based on its strategic location, corner lot typology, oversized parcel area, direct laneway access, and proximity to public transit and surrounding amenities. In light of these considerations, and the significant feedback considered through comments from the community prior to application submission, no change to unit numbers are currently proposed.

### 4. Landscaping

#### What We Heard

Several community members asked what would happen to the trees in front of the site, with some of them sharing support for the treed boulevards proposed through the Development Permit application's landscape plan.

#### Project Team Response

The six existing boulevard trees were all deemed to be in "poor condition" and are proposed to be replaced with nine new, healthy boulevard trees to create a well-landscaped public realm along both Radnor AV NE and Remington RD NE. The landscaping plan currently proposed significantly exceeds The City of Calgary's Bylaw landscaping requirements and intends to provide for a much more enjoyable public realm and well-landscaped site.



## 5. Affordability

### What We Heard

The Renfrew Community Association and some community members expressed their support for the provision of more affordable units on this site.

### Project Team Response

Oldstreet currently intends to develop the project using the Canada Mortgage & Housing Corporation (CMHC) MLI Select program, which enables the delivery of well-located, high quality, and affordable rental housing options for Canadians of all ages, wages and stages. As per the MLI Select program's requirements, ≥25% of the units (9 of 34 units) are proposed to be at 30% of median renter income for at least ten (10) years. While there are many definitions of "affordability", this specifically references the Canada Mortgage & Housing Corporation (CMHC) definition of affordability as costing "less than 30% of a household's before-tax income".

## 6. Waste & Recycling Collection

### What We Heard

Some outreach participants had questions related to the collection of waste and recycling, asking if they should expect more bins in the laneway.

### Project Team Response

Instead of using numerous standard waste, recycling and compost bins, the proposed waste management strategy includes a 3-bin Molok system that places 60% of the container underground and consolidates the collection and storage of all resident waste, recycling and organics. Molok systems are considered a best-in-class strategy for consolidating waste storage and collections in urban environments where collection via a rear laneway is possible.

Oldstreet will contract a private waste management company for Molok collection service. The use of a private collection contractor like Waste Management ensures that waste is picked up directly from the storage area and returned properly only at the time of collections to avoid a cluttered laneway. Pickup frequency can be adjusted over time to meet future resident demand.

Please note that all details related to the site's proposed waste & recycling management is subject to The City of Calgary and may change through the Development Permit application (DP2024-07311) review process.

## 7. Tenure Type

### What We Heard

Two outreach participants raised questions about the intended tenure for this proposed redevelopment.

### Project Team Response

The proposed development has been specifically designed to operate as a purpose-built rental property. Oldstreet will directly manage these rental units and is committed to being a part of the Renfrew community over the long-term.

## 8. Utility Infrastructure

### What We Heard

One community member asked if there would be any expected impact to existing utilities such as water, and if so, who would be responsible for upgrading and paying for the infrastructure.

### Project Team Response

Utility infrastructure and system capacity is evaluated by The City of Calgary as a component of redevelopment, including water and sanitary servicing, as well as stormwater management. These details will be evaluated by The City of Calgary Development Engineering and confirmed through the active Development Permit application. If any upgrades are required, they will become a condition of development at the full cost of the developer.

## **9. Setbacks**

### **What We Heard**

One community member asked what the proposed setbacks were for this type of development.

### **Project Team Response**

Setbacks will be determined with The City of Calgary through submitted Development Permit application (DP2024-07311). Proposed setbacks are intended to address the site's inner-city location, while also referencing contemporary Land Use Districts, the existing R-CG District, as well as the site's surrounding context, including an extra-wide (+10 metre-wide) laneway.

## DEVELOPMENT VISION (DP2024-07311)

Conceptual Visualization looking Northwest from Radnor AV NE / Remington RD NE



Conceptual Visualization looking North from Radnor AV NE



Note: Design is conceptual and for illustrative purposes only. Details to be determined through Development Permit application DP2024-07311.

## DEVELOPMENT VISION (DP2024-07311)

Conceptual Visualization looking Southwest along Remington RD NE



Conceptual Visualization looking Southwest along Remington RD NE - Zoomed-In at the 2-Storey Stepped-Down Interface



Note: Design is conceptual and for illustrative purposes only. Details to be determined through Development Permit application DP2024-07311.

APPLICANT-LED OUTREACH SUMMARY: LOC2024-0259 | DP2024-07311

13



## CONCEPTUAL COMPARISONS OF CURRENT APPLICATION TO PREVIOUS APPLICATION

Conceptual Visual Comparisons of Two Policy-Aligned, 5-6-Storey Building Forms possible and previously proposed by a different Applicant



Note: Designs are conceptual and for illustrative purposes only. Details to be determined through Development Permit application DP2024-07311. White building envelopes are conceptual and based on existing policy and the previous M-H1 District application (LOC2022-0160) by a different Applicant.



## CONCEPTUAL SHADOW STUDIES (DP2024-07311)

Spring / Autumn Equinoxes (Mar. 21 & Sep. 21)



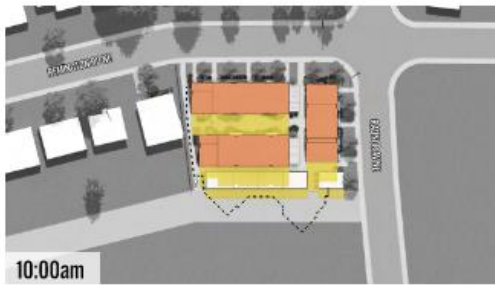
### Legend

- Existing Shadows
- DP2024-07311 Shadows
- Previous Application's (LOC2022-0160) Conceptual Shadows (18m building height)
- Note: A 21m building height was also possible under LOC2022-0160, which would cast further shadows.

Note: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. Surrounding context is based on available data – some context may data may not be available and therefore not represented. The results of sun shadow studies are conceptual in nature and represent an interpretation of the currently proposed (and previously proposed) architectural design, surrounding built form and natural features/grade. Simulated dates and times (10:00am, 12:00pm, 2:00pm, and 4:00pm on equinoxes and solstices) are based on previously established City of Calgary recommendations.

## CONCEPTUAL SHADOW STUDIES (DP2024-07311)

Summer Solstice (Jun. 21)



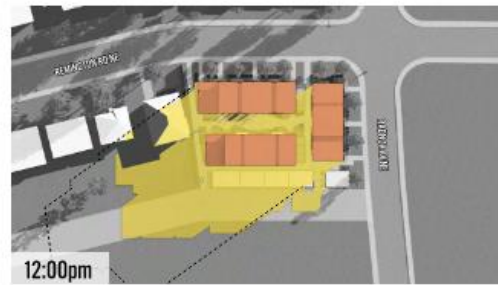
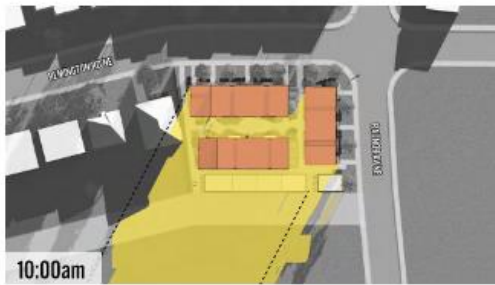
### Legend

- Existing Shadows
- DP2024-07311 Shadows
- Previous Application's (LOC2022-0160) Conceptual Shadows (18m building height)
- 2 Note: A 21m building height was also possible under LOC2022-0160, which would cast further shadows.

Note: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. Surrounding context is based on available data – some context may data may not be available and therefore not represented. The results of sun shadow studies are conceptual in nature and represent an interpretation of the currently proposed (and previously proposed) architectural design, surrounding built form and natural features/grade. Simulated dates and times (10:00am, 12:00pm, 2:00pm, and 4:00pm on equinoxes and solstices) are based on previously established City of Calgary recommendations.

## CONCEPTUAL SHADOW STUDIES (DP2024-07311)

Winter Solstice (Dec. 21)



### Legend

- Existing Shadows
  - DP2024-07311 Shadows
  - Previous Application's (LOC2022-0160) Conceptual Shadows (18m building height)
- Note: A 21m building height was also possible under LOC2022-0160, which would cast further shadows.



Note: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. Surrounding context is based on available data – some context may data may not be available and therefore not represented. The results of sun shadow studies are conceptual in nature and represent an interpretation of the currently proposed (and previously proposed) architectural design, surrounding built form and natural features/grade. Simulated dates and times (10:00am, 12:00pm, 2:00pm, and 4:00pm on equinoxes and solstices) are based on previously established City of Calgary recommendations.

## POLICY ALIGNMENT - NORTH HILL COMMUNITIES LOCAL AREA PLAN

Urban Form Category Map



Note: Please refer to the statutory North Hill Communities Local Area Plan directly. This map excerpt is provided for discussion purposes only.



## POLICY ALIGNMENT - NORTH HILL COMMUNITIES LOCAL AREA PLAN

Building Scale Map



Note: Please refer to the statutory North Hill Communities Local Area Plan directly. This map excerpt is provided for discussion purposes only.

APPLICANT-LED OUTREACH SUMMARY: LOC2024-0259 | DP2024-07311

19

## OUTREACH MATERIALS: ON-SITE SIGNAGE

### Land Use Redesignation signage (installed Nov. 5, 2024)

## Proposed Land Use Change

**906 Radnor AV NE**

From Residential – Grade-Oriented IIR (R-CG) District to Multi-Residential – Conventional Medium Profile (M-C215) District

We are proposing a Land Use Redesignation (LOC) to change the land use from the Residential – Grade-Oriented IIR (R-CG) District to the Multi-Residential – Conventional Medium Profile (M-C215) District. The proposed change and development vision would enable the development of new and mixed-use "Missing Middle" rental housing in Radnor in the form of a multi-story townhouse.

The development vision includes 75 one-to-three bedroom medium-rise units, on-site parking with access from the rear lane, and a 1/4 mile bike route. To ensure a contextual fit, the M-C215 District is proposed to be limited further from its stock floor area ratio (FAR) of 2.5 to an FAR of 1.5, reducing the overall floor area allowed.

A supporting Development Permit application (DP) application has also been submitted to the proper uses within the R-CG District. We are transparently demonstrating a "check-and-balance" development outcome. The applications will be reviewed for completeness by the City of Calgary, and available to surrounding area residents and the broader public for additional review.





**Find Out More**

EMAIL: [ap@cityofcalgary.ca](mailto:ap@cityofcalgary.ca)

PHONE: (403) 243-0317

APPLICATION: LOC2024-0259

CITY OF CALGARY APPLICATION INFORMATION PORTAL: [development.ca/calgary](https://development.ca/calgary)

**BUILD STREET**

### Digital Information Session signage (installed Nov. 18, 2024)

## Digital Information Session

Join us online from 7:00-8:30pm on November 27<sup>th</sup> to discuss the proposed change at 906 RADNOR AV NE

Land Use Redesignation application (LOC2024-0259) from R-CG to M-C215

We're hosting a public Digital Information Session to discuss the proposed land use change at 906 Radnor AV NE from the Residential – Grade-Oriented IIR (R-CG) District to the Multi-Residential – Conventional Medium Profile (M-C215) District.

Caltrans is committed to working with community members throughout the application process to ensure a clear and transparent process for all interested parties. We hope that you can join us online on November 27<sup>th</sup>, 2024 for our webinar to find out more about the proposal and share your feedback!

**Digital Information Session Registration:**

WHEN: Nov. 27<sup>th</sup> from 7:00-8:30pm

WHERE: Online Webinar (via Zoom)

REGISTER: <https://tinyurl.com/yg7k2dne>

Use the Register webpage link above or scan the QR code below to register for the Digital Information Session.





**Find Out More**

EMAIL: [ap@cityofcalgary.ca](mailto:ap@cityofcalgary.ca)

PHONE: (403) 243-0317

APPLICATION: LOC2024-0259

CITY OF CALGARY APPLICATION INFORMATION PORTAL: [development.ca/calgary](https://development.ca/calgary)

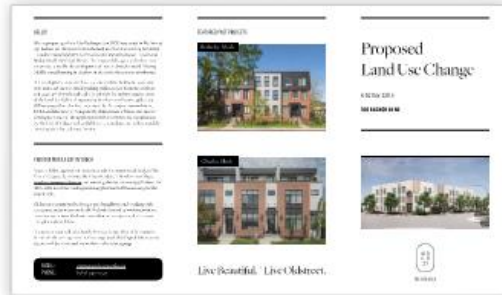
**BUILD STREET**





## OUTREACH MATERIALS: BROCHURES, POSTCARDS, & DIGITAL INFORMATION SESSION

Trifold Brochure (delivered Oct. 31, 2024)



Digital Information Session Postcard (delivered Nov. 14, 2024)



Public Digital Information Session  
(hosted Nov. 27, 2024)

APPLICANT-LED OUTREACH SUMMARY: LOC2024-0259 | DP2024-07311

21

# Community Association Response

2025 April 27

## Re: Development Permit DP2024-07311 & LOC2024-0259 – 956 Radnor Avenue NE

On behalf of the Planning and Development Committee for Renfrew, I'm writing to provide our comments on the proposed development at 956 Radnor Avenue NE.

This site is of significant interest and sensitivity within our community. As the location of a former church and the subject of a previous proposal for a six-storey apartment building — which was met with strong opposition and ultimately rejected — the future of this property continues to draw attention from residents. With this context in mind, we appreciate that the current proposal reflects a more balanced and contextually appropriate approach to redevelopment.

We are pleased to see that the development has been scaled down from the previous version and that it aligns more closely with the character and scale of the surrounding neighbourhood. The inclusion of individual, ground-level entrances for each unit is especially welcome, as it supports neighbourly interactions and a more vibrant, human-scale streetscape.

That said, we do wish to note that this development is currently **not permitted under the existing land use zoning**, and the application is therefore contingent on a successful rezoning. Some committee members expressed concern that the proposed density, while a step in the right direction toward “missing middle” housing, may still be too intensive for the site as currently zoned. While we support thoughtful densification, we believe it's important to flag this for consideration, particularly in the context of the site's history and its location within a primarily low-density residential block.

The site's proximity to amenities — including schools, parks, and the Max Orange rapid transit line — does make it a suitable candidate for additional density, provided it is done in a way that aligns with both community context and citywide planning goals.

Some Committee members did raise concerns about the potential impact on parking availability, though we acknowledge that on-street parking is accessible and understand that reduced on-site parking is in line with current city policy and mobility goals.

Finally, we'd like to commend the overall design and landscaping plan. The site layout feels thoughtful and well-proportioned, with good attention to both livability and the integration of green space.

We appreciate the opportunity to provide feedback and look forward to seeing how this development contributes to the continued evolution of our neighbourhood.

Sincerely,

Rachelle Bugeaud  
Director of Planning and Development  
Renfrew Community Association  
planning@renfrewyc.ca

# PROPOSED

CPC2025-0544  
ATTACHMENT 7

## BYLAW NUMBER 9C2025

**BEING A BYLAW OF THE CITY OF CALGARY  
FOR A CLOSURE OF A ROAD  
(PLAN 2510893, AREA 'A')  
(CLOSURE LOC2024-0259/CPC2025-0544)**  
\*\*\*\*\*

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

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

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

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

PLAN 2510893  
AREA 'A'  
EXCEPTING THEREOUT ALL MINES AND MINERALS

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

CPC2025-0544  
ATTACHMENT 8

## BYLAW NUMBER 124D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0259/CPC2025-0544)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2024-0259/CPC2025-0544  
BYLAW NUMBER 124D2025

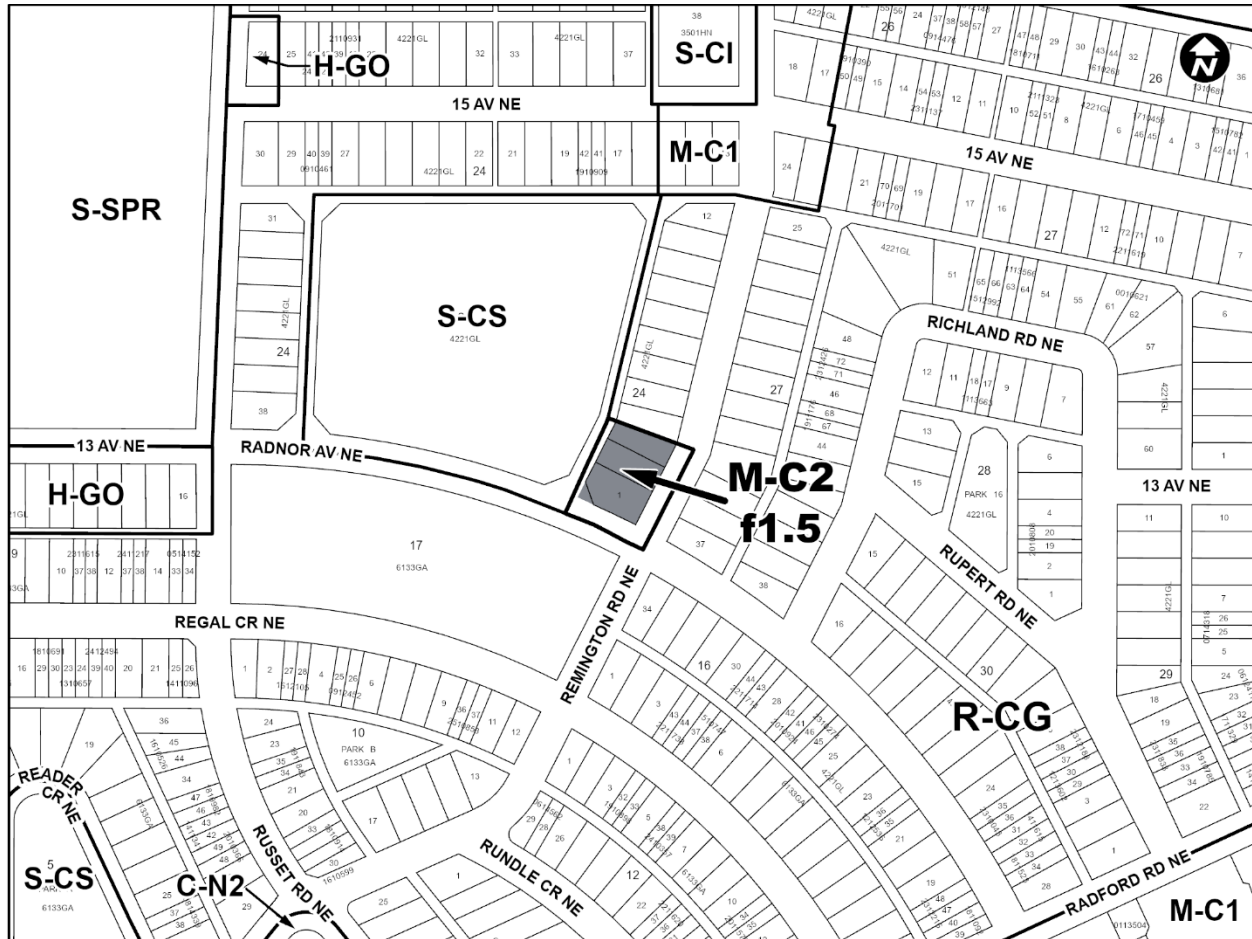
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2024-0259/CPC2025-0544  
BYLAW NUMBER 124D2025

## SCHEDULE B





**Policy Amendment in Ramsay (Ward 9) at 1910 Alexander Street SE, LOC2024-0304**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the amendment to the Ramsay Area Redevelopment Plan (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MAY 8:**

That Council give three readings to **Proposed Bylaw 49P2025** for the amendment to the Ramsay Area Redevelopment Plan (Attachment 2).

**HIGHLIGHTS**

- This application seeks to amend the *Ramsay Area Redevelopment Plan* (ARP) to allow for rowhouses, townhouses, semi-detached and duplex dwellings in addition to the building types already allowed under the ARP (e.g. single detached dwellings and secondary suites).
- The proposal represents an appropriate density increase of a residential site, allows for development that is compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed policy amendment would allow for greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed policy amendment would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- A development permit application (DP2024-05348) has been submitted for a four-unit townhouse with four secondary suites and is under review.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This policy amendment application, in the southeast community of Ramsay, was submitted by Marcel Design Studios on behalf of the owner 2630645 Alberta Ltd. (Gagan Jagday) on 2024 December 12. The subject site is designated Residential – Grade-Oriented Infill (R-CG) District as per the Council approved city-wide rezoning (Bylaw 21P2024), which supports the development of rowhouses and townhouses.

The parcel is approximately 0.07 hectares (0.16 acres) in size and is located mid-block along Alexander Street SE. The subject site is currently developed with a single-detached dwelling. While a lane exists to the rear of the subject parcel, vehicular access to the site currently exists from Alexander Street SE.

A policy amendment is required to align the ARP with the R-CG District and support a development permit (DP2024-05348) which is currently under review for four units and four

**Policy Amendment in Ramsay (Ward 9) at 1910 Alexander Street SE, LOC2024-0304**

secondary suites in a townhouse style building. This is noted in the Applicant Submission (Attachment 3).

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed policy amendment application, the applicant was encouraged to use the [Application Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the respective community association was appropriate. In response, the applicant reached out to the Ramsay Community Association (CA) and sent information pamphlets to neighbouring properties requesting feedback on the application. The Applicant Outreach Summary can be found in Attachment 4.

**City-Led Outreach**

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

Administration received a petition with 25 signatures opposing the proposal and one letter of opposition. The petition and letter of opposition both included the following areas of concern:

- Rowhouses and townhouses do not fit the character of the community;
- proposed amendment to an existing policy does not align with the policies of the MDP;
- if approved, this policy amendment will set a precedent for the community to allow future multi-dwelling developments that will detract from the low density character of the area; and
- public infrastructure and amenities such as schools, roads, water and sewer lines may not be able to accommodate an increase in users.

On 2025 January 15 the CA provided comments in opposition to the proposal, noting challenges with the slope of the parcel on the potential massing of the building along with concerns over stormwater management on the site (Attachment 5).

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

Following Calgary Planning Commission, notification for a Public Hearing of Council for the policy 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.

**Policy Amendment in Ramsay (Ward 9) at 1910 Alexander Street SE, LOC2024-0304**

---

**IMPLICATIONS**

**Social**

The proposed policy amendment would allow for additional housing types and accommodate site and building design that is adaptable to the functional requirements of evolving households and lifestyle needs.

**Environmental**

The application does not include any actions that specifically address the objectives of *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies are being explored and encouraged through the review of the development permit.

**Economic**

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

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. **Proposed Bylaw 49P2025**
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject parcel is located in the southeast community of Ramsay on Alexander Street SE. The parcel is approximately 0.07 hectares (0.16 acres) in size, about 18 metres wide and 37 metres deep. The laned parcel is located mid-block and is currently developed with a single detached dwelling.

Surrounding development is characterized primarily by low density residential dwellings. Parcels immediately to the north, east, south and west of the site are designated as Residential – Grade-Oriented Infill (R-CG) District, with the exception a commercial area designated as Commercial – Neighbourhood 2 (C-N2) District located approximately 72 metres (a one-minute walk) southeast of the subject site across Spiller Road SE.

The site is well served by public transit with bus stops located approximately 75 metres from the subject site (a one-minute walk) along Spiller Road SE and approximately 100 metres from the subject site (approximately a two-minute walk) along Burns Avenue SE.

Ramsay School and the Ramsay Community Association site are located approximately 300 metres southwest of the subject site (a five-minute walk). The Elbow River Pathway system is also located in close proximity to the site, approximately 550 metres to the north (a nine-minute walk).

This parcel was included within the citywide rezoning bylaw which was approved by City Council on 2024 May 14. The intent for this application is to align the policies of the *Ramsay Area Redevelopment Plan* (ARP) to the current land use.

## Community Peak Population Table

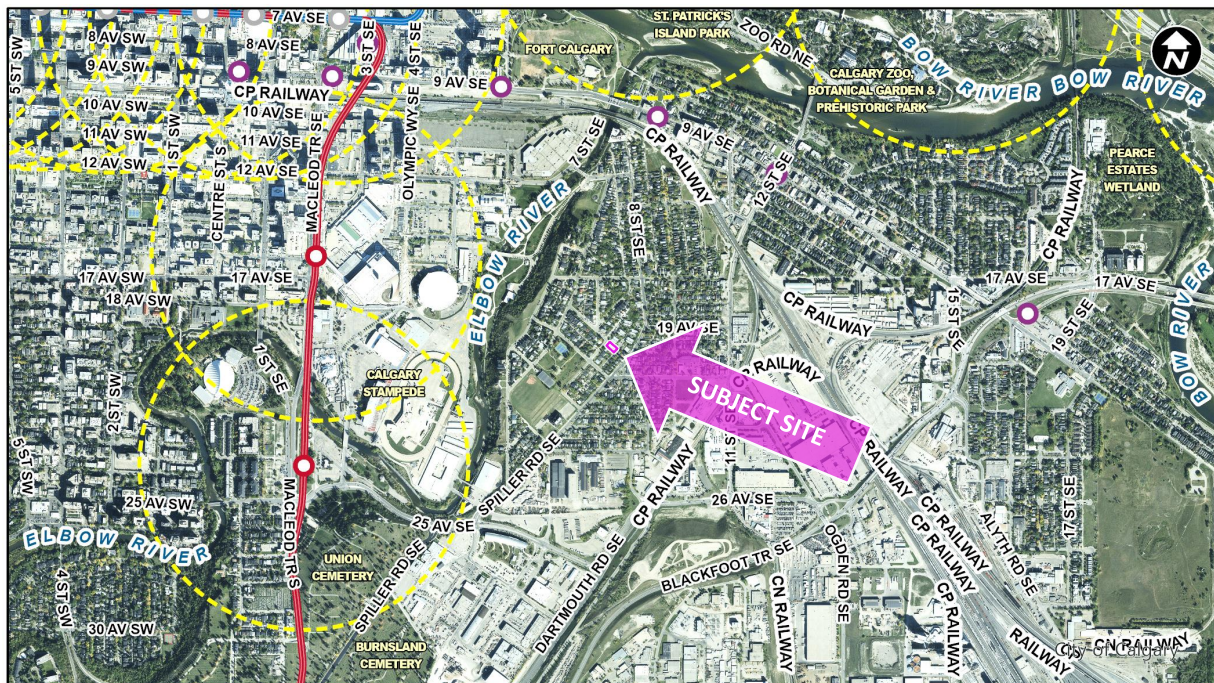
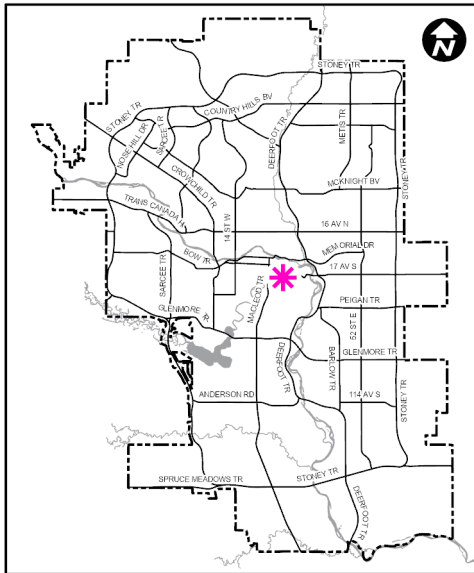
As identified below, the community of Ramsay reached its peak population in 1969.

<b>Ramsay</b>	
Peak Population Year	1969
Peak Population	3,005
2019 Current Population	2,158
Difference in Population (Number)	-847
Difference in Population (Percent)	-28.19%

Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

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

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

## Legislation and Policy

### South Saskatchewan Regional Plan (2014)

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



### **Municipal Development Plan (Statutory – 2009)**

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

### **Calgary Climate Strategy (2022)**

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

### **Ramsay Area Redevelopment Plan (Statutory – 1994)**

The site is located within the Low Density Residential Area, as identified on Map 1: Action Plan Executive Summary in the [Ramsay Area Redevelopment Plan](#) (ARP). The Low Density Residential Area policies of the ARP discourage development of more than two dwelling units on parcels identified as Low Density Residential. An amendment to Map 1: Action Plan Executive Summary from Low Density Residential to Low Density Multi Unit Residential for the subject site is required. The proposed amendment will allow the ARP's policies to better align with the MDP and the existing R-CG District designation, which supports a wider range of low-density housing forms and allows for the development proposed under the associated development permit (DP2024-05348).

The proposed amendment is considered appropriate based on the policy guidance provided by the MDP and ARP.

# PROPOSED

CPC2025-0435  
ATTACHMENT 2

## BYLAW NUMBER 49P2025

### BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE RAMSAY AREA REDEVELOPMENT PLAN BYLAW 1P94 (LOC2024-0304/CPC2025-0435)

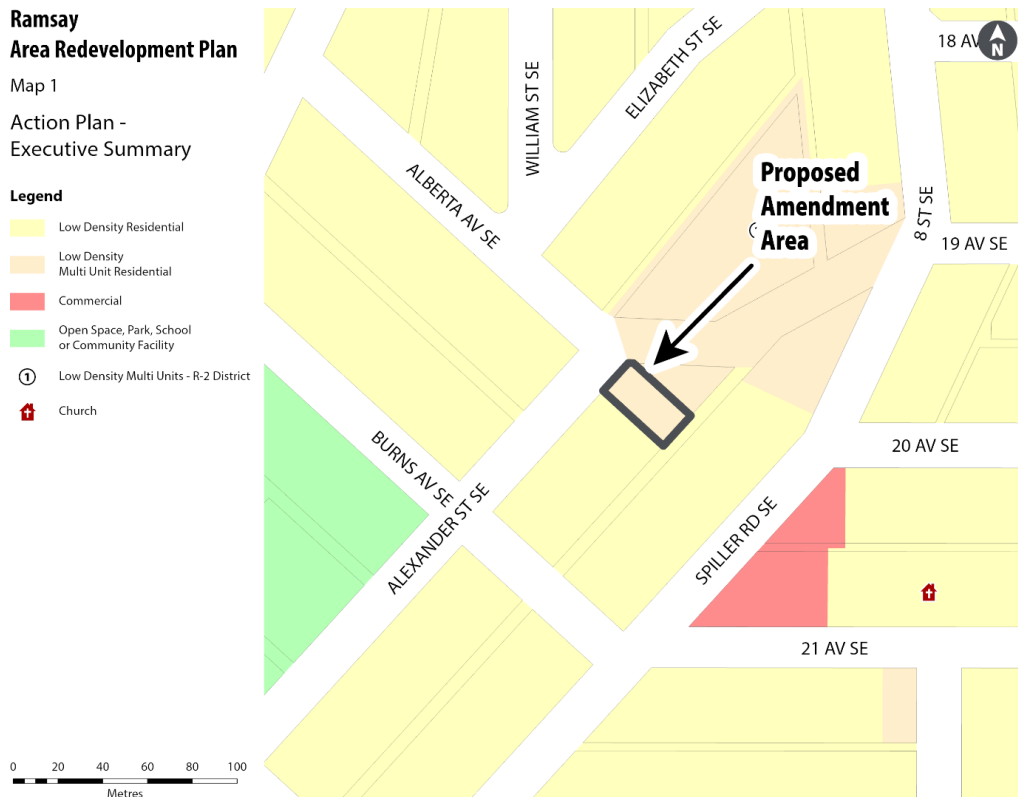
\*\*\*\*\*

**WHEREAS** it is desirable to amend the Ramsay Area Redevelopment Plan Bylaw 1P94, 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 Ramsay Area Redevelopment Plan attached to and forming part of Bylaw 1P94, as amended, is hereby further amended as follows:
  - (a) Amend Map 1 entitled 'Action Plan – Executive Summary' by changing 0.07 hectares  $\pm$  (0.16 acres  $\pm$ ) located at 1910 Alexander Street SE (Plan 6260AM, Block 2, Lots 32 and 33 and a portion of Lot 31) from 'Low Density Residential' to 'Low Density Multi Unit Residential' as generally illustrated in the sketch below:



# PROPOSED

**BYLAW NUMBER 49P2025**

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):

Marcel Design Studio Ltd

LOC Number (office use only):

Applicant's Name:

Alex Dobrin

Date:

Dec 12, 2024

Ramsay Area Redevelopment Plan - (Statutory - 1994):

The subject site is identified as the Low Density Residential land use as per Map 1 of the ARP. Low density residential development is the dominant land use and form of housing in Ramsay. The stock is generally older, with most of residential Ramsay developed by 1914. It is primarily reflected in single-family housing, with substantial conversion of single-family to two family housing, duplex, and semi-detached. Because of the varied building form and character in many areas, and varied lotting patterns and sizes, Ramsay has been divided into residential sub-areas for more detailed analysis. The subject site is included within sub-area #3. Sub-area #3 exhibits an "R-1 look" (from Land Use Bylaw 2P80) in terms of its homogeneous 50's bungalows. The main housing types in Sub-area #3 consists of raised bungalows and 50's style bungalows.

To allow for the proposed infill development, a minor policy amendment to the Ramsay ARP is required.

# Applicant Outreach Summary



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 1910 Alexander ST SE

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

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

### Outreach Strategy

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

Reached out to the Community Association and discussed the proposed development permit. Also sent out a mailer to the neighboring properties asking for feedback between March 3rd and March 17th. The letter and map is attached.

### Stakeholders

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

The CA and received neighbor responses through the Planning Department. One person responded from the mailer stating that they liked the design but wanted more parking off the lane.

[calgary.ca/planningoutreach](https://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.

Density and Privacy concerns with a 5 unit development.

### How did stakeholder input influence decisions?

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

The plans were amended to reduce the number of units being proposed from 5 to 4 units. This will also alleviate privacy concerns from that 5th unit.

### 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)

The plans were amended in response to the comments about having a 5th unit. We also came to an agreement with a neighbor across the lane to plant trees on their property to alleviate privacy concerns.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)





To: Ramsay Residents

From: Marcel Design Studio Ltd.

**Re: Minor Policy Amendment to the Ramsay ARP (LOC2024-0304)**

Dear Residents of Ramsay,

A minor policy amendment has been submitted at 1910 Alexander ST SE. The intent of this amendment is for the R-CG land use to be in line with the Area Redevelopment Plan (ARP).

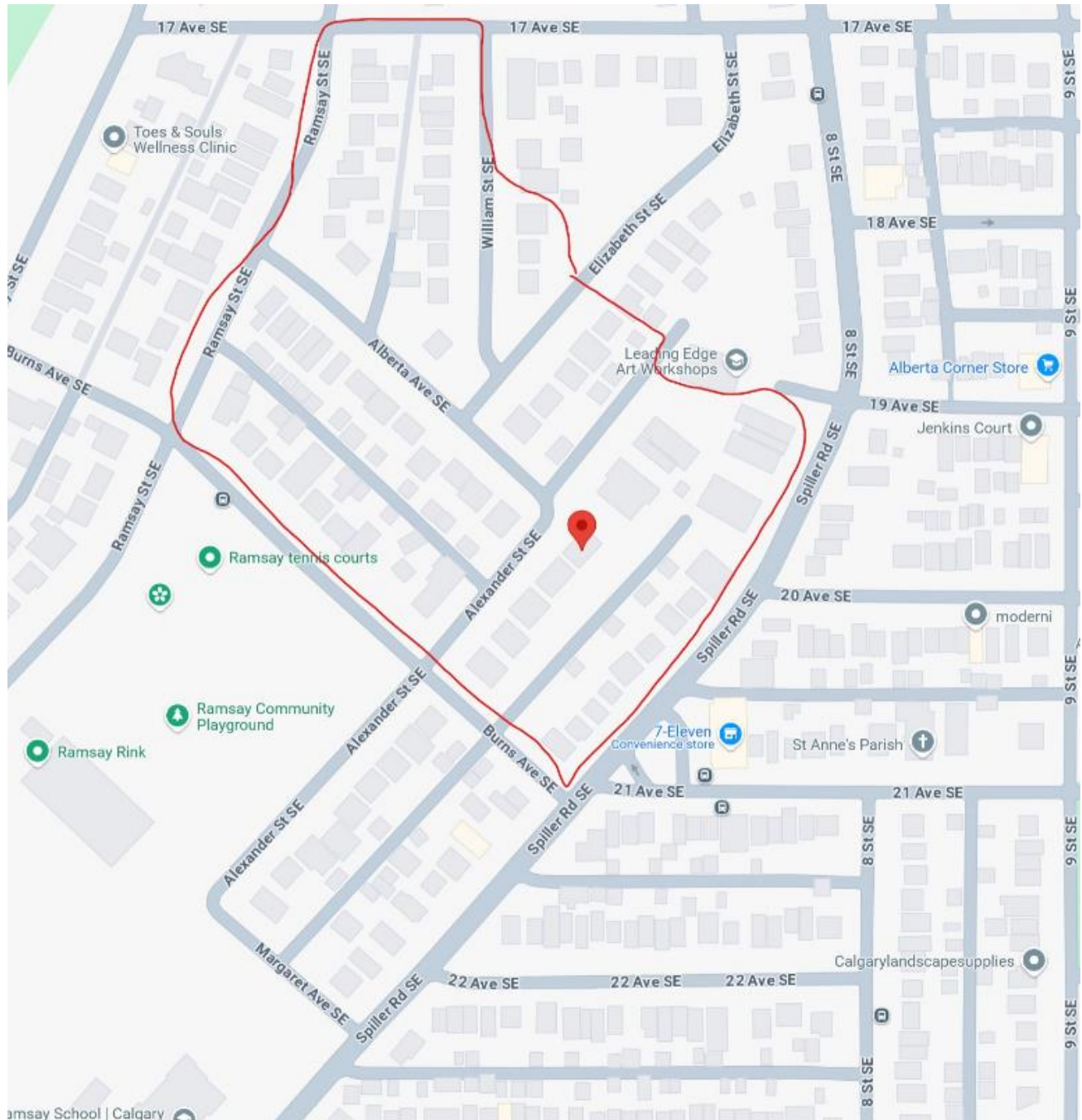
A development permit (DP2024-05348) has been submitted at this property proposing 4 units with 4 suites. Originally it was submitted proposing 5 units and 5 suites but after hearing back from the community through the development permit process, that has been reduced by 1 unit and suite. This lot is wide enough to have a 4 stall garage off the lane as well as an additional visitor parking stall.

Our team would like to hear from you and welcome any community feedback until March 17, 2025. We encourage you to send us an email to [rezoning@marceldesignstudio.com](mailto:rezoning@marceldesignstudio.com)

Sincerely,


Marcel Design Studio Ltd.

MARCEL DESIGN STUDIO LTD.



# Community Association Response

2025 January 15

\*Overall:  

What has been submitted is an improvement from the previous design, but the massing of the revised proposed design is still quite imposing with a very high parcel coverage.

Due to the lot topography (being on a rather steep slope), the rear view will have an elevation change of 55 feet from grade to the top of the 3rd floor. This would be similar in scale to a six story building.

ARP/LOC and DP need to be looked at together to improve the design to:

- Reduce overall height (e.g., remove 3rd floor)
- Lower parcel coverage or change design to allow for trees and storm management with permeable surfaces to absorb storm water due to a lack of a storm water system
- Due to a lack of a storm water system, need to understand how the hardscaping and concrete flatwork will manage the storm water.

**Policy and Land Use Amendment in Ramsay (Ward 9) at 706 and 710 Burns Avenue SE, LOC2024-0260**

## RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendment to the Ramsay Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.11 hectares  $\pm$  (0.26 acres  $\pm$ ) located at 706 and 710 Burns Avenue SE (Plan 0711842; Block 9; Lots 42 and 43) from Residential – Grade-Oriented Infill (R-CG) District to Multi-Residential – Contextual Grade-Oriented (M-CGd80) District.

## RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MAY 8:

That Council:

1. Give three readings to **Proposed Bylaw 50P2025** for the amendment to the Ramsay Area Redevelopment Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 100D2025** for the redesignation of 0.11 hectares  $\pm$  (0.26 acres  $\pm$ ) located at 706 and 710 Burns Avenue SE (Plan 0711842; Block 9; Lots 42 and 43) from Residential – Grade-Oriented Infill (R-CG) District to Multi-Residential – Contextual Grade-Oriented (M-CGd80) District

## HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for one additional unit in a form that is consistent with the building types already listed in the existing district (e.g. single detached, semi-detached, secondary suites, rowhouses and townhouses).
- The proposal represents an appropriate density increase of a residential site, allows for development that is compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed Multi-Residential – Contextual Grade-Oriented (M-CGd80) District would allow for more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed M-CGd80 District would allow for an increase of one unit that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- An amendment to the *Ramsay Area Redevelopment Plan* (ARP) is required to accommodate the proposal.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

## DISCUSSION

This application, in the southeast community of Ramsay, was submitted by Tricor Design Group on behalf of the landowners, Encon Homes Limited, on 2024 October 18. No development

**Planning and Development Services Report to  
Calgary Planning Commission  
2025 May 08**

**ISC: UNRESTRICTED  
CPC2025-0461  
Page 2 of 4**

**Policy and Land Use Amendment in Ramsay (Ward 9) at 706 and 710 Burns  
Avenue SE, LOC2024-0260**

---

permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 3) the applicant has identified the intent to build two residential buildings comprising eight units and eight secondary suites in the future.

The mid-block site consists of two parcels with a combined area of approximately 0.11 hectares (0.26 acres). Currently the site is developed with a single detached home and garage. It is located opposite a public green space, is serviced by Routes 17 (Renfrew/Ramsay) and 24 (Ogden) and is about 600 metres (a 10-minute walk) from the proposed Ramsay/Inglewood Green Line Light Rail Transit (LRT) platform.

The existing Residential – Grade-Oriented Infill (R-CG) District supports a variety of housing typologies with a maximum density of 75 units per hectare, which would allow for seven units. The proposal to change the land use district to Multi-Residential – Contextual Grade-Oriented (M-CG) District with a density modifier of 80 units per hectare would allow for eight units to be built on site in similar building forms available under the R-CG District. The maximum building height would increase from 11 metres allowable in the R-CG District to 12 metres in the M-CG District.

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

## **ENGAGEMENT AND COMMUNICATION**

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

### **Applicant-Led Outreach**

As part of the review of the proposed policy and land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the Applicant has reached out to the community, including letters to the Ramsay Community Association and neighbours through a flyer drop. The Applicant Outreach Summary can be found in Attachment 4.

### **City-Led Outreach**

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

Administration received 11 letters of opposition from the public. The letters of opposition included the following areas of concern:

- impact on local character and setting a precedent for future development in the community;
- increased density and massing;
- impact on neighbouring properties such as privacy;
- loss of tree canopy;
- increased traffic and parking;

**Planning and Development Services Report to  
Calgary Planning Commission  
2025 May 08**

**ISC: UNRESTRICTED  
CPC2025-0461  
Page 3 of 4**

**Policy and Land Use Amendment in Ramsay (Ward 9) at 706 and 710 Burns  
Avenue SE, LOC2024-0260**

---

- infrastructure capacity; and
- consistency with the ARP.

The Ramsay Community Association responded to the application on 2025 April 23 and are opposed to the proposal. Concerns included increased density, compatibility with neighbourhood character and a negative impact on the long-term livability of the neighbourhood. Additional concerns reflect those submitted by residents and set out above. The Ramsay Community Association stated that the existing Residential – Grade-Oriented Infill (R-CG) District provides sufficient capacity for increased density.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposal represents one additional unit that can be accommodated within the site in a similar form, accommodate the required provisions in the Land Use Bylaw and remain compatible with the surrounding area. The building and site design, including landscaping and amenity space, will be reviewed and determined at the development permit stage.

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

## **IMPLICATIONS**

### **Social**

The proposed application would allow wider range of housing types than the existing land use district and may better accommodate the housing needs of different age groups, lifestyles and demographics.

### **Environmental**

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

### **Economic**

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

### **Service and Financial Implications**

No anticipated financial impact.

### **RISK**

There are no known risks associated with this proposal.



**Planning and Development Services Report to  
Calgary Planning Commission  
2025 May 08  
Policy and Land Use Amendment in Ramsay (Ward 9) at 706 and 710 Burns  
Avenue SE, LOC2024-0260**

---

**ISC: UNRESTRICTED  
CPC2025-0461  
Page 4 of 4**

**ATTACHMENTS**

1. Background and Planning Evaluation
- 2. Proposed Bylaw 50P2025**
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response
- 6. Proposed Bylaw 100D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Ramsay. It is approximately 0.11 hectares (0.26 acres) in size, with dimensions of approximately 37 metres deep and 29 metres wide. The site is developed with one residential building and an accessory residential building (garage) currently on site.

The surrounding properties are designated as Residential – Grade-Oriented Infill (R-CG) District and characterised by low density residential development, primarily one- and two-storey dwellings.

A parcel designated as Special Purpose – Community Service (S-CS) District is located directly southwest across Burns Avenue SE and provides access to public green space and recreation facilities.

A bus stop for Route 17 (Renfrew/Ramsay) is located approximately 70 metres (a one-minute walk) north on Burns Avenue SE and a bus stop for Route 24 (Ogden) is located approximately 310 metres (a five-minute walk) east on Spiller Road SE. The site is located just over 600 metres (a 10-minute walk) southwest of the proposed Ramsay/Inglewood Green Line Light Rail Transit (LRT) platform. Restricted parking is available on Burns Avenue SE.

## Community Peak Population Table

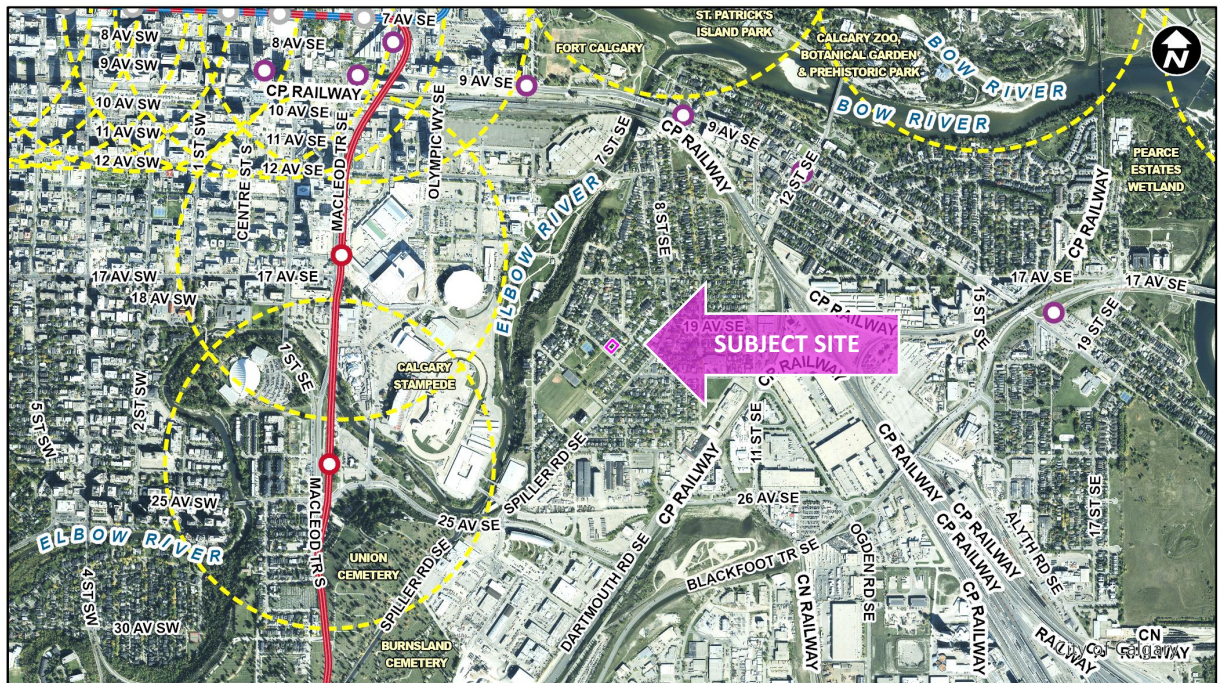
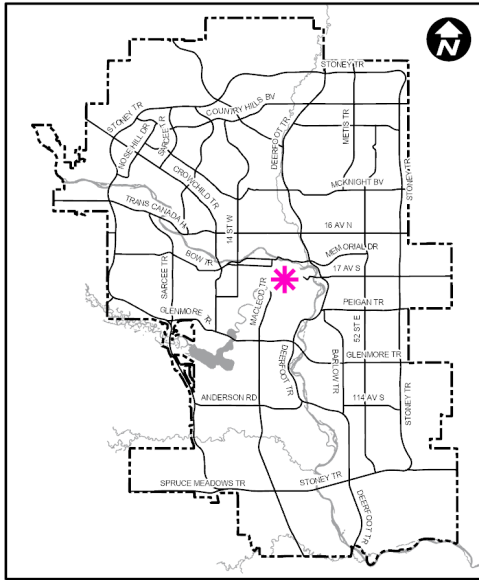
As identified below, the community of Ramsay reached its peak population in 1969.

<b>Ramsay</b>	
Peak Population Year	1969
Peak Population	3,005
2019 Current Population	2,158
Difference in Population (Number)	- 847
Difference in Population (Percent)	- 28.2%

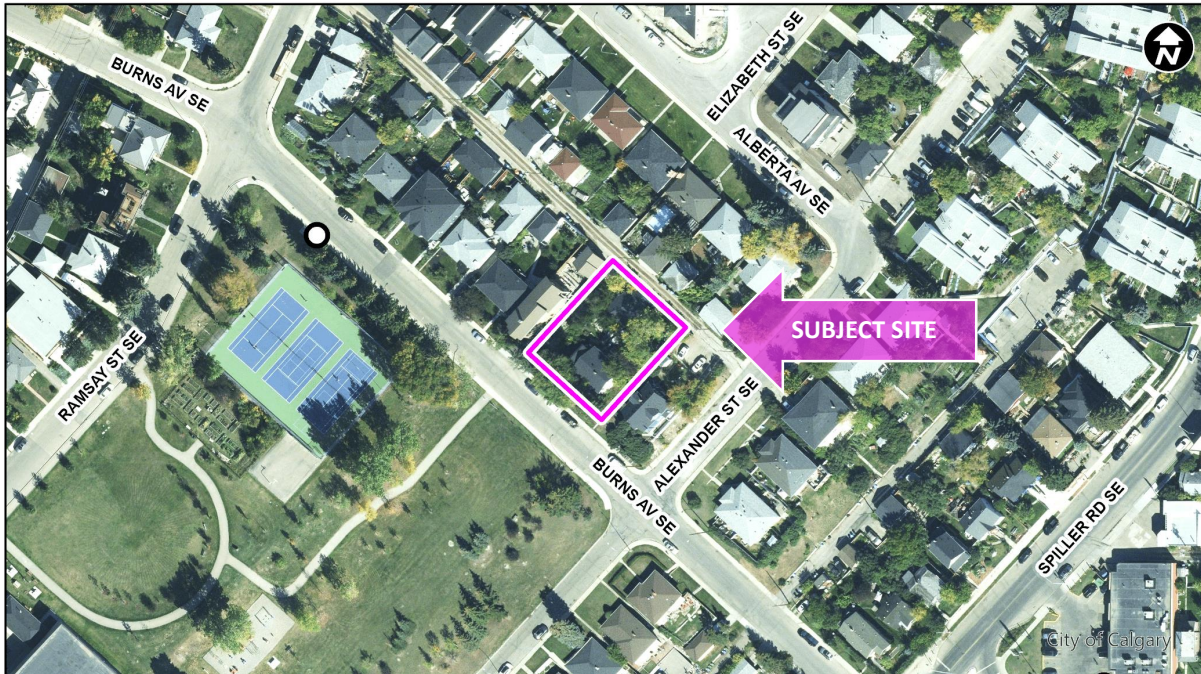
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

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

The proposed Multi-Residential – Grade-Oriented (M-CGd80) District allows for a similar range of grade-oriented building forms that can be contextually appropriate in low-density areas. The district includes rules for building height, setback distances and density that are intended to mitigate massing and shadowing impacts on neighbouring parcels. The proposal includes a maximum density of 80 units per hectare, which would allow for one additional unit on the site, for a maximum of eight dwelling units plus secondary suites. The maximum building height is 12 metres. A minimum of 0.625 parking stalls is required for each dwelling unit or suite.

Administration has reviewed the context and applicability of the M-CG District and has determined that this is appropriate for this site due to its location near a park, access to transit and compatibility with the surrounding area. The subject site is comprised of two parcels with areas of 0.07 hectares and 0.03 hectares respectively. Combined they form a single larger parcel that can enable a more comprehensive approach to site redevelopment and can accommodate one additional unit while meeting the requirements of the district in a similar built

form. The proposal is also consistent with applicable *Municipal Development Plan* (MDP) policies that encourage redevelopment and modest intensification of inner-city communities.

### **Development and Site Design**

If approved by Council, the rules of the proposed M-CGd80 District would provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this site, additional items that will be considered at the development permit stage include, but are not limited to:

- layout and configuration of dwelling units;
- creating an engaging built interface along Burns Avenue SE;
- mitigating shadowing, overlooking, and privacy concerns;
- providing quality amenity space for residents;
- ensuring appropriate waste storage and collection; and
- providing suitable mobility options, including motor vehicle parking, bicycle parking and alternative mobility storage lockers.

### **Transportation**

Pedestrian and vehicular access to the site is available via Burns Avenue SE and the rear lane. Burns Avenue SE is classified as a Residential Street. The area is served by Calgary Transit through Route 17 (Renfrew/Ramsay) with a bus stop approximately 70 metres northwest (a one-minute walk) of the site on Burns Avenue SE. The area is also serviced through Route 24 (Ogden) with a bus stop approximately 170 metres southeast (a three-minute walk) of the site on Spiller Road SE.

On-street parking adjacent to the site along the north side of Burns Avenue SE is restricted to permit parking only and the south side of Burns Avenue SE is restricted to one-hour parking.

A Transportation Impact Analysis was not required in support of the land use redesignation application.

### **Environmental Site Considerations**

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

### **Utilities and Servicing**

Public water and sanitary utilities exist adjacent to the site. No public storm utilities exist adjacent to the site. A public storm sewer main extension may be required, at the time of development. If required, said work will be at the developer's expense and subject to the terms and conditions of an Indemnification Agreement (IA). All other servicing requirements will be further determined at the time of development.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

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

### **Calgary Climate Strategy (2022)**

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

### **Ramsay Area Redevelopment Plan (Statutory – 1994)**

The [Ramsay Area Redevelopment Plan](#) (ARP) identifies the site as being part of the Low Density Residential area as per Map 1 entitled Action Plan – Executive Summary. The applicable policies indicate that developments should reflect the character of the area which comprises housing in the form of single detached, duplex and semi-detached dwellings. The ARP recognises that there are examples of low density multi unit developments that offer alternative building forms and tenures to single-family housing yet maintain comparable density.

To facilitate this proposal, an amendment to Map 1 is required to go from Low Density Residential to Low Density Multi Unit Residential. Administration has reviewed this application and determined that this is appropriate in this location, as the proposal would enable a similar form that is compatible with the other land use designations in the surrounding area.



# PROPOSED

CPC2025-0461  
ATTACHMENT 2

## BYLAW NUMBER 50P2025

### BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE RAMSAY AREA REDEVELOPMENT PLAN BYLAW 1P94 (LOC2024-0260/CPC2025-0461)

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Ramsay Area Redevelopment Plan Bylaw 1P94, 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 Ramsay Area Redevelopment Plan attached to and forming part of Bylaw 1P94, as amended, is hereby further amended as follows:
  - (a) Amend Map 1 entitled 'Action Plan – Executive Summary' by changing 0.11 hectares  $\pm$  (0.26 acres  $\pm$ ) located at 706 and 710 Burns Avenue SE (Plan 0711842, Block 9, Lots 42 and 43) from 'Low Density Residential' to 'Low Density Multi Unit Residential' as generally illustrated in the sketch below:

#### Ramsay Area Redevelopment Plan

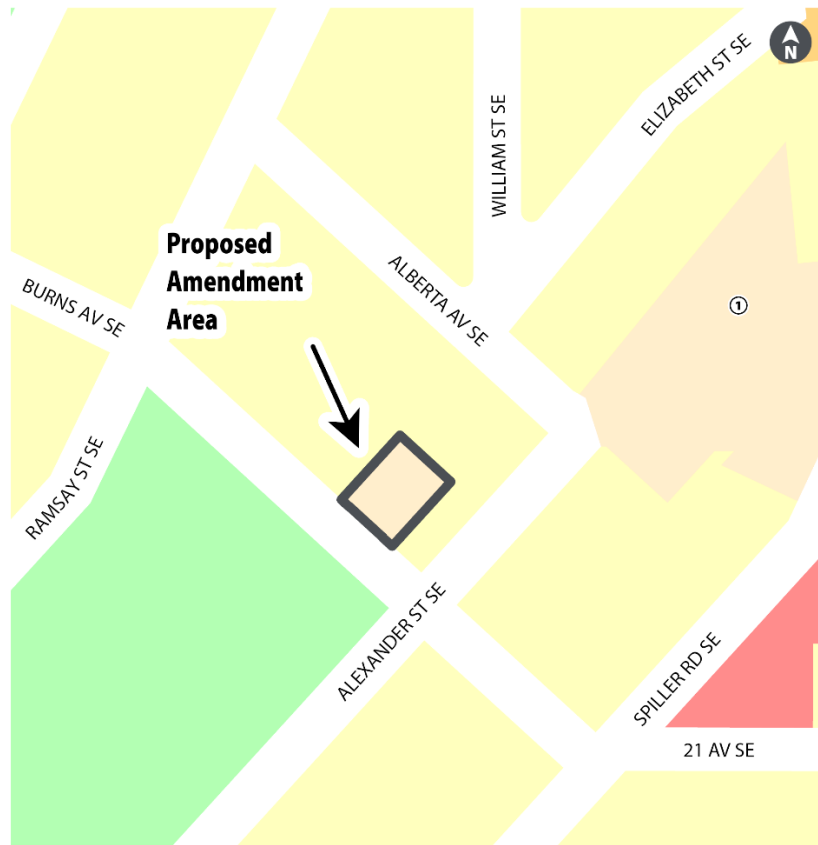
Map 1

Action Plan -  
Executive Summary

#### Legend

- Low Density Residential
- Low Density Multi Unit Residential
- Medium Density Residential
- Commercial
- Open Space, Park, School or Community Facility
- ① Low Density Multi Units - R-CG District

0 20 40 60 80 100  
Metres



# PROPOSED

**BYLAW NUMBER 50P2025**

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



Designing For You Since 1985

March 11, 2025

**Applicant Submission Project location: 706/710 Burns Avenue SE**

**Existing Land use Designation: R-CG**

**Proposed land use designation: M-CG**

On behalf of Burj Development, Tricor Design Group is making an application to transition the two properties at 706 and 710 Burns Ave SE from the current land use designation of R-CG for both lots to a new designation of M-CG.

Under the current zoning, with a combined lot size of 1061.52 sq m and a maximum density of 75 units per ha, the number of units is 7.96 units. We submitted a pre application to stay under R-CG with a request of a relaxation to the 7.96 units up to 8 units, a difference of 0.04. The request was denied by the City, mostly because there is no relaxation to density in R-CG (or any R district) with out submitting a rezoning of DC control or another type of rezoning.

The M-CG designation with the qualifier of 80 units per ha **will allow for a maximum of 8 units for the combined sites**, the new qualifiers align much closer to the existing R-CG requirements. Under R-CG section 527 in the land use bylaw, town homes are a discretionary use and are defined under section 319 of the land use bylaw. In the M-CG bylaws, section 578, multi-residential development is also listed as a discretionary use, with further definition under section 239(c), where Townhouse buildings are also listed. These carry the same definition under section 319 as listed under R-CG.

The importance of this redesignation is to simply allow for the additional 0.04 units per ha and allow 8 units with secondary suites on the site while staying as close to the R-CG zoning as possible. This will assure the residents of Ramsay that a much higher density project will not be allowed on the sight. The 80 unit qualifier does not allow any more than 8 units and secondary suites for clarification. The site is large enough to accommodate the small uptake in density (essentially 1 unit), and meet all the parking, bicycle, amenity space and landscape requirements.



Designing For You Since 1985

## **Project Proposal**

While the project is still in the design phase, the current concept is to provide for 8 units with secondary suites in two buildings. The buildings will be two stories in height and within all the height and chamfer rules set out in the land use bylaw. There will be 10 parking stalls provided as per the .625 stalls per unit requirement. The concept design will need to be slope sensitive with potential for City views. New development has already occurred on the street so this will not be new to the area. Meeting the requirements of the land and also the land use bylaw, as well as the Local Area Plans, is critical to a new project entering into the current realm, especially as the community evolves.

## **Historic East Calgary Area Redevelopment Plan**

In reviewing the latest content available for Ramsay, still not finalized completely, the subject properties are identified in Scotsman's Hill and as Neighbourhood – limited. This designation accommodates up to 3 stories and includes singles, semis, suites and town homes. It is within 200m of bus service of 30 min or less on Spiller Road and Burns Ave has a 45 min bus service. It is also identified as an FAR of 1.5 with height of 10m. The area is to be primarily residential and to respect and reinforce the essential elements of the neighbourhood structure and historic character.

## **Site Alignment with Community Policies**

Applications for land use redesignation generally do not include concept plans and building proposals as the proposal is for land use only. The rezoning of a parcel is aimed at whether or not the redesignation meets the requirements of all the policies in place for the community. Developers look for certainty of land use prior to investing time and resources into a project, especially when the desired land use outcome is not guaranteed. Once the land use is in place, the development permit process and design outcomes are matched to the zoning bylaws in place for the redesignation.

## **Application Outreach**

As part of our outreach program, information will be provided to affected parties. This information will include bylaws of the current zoning to the new zoning proposed in the form of flyers and printed material. Differences in the zoning will also be explained.



Designing For You Since 1985

Affected parties will also include the community planning committee, neighbours and the local Ward office. Addresses to the affected parties will be listed in the outreach summary.

**Application Summary.**

Given the location of 706 and 710 Burns Ave SE, the proposed new zoning designation with the modifiers fits well within the applicable policies for the area. The land use change is also in keeping with city wide goals, the MDP, and is providing one more housing unit than the R-CG would technically allow. This will also give the developer and opportunity to introduce new, innovative housing options for individuals looking to live in established areas. For the reasons outlined through out our application, we respectfully request your support of the redesignation on this parcel.

# Applicant Outreach Summary

2024 October 18



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

**Project name:** Multi-Family Townhomes

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

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

### Outreach Strategy

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

We engaged the community association by way of email as listed on the community website.

Ramsay Community Association  
1136 8th Street SE  
Calgary, AB T2G-2Z7  
403-265-4898  
www.ramsaycalgary.ca

\*\*\* We sent new email on Apr. 1st 2025 to CA informing them with the revised Zoning (M-CG), and didn't receive a feedback from them till date.

### Stakeholders

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

ADDRESSES of who got the flyer including the community:

2012, 2004, 2002, 1926A, 1926, 1922A, 1922,  
1918, 1914, 1910, 1905 Alexander ST SE.

716, 708, 702, 624 Burns AVE SE.

707 Alberta Ave SE.

\*\*\*No feedbacks received till date.





## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

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

The flyers have been distributed and contact with the community has been initiated. At this time we have had no feedback but it is early in the process. If we receive feedback we will address concerns with the City file manager and update future strategies.

\*\*\*No feedbacks received till date.

### 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.

Depending on the type of feedback we get, it may or may not influence our decisions. Typical feedback received on rezone applications deal with development permit issues. We will address input when it is appropriate.

\*\*\*No feedbacks received till date.

### 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)

The loop on a rezone generally ends with approval or denial of the rezone. But development permit applications will remain open with stakeholders when that part of the process commences.

[calgary.ca/planningoutreach](http://calgary.ca/planningoutreach)

# Community Association Response

**Sent:** Wednesday, April 23, 2025

**To:** Green, Jack A.

**Subject:** Planning application LOC2024-0260 - Land Use Amendment at 706 and 710 Burns Avenue SE

Dear Mr. Green,

On behalf of the Ramsay Community Association, I'm writing to express our opposition to application LOC2024-0260, which proposes to redesignate 706/710 Burns Avenue SE from R-CG to H-GO.

Several residents have voiced concerns to us, primarily around density and neighborhood fit. These lots directly face our community's central greenspace—an area that serves as the heart of Ramsay—and we believe the proposed H-GO zoning does not align with this sensitive context.

While we support “missing middle” housing and the principle of thoughtful densification, we believe the current R-CG zoning already provides sufficient capacity for increased density. Introducing H-GO will only intensify existing community challenges such as parking shortages, increased traffic, a shrinking tree canopy, limited stormwater infrastructure, and the urgent need for permeable surfaces.

Further, the H-GO district was intended for busier streets near established amenities and rapid transit. This location does not meet those criteria, nor does it reflect the intended application of this zoning tool.

For these reasons, we respectfully request that the City not support this redesignation. We believe this proposal does not serve the best interests of Ramsay's long-term livability and character.

Sincerely,

--

Michael Garnett  
Vice-President External  
Ramsay Community Association

# PROPOSED

CPC2025-0461  
ATTACHMENT 6

## BYLAW NUMBER 100D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0260/CPC2025-0461)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2024-0260/CPC2025-0461  
BYLAW NUMBER 100D2025

## SCHEDULE A



# PROPOSED

AMENDMENT LOC2024-0260/CPC2025-0461  
BYLAW NUMBER 100D2025

## SCHEDULE B



**Policy and Land Use Amendment in Ramsay (Ward 9) at multiple addresses,  
LOC2025-0019**

**RECOMMENDATIONS:**

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendment to the Ramsay Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.33 hectares  $\pm$  (0.82 acres  $\pm$ ) located at 1016, 1018, 1020, 1022, 1024 and 1026 – 8 Street SE (Plan A2, Block 15, lots 11 to 17) from Residential – Grade-Oriented Infill (R-CG) District to Housing – Grade Oriented (H-GO) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council:

1. Give three readings to **Proposed Bylaw 55P2025** for the amendment to the Ramsay Area Redevelopment Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 116D2025** for the redesignation of 0.33 hectares  $\pm$  (0.82 acres  $\pm$ ) located at 1016, 1018, 1020, 1022, 1024 and 1026 – 8 Street SE (Plan A2, Block 15, lots 11 to 17) from Residential – Grade-Oriented Infill (R-CG) District to Housing – Grade Oriented (H-GO) District.

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for grade-oriented development in a range of housing forms at a scale consistent with low density residential districts.
- The proposal represents an appropriate increase in density of a residential site, allows for development that is compatible with existing development in the community and aligns with policies in the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed land use amendment would allow for greater housing choices and more efficient use of existing infrastructure and amenities in the community.
- Why does this matter? The proposed Housing – Grade Oriented (H-GO) District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles, and demographics.
- An amendment to the *Ramsay Area Redevelopment Plan* (ARP) is required to accommodate the proposed land use.
- A concurrent development permit for a grade-oriented residential development including 20 dwelling units was submitted and is under review.
- There is no previous Council direction related to this proposal.



**Policy and Land Use Amendment in Ramsay (Ward 9) at multiple addresses,  
LOC2025-0019**

---

**DISCUSSION**

This application, in the southeast community of Ramsay, was submitted by CivicWorks on behalf of the landowner, Cover Art Developments Inc., on 2025 February 2. As noted in the Applicant Submission in Attachment 3, the proposed land use amendment would enable grade-oriented residential development. A concurrent development permit (DP2025-00598) for a townhouse development with 20 dwelling units was submitted and is under review. This inner-city site meets all the location criteria of the H-GO District as per the requirements of the Land Use Bylaw 1P2007.

The subject site is comprised of six parcels with a combined area of approximately 0.33 hectares (0.82 acres). The site is located midblock on 8 Street SE and north of 11 Avenue SE and is currently occupied by low density residential dwellings.

The site is close to numerous community amenities and destinations including the 9 Avenue SE Main Street, Elbow River pathways, Scotia Place and various local parks. Vehicular access to 9 Avenue SE is permanently closed, however the site is 150 metres straight-line distance from the 9 Avenue SE Main Street. The site is in walking distance to numerous transit services including a bus stop on MacDonald Avenue SE (50 metres west, a one-minute walk), and a bus stop on 9 Avenue SE (walking distance 500 metres north, a six-minute walk) and is within 600 metres radius from the future Ramsay/Inglewood Light Rail Transit (LRT) station located near 11 Avenue SE and 12 Street SE.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the community association was appropriate. In response, the applicant offered to meet with the Ramsay Community Association (CA) and Ward 9 Councillor's Office. The applicant also dropped off post cards to nearby residents and created a project website to provide details about the proposal. The Applicant Outreach Summary can be found in Attachment 4.

**City-Led Outreach**

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

Administration received three letters of opposition from the public for the land use amendment proposal and 12 letters of opposition for the development permit application. The letters of opposition included the following areas of concern:

**Policy and Land Use Amendment in Ramsay (Ward 9) at multiple addresses,  
LOC2025-0019**

---

- loss of the MacLean Residence and loss of historic character in the community;
- increased traffic congestion in the area; and
- incompatible building height and shadow impact.

Administration also received two letters of support from the public for the development permit application generally citing that this is an appropriate proposal.

No formal letter was received from the Ramsay CA at the time of writing this report. Administration followed up with the Ramsay CA but did not receive further response on the proposal.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The H-GO District is intended to be located adjacent to low density districts and to provide for a modest density increase while being sensitive to adjacent developments. The MacLean Residence located at 1026 – 8 Street SE is identified as a significant local heritage site on the Inventory of Evaluated Historic Resources, but it is not a designated Municipal Historic Resource and it is not legally protected from demolition. Through the application review the applicant confirmed that the building is uninhabitable due to significant damage. All services have been disconnected and a demolition permit has been issued. To commemorate this property, the applicant collaborated with Heritage Calgary and Administration to include a commemorative plaque in the proposed development permit.

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

## **IMPLICATIONS**

### **Social**

The proposed application would allow for additional housing types 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*, however the proposed land use would enable compact urban development near existing bus stations and would support alternative modes of transportation including public transit, walking, and cycling.

### **Economic**

The proposal would enable more efficient use of existing infrastructure and capitalize on public transit investment including for the MAX Purple BRT and Green Line LRT.

### **Service and Financial Implications**

No anticipated financial impact.

Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 05

ISC: UNRESTRICTED  
CPC2025-0589  
Page 4 of 4

**Policy and Land Use Amendment in Ramsay (Ward 9) at multiple addresses,  
LOC2025-0019**

---

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. **Proposed Bylaw 55P2025**
3. Applicant Submission
4. Applicant Outreach Summary
5. **Proposed Bylaw 116D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located midblock on 8 Street SE and north of 11 Avenue SE in the southeast community of Ramsay. The site is comprised of six parcels including 1016, 1018, 1020, 1022, 1024 and 1026 – 8 Street SE, with a total combined area of 0.33 hectares  $\pm$  (0.82 acres  $\pm$ ) in size. The site is measuring approximately 70 metres in width by 45 metres in depth. The site is sloped from east to west, with the rear lane situated at a higher elevation and 8 Street SE at a lower elevation. The parcels have pedestrian access from 8 Street SE and vehicle access from the rear paved lane.

The surrounding developments consist primarily of low density residential dwellings designated Residential – Grade-Oriented Infill (R-CG) District, townhouses designated Multi-Residential – Contextual Grade-Oriented (M-CG) District located to the southwest and a multi-residential apartment designated Multi-Residential – High Density Low Rise (M-H1h21) District to the northwest. The site is also nearby local commercial developments designated Commercial – Neighbourhood 1 (C-N1) District located at the intersection of 8 Street SE and 11 Avenue SE and on Macdonald Avenue SE.

The site is well-served by Calgary Transit and is within walking distance to numerous community amenities and destinations, including the Ramsay Inclusive Playground and Off-leash Dog Park, Jack Long Park, Ramsay Community Garden, Calgary Zoo, Scotia Place and the 9 Avenue SE Main Street. Vehicular access to 9 Avenue SE is permanently closed, however the site is 150 metres straight line distance and 500 metres walking distance (a six-minute walk) from the 9 Avenue SE Neighbourhood Main Street.

The proposal includes a property known as [MacLean Residence](#) located at 1026 – 8 Street SE. The property is identified as a significant local heritage site on the Inventory of Evaluated Historic Resource, but it is not a designated Municipal Historic Resource and it is not legally protected from demolition.

## Community Peak Population Table

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

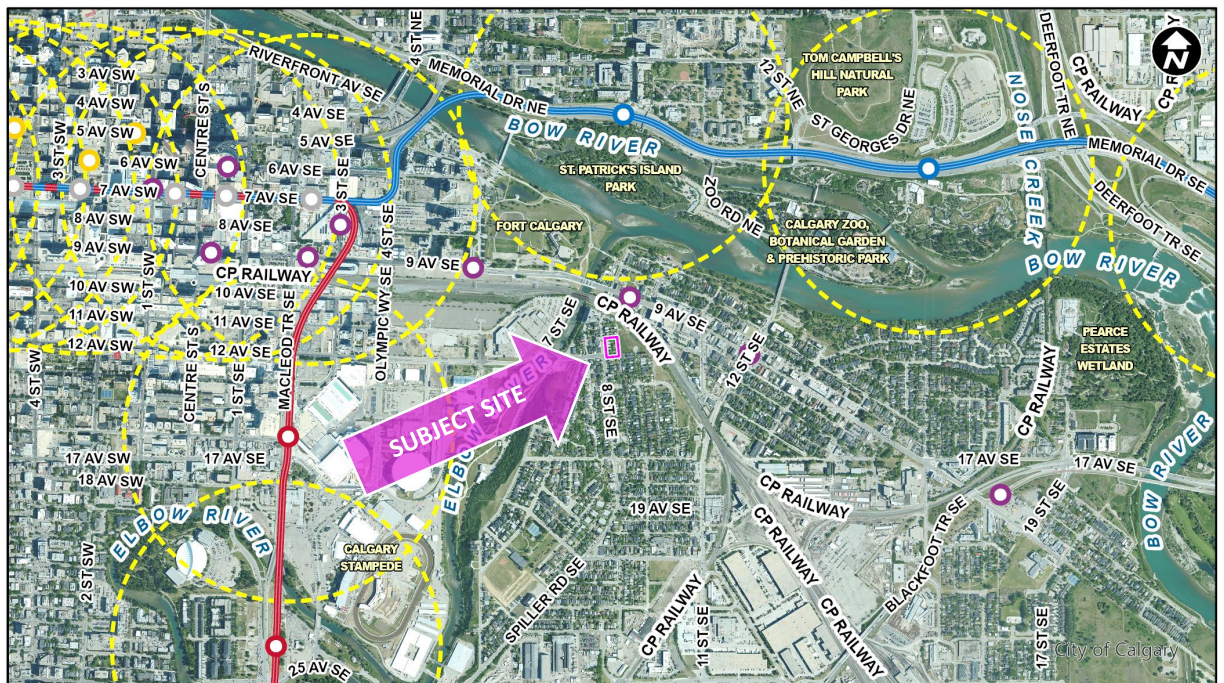
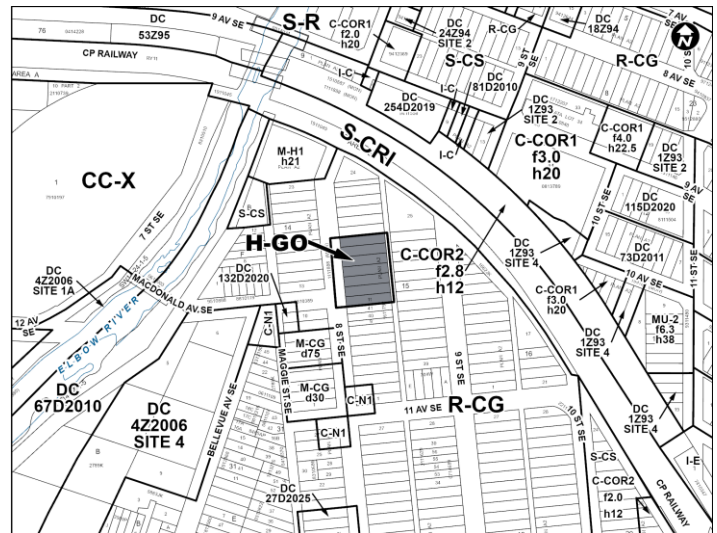
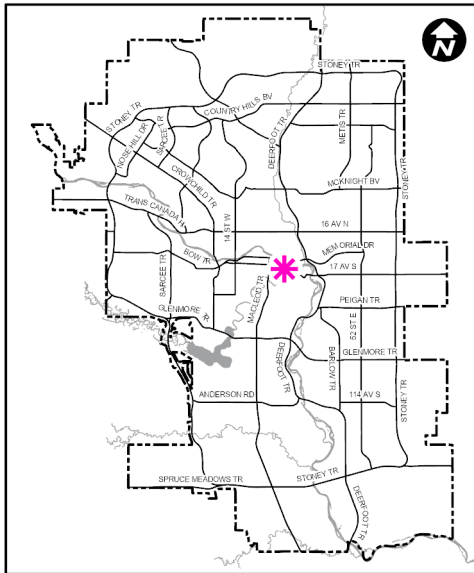
<b>Ramsay</b>	
Peak Population Year	1969
Peak Population	3,005
2019 Current Population	2,158
Difference in Population (Number)	- 847
Difference in Population (Percent)	- 28.19%

Source: *The City of Calgary 2019 Civic Census*

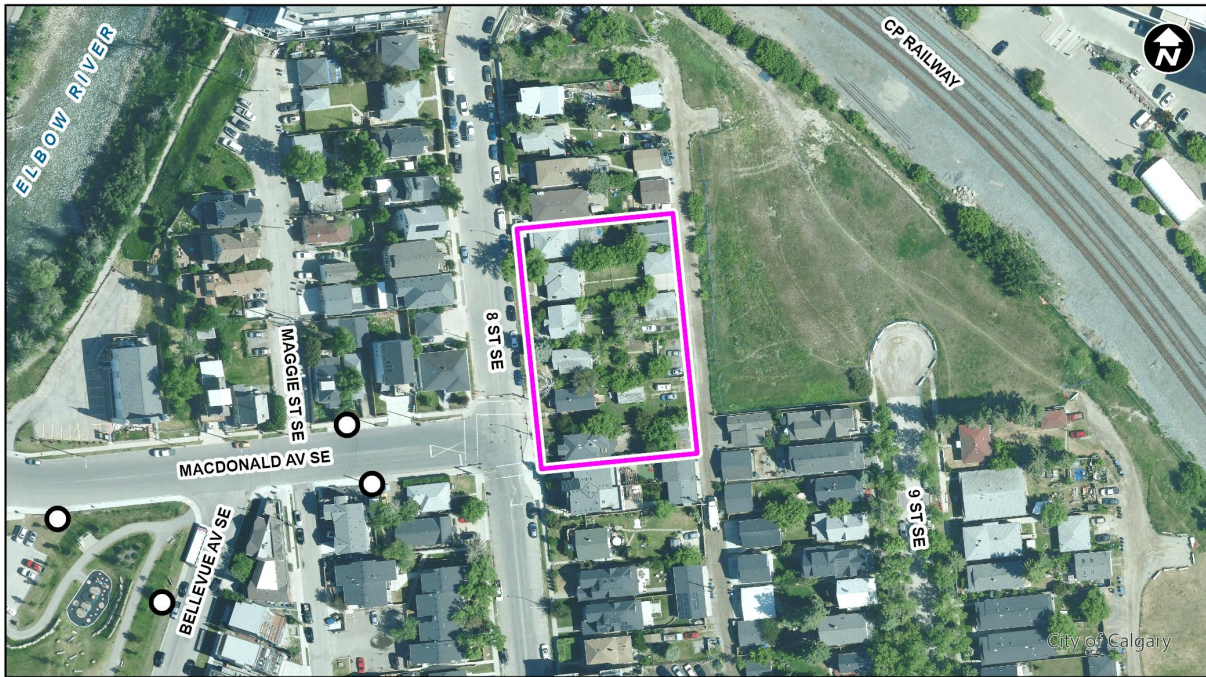
Additional demographic and socio-economic information may be obtained online through the [Ramsay Community Profile](#).



## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres (approximately three storeys) and a maximum density of 75 dwelling units per hectare. Based on the subject site parcel area, this would allow up to 24 dwelling units. Secondary suites (one backyard suite or one secondary suite per dwelling unit) are also allowed in the R-CG District and do not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

The proposed Housing – Grade Oriented (H-GO) District is intended to provide an opportunity for dwelling units to be developed in a wide range of housing forms, including rowhouse, townhouse, and stacked townhouse units. There is no maximum density under the H-GO District; rather, development scale and intensity are managed through a combination of:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of a parcel to ensure functional courtyard amenity space;
- a maximum floor area ratio (FAR) of 1.5 that allows for a total developable area of 4,980 square metres on this parcel;
- a maximum building height of 12.0 metres (appropriately three storeys); and
- a minimum of 0.5 motor vehicle parking stalls per unit and suite.



Section 1386(d) of Land Use Bylaw 1P2007 provides location criteria for where the H-GO District may be considered appropriate. In areas which are not subject to an approved Local Area Plan, the H-GO District is intended for areas that are located within the Inner City or Greater Downtown as defined by the Urban Structure Map of the *Municipal Development Plan* (MDP) and meets one of several criteria, including being within 200 metres of a Main Street, 600 metres of an existing or capital-funded LRT platform, 400 metres of an existing or capital-funded BRT station or 200 metres of primary transit service. The subject site is located within the Inner City area and meets all the criteria and therefore meets the location criteria for H-GO District.

### **Development and Site Design**

If approved by Council, the Land Use Bylaw 1P2007 rules for the proposed H-GO District and the policies in the *Ramsay Area Redevelopment Plan* (ARP) would provide guidance for future site development including the overall distribution of buildings, building design, mix, location and size of uses, and site layout details such as parking, landscaping and site access.

A development permit (DP2025-00598) is submitted concurrently with the proposed land use amendment and is under review. The proposed townhouse development includes four three-storey residential buildings with a total of 20 residential dwelling units. As part of the development permit review the followings items are considered:

- ensuring an engaging built interface along public frontages;
- mitigating shadowing, overlooking and privacy concerns with neighbouring parcels;
- ensuring pedestrian safety and consideration of different mobility options including vehicle parking, bicycle parking and mobility storage lockers;
- accommodating appropriate waste management pick-up and storage;
- ensuring appropriate amenity space for residents; and
- incorporating signage features to commemorate the MacLean Residence.

### **Transportation**

Pedestrian and vehicular access to the site is available via 8 Street SE and the rear lane. 8 Street SE is classified as a collector street.

The site is well-served by Calgary Transit including Route 17 (Renfrew/Ramsay) and Route 24 (Ogden) with a bus stop located approximately 50 metres (a one-minute walk) west of the site on MacDonald Avenue SE. Route 17 and Route 24 provides transit service every 30 minutes during the peak hours. The area is also serviced through Route 1 (Bowness / Forest Lawn), Route 101 (Inglewood), Route 131 (East Bow Express), Route 151 (New Brighton Express), Route 302 (BRT Southeast / City Centre) and Route 307 (MAX Purple City Centre / East Hills) with a bus stop approximately 145 metres northeast of the site on 9 Avenue SE. Route 1 provides transit service every 15 minutes during peak hours. Route 101 (Inglewood) provides transit service every 50 minutes during peak hours. Route 131 (East Bow Express) provides transit service every 20 minutes during the afternoon peak hours. Route 151 (New Brighton Express) provides transit service once during the afternoon peak hours. Route 302 (BRT Southeast / City Centre) provides transit service every 12 minutes during peak hours. Route 307 (MAX Purple City Centre / East Hills) provides transit service every 20 minutes during peak hours.

The site is located within the 600-metre radius of the future Ramsay/Inglewood LRT Station, therefore the site is in the transit-oriented development area. The site is located approximately

110 metres east from the Elbow River Pathway system. On-street parking adjacent to the site along the east side of 8 Street SE, is restricted to 2 hours only from 8:00 a.m. to 5:00 p.m., Monday to Friday, and along the west side of Burns Avenue SE, is restricted to permit parking only.

A Transportation Impact Analysis and Parking Study were not required in support of the land use amendment application.

### **Environmental Site Considerations**

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

### **Utilities and Servicing**

Public water, sanitary and storm utilities exist adjacent to the site. The public storm main on 8 Street SE currently terminates at the intersection of 8 Street SE and MacDonald Avenue SE. Public storm main infrastructure does not span the frontage of all subject parcels. No public mains of any kind exist within the adjacent lane right-of-way.

All development servicing requirements, including a Fire Flow Letter verifying available water pressure, have been reviewed and accepted through the development permit process.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

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

### **Transit Oriented Development Policy Guidelines (2004)**

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

### **Calgary Climate Strategy (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). However, the redesignation of the subject site to enable higher density development in close proximity to transit options may allow for more people to

choose a car-reduced or car-free lifestyle, thereby reducing vehicular emissions and contributing to the overall goal of achieving net zero emissions in Calgary by 2050 through accelerating the shift in mode share to zero or low emissions modes.

**Ramsay Area Redevelopment Plan (Statutory – 1994)**

The subject site is identified as Low Density Residential in Map 1 – Action Plan Executive Summary in the [Ramsay Area Redevelopment Plan](#) (ARP) which is intended for low density residential development. ARP encourages the conservation of heritage resources through renovation and adaptive reuse and to preserve existing structure in good repair and redevelop building in structurally poor condition to be compatible with the surrounding streetscape.

The proposed map amendment to Medium Density Residential is required to support this proposal. The amendment would enable the proposed townhouse development (DP2025-00598) and would provide flexibility for a wider range of multi-residential development.

The applicant explored ways to preserve the existing MacLean Residence. Due to internal catastrophic water damage caused by furnace failure, the developer determined it was financially unfeasible to conserve the building, and it was not possible to donate the building. Through the application review, the applicant confirms that the existing residence is uninhabitable, and the developer completed asbestos abatement, services disconnection, and acquired a demolition permit. The applicant indicated they would ensure proper building recording is completed in advance of demolition and would be pursuing details of commemoration in the development permit.

# PROPOSED

CPC2025-0589  
ATTACHMENT 2

## BYLAW NUMBER 55P2025

### BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE RAMSAY AREA REDEVELOPMENT PLAN BYLAW 1P94 (LOC2025-0019/CPC2025-0589)

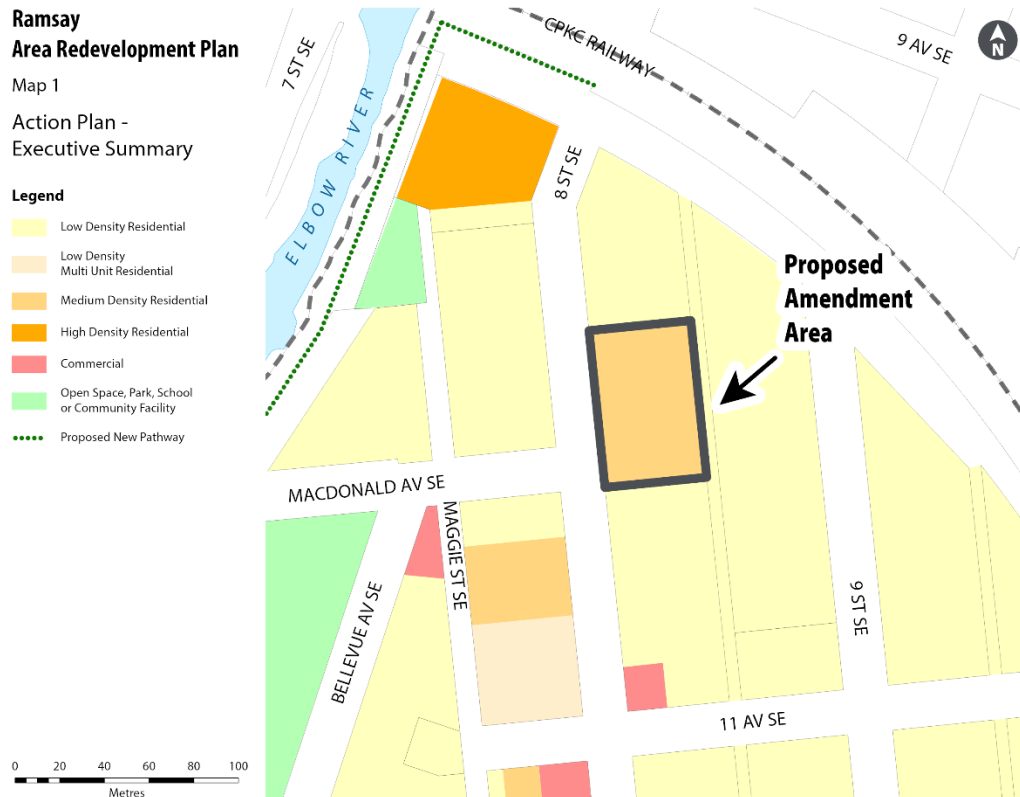
\*\*\*\*\*

**WHEREAS** it is desirable to amend the Ramsay Area Redevelopment Plan Bylaw 1P94, 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 Ramsay Area Redevelopment Plan attached to and forming part of Bylaw 1P94, as amended, is hereby further amended as follows:
  - (a) Amend Map 1 entitled 'Action Plan - Executive Summary' by changing 0.33 hectares  $\pm$  (0.82 acres  $\pm$ ) located at 1016, 1018, 1020, 1022, 1024 and 1026 – 8 Street SE (Plan A2, Block 15, Lots 11 to 17) from 'Low Density Residential' to 'Medium Density Residential' as generally illustrated in the sketch below:



# PROPOSED

**BYLAW NUMBER 55P2025**

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

2025 February 2



## Proposed Land Use Change Applicant Summary

**Project Location:** 1016, 1018, 1020, 1022, 1024, + 1026 8 ST SE

**Existing Land Use:** Residential – Grade-Oriented Infill (R-CG) District

**Proposed Land Use:** Housing – Grade Oriented (H-GO) District

### Applicant Summary

On behalf of Cover Art, CivicWorks has made a Land Use Redesignation (rezoning) application to transition the above noted land assembly in the Inner City community of Ramsay from the existing Residential – Grade-Oriented Infill (R-CG) District to the Housing - Grade Oriented (H-GO) District. The proposed land use change and development vision will realize new housing options in Ramsay, which currently hosts a population of 1,000 less residents than the community's peak of 3,000 in 1969. Hindle Architects will be submitting a concurrent Development Permit application shortly following this rezoning application that will provide a bricks and mortar development concept for review in line with the proposed H-GO District.

### What is Proposed?

A courtyard-oriented townhouse development called MacLean Court is proposed. A summary of key project details is included below:

**Building Height:** 3 storeys (12m maximum height, slope adaptive)

**Residential Buildings:** 4

**Residential Units:** 20 Townhomes

**Vehicle Parking:** 40 Vehicle Parking Stalls within private garages (2 parking stalls / unit)

To provide The City of Calgary (The City), surrounding area residents and the general public with additional information, the project team has prepared an Applicant Brief summarizing the project team planning rationale, design vision, important heritage and vehicle access considerations, and Applicant-Led Outreach plan. It is available online at: [cover-art.ca/maclean-court](https://cover-art.ca/maclean-court). Development Permit drawings and a supporting Transportation Study will also be posted to the project website.

### Why H-GO?

The H-GO District is specifically designed for amenity-rich Inner City areas near Activity Centres, Main Streets, or Primary Transit. Instead of limiting unit numbers, it sets a maximum floor area of up to 1.5 times the site size. The district also permits stacked units and reduces parking requirements based on transit proximity and alternative mobility storage options. The building envelope rules in the H-GO District are also more flexible, which is key for the MacLean Court application where the subject site experiences a significant rise in grade from the street edge to the lane.

The H-GO District is only appropriate in Inner City areas along higher order streets or close to Activity Centres, Main Streets and Primary transit service, as well as within the specific policy boundaries of contemporary Local Area Plans. A Local Area Plan is not currently in place for Ramsay, so instead H-GO locational criteria must be met. The Maclean Court assembly meets all





locational criteria, as it is within Calgary's Inner City; 200m of a Main Street (9 AV SE); 600m of a funded LRT Station (future Inglewood - Ramsay Green Line LRT Station); 400m of an existing BRT station (MAX Purple on 9 AV SE); and 200m of a roadway that hosts Primary Transit Service (9 AV SE)

#### **Site Adjacencies**

Beyond the relevant H-GO District location criteria, the proposed development vision is well-suited to the project site given its strategic location and the character and scale of surrounding area development:

**Nearby Transit Service:** The project site is conveniently located within a 5 minute walk of primary transit service on 9 AV SE, including MAX Purple BRT and Route 1. Local routes 17 and 24 provide service in Ramsay on 8 ST SE within a minute walk of MacLean Court. These routes combine to connect riders to key local and regional destinations.

**Nearby Main Street:** The project site is within 200m of the 9 AV SE Main Street, a municipally-identified corridor for future population growth and incremental redevelopment.

**Nearby Open Spaces & Community Amenities:** The project site is within a short walk of a variety of high quality parks and amenities, including Ramsay Inclusive Playground, Ramsay off Leash Dog Park, Scotsman's Hill, and the Calgary Riverwalk, which easily connects residents by active modes to the Calgary Zoo, Stampede Park and the Confluence Historic Site.

**Nearby Multi-Unit Development:** The proposed development vision for three storeys fits contextually with existing area development. Within a block of MacLean court are the River's Edge Apartments (a six storey multi-residential building), and a variety of 2-3 storey older stock rowhouse style housing developments at 1031 - 1051 8 ST SE and 1040 8 ST SE.

#### **Alignment with Calgary's Growth Plans**

Contemporary city-wide plans like the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) guide Calgary's current planning policy, placing priority on building complete and resilient communities that make more sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal capital.

The proposed change and development vision are consistent with the city-wide goals and policies of these plans, which encourage the development of innovative and varied housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

In order to support greater housing choice and reinforce more complete and resilient residential neighbourhoods, the MDP also identifies ground-oriented housing as a key component of complete communities (Policy 2.3.1[a]).

#### **Alignment with Local Area Plans**

The project site is located within the boundary of the Ramsay Area Redevelopment Plan (1999), and falls within the "Low Density Residential" policy area, which allows for single-family, two



family, duplex, and semi-detached housing types. To ensure alignment with the contemporary city-wide goals and policies of the Municipal Development Plan, a minor map based policy amendment is required to transition the project site to the “Medium Density Residential” policy area.

**Applicant-Led Outreach**

We are committed to being good neighbours and hosting open, honest conversations within the communities we work. As part of our Applicant-led outreach process, and in addition to standard City of Calgary requirements, we provide local area organizations, surrounding area residents and broader community with multi-channel opportunities to learn more about a proposed change and share feedback directly with the project team, all while maintaining respectful and transparent dialogue about housing choice in our city.

The application is supported by a dedicated webpage, phone line and email inbox for questions and comments, along with custom on-site signage and neighbour mailers hand delivered to residents living within ~200m of the project site. Key application materials are also shared directly with the local area Ward Councillor’s Office and Community Association, with opportunities to share feedback, find out more about the project or meet with the project team as helpful. A Digital Information Session where community members can learn more about the application, ask questions, and provide feedback to the project team will also be hosted.

As our outreach process draws to a close and we approach key decision points in the application process, feedback for the MacLean Court proposal will be gathered from emails, phone calls, and meetings, and incorporated into an Applicant-Led Outreach Summary. Key themes will be identified, with each theme presented alongside a summary of the feedback received and a detailed response from the project team.

**City of Calgary Notice & Outreach Requirements**

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

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



# Applicant Outreach Summary

2025 April 30

## Applicant-led Outreach Summary

**MacLean Court**  
Concurrent Land Use Redesignation (LOC2025-0019) & Development  
Permit (DP2025-00598)

**1016 - 1026 8 ST SE**  
Community of Ramsay

**Prepared By**  
CivicWorks

**Prepared on Behalf of**  
Cover Art Developments

**Project Contact**  
587.747.0317 | [engage@cover-art.ca](mailto:engage@cover-art.ca)

**Project Team**  
CivicWorks | Hindle Architects

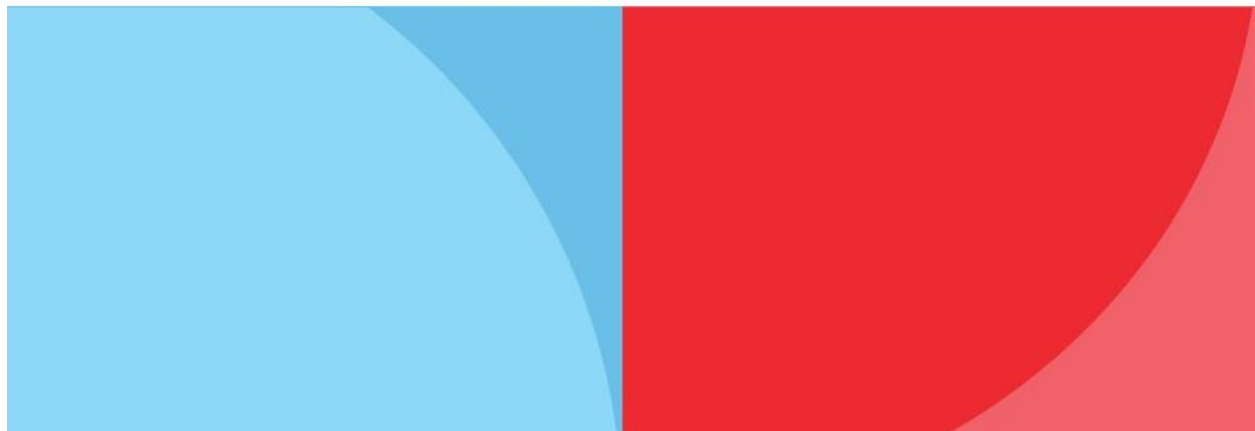
**Project Website**  
[cover-art.ca/maclean-court](https://cover-art.ca/maclean-court)



HINDLE ARCHITECTS

Copyright ©2025 by CivicWorks Planning + Design Inc.

The information contained in this document is the intellectual property of CivicWorks Planning + Design Inc. (CivicWorks) and the Client. It is intended solely for the evaluation of this application by the Development Authority. Reproduction of portions of this document for use by the Client or Development Authority during the application evaluation period is permitted. Reproduction of any portion of this document or use of the intellectual ideas contained within it for any other purpose is prohibited without the written consent of CivicWorks.



# Our Process

## Balancing Multiple Interests

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



### **Calgary's Growth & Development Vision**

Planning for the next generations of Calgarians.



### **Economic Viability**

The needs of the developer to create a viable project.



### **Local Area Policy**

The existing policy framework guiding development.



### **Community Feedback**

What various citizens and community members think and say about an issue.

## City of Calgary Review and Guidance

The City of Calgary (The City) Administration is responsible for the formal review and consideration of the Land Use Redesignation and Development Permit. All Land Use Redesignation and Development Permit applications are subject to standard notice and outreach requirements conducted by The City, including circulation of materials to the local Community Association and Ward Councillor's Office, letter delivery to adjacent property owners, and large-format notice signage posted on the site.

City Administration will also review feedback received directly through Applicant-led outreach, and summarize all input in reports to Calgary Planning Commission (CPC) and City Council prior to final recommendations and decisions being made. The project team will provide City Administration contact information in Applicant-led outreach materials.



# Our Approach

## Overview

Our outreach process provides multiple opportunities across a variety of platforms for community members and community groups to learn about the development vision and to share their thoughts – all with the intent of maintaining a respectful and transparent dialogue.

Feedback for MacLean Court has been gathered from emails, phone calls, meetings, and City Administration and incorporated into this Applicant-Led Outreach Summary. Key themes have been identified, with each theme presented alongside a summary of the feedback received and a detailed response from the project team. Cover Art Developments (Cover Art) and the project team would like to thank all those who participated.

## Outreach Methods



### Custom On-Site Signage

Applicant signage was posted on-site to notify surrounding community members of the proposed change, website link, and how to get in contact with the project team.



### Neighbour Mailers

Delivered to residents and businesses within 200m of the project site. The mailers summarize the development vision and provide contact information and website location for the project team and The City.



### Project Voicemail + Email

An outreach voicemail (587.747.0317) and email inbox ([engage@cover-art.ca](mailto:engage@cover-art.ca)) provides direct lines of communication for residents to contact the project team.



### Project Webpage + Feedback Form

A dedicated webpage for MacLean Court ([cover-art.com/maclean-court](https://cover-art.com/maclean-court)) provides an opportunity to learn about the development vision and enables convenient 24-hour access to the most up-to-date proposal information. The webpage includes a feedback form and contact information for the project team and The City.



### Community Information Sharing + Meetings

Information sharing and meetings offered to the Ramsay CA, Heritage Calgary and Ward 9 Councillor's Office through the application process.



### Digital Information Session

Provides community members the opportunity to learn more about the proposal, ask questions, and share feedback.



### Applicant-Led Outreach Summary

Feedback from all outreach methods will be summarized in a Applicant-Led Outreach Summary and responded to thematically by the project team.

# What We Heard & Team Response

Through outreach channels to date, the project team has received feedback directly from four community members, the Ward 9 Councillor's Office, and Heritage Calgary. Further feedback was received at a Digital Information Session. City Administration also shared a summary of feedback they received. The volume of feedback given the project scale can be characterised as low. Five feedback themes have been derived.

## Feedback Themes

- Project Support
- Height, Density, + Fit
- Heritage Commemoration
- Building Design
- Traffic + Parking

## Outreach Timeline

### January 2025: Public Outreach Launch

- Hand-delivered ~120 mailers to neighbours within ~200m of the subject site and placed a sandwich board on-site. Both detailed the proposal, gave contact information, project webpage link, and advertised a digital information session;
- Activated and monitored multiple feedback channels, including email, phone line, and webpage (ongoing);
- Shared project materials, including the Application Brief, Development Permit Drawings, and Transportation Impact Statement with the Ramsay Community Association (RCA), Ward 9 Councillor's Office, and Heritage Calgary, offering meetings.

### January to March 2025

- Ongoing correspondence and direct responses to community members contacting the project team (4 respondents);
- *February 19* Digital Information Session (4 attendees);
- *February 26* Digital Meeting with Heritage Calgary.

### April 2025: Outreach Closure

- Provided outreach closure notification via hand-delivered mailers and updated on-site signage;
- Published Applicant-led Outreach Summary to project webpage for citizen download + review;
- Shared Applicant-led Outreach Summary with City Administration, RCA, Ward 9 Office, and Heritage Calgary;
- Ongoing monitoring of engagement email, phone line, and webpage feedback portal for additional feedback.



## Project Support

### What We Heard

The most commonly heard feedback theme for the Maclean Court proposal was support from community members and groups, with focus on the proposed scale, modern design, and parking supply.

### Team Response

Cover Art and the project team appreciate the support received during community outreach. It is our professional opinion that the MacLean Court application adds modest density meant to blend with existing built forms and will add people in close proximity to daily services and amenities, such as Primary Transit Service, Main Streets, and Calgary's Downtown. The design is meant to complement the eclectic area context and will use high quality materials reflective of its gateway location into Rmasay. The vehicle parking provides enough supply to reduce any concerns of off site parking impacts.



## Height, Density, + Community Fit

### What We Heard

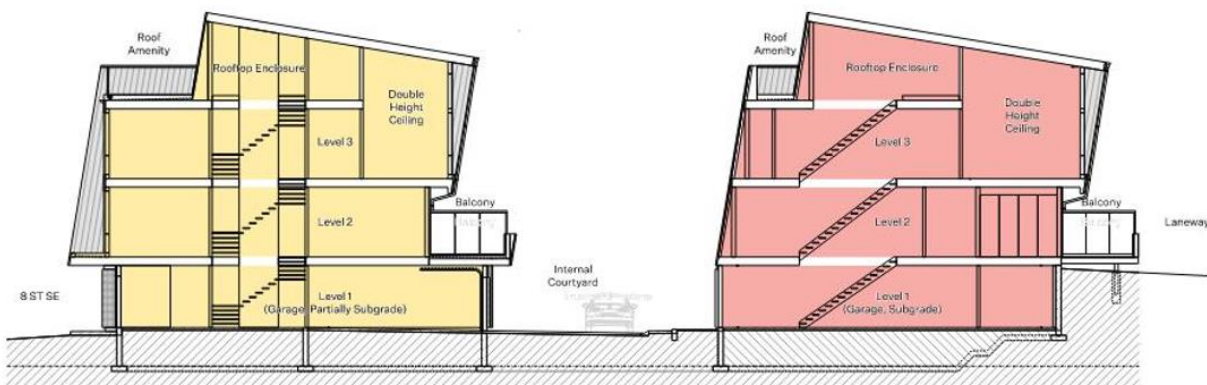
Feedback was received about the appropriateness of the H-GO District being proposed for the site and whether it would fit with the community given the proposed density and scale.

### Team Response

Housing - Grade-Oriented (H-GO) is a contemporary Land Use District meant to fit with low density built forms through grade-oriented design and a contextual building envelope. H-GO is only allowed in the Inner City and in close proximity to a Main Street, current or future LRT service, or BRT/Primary Transit service. These adjacencies are all met by Maclean Court, so H-GO is appropriate from a planning perspective. The H-GO District has a height limit of 12m and density is regulated by a Floor Area Ratio (FAR) of 1.5, meaning the square footage of the proposed buildings can be no larger than 1.5 times the size of the site area.

The site assembly (and all neighbouring properties) are currently designated Residential – Grade-Oriented Infill (R-CG) District. Its maximum height is 11m and density is regulated by a maximum of 75 units per hectare (excluding suites). The size of the land assembly is 0.32 hectares, which allows for up to 24 units and 24 suites, totalling 48 homes.

MacLean Court requires the use of the H-GO District due to a challenging grade condition where the rise from street level to the lane is approximately 1 storey. A regrading exercise will mostly level out the site, placing level 1 of the rear buildings essentially subgrade, meaning the rear yard buildings will effectively measure only 2 storeys. The building design will measure no taller than 12m, 1m taller than the allowable developable height for all neighboring properties. At 20 units, the proposed density is far lower than what is allowable under the current entitlement.



*Note: Design is conceptual and subject to change through the Development Permit submission and review process.*



## Heritage Commemoration

### What We Heard

One community member and Heritage Calgary raised concerns about the loss of the MacLean Residence and how the building would be commemorated in the MacLean Court development proposal.

### Team Response

The MacLean Court land assembly hosts the MacLean Residence (1026 8 ST SE), a historically significant but unprotected heritage building at Ramsay's gateway. Cover Art initially planned to relocate, renovate, and integrate the residence into the development (an approach taken on Cover Art's Black & White redevelopment also in Ramsay), but in this instance it was determined to be financially unfeasible. Instead, Cover Art planned to offer the residence for relocation to any community group or individual that wanted it. However, in December 2024, a furnace failure while tenants were on holiday caused a freeze thaw issue where pipes burst and subsequent flooding and severe damage occurred. The MacLean Residence was determined uninhabitable following this event. The tenants have moved out and the property has now



undergone asbestos abatement and services disconnection. A Demolition Permit (BP2025-03342) has been granted by The City and can proceed at any time. Cover Art's project team will collaborate with The City to ensure that the home is photographed and that materials salvage opportunities are explored in advance of demolition.

The heritage significance of the MacLean Residence lies in its street-oriented massing at the intersection of MacDonald AV SE and 8 ST SE, acting as a gateway building to Ramsay for the past century. MacLean Court has been designed to act as a new gateway building that will greet residents and visitors alike for the coming century. Its design does not emulate the heritage building, but rather celebrates it through street-oriented massing at a limited scale, introduction of residential entries and landscaping at grade in the front yard, and use of high quality materials. Other commemoration efforts associated with the MacLean Residence include the project name that will be prominently displayed on an entry plinth in the front yard, in addition to a plinth near the intersection where the residence currently stands that will contain a commemorative plaque with an image of the building and supporting statement of significance. Plaque content will be determined by project team Architect Hindle through the Development Permit, in collaboration with Heritage Planning and Heritage Calgary.



MacLean Residence (1026 8 ST SE)

## **Building Design**

### **What We Heard**

Questions and comments about building design, materials, and privacy considerations were shared by a community member and discussed during the Digital Information Session.

### **Team Response**

Cover Art plans to deliver a high quality design through its project team Architect Hindle and Landscape Architect Bassett Associates. Top quality, durable building materials including brick, metal panelling, and wood accents have been selected to create a striking building design. Landscaping was chosen with variety and seasonality in mind, drawing from species native to Alberta.

The MacLean Court proposal has been massed within a building envelope that takes neighbouring properties into consideration, achieving a contextually sensitive 3 storey scale. Due to a rear yard regrading exercise, the buildings effectively measure two storeys above grade at the lane as opposed to the allowable three storeys under the H-GO District, reducing sun-shadow and overlooking impacts on neighbours.

Grade-oriented entries and high quality landscaping in the front yard are incorporated to establish a similar front yard condition and residential entry rhythm to other homes on the block. Entries and amenity spaces are oriented to the front yard, internal drive aisle, and lane to reduce overlooking onto neighbours. The central drive aisle entry point also manages vehicle traffic and parking associated with MacLean Court away from neighbours. In the side yards, the buildings have been designed so there are no windows on the northernmost and southernmost elevations, and therefore no overlooking from rooms into neighbouring properties. Rooftop amenity spaces have been designed in the same manner, with stairwells and parapet walls blocking any overlooking onto neighbours. Finally, the space between the two buildings in both side yards will be planted with columnar spruce trees to ensure all season privacy. The building design prioritizes high quality materiality, context and privacy.



## Traffic + Parking

### What We Heard

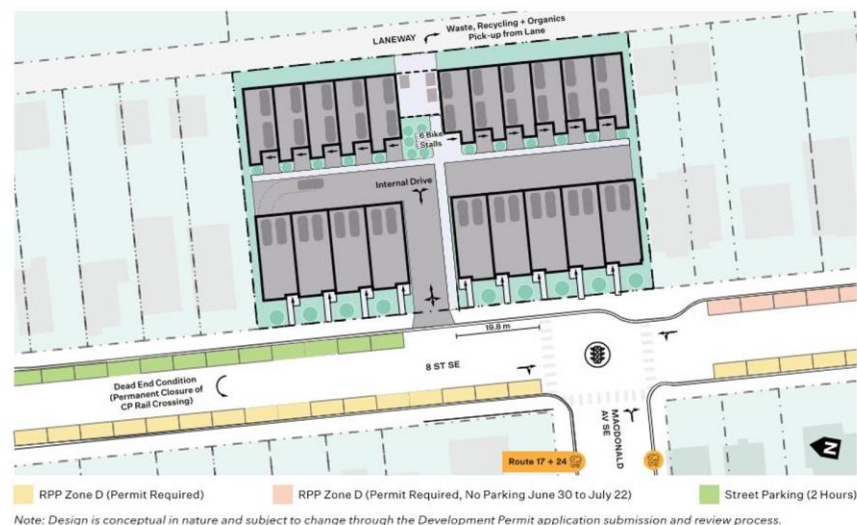
Though not heard in the Applicant Team's outreach process, feedback was provided to The City regarding increased traffic (including during construction) and off site pressure for street parking associated with the MacLean Court proposal.

### Team Response

MacLean Court is located on a block impacted by the permanent closure of the CPKC Rail crossing at 8 ST SE. This change has decreased daily traffic north of MacDonald AV SE by 80% as the dead end cul de sac condition now only serves the residences on the block. MacLean Court is expected to generate 8 additional vehicle trips during peak traffic hours, a negligible increase that will not impact area traffic, leaving significant capacity along 8 ST SE.

Cover Art is committed to responsible city-building and understands the importance of working closely with the community to limit construction-related impacts should approvals for this application be granted. All construction activities (including traffic management strategies and any off site impacts) will be managed through a detailed Construction Management Plan, which is a City of Calgary requirement.

The proposed parking supply at 40 stalls on site is quadruple the bylaw requirement of 10 stalls for the 20 townhomes. This is ample parking to manage off site impacts for residents and visitors, though there is restricted permit parking in place should area residents have concerns with on street parking availability. Buildings with 20 or more units like MacLean Court do not qualify for standard residential permits to park in these restricted areas (\$30/year for first vehicle), but instead inner city market permits, which cost \$900/year per vehicle. This significantly more expensive permit in combination with the adequate on site parking supply will limit on street parking impacts associated with the MacLean Court development proposal.





# PROPOSED

CPC2025-0589  
ATTACHMENT 5

## BYLAW NUMBER 116D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0019/CPC2025-0589)**

\*\*\*\*\*

**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 LOC2025-0019/CPC2025-0589  
BYLAW NUMBER 116D2025**

[illegible]



**Land Use Amendment in Manchester Industrial (Ward 9) at multiple addresses,  
LOC2024-0271**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 1.35 hectares  $\pm$  (3.34 acres  $\pm$ ) located at 203, 209 and 211 – 60 Avenue SW, 220 – 61 Avenue SW, 6120, 6126 and 6130 – 3 Street SW (Plan 379FS, Parcel A; Plan 4880AJ, Block 16; Plan 1923GM, Block 16, Lots 1 to 6) from Direct Control (DC) District to Mixed Used – General (MU-1f6.0h75) District and Mixed Used – General (MU-1f10.0h150) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MAY 22:**

That Council give three readings to **Proposed Bylaw 105D2025** for the redesignation of 1.35 hectares  $\pm$  (3.34 acres  $\pm$ ) located at 203, 209 and 211 – 60 Avenue SW, 220 – 61 Avenue SW, 6120, 6126 and 6130 – 3 Street SW (Plan 379FS, Parcel A; Plan 4880AJ, Block 16; Plan 1923GM, Block 16, Lots 1 to 6) from Direct Control (DC) District to Mixed Used – General (MU-1f6.0h75) District and Mixed Used – General (MU-1f10.0h150) District.

**HIGHLIGHTS**

- The proposed land use amendment would allow for a mixed-use development consisting of commercial and retail uses at grade with residential uses above.
- The proposal would allow for appropriate residential intensification in a transit-oriented development area and aligns with the *Municipal Development Plan* (MDP) and the *Chinook Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would allow for additional housing options for inner-city living with access to transit and would allow for a more efficient use of existing infrastructure.
- Why does this matter? The proposal would enable additional residential densification and promote commercial and employment opportunities in Manchester Industrial.
- A development permit (DP2024-08156) for a mixed use development has been submitted and is under review for the portion of the site proposed as the Mixed Use – General (MU-1f6.0h75) District located on the north and east area of the site.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This application, located in the southwest community of Manchester Industrial, was submitted by B&A Studios on behalf of the landowner, Ontrea Inc. on 2024 November 5. A development permit (DP2024-08156) for a mixed use development has been submitted and is under review for the proposed MU-1f6.0h75 District located on the north and east portion of the site.

The approximately 1.35 hectare (3.34 acre) site encompasses an entire block which is bounded by 61 Avenue SW and 1A Street SW. The parcel is a Transit-Oriented Development (TOD) site and is approximately 160 metres (three-minute walk) west of the Chinook Light Rail Transit (LRT) Station. The subject site has been divided into two distinct areas, each with specific

**Land Use Amendment in Manchester Industrial (Ward 9) at multiple addresses,  
LOC2024-0271**

---

building height and floor area ratio (FAR) modifiers, to support two separate phases of development.

As noted in the Applicant Submission (Attachment 2), the proposed Mixed Use – General (MU-1f6.0h75 and MU-1f10.0h150) Districts would allow for mixed use development in two phases. Phase one would allow for a maximum building height of 75 metres (up to 25 storeys) and a maximum building floor area ratio (FAR) of 6.0, approximately 54,600 square metres, for the north and east portion of the site. Phase two would allow for a maximum building height of 150 metres (up to 50 storeys) and a maximum FAR of 10.0 approximately 44,000 square metres for the southwest portion of the site.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant met with the Ward 9 Councillor Office to introduce the proposal. The Applicant Outreach Summary can be found in Attachment 3.

**City-Led Outreach**

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

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

- shadowing impacts due to the proposed building massing and height;
- the proposed design does not contribute positively to the existing neighbourhood character; and
- lack of active frontage along 61 Avenue SW;

There is no community association for the subject area.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate given its close proximity to a high concentration of commercial amenities and employment opportunities, as well as easy access to local and city-wide transportation options. The building and site design, number of units, shadowing, setbacks driveway access, offsite and onsite transportation considerations as well as waste management will be reviewed at the development permit stage.

**Land Use Amendment in Manchester Industrial (Ward 9) at multiple addresses,  
LOC2024-0271**

---

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

**IMPLICATIONS**

**Social**

The proposed land use district would enable additional housing options and may better accommodate the housing needs of different age groups, lifestyles, and demographics towards fostering an inclusive community. The development of these lands may also enable a more efficient use of land and infrastructure and support surrounding uses and amenities.

**Environmental**

This application does not include any specific actions that address the objectives of the Calgary *Climate Strategy – Pathways to 2050*. Opportunities to enhance the development on this site with applicable climate strategies have been identified and shared with the applicant and will be pursued at the development permit stage.

**Economic**

The proposed land use amendment would enable the development of additional residential dwelling units and commercial spaces within a Major Activity Centre, which may also increase ridership and help create a viable transit-oriented node around the Chinook LRT Station. The proposal would provide opportunities to support local business and employment opportunities within Manchester Industrial and nearby communities.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. **Proposed Bylaw 105D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform



# Background and Planning Evaluation

## Background and Site Context

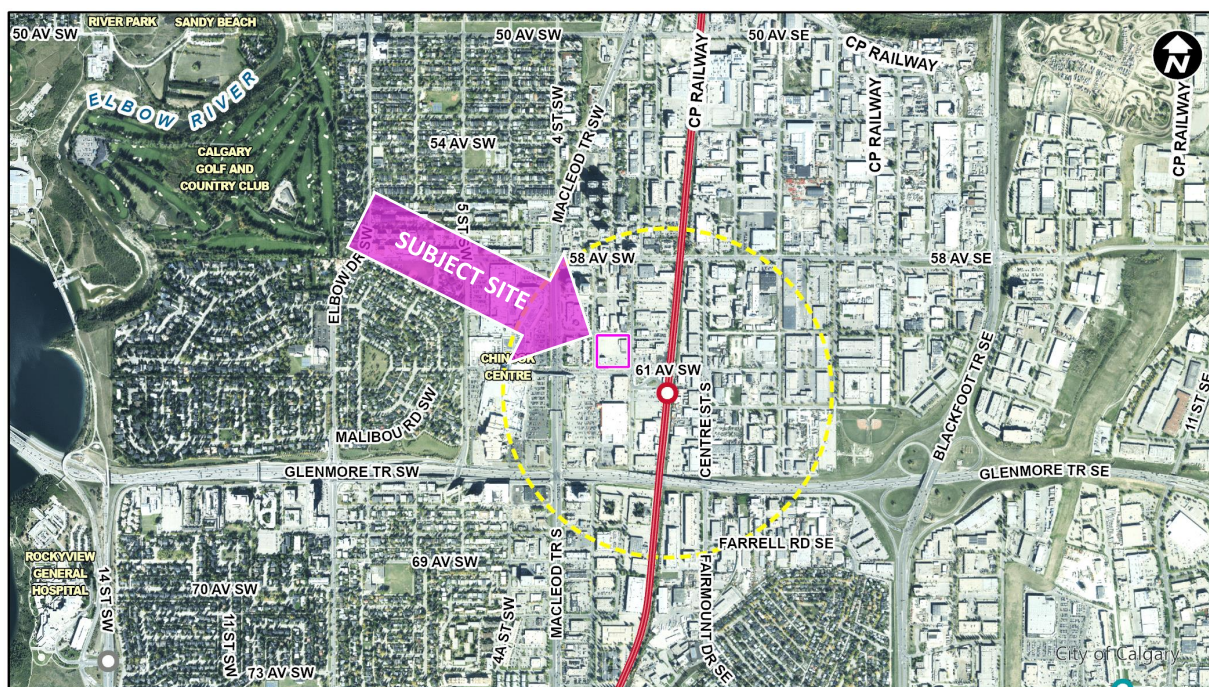
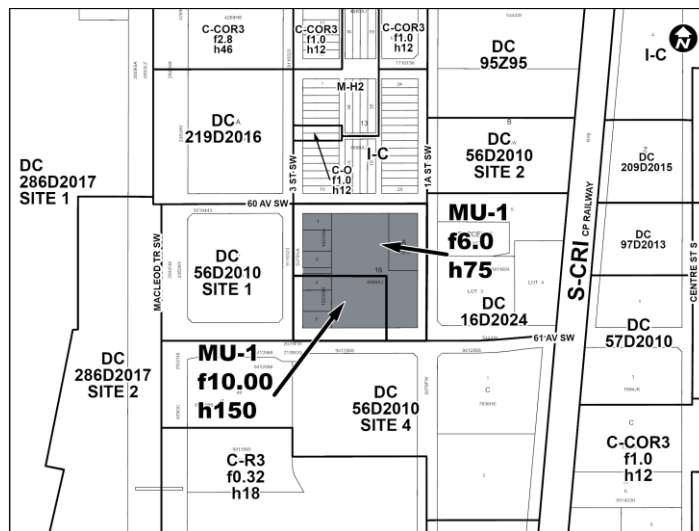
The subject site is located in the southwest community of Manchester Industrial encompassing an entire block which is bounded by 61 Avenue SW and 1A Street SW. The site is approximately 1.35 hectares (3.34 acres) in size and is currently developed with a financial institution at the southwest corner and an industrial building at the northeast corner with a considerable amount of surface parking on the parcel.

Surrounding developments are primarily characterized by single storey commercial developments designated as Direct Control (DC) District ([Bylaw 56D201](#)) to the west and south, and DC District ([Bylaw 16D2024](#)) to the east to accommodate transit supportive and mixed use development with a range of floor area ratios (FAR) and building heights. The parcel to the north is designated as Industrial – Commercial (I-C) District to accommodate light industrial uses with compatible small scale commercial uses.

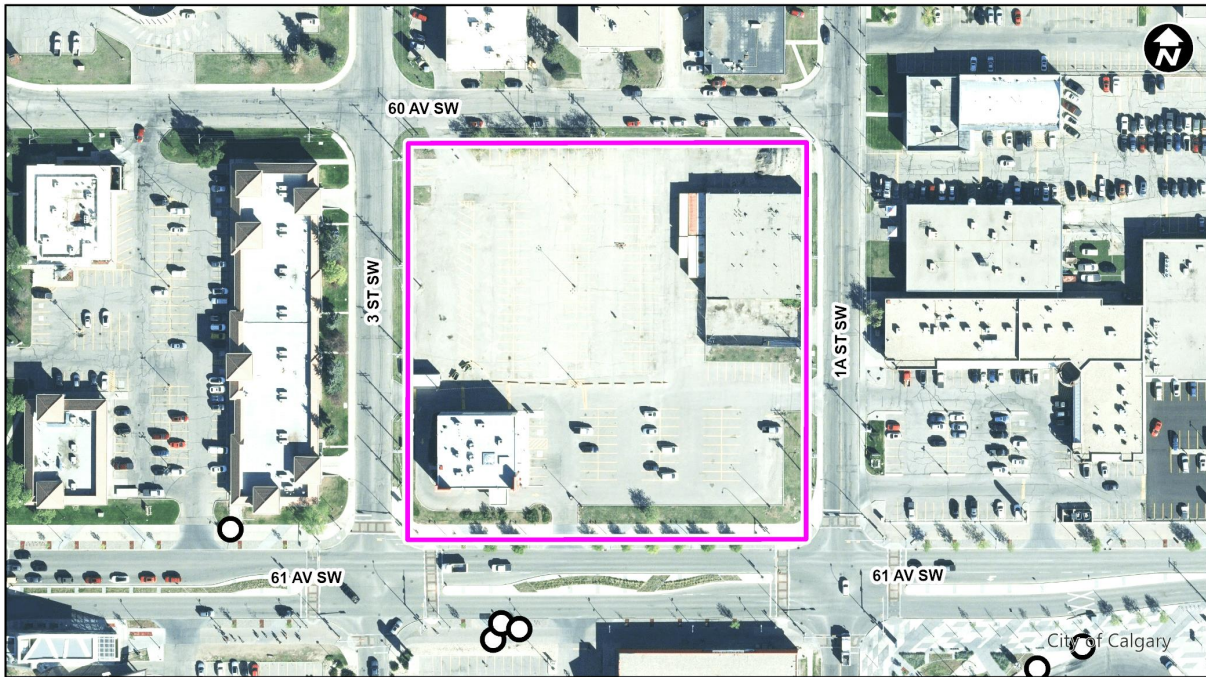
The subject site is in close proximity to a high concentration of commercial amenities and employment opportunities. Cadillac Fairview (CF) Chinook Centre is located approximately 250 metres (a six-minute walk) to the west. Chinook Light Rail Transit (LRT) Station is located approximately 150 metres (a three-minute walk) to the east with access to numerous local and cross-city bus routes including Route 9 (Dalhousie Station/Chinook Station), Route 10 (City Hall/Southcentre), Route 36 (Riverbend), Route 41 (Lynnwood), Route 43 (McKington - Westwinds Station/Chinook Station), Route 81 (Macleod Trail S) and Route 148 (Great Plains Industrial).

## Community Peak Population Table

Not available because the subject area is in an industrial area with no population statistics.







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC District ([Bylaw 98Z2007](#)) is based on the C-3 General Commercial District of Land Use Bylaw 2P80 and accommodates commercial and residential developments with additional rules related to urban design. The maximum FAR is 5.0, increasing to 7.0 when bonusing provisions are provided, and the maximum building height is 90 metres.

The application has divided the subject site into two distinct areas, each with specific building height and FAR modifiers to support two separate phases of development. The proposed Mixed Use – General (MU-1f6.0h75) District and Mixed Use – General (MU-1f10.0h150) District are intended to accommodate a mixed use development over two phases comprising of commercial, retail and residential uses on the ground floor with residential dwelling units above.

The portion to be redesignated to MU-1f6.0h75 is approximately 0.91 hectares in size while the portion to be redesignated to MU-1f10.0h150 is approximately 0.44 hectares in size. The redesignation split corresponds with the Building Scale classification and the Transit Station Area policies (2.5.4.1.b) in the *Chinook Communities Local Area Plan* (LAP). Combined, the proposed land use will allow for a maximum building floor area of approximately 98,600 square metres and the maximum building height will range between 75 metres (up to 25 storeys) and 150 metres (up to 50 storeys).

The MU-1 District is intended to be located along commercial streets where both residential and commercial uses are supported at-grade facing the commercial street. The MU-1 District also responds to local area context by establishing maximum building heights for individual parcels. The proposed MU-1 Districts are appropriate land use districts for the site because they provide a mix use of uses across the site within the Chinook Transit Station Area with high concentrations of amenities and employment opportunities. The Mixed Use – Active Frontage (MU-2) District was also considered, however, MU-2 District requires commercial uses to be located at-grade to promote activity at the street level. The proposed MU-1 District could achieve the same result of an active frontage through the use of Administration's discretion at the development permit stage.

### **Development and Site Design**

If this redesignation is approved by Council, the rules of the proposed MU-1f6.0h75 and MU-1f10.0h150 Districts will provide guidance for future site development including appropriate ground level uses and interface, building configuration, parcel coverage, building massing and height, landscaping, waste management and parking.

Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- articulation of building form and physical appearance;
- appropriate amenity space for the residents;
- ground floor uses and pedestrian-oriented interface along 61 Avenue SW; and
- mitigating shadowing, overlooking, and privacy concerns to adjacent developments.

### **Transportation**

Vehicle access and pedestrian access for the existing southwest portion of the site are available from 3 Street SW and 61 Avenue SW. For the north portion of the site, vehicle access and pedestrian access are anticipated to be from 60 Avenue SW.

Transit service is available within 100 metres (a two-minute walk) on 1A Street SW for Route 9 (Dalhousie Station/Chinook Station) and Route 81 (Macleod Trail S), on 61 Avenue SW for Route 10 (City Hall/Southcentre), Route 36 (Riverbend) and Route 41 (Lynnwood), along Macleod Trail for Route 10 (City Hall/Southcentre), Route 36 (Riverbend), Route 41 (Lynnwood), Route 81 (Macleod Trail S) and Route 148 (Great Plains Industrial). Chinook LRT Station is located approximately 250 metres (a six-minute walk) southeast of the site.

A Transportation Impact Assessment (TIA) has been reviewed and accepted by Administration in support of this application.

### **Environmental Site Considerations**

A Phase 1 Environmental Site Assessment (ESA) was submitted and reviewed by Administration. There are no known outstanding environmental concerns that would prevent support of the subject application.

### **Utilities and Servicing**

Public water, sanitary and storm utilities exist adjacent to the site.

A Sanitary Servicing Study (SSS) was submitted for the site. The SSS confirmed that segments of existing 300 millimetres diameter public sanitary mains are required to be upsized to 450

millimetres diameter mains, as to adequately service the intended development. At the time of development, upgrades will be subject to the terms and conditions of a long form Indemnification Agreement, at the developer's expense.

All development servicing requirements will be determined at the time of development.

## Legislation and Policy

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The [Municipal Development Plan](#) (MDP) identifies the subject site as being within a Major Activity Centre (Map 1: Urban Structure). A Major Activity Centre provides the highest concentration of jobs and population outside of the Greater Downtown area. In addition, the design and character of the Major Activity Centre must also create a high-quality environment that features amenities for a comfortable street environment. The proposed land uses are in alignment with applicable policies in the MDP.

### **Calgary Climate Strategy (2022)**

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

### **Transit Oriented Development Policy Guidelines (2004)**

The [Transit Oriented Development Policy Guidelines](#) (Guidelines) provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide transit riders alike. The proposed land use meets the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing density around transit stations.

### **Chinook Communities Local Area Plan (Statutory – 2025)**

The [Chinook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Flex and Neighbourhood Commercial categories with Active Frontage (Map 3: Urban Form) and with a High (up to 26 storeys) building scale modifier (Map 4: Building Scale). The LAP speaks to a mix of commercial and residential uses that are oriented to the street within the Neighbourhood Flex areas. Neighbourhood Commercial areas encourage supportive commercial uses on the ground floor with active frontage onto the higher activity street with a range of other uses integrated behind or above. A maximum building height of 26 storeys are identified for the subject parcel along 61 Avenue SW, however, the Transit Station Area policies (2.5.4.1.b) allow redevelopment to exceed the maximum building height when certain parameters are met at the development permit stage. The proposed land use is in alignment with applicable policies of the LAP.

# Applicant Submission

2025 February 28

B&A Studios (B&A), on behalf of Cadillac Fairview, is submitting a land use redesignation for 1.35 hectares  $\pm$  (3.33 acres  $\pm$ ) of land located in the community of Manchester Industrial. The subject site is comprised of the entire block bounded by 61 Avenue SW to the south, 1A Street SW to the east, 60 Avenue SW to the north and 3 Street SW to the west. It is ideally located between two significant landmarks, CF Chinook Centre and the Chinook LRT Station along the 61 Avenue SW grand boulevard. The site is located approximately 150 metres from the Chinook LRT Station and is also in close proximity to many bus stops which provide access to local and cross-city bus routes. Commercial amenities and employment opportunities are nearby making this an ideal location for multi-residential development.

The site is currently occupied by a bank in the southwest corner, surface parking and an industrial building in the northeast corner. The existing building on the northeast corner of the site will be demolished to make room for the proposed development. The bank will remain for the foreseeable future but a future phase 2 development has been considered and accounted for in the proposed land use district.

The site is currently designated a Direct Control (DC) District (Bylaw 98Z2007) which is based on Bylaw 2P80's C-3 District and allows for a maximum building height of 90 metres and a maximum floor area ratio (FAR) of 5.0 or 7.0 when bonusing provisions are provided. The DC also contains specific rules for the development, including rules around what uses are allowed at grade and rules related to urban design. Administration determined that there was no ability for the Development Authority to relax any of the rules contained in DC District therefore a land use amendment is required to accommodate the development, as proposed in the concurrent development permit submission.

The proposed Mixed Use - General (MU-1) District is intended to accommodate a mix of residential and commercial uses in a variety of forms and provides for flexibility in maximum building height and density. The proposed land use will support the concurrent development permit for a multi-residential development, will accommodate the existing bank on the site and will allow for the flexibility to add commercial uses in the future. The MU-1 District allows for a wide variety of compatible uses and contains rules to help create a well-designed and attractive pedestrian and transit oriented development.

The subject site has been divided into two distinct areas with different building height and FAR modifiers to accommodate two distinct phases of development. The majority of the site (encompassing the land for the concurrent development permit) is proposing a maximum FAR of 6.0 and a maximum building height of 75 metres and will accommodate the development as proposed. The southwest portion of the site is intended to accommodate a signature point tower and is proposing a maximum FAR of 10.0 and a maximum building height of 150 metres.

The site is located within a Major Activity Centre (MAC) according to Map 1: Urban Structure of the Municipal Development Plan (MDP). The proposed land use meets the policies for MACs within the MDP including achieving a minimum intensity of 200 jobs and population per hectare. A total density of 744 uph is anticipated over both phases which, based on a population of 1.5 people per unit, is equal to a population intensity of 1,116 people per hectare. This project will positively contribute to the overall intensity achieved in the MAC.



# Applicant Outreach Summary

**Please complete this form and include with your application submission.**

**Project name:** 61st AV Residential

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

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

## **Outreach Strategy**

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

The subject site is uniquely located in an active commercial and industrial area, close to the LRT station and within the Manchester Industrial area. The outreach strategy included leveraging The City's Notice Posting and Development Map to inform the public and confirming with The City if any community comments were received. No comments from any community associations or members of the public were received therefore we determined that no further engagement was required. We also met with the area Councillor to introduce the project.

## **Affected Parties**

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

Area Councillor  
The City of Calgary  
General public through Notice Posting

**What did you hear?**

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

No issues or concerns were raised.

**How did input influence decisions?**

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

NA

**How did you close the loop ?**

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

NA

# PROPOSED

CPC2025-0446  
ATTACHMENT 4

## BYLAW NUMBER 105D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0271/CPC2025-0446)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

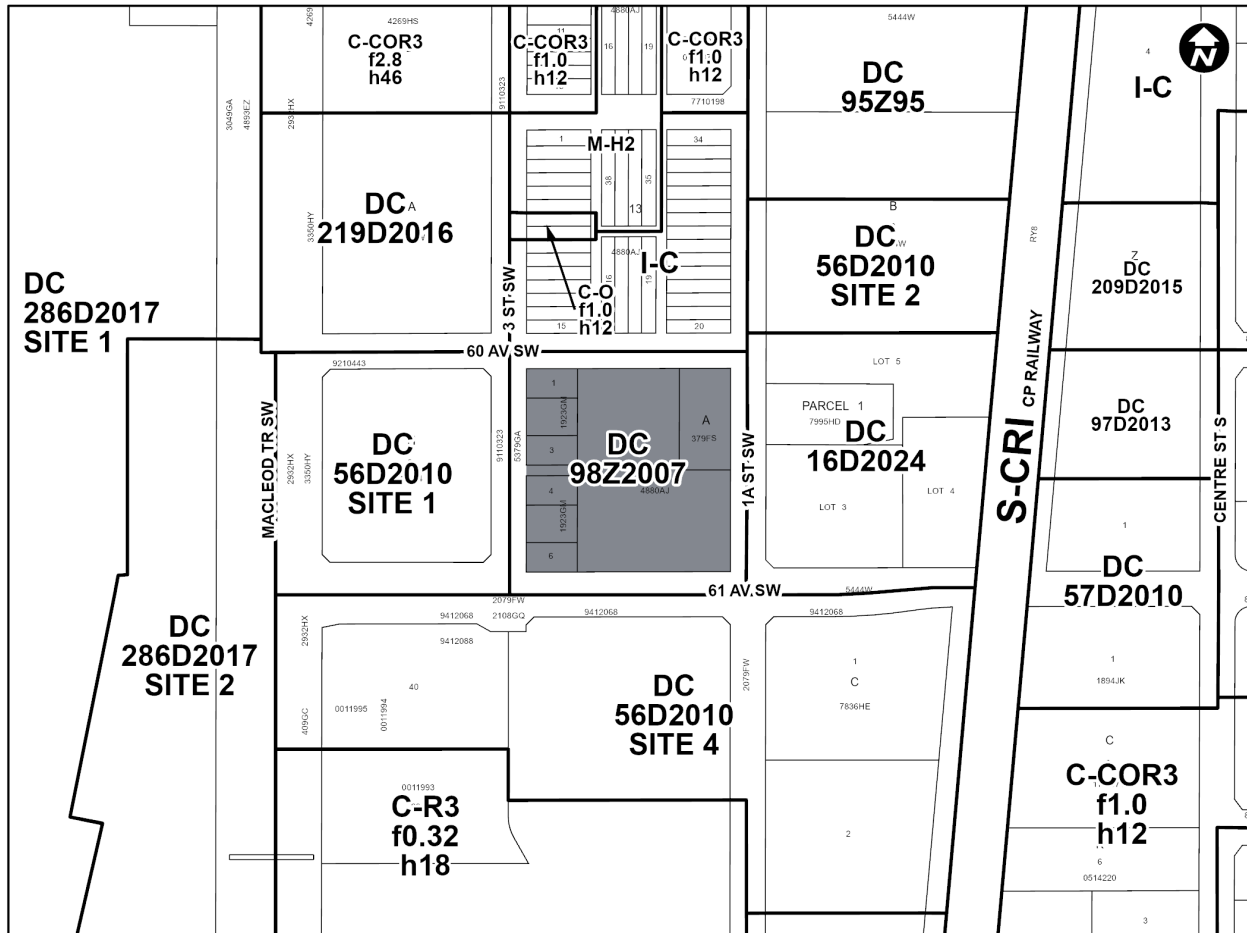
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2024-0271/CPC2025-0446  
BYLAW NUMBER 105D2025

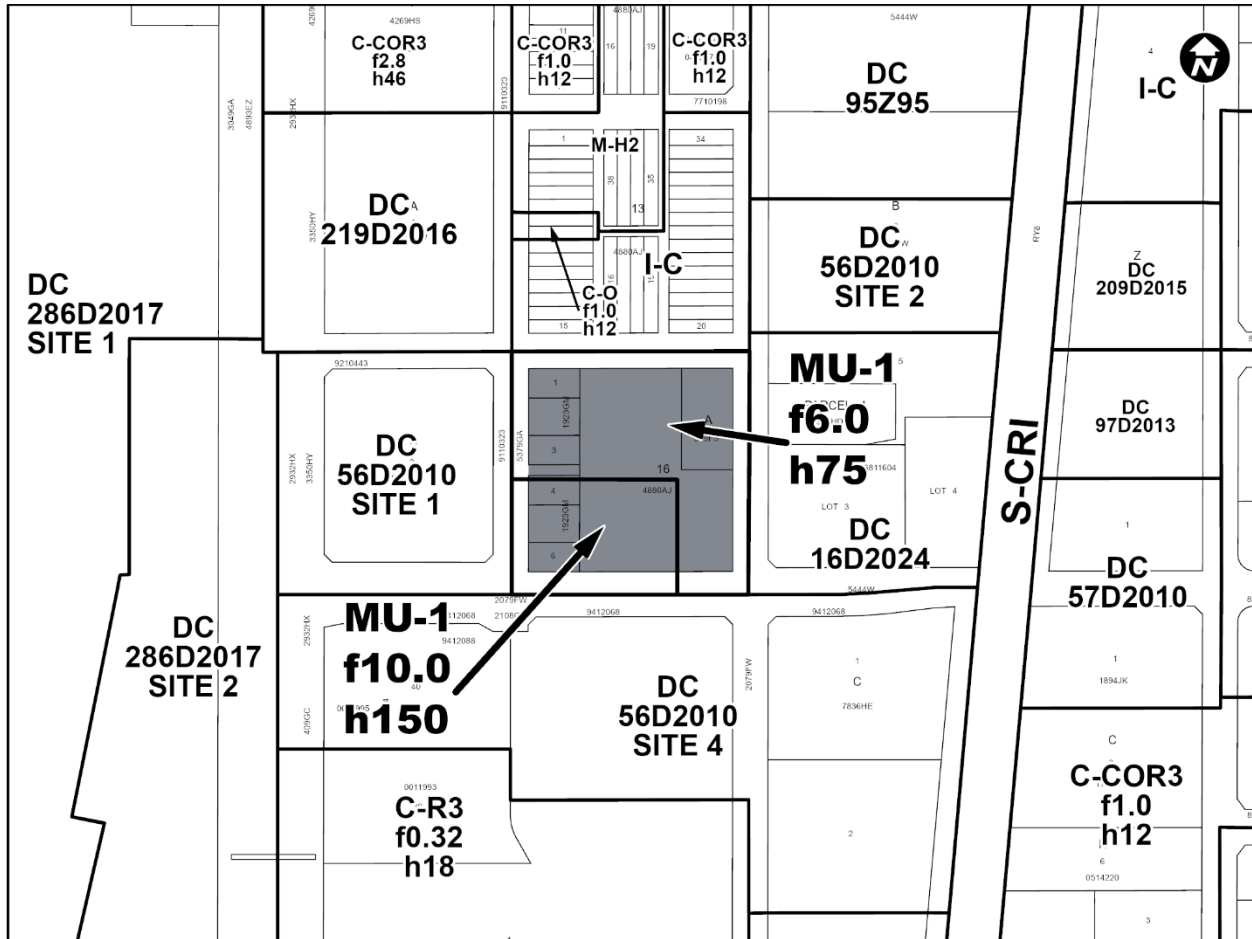
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2024-0271/CPC2025-0446  
BYLAW NUMBER 105D2025

## SCHEDULE B



**Land Use Amendment in Manchester Industrial (Ward 9) at 6100 Macleod Trail SW, LOC2024-0319**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 1.06 hectares  $\pm$  (2.61 acres  $\pm$ ) located at 6100 Macleod Trail SW (Plan 9210444, Block H, Lot 2) from Direct Control (DC) District to Mixed Use – General (MU-1f8.0h110) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 05:**

That Council give three readings to **Proposed Bylaw 114D2025** for the redesignation of 1.06 hectares  $\pm$  (2.61 acres  $\pm$ ) located at 6100 Macleod Trail SW (Plan 9210444, Block H, Lot 2) from Direct Control (DC) District to Mixed Use – General (MU-1f8.0h110) District.

**HIGHLIGHTS**

- The proposed land use amendment would allow for high-density mixed-use development under the Mixed Use – General (MU-1f8.0h110) District.
- The proposal would allow for additional height and health care service uses at grade in a transit-oriented development area, and aligns with the *Municipal Development Plan* (MDP) and the *Chinook Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would allow for additional commercial services in a Major Activity Centre with access to transit and would allow for a more efficient use of existing infrastructure.
- Why does this matter? The proposal would enable additional commercial uses in an existing building and promote commercial and employment opportunities in the Manchester Industrial community.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This application, located in the southwest community of Manchester Industrial, was submitted by T.i. Studios Architecture Inc. on behalf of the landowner, Developments West Corporation, on 2024 December 17. No development permit has been submitted.

The approximately 1.06 hectare (2.61 acre) site encompasses an entire block facing onto Macleod Trail SW and 61 Avenue SW. The parcel is a transit-oriented development (TOD) site within the core zone area of Chinook LRT Station, which is approximately 280 metres (a four-minute walk) east of the site.

As noted in the Applicant Submission (Attachment 2), the land use amendment will increase the maximum height and floor area ratio (FAR), as well as enable a Health Care Service use on the ground floor of an existing building, a location currently not permissible by the existing Direct Control (DC) District (Bylaw 56D2010). The proposed MU-1f8.0h110 District would allow for



## Land Use Amendment in Manchester Industrial (Ward 9) at 6100 Macleod Trail SW, LOC2024-0319

---

mixed-use development up to a height of 110 metres (26 storeys) and a floor area ratio of 8.0, which aligns with the recently approved *Chinook Communities Local Area Plan* (LAP).

At this time, the proposal is to make effective use of existing commercial floor space and redevelopment of the site has not been proposed.

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

### ENGAGEMENT AND COMMUNICATION

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

#### Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. The applicant reached out to 10 landowners of adjacent parcels via mailed letters to inform them of the intended change of use and that no redevelopment is proposed at the present time. The Applicant Outreach Summary can be found in Attachment 3.

#### City-Led Outreach

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

No public comments were received at the time of writing this report. There is no community association in this area.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate given its proximity to a high concentration of commercial amenities and employment opportunities, as well as easy access to local and city-wide transportation options. The land use would also enable future redevelopment in alignment with the LAP.

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

### IMPLICATIONS

#### Social

The proposed land use district would enable a Health Care Service use, in addition to other uses permissible as part of the MU-1 District that will support the needs of different age groups, lifestyles, and demographics towards fostering an inclusive community. The development of

Land Use Amendment in Manchester Industrial (Ward 9) at 6100 Macleod Trail  
SW, LOC2024-0319

---

these lands may also enable a more efficient use of land and infrastructure and support surrounding uses and amenities.

Environmental

This application does not include any specific actions that address the objectives of the Calgary *Climate Strategy – Pathways to 2050*. Opportunities to enhance the development on this site with applicable climate strategies have been identified and shared with the applicant and will be pursued at the development permit stage.

Economic

The proposed land use amendment would enable the effective use of existing commercial floor space and allow for future mixed-use development consistent with the LAP. The site is also within a Major Activity Centre, where redevelopment and investment may also increase ridership and help create a viable transit-oriented node around the Chinook LRT Station. The proposal would provide opportunities to support local business and employment opportunities within Manchester Industrial and nearby communities.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

- 1. Background and Planning Evaluation
- 2. Applicant Submission
- 3. Applicant Outreach Summary
- 4. **Proposed Bylaw 114D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Manchester Industrial. It is a full block bound by 61 Avenue SW to the south, 60 Avenue SW to the north, 3 Street SW to the east and Macleod Trail SW to the west; where it is directly opposite Cadillac Fairview (CF) Chinook Centre. The site is approximately 1.06 hectares (2.61 acres) in size, is developed with a single storey commercial building comprising multiple businesses, two buildings used as restaurants and surface parking in the centre of the parcel.

The existing multi-unit building is occupied by several commercial businesses with a number of vacant units. The rationale underpinning this application for a change of land use to Mixed Use – General (MU-1) District is to increase the maximum height, allowable built floor area, enable a Health Care Service use at ground level and provide flexibility that would support occupation of existing commercial units. The ability to locate Health Care Service at grade is not allowable under the rules of the existing Direct Control (DC) District ([Bylaw 56D2010](#)). All existing uses on the subject site are consistent with the existing DC District, which is based on the Commercial – Corridor 1 (C-COR1) District.

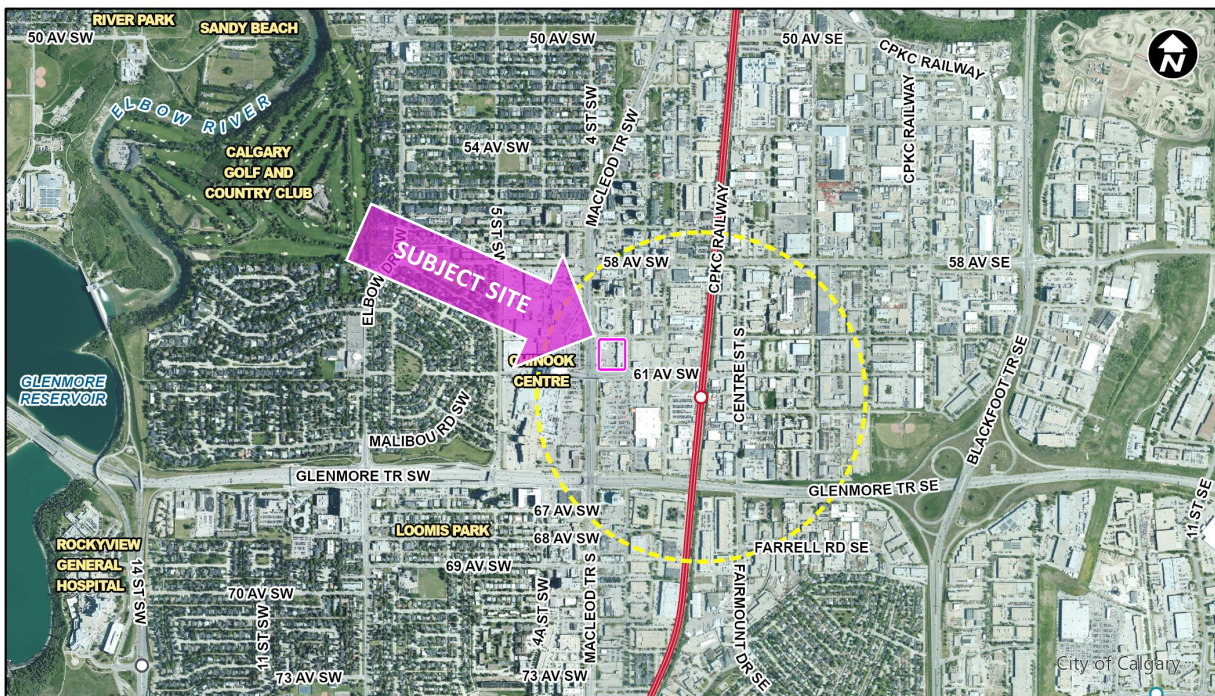
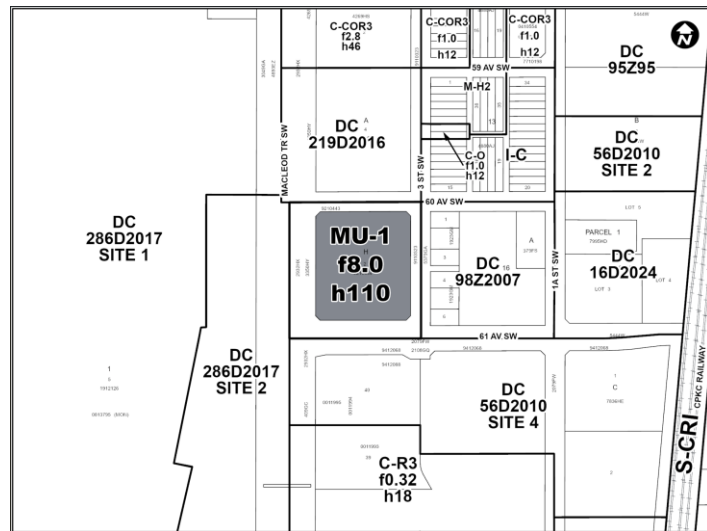
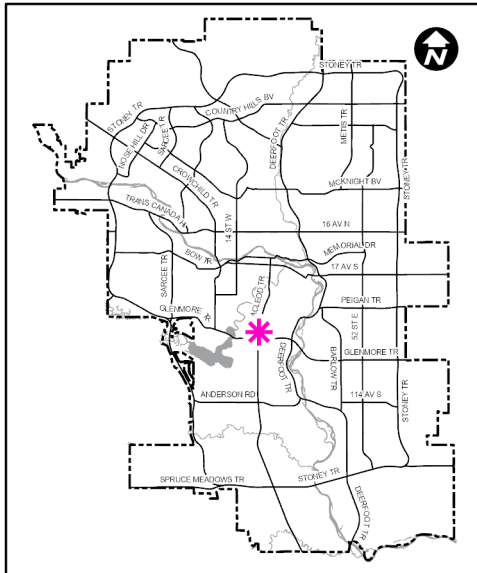
Surrounding developments on the north, east and south are primarily characterized by single storey commercial developments, with the Chinook Centre located to the west, designated as DC Districts based on the C-COR1 and Commercial – Regional 2 (CR-2) Districts.

The subject site is in close proximity to a high concentration of commercial amenities and employment opportunities. Chinook LRT Station is located approximately 280 metres (a four-minute walk) to the east with access to numerous local and cross-city bus routes including Route 9 (Dalhousie Station/Chinook Station), Route 10 (City Hall/Southcentre), Route 36 (Riverbend), Route 41 (Lynnwood), Route 43 (McKnight - Westwinds Station/Chinook Station), Route 81 (Macleod Trail S) and Route 148 (Great Plains Industrial).

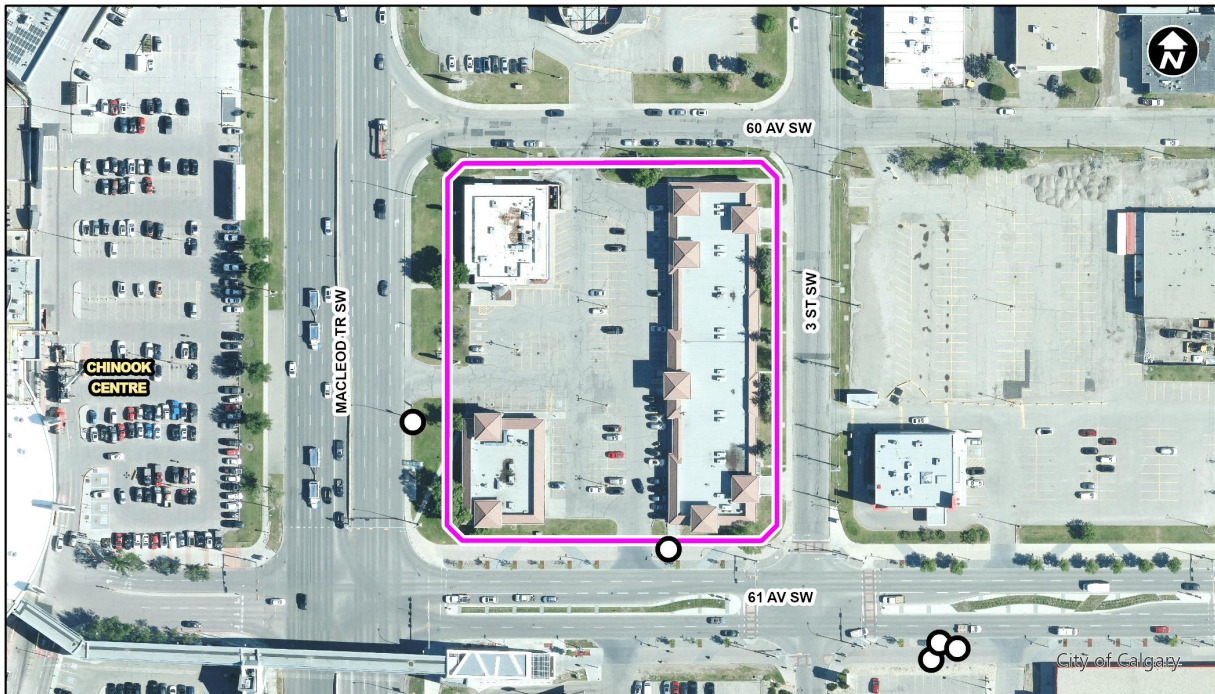
## Community Peak Population Table

Not available because the subject area is in an industrial area.

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC District ([Bylaw 56D2010](#)) is based on the C-COR1 District of Land Use Bylaw 1P2007 that is characterized by commercial developments, with buildings facing the street. The DC District also contains additional rules for use area and restricting uses that do not contribute towards an active frontage on the ground floor. This includes Health Care Service (formerly defined as Medical Clinic). The existing maximum allowable building height is 90 metres with minimum and maximum floor area ratios (FAR) defined depending on the uses proposed.

The proposed MU-1f8.0h110 District is intended to be located along commercial streets where both residential and commercial uses are supported at grade facing the commercial street. The MU-1 District also responds to local area context by establishing maximum building heights for individual parcels. The proposed MU-1 District is an appropriate land use district for the site as it enables a mix use of uses across the site within the Chinook Transit Station Area with high concentrations of amenities and employment opportunities. More specifically, the use of Health Care Service within the existing building at ground level is appropriate given the active frontage is set back by approximately 80 metres from both the Neighbourhood Commercial (Macleod Trail SW) and Neighbourhood Flex (61 Avenue SW) areas identified in the *Chinook Communities Local Area Plan* (LAP). The building height modifier of 110 metres aligns with the

High building scale (up to 26 storeys) identified in the LAP. The floor area ratio (FAR) of 8.0 will provide flexibility for the floorplates to support a variety of uses allowable under the rules of the MU-1 District and contribute towards the objectives set out in the LAP. Overall, the proposal supports redevelopment of this site in the future and is aligned with the policies of the LAP.

### **Development and Site Design**

Redevelopment of the site is currently not proposed. However, if this redesignation is approved by Council, the rules of the proposed MU-1f8.0h110 District will provide guidance for future site development including appropriate ground level uses and interface, building configuration, parcel coverage, building massing and height, landscaping, waste management and parking.

### **Transportation**

Pedestrian access to the site is available from Macleod Trail SW, 60 Avenue SW, 61 Avenue SW and 3 Street SW.

There are no cycling facilities immediately adjacent to the site though one is recommended as per the Always Available for All Ages and Abilities (5A) Network on 61 Avenue SW and another on the west side of Macleod Trail SW.

The area is well served by Calgary Transit Route 10 (City Hall/Southcentre), immediately adjacent to the site on Macleod Trail SW. The subject site is also approximately 300 metres (a five-minute walk) northwest from the Chinook LRT Station and bus loop which services Routes 9 (Dalhousie Station/Chinook Station), 10 (City Hall/Southcentre), 36 (Riverbend), 41 (Lynnwood), 43 (McKnight – Westwinds Station/Chinook Station), 81 (Macleod Trail S) and 148 (Great Plains Industrial).

On-street parking is restricted on Macleod Trail SW and 61 Avenue SW but is available on both sides on 60 Avenue SW as well as 3 Street SW.

Direct vehicular access to the site is available from Macleod Trail SW, 60 Avenue SW, 61 Avenue SW and 3 Street SW.

Neither a Transportation Impact Assessment nor a Parking Study was required for this application.

### **Environmental Site Considerations**

At the time of development, a Phase 1 Environmental Site Assessment (ESA) will be required, for review and acceptance, to the satisfaction of Administration. No significant outstanding environmental concerns have been identified.

### **Utilities and Servicing**

Public water, sanitary and storm utilities exist adjacent to the site. Development servicing requirements are/will be determined at the time of development.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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



### **Municipal Development Plan (Statutory – 2009)**

The [Municipal Development Plan](#) (MDP) identifies the subject site as being within a Major Activity Centre (Map 1: Urban Structure). A Major Activity Centre provides the highest concentration of jobs and population outside of the Greater Downtown area. In addition, the design and character of the Major Activity Centre must also create a high-quality environment that features amenities for a comfortable street environment. The proposed land use is in alignment with applicable policies in the MDP.

### **Calgary Climate Strategy (2022)**

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

### **Chinook Communities Local Area Plan (Statutory – 2025)**

The [Chinook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Commercial and Neighbourhood Flex categories with Active Frontage identified along 61 Avenue SW (Map 3: Urban Form) and with a High building scale modifier (Map 4: Building Scale), which allows for up to 26 storeys. The LAP speaks to a mix of commercial and residential uses that are oriented to the street within the Neighbourhood Flex areas.

Neighbourhood Commercial areas are supportive of commercial uses on the ground floor with active frontage onto the higher activity street with a range of other uses integrated behind or above. A maximum building height of 26 storeys is identified for the subject parcel, however, the Chinook Transit Station Area policies (2.5.4.1.b) allow redevelopment to exceed the maximum building height if it achieves specific provisions as outlined in the policy. The proposed land use is in alignment with applicable policies of the LAP.

# Applicant Submission



March 17, 2024

Mr. Jack Green, Senior Planner  
Community Planning  
The City of Calgary Mail Code #8032

P.O. Box 2100, Station M  
Calgary, Alberta T2P 2M5

Dear Jack Green,

## Land Use Application for 6100 Macleod Trail SW

This land use redesignation application, submitted by T.I. Studios Architecture Inc. on behalf of Developments West Corporation, is to redesignate the parcel located at 6100 Macleod Trail SW from Direct Control Bylaw 56D2010 to Mixed Use – General District MU-1 h110 to implement the Chinook Communities Local Area Plan and to allow for more leasing opportunities for ground floor of the existing buildings.

### Purpose

The owner has a potential Health Services tenant who would occupy space within the existing building located on the easterly portion of the parcel. The current Direct Control Bylaw restricts Health Services uses from locating on the ground floor of a building, nor does it allow the Development Authority to vary any of the development guidelines prescribed in the DC Bylaw.

Through this land use amendment, the owner would be able to implement the policies of the Chinook Transit Station Area - Core Zone by allowing for the Mixed Use – 1 land use designation thereby enabling future redevelopment of the subject parcel while enabling Health Services uses to be located on the main floor of the existing buildings.

### Parcel Description

The subject parcel is located at 6100 Macleod Trail SW on Plan 9210444, Block H Lot 2. The parcel is 10,559 sq. metres in area (1.05 ha). It is located with the Chinook LRT area and the industrial area of Manchester.



The parcel fronts onto Macleod Trail SW. The parcel is surrounded by roads on all four sides: Macleod Trail to the west, 60 Av to the north, 3<sup>rd</sup> Street, and 61 Av to the south. The dimensions of the parcel are approximately 101 metres (north/south axis) and 87 metres (east/west axis).

There are three single-storey buildings which were constructed in 1991 located on the parcel. The two smaller buildings are located on the westerly corners of the parcel and are currently occupied by restaurants and small retail. The longer and larger building is located on the eastern half of the parcel and extends the entire length of the parcel from north to south.

There is underground parking located under the easterly building with access off of 3<sup>rd</sup> Street. There is surface parking located between the three buildings.

#### Context

- To the north: 60 Ave and small strip shopping centre designated DC219D2016.
- To the east: 3<sup>rd</sup> Street and bank and small retail building designated DC98Z2007. An application to amend the land use to MU-1 is currently under review.
- To the south: 61 Ave and a bank, large big-box retail stores including Staples and Home Depot designated DC56D2010 site 4. An application to amend the land use is under review.
- To the west: Macleod Trail and Chinook Shopping Centre designated 286D2017 Site 2

Two blocks to the east is the Chinook LRT Station for the Red Line LRT system.

#### Policy

The policy direction for the Chinook Transit Station Area is undergoing review through the Chinook Communities Local Area Plan. This Local Area Plan will be considered by City Council in April, 2025.

The subject parcel is located within the Chinook Transit Station Area – Core Zone and directly fronts onto Macleod Trail and 61st Avenue SW. The subject parcel has an Urban Form of Neighbourhood Commercial with a Building Scale of High. The intent of the policy is to allow for buildings that would have a maximum of 26 storeys and other design elements that orient buildings and uses onto 61st Avenue SW.

The maximum building height would be 110 metres to accommodate a 26 storey building. The policy is designed for redevelopment of the existing parcel and would allow for a much higher density and building form than currently exists.



### Conclusion

Developments West Corporation respectfully requests approval of the redesignation of the subject parcel to Mixed Use – General Land Use District MU-1 with a building height modifier of 110 as this is the most appropriate land use district to allow for the implementation of the Chinook Communities Local Area Plan.

# Applicant Outreach Summary

2024 December 19



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

**Project name:** 6100 Macleod Trail SW

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

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

### Outreach Strategy

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

Ten landowners of adjacent parcels (through Title Searches) have been contacted via mailed letters, as of Wednesday May 21, 2025.

This letter notified them of the LUA application and the scope of work (change from DC to MU-1), and that the scope of the proposed land use amendment does not involve any physical changes to the existing building.

The purpose of the land use district is to add a medical use on the main floor of the existing building located on the eastern portion of the subject parcel.

### Affected Parties

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

No parties will be affected by this proposed land use amendment.

Adjacent landowners were contacted.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

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

No responses yet.

### How did input influence decisions?

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

No responses yet.

### How did you close the loop ?

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

No responses yet.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



# PROPOSED

CPC2025-0462  
ATTACHMENT 4

## BYLAW NUMBER 114D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0319/CPC2025-0462)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

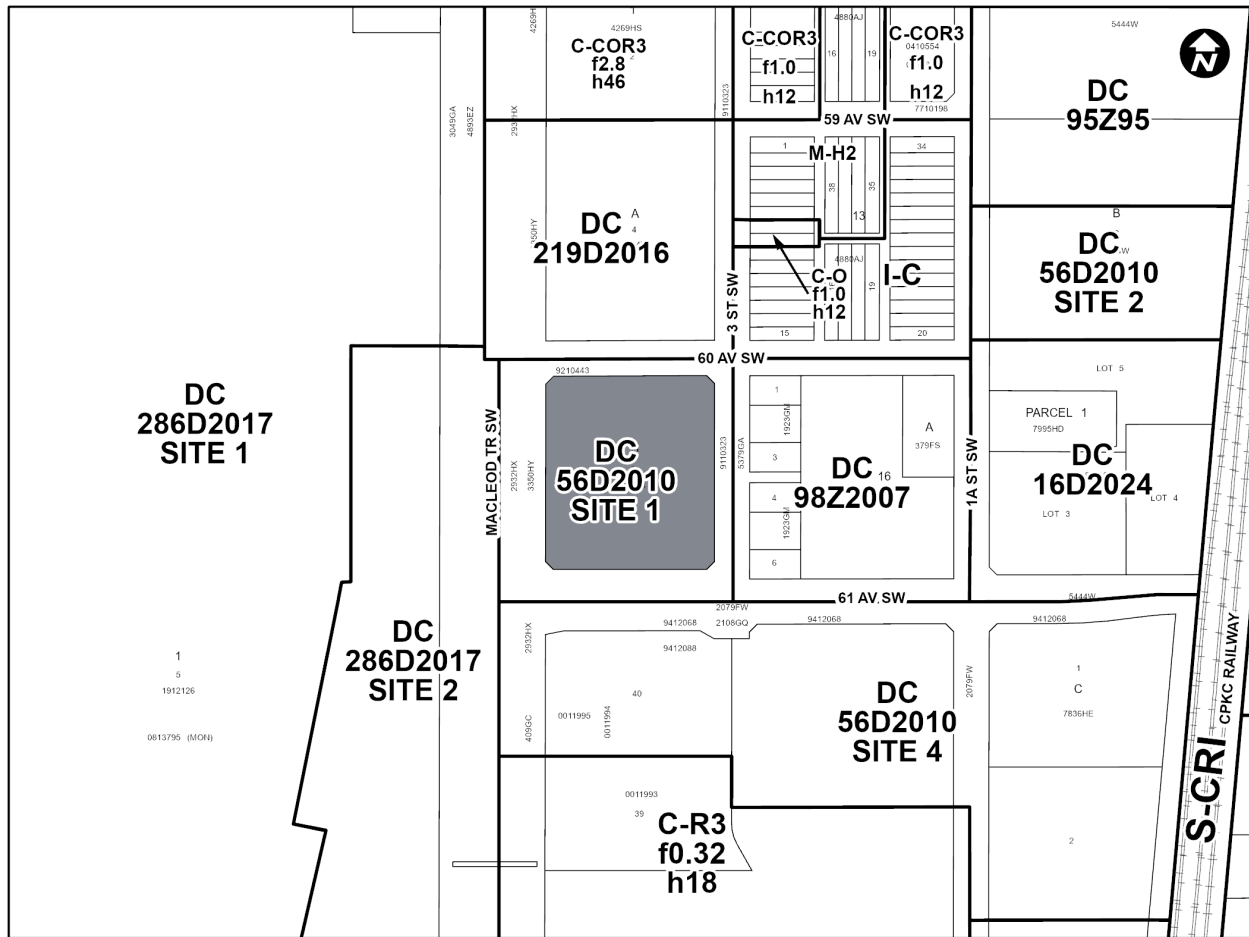
READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

**AMENDMENT LOC2024-0319/CPC2025-0462  
BYLAW NUMBER 114D2025**

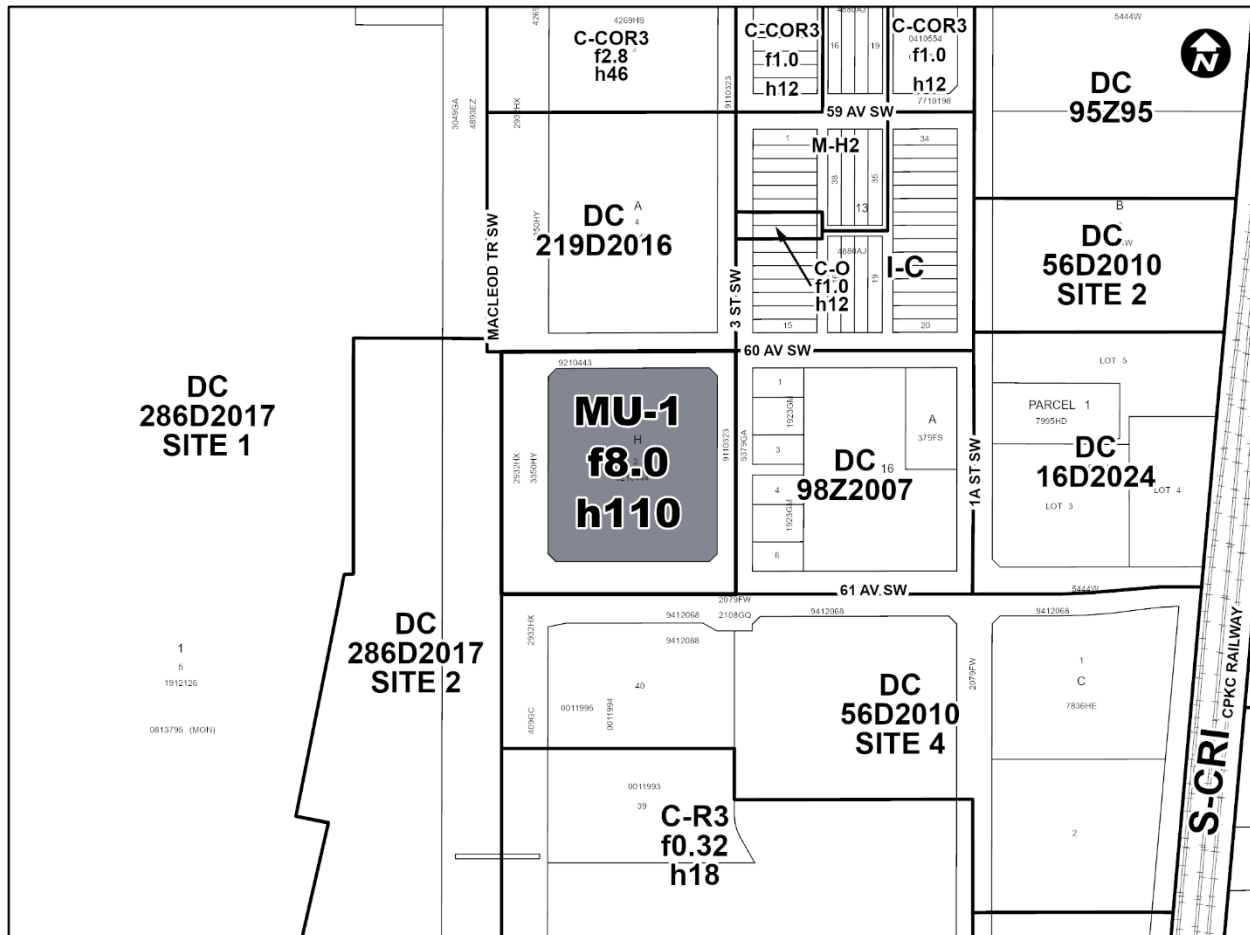
**SCHEDULE A**



# PROPOSED

AMENDMENT LOC2024-0319/CPC2025-0462  
BYLAW NUMBER 114D2025

## SCHEDULE B



**Land Use Amendment in Manchester (Ward 9) at 4336 and 4344 Macleod Trail SW,  
LOC2024-0235**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 1.11 hectares  $\pm$  (2.74 acres  $\pm$ ) located at 4336 and 4344 Macleod Trail SW (Plan 9212019, Block 1, Lots 22A and 27A) from Direct Control District (DC) District to Mixed Use – General (MU-1f8.0h90) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MAY 8:**

That Council give three readings to **Proposed Bylaw 99D2025** for the redesignation of 1.11 hectares  $\pm$  (2.74 acres  $\pm$ ) located at 4336 and 4344 Macleod Trail SW (Plan 9212019, Block 1, Lots 22A and 27A) from Direct Control District (DC) District to Mixed Use – General (MU-1f8.0h90) District.

**HIGHLIGHTS**

- This land use amendment application seeks to redesignate the subject property to allow for street-oriented mixed-use development of up to 26 storeys.
- The proposal allows for higher density development near the 39 Avenue LRT Station and aligns with the applicable policies of the *Municipal Development Plan* (MDP) and the *Chinook Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This proposal would allow more housing options and commercial use within an established area with access to alternative transportation modes and allow for more efficient use of existing infrastructure.
- Why does this matter? The proposal would provide additional housing and commercial options in the area with convenient access to transit and a wide range of community amenities.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding the proposal.

**DISCUSSION**

The subject site is located in the southwest community of Manchester. The application was submitted by B&A Studios on behalf of the landowner, Lansdowne Equity Ventures Ltd., on 2024 September 17. No development permit has been submitted at this time. As noted in the Applicant Submission (Attachment 2), the intent is to provide a transit-oriented development that locates a higher density mixed-use development near the primary transit network, commercial amenities, open space and employment lands of the area. The proposed Mixed Use – General (MU-1f8.0h90) District would allow for a mixed-use development at a maximum building height of 90 metres, or up to 26 storeys.

The approximately 1.11 hectares (2.74 acres) site is located midblock on Macleod Trail SW between 42 Avenue SW to the north and 46 Avenue SW to the south. The site is well served by

**Land Use Amendment in Manchester (Ward 9) at 4336 and 4344 Macleod Trail SW,  
LOC2024-0235**

---

Calgary Transit and the site is located approximately 600 metres (a 10-minute walk) south of the 39 Avenue LRT station.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. The applicant's outreach relied on the City of Calgary's standard notice posting, letters to adjacent residents and information on the City's online Development Map. After the initial comment period, the applicant reached out to the Parkhill Community Association (CA) to discuss their letter of opposition and to offer a meeting. The applicant provided responses to the CA's questions. The Applicant Outreach Summary can be found in Attachment 3.

**City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published [online](#). Notification letters were also sent to adjacent landowners. Administration received one letter of opposition from the public. The letter of opposition included the following areas of concern:

- height out of scale;
- shadowing impact on Stanley Park and community fields; and
- parking impact to the Stanley Park/Parkhill/Elboya neighbourhood.

The CA provided a letter of opposition on 2024 May 12 (Attachment 4), noting concerns over height, massing, traffic and parking.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposed land use, including the intended district and associated modifiers, are in alignment with the MDP and LAP regarding density, height and location considerations. The anticipated parking and traffic safety impacts, relevant to the proposed land use application, have been considered and are acceptable. Matters relating to precedent setting, property value, construction phase impacts and market demand for specific uses are not planning considerations and therefore were not considered in the assessment of this land use application. The building and site design, number of units, traffic safety and on-site parking considerations will be reviewed and determined at the development permit stage.

**Planning and Development Services Report to  
Calgary Planning Commission  
2025 May 08**

**ISC: UNRESTRICTED  
CPC2025-0389  
Page 3 of 3**

**Land Use Amendment in Manchester (Ward 9) at 4336 and 4344 Macleod Trail SW,  
LOC2024-0235**

---

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

**IMPLICATIONS**

**Social**

The proposal enables the continuation of higher density residential and commercial in the community of Manchester and provides for diversification of housing choice and opportunity for mixed-use development.

**Environmental**

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

**Economic**

The proposed land use amendment would enable the development of residential dwelling units and commercial space. The proposal would allow housing and employment opportunities within Manchester and the surrounding communities and would support local businesses.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response
5. **Proposed Bylaw 99D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform



# Background and Planning Evaluation

## Background and Site Context

The subject site is comprised of two adjoining parcels located in the northern edge of the community of Manchester, and adjoining the eastern edge of the community of Parkhill. The site is located midblock bordered by Macleod Trail SW to the west, 42 Avenue SE to the north, 1 Street SE to the east and 46 Avenue to the south. The Manchester Industrial area is located to the east of the Light Rail Transit (LRT) and Canadian Pacific Kansas City Railway (CPKC) tracks. The closest residents are located across Macleod Trail SW to the west. The site is approximately 1.11 hectares (2.74 acres) in size and is approximately 114 metres wide by 99 metres deep. The site is currently developed with a single storey commercial building containing restaurants and a fitness centre. A significant amount of surface parking surrounds the commercial building and there is existing vehicle and pedestrian access from Macleod Trail SW. Vehicular access is provided on the east side through a rear lane.

Surrounding development is largely characterized by commercial development. Parcels designated Commercial – Corridor 3 f3.0h46 (C-COR3f3.0h46) District are located directly to the north and south and another parcel designated Industrial – Commercial (I-C) District is located to the north. A parcel designated Direct Control (DC) District based on the Commercial – Corridor 2 f3.0h30 (C-COR2f3.0h30) District is located to the west across Macleod Trail SW. The residential community of Parkhill is located further west of Macleod Trail SW.

The site benefits from a close proximity (approximately 600 metres, about a 10-minute walk) to the 39 Avenue LRT Station. The site is within 1,500 metres (a 20-minute walk) of Elboya School and Saint Anthony School. Stanley Park, the Parkhill Stanley Park Community Hall and playing fields are within 500 metres (an eight-minute walk) of the site. Elboya Park is 1,100 metres (a 16-minute walk) away.

## Community Peak Population Table

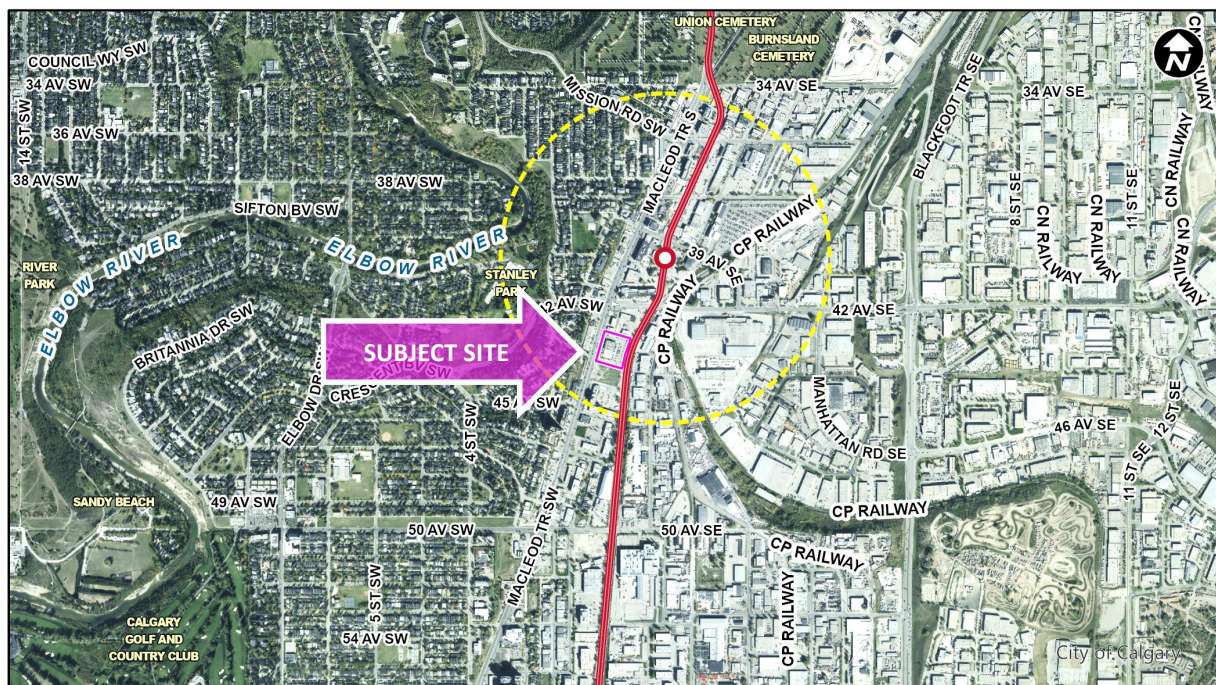
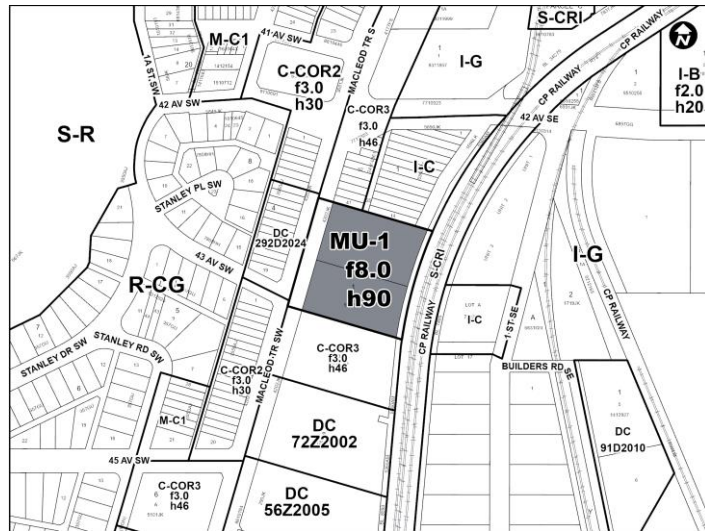
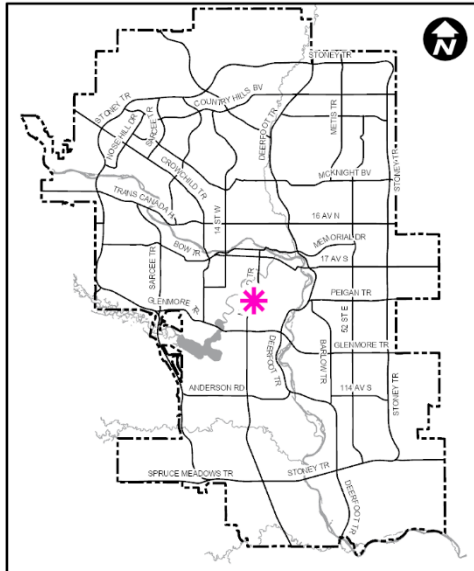
As identified below, the community of Manchester reached its peak population in 2014.

<b>Manchester</b>	
Peak Population Year	2014
Peak Population	1332
2019 Current Population	1025
Difference in Population (Number)	-307
Difference in Population (Percent)	-23%

Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC District ([Bylaw 8Z91](#)) is based on the C-3 General Commercial District of Land Use Bylaw 2P80. This district allows for a maximum height of 46 metres and a variety of commercial units as well as dwelling units.

The proposed Mixed Use – General (MU-1f8.0h90) District is intended to accommodate a mix of residential and commercial uses in the same building or in multiple buildings. The proposed district with the height modifier of 90 metres, would allow a maximum building height of 26 storeys and is designed to be adjacent to and accommodate a wide variety of compatible uses with specific rules for setbacks and maximum heights at the shared property line or lane. The proposed land use will allow for a maximum building floor area of approximately 88,525 square metres through a floor area ratio (FAR) modifier of 8.0.

### Development and Site Design

If this application is approved by Council, the rules of the MU-1 District and the *Chinook Communities Local Area Plan* (LAP) will provide guidance for the design of the development, including appropriate building height and floor area. Additional items that will be considered through the development permit include, but are not limited to, providing an appropriate interface with the adjacent pathway that runs north south along the rear of the site.

**Transportation**

The site is well-served by Calgary Transit with the 39 Avenue LRT Station approximately 600 metres (a 10-minute walk) northeast of the site, and a bus stop providing service to Route 10 (City Hall/ Southcentre) to the south. Pedestrian access to the site is available from existing sidewalks along MacLeod Trail South. On-street parking is not available and will have to be accommodated on-site. Vehicular access to the site is via MacLeod Trail SW as well as the lane just west of the LRT (Red Line). Neither a Transportation nor a Parking Study was required for this application.

**Environmental Site Considerations**

The site was formerly a service station and has a history of petroleum hydrocarbon contamination. An Environmental Site Assessment (ESA) Phase 1 report was submitted by the applicant. No significant concerns were identified to prevent support of the proposed land use amendment. Prior to any decision on a future development permit for the site, the applicant must address all recommendations made in the ESA Phase 1 report. This includes the submission of an ESA Phase 2 report for review and acceptance by Administration.

**Utilities and Servicing**

Public water, sanitary and storm utilities are available. Specific details of site servicing, stormwater management and waste and recycling management will be reviewed in detail through the future development permit application.

## Legislation and Policy

**South Saskatchewan Regional Plan (2014)**

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

**Municipal Development Plan (Statutory – 2009)**

The [Municipal Development Plan](#) (MDP) identifies the site as an Urban Main Street on the Urban Structure Map (Map 1). The proposal is consistent with the General policies for Main Streets (Section 3.4.1) and Urban Main Street policies (Section 3.4.2). The MDP's City-wide policies (Section 2) and specifically Section 2.2, Shaping a More Compact Urban Form, provides direction to encourage transit use, making optimal use of transit infrastructure and improve the quality of the environment in communities. The goals of these policies are to direct future growth of the city in a way that fosters a more compact and efficient use of land, create complete communities, allow for greater mobility choices, and enhance vitality and character in local neighborhoods with transit-oriented development. A key policy of the MDP is to accommodate 50 percent of future population growth over the next 60-70 years within the City's Developed Areas. The proposed land use is in alignment with the applicable policies in the MDP.

**Calgary Climate Strategy (2022)**

This application proposes a density increase and the implementation of transit-oriented development, which aligns with 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 with the development permit application.

**The Chinook Communities Local Area Plan (Statutory – 2025)**

The [Chinook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighborhood Flex Urban Form category. The location of the site within 600 metres of the existing

39 Avenue LRT Station, as well as just outside the 600 metres of the proposed 50 Avenue LRT Station, puts the subject site within the High (up to 26 stories) Building Scale category. Neighborhood Flex areas are characterized by a mix of commercial and residential uses. Buildings are oriented toward the street with units that may accommodate commercial, office, institutional, recreational or residential uses. Neighborhood Flex categories are applied to areas that are commercially oriented, or in areas where commercial development would be appropriate, but is not required. Either commercial or residential uses are appropriate on the ground floor facing the street, and the public realm should be designed to support moderate to high volumes of pedestrians.

The subject site also falls within the 39 Avenue Transit Station Transition Zone, meaning that there is an expectation that any future development should provide for a high-quality public space which enhances the transit interface and creates a well-defined street wall. Development in Transition Zones should not include vehicle-oriented uses and vehicle access should be located to reduce conflicts with pedestrian movement. Development in Transition Zones should activate the lane and should provide connections to adjacent mobility infrastructure to support a comfortable and safe pedestrian and cycling experience. The proposed land use amendment is in alignment with the applicable policies of the LAP.

# Applicant Submission



## Applicant's Submission

March 14, 2025

On behalf of Lansdowne Equity Ventures, B&A Studios is pleased to submit a land use amendment for 4336 and 4344 Macleod Trail SW from a Direct Control District based on Bylaw 2P80's Commercial General C-3 District to the Mixed-Use - General (MU-1) District.

The subject site is located in the community of Manchester in close proximity to primary transit, commercial amenities, open space and employment lands. The site is currently developed with a single storey commercial building containing restaurants and a fitness centre. A significant amount of surface parking surrounds the commercial building and there is existing vehicle and pedestrian access from Macleod Trail S. Vehicle access is also provided on the east side through a rear lane.

The proposed MU-1 District is intended to accommodate a mix of residential and commercial uses in the same building or in multiple buildings. A proposed height modifier of 90 metres and a proposed FAR modifier of 8.0 will allow for the site to reach its full potential in close proximity to an LRT station. These modifiers also align with the Building Scale map in the Draft Chinook Communities LAP which allows for buildings up to 26 storeys.

The intent of the application is to allow for a mixed-use development that is primarily residential but would most likely include some commercial uses at grade, depending on market conditions at the time of development permit. Both the MU-2 and MH-3 Districts were also considered. Given the restrictions on specific uses at grade facing the commercial street (dwelling units, health care, office, etc.) within the MU-2 District, the MU-1 District is more appropriate to allow for greater flexibility in what uses can be provided at grade. Design solutions, through the use of setbacks or landscaping at the development permit stage, could allow for residential units to be located at grade. This could also be an appropriate location to have either office or health care services at grade. The MH-3 District is more limited in the commercial uses allowed in the district, compared to the MU-1 District therefore the MU-1 District is more appropriate for this location, to allow for greater flexibility in commercial uses.

The site is located just outside the Neighbourhood Commercial typology and within the Neighbourhood Flex typology in the Draft Chinook Communities LAP with no requirement for Active Frontage. Policies within the Neighbourhood Flex area support either commercial or residential uses at grade and allow for uses to be mixed horizontally or vertically within a building or a block. The MU-1 District better aligns with the draft policies of the LAP as it allows for a mixture of uses to be provided. The purpose statement of the MU-2 District states that it is "intended to be located along commercial streets where active commercial uses are required at grade to promote activity at the street level" and that "The Mixed Use - Active Frontage District should only be located where a local area plan, or other policy, supports land





use and development aligned with the purpose statements". The Neighbourhood Flex typology is not aligned with the purpose statement in the MU-2 District but it is aligned with the purpose statement in the MU-1 District where it is "intended to be located along commercial streets where both residential uses and commercial uses are supported at grade facing the commercial street"

The proposed MU-1 District will allow for a development that meets the policies of the Municipal Development Plan and the Chinook Communities LAP. The MU-1 District allows for a wide variety of compatible uses and contains rules to help create a well-designed and attractive pedestrian and transit-oriented development.

# Applicant Outreach Summary



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

**Project name:** The Hill Site

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

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

### Outreach Strategy

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

The subject site is in a unique location within the community of Manchester but across Macleod Trail from the community of Parkhill. Adjacent parcels are a mixture of commercial and industrial uses with the closest residents located on the other side of the parcels across Macleod Trail to the west. Due to this location, initial outreach relied on The City's standard notice posting, letters to adjacent residents and information on Development Map. After the initial comment period, we reached out to The City to determine what types of comments were received and from whom. We were advised that only one public letter of opposition was received as well as an opposition letter from the Parkhill Community Association. The public letter of opposition was also closely tied with the CA opposition letter. We reached out to the Parkhill Community Association directly to discuss their concerns and to offer a meeting. The Parkhill CA had a list of initial questions they wanted answers to before a meeting was setup. Answers to the questions were provided. After answers to the questions were provided, the CA determined they did not want to meet.

### Affected Parties

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

Parkhill Community Association

[calgary.ca/planningoutreach](https://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.

- Concerns that the proposed height would not meet the building scale outlined in the draft Chinook LAP
- Concerns around number of units, unit sizes and parking
- Concerns with traffic impacts to the residential community to the west
- Questions around vehicle access to the site and future plans for greenspace
- Questions around ownership of the future development (rental vs condos)

### How did input influence decisions?

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

Our response to the Parkhill CA included confirmation that there is no intention to develop higher than what the draft LAP is proposing. We also confirmed that their concerns/questions around parking, number of units, future vehicle access to the site and on-site green/amenity space would be addressed at the development permit stage. This stage will provide them another opportunity to understand the specific details of the project and provide comments directly related to those details.

### How did you close the loop ?

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

An email to the Parkhill CA closed the loop on their initial questions and concerns.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

# Community Association Response

---

## PARKHILL COMMUNITY ASSOCIATION

4013 Stanley Road SW Calgary, AB T2S 2P5

---

DATE: December 5, 2024

TO: Cameron Thompson, City of Calgary Planning

CC: Jordan Allen

RE: LOC 2024-0235 "The Hill Site" Landsdowne Application

Dear Mr. Thompson,

I am writing to you on behalf of the Parkhill Community Association regarding the rather egregious overdevelopment that is proposed for the east side of Macleod Tr, adjacent to our Community.

I am in complete agreement with Jordan Allen's submission, as he is very clearly an expert. I have included his submission at the bottom of this document, so that it is included in the official Community Association response. I will also highlight a couple of additional concerns that are not included in his summary.

1. **Attention to Detail:** Page 6 of the developer's document highlights the site details but fails to finish the sentence ending in "600 metres radius of the". This lack of attention to detail at the beginning of their proposal does not inspire a sense of confidence that they've carefully considered all aspects of how this development might impact their neighbours. Neighbours who, as Mr. Allen pointed out in his submission, they did not bother to engage.

The site is located within 600 metres of the existing 39th Avenue LRT station and just outside the 600 metres radius of the

FIGURE 1: Project Location



---

T 403-243-6211    [www.parkhillstanleypark.ca](http://www.parkhillstanleypark.ca)

2. **LAP:** Based upon the meetings I've attended; this development is outside of the 12-26 storey maximum range that was agreed upon in the plan. Macleod Tr East has a higher height threshold than the West side of the street; however, this proposed development at 90 metres is well beyond what we were asked to envision. The height is one thing, the massive size and scale of the entire development is an added insult.
3. **Vehicle Traffic:** The document highlights the proximity to Transit, assumes a conceptual addition of a 50<sup>th</sup> Avenue station, but does nothing to reassure the Community about the impact of vehicular traffic on our residential streets. There is no traffic assessment identifying the potential cut through traffic volumes that Parkhill and Elboya can expect as driver's attempt to access Elbow Drive through our communities. The assumption that all residents will take the bus or C-train does not align with reality, and as such, we insist on understanding mitigation plans to ensure this development's vehicles do not drive through our neighbourhood. Sit at the intersection of Macleod Tr and 42<sup>nd</sup> Avenue at any time of day and you'll find a high volume of westbound cars coming across onto a street that quickly becomes a playground zone. I can't be certain that the Mission Bridge closure isn't driving some of this 42<sup>nd</sup> Ave traffic, so we would want to understand both impacts to traffic patterns and available parking.
4. **Parking:** How many parking stalls are envisioned for this development? Overflow parking into our neighbourhood will be problematic and unwelcome.
5. **Parks and green space:** Stanley Park is busy to the point of overflowing on weekends (and no, I do not just mean the garbage containers), as well as on all hot summer days. There is often a lack of street parking and there is increasingly a lack of park space for residents to enjoy. The Elbow River pathway is also always near capacity. I see no reference to outdoor green spaces that will be developed in conjunction with the City. Where will the hundreds of urban dwellers go to escape their apartments?
6. **Schools:** I acknowledge that the City's Planning department and the Calgary Planning Commission do not wish to address the overcapacity of all schools that would be utilized by this development as this is a "CBE or CCSD issue". Nevertheless, I feel it important to once again reiterate that all of the schools in our community are at or above capacity. This development will further exacerbate the issue.

It is my sincere hope that you will thoughtfully consider our feedback. I recognize that this is a land use application and not a development permit; however, the document provided by the developer does nothing to assuage our concerns about the negative impact this land use application and future building will have on its neighbours.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Rm', followed by a horizontal line.

Ruth Melchior  
Director of Planning & Development  
Parkhill Community Association

Incl: Jordan Allen Document



# PROPOSED

CPC2025-0389  
ATTACHMENT 5

## BYLAW NUMBER 99D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0235/CPC2025-0389)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

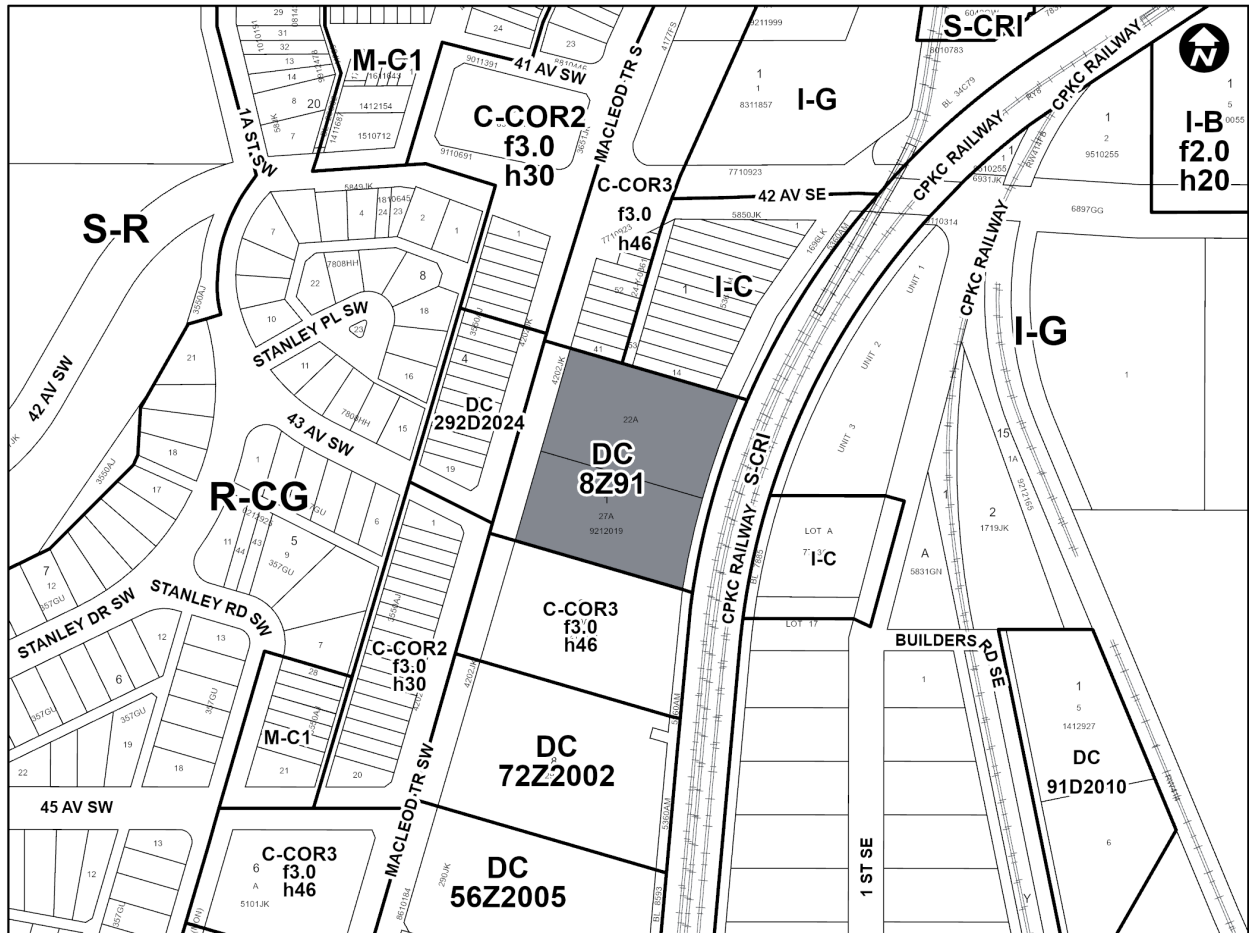
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2024-0235/CPC2025-0389  
BYLAW NUMBER 99D2025

## SCHEDULE A



**AMENDMENT LOC2024-0235/CPC2025-0389  
BYLAW NUMBER 99D2025**

**SCHEDULE B**



**Policy Amendment in Ogden (Ward 9) at 7414 Ogden Road SE, LOC2025-0074**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the amendments to the Millican-Ogden Area Redevelopment Plan (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 05:**

That Council give three readings to **Proposed Bylaw 52P2025** for the amendments to the Millican-Ogden Area Redevelopment Plan (Attachment 2).

**HIGHLIGHTS**

- This application seeks a policy amendment to the *Millican-Ogden Area Redevelopment Plan* (ARP) to allow for rowhouses and townhouses, in addition to the building types already allowed under the ARP (e.g., single detached, semi-detached and duplex dwellings).
- The proposal represents an appropriate density increase of a residential site, allows for development that is compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed policy amendment would allow for greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed policy amendment would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- A development permit (DP2025-00966) for a new four-unit townhouse building and detached garage has been submitted on 2025 February 20 and is currently under review.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This policy amendment application, in the southeast community of Ogden, was submitted by Horizon Land Surveys on behalf of the landowners, Jaskiran Dhensa and Karndev Grewal on 2025 March 27. The approximately 0.05-hectare (0.14-acre) site is located directly east of Ogden Road SE and approximately 120 metres (less than 2-minute walk) south of 74 Avenue SE.

As indicated in the Applicant Submission (Attachment 3), the proposed policy amendment is intended to accommodate a townhouse building as indicated in the Applicant Submission (Attachment 3) and to align with the existing Residential – Grade-Oriented Infill (R-CG) District of the site. A development permit (DP2025-00966) for a new four-unit townhouse building with four secondary suites and a detached garage has been submitted and is under review.

## **Policy Amendment in Ogden (Ward 9) at 7414 Ogden Road SE, LOC2025-0074**

An amendment to the *Millican Ogden Area Redevelopment Plan* (ARP) is required because the subject parcel is currently designated as “Low Density Conservation” in Map 2 of the ARP. This policy designation is intended to support the retention and conservation of existing low-density housing forms, such as single detached homes, and does not contemplate new multi-dwelling forms such as townhomes and rowhouses. As such, the existing ARP policy does not support the form and intensity of the proposed townhouse building, despite the existing R-CG land use district permitting such uses. The proposed amendment would re-designate the site to “Low or Medium Density Multi-Dwelling Residential”, enabling alignment between the statutory policy and the approved land use district, and facilitating the development of a fourplex with secondary suites in a contextually appropriate location.

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

### **ENGAGEMENT AND COMMUNICATION**

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

#### **Applicant-Led Outreach**

As part of the review of the proposed policy amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant distributed letters to residents within a 100-metre radius of the subject site, conducted door knocking and engaged with residents who were available, and contacted the Millican-Ogden Community Association (CA) and Ward 9 Office for comment. The Applicant Outreach Summary can be found in Attachment 4.

#### **City-Led Outreach**

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

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

The CA provided a letter in opposition on 2025 May 13 (Attachment 5) identifying that the existing ARP policies should be respected, and that proposal does not align with the expectation of community members.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate as the existing R-CG land use designation and proposed townhouse building will be compatible with surrounding development pattern and the scale of adjacent properties. The proposed development will also introduce a form of housing that helps meet community needs without significantly altering the established character of the neighbourhood.

**Policy Amendment in Ogden (Ward 9) at 7414 Ogden Road SE, LOC2025-0074**

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

**IMPLICATIONS**

**Social**

The proposed policy amendment would allow for additional housing types and would accommodate a site and building design that is adaptable to the functional requirements of evolving households and lifestyle needs.

**Environmental**

The application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages. Opportunities to enhance the development on this site with applicable climate strategies have been identified and shared with the applicant and will be pursued at the development permit stage.

**Economic**

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

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. **Proposed Bylaw 52P2025**
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform



# Background and Planning Evaluation

## Background and Site Context

The subject site is in the southeast community of Ogden on the east side of Ogden Road SE and south of 74 Avenue SE. The parcel is a mid-block site and is approximately 0.05 hectares (0.13 acres) in size, with dimensions of approximately 15 metres wide and 36 metres deep. The site is currently undeveloped and is bound to the north and south by parcels developed with single detached dwellings. Adjacent to the west is Ogden Road SE and to the east is a laneway.

Surrounding lands are designated Residential – Grade-Oriented Infill (R-CG) District and are characterized by single detached dwellings and accessory residential buildings.

The site is located approximately 550 metres (an eight-minute walk) north of the commercial uses located at the corner of Glenmore Court SE and Ogden Road SE. In addition, the hotel use on the site (Glenmore Inn), the site also provides a variety of small scale retail and service commercial use which is identified as a Community Activity Centre in the *Municipal Development Plan* (MDP). Other commercial amenities such as grocery store (Freshco), pharmacy (Shoppers Drug Mart) and businesses are located within approximately 1,500 metres (a 20-minute walk) west of the subject site. George Moss Park is along 74 Avenue SE and is approximately 425 metres (a nine-minute walk) north from the subject site.

Almadina Language Charter Academy is located within approximately 1,100 metres (a 15-minute walk) to the west while Ogden Fire Station No. 9 is approximately 500 metres (a seven-minute walk) south of the subject site, along 78 Avenue SE.

## Community Peak Population Table

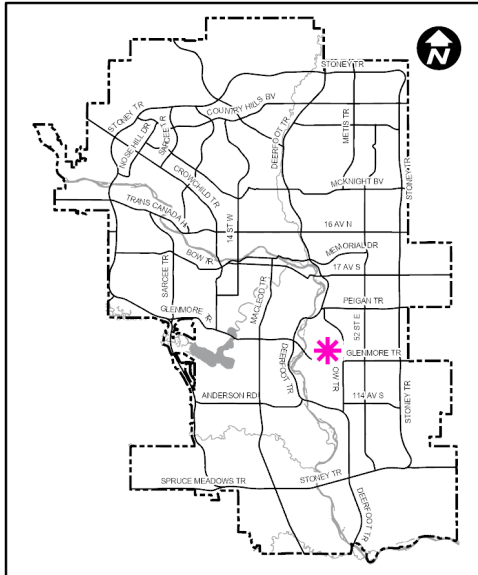
As identified below, the community of Ogden reached its peak population in 1982.

<b>Ogden</b>	
Peak Population Year	1982
Peak Population	11,548
2021 Current Population	8,315
Difference in Population (Number)	- 3,233
Difference in Population (Percent)	28%

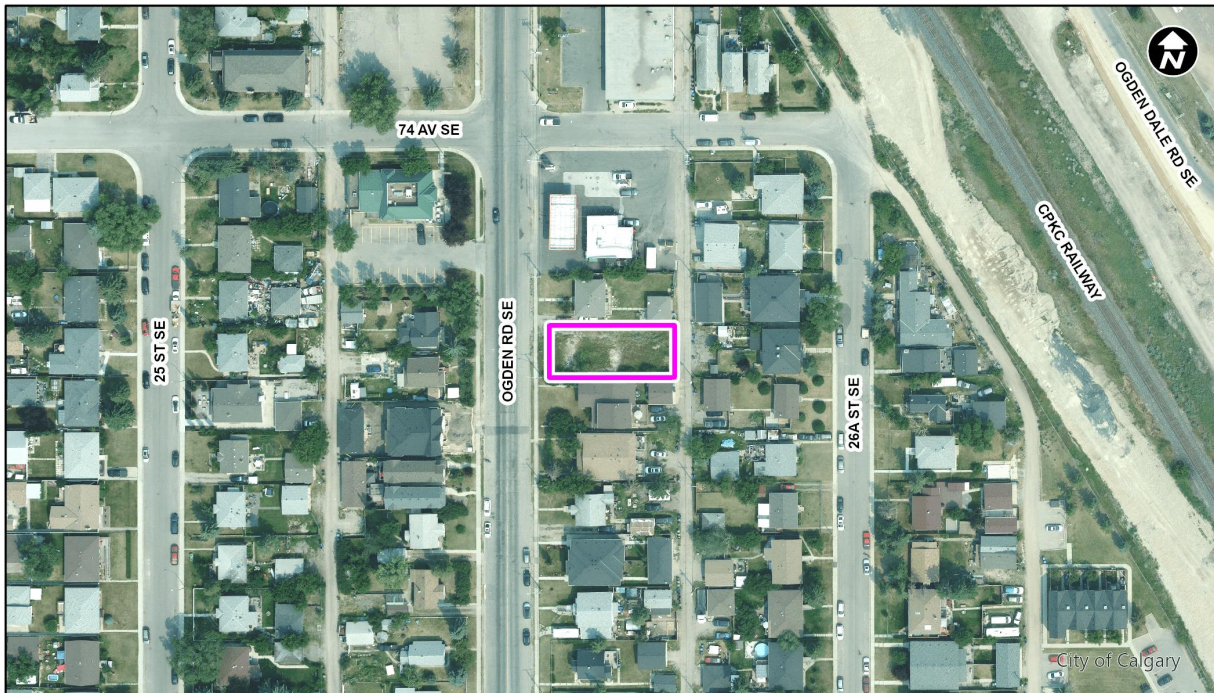
Source: *The City of Calgary 2021 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject site is designated as Residential-Grade Oriented Infill (R-CG) District, which was applied as part of the recent Rezoning for Housing initiative to support increased housing choice in established areas. The R-CG District accommodates a range of low-density residential forms, including single detached, semi-detached, duplex dwellings, townhouses, and rowhouse buildings. It allows for a maximum building height of 11.0 metres and a maximum density of 75 dwelling units per hectare, which, based on the site's parcel area, permits up to four dwelling units.

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

This proposed policy amendment was initiated to support a concurrent development permit application (DP2025-00966), for a four-unit townhouse development on the site. The policy amendment proposes to align the statutory policy and the proposed built form. While the R-CG District support townhouse development, the current *Millican-Ogden ARP* designates the site as "Low Density Conservation" which only permits single and semi-detached housing. The proposed amendment would re-designate the site to "Low or Medium Density Multi-Dwelling

Residential” to enable multi-dwelling built forms such as townhouses, and will ensure consistency between the ARP and the existing R-CG land use designation for the site.

## Legislation and Policy

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

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

The proposal is in keeping with relevant MDP policies.

### **Calgary Climate Strategy (2022)**

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

### **Millican-Ogden Area Redevelopment Plan (Statutory – 1999)**

The site is located within the Low Density Conservation area as identified on Map 5: Proposed Land Use Policies of the [Millican-Ogden Area Redevelopment Plan](#) (ARP). As per the ARP policies in Section 3.4.3 (Residential Land Use), the Low Density Conservation area is intended to maintain stability in the community and to protect the existing residential character and quality of the neighbourhood.

The proposed policy amendment to Map 5 would amend the subject site from Low Density Conservation to Low or Medium Density Multi-Dwelling Residential to reflect the allowable uses under the R-CG District and align with MDP policies. A text amendment is proposed to further clarify that 75 units per hectare is appropriate on the site in alignment with the R-CG District maximum allowable density.

The proposed policy amendment will also complement and support the existing low density built form in the neighbourhood by introducing sensitive infill opportunities that reflect the established character, while allowing for a gradual and contextually appropriate increase in housing diversity and choice.

# PROPOSED

CPC2025-0480  
ATTACHMENT 2

## BYLAW NUMBER 52P2025

### BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE MILLICAN-OGDEN AREA REDEVELOPMENT PLAN BYLAW 8P99 (LOC2025-0074/CPC2025-0480)

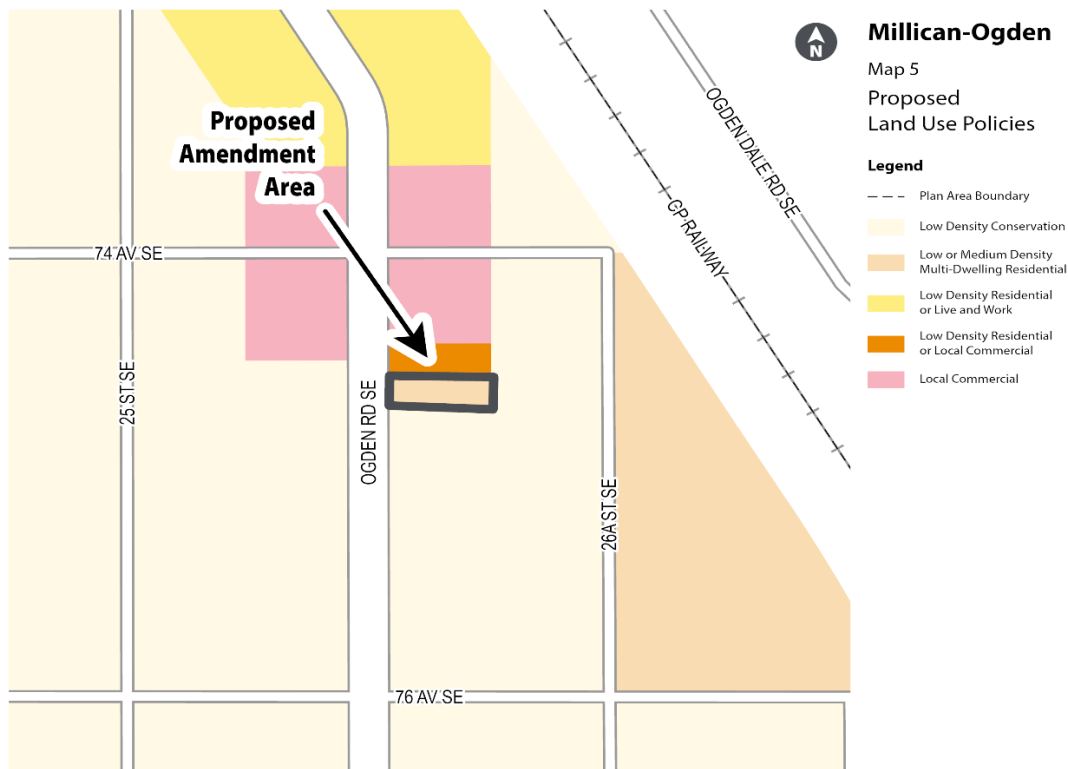
\*\*\*\*\*

**WHEREAS** it is desirable to amend the Millican-Ogden Area Redevelopment Plan Bylaw 8P99, as amended;

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

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

1. The Millican-Ogden Area Redevelopment Plan attached to and forming part of Bylaw 8P99, as amended, is hereby further amended as follows:
  - (a) Amend Map 5 entitled 'Proposed Land Use Policies' by changing 0.05 hectares  $\pm$  (0.12 acres  $\pm$ ) located at 7414 Ogden Road SE (Plan 375AM, Block 7, Lots 41 and 42) from 'Low Density Conservation' to 'Low or Medium Density Multi-Dwelling Residential' as generally illustrated in the sketch below:



# PROPOSED

## BYLAW NUMBER 52P2025

- (b) In Section 3.4.3 Residential Land use, subsection 3.4.3.3 Policies, Policy 2, delete the last sentence and replace with the following:
- “(a) The following sites have a maximum density of 75 units per hectare: 7425 - 20 Street SE, 2403 Crestwood Road SE, 7615 - 25 Street SE, 1928 - 62 Avenue SE, 7804 - 22 Street SE, 7414 Ogden Road SE.
- (b) The site at 6280 - 14A Street NE does not have a maximum unit density, but has a maximum floor area ratio of 1.5.”

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):

Horizon Land Surveys

LOC Number (office use only):

Applicant's Name:

Lei Wang

Date:

March 19th, 2024

As part of city's blanket rezoning process, this lot is already zoned as R-CG. However under the current Millican-Ogden ARP, the subject site is identified with a "low density conservation" designation, which would only allow for single and semi-detached dwellings. The proposed DP application DP2025-00966 proposed for 4 units townhouse with basement suites. In order to accommodate the proposed, we have to change the designation to "low or medium density multi-dwelling residential".

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

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

# Applicant Outreach Summary

2025 March 25



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

---

**Project name:** 7414 Ogden Road SE

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

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

### Outreach Strategy

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

This is a minor policy amendment application for Millican-Ogden ARP to allow for uses under the current R-CG zoning and support DP2025-00966 application

On June 17th, 2024, our staff did post card deliver to residents within a 100 meters radius. During the process, our staff did door knocking and spoke with residents at home. The main concerns our office got are with regards to increased traffic, increased density, height, shadow effects, and safety. We believe those can be properly dealt with at the development permit stage.

We have also contacted community association and councilor's office for comments. Until today, we haven't received any response yet.

### Stakeholders

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

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



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

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

The main concerns we heard from local residents are: increased traffic, parking issues, increased density, height, shadow effects, privacy and safety.

Some people also express concerns over property value and crime.

### How did stakeholder input influence decisions?

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

We believe those concerns can be properly dealt with at the development permit stage.

### How did you close the loop with stakeholders?

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

Continue engage with local residents, Councillor office and community association.

# Community Association Response

---


[External] Circulation Package for LOC2025-0074 - 7414 OGDEN RD SE

---

**From** Kirk Lubimov <kirk.lubimov@millicanogdencommunity.com>

**Date** Tue 5/13/2025 3:49 PM

**To** Conway, Sean <Sean.Conway@calgary.ca>

 1 attachment (4 MB)

LOC2025-0074 Circulation Package.pdf;

Hi Sean,

I would like to see MOCA's ARP respected.

As old as it is, and we been trying to get with the City to update it over the last couple years it's still our ARP and the constant densification and out of character and unsupported development isn't something most in our community want.

Thank you,

Kirk

**Land Use Amendment in Dover (Ward 9) at 2805 – 28 Avenue SE, LOC2025-0015**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.12 hectares  $\pm$  (0.29 acres  $\pm$ ) located at 2805 – 28 Avenue SE (Plan 2411637, Block 1, Lot 1) from Multi-Residential – Contextual Grade-Oriented (M-CGd30) District to Multi-Residential – Contextual Low Profile (M-C1) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MAY 8:**

That Council give three readings to **Proposed Bylaw 102D2025** for the redesignation of 0.12 hectares  $\pm$  (0.29 acres  $\pm$ ) located at 2805 – 28 Avenue SE (Plan 2411637, Block 1, Lot 1) from Multi-Residential – Contextual Grade-Oriented (M-CGd30) District to Multi-Residential – Contextual Low Profile (M-C1) District.

**HIGHLIGHTS**

- This application seeks to redesignate a portion of a recently consolidated parcel to create a consistent land use designation across the entire property, allowing for multi-residential development of low height and medium density.
- The proposal represents an appropriate density increase of a residential site, allows for development that is compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and *East Calgary International Avenue Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed Multi-Residential – Contextual Low Profile (M-C1) 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 M-C1 District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- A development permit for a Multi-Residential Development with eight dwelling units and four secondary suites has been submitted and is under review.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This land use amendment application in the southeast community of Dover was submitted by Max Tayefi Architect on behalf of the landowner, Allure Fine Homes Inc. (Mazhar Malik) on 2025 January 28. A development permit (DP2024-06121) for a multi-residential development, consisting of two buildings with a total of eight dwelling units and four secondary suites, was submitted on 2024 August 21, and is currently under review.

The subject site is located at the southwest corner of the intersection of 28 Street SE and 28 Avenue SE. The southern portion of the site, approximately 0.12 hectares in size, is the subject of this land use amendment application. It is currently designated as Multi-Residential –

## **Land Use Amendment in Dover (Ward 9) at 2805 - 28 Avenue SE, LOC2025-0015**

---

Contextual Grade-Oriented (M-CGd30) District, allowing for the development of up to three dwelling units based on a density modifier of 30 units per hectare. As outlined in the Applicant Submission (Attachment 2), the proposed M-C1 District would facilitate increased density and establish a consistent land use designation across the entire parcel.

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

### **ENGAGEMENT AND COMMUNICATION**

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

#### **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response the applicant contacted the Ward 9 Councillor's office, the Dover Community Association and distributed letters to residents within a 90-metre radius of the subject site. The Applicant Outreach Summary can be found in Attachment 3.

#### **City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published [online](#). Notification letters were also sent to adjacent landowners. Administration received one letter of opposition from the public citing construction-related nuisance and inconvenience.

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

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

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

### **IMPLICATIONS**

#### **Social**

The proposed M-C1 District would allow for a wider range of housing types than the existing land use district and may better accommodate the housing needs of different age groups, lifestyles and demographics.

#### **Environmental**

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



**Planning and Development Services Report to  
Calgary Planning Commission  
2025 May 08**

**ISC: UNRESTRICTED  
CPC2025-0443  
Page 3 of 3**

**Land Use Amendment in Dover (Ward 9) at 2805 - 28 Avenue SE, LOC2025-0015**

---

this site with applicable climate strategies are being explored and encouraged through the development permit review.

**Economic**

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

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. **Proposed Bylaw 102D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Dover, near the southwest corner of 28 Avenue SE and 28 Street SE. The southern portion of this property, which is the subject of this land use amendment, is approximately 0.12 hectares (0.29 acres) in size and measures approximately 20 metres in width and 59 metres in depth. The northern portion of the property is currently being developed with three-storey townhouses across six buildings in multiple phases.

Surrounding development to the east primarily consists of single-detached and semi-detached dwellings, designated as Residential – Grade-Oriented Infill (R-CG) District. Properties to the northeast are designated as Multi-Residential – Contextual Medium Profile (M-C2) District. Directly across the street to the north is a parcel designated as a Direct Control (DC) District ([Bylaw 38Z2003](#)) which enables multi-residential development and is currently vacant. To the west, another DC District ([Bylaw 22Z2005](#)) is developed with a three-storey multi-residential building. The parcel immediately to the south is designated Multi-Residential – Contextual Grade-Oriented (M-CGd30) District and is currently developed with a place of worship, the Emmanuel Community Church.

The site is located near parks, schools and community amenities. West Dover School and the Dover Community Association and Outdoor Rink are located approximately 250 to 300 metres (a four to five-minute walk) southeast of the site. Valley View Park is located approximately 140 metres (a two-minute walk) to the south, offering access to the Slater off-leash dog park via connected pathways to the north. The nearest commercial uses are located along 26 Avenue SE, approximately 900 metres (a 15-minute walk) to the northeast.

## Community Peak Population Table

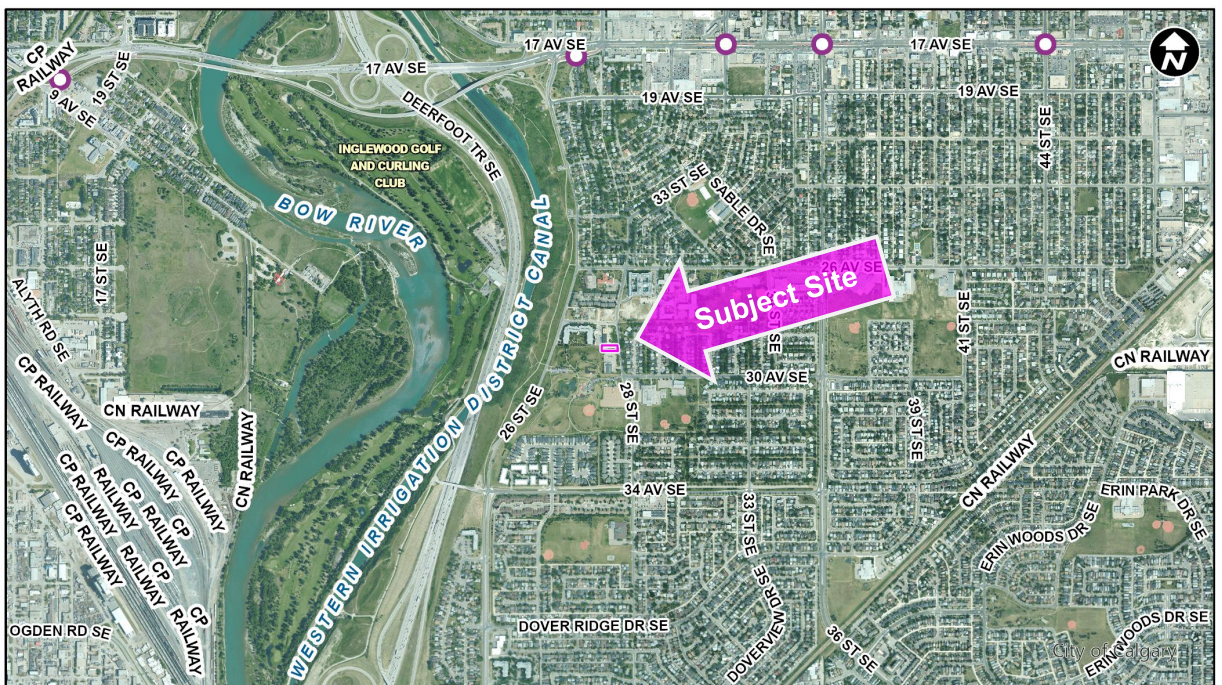
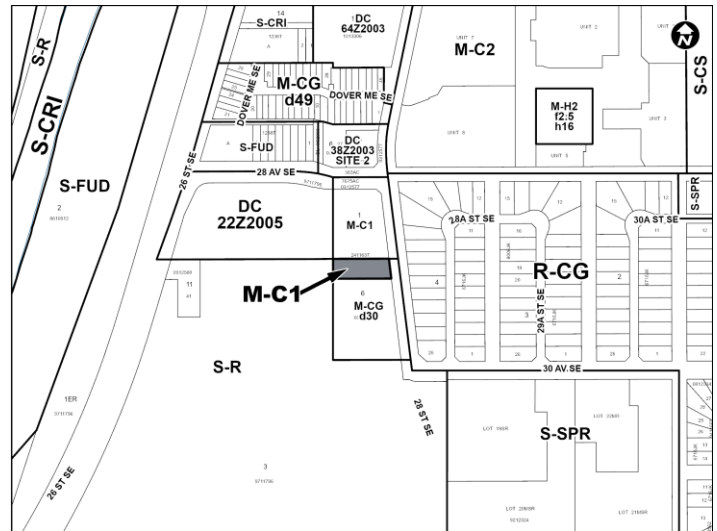
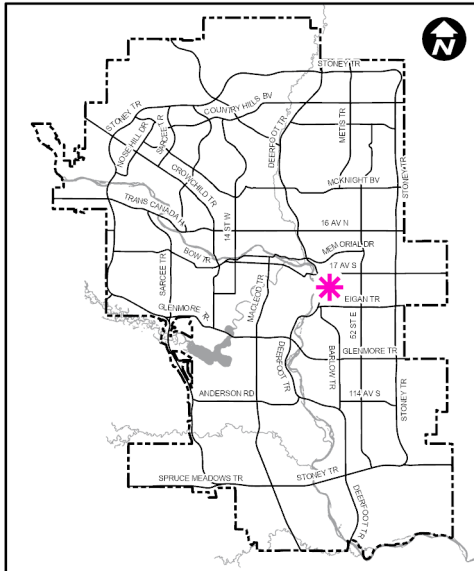
As identified below, the community of Dover reached its peak population in 1982.

<b>Dover</b>	
Peak Population Year	1982
Peak Population	11,953
2019 Current Population	10,351
Difference in Population (Number)	-1,602
Difference in Population (Percent)	-13.4%

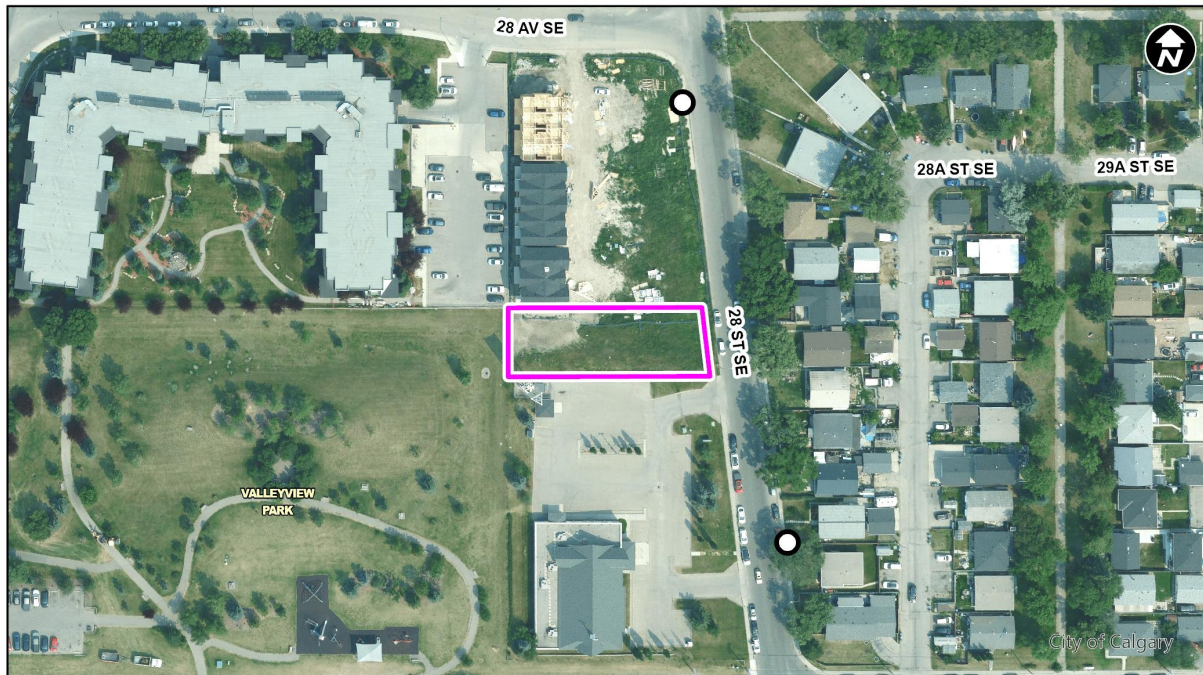
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Multi-Residential – Contextual Grade-Oriented (M-CGd30) District is a multi-residential designation that accommodates multi-residential development in a variety of forms, with higher numbers of dwelling units and higher traffic generation than low density residential districts. The district allows for a maximum building height of 12.0 metres and a maximum density of 30 units per hectare, which would enable up to three dwelling units.

The proposed Multi-Residential – Contextual Low Profile (M-C1) District allows for multi-residential development in a variety of forms with low height and medium density. The M-C1 district allows for a maximum building height of 14 metres and a maximum density of 148 units per hectare. Based on the subject site area, this would allow for up to 17 dwelling units. Secondary suites are a permitted use within the M-C1 District and do not count towards allowable density.

The site was originally part of the adjacent property to the south, which is currently developed with the Emmanuel Community Church. The subject site was later acquired and consolidated with the parcel to the north to form the final phase of a comprehensive development at this location. The proposed land use amendment establishes a consistent designation across the entire site while accommodating the increased density needed to support additional dwelling units.

### **Development and Site Design**

The rules of the proposed M-C1 District would provide guidance for the future development of the site including appropriate uses, building height and massing, landscaping and parking. Given the context of this corner site, additional items that are being considered through the development permit process include an engaging built interface along 28 Street SE, walkway connections and the inclusion of bicycle parking stalls to support multi-modal accessibility for future residents and visitors.

### **Transportation**

Pedestrian access to the site is provided via the existing sidewalk along 28 Avenue SE. As part of the site's comprehensive development, a new sidewalk will be constructed to extend southward along 28 Street SE.

The site is well connected to the city's Always Available for All Ages and Abilities (5A) Network, providing access to designated pedestrian and cycling infrastructure. A north-south pathway located west of 26 Street SE provides a direct connection from the site to the Bow River pathway to the north. This pathway also links to Valley View Park, situated immediately southwest of the site. Additionally, there is an existing on-street bikeway along 28 Street SE that connects to the bikeway network on 26 Avenue SE. A proposed on-street bikeway along 30 Avenue SE will further enhance connectivity.

A transit stop is located immediately to the east of the site on 28 Street SE, serving the southbound Route 155 (West Dover/Forest Lawn). The site is approximately 60 metres (a one-minute walk) from the northbound stop for the same route. Additionally, the site is approximately 900 metres (a 15-minute walk) from the primary transit stops on 36 Street SE, which serve Route 43 (McKnight - Westwinds Station/Chinook Station) and Route 135 (Erin Woods/36 St SE).

Unrestricted on-street parking is available along both 28 Street SE and 28 Avenue SE. Following the redevelopment of the site, vehicular access will be provided via 28 Avenue SE.

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

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

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

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Calgary International Airport Vicinity Protection Area (2009)**

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies the subject site as being located within the 25–30 Noise Exposure Forecast (NEF) of the AVPA. The AVPA Regulation was created to ensure that only compatible land uses are developed near airport flight paths. The AVPA Regulation establishes prohibitive uses in certain locations, identified within NEF areas. The proposed M-C1 District is allowable within the noise exposure of 25-30 NEF contour area. The development permit has been circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within the Developed Residential – Established area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established communities that is similar in built form and scale. The proposal is in keeping with relevant MDP policies as the proposed M-C1 District provides appropriate increase in density in a form and scale that is consistent and compatible with the character of the neighbourhood.

### **Calgary Climate Strategy (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies are being explored and encouraged through the development permit review.

### **East Calgary International Avenue Communities Local Area Plan (Statutory – 2024)**

The [East Calgary International Avenue Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Connector category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for up to six storeys. The LAP speaks to primarily residential uses while some commercial and work from home opportunities exist in the area. It encourages a broad range and mix of housing types, unit structures and forms. Within the Neighbourhood Connector category, the Low building scale policies support building forms such as apartments, stacked townhouses and mixed-use developments. The proposed land use is in alignment with applicable policies of the LAP.



# Applicant Submission

Company Name (if applicable):

Max Tayefi Architect Inc.

Applicant's Name:

Sayeh Moayerian

Date:

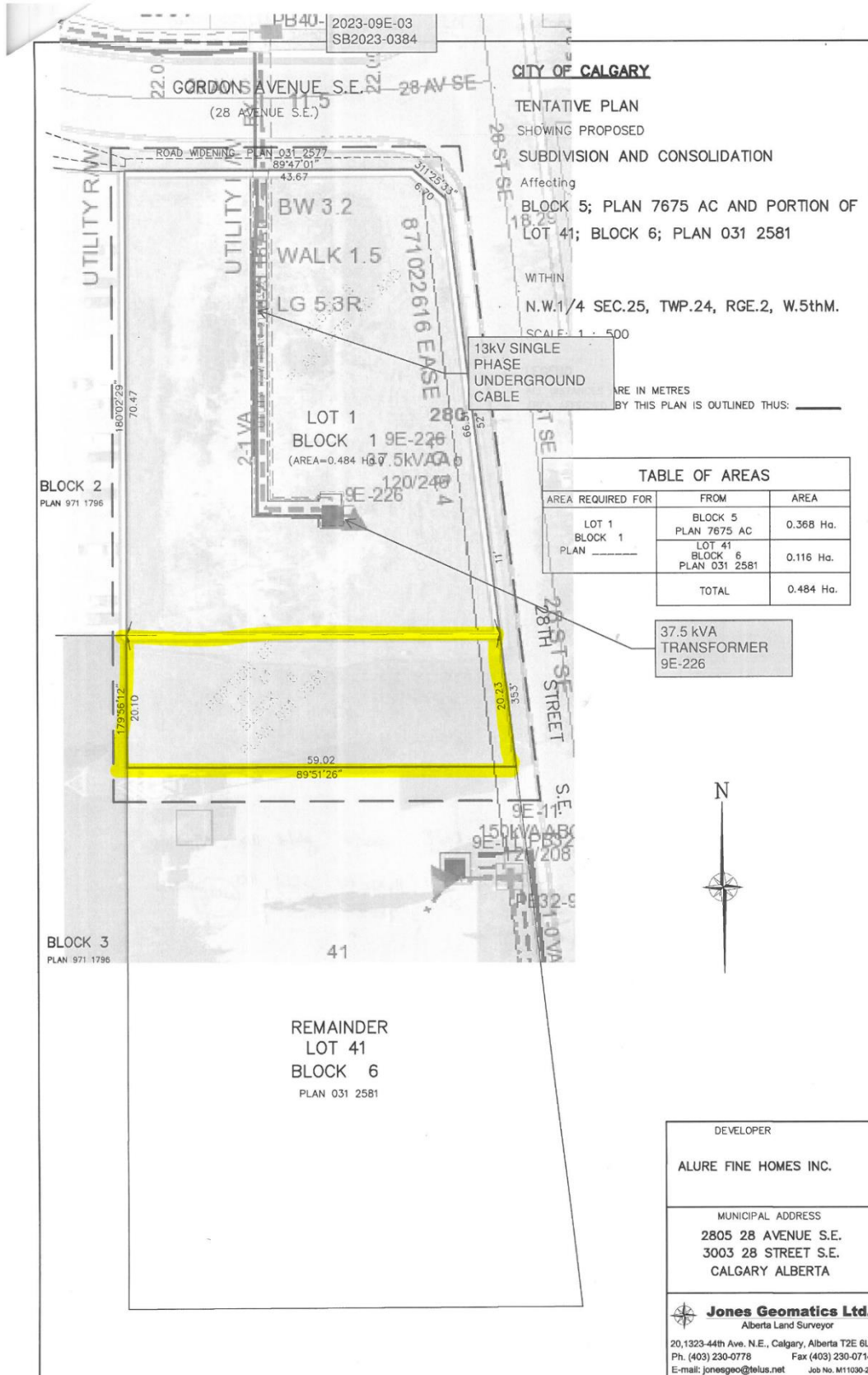
April 11, 2025

LOC Number (office use only):

The landowner respectfully seeks to initiate a land use amendment to re-designate the portion of the property currently designated as M-CGd30, which has already been consolidated with the existing MC-1 parcel. This proposed adjustment is intended to align the entire site under a unified land use framework that better supports increased density and facilitates a more coordinated and efficient approach to future site development.

The purpose of this amendment is to enable the addition of two townhouse buildings comprising a total of 8 units and 4 secondary suites within a three-storey built form. This expanded development is envisioned as a thoughtful and complementary extension to the existing townhouse proposal, contributing to a more diverse and attainable housing stock in a highly desirable and well-connected location.

By promoting gentle densification within an established urban area, the proposal aims to respond to the growing demand for more affordable housing options, while remaining sensitive to the surrounding context and supporting the City's broader planning objectives.



# Applicant Outreach Summary

2025 April 11



## Updated Applicant Outreach Summary

As part of our outreach and community engagement efforts, the following steps have been completed:

1. **On-Site Signage:** A development sign has been installed on the property, in accordance with City of Calgary requirements, to notify the public of the proposed land use change.
2. **Outreach to Community Association and Ward Councillor:**
  - An email was sent to the Community Association informing them of the proposal and inviting feedback.
  - Ward 9 Councillor's office was also contacted. The Councillor kindly reached out directly, and a meeting was held to discuss the application. He expressed strong support for the project and has also kindly assisted in encouraging a timely review process.
3. **Letter to Adjacent Property Owners:** A notification letter was mailed to nearby residents to inform them of the proposed redesignation and invite feedback or concerns.
4. **Public Feedback Received:**
  - To date, only one resident, a resident of the same community, has contacted me by phone through on-site sign. She shared her enthusiasm for the project and was interested in leasing or renting one of the new units.
  - She highlighted several features that she found particularly appealing, including the development's accessibility and proximity to key amenities, such as schools, parks, shopping and dining options, healthcare facilities, recreational centers, the LRT, multiple bus routes, and downtown Calgary.

No concerns or objections have been received from the Community Association or other members of the public as of the date of this submission.

We remain committed to maintaining open lines of communication and will continue to welcome feedback as the application progresses.

2025-02-14

**Subject: Community Engagement – Land Use Redesignation Proposal (2805 28 Ave SE)**

Dear Neighbour,

I am reaching out to formally engage the community regarding a proposed land use redesignation for the property located at **2805 28 Ave SE**. This parcel was acquired from the church and consolidated with an adjacent property already designated as **M-C1 (Multi-Residential – Low Profile)**. To ensure consistency and support a well-planned development, we are requesting a land use change for this additional parcel from **M-CGd30 (Multi-Residential – Contextual Grade-Oriented)** to **M-C1**, enabling the construction of townhouses in alignment with the City of Calgary's vision for thoughtful growth and urban development in this area.

We highly value the input of our neighbours and encourage you to share your thoughts on this proposal. Public engagement is crucial in shaping developments that align with the community's needs and expectations.

Thank you for your time and consideration. We appreciate your participation in this process and look forward to working together to support the responsible and sustainable growth of our neighbourhood. Should you have any questions or require further information, please feel free to reach out.

**Sincerely,**

Sayeh Moayerian  
Suite 535, 1000 8<sup>th</sup> Ave SW  
Calgary, AB, T2P 3M7  
[smoayerian@mt-arch.ca](mailto:smoayerian@mt-arch.ca)

(403) 608 0646

# PROPOSED

CPC2025-0443  
ATTACHMENT 4

## BYLAW NUMBER 102D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0015/CPC2025-0443)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

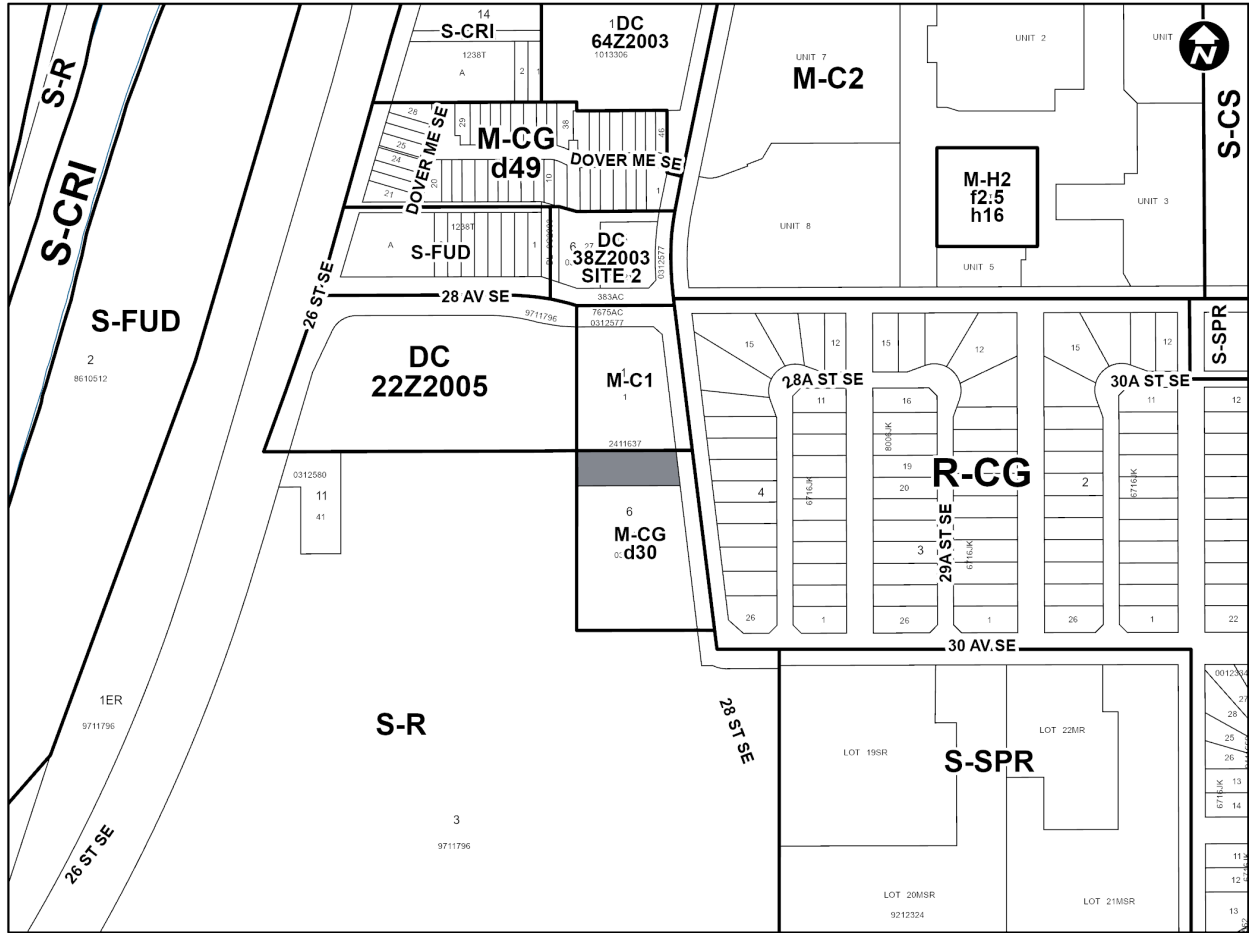
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2025-0015/CPC2025-0443  
BYLAW NUMBER 102D2025

## SCHEDULE A

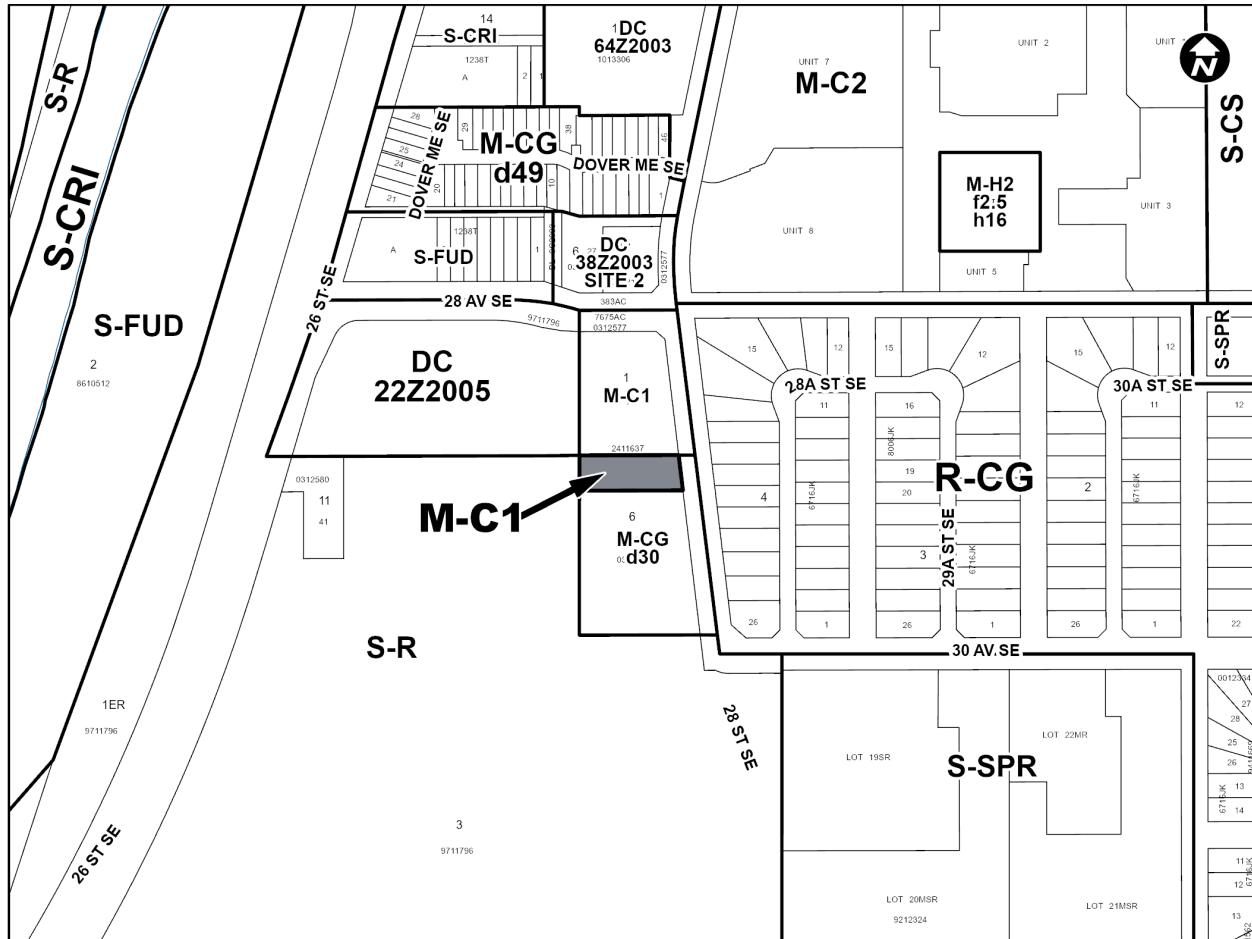




# PROPOSED

AMENDMENT LOC2025-0015/CPC2025-0443  
BYLAW NUMBER 102D2025

## SCHEDULE B



**Land Use Amendment in Southview (Ward 9) at multiple addresses, LOC2024-0174**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.71 hectares  $\pm$  (1.74 acres  $\pm$ ) located at 2805, 2825, 2875 and 2919 – 17 Avenue SE (Portion of NE1/4 Section 9-24-29-W4M; Plan 732GF, Block 10) from the Mixed Use – Active Frontage (MU-2f2.0h10) District to the Mixed Use – Active Frontage (MU-2f8.0h80 District).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MAY 22:**

That Council give three readings to **Proposed Bylaw 107D2025** for the redesignation of 0.71 hectares  $\pm$  (1.74 acres  $\pm$ ) located at 2805, 2825, 2875 and 2919 – 17 Avenue SE (Portion of NE1/4 Section 9-24-29-W4M; Plan 732GF, Block 10) from the Mixed Use – Active Frontage (MU-2f2.0h10) District to the Mixed Use – Active Frontage (MU-2f8.0h80 District).

**HIGHLIGHTS**

- This application seeks to amend the height and floor area ratio modifiers for the subject parcels to allow for a 26 storey mixed use development.
- This proposal would allow for an appropriate built form and set of uses along the 17 Avenue SE (International Avenue) corridor and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *East Calgary International Avenue Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would provide more housing options for inner city living with access to alternative transportation modes and employment areas while allowing for more efficient use of existing infrastructure.
- Why does this matter? The proposed Mixed Use – Active Frontage (MU-2f8.0h80) District would enable additional commercial, residential and employment opportunities that would help activate this part of Southview along the 17 Avenue NE Urban Main Street Corridor.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding this proposal.

**DISCUSSION**

This land use amendment in the southeast community of Southview was submitted by O2 Planning and Design on behalf of the landowner, 907582 Alberta LTD (Darryl Senger) on 2024 July 17. No development permit application has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), the applicant has identified the intent to align with the LAP to allow a mixed use development up to 26 storeys on the site.

The project area is comprised of four parcels that are 0.71 hectares (1.74 acres) in size which are located on the south side of 17 Avenue SE, near the Deerfoot Trail interchange. The site is known as Southview Centre, and is a one storey commercial building that contains a restaurant, medical and personal service uses. This area of 17 Avenue SE is classified as an Urban Main Street, as identified by the LAP and MDP. The subject area is well connected by transit as the

**Land Use Amendment in Southview (Ward 9) at multiple addresses, LOC2024-0174**

MAX Purple BRT line that runs along 17 Avenue SE has a stop located adjacent to the site's west boundary. The proposed MU-2f8.0h80 District would facilitate a mixed use development at maximum building height of 80 metres, up to 26 storeys. The proposed MU-2f8.0h80 District would also allow for a maximum building floor area of approximately 57,000 square metres.

In order to better capture the development potential of the site, the applicant made the determination that the current land use district needed to be updated to provide more flexibility in terms of density, height and design rules for the site. The proposed MU-2f8h80 District is also more aligned with the LAP policies for redevelopment along 17 Avenue SE.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant met with the Southview Community Association on 2024 July 24 and held a public open house with the community on 2024 September 19. The applicant team also established a project website and distributed 130 postcards to neighbouring residents surrounding the subject site. The Applicant Outreach Summary can be found in Attachment 3.

**City-Led Outreach**

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

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

- proposed height and density of a mixed use tower and the potential impact on adjacent residences;
- reduced sunlight and privacy for neighboring lots and businesses;
- increased traffic and parking issues; and
- increased noise.

The Southview Community Association provided a letter of opposition (Attachment 4) on 2024 August 15. They expressed concerns that without a firm development concept it is premature to amend the current land use district for the subject sites. They also indicated their desire to have an Environmental Site Assessment be completed before future development occurs for the parcel located at 2825 – 17 Avenue SE as it has been the location for an Esso gas station that has operated on site for nearly 35 years.

**Land Use Amendment in Southview (Ward 9) at multiple addresses, LOC2024-0174**

---

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposed development is in alignment with the LAP in terms of height and built form. The building and site design, number of units, and on-site parking will be reviewed and determined at the development permit stage.

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

**IMPLICATIONS**

**Social**

The redevelopment of these lands enables more efficient use of land and infrastructure and supports surrounding uses and amenities while introducing additional amenities for the community and greater area.

**Environmental**

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

**Economic**

The proposed land use amendment would enable the development of residential dwelling units and commercial space. The development would provide housing opportunity, support local business, and provide employment opportunities within Southview.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response
- 5. Proposed Bylaw 107D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Southview on the south side of 17 Avenue SE (International Avenue) at the corner of 30 Street SE. At present, 30 Street SE is designed as a cul-de-sac and does not provide direct vehicular access to 17 Avenue SE. The site is comprised of four parcels that are approximately 0.71 hectares (1.74 acres) in size and is approximately 143 metres wide by 49 metres deep. The lands are currently developed and operating as a neighbourhood commercial centre that is presently occupied by food service, medical and personal service based tenants. A service station is also presently located on site and currently operating on the parcel located at 2825 – 17 Avenue SE.

Surrounding development is characterized by a mix of commercial uses along 17 Avenue SE and residential development comprised of single detached dwellings to the south of the parcel. Pockets of redevelopment are emerging near the subject site as mid-rise multi-residential and low density residential development has started to take place in Southview and Forest Lawn.

The subject site is located along the 17 Avenue SE Urban Main Street corridor, which is comprised of a broad range of commercial uses with active frontage. At present, development along 17 Avenue SE primarily consists of small scale commercial uses. However, they have been identified as appropriate sites for intensification and Transit Orientated Development due to their close proximity to the Primary Transit Network. The 26 Street SE MAX Purple BRT Station is located adjacent to the site and provides direct service to the downtown core. An assortment of open space amenities are located within a 400 metre radius of the site which includes, but is not limited to, the Bow Waters Canoe Club, Inglewood Golf Club and Southview Rink.

## Community Peak Population Table

As identified below, the community of Southview reached its peak population in 1970.

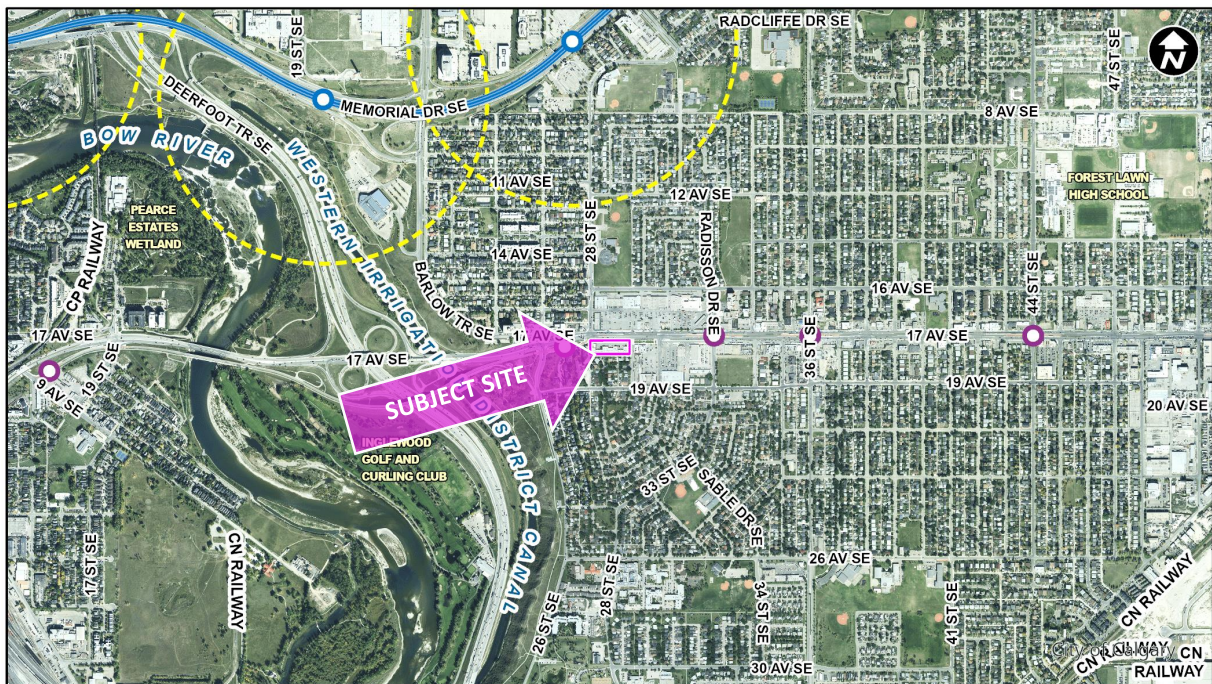
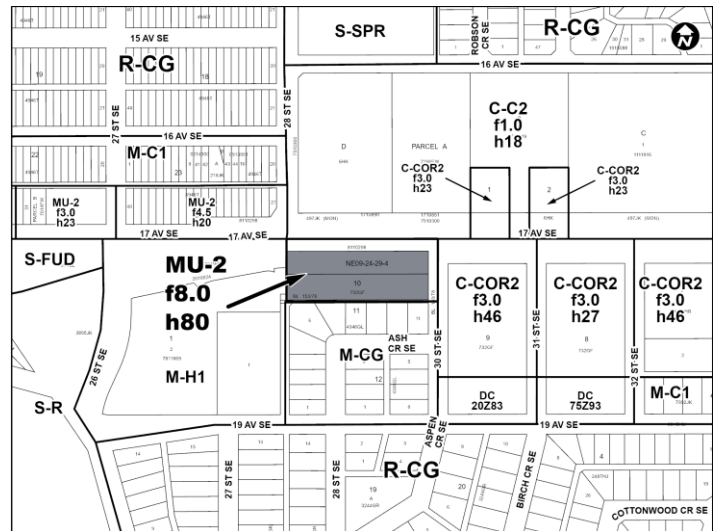
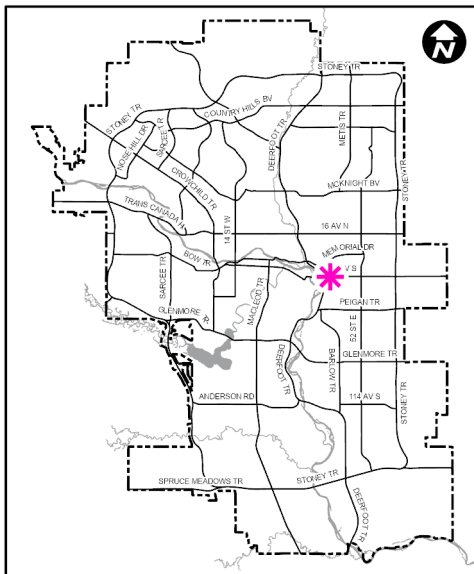
<b>Southview</b>	
Peak Population Year	1970
Peak Population	3,464
2019 Current Population	1,805
Difference in Population (Number)	-1,659
Difference in Population (Percent)	-47.9%

Source: *The City of Calgary 2019 Civic Census*

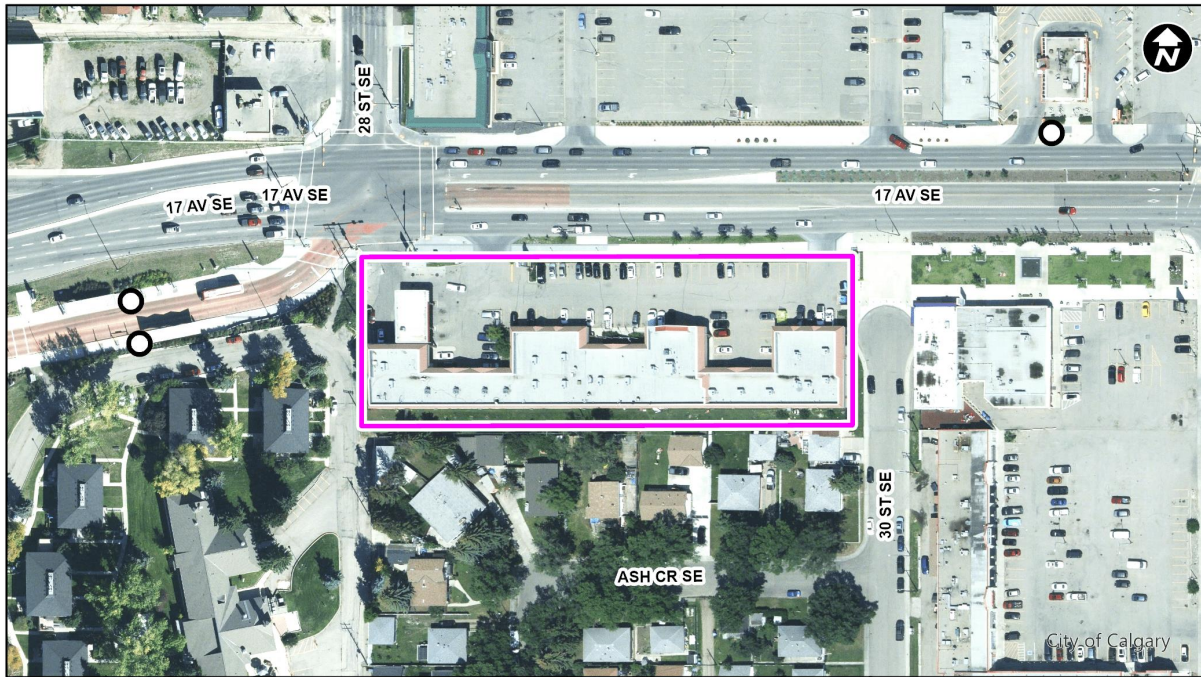
Additional demographic and socio-economic information may be obtained online through the [Southview Community Profile](#).



## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing MU-2f2.0h10 District is intended to accommodate street oriented mixed use developments including a requirement that active commercial uses be located at grade to promote street level activity. The current district includes a maximum floor area ratio (FAR) of 2.0 and a maximum building height of 10 metres.

The proposed MU-2f8.0h80 District is intended to accommodate street oriented mixed use developments including a requirement that active commercial uses be located at grade facing the commercial street to promote street level activity. The proposed land use will allow for a maximum building height of 80 metres (26 storeys) and floor area of approximately 57,000 square metres through an FAR of 8.0.

If approved, the MU-2f8.0h80 will require commercial uses on the ground floor that are oriented towards 17 Avenue SE and allow flexibility for uses above grade. This will create a continuous block face design and promote a mix of commercial and residential uses within the same building. The height and floor area ratio modifiers being proposed provide design controls that respond to the local context and align with design principles for future development along 17 Avenue SE as outlined by the *East Calgary International Avenue Communities Local Area Plan* (LAP).

### **Development and Site Design**

If approved by Council, the rules of the MU-2f8.0h80 District would provide guidance for the future redevelopment of the site including appropriate uses, building height, massing, landscaping and parking. Other key factors that would be considered during the review of a development permit application include the following:

- environmental testing and remediation associated with service station site;
- building design and interface with 17 Avenue SE;
- vehicular access to site and provision for a future underground parking structure;
- public realm enhancements along 17 Avenue SE in alignment with the Main Streets policies;
- mitigating shadowing, overlooking, and privacy concerns to adjacent residential dwellings; and
- building massing and relationship with the residential parcels to the south.

### **Transportation**

Pedestrian access to the site is available from the existing sidewalk on 17 Avenue SE (International Avenue). An existing walking and wheeling facility connecting the Always Available for All Ages and Abilities (5A) Network on 19 Avenue SE is less than 300 metres (a five-minute walk) south of the site. An existing on-street bikeway along 26 Street SE/Radcliffe Drive SE is available directly north of the site. The on-street bikeways on both 19 Avenue SE and 28 Street SE connect to the Bow River pathway system and provide access to downtown.

Vehicular access to the site is currently available along 17 Avenue SE, while future development is anticipated to be from 30 Street SE.

The site has great access to transit service as the 26 Street SE station is located adjacent to the parcel. MAX Purple (City Centre/East Hills) and Route 1 (Bowness/Forest Lawn) provide BRT and Crosstown service to the downtown core.

A Transportation Impact Assessment (TIA) was required and accepted by Administration as a part of this application. Pedestrian and cycling infrastructure improvements will be negotiated through a future development permit application.

### **Environmental Site Considerations**

No environmental concerns were identified as a part of this application. Prior to any future development on site, the service station site will need to be decommissioned, have its infrastructure removed and all subsurface soil and groundwater assessed for environmental contamination. The submission of a Phase II Environmental Assessment (ESA) report will also be required as a part of any future development permit application submission for the subject site. If the Phase II ESA report indicates a requirement for remediation or risk management, the applicant will be required to submit a Remedial Action Plan, Exposure Control Plan and a Risk Management Plan.

### **Utilities and Servicing**

Water, sanitary and storm sewer mains are available to service the site. Specific details of site servicing, stormwater management and waste and recycling management will be reviewed in detail at the development permit stage.

## Legislation and Policy

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The subject parcels are located within the Developed Residential Established policy area as well as an Urban Main Street as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The MDP's City-wide policies in Section 3 directly speak to this application. Section 3.4 Main Streets provides direction that an Urban Main Street should contain a broad range of employment, commercial and retail uses as well as housing (form, tenure and affordability) to accommodate a diverse range of the population. Apartments, mixed-use developments and ground-oriented housing forms are encouraged. A walkable pedestrian environment is integral within an Urban Main Street. Section 2 also speaks directly to the application as higher density development is encouraged when located in close proximity to the Primary Transit Network

Overall, the application supports the objectives and applicable policies of the MDP by proposing a high density development near the Primary Transit Network that will encompass an array of uses and enhance the pedestrian realm along 17 Avenue SE.

### **Calgary Climate Strategy (2022)**

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

### **East Calgary International Avenue Communities Local Area Plan (Statutory – 2024)**

The site is contained within the [East Calgary International Avenue Communities Local Area Plan](#) (LAP). The LAP identifies the subject site as being part of the Neighbourhood Commercial category with active frontage (Map 3: Urban Form) with a Building Scale of High (Map 4: Building Scale), which allows up to 26 storeys in building height. The LAP indicates that areas that have been identified as active frontage must contain active uses on the ground floor. It also notes that public space in commercial areas should be designed to support high volumes of pedestrians in all seasons through features such as wide sidewalks, street furniture and lighting. Development in Active Frontage Areas should support active uses that may include, but is not limited to frequent entrances and windows that maximize views to and from the street, setbacks to accommodate an extension of the use outside the building and floor to ceiling height that supports a range of active uses.

The LAP also identifies the subject site as being located along the 17 Avenue SE Urban Main Street Corridor and 26 Street SE Core Transit Station Area. The LAP encourages development in this area to have the most pedestrian activity and have the highest building scale. Active frontage, high quality architectural design and a strong public realm are encouraged in this area while auto orientated uses are not.

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

# Applicant Submission

2024 July 6

O2 is proposing to redesignate four parcels of land located on International Avenue (17 Avenue SE). The application proposes to amend the existing MU-2 (Mixed Use – Active Frontage) modifiers of Floor Area Ratio (FAR) and height to enable a high-density, mixed use development appropriate to the local context. The amendment would permit a maximum FAR of 8.0 and a maximum building height of 80 metres.

The proposed concept strengthens the ongoing trend of increasing densification and improving livability in the area. It introduces a high-density mixed use development that contributes to the public benefit by better activating and enhancing the public realm in a generous and urban manner. The development intention is to respond to the ambitions of the recent draft East Calgary International Avenue Communities Local Area Plan (East Calgary LAP) and provide a high-quality residential and commercial offering in proximity to exceptional retail amenities, natural areas, and transit connections.

The proposal provides the site with new built forms that are more conducive to a vibrant mixed use corridor, active frontages and enhanced public realms, and appropriate transit-oriented development. Together with the abundance housing units provided, the concept positively contributes to the vision of a thriving inner-city community.

## Site Context

The ± 1.75 acre subject site is a collection of four parcels, located on the south side of International Avenue and the northern boundary of the Southview neighbourhood. The site is commonly known as Southview Center, which is a strip mall with restaurant, medical, and personal service tenants. International Avenue hosts a variety of commercial amenities that address the everyday needs of nearby residents. The area is also highly accessible through the existing transportation and public transit network. The BRT – MAX Purple line travels along International Avenue, with a terminal located adjacent to the subject site's west boundary. This line provides fast and convenient connection to downtown and several other public transit routes. Additionally, bikeways surround the site and provide access to neighbourhood nodes and greenspaces.

## Policy Framework

The site is within the draft East Calgary LAP and is designated as 'Neighbourhood Commercial' on the 'Future Growth Concept' map. The LAP also identifies a maximum building height of 26 storeys for the subject site. Several policies support dense, mixed use development along International Avenue as a means to activate the street and introduce new, diverse residential units.

Additionally, the subject site is also within the International Avenue Area Redevelopment Plan (ARP). The ARP's 'Land Use Concept' identifies the site as a 'Community Mid-Rise' parcel with active frontages. Policies within the ARP call for strategically directed intensification that increases housing diversity and promotes vibrant main streets.

The proposed land use aligns with the intent and policy direction of the East Calgary LAP and International Avenue ARP. The new land use is intended to facilitate a mixed use development

that offers active frontages and acts as a gateway to International Avenue. Broadly, the proposed development meets policy objectives from both documents including increasing housing diversity, promoting housing diversity, and introducing active frontages on a main street.

### **Proposed Land Use Redesignation**

The proposed land use redesignation aims to amend the current Mixed Use – Active Frontage (MU-2) modifiers of 2.0 FAR and 10 metre height maximum. These existing modifiers do not support the highest and best use of the site and are inconsistent with the draft East Calgary LAP, which permits development up to 26 storeys on this site.

The land use amendment application proposed Mixed Use – Active Frontage (MU-2f8.0h80). The FAR of 8.0 and 80-metre height maximum enable future development to appropriately respond to policy objectives and the community context with a high density, mixed use building that offers active frontages and quality street interfaces. The intention of the redesignation is to better align the site's land use with the prominence of its location along International Avenue, while introducing a product that bolsters the housing supply and activates nearby amenities, transit, and open spaces.

### **Conclusion**

In summary, the proposed land use amendment enables a development that will:

- Align with the vision and policies of the East Calgary LAP and International Avenue ARP as a mixed use development
- Directly support the objectives and goals outlined of the MDP by allowing for new, high intensity housing in proximity to transit, employment, and amenities
- Benefit the community as a quality housing and amenity offering

# Applicant Outreach Summary

2024 September 23

## Project Overview:

O2 is proposing to redesignate four parcels of land (+/- 0.710 ha) along International Ave SE in the community of Southview. The application requests to amend the height and density modifiers of the existing Mixed Use – Active Frontage (MU-2) district to facilitate a mixed use, multi-family development. The proposed designation is MU-2 f8.0 h80, which would allow for a flexible multi-family development that offers new housing supply and commercial uses in proximity to exceptional amenities, transit, and regional transportation corridors. This redesignation will enable development up to approximately 26 storeys in height, in line with the direction of the draft East Calgary International Avenue Communities Local Area Plan (LAP).

## Outreach Strategy

O2 implemented an outreach strategy to share details of the proposed land use amendment application, receive feedback from interested stakeholders, and implement revisions to the proposed application. The following engagement tactics were implemented:

- Project Website
- Postcard Circulation
- On-Site Public Notice Posting
- Virtual Public Outreach Meeting

## Project Website

To support project awareness a website was maintained and updated throughout the course of the application to inform the public about the proposal. The website outlined the existing site context, development vision, and specifics related to the land use redesignation application. As part of this website, a portal was provided for those reviewing the information to directly provide their feedback to the project team.

## Postcard Circulation

130 postcards were distributed to neighboring residents surrounding the subject site. The postcards outlined the proposed land use redesignation, project website URL, virtual public meeting information, and the project team's contact information. No comments were received following the postcard circulation.

## On-Site Notice Posting

Consistent with the City's notice-posting requirements, two large-format public notice signs were installed on site July 23, 2024 and have remained in place since that date. The sign will be updated following CPC to reflect the Public Hearing date.



**Southview Community Association Meeting (Virtual)**

*July 24, 2024*

On Wednesday July 24, a virtual presentation was given to the President and Vice President of the Southview Community Association. The presentation provided an overview of the proposed application and was concluded with a question and answer period.

**Public Outreach Meeting (Virtual)**

*September 19, 2024*

On Thursday September 19, a virtual presentation was given to two members of the community who signed up to attend the virtual public outreach meeting via the project website, post cards, on-site posting, or community association website. The presentation provided an overview of the proposed application and outlined the redesignation process and additional opportunities for providing public input, such as through the project website. Following this a question-and-answer discussion was facilitated by the project team.

**What We Heard**

The main comments outlined during our Public Outreach included:

- A comment was received through the website that voiced concern about the potential traffic issues that may arise if there is direct access to 17 Ave SE from 30 St SE. The development concept suggested having underground parking access from 30 St SE but not providing access to 17 Ave SE directly from 30 St SE.
- General interest and concern about the proposed height in relation to the surrounding context, including potential impact on flight paths.
- General interest in the site remediation process for the existing gas station and other buildings.
- General interest in the development timeline.
- General interest in the retention of existing commercial tenants on site.

# Community Association Response

2024 August 15

Southview Community Association supports the revitalization of East Calgary International Ave Communities (ECIAC). We believe the intent of the ECIAC Local Area Plan is to support redevelopment that will increase density and enhance the community in a thoughtful well-planned manner.

Southview Community Association is concerned about an any application for a land use change that is not accompanied by a specific application for future development. It is difficult to give our approval for a proposed site development when it appears that the property owners do not have a development plan in mind. The drawings that accompanied the LOC2024-0174 were merely a representation of what could be, not what is intended. In the absence of a proposed development, it is unclear to Southview Community Association why a land use amendment is necessary at this time. Southview Community Association does not support the proposed land use change in the absence of a development proposal and plan.

We believe the City should require an Environmental Site Assessment for the Esso Gas Station site at 2825 17th Ave SE, which has been at that location for more than 35 years, before any land use change is considered.

---

# PROPOSED

CPC2025-0290  
ATTACHMENT 5

## BYLAW NUMBER 107D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0174/CPC2025-0290)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

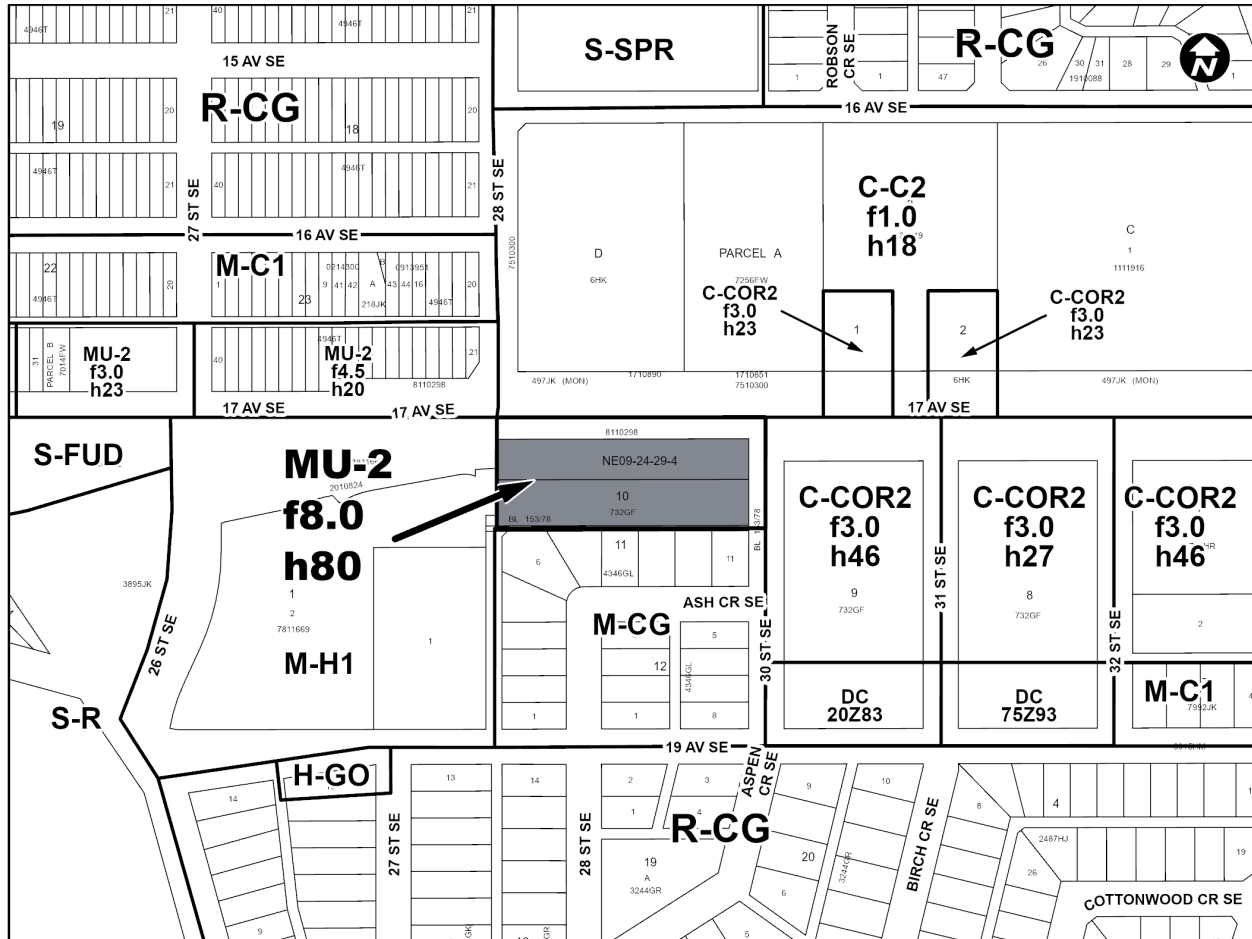
**AMENDMENT LOC2024-0174/CPC2025-0290  
BYLAW NUMBER 107D2025**

[illegible]

# PROPOSED

AMENDMENT LOC2024-0174/CPC2025-0290  
BYLAW NUMBER 107D2025

## SCHEDULE B



**Outline Plan and Land Use Amendment in Belvedere (Residual Ward 9) at 2498 – 100 Street SE, LOC2022-0232**

**RECOMMENDATION:**

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 2498 – 100 Street SE (Portion of NW1/4 Section 8-24-28-4) to subdivide 16.19 hectares  $\pm$  (40.00 acres  $\pm$ ) with conditions (Attachment 2).

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the redesignation of 14.90 hectares  $\pm$  (36.82 acres  $\pm$ ) located at 2498 – 100 Street SE (Portion of NW1/4 Section 8-24-28-4) from Special Purpose – Future Urban Development (S-FUD) District to Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – At Grade Housing (M-G) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 5:**

That Council give three readings to **Proposed Bylaw 113D2025** for the redesignation of 14.90 hectares  $\pm$  (36.82 acres  $\pm$ ) located at 2498 – 100 Street SE (Portion of NW1/4 Section 8-24-28-4) from Special Purpose – Future Urban Development (S-FUD) District to Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – At Grade Housing (M-G) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 June 5:

“The following documents were distributed with respect to Report CPC2025-0571:

- Revised Attachment 4;”

**HIGHLIGHTS**

- This application seeks to establish a subdivision framework and redesignate the subject site to allow for residential development and an open space system within the community of Belvedere.
- The proposed application aligns with the applicable policies of the *Municipal Development Plan* (MDP) and the *Belvedere Area Structure Plan* (ASP).
- What does this mean to Calgarians? The proposal will allow for increased housing choice within a developing area of the city.
- Why does this matter? Compact development of a greenfield site will contribute to Calgary’s overall economic health by housing new residents within Calgary’s city limits.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.



## Outline Plan and Land Use Amendment in Belvedere (Residual Ward 9) at 2498 – 100 Street SE, LOC2022-0232

---

### DISCUSSION

This land use amendment and outline plan application was submitted on 2022 December 23 by CivicWorks on behalf of the landowner, 2057027 Alberta Ltd. (Truman Development). The site is located in the southeast community of Belvedere, south of 17 Avenue SE and east of 100 Street SE. The subject site is approximately 16.2 hectares (40.0 acres) in size and is currently undeveloped.

As referenced in the Applicant Submission (Attachment 3), the proposal seeks to obtain outline plan and land use approvals for only a portion of the quarter section of land owned by the developer. The proposed outline plan reflects the land area that had previous Growth Application approval in 2022, while the remaining area within the quarter section received Growth Application approval in November 2024. Proceeding now with the outline plan and land use redesignation of these 16.2 hectares will allow the near-term development of residential land while the applicant continues to work with City Administration on resolving key considerations for the balance of the quarter section. These include the regional stormwater management infrastructure (Cooperative Stormwater Management Initiative - CSMI) and wetland management solutions.

The proposed plan area is a portion of land within a future community that will eventually include a library and recreation centre, a natural wetland, and high density and mixed land uses adjacent to 17 Avenue SE. This outline plan represents the lower-density residential development of the overall community and provides a community association site as identified within the *Belvedere ASP*. The 1.2 hectare (3.0 acre) community association site meets the size and location requirements of the ASP and has been combined with the remaining Municipal Reserve (MR) owing for the plan area to create a comprehensive amenity space.

The proposed outline plan (Attachment 4) anticipates a total of 353 units, with approximately 103 multi-residential dwelling units and 250 low-density dwelling units. As referenced in the Outline Plan Data Sheet (Attachment 5), the outline plan will achieve an anticipated density of 21.8 units per hectare (8.8 units per acre) and an overall intensity of 67 people and jobs per gross developable hectare, meeting the density and intensity targets of the *Belvedere ASP*. The application has illustrated how a portion of the plan area will contribute to the intensity requirements of the Neighbourhood Activity Centre (NAC) as identified in the ASP. The proposed land use plan (Attachment 6) consists of fewer hectares than the outline plan area because some proposed road rights-of-way are remaining under the Special Purpose – Future Urban Development (S-FUD) District.

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

### ENGAGEMENT AND COMMUNICATION

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

## Outline Plan and Land Use Amendment in Belvedere (Residual Ward 9) at 2498 – 100 Street SE, LOC2022-0232

---

### Applicant-Led Outreach

As part of the review of the proposed application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the respective community association was appropriate. In response, the applicant mailed letters to adjacent landowners, provided a dedicated phone line and email address to community members and provided consistent updates to the Ward 9 Councillor Office throughout the process. The Applicant Outreach Summary is provided in Attachment 7.

### City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners. No public comments were received.

There is currently no community association for the subject area.

As per the *Rocky View County/City of Calgary Intermunicipal Development Plan* and due to the proximity of the subject site to the City of Chestermere, the application was circulated to both Rocky View County and the City of Chestermere for comment. No comments were received from either jurisdiction regarding this specific application. Administration has been working collaboratively with both jurisdictions regarding utility upgrades for the Belvedere area.

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

## IMPLICATIONS

### Social

The proposed application enables development in the community of Belvedere and provides a framework for a variety of housing types, including both multi-residential and low-density residential development. The development of these lands may provide additional amenities for the community by providing a community association site and park space.

### Environmental

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

### Economic

Development of this site in the developing area contributes to Calgary's overall economic health by housing new residents within Calgary's city limits and contributes to utility infrastructure extensions and upgrades to this area of the city.

## Outline Plan and Land Use Amendment in Belvedere (Residual Ward 9) at 2498 – 100 Street SE, LOC2022-0232

---

### Service and Financial Implications

No anticipated financial impact.

### RISK

There are two risks associated with this outline plan. The first risk is that the final downstream Belvedere sanitary trunk alignment has not yet formally been approved by the City of Calgary and Rocky View County. The final alignment and design of the trunk will confirm the site grading and sanitary catchments areas for the outline plan area. If the final sanitary trunk alignment changes significantly from what has currently been anticipated in this outline plan, there is a possibility that the plan area may require a lift station to service the lands. This may require an amendment to the outline plan to accommodate a lift station. However, this is perceived as a low risk since the preferred sanitary trunk alignment has been determined and the review and approval process is in its final stages.

The second risk is approving an interim stormwater pond outside the outline plan area and without the approval of an ultimate stormwater pond solution. An interim pond is required to be maintained indefinitely by the developer until such time as the ultimate pond is constructed and provided to the City as a Public Utility Lot (PUL). If the land on which the interim or ultimate stormwater pond is located changes ownership in the future or the developer is no longer able to maintain the pond, the City requires certainty that the proposed development will continue to have stormwater management. Any land required for the interim pond or its associated operation must be protected by a utility right of way. This risk is being mitigated by the proposed Conditions of Approval placed in this outline plan that require a utility right of way agreement for any interim stormwater infrastructure, and therefore this is perceived as a low risk.

### ATTACHMENTS

1. Background and Planning Evaluation
2. **Approved** Outline Plan Conditions of Approval
3. Applicant Submission
4. **Approved** Outline Plan
5. **Approved** Outline Plan Data Sheet
6. Proposed Land Use Plan
7. Applicant Outreach Summary
8. **Proposed Bylaw 113D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Belvedere and consists of approximately 16.19 hectares (40.00 acres). The site is situated south of 17 Avenue SE and east of 100 Street SE, is approximately 400 metres wide by 525 metres deep. It forms part of a quarter section of land owned by the same developer.

Surrounding uses consist predominantly of undeveloped land under the Special Purpose – Future Urban Development (S-FUD) District. To the northwest of the subject site, on the corner of 100 Street SE and 17 Ave SE, is the Mountain View Funeral Home and Cemetery. To the west of the site is agricultural land and an RV storage site. Further west by approximately 1.3 kilometres is the East Hills regional shopping centre and surrounding residential development.

To the north of 17 Avenue SE is a garden centre and an existing country residential property. An outline plan and land use redesignation application were approved in 2019 for a portion of lands north of 17 Avenue SE. Referenced as the 'Twin Hills' outline plan, approved land uses consist of a mix of commercial, mixed-use and residential land use districts. However, no development on the lands has occurred to-date.

To the east of the subject site is a large wetland complex, agricultural land and an abandoned well site. The associated abandoned oil and gas pipeline traverses through the plan area. Range Road 284 is about one kilometre further to the east and is the boundary road with the City of Chestermere. Urban development in Chestermere has reached Range Road 284. To the south of the subject site is unplanned agricultural land with no planning approvals.

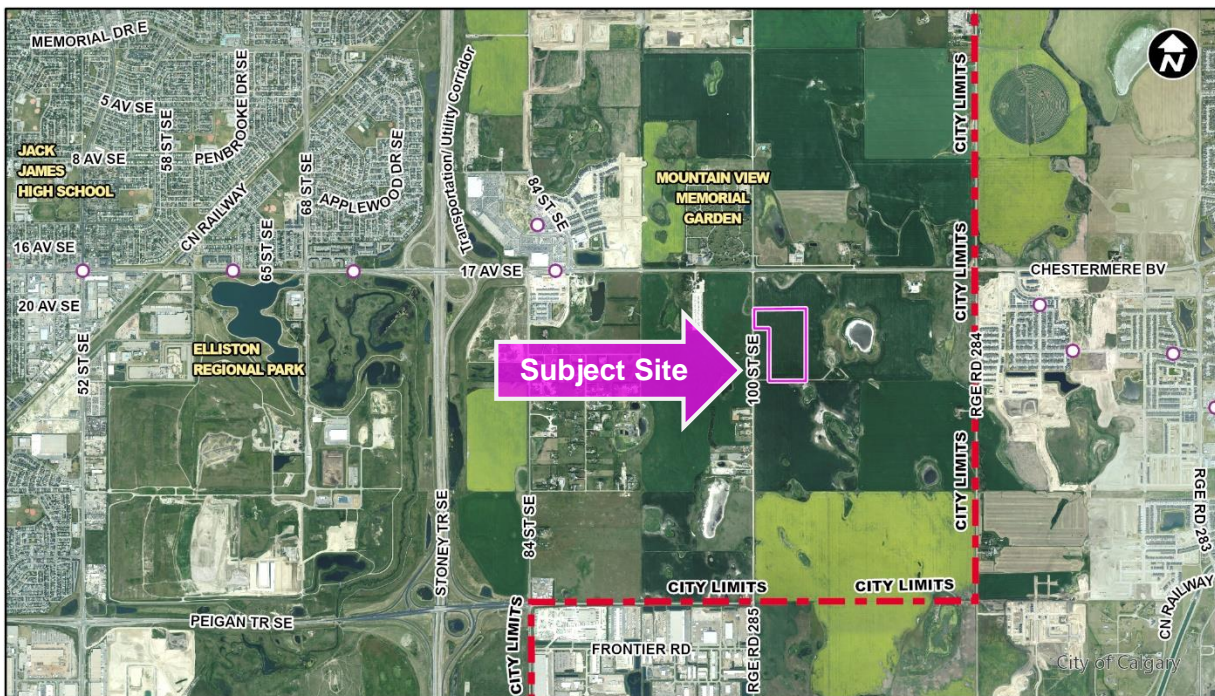
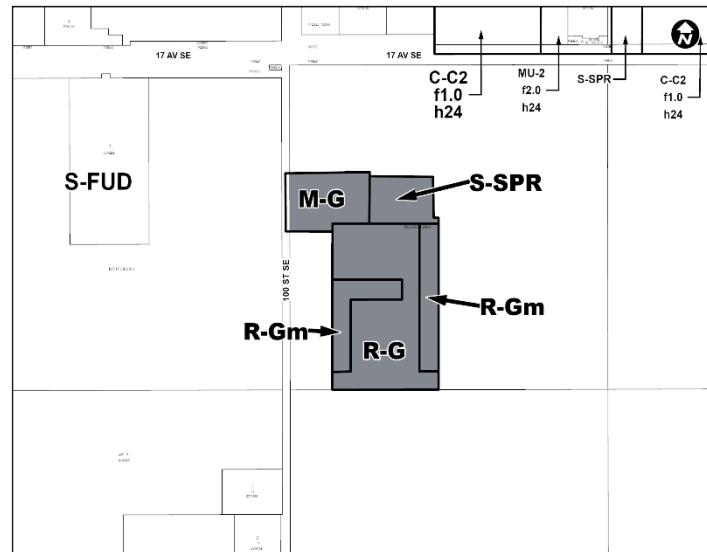
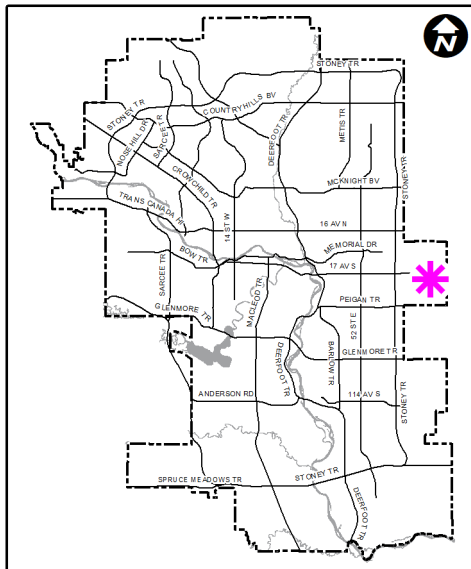
The proposed application aims to establish a subdivision framework for residential uses within an interconnected grid system. The application was submitted in 2022 and initially included the entire quarter section of land owned by the same developer. At the time of submission, only 16.2 hectares (40.0 acres) of the quarter section had growth management approval (now called Growth Application approval) and could be considered for land use redesignation; however, an outline plan for the entire quarter section could still be considered.

Through detailed discussions with the applicant and Administration over the last two years, key considerations for the entire quarter section, including wetland mitigation and preservation, remain unresolved. In May 2024, the applicant chose to reduce the size of the outline plan area to the 16.2 hectares (40 acres) to match the allowed land use redesignation area. In November 2024, Council approved the Growth Application for the remaining land within the subject quarter section, however, the applicant chose to proceed with the smaller area to achieve residential development in the area sooner. A shadow plan has been provided to show how the proposed application could integrate with future surrounding development.

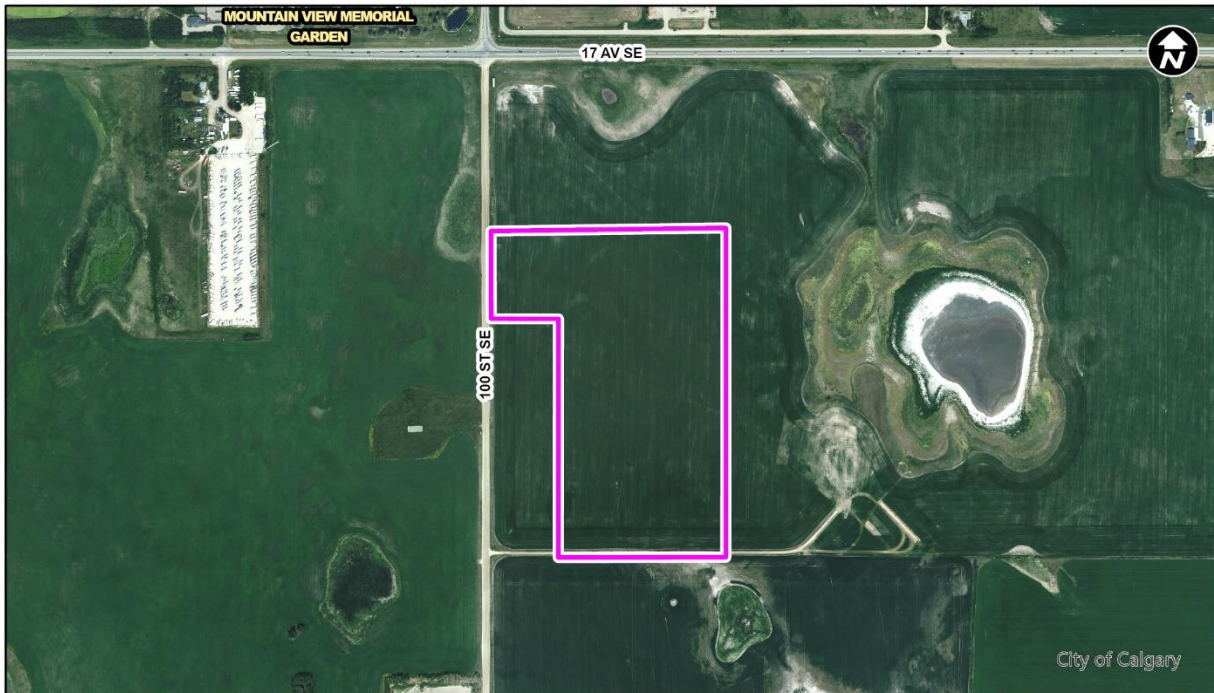
## Community Peak Population Table

The community of Belvedere is an actively developing community. No population data was available for this community in 2019, and demographic and socio-economic information are not yet available.

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing land use within the plan area is Special Purpose – Future Urban Development (S-FUD) District. This district is applied to lands that are awaiting urban development and utility servicing. The land use redesignation area consists of 14.90 hectares (36.82 acres) of land within the outline plan area. The discrepancy between the outline plan area (16.19 hectares) and the land use amendment area is the portions of proposed road right-of-way remaining under the S-FUD District, including the road widening area for 100 Street SE.

This application proposes Residential – Low Density Mixed Housing (R-G) District, Multi-Residential – At Grade Housing (M-G) District, and Special Purpose – School, Park and Community Reserve (S-SPR) District.

The R-G District accommodates a range of low-density residential development including single-detached, semi-detached and rowhouse buildings with a maximum building height of 12 metres.

The M-G District is intended to provide all multi-residential units with direct pedestrian access at grade, requiring a minimum density of 35 units per hectare and a maximum density of 80 units per hectare. The maximum building height is 13 metres.



The S-SPR District is intended to provide for schools, parks and open spaces, and is provided as Municipal Reserve (MR) dedication. The two S-SPR parcels in this outline plan would accommodate a community association site and a neighbourhood park.

### **Subdivision Design**

The Outline Plan proposes a residential neighbourhood that provides a variety of housing options in a well-connected grid network. The plan area is a portion of a future larger community that will eventually include a library and recreation centre, a natural wetland and high density and mixed land uses adjacent to 17 Avenue SE.

A future Bus Rapid Transit (BRT) stop is planned on 17 Avenue SE, approximately 400 metres east of the intersection with 100 Street SE. A Transit Station Planning Area (TSPA) is located within a 600-metre radius of this planned BRT station. The TSPA is defined in the *Belvedere Area Structure Plan* (ASP) as an area that supports transit use with a concentration of higher-density, walkable development near transit infrastructure. Development should provide a transition from highest intensities closest to the station to lowest furthest from the station. The proposed outline plan will fit within the eventual development of the overall quarter section, with the higher-density residential and mixed land uses adjacent to 17 Avenue SE and the future BRT station. This plan area reflects the lower density uses further away from the BRT station.

A Neighbourhood Activity Centre (NAC) is identified in the ASP near the intersection of the future 104 Street SE and 20 Avenue SE within the plan area. The NAC provides neighbourhoods with focal points that contain a mix of transit-supportive uses. The proposed outline plan includes half of the proposed NAC area and includes a public amenity space (community association site and neighbourhood park) and multi-residential development. The remaining portion of the NAC is anticipated to be high-density residential development and will be determined in a future outline plan application.

### **Open Space**

The 10 percent (1.6 hectares) MR owed for this outline plan area has been provided in the proposed plan.

A community association site is identified and is approximately 1.2 hectares (3.0 acres) in size and is included within the NAC. A neighbourhood park of 0.4 hectares (one acre) is directly adjacent to the community site and together will form a comprehensive open space amenity for the community. At the time of subdivision, the developer will be responsible for constructing the neighbourhood park portion of the site (0.4 hectares), developing the playfields, and applying seed and loam to the remainder of the site. Once a community association is established, the Federation of Calgary Communities will work with the City to determine the design and construction of the balance of the site.

### **Density and Intensity**

The outline plan for this 16.19 hectares (40.00 acres) area is anticipated to have a total of 353 units and a density of 21.8 units per hectare (8.8 units per acre). This exceeds the minimum density target in the ASP of 19.8 units per hectare (eight units per acre). The anticipated intensity of the plan area is 67 people and jobs per gross developable hectare. The ASP identifies a minimum overall community intensity of 60 people and jobs per gross developable hectare with an ultimate target of 70 people and jobs per gross developable hectare. This outline plan meets the minimum intensity target and will be only a portion of the overall future community.

The portion of the NAC located within this outline plan (2.45 hectares/ 6.05 acres) anticipates an intensity of 40 people and jobs per gross developable hectare. However, the anticipated overall NAC intensity, including potential future uses outside this outline plan area, is 164 people and jobs per hectare. This exceeds the ASP intensity target of 100 people and jobs per gross developable hectare.

The portion of the Transit Station Planning Area (TSPA) (600-metre radius from BRT station) located within this outline plan achieves an intensity of 60 people and jobs per gross developable hectare. While this is lower than the intensity target of 100 people and jobs set out by the ASP, the portion of the plan area within the TSPA is on the outer edge of the TSPA and logically has a lower intensity than land directly adjacent to the future BRT station. Higher intensities are anticipated along 17 Avenue SE within a future outline plan application.

### **Transportation**

The outline plan represents a portion of a broader quarter section, bounded by the future 20 Avenue SE to the north, the future 104 Street SE to the east, 100 Street SE to the west and an undeveloped parcel to the south. 100 Street SE is an arterial roadway that will provide regional access to the broader road network, connecting to 17 Avenue SE to the north and Peigan Trail SE to the south. The proposed outline plan design includes a modified grid internal street network, consistent with the intent of the *Belvedere ASP*.

A transportation impact assessment (TIA) was provided, reviewed and accepted by Administration.

The proposed active transportation network includes multi-use pathways within the boulevard of 100 Street SE, as well as the internal collector streets of 20 Avenue and 23 Avenue SE. 104 Street will contain bicycle lanes, eventually providing a direct connection to the bicycle lanes on 17 Avenue SE through a subsequent outline plan. All other roads within the outline plan area contain sidewalks on both sides.

Future transit service for the community will be provided along 100 Street SE and within the community via a local route, connecting to the future Max Purple BRT station located on 17 Avenue SE at the intersection of 17 Avenue and 104 Street SE.

### **Environmental Site Considerations**

No significant concerns were identified through the Environmental Site Assessment for the plan area. The property has been primarily used for agricultural purposes; however, an abandoned well site and associated oil and gas pipelines are located to the east of the plan area. There are no known contamination concerns and risks are considered to be low. Any minor remediation associated with previous uses, as may be required, will be addressed through the normal processes with Alberta Environment and Protected Areas (AEPA) prior to development of the affected areas. The abandoned well site will be addressed appropriately with a future application on the affected property.

### **Utilities and Servicing**

The subject site does not currently have servicing available; however, it does have an approved Growth Application which can provide the servicing that will support the proposed development.

### ***Stormwater Servicing***

Storm sewers are not yet available to service the site and are not expected to be available in the development timeframe proposed by the developer. The site falls within the Cooperative Stormwater Management Initiative (CSMI) catchment area that requires third party improvements outside of Calgary boundaries and a capital funded storm trunk in Range Road 284 to transfer stormwater flows from the subject site to the CSMI system. The developer has therefore proposed an interim zero discharge temporary pond to service the site, which will be maintained at the developer's expense on land outside the proposed outline plan area but owned by developer. As per Condition of Approval 32, a utility right-of-way agreement will be required for any areas related to the interim pond operation. In the future, a subsequent outline plan will confirm the location and details of the permanent/ultimate pond to service this subject site and the remainder of the quarter section. The ultimate pond will be dedicated and constructed with the future development on the remainder of the quarter section and will connect to the future capital funded storm trunk.

### ***Water Servicing***

Water servicing is proposed to be provided through the construction of a capital funded Belvedere feeder main going north along 100 Street SE and then connecting west across to Memorial Drive E. A local distribution main along 17 Avenue SE will also be provided. Work on the detailed design for the feeder main is underway. The Belvedere feeder main is to be constructed in advance of, or concurrently with, the proposed development and will be operational before any homes are constructed. The developer will be responsible for installing local watermains throughout the plan area and offsite extensions to provide the required connections to the Belvedere feeder main when it is completed.

### ***Sanitary Servicing***

Sanitary servicing is proposed to be provided through the construction of a capital funded Belvedere sanitary trunk along 100 Street SE and Peigan Trail SE. The final alignment and detailed design for the sanitary trunk is currently being reviewed by the City of Calgary and Rocky View County but is not formally approved. The final alignment and design of the trunk will confirm the site grading and sanitary catchments areas for the outline plan area. If the final sanitary trunk alignment changes significantly from what has currently been anticipated in this outline plan, there is a possibility that the plan area may require a lift station to service the lands, however, this is unlikely. The sanitary trunk is to be constructed concurrently with the proposed development and will be operational before any homes are constructed. The developer will be responsible for installing local sanitary sewers throughout the plan area to direct flows into the Belvedere sanitary trunk when it is completed.

### ***Fire Infrastructure***

Fire response for the plan area will be provided from the recently constructed Belvedere Fire Station located within the East Hills shopping centre on 84 Street SE. This meets the Council approved standard for seven and 11-minute fire response.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Rocky View County/City of Calgary Intermunicipal Development Plan (Statutory – 2012)**

The subject site is within an area covered by the [Rocky View County/City of Calgary Intermunicipal Development Plan](#). The proposed application was circulated to Rocky View County for review. While no comments were received from Rocky View County on the proposed application, the City of Calgary and Rocky View County are currently working collaboratively on the alignment and approval of the sanitary trunk that is required for development of the proposed application.

### **Municipal Development Plan (Statutory – 2009)**

The site is located within the Developing Residential – Planned Greenfield with Area Structure Plan (ASP) area as identified on Map 1 in the [Municipal Development Plan](#) (MDP). The applicable policies promote housing diversity and choice through a wide range of housing types and densities to create diverse neighbourhoods. The proposed redesignation accommodates both multi-residential and low-density development and meets minimum density targets of the MDP.

### **Calgary Climate Strategy (2022)**

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

### **Belvedere Area Structure Plan (Statutory – 2020)**

The [Belvedere Area Structure Plan](#) (ASP) identifies the subject site within the Neighbourhood Area and includes a Community Centre and a NAC. Most of the plan area is also within the 600-metre TSPA.

The proposed outline plan meets the minimum density target of the ASP set out for the Neighbourhood Area. While the portions of the NAC and TSPA that are included in this outline plan do not reach the minimum intensities set out in the ASP, these areas form only a portion of the NAC and TSPA and a future outline plan will help to meet and exceed these intensity targets.

# Approved Outline Plan Conditions of Approval

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

The following conditions of approval shall apply:

## Planning

1. A deferred reserve caveat in the amount of 10 per cent of gross developable area shall be registered on title concurrent with the registration of the legal plan of subdivision. Gross developable area is calculated based on area on titles with exceptions itemized on land title certificates.
2. Compensation for dedication of Municipal Reserve in excess of 10 per cent is deemed to be \$1.00.
3. The outline plan has an over-dedication of roadways/public utilities (over 30 per cent). Compensation for said over-dedication is deemed to be \$1.00
4. A uniform screening fence (with gates where appropriate) of high-quality material requiring minimum maintenance, be provided at the developer's expense, where required, adjacent to Municipal Reserve, the design of such fence shall be to the satisfaction of the Approving Authority.
5. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for semi-detached dwellings shall be executed and registered against the titles concurrently with the registration of the final instrument.
6. With each Tentative Plan, the developer shall submit a density phasing plan indicating the intended phasing of Subdivision within the outline plan area and the projected number of dwelling units within each phase and demonstrating compliance with minimum required densities.
7. On a map on all marketing, sales, and resale information for the site and portions of the site, depict and label:
  - a. all highway rights-of-way within 500 metres of the site;
  - b. all floodway and flood fringe areas in the site;
  - c. all Airport Vicinity Protection Area Regulation noise exposure forecast bands on the site;
  - d. all Subdivision and Development Regulation setbacks from sour gas facilities, as per sections 10;
  - e. all Subdivision and Development Regulation setbacks from gas and oil wells, as per section 11; and
  - f. all Subdivision and Development Regulation setbacks from waste management facilities, as per sections 12 and 13.

8. Prior to approval (and submission of construction drawings) of the first affected subdivision application, submit a proposed community name and street name application. Proposed community and street names must be approved by City Council by Bylaw.
9. All residential land use parcels abutting a lane shall only have direct vehicle access from the lane (no front drive garages) and a restrictive covenant be registered against the titles of those parcels to that effect concurrent with the registration of the legal plan of subdivision.
10. For lots with proposed reduced side yard setbacks (zero lot lines), a private maintenance and access easement shall be registered concurrent with the registration of the final instrument.
11. Zero side yard setbacks are prohibited on parcels where the side property line is adjacent to Municipal Reserve and public utility land.
12. Relocation of any utilities shall be at the developer's expense and to the appropriate standards.
13. The developer shall minimize stripping and grading within the future Environmental Reserve/existing wetland (s). Any proposed disturbance within the future ER, including that for roadways, utilities, and storm water management infrastructure, shall be approved by Calgary Parks and Open Spaces prior to stripping and grading.
14. Pursuant to Part 4 of the Water Act (Alberta) and the Public Lands Act (Alberta), the applicant shall provide the City of Calgary Parks Department with a copy of the Water Act approval, issued by Alberta Environment and Parks, for the proposed wetland disturbance. If a wetland is crown-owned, both Public Lands Act approvals and Water Act Approval will be required prior to the disturbance of the wetland.
15. Until receipt of the Water Act approval by the applicant from Alberta Environment and Parks, the wetland(s) affected by the development boundaries and directly beside the development shall not be developed or disturbed in anyway and shall be protected in place.
16. Construct all regional pathway routes within and along the boundaries of the plan area according to Calgary Parks- Development Guidelines and Standard Specifications - Landscape Construction (current version), including setback requirements, to the satisfaction of the Director, Parks.
17. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
18. The developer shall restore, to a natural state, any portions of the future Environmental Reserve/existing wetland (s) along the boundaries of the plan area that are damaged in any way as a result of this development. The restored area is to be maintained until established and approved by the Park Development Inspector. The associated restoration plan shall conform to requirements detailed in the City of Calgary Habitat Restoration Project Framework and be approved by Parks.



19. Prior to the approval of a stripping and grading permit, a Development Agreement or a subject area Tentative Plan, Calgary Parks and Open Spaces requires details pertaining to the total limit of disturbance adjacent to existing municipal reserve/environmental reserve extents//existing wetland (s) or proposed municipal reserve/future Environmental Reserve extents resulting from the proposed development in its entirety.
20. Prior to approval of the Tentative Plan, Landscape Concepts prepared at the Outline Plan stage shall be refined to add:
  - A site plan showing general conformance to Outline Plan landscape concepts, intended park program, site layout, and preliminary planting.
  - Grading plans that are coordinated with engineering to show updated perimeter grades to confirm slope percentage and details of any other features, including (but not limited to) retaining structures, utility rights-of way, green infrastructure, trap lows, drainage from private lots, etc.
  - Storm-related infrastructure details above and below ground, including (but not limited to) access roads with required vehicle turning radii, inlets, outlets, retaining walls, control structures, oil grit separators, etc.
21. Prior to Endorsement of the tentative plan Landscape Construction Drawings that are reflective of the subject Tentative Plan for the proposed Municipal Reserve lands are to be submitted to the Contact the Parks Coordinator, Landscape Construction Approvals Michael Nelson at michael.nelson@calgary.ca for review and approval prior to construction and submit the Drawings to parksapprovals@calgary.ca.
22. The developer, at its sole cost and expense, shall be responsible for the construction of the Municipal Reserve (MR) parcels within the boundaries of the plan area according to the approved Landscape Construction Drawings and the Calgary Parks and Open Spaces Development Guidelines and Standard Specifications: Landscape Construction (current version).
23. The developer shall install and maintain a temporary construction fence on the private property line with the adjacent future Environmental Reserve/existing wetland (s) to protect public lands prior to the commencement of any stripping and grading related to the site and during all phases of construction. Contact the Parks Development Inspector Jackie Swartz 403-620-3216 to approve the location of the fencing prior to its installation.
24. All mitigations in the approved BIA for LOC2022-0232 will be followed throughout the development process.
25. No disturbance of future Environmental Reserve/existing wetland s) is permitted without written permission from the Parks Development Coordinator (brad.bevill@calgary.ca) for this area.
26. At the sole responsibility of the Community Association, for all proposed development activity on the Community Association site, landscape construction drawings (LCD) shall be submitted to Landscape Construction Approvals. All LCDs shall comply with the current version of the Calgary Parks & Open Spaces Design Guidelines and Standard Specifications: Landscape Construction.

## Utility Engineering

27. All technical details and reports associated with this Outline Plan have been accepted on a conditional basis referencing the guidelines and standards of the day. The Developer is responsible to update all such details and reports as may be required at the time of development/construction to reflect the applicable requirements at that time. The Developer is responsible to ensure all infrastructure can be constructed in accordance with the applicable standards and regulations at the time of development. If such an update impacts the layout during the review of the detailed engineering construction drawings, it is the Developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the outline plan for the affected portions if necessary.
28. This Outline Plan contains a pond(s)/wetland(s) to manage stormwater. The Staged Master Drainage Plan (SMDP) developed for this outline plan has an expiry date of five years from the date of the outline plan approval because guidelines, standards, and regulations may change from time to time. If subdivision and construction of any given pond/wetland and its associated catchment area does not commence within five years of approval, the Developer shall be required to update the SMDP as may be deemed appropriate, to the satisfaction of Development Engineering. If such an update impacts the layout or size of the pond(s), it is the Developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the outline plan for the affected portions if necessary.

Please note that the subject plan area is within the Cooperative Stormwater Management Initiative (CSMI) drainage catchment and shall conform to the Belvedere Master Drainage Plan. The subject lands shall drain to the CSMI system and shall comply with all CSMI Regional Stormwater Guidelines & Policies (currently being developed). This includes (but is not limited to) adhering to the Unit Area Release Rate (including interim scenarios as may be applicable), volume control targets, water quality targets, and no winter releases.

29. The ultimate/permanent stormwater ponds and/or constructed wetlands provided for this outline plan will include Public Utility Lots (PUL) for the inlet and outlet pipes, control structures, pump houses, oil/grit separators, etc., as all utility components are to be within a PUL. Any large oil/grit separators are required to be located within a PUL to avoid conflict with other utility (or tree) line assignments within the road and to ensure regular maintenance activities will be safe for the operators and not impact traffic flow. Prior to approval of the affected tentative plan(s), a preliminary design and report shall be submitted to the satisfaction of Development Engineering and Parks and Open Spaces for the proposed infrastructure to determine the exact PUL size and configuration. The PUL shall be sized to allow for adequate space around all underground infrastructure for the required excavation. The Developer is responsible for making the adjustments to the land use boundaries as may be required, and if the adjusted PUL impacts a Municipal Reserve (MR) site, the loss of MR shall be reallocated elsewhere within the plan.

30. Prior to the approval of the first tentative plan and pond report, submit an update to the Belvedere Master Drainage Plan (MDP) for the relevant pages for the proposed change in routing for the plan area to the Belvedere Storm Trunk planned on Range Road 284. Furthermore, submit and get approval for any updates that may be required to the Staged Master Drainage Plan (SMDP).
31. Prior to the approval of the first tentative plan, submit a Pond Report for review and approval with the interim operation of the pond as well as include details regarding the transition to ultimate operation. The ultimate operation will need to include the offsite storm sewer from the Pond to the future Capital Storm Trunk located in Range Road 284. Note that no Final Acceptance Certificate or close out of the Development Agreement will be issued until such time as the ultimate pond and infrastructure related to the ultimate operation of the pond is in place and the interim pond was adequately decommissioned.

The Developer is responsible for the ongoing maintenance and operation of any temporary stormwater and/or utility installations to the satisfaction of the Manager of Development Engineering until such time as the permanent facilities are constructed. No Construction Completion Certificates will be issued for any temporary facilities. The Developer is responsible to complete and pay for all work required to decommission / remove / abandon all temporary facilities as directed by Development Engineering at the time when the permanent facilities are constructed. The Developer proceeds at their own risk if changes are required to the plan based on the finalized design of the trunk.

32. Prior to the approval of the first tentative plan, submit a utility rights-of-way (URW) agreement and corresponding plan for all areas related to the interim operation of the pond, including but limited to the ponding areas, irrigation areas, piping, and any other related installations. If any portion of the proposed ultimate storm solution (ie: ultimate pond, sewer alignment to 17 AV, etc.) is outside of the first tentative plan boundary that area must also be included within the provided URW. Registration of the URW agreement must be completed prior to the endorsement of the tentative plan.

Note that if any of the proposed URW areas impact an existing wetland (including irrigation areas), provide evidence that prior Water Act approval has been granted for the wetland disturbances.

33. Prior to the approval of the first tentative plan, submit a revised sanitary servicing study (SSS) for review and acceptance, prepared by a qualified professional engineer under seal and permit to practice stamp.

Note: Approval of the sanitary servicing study will require the design completion for the sanitary trunk and execution of a line assignment agreement with Rocky View County (RCV), endorsed by Rocky View County Council, for approval of the trunk alignment within Peigan Trail, RVC Right of way. Should any required updates to the outline plan (ie: sanitary sewer alignments, proposed finish grades, etc) be required resulting from the finalized trunk design, those updates must be completed prior to the approval of the first tentative plan. Based on the latest information on the preliminary design of the sanitary trunk there are no concerns with proposed tie in location(s) and capacity within the trunk, however finalized design of the trunk including confirmation of the alignment is needed before approval of the study. The Developer proceeds at their own risk if changes are required to the plan based on the finalized design of the trunk.

34. Prior to approval of the affected tentative plan(s), submit details of the sanitary trunk alignment and profile through the subject site. Based on the final depth and alignment details, the Developer will be responsible to provide any additional right-of-way in locations as may be required.
35. Prior to approval of affected tentative plans of subdivision that propose shallow utilities under public sidewalks or pathways, provide a detailed servicing concept showing how the utilities will be designed to ensure that:
- No surface features are located within the sidewalks/pathways (such as pull box or vault access points). Show all required pocket easement for shallow utility boxes and pedestals minimizing pull distances between.
  - Utility networks are planned to minimize the likelihood of excavations in the future for upgrades/repairs (such as use of protected conduits).
  - Trench details to prevent uneven settlements and/or frost heaves of public sidewalks/pathways.

All details are subject to the approval of The City of Calgary and affected Utility companies. Utility rights-of-ways shall be provided where may be required.

36. With each future subdivision application, submit an updated water servicing (including main sizes) and hydrant location design map as may be required for review and approval to the satisfaction of the City of Calgary, Development Engineering. The submission shall include an electronic file in .PDF format, as well as three (3) full size colour prints. The water network shall be reviewed with each phase as it may need to change depending on the timing of phases and availability of connections. The submission shall also include the land use, conceptual site grading plan, onsite and offsite tie-ins, PRV chamber locations (if applicable), and phasing plan for review. Dead end mains are not permitted.

Note that the outline plan area is within Glenmore pressure zone. Two or more feeds will be required to service each phase as may be required to provide the required fire flow. The Developer is responsible to work with adjacent landowners as may be needed to extend the required watermain to service the plan area and show the required off-site extensions.

37. Throughout the phased construction of the development, each construction phase must meet the minimum fire access standards. Any group of dwelling units of 100 or more require 2 accesses, and 600 or more require 3 accesses. Furthermore, if the road to access the plan area is longer than 120m, an emergency access road is required. If the road to access the plan area is longer than 200m, a secondary public access street is required.
38. At the time of construction drawing submission for all subdivision applications, all road cross sections shall be reviewed to confirm they meet the minimum Fire Access Standards (including but not limited to a minimum of 6.0m clear pavement width that is unencumbered by parking or other obstructions). Any roads found to be deficient shall be amended accordingly.

39. Submit an electronic version of a Deep Fills Report to the Utility Engineering Generalist for any proposed subdivision applications that have fills in excess of two metres, or if the proposed development will not have any fills in excess of two metres, submit a letter to that effect signed and sealed by a professional Geotechnical Engineer.

The report must be prepared by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of The City of Calgary. The report is to identify lots to be developed on fills in excess of two metres above original elevations within the plan area. The report must also state whether the lots to be developed on these fills will require any specific development restrictions.

If required, a Development and Geotechnical Covenant may be registered against the affected lot(s), prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the Deep Fills Report.

40. Submit an electronic version of a Slope Stability Report to the Utility Engineering Generalist for any proposed subdivision applications that have proposed grades in excess of 15% (or adjacent to existing grades in excess of 15%), or if the proposed development will not have any grades in excess of 15%, submit a letter to that effect signed and sealed by a Professional Engineer. The report must be prepared by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of The City of Calgary.

If required, a Development and Geotechnical Covenant may be registered against the affected lot(s) prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the Slope Stability Report.

41. Prior to endorsement of the affected legal plans or issuance of affected construction permissions, submit evidence that Water Act approval has been obtained for any changes/disturbances of the existing natural wetlands (both on-site and off-site), including any proposed discharges into natural wetlands.

42. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following reports (and any subsequent updates):

- Hydrogeological Assessment East Belvedere Development, prepared by Waterline (File No. 3236-21-001), dated March 08, 2022.
- East Belvedere Lands Geotechnical Report, prepared by McIntosh-Lalani Engineering Ltd. / Englobe (File No ML02101991.000), dated May 21, 2021.

43. The site shall be developed in accordance with the recommendations outlined in "Phase 1 Environmental Site Assessment of 2498 - 100 Street SE, NW1/4-08-24-28-W4M, Calgary, Alberta" prepared by Troy Environmental Consulting October 24, 2019.

44. Servicing arrangements shall be to the satisfaction of Development Engineering and in accordance with the approved reports. Separate service connections to a public main shall be provided for each proposed lot (including strata lots). All downstream local and capital infrastructure must be in place to support any proposed development. All main extensions are at the expense of the Developer.

To service the entire plan area, the following capital infrastructure is required to be in service:

- Belvedere Feedermain Phase 1 and Phase 2
- Belvedere Sanitary Trunk

Prior to the release of any Building Permits within the plan area, confirmation that the sanitary trunk and connection to the trunk are operational will be required. It is the Developer's responsibility to coordinate the timing of the development with the installation of the required capital infrastructure.

Note that for future applications on the remainder of the site, the following additional capital infrastructure is required to be in service:

- Belvedere Storm Trunk
- Cooperative Stormwater Management Initiative (CSMI) Trunk

45. Coordinate with the utility owner(s) for the removal and/or relocation of any existing utilities (including oil and gas pipelines) that may be located within the subject parcel, to the satisfaction of the utility owners. Prior to registration of affected parcels, the existing utilities shall be removed and the associated easement discharged. If the utilities cannot be relocated the utilities shall be protected within a utility right-of-way, public utility lot, or road allowance. Any relocated utilities require line assignment approval from The City of Calgary and the Developer is responsible for providing any additional right-of-way as may be needed.
46. Prior to endorsement of any Tentative Plan/prior to release of a Development Permit, execute a Development Agreement. Contact the Infrastructure Strategist, Development Commitments for further information at 587-229-7368 or email [urban@calgary.ca](mailto:urban@calgary.ca).
47. Off-site levies, charges and fees are applicable. Prior to endorsement of any Tentative Plan/prior to release of a Development Permit, the applicant must agree to pay these charges by entering into an agreement with the City. Contact the Infrastructure Strategist, Development Commitments for further information at 587-229-7368 or email [urban@calgary.ca](mailto:urban@calgary.ca).
48. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:
  - a) Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area (including, but not limited to, any offsite road upgrades that are required to accommodate the traffic generated by the development). The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
  - b) Construct the underground utilities, surface improvements (including streetlighting) for all streets and lanes within and along the boundaries of the plan area.
  - c) Construct the onsite and offsite storm water management facilities (wet pond wetlands, etc.) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.



- d) Construct the Municipal Reserves (MR), Public Utility Lots (PUL), Environmental Reserves (ER), and Recreation Centre site within the plan area.
  - e) Construct the pathways within and along the boundaries of the plan area, to the satisfaction of Parks and Open Spaces.
  - f) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, within and along the boundary of the plan area, where required by The City for lots backing onto public land.
  - g) Rehabilitate the portions of public or private lands and/or infrastructure that may be damaged as a result of this development, all to the satisfaction of The City of Calgary.
49. At the subdivision stage, prior to endorsement of the final instrument, discuss cost sharing arrangements with Opengate Properties Ltd. for part cost (costs not recovered by the developer from the City) of the underground utilities to be installed/constructed by Opengate Properties Ltd. under East Belvedere (Twinhills Cybercity) Water Feedermain and Sanitary Sewer Trunk at Memorial Dr and 100 St SE and 17 Avenue SE along 100 St SE pursuant to a Construction Agreement dated Dec 17, 2020. Note that if there is an assumption agreement to reassign this work to a different Developer, arrangements will be with the new Developer.
50. Prior to issuance of any construction permissions, an Erosion and Sediment Control Report and Drawings for the development site shall be submitted to the satisfaction of Development Engineering. The report and drawings submission shall follow the latest version of The City of Calgary Guidelines for Erosion and Sediment Control.
51. Prior to approval of any affected subdivision or development (including stripping and grading), the applicant shall provide an Alberta Energy Regulator reclamation certificate for the abandoned sour gas well 11-08-24-28W4M (License 0028469). All documentation shall be reviewed to the satisfaction of The City of Calgary.
52. Prior to approval of any affected subdivision or development (including stripping and grading), the applicant shall provide documentation confirming that the identified oil and gas well on the adjacent lands have been abandoned and that the land is suitable for the intended uses as related to environmental concerns. All documentation shall be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary.
53. Prior to approval of any affected subdivision or development (including stripping and grading) the Applicant shall provide documentation that outlines the land use, access and setback for the abandoned well and how the access and setback will be maintained. The land use, access and setback shall be established accordance to applicable Alberta Energy Regulator Directives and in consultation with the operator to ensure that the minimum amount of space required to safely re-enter the abandoned well is available. All documentation shall be reviewed to the satisfaction of The City of Calgary.
54. Prior to approval of any affected subdivision or development (including stripping and grading) the applicant shall provide documentation that the conditions on the pipeline right of way are suitable for the intended uses as related to environmental concerns. All documentation shall be prepared by a qualified professional and shall be reviewed to the satisfaction of The City of Calgary.

55. Prior to approval of any affected subdivision or development (including stripping and grading), the applicant shall provide documentation that all abandoned pipelines on the subject lands have been removed and the environmental condition of the land is suitable for the intended uses. Supporting documents include, but are not limited to: Alberta Energy Regulator Pipeline Removal Licence Amendments, environmental investigation reports, etc. All documentation shall be prepared by a qualified professional and shall be reviewed to the satisfaction of The City of Calgary.
56. Prior to approval of any affected subdivision or development (including stripping and grading), the applicant shall provide documentation from the operator of the pipeline confirming that they have been engaged, do not object to the proposed land use on or adjacent to the existing pipeline right of way, and have specified acceptable surface uses on the pipeline right of way. All documentation shall be reviewed to the satisfaction of The City of Calgary.
57. Prior to approval of any affected subdivision or development (including stripping and grading) that includes ground disturbance activities on the pipeline right of way the applicant must provide documentation from the operator confirming that they do not object to the proposed work. All documentation shall be reviewed to the satisfaction of The City of Calgary.

## **Mobility Engineering**

58. In conjunction with each tentative plan of subdivision, each submission shall be subject to conditions based on findings from Stage 2 of the Belvedere Global Transportation Impact Assessment (TIA), related to Infrastructure Phasing. Conditions shall be provided on each application relating to the number of units that can be supported based on available transportation infrastructure at the time of submission. Available is defined as either constructed or funded with the ability to construct.

It is advised the current funding of the Memorial Drive E flyover is anticipated to support 75 per cent of the Belvedere area as per the Global TIA.

59. The developer, at its expense, but subject to normal oversize, endeavors to assist and boundary cost recoveries shall be required to enter into an agreement with the City to construct the east half of the complete cross-section of the ultimate 100 Street SE, including the intersections of 100 Street with 17 Ave SE.
60. In conjunction with each Tentative Plan, functional-level plans shall be submitted as a component of the Tentative Plan submission package to the satisfaction of Development Engineering, for the staged development arterial and collector standard roadways, inclusive of the staged development of the at-grade intersections, and to the satisfaction of the Manager, Development Engineering. Additional road Right-of-way may be required to accommodate transitions and local widenings at intersections.
61. Prior to approval of Construction Drawings and Permissions to Construct Surface improvements: The developer shall provide signed copies of backsloping agreements for any backsloping that is to take place on adjacent lands (owned privately or owned by the City).

62. At the applicable Tentative Plan or Development Permit, prior to final approval of the construction drawings and applicable tentative plans, a noise analysis and visual screening report must be submitted to and approved by Public Spaces Project Development Division for the residential development adjacent to 100th Street SE, to the satisfaction to the Manager of Development Engineering.
63. At the affected tentative plan, guardrails may be required along 104 Street SE adjacent to the wetland. Guardrail and warrant calculations will be required for each applicable tentative plan.
64. No direct vehicular access shall be permitted to or from 100 Street SE and a restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the Tentative Plan stage.
65. No direct vehicular access from Low Residential Parcels shall be permitted to or from 20th Avenue SE, 23 Avenue SE, and 104 Street SE; and a restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the Tentative Plan stage.
66. A restrictive covenant shall be registered against the specific lot(s) identified by the Director, Community Planning, concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s).
67. Wheel chair (curb) ramps are to be constructed at each end of a cross walk, as per the Complete Streets Policy, section 3.2.4. Each crosswalk should have a curb ramp at each end and not be shared (e.g., two per corner for standard intersections). Ramps must be entirely contained within a crosswalk (the crosswalk can be flared to capture a ramp that cannot be easily relocated). Where possible, align the ramp run with the crosswalk, as ramps angled away from the crosswalk may lead some users into the intersection.
68. Any proposed community entrance features shall be located on private sites, not within public land or rights-of-way.
69. In conjunction with each Tentative Plan, the Developer shall register road plans for Collector standard roadways within the subject lands to the satisfaction of the Director, Community Planning, that provides continuous active modes and vehicle routing through the community with at least two points of public access around the Tentative Plan boundary to the arterial road network.

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

70. Temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction and/or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transit and the Director, Community Planning.
71. Prior to Release of any permits or Permission to Construct, the Developer shall enter into a Construction Access Road Agreement with Roads Maintenance. Contact Stephanie Barbario at [stephanie.barbario@calgary.ca](mailto:stephanie.barbario@calgary.ca) to enter into the agreement and provide executed agreement to the Mobility Generalist prior to Endorsement.

APPROVED BY CPC

# Applicant Submission

2025 May 26



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

P 403 201 5305  
F 403 201 5344

2025.05.26

**ATTN:** Nancy Sanborn, Senior Planner, Community Planning

—

**RE:** Application for Land Use Redesignation and Outline Plan (LOC) in Belvedere  
LOC2022-0232 | 2498 100 ST SE | NW 08; 24; 28; W4M (16.19 ha / 40.00 ac)

Email Delivery:  
nancy.sanborn@calgary.ca

Planning & Development  
The City of Calgary  
PO Box 2100, Station M  
800 Macleod Trail SE  
Calgary, Alberta T2P 2M5

## Background

As a large-area landowner, Truman has been engaged with The City of Calgary's growth planning process in Belvedere for well over a decade, acting as a key contributor in the creation of the *Belvedere Area Structure Plan* (approved in 2013). Truman is investing significantly in front-end deep utility services within Belvedere and remains committed to the community's future growth.

## 2021 Growth Approval (GMO Removal)

In 2021, Calgary City Council approved a Business Case and Area Structure Plan (ASP) amendment to remove 40 acres of Growth Management Overlay (GMO) from the subject site. This approval unlocked 40 acres of developable land within the Truman-owned quarter section to support strategic and contiguous growth within Belvedere.

## Open 2022 Business Case/Growth Application

In 2022, Truman submitted a Business Case Application to facilitate development on the remaining 116.4 acres of Truman-owned land on the quarter section. Since then, The City of Calgary has transitioned from GMO removal to a new Growth Applications approval process. In November 2024, Calgary City Council approved the 2022 Open Business Cases as part of their mid-cycle budget deliberations, enabling the necessary infrastructure and regional transportation network improvements to support future growth in Belvedere. Truman and City Administration remain committed to collaborating on resolving regional servicing and transportation network considerations within the Belvedere community.

## Outline Plan Application

The revised proposal represents a departure from the previous Land Use Redesignation and Outline Plan application, initially submitted in 2021, which previously encompassed the entire quarter section of Truman-owned land. The revised 40 acre boundary is part of an initial development step to support growth in a phased manner to align with the original GMO removal. The revised 40 acre Outline Plan boundary features an identified 3 acre Community Association site and a portion of a 12 acre Neighbourhood Activity Centre (NAC) as outlined in the *Belvedere Area Structure Plan* (ASP). Note that the revised boundary does not rely on resolving the regional stormwater (CSMI) infrastructure and regional mobility considerations to proceed. Instead, it addresses stormwater management and transportation considerations by providing lower overall density with less impact on the regional networks, controlled through interim storm pond solutions and developer-funded upgrades to 100 ST SE.

## Future Outline Plan Application

With Calgary City Council's approval of the Growth Application for the Open 2022 Business Case in November 2024, Truman remains committed to a collaborative and proactive resolution of land use, parks, facilities, infrastructure servicing, and mobility considerations for the remaining lands through a future Land Use Redesignation and Outline Plan Application. The Outline Plan figure includes a shadow plan demonstrating the potential build-out of the remaining 116.4 acres of the Truman-owned quarter section of land.

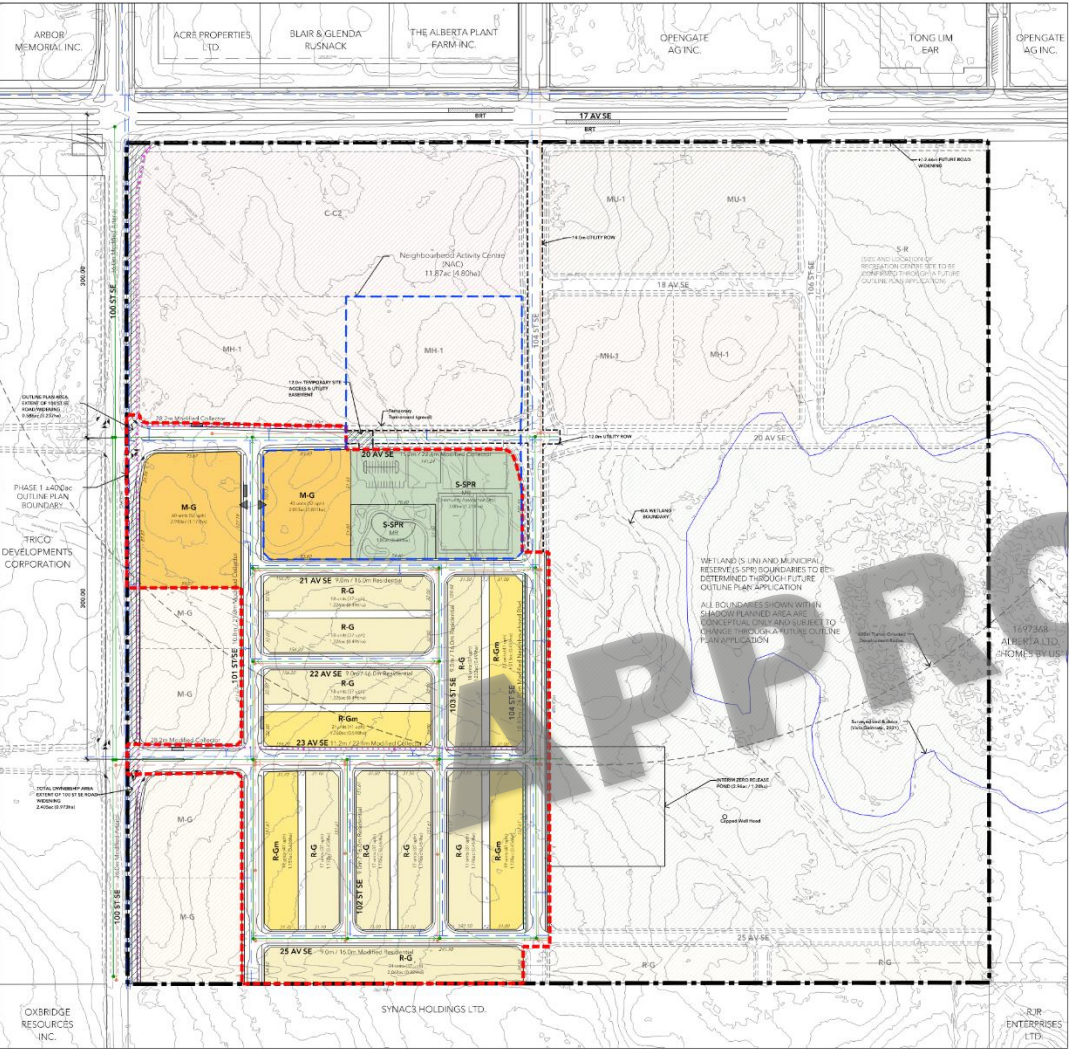


Approved Outline Plan

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

<div>SHEET</div> <div>EAST BELVEDERE OUTLINE PLAN &amp; LAND USE REDESIGNATION</div>	<div>LANDOWNER - DEVELOPER</div> <div>TRUMAN</div> <div> TRUMAN</div>	<div>APPLICANT</div> <div>CMCWORKS</div> <div>PROJECT TEAM</div> <div>BUNT AND ASSOCIATES URBAN SYSTEMS VISTA GEOMATICS</div> <div></div>	<div>ADDRESS</div> <div>LEGAL: NW 08; 24; 28; W4M</div> <div>MUNICIPAL: 2498 100 ST SE CALGARY, AB</div>	<div>APPLICATION INFORMATION</div> <div>CITY FILE NUMBER: LOC2022-0232</div> <div>INTERNAL FILE NUMBER: 19-026</div> <div><div>VERSION: 11.0</div><div>DATE: May 21, 2025</div><div>VERSION: 8.0</div><div>DATE: Oct 21, 2024</div><div>VERSION: 10.0</div><div>DATE: Apr 14, 2025</div><div>VERSION: 7.0</div><div>DATE: May 9, 2024</div><div>VERSION: 9.0</div><div>DATE: Feb 18, 2025</div><div>VERSION: 6.0</div><div>DATE: Aug 17, 2023</div></div>
--	--	--	--	---

OUTLINE PLAN FIGURE



OUTLINE PLAN LEGEND

- Ownership Boundary
  - Outline Plan Boundary
  - Neighbourhood Activity Centre (NAC)
  - Transit Station Planning Area (600m to BRT Stop)
  - Extent of Road Widening (100 ST SE)
  - Existing BIA Wetland Boundary
  - Contour (0.5m Interval)
  - Multi-Use Pathway (3.0m)
  - Separated Walkway (2.0m) & Bike Lane (1.5m)
- Potential Vehicular Access
  - Bus Stop
  - Water
  - Sanitary
  - Storm
  - Fire Hydrant

LAND USE LEGEND

- Residential - Low Density Mixed Housing (R-G)
- Residential - Low Density Mixed Housing (R-Gm)
- Multi-Residential - At Grade Housing (M-G)
- Special Purpose - School, Park and Community Reserve (S-SPR)

LAND USE AND OUTLINE PLAN STATISTICS

LAND USE		LAND USE	LAND USE AREA		OUTLINE PLAN AREA			MAXIMUM DENSITY			ANTICIPATED DENSITY			ANTICIPATED INTENSITY		
Proposed		Current	Hectares	Acres	Hectares	Acres	% of GDA	UPH	UPA	Units	UPH	UPA	Units	People*	Jobs**	
RESIDENTIAL	R-G	S-FUD	7.02	17.34	4.67	11.54	29%	58	23	271	37	15	171	564	21	
	R-Gm	S-FUD	3.23	7.97	1.92	4.75	12%	62	25	119	41	17	79	260	9	
	M-G	S-FUD	2.88	7.10	2.01	4.96	12%	80	32	161	52	21	103	226	8	
OPEN SPACE		S-SPR (MR)	S-FUD	1.77	4.36	1.62	4.00	10%	--	--	--	--	--	--	--	
ROAD RIGHT-OF-WAY			--	--	--	5.73	14.16	35%	--	--	--	--	--	--	--	
OUTLINE PLAN ROAD WIDENING (100 ST SE)			--	--	--	0.24	0.59	1%	--	--	--	--	--	--	--	
GROSS DEVELOPABLE AREA			--	--	--	16.19	40.00	100%	34	14	551	22	9	353	1050	
TOTAL OUTLINE PLAN AREA															16.19	40.00
INTENSITY (PEOPLE + JOBS PER HECTARE PER HECTARE)															67	

NEIGHBOURHOOD ACTIVITY CENTRE (NAC) STATISTICS

LAND USE	LAND USE DISTRICT	OUTLINE PLAN AREA				ANTICIPATED DENSITY			ANTICIPATED COMMERCIAL	ANTICIPATED INTENSITY		
	Proposed	Current	Hectares	Acres	% of Overall NAC	UPH	UPA	Units	Net Area (m <sup>2</sup> )	People*	Jobs**	
RESIDENTIAL	M-G	S-FUD	6.83	2.05	17%	52	21	43	-	94	3	
	FUT. MH-1	S-FUD	1.56	0.54	41%	200	81	392	-	666	25	
OPEN SPACE	S-SPR (MR)	S-FUD	1.62	4.00	34%	-	-	-	-	-	-	
FUT. ROAD RIGHT-OF-WAY			-	0.39	0.98	8%	-	-	-	-	-	
OUTLINE PLAN NEIGHBOURHOOD ACTIVITY CENTRE			-	2.45	6.05	51%	18	7	43	-	94	3
OVERALL NEIGHBOURHOOD ACTIVITY CENTRE			-	4.80	11.87	130%	91	37	435	-	760	28
OUTLINE PLAN NEIGHBOURHOOD ACTIVITY CENTRE INTENSITY (PEOPLE + JOBS PER HECTARE)											40	
OVERALL NEIGHBOURHOOD ACTIVITY CENTRE INTENSITY (PEOPLE + JOBS PER HECTARE)											164	

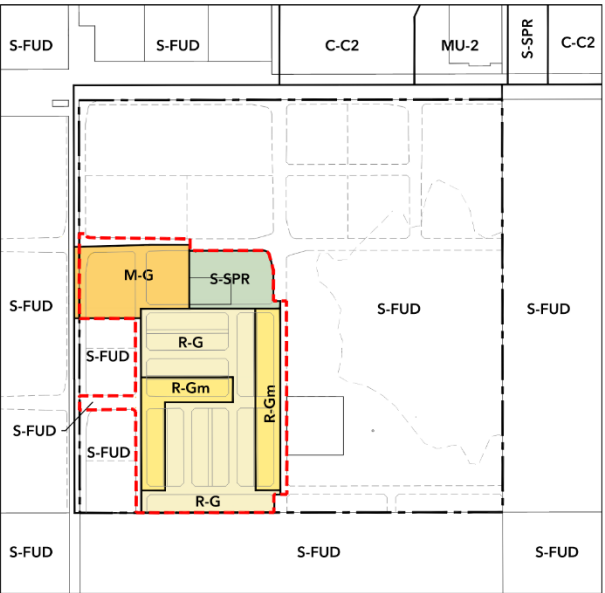
\* Assumes 3.3 people per household (low density residential uses) and 2.2 people per household (medium density residential uses) based on Table A2 of the Guide to the MDP.

\*\* Assumes 3.8 home-based jobs per 100 people.

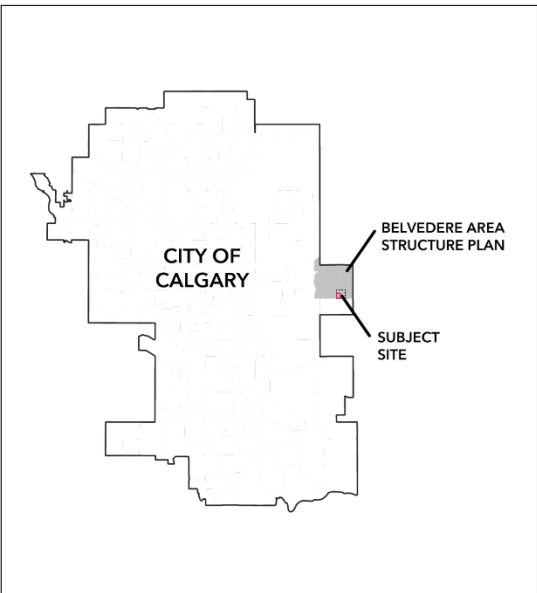
Note:

- Dwelling units to be solar ready and able to accommodate solar photovoltaic (PV) panels.
- All boundaries shown within shadow planned area are conceptual only and subject to change through a future Outline Plan application.

LAND USE FIGURE



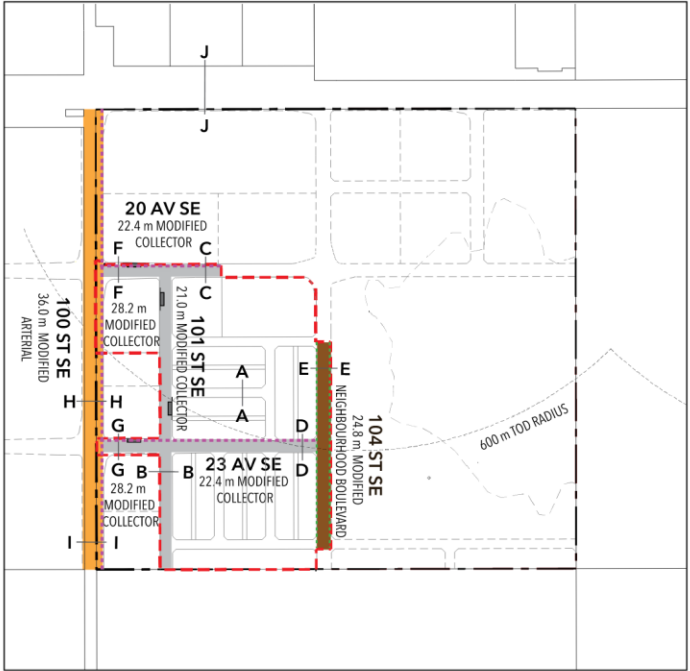
KEY PLAN





<div>SHEET</div> <div>EAST BELVEDERE OUTLINE PLAN &amp; LAND USE REDESIGNATION</div>	<div>LANDOWNER - DEVELOPER</div> <div>TRUMAN</div> <div> TRUMAN</div>	<div>APPLICANT</div> <div>CIVICWORKS</div> <div></div> <div>PROJECT TEAM</div> <div>BUNT AND ASSOCIATES URBAN SYSTEMS VISTA GEOMATICS</div>	<div>ADDRESS</div> <div>LEGAL: NW 08; 24; 28; W4M MUNICIPAL: 2498 100 ST SE CALGARY, AB</div>	<div>APPLICATION INFORMATION</div> <div>CITY FILE NUMBER: LOC2022-0232 INTERNAL FILE NUMBER: 19-026</div>	<div><div>VERSION: 11.0      DATE: May 27, 2025</div><div>VERSION: 10.0      DATE: Apr 14, 2025</div><div>VERSION: 9.0      DATE: Feb 18, 2025</div></div> <div><div>VERSION: 8.0      DATE: Oct 21, 2024</div><div>VERSION: 7.0      DATE: May 9, 2024</div><div>VERSION: 6.0      DATE: Aug 17, 2023</div></div>
--	--	--	---	---	--

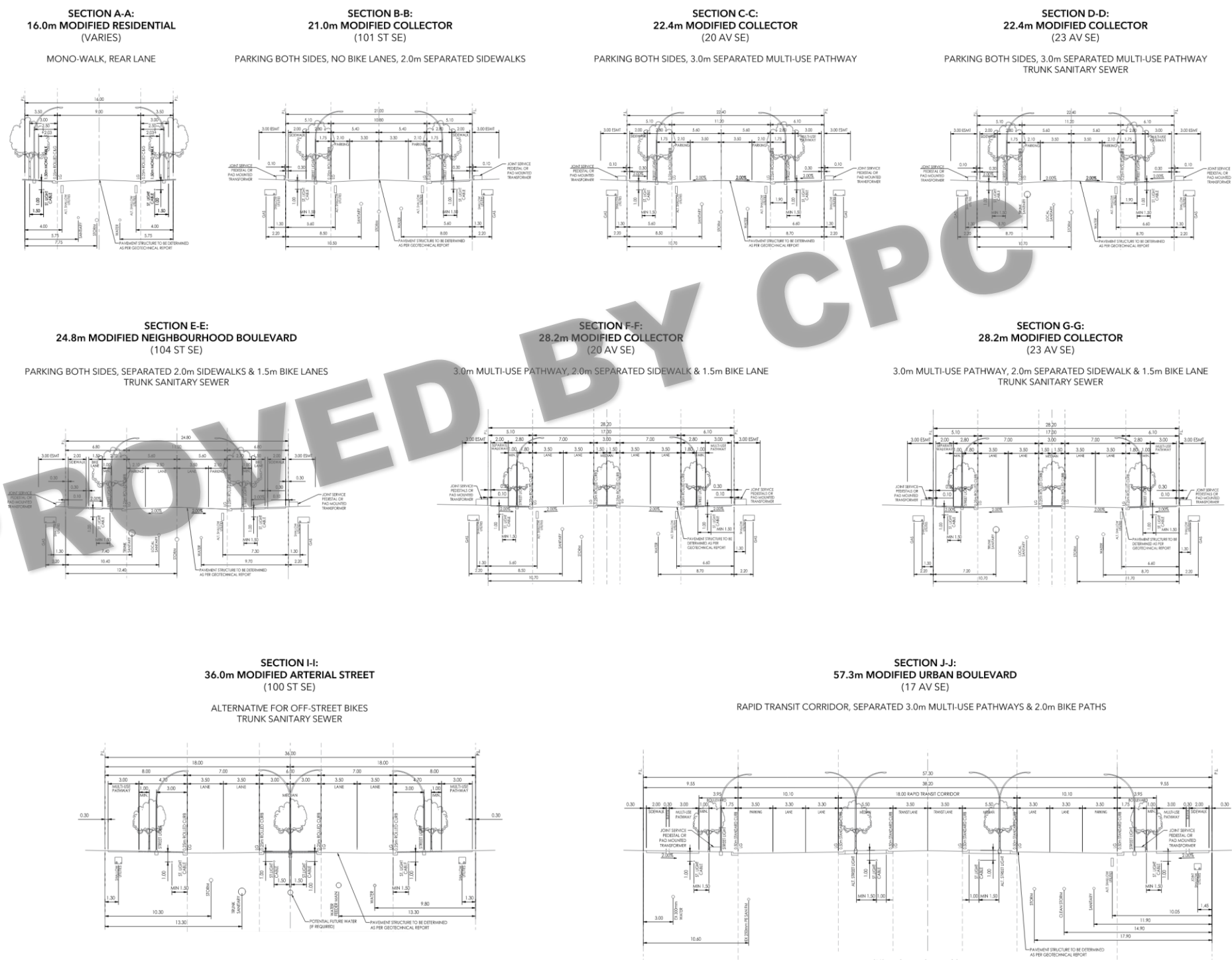
MOBILITY NETWORK FIGURE



MOBILITY NETWORK LEGEND

- Modified Arterial
- Modified Neighbourhood Boulevard
- Modified Collector
- Transit Station Planning Area (600m to BRT Stop)
- Multi-Use Pathway (3.0m)
- Separated Walkway (2.0m) & Bike Lane (1.5m)
- Bus Stop

STREET STANDARDS



# Approved Outline Plan Data Sheet

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

	HECTARES	ACRES
GROSS AREA OF PLAN	16.19	40.00
LESS: ENVIRONMENTAL RESERVE		
LESS: LAND PURCHASE AREA		
NET DEVELOPABLE AREA	16.19	40.00

LAND USE (Residential)	HECTARES	ACRES	ANTICIPATED # OF LOTS	ANTICIPATED # OF UNITS
R-G	4.67	11.54	171	171
R-Gm	1.92	4.75	79	79
M-G	2.01	4.96	2	103
Total Residential	8.60	21.25	252	353

	HECTARES	ACRES	% OF NET AREA
ROADS (Credit)	5.97	14.75	36

RESERVES	HECTARES	ACRES	% OF NET AREA
MR Credit (S-SPR)	1.62	4.00	10

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	353		
ANTICIPATED DENSITY		21.8	8.8
ANTICIPATED INTENSITY		67.3	27.2

**Note:**

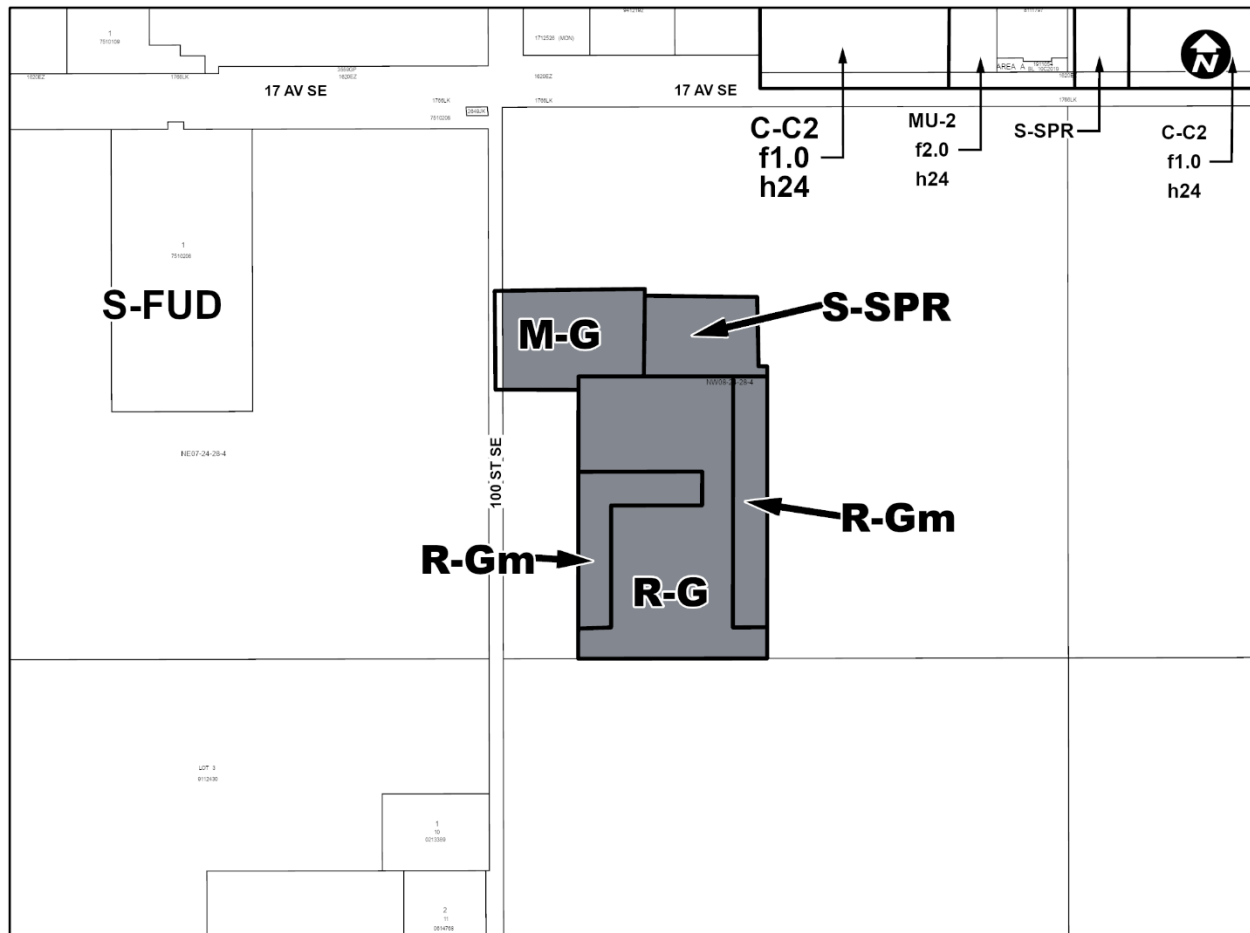
Intensity calculation assumes the following based on the Guide to the MDP/CTP:

- Low Density Residential Uses (R-G and R-Gm)= 3.3 people/unit
- Medium Density Residential Uses (M-G)= 2.2 people/unit

- *Home-Based Jobs= 3.8 jobs per 100 people*

APPROVED BY CPC

# Proposed Land Use Plan



# Applicant Outreach Summary

2025 May 16



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Truman East Belvedere (2498 100 ST SE)

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

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

n/a

### Outreach Strategy

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

Truman has remained committed to leading an open and transparent conversation with community members about the proposal from the outset of the Land Use Redesignation and Outline Plan (LOC2022-0232) application in 2022 and the previous application submitted in 2021.

As part of the revised proposal submitted in December 2022, the project team mailed letters to surrounding neighbours and property owners to share details about the proposed Outline Plan and contact information for the Applicant. Community members were provided with a dedicated outreach phone line and email address to provide any questions, comments, or feedback. In addition to surrounding neighbours and property owners, the project team provided updates and held meetings with the Ward 9 Councillor's Office between 2021 and 2025.

### Affected Parties

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

-Surrounding Neighbours / Property Owners (±100m of subject site)

-Ward 9 Councillor's Office

-Note: There is no active Community Association within the Belvedere area to date.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

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

In 2025, Truman and the project team met with representatives for the active Land Use Redesignation and Outline Plan (LOC2024-0098) application west of 100 ST SE to discuss the alignment of roadways, intersections, and utilities along 100 ST SE. No other questions, comments, or feedback were received from surrounding neighbours or property owners.

Meetings with the Ward 9 Councillor's Office were held to discuss updates to the Outline Plan and regional infrastructure considerations related to the Growth Application (approved in 2024), deep utility services, and future transit connections within Belvedere.

### How did input influence decisions?

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

In response to feedback received during the Applicant-Led Outreach process, multiple features of the Outline Plan were revised, including:

- Coordination of regional infrastructure servicing the Belvedere area, including the alignment of a sanitary trunk within the 40-acre Outline Plan boundary
- 100 ST SE road right-of-way, including intersection spacing and utility alignments
- Connections to active transportation networks and future regional transit stops
- 3-acre Community Association site
- Stormwater management systems

### How did you close the loop ?

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

Upon closure of the Applicant-Led Outreach process, additional letters were mailed to surrounding neighbours and landowners providing updates on the application and contact information for the project team. Although no further comments or inquiries were received, we will continue to monitor outreach channels before a decision on the Land Use Designation and Outline Plan application.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



# PROPOSED

CPC2025-0571  
ATTACHMENT 8

## BYLAW NUMBER 113D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2022-0232/CPC2025-0571)**

\*\*\*\*\*

**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 \_\_\_\_\_

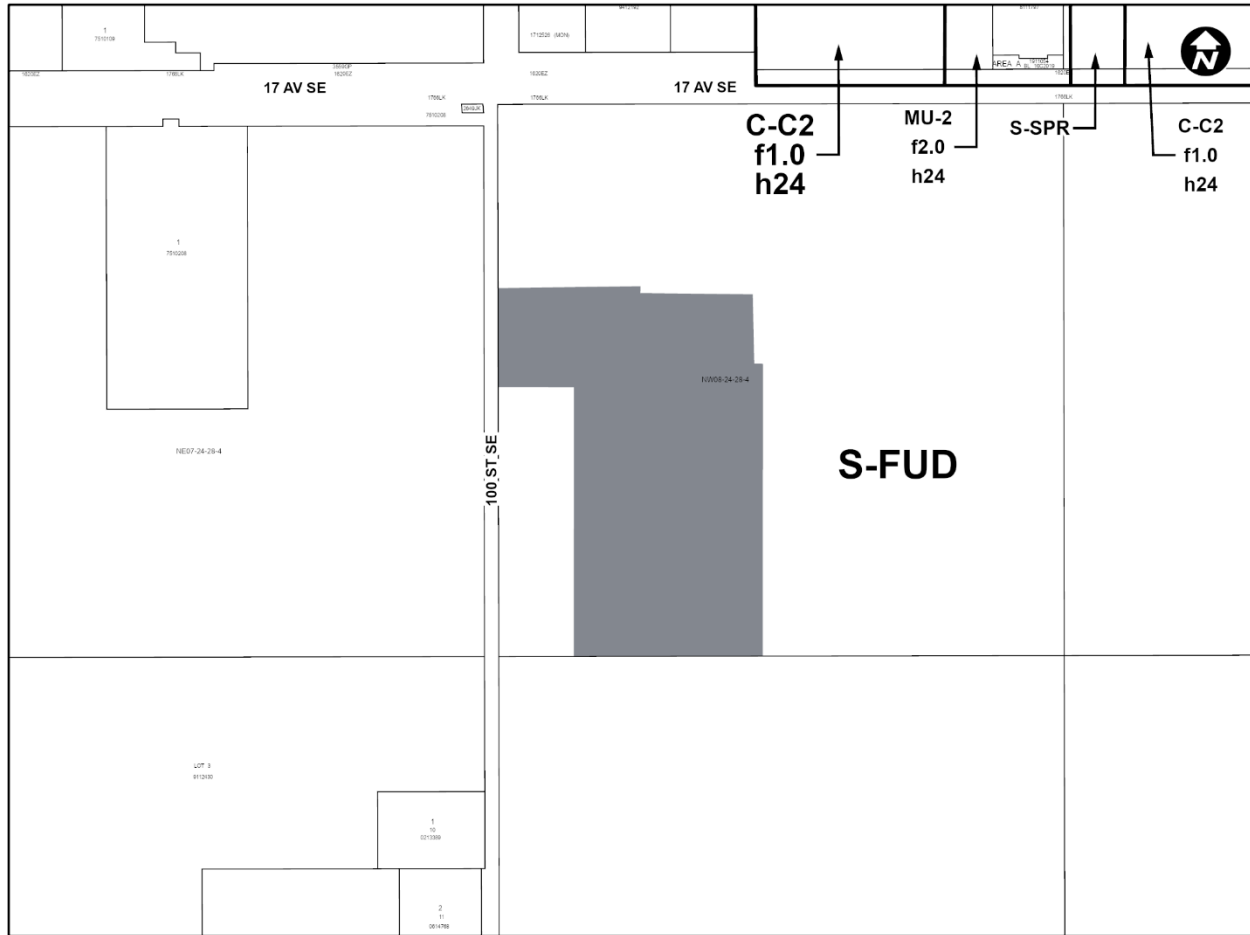
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

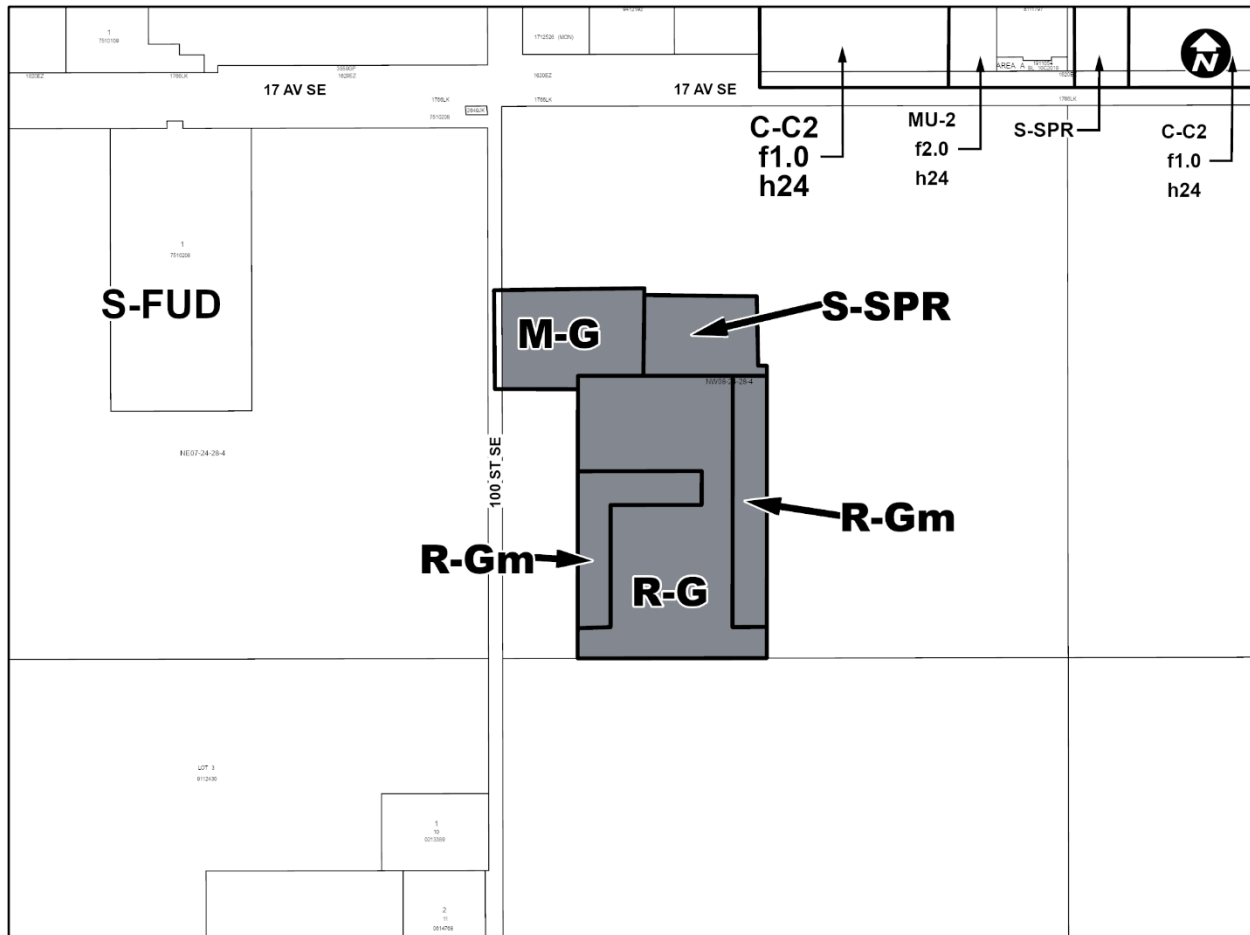
AMENDMENT LOC2022-0232/CPC2025-0571  
BYLAW NUMBER 113D2025

## SCHEDULE A



**AMENDMENT LOC2022-0232/CPC2025-0571  
BYLAW NUMBER 113D2025**

**SCHEDULE B**



**Outline Plan and Land Use Amendment in Belvedere (Ward 9) at 2313 and 2313R - 84 Street SE, LOC2024-0321**

**RECOMMENDATIONS:**

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 2313 and 2313R – 84 Street SE (portion of NE1/4 Section 12-24-29-4; Plan 8511085, Block OT) to subdivide 16.79 hectares  $\pm$  (41.49 acres  $\pm$ ) with conditions (Attachment 2); and
2. Forward this report (CPC2025-0559) to the 2025 July 15 Public Hearing Meeting of Council; and

That Calgary Planning Commission recommend that Council:

3. Give three readings to the proposed bylaw for the redesignation of 8.00 hectares  $\pm$  (19.77 acres  $\pm$ ) located at 2313 and 2313R – 84 Street SE (portion of NE1/4 Section 12-24-29-4; Plan 8511085, Block OT) from Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – Medium Profile (M-2) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Special Purpose – City and Regional Infrastructure (S-CRI) District to Residential – Low Density Mixed Housing (R-G) District, Multi-Residential – Medium Profile (M-2) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, and Direct Control (DC) District to accommodate residential development, with guidelines (Attachment 3).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JUNE 19:**

That Council give three readings to **Proposed Bylaw 130D2025** for the redesignation of 8.00 hectares  $\pm$  (19.77 acres  $\pm$ ) located at 2313 and 2313R – 84 Street SE (portion of NE1/4 Section 12-24-29-4; Plan 8511085, Block OT) from Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – Medium Profile (M-2) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Special Purpose – City and Regional Infrastructure (S-CRI) District to Residential – Low Density Mixed Housing (R-G) District, Multi-Residential – Medium Profile (M-2) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, and Direct Control (DC) District to accommodate residential development, with guidelines (Revised Attachment 3).

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 June 19:

“The following documents were distributed with respect to Report CPC2025-0559:

- Revised Attachment 3;”

## Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 June 19:

---

### HIGHLIGHTS

- This application seeks to establish a subdivision framework and to redesignate portions of the site to accommodate street-oriented residential development in the form of semi-detached dwellings and rowhouses on small-scale lots with minimal rear yard setbacks and rear lane access.
- The proposed application aligns with the *Municipal Development Plan* (MDP) and the *Belvedere Area Structure Plan* (ASP).
- What does this mean to Calgarians? The proposal will allow for increased housing choice within a compact greenfield development, which will be served by neighbourhood parks and pathways and local commercial uses.
- Why does this matter? Compact development of a greenfield site will contribute to Calgary's overall economic health by housing new residents within the city limits.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

### DISCUSSION

This outline plan and land use amendment application was submitted on 2024 December 23 by O2 Planning and Design on behalf of Minto Communities. The two sites measure approximately 16.79 hectares  $\pm$  (41.49 acres  $\pm$ ) in total area and are in the community of Belvedere. The lands are currently undeveloped.

As noted in the Applicant Submission (Attachment 4), the proposal seeks to revise the previously approved outline plan and land use designations to redesign the neighbourhood and accommodate a Direct Control (DC) District, based on Residential – Low Density Mixed Housing (R-Gm) District that would allow for a rowhouse product that requires greater lot depths and lot coverage than allowed by the standard district.

Additional minor changes are proposed to redesign the internal road network, relocate the planned park space, and slight adjustments to the related land uses. For details, please refer to the proposed Outline Plan (Attachment 5) and the Proposed Land Use District Map (Attachment 6), which are anticipated to accommodate 652 low density residential units and 382 medium density residential units. As referenced in the Outline Plan Data Sheet (Attachment 7) this development will achieve an anticipated density of 61.6 units per hectare and anticipated intensity of 153 people and jobs per hectare. This exceeds the density targets of the MDP and ASP.

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

### ENGAGEMENT AND COMMUNICATION

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

### Applicant-Led Outreach

As part of the review of the proposed application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties

Approval: M. Sklar concurs with this report. Author: B. Smith

City Clerks: A. Gagliardi / J. Palaschuk

**Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 June 19:**

---

and the respective community association was appropriate. As this is a new greenfield community, the Applicant contacted adjacent landowners to make them aware of the application. For more information, refer to the Applicant Outreach Summary (Attachment 8).

**City-Led Outreach**

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

Administration received one letter of opposition from the public. The letter objected to the proposed road re-alignment of 84 Street SE, shown in the original approved outline plan, which would cross through private property.

There is no community association for the area.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The opposition is not against the proposed outline plan and land use amendment, rather The City's realignment of 84 Street SE. This feedback was passed on to the relevant City business units; however, it is not within the scope of this application.

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

**IMPLICATIONS**

**Social**

The proposal would allow for a variety of housing choices in low and medium density residential building forms, providing a range of housing opportunities. The proposal would also provide landscaped open spaces connected via pathways.

**Environmental**

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

**Economic**

Development of a greenfield site would contribute to Calgary's overall economic health by housing new residents within city limits.

**Service and Financial Implications**

No anticipated financial impact.



**Planning and Development Services Report to  
Calgary Planning Commission  
2025 June 19**

**ISC: UNRESTRICTED  
CPC2025-0559  
Page 4 of 4**

**Excerpt from the Minutes of the Regular Meeting of the Calgary Planning  
Commission, 2025 June 19:**

---

**RISK**

There are no know risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. **Approved** Conditions of Approval
3. **Proposed Bylaw 130D2025**
4. Applicant Submission
5. **Approved** Outline Plan
6. Proposed Land Use District Map
7. **Approved** Outline Plan Data Sheet
8. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The site is in the eastern developing community of Belvedere, on the east side of Stoney Trail SE and on the south side of 17 Avenue SE. The site is bordered by medium and low density residential to the east, as well as existing rural residential development. To the south is a Special Purpose – Urban Nature (S-UN) District that contains a wetland.

The subject site is approximately 16.79 hectares  $\pm$  (41.49 acres  $\pm$ ) in combined area with dimensions of roughly 550 metres by 440 metres. The site is undeveloped and undergoing stripping and grading. The topography is mostly flat. Access to the wider regional transportation network is provided by 84 Street SE and 17 Avenue SE.

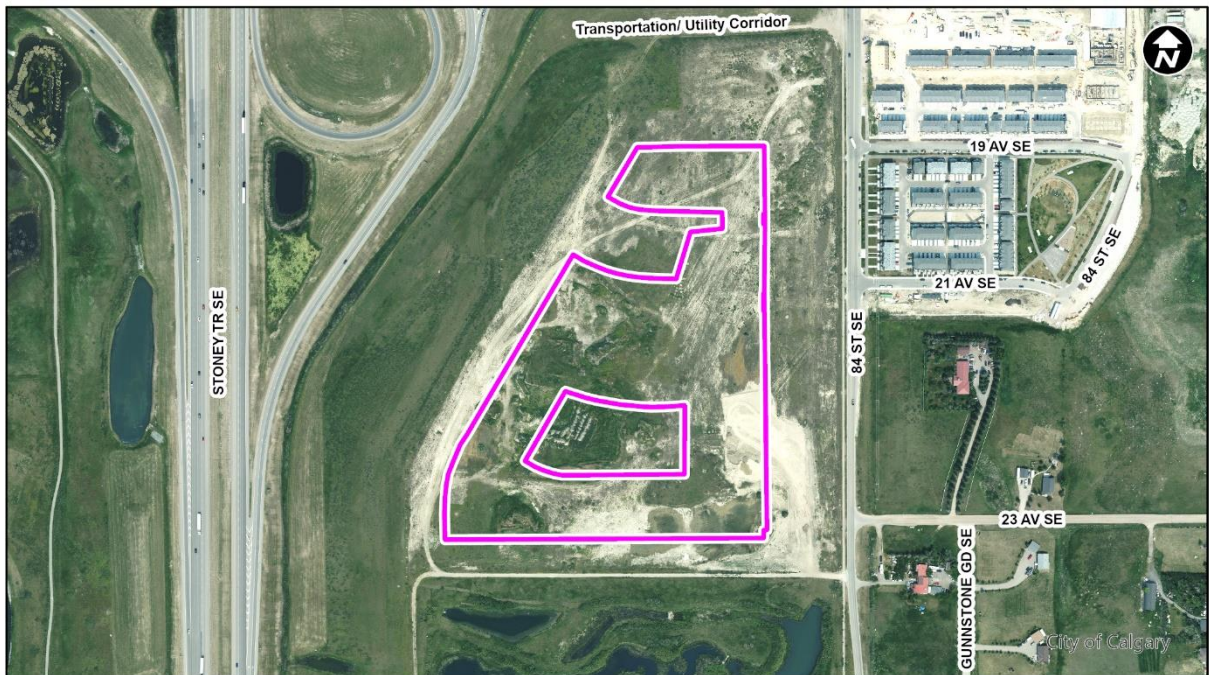
## Community Peak Population Table

Not available because the subject area is a newly developing community.





Land Use Redesignation Area



Outline Plan Area



## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing land use designations of the site include a variety of low density and medium density residential development, including parks and open space. This application proposes an outline plan and land use amendment that revises the subdivision design and land use districts for the following:

- Residential – Low Density Mixed Housing (R-G) District;
- Direct Control (DC) District based on the Residential – Low Density Mixed Housing (R-Gm) District;
- Multi-Residential – Medium Profile (M-2) District; and
- Special Purpose – School, Park and Community Reserve (S-SPR) District.

This application excludes the previously approved Multi-Residential – High Density Medium Rise (M-H2 h40) District, because no changes are proposed to this area.

The proposed R-G District is intended for low-density neighbourhoods in master-planned communities in suburban greenfield locations. This district is designed to support a variety of low-density residential building forms, including single detached dwellings, duplex dwellings and rowhouse buildings, along with secondary suites and backyard suites. The maximum building height in this district is 12 metres. The application proposes a mix of both laned and laneless R-G parcels, which have been located to work with the topography of the land.

The proposed DC District is based on R-Gm District, which has the same intent as the R-G District but single detached dwellings are discretionary in the R-Gm District and permitted in the R-G District. The proposed DC District would support three-storey laned rowhouse development with a maximum building height of 13.0 metres. The DC District includes rules to require vehicular access and private garages accessed from lanes only, reduced parcel depth, width and area, and increased parcel coverage of up to 90 percent, which is reduced where no private garage is provided. Also, the DC District includes adjustments to setbacks and private amenity space rules to ensure the customized parcel rules correctly interface with standard bylaw requirements.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a DC District is necessary to provide for the applicant's proposed development due to unique characteristics. The proposal accommodates the applicant's intent for row houses without backyards and more flexible setbacks. The same result could not have been achieved with a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 6 through 18 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007, where the DC District does not provide for specific regulation. The remaining sections refer to parcel width, parcel depth, parcel area, parcel coverage, building setbacks, outdoor private amenity space, development within a setback area, building height

and vehicle access. Retaining the ability to relax these rules allows for alternative measures to be considered. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district.

The proposed M-2 District is intended for multi-residential development of medium height and density, where intensity is measured by floor area ratio (FAR) to provide flexibility in building form and dwelling unit size and number. This district is intended to be in proximity or adjacent to low density residential development and to be located at community nodes or transit and transportation corridors and nodes. The maximum FAR is 3.0, the minimum required density is 60 units per hectare and the maximum building height is 16.0 metres.

The proposed S-SPR District is intended to provide for schools, parks, open space and recreational facilities with parcels of various sizes and use intensities. This district is to be used for land dedicated as municipal school reserve (MSR) or other forms of municipal reserve (MR) pursuant to the *Municipal Government Act* (MGA). This applies to the proposed park located in the southern portion of the plan area, which includes a mix of passive space and future programmable space to provide a broad range of recreational opportunities for the surrounding neighbourhood. For example, the conceptual design includes passive walking paths, a half basketball court, playground space and pump track.

### **Subdivision Design**

This outline plan forms a logical eastward extension of urban development. The proposed residential districts offer a variety of housing forms and increases housing choice for Calgarians. An M-H2 District site is located at the north end of the parcel but is excluded from this outline plan and land use amendment application, because no changes are proposed.

M-2 District parcels line Eston Road SE, providing medium scale multi-residential dwellings along the eastern boundary. The proposed plan revises previously approved low-density residential blocks to include the proposed DC District, based on the R-Gm District for compact, rowhouse development with lanes, while retaining some R-G District (without lanes).

The previously approved park space (S-SPR District) is proposed to be relocated to a south-central location, which will offer residents programmed and passive spaces. Pathways are proposed internal to this plan and connect to external lands. Along the southern boundary is an ATCO pipeline (S-CRI District), which is effectively additional green space and includes a local pathway. An existing regional pathway is located along Eston Road SE, along with planned transit stops and a planned MAX Purple BRT stop will be located at the intersection of 17 Avenue SE and Eston Road SE.

### **Housing**

A variety of housing options are possible in the plan area, including low density housing forms, such as single detached, semi-detached, duplex and rowhouse dwellings. Laned and laneless parcels are provided to allow for a variety of building forms. The proposed DC District, based on R-Gm District, is unique in that it is intended for a compact rowhouse form without a backyard. These rowhouses will be accessed via a lane, be ground-oriented in design and include front yard landscaping. The rationale for this built form is that not all residents value a yard and the associated maintenance.



Multi-residential housing forms, such as townhouses and apartments will be located along the periphery of the plan area, along Eston Road SE. The proposed land use framework of this plan meets the requirements of the *Municipal Development Plan* (MDP) and the *Belvedere Area Structure Plan* (ASP).

#### Pathway and Street Network

An interconnected system of streets, pathways and walkways provide mobility choices to future residents. Collector streets connect the plan area to the surrounding street network, which includes an arterial street along Eston Road SE.

Laned blocks ensure pedestrian-friendly development fronts onto adjacent streets, which also enhances the urban design and pedestrian safety of the adjacent streetscapes. Multi-use pathways are located to reduce interruption and provide convenient connections to the park space and edges of the community.

#### Open Space Network

The plan includes a 0.4 hectare (1 acre) MR park space, which has shifted to a south-central location when compared to the previously approved outline plan (LOC2022-0159). This park provides increased access and connectivity to a modified collector street with road access on three of the four sides of the site. It will include a mixture of outdoor programmed space, as well as passive spaces to support a broad range of recreational uses. For example, walking paths, a half basketball court, playground and pump track are proposed.

This outline plan area provides 2.38 percent of MR dedication, compared to the standard 10% required by the *Municipal Government Act* (MGA) because of a past cash-in-lieu payment in place of reserve land (SB2010-0462 and LOC2009-0042). In addition, road and public utility lot dedications equal 35.2 percent of gross developable area, which is over the MGA maximum of 30 percent.

#### **Density and Intensity**

The proposed outline plan provides a land use framework that will provide an anticipated density of 61.6 units per gross developable hectare and an intensity of 153.4 people and jobs per hectare, exceeding the MDP target of 20.0 units per hectare and an initial intensity of 60 people and jobs per hectare.

The ASP shows these lands to be within a Neighbourhood Area, intended for residential development, along with amenities, such as parks. The proposed outline plan and associated land uses meet the intent of the ASP. The proposed medium density residential lands along Eston Road SE supports transit service and a portion of the community is within walking distance of the future MAX Purple BRT line along 17 Avenue SE.

#### **Transportation**

The site is bounded by Stoney Trail SE to the west, 17 Avenue SE to the north and Eston Road SE to the east. The arterial road (Eston Road SE) provides regional access to east Calgary and downtown Calgary. The proposed outline plan design includes a modified grid internal street network, consistent with the intent of the ASP.

Transit stops are planned along Eston Road SE and a future MAX Purple BRT stop is planned at the intersection of Eston Road SE and 17 Avenue SE, approximately 100 metres (a two-minute walk) from the northeast corner of the plan. All residents will be within 750 metres

(a 13-minute walk) of the future MAX Purple BRT stop and approximately 400 metres (a seven-minute walk) of standard transit stops.

A Transportation Impact Assessment (TIA) was provided and accepted by Administration with the previously approved outline plan and land use amendment application. The conclusions of that assessment are not significantly impacted by the current proposal.

The proposed active transportation network includes regional pathways and local multi-use pathways, which provide bicycle and pedestrian connectivity throughout the plan area. There is a central, north-south multi-use pathway along Eston Circle SE, which connects residents to the local pathway within the ATCO pipeline corridor, to the park and to Eston Road SE.

### **Environmental Site Considerations**

There are no environmentally significant lands within the plan area.

### **Utilities and Servicing**

Administration reviewed the sanitary servicing study and staged master drainage plan (SMDP) submitted for the previously approved outline plan and found that the proposed revised plan is consistent with the previously approved reports. Developer constructed stormwater, sanitary and water servicing is available from Eston Road SE.

Stormwater servicing is available from a pre-service connection in the southwest corner, which drains into the East Hill constructed stormwater wetland adjacent to the site in the south. The existing pipe and the wetland were previously designed and constructed to accommodate the development of this site. The site is within the Forest Lawn Creek catchment area.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

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

### **Municipal Development Plan (Statutory – 2009)**

The site is located within the Developing Residential – Planned with Greenfield Area Structure Plan (ASP) area, as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable policies promote housing diversity and choice through a wide range of housing types and densities to create diverse neighbourhoods. The proposed redesignation accommodates multi-residential and low-density development with a subdivision design that includes a grid-based pattern of complete streets and meetings minimum density and intensity targets.

### **Calgary Climate Strategy (2022)**

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

**Belvedere Area Structure Plan (Statutory – 2013)**

The site is located within the [\*Belvedere Area Structure Plan\*](#) (ASP). The ASP identifies the lands as Neighbourhood Area and a portion is within a Transit Station Planning Area. The proposal provides a grid-based pattern of development with complete streets, pathways and a variety of housing options in a compact urban form. In addition, it exceeds the intensity and density targets, providing the greatest density within or in proximity to the Transit Station Planning Area. The proposal meets the applicable policies of the ASP.

# Approved Conditions of Approval

If this Application is approved, the following Conditions of Approval shall apply:

## Planning

1. With each tentative plan of subdivision, the developer shall submit a density phasing plan indicating the intended phasing of subdivision within the outline plan area and the projected number of dwelling units within each phase, demonstrating compliance with the minimum required densities.
2. **Prior to approval** of the affected tentative plan of subdivision, the proposed community and street names shall be submitted to the City for review and approval by City Council.
3. All residential land use parcels abutting a lane shall only have direct vehicle access from the lane (no front drive garages) and a **restrictive covenant** shall be registered against the land title certificates of those parcels to that effect.
4. **Prior to approval** of the tentative plan of subdivision, landscape concepts prepared at the outline plan stage shall be refined to add:
  - a) A site plan showing general conformance to outline plan landscape concepts, intended park program, site layout, and preliminary planting.
  - b) Grading plans that are coordinated with engineering to show updated perimeter grades to confirm slope percentage and details of any other features, including (but not limited to) retaining structures, utility rights-of-way, green infrastructure, trap lows, drainage from private lots, etc., and
  - c) Storm-related infrastructure details above and below ground, including (but not limited to) access roads with required vehicle turning radii, inlets, outlets, retaining walls, control structures, oil grit separators, etc.
5. Construct all regional pathway routes within and along the boundaries of the plan area according to Calgary Parks - Development Guidelines and Standard Specifications - Landscape Construction (current version), including setback requirements, to the satisfaction of the Pathways & Trails in the Department of Parks and Open Space.
6. If applicable, **prior to approval** of the initial tentative plan of subdivision, the special conditions addressing the formation and maintenance/financial responsibilities of the Residents Association shall be applied as a condition of subdivision approval, to the satisfaction of the Approving Authority.
7. Zero lot line is prohibited on parcels whose property line is adjacent to Municipal Reserve or public lands.
8. Compensation for dedication of Municipal Reserve in excess of 10% is deemed to be \$1.00.

9. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
10. **Prior to endorsement** of a legal plan of subdivision, landscape construction drawings that are reflective of the subject tentative plan of subdivision for the proposed Municipal Reserve lands are to be submitted to the Coordinator, Landscape Construction Approvals (parksapprovals@calgary.ca) for review and approval prior to construction.
11. Calgary Parks and Open Spaces does not support point source drainage directed towards Municipal Reserve (MR)/Municipal School Reserve (MSR) or Environmental Reserve (ER) extents. All drainage and storm related infrastructure catering to private property shall be entirely clear of MR/ER/MSR areas.
12. The developer, at its sole cost and expense, shall be responsible for the construction of the Municipal Reserve (MR) parcel within the boundaries of the plan area according to the approved Landscape Construction Drawings and the Calgary Parks and Open Spaces Development Guidelines and Standard Specifications: Landscape Construction (current version).
13. When a regional pathway is also to be used as a service vehicle access road, the pathway is to be constructed to a residential road standard so that the pathway can support the weight of maintenance vehicles.
14. Rehabilitate all portions of the Environmental Reserve/Public Utility Lot/Transportation Utility Corridor lands along the boundaries of the plan area that are damaged as a result of this development, all to the satisfaction of the Director, Calgary Parks.
15. Construct all regional pathway routes within and along the boundaries of the plan area according to Calgary Parks Development Guidelines and Standard Specifications: Landscape Construction (current version), including setback requirements, to the satisfaction of the Director, Calgary Parks.
16. No disturbance of Environmental Reserve lands is permitted without written permission from Parks and Open Space. The Parks Specialist can be reached at 587-216-8073
17. **Prior to the approval** of a development permit for excavation, stripping and grading, a development agreement or a subject area tentative plan of subdivision, Calgary Parks requires details pertaining to the total limit of disturbance adjacent to existing Environmental Reserve extents.
18. **Prior to approval** of the first tentative plan of subdivision or stripping and grading development permit (whichever comes first), it shall be confirmed that grading of the development site will match the grades of existing adjacent parks and open space (Environmental Reserve (ER)) or proposed ER, with all grading confined to the private property, unless otherwise approved by Parks.

19. All proposed parks (Municipal Reserve) and regional/local pathways and trails must comply with the Calgary Parks and Open Spaces DGSS - Development Guidelines and Standard Specifications: Landscape Construction (current edition).
20. All stormwater related infrastructure is to be located within Public Utility Lots (PUL) extents.
21. All shallow utility alignments, including street light cables, shall be set back 1.5 metres from the street tree alignment on all road cross sections in accordance with Section 4.1.3 of Calgary Parks and Open Spaces *Development Guidelines and Standard Specifications: Landscape Construction (current edition)*.
22. All ground disturbances are subject to Section 31 of the Historical Resources Act (HRA), including those projects that have received HRA approval. Section 31 states a "person who discovers a historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery." The chance discovered of historic resources is to be reported to the contacts identified within Standard Conditions under the Historical Resources Act: Standard requirements under the Historical Resources Act : reporting the discovery of historic resources - Open Government.

#### Utility Engineering

23. Execute a Development Agreement. Contact the Infrastructure Strategist, Development Commitments for further information at 587-224-0054 or email [mathew.lanz@calgary.ca](mailto:mathew.lanz@calgary.ca).
24. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:
  - a) Install the offsite/onsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
  - b) Construct the underground utilities and surface improvements within Eston Road SE (formerly Old 84 Street SE) and 17 Avenue SE along the boundaries of the plan area.
  - c) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc.) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.



- d) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, along the boundary of the plan area.
  - e) Construct the Municipal Reserve/Public Utility Lot within the plan area.
  - f) Construct the multiuse pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
25. Make satisfactory cost sharing arrangements with Riotrin Properties (Calgary East) for part cost of the existing underground utilities (sanitary sewer, storm sewer, and watermain) and surface improvements installed/constructed in Eston Road SE (formerly Old 84 Street SE) that was paid for and/or constructed by Riotrin Properties (Calgary East) under East Hills, Phase 01 (DA2010-0110).
26. Make satisfactory cost sharing arrangements with Riotrin Properties (Calgary East) for part cost of the existing watermain installed/constructed along the south boundary of the site that was paid for and/or constructed by Riotrin Properties (Calgary East) under East Hills, Phase 01 (DA2010-0110).
27. Make satisfactory cost sharing arrangements with Riotrin Properties (Calgary East) for part cost of the existing storm pond installed/constructed in Lot 1ER in Block 1 (Plan 181 1560) that was paid for and/or constructed by Riotrin Properties (Calgary East) under East Hills, Phase 01 (DA2010-0110).
28. Make repayment arrangements with the City of Calgary for part cost of the surface improvements in 17 Avenue SE, including levies, within the Transportation & Utility Corridor (TUC) adjacent to the site as per the TUC policy.
29. **Prior to endorsement** of the legal plan of subdivision, discuss cost sharing arrangements with 1154592 Alberta Ltd. for part cost (costs not recovered by the developer from the City) of the existing underground utilities installed/constructed by 1154592 Alberta Ltd. under East Belvedere Water Feedermain and Sanitary Sewer Trunk at Memorial Drive SE (between 84 Street SE and 100 Street SE) and 17 Avenue SE along 100 Street SE pursuant to the Amended and Restated Construction Agreement, dated Jan. 5, 2024.

### Mobility Engineering

30. **Prior to endorsement** of a legal plan of subdivision, two access points (defined as intersections or roundabouts that provide direct access into or out of an area for vehicular traffic) are to be provided to an "available" regional transportation network infrastructure for any new residential, commercial or industrial areas. "Available" is defined as follows
- The ability to construct or contribute towards construction of a regional transportation network infrastructure required to provide connection to the tentative plan of subdivision; and

- The ability to construct or contribute towards construction of a pedestrian/active modes system to service the tentative plan of subdivision.

In conjunction with the affected tentative plan of subdivision, two connections from the outline plan to the regional road network must be constructed and open to the public. These connections are defined as intersections with Eston Road SE (formerly (Old) 84 Street SE).

31. **Prior to approval** of any applicable tentative plan of subdivision for single detached lots and/or multi-family development permit applications and subsequent to finalizing lot and building grades, a noise analysis is to be submitted to and approved by Development Engineering for the residential developments adjacent to Stoney Trail S and 17th Avenue SE.
32. **Prior to approval** of any applicable tentative plan of subdivision or development permit for residential developments adjacent to the Transportation Utility Corridor (TUC), a visual screening cross-section shall be submitted for review and approval. The cross-sections are to be drawn to scale and shall demonstrate how vehicles on the TUC or Stoney Trail can be screened from the adjacent residential development.
33. At the applicable tentative plan of subdivision stage, submit construction drawings for surface improvements. Include vehicle templating to confirm corner knuckles (road width) on Eston Road SE (formerly Old 84 Street SE) are large enough to accommodate travel and parking lanes.
34. **Prior to endorsement** of a legal plan of subdivision, the developer shall provide a letter of credit for pedestrian-actuated crossing signals or half signal as required by the Manager, Development Engineering. Pedestrian-actuated crossing signals or half signal shall be considered to the satisfaction of the Manager, Development Engineering at:
  - a. Eston Road SE (formerly Old 84 Street SE) & 21 Avenue SE
35. The construction of driveways and/or vehicular access over bus stop patron waiting areas is prohibited. **Concurrent with registration** of any applicable tentative plan of subdivision, **restrictive covenants** must be registered on the affected land title certificates to prohibit vehicular access across bus zone areas. The parcel sizes shall be designed to provide sufficient width to accommodate both driveways and bus pads.
36. **Concurrent with the registration** of the applicable legal plan of subdivision or release of a development permit, the developer shall register a Public Access Easement for any portion of Transit amenity pads located on private property.
37. **Concurrent with the registration** of the applicable legal plan of subdivision or release of a development permit, the developer shall register an access easement for vehicular and pedestrian access through the Multi-Residential – Medium Profile (M-2) District from Eston Circle SE; providing potential site

access to the east property line of the parcel allowing access to the future "triangular" parcel that will be created by realignment of 84 Street SE.

38. Wheel chair (curb) ramps are to be constructed at each end of a cross walk, as per the Complete Streets Policy, section 3.2.4. Each crosswalk should have a curb ramp at each end and not be shared (e.g., two per corner for standard intersections). Ramps must be entirely contained within a crosswalk (the crosswalk can be flared to capture a ramp that cannot be easily relocated). Where possible, align the ramp run with the crosswalk, as ramps angled away from the crosswalk may lead some users into the intersection.
39. **Prior to release** of any permits or Permission to Construct, the developer shall enter into a Construction Access Road Agreement with Roads Maintenance. Contact Stephanie Barbario at [stephanie.barbario@calgary.ca](mailto:stephanie.barbario@calgary.ca) to enter into the agreement and provide executed agreement to the Mobility Generalist **prior to endorsement** of a legal plan of subdivision.
40. No direct vehicular access shall be permitted to or from Stoney Trail SE (Transportation Utility Corridor (TUC)) and a **restrictive covenant** shall be registered on all applicable land title certificates **concurrent with the registration** of the legal plan of subdivision to that effect.
41. No direct vehicular access shall be permitted to or from 17 Avenue SE (Transportation Utility Corridor (TUC)) and a **restrictive covenant** shall be registered on all applicable land title certificates **concurrent with the registration** of the legal plan of subdivision to that effect.
42. No direct vehicular access shall be permitted to Eston Road SE (formerly Old 84 Street SE) from the Multi-Residential – Medium Profile (M-2) District parcels and a **restrictive covenant** shall be registered **concurrent with the registration** of the legal plan of subdivision to that effect.

# PROPOSED

CPC2025-0559  
ATTACHMENT 3

## BYLAW NUMBER 130D2025

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0321/CPC2025-0559)**

\*\*\*\*\*

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

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

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

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

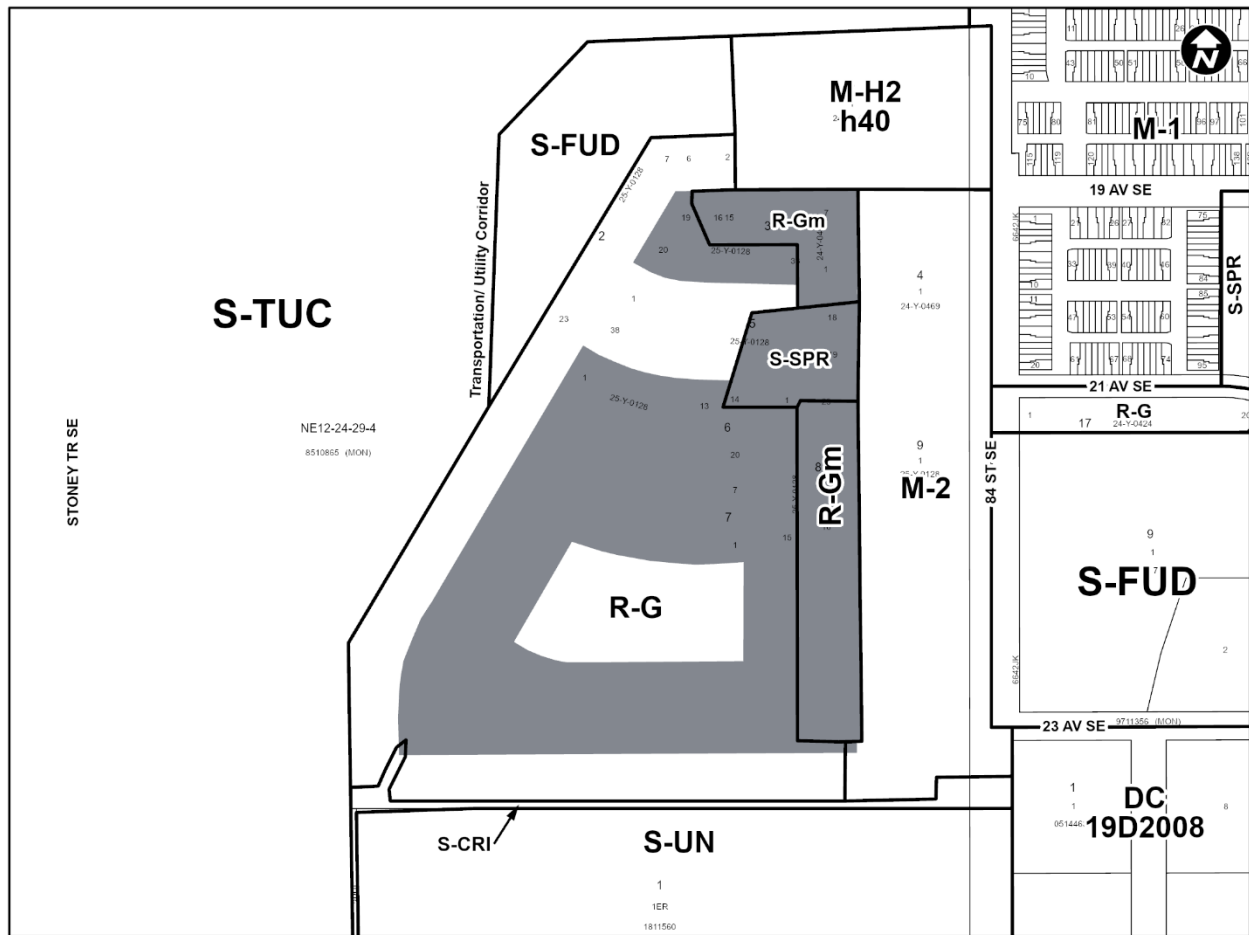
READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

**AMENDMENT LOC2024-0321/CPC2025-0559  
BYLAW NUMBER 130D2025**

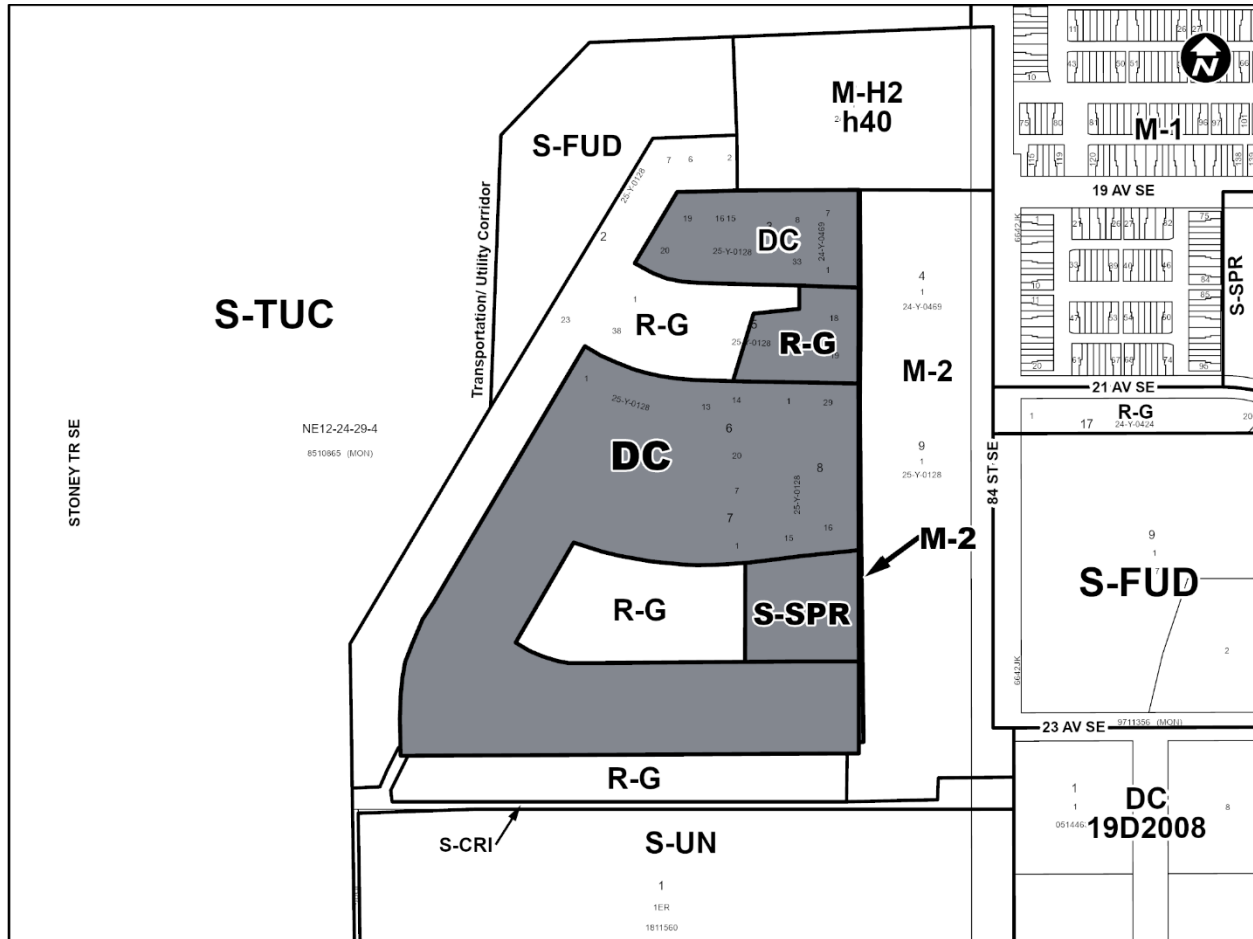
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2024-0321/CPC2025-0559  
BYLAW NUMBER 130D2025

## SCHEDULE B



## DIRECT CONTROL DISTRICT

### Purpose

- 1 This Direct Control District Bylaw is intended to accommodate street-oriented residential development in the form of semi-detached dwellings and rowhouses on small-scale lots with minimal rear yard setbacks and rear lane access in the developing area.

### Compliance with Bylaw 1P2007

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

### Reference to Bylaw 1P2007

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

### Permitted Uses

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



# PROPOSED

AMENDMENT LOC2024-0321/CPC2025-0559  
BYLAW NUMBER 130D2025

## Discretionary Uses

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

## Bylaw 1P2007 District Rules

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

## Parcel Width

- 7 (1) The minimum **parcel width** for each **parcel** containing one **unit** of a **Semi-detached Dwelling** or **Single Detached Dwelling** is:
- (a) 7.2 metres for a **corner parcel**; and
  - (b) 6.0 metres in all other cases.
- (2) The minimum **parcel width** for a **parcel** containing one **unit** of a **Duplex Dwelling** or a **Rowhouse Building** is:
- (a) 4.5 metres for a **corner parcel**; and
  - (b) 3.3 metres in all other cases.
- (3) There is no minimum **parcel width** for a **Cottage Housing Cluster** or **carriage house lot**.

## Parcel Depth

- 8 The minimum **parcel depth** is 18.5 metres.

## Parcel Area

- 9 (1) The minimum area of a **parcel** is:
- (a) 111.0 square metres for each **parcel** containing one **unit** of a **Semi-detached Dwelling** or **Single Detached Dwelling**; and
  - (b) 62.0 square metres for each **parcel** containing one **unit** of a **Duplex Dwelling** or a **Rowhouse Building**.
- (2) The area of a **carriage house lot** is:
- (a) a minimum of 120.0 square metres per **Dwelling Unit**; and
  - (b) a maximum of 250.0 square metres per **Dwelling Unit**.
- (3) The minimum area of a **parcel** for a **Cottage Housing Cluster** is 90.0 square metres per **Dwelling Unit**.

## Parcel Coverage

- 10 (1) The maximum **parcel coverage** is 90.0 per cent of the area of the **parcel**.

# PROPOSED

AMENDMENT LOC2024-0321/CPC2025-0559  
BYLAW NUMBER 130D2025

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

## Building Setback Areas

- 11 The minimum depth of all **setback areas** must be equal to the minimum **building setbacks** required in sections 12, 13 and 14.

## Building Setback from Front Property Line

- 12 (1) Unless otherwise referenced in subsection (2), the minimum **building setback** from a **front property line** is 2.0 metres.
- (2) The minimum **building setback** from a **front property line** is 1.5 metres for a:
- (a) **porch**;
  - (b) **balcony**;
  - (c) column; or
  - (d) post.

## Building Setback from Side Property Line

- 13 (1) Unless otherwise referenced in subsection (2), (3), (4) or (5), the minimum **building setback** from any **side property line** is 1.2 metres.
- (2) For a **corner parcel**, the minimum **building setback** from a **side property line** shared with a **street** is 1.2 metres, except for a projection as allowed in subsection (3), provided there is no portion of a **building** located within 3.0 metres of:
- (a) the back of a public sidewalk; or
  - (b) the curb where there is no public sidewalk.
- (3) Eaves may project a maximum of 0.6 metres into any **side setback area**.
- (4) For **parcels** of less than 13.0 metres in width, the **building setback** required may be reduced to 0.6 metres where:
- (a) the owner of the **parcel** proposed for **development** and the owner of the **adjacent parcel** register, against both titles, a 1.8 metre exclusive private access easement;
  - (b) all roof drainage from the **building** is discharged through eavestroughs and downspouts onto the **parcel** on which the **building** is located; and
  - (c) notwithstanding subsection (3), eaves may project a maximum of 0.45 metres into the **side setback area**.

# PROPOSED

AMENDMENT LOC2024-0321/CPC2025-0559  
BYLAW NUMBER 130D2025

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

## Building Setback from Rear Property Line

- 14 (1) The minimum **building setback** from a **rear property line** is 0.6 metres.
- (2) Notwithstanding Section 338(4) of Bylaw 1P2007, when an attached **private garage** has a **balcony** or **deck**, the minimum **building setback** from a **rear property line** for a **balcony** or **deck** is 0.6 metres.

## Outdoor Private Amenity Space

- 15 (1) Each **Dwelling Unit** must have a **private amenity space** for the use of the occupants of the **Dwelling Unit** that:
- (a) has a minimum area of 7.0 square metres with no dimension less than 2.0 metres; and
  - (b) must be in the form of a **porch, balcony, deck** or **patio**.
- (2) Where a **patio** is located within 4.0 metres of a **side property line** of a **parcel** containing a **Dwelling Unit**, it must be **screened**.

## Balconies

- 16 (1) Subsection 340(1) and (2) of Bylaw 1P2007 do not apply in this Direct Control District.
- (2) Unless otherwise referenced in this Part, a **privacy wall** located on a **balcony**:
- (a) must not exceed 3.0 metres in height when measured from the surface of the **balcony**; and
  - (b) must not be located between the foremost front façade of the **main residential building** and the **front property line**.
- (3) A **balcony** attached to a **Semi-detached Dwelling** or **Rowhouse Building** within 1.2 metres of a party wall must have a solid **privacy wall** that:
- (a) is a minimum of 2.0 metres in height;
  - (b) is a maximum of 3.0 metres in height; and
  - (c) extends the full depth of the **balcony**.

## Building Height

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

# PROPOSED

AMENDMENT LOC2024-0321/CPC2025-0559  
BYLAW NUMBER 130D2025

## Vehicle Access

- 18 (1) All vehicle access to a ***parcel*** must be from a ***lane***.
- (2) A ***driveway*** must not have direct access to a ***street***.
- (3) A ***private garage*** may only be allowed at the rear of a ***unit***.

## Relaxations

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

# Applicant Submission

2024 December 23

## Applicant Statement

On behalf of Minto Communities, O2 Planning & Design is pleased to submit an Outline Plan and Land Use Amendment Application for a parcel municipally addressed as 2313 84 Street SE and 2313R 84 Street SE, legally know as 4;29;24;12; NE and 8511085; OT.

Minto Communities purchased the site from RioCan properties in 2023 who received Outline Plan and Land Use Approval in 2022 (LOC2022-0159) that designated the site for a variety of residential land use districts. Minto's development intent differs from the previous landowner's so a revision to the outline plan is required. The proposed revisions changes a portion of the plan are to enable Minto's intended development typology of a "rowhouse" product requires greater lot depths and lot coverage than permitted under the approved land Residential- Low Density Mixed Use Housing (R-G) land use district.

## Site Context

The subject site is located south of 17 Avenue SE, east of Stoney Trail in the community of Belvedere. The parcel is approximately 46 acres (19 hectares) in size while the proposed application only relates to 41.04 acres (16.6 hectares) and is planned for a mix of residential development and open space. The surrounding context is characterized by a mix of residential, retail/commercial and open space. To the north, East Hills Regional Shopping Centre provides convenient retail/commercial amenities to support a growing community. To the west, a transportation utility corridor exists. The Elliston Dog Park and 68<sup>th</sup> Street wetlands are located further west and provide valuable recreation space. To the south, city-owned constructed wetlands exist. To the east, developing residential lands associated with the approved East Village Outline Plan contribute to the growing community character of the immediate area providing a variety of low to mid density housing types with opportunities for localized commercial/business operations.

## Ownership

The subject site consists of 46 acres (19 hectares) of land, of which only 41.04 acres (16.6 hectares) of land is subject to the proposed Outline Plan/Land Use application, owned by Minto Communities. Lands directly to the west are owned for the Trans Canada utility corridor part of the Stoney Trail highway.

Surrounding Landowners include:

- Minto Communities (northeast of the site)
- Private Landowner - 2655 84 St SE
- Private Landowner - 8500 23 Av SE
- Private Landowner - 8580 23 Av SE
- Private Landowner - 7 Gunnstone GD SE
- Private Landowner - 6 Gunnstone GD SE
- Private Landowner - 12 Gunnstone GD SE
- Private Landowner - 15 Gunnstone GD SE

**Application History**

In 2022, RioCan and Urban Systems received Outline Plan, ASP Amendment and Land Use approval on the site (LOC2022-0159) enabling a mix of low and high density development and open space. A year later, the property was sold to Minto Communities who had a slightly different vision for sections of the outline plan. The proposed Outline Plan and land use amendment is intended to accommodate specific adjustments to the approved plan, including maintaining the general intent of the original approval and overarching Area Structure Plan policy.

The submitted Outline Plan shows the previously approved outline plan drawing on the left side of the drawing for context. The proposed Outline Plan drawing is shown on the right side of the drawing including referencing which aspects of the previous plan are not changing and therefore not part of the current application.

**Development Vision**

The proposed development typologies are generally aligned with the Belvedere Area Structure Plan (ASP) since the overall proposed density and development type is similar to the approved Outline Plan. The proposed street-oriented townhouse product has been tested in other communities such as Cityscape and provides an opportunity for street-oriented housing product with less maintenance obligations for homeowners who do not want a rear yard.

**Belvedere Area Structure Plan (ASP)**

The policies and guidelines outlined in the Belvedere Area Structure Plan (ASP) serve as the framework for evaluating land use, subdivision, and development permit applications, shaping the future of Calgary's east side.

As per the ASP Land Use Concept, the subject site is designated "Residential" Area, part of Neighbourhood D.

The proposed Outline Plan aligns with key objectives of the ASP, as exemplified by the following policies:

- The proposed land uses incorporate a block-based road network using street-oriented design (Policy 6.1.1 (1)).
- The Plan contributes to achieving the minimum intensity of 60 people and jobs per GDHa for the overall Community area by providing 62 upha/25/upa through a mix of residential land use districts (Policy 12.1.1).
- The plan exceeds the minimum residential density of 20 units per gross developable residential hectare (GDRHa) and 8 units per gross developable residential acre (Policy 6.4.1).
- The plan provides a diverse range of housing options including single-detached, semi-detached and rowhouse dwellings (Policy 6.4.2a).

**Density Analysis**



Previous Outline Plan	Maximum Units Achievable	Maximum Intensity (ppl & jobs per GDHa)	Maximum Density (units per GDRHa)
R-G	386	205.84	110.79 uph/44.84 upa
R-Gm	165		
M-2	591		
M-H2	994		

Proposed Outline Plan	Maximum Units Achievable	Maximum Intensity (ppl & jobs per GDHa)	Maximum Density (units per GDRHa)
R-G	191	2480 + 94/16.6 = 155.06	1034/16.6 = 62.28 upha/25.19 upa
R-Gm	461		
M-2	382		
Total	1034 units		

### Proposed Land Use Amendment

The application proposes an amendment to the previously approved Outline Plan and Land Use with a focus on the internal portion of the site, re-designating the site from a stock district Residential-Low Density Mixed Housing (R-G) to a Direct Control based on Residential-Low Density Mixed Housing (R-Gm). The proposed Direct Control District will enable Minto Communities to build a specific 3-storey laned residential product with no backyard at a maximum building height of 13.0 metres.

The remainder of the site will include a mix of Residential-Low Density Mixed Housing (R-G) as well as the previously approved Multi-Residential-Medium Profile (M-2) and Multi-Residential-High Density/Mid Rise (M-H2) product with minor adjustments to road alignments to accommodate the laned R-Gm product. The required 1.0 acre parcel as per Caveat 181165527 has been designated as Special Purpose-School, Park and Community Reserve (S-SPR) for a public open space.

### Direct Control Rationale

Section 20 of the Land Use Bylaw states that “Direct Control Districts must only be used for the purpose of providing for developments that, due to their unique characteristics, innovative ideas or unusual site constraints, require specific regulation unavailable in other land use districts.”

The intent of the Direct Control District is to allow for a unique development typology and larger lot coverage not currently permitted by any land use districts in the City of Calgary Land Use Bylaw. Specifically, the proposed maximum parcel coverage of 90% cannot be achieved under any other district. The other potentially applicable districts all present challenges including maximum heights, parcel widths and depths that restrict the proposed development type.

The Direct Control District is required to accommodate a rowhouse built form based on the Residential-Low Density Mixed Housing (R-Gm) stock district. The proposed Direct Control Bylaw is based on 260D2019, which was used in Mattamy’s Cityscape development to allow for a similar development type. In that case, the DC also included provisions for Live Work Development, however this use is not contemplated on this site. Therefore, those provisions have been removed from the submitted DC Bylaw. The rowhouse product will be dispersed throughout the community,

creating a strong interface with proposed roadways, maximizing opportunity for connectivity to modified collector roads and multi-use pathways.

The following overview identifies proposed changes to land use:

- The M-H2 area is not proposed to be amended and is therefore excluded from the application. Minto intends to submit a Development Permit for this area in the near term.
- The three southerly M-2 parcels are included for minor road alignment adjustments which have changed the parcel dimensions. The overall intended use and layout of these parcels has not changed.
- Front drive rowhouses are accommodated under the existing R-G district.
- The proposed laned rowhouse product requires a Direct Control District based on the R-Gm land use district to accommodate unique built form attributes including greater lot coverage and lot depths that cannot be accommodated under another stock district.

A summary of the proposed DC District:

- Based on R-Gm for a 3 storey laned rowhouse product
- Rules to require vehicular access and private garages via lanes only
- Reductions to parcel depth, width and area based on development dimensions
- Increased parcel coverage of up to 90%, which is reduced where no private garage is provided
- Adjustments to setbacks and private amenity space rules to ensure the customized parcel rules correctly interface with standard bylaw requirements
- Increased building height of 13.0m, anticipating a two-storey or three-storey built form

### **Municipal Reserve**

The 10% Municipal Reserve required in accordance with the Municipal Government Act, has been provided through a previous subdivision (SB2010-0462 & LOC2009-0042) by cash-in-lieu in place of reserve land. As referenced in the previous Outline Plan LOC2022-0159, this application includes a 1-acre S-SPR site to meet the requirements of the restrictive covenant registered on title between the City and the landowner (Caveat 181165527, included in the application submission package for review).

The proposed location of the 1-acre S-SPR parcel has shifted from the previous outline plan to lower in the community in the proposed plan. The new location provides increased access and connectivity to a modified collector street with road access on three of the four sides of the site.

### **S-SPR Site**

The required 1-acre S-SPR site will provide a central amenity space for the community that attracts users into the neighbourhood and provides a mix of outdoor programming to support a growing community. The enclosed concept proposes an open space with a mix of passive space and future programmable space to provide a broad range of recreation opportunities for the community. Examples of potential programming include passive walking paths, a half basketball court, playground space and a pump track. The adjustment of the park location is not substantially different from the previous application and will provide similar community benefits for future residents in the area.

### **Conclusion**

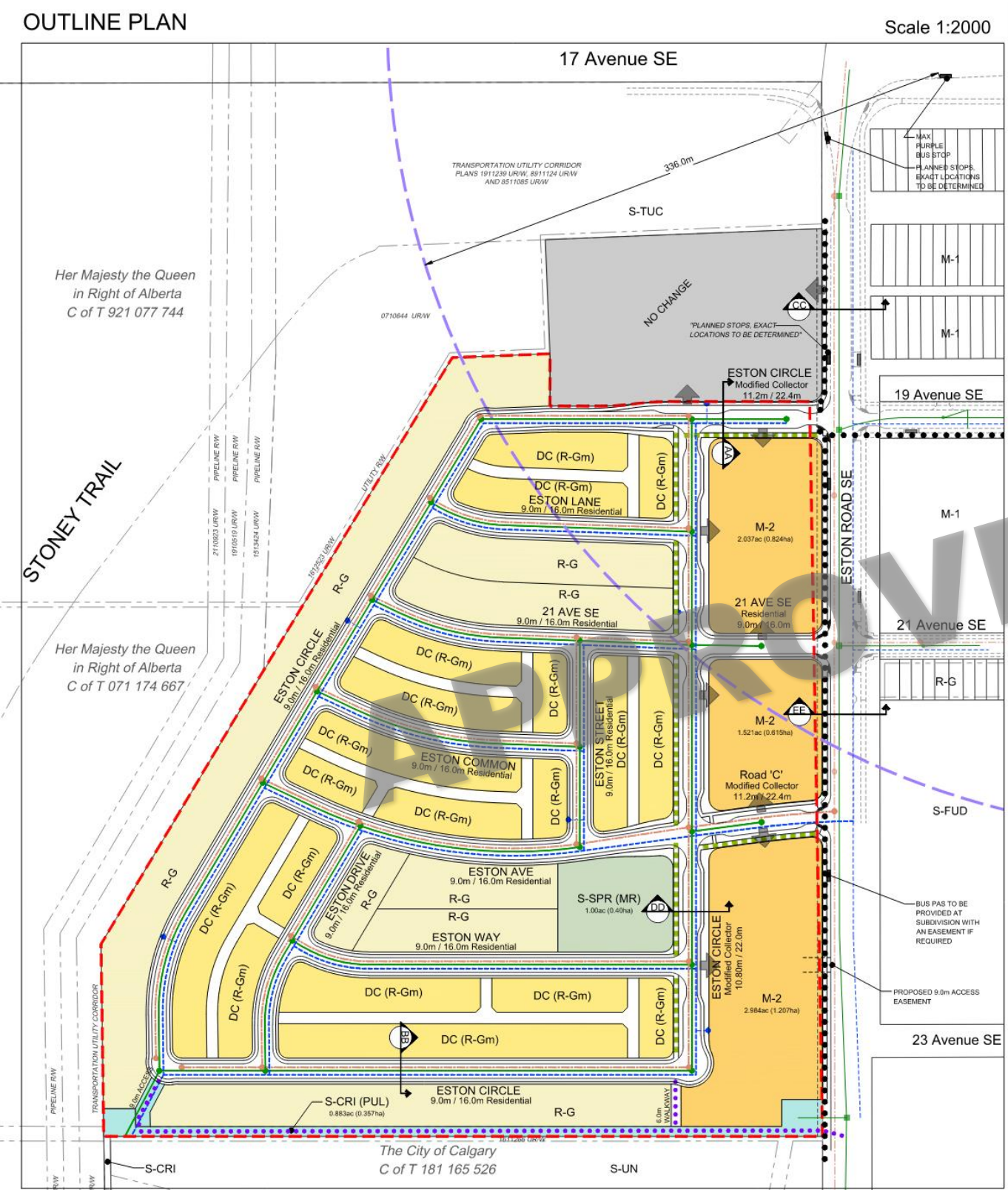
In summary, the proposed land use amendment and outline plan enables a development that will:

- Align with the vision and growth policies of the Belvedere ASP
- Directly support the objectives and goals outlined of the MDP and the City's Affordable Housing Strategy by allowing for diversified housing options in growing communities with access to road infrastructure and open space, and
- Provide the required 1-acre S-SPR site to support a new neighbourhood.



Approved Outline Plan

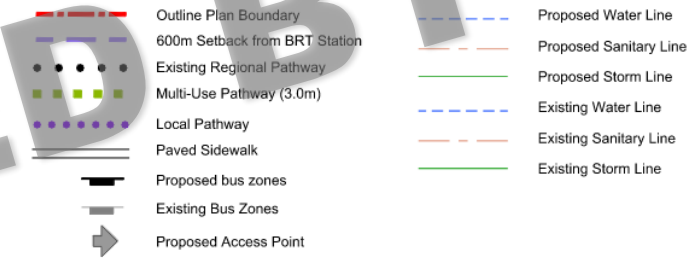
Calgary Planning Commission is the Approving Authority for the Outline Plan. Attachment for Council's reference only.



OUTLINE PLAN STATISTICS

	ha.	ac.	%	Frontage (lm)	ANTICIPATED MAX. DENSITY			ANTICIPATED INTENSITY	
					UPH.	UPA.	Units	People (2.4 ppl/unit)	Jobs (3.8% of units)
SUBJECT BOUNDARY	±18.53	±45.79							
Less Lands not being affected	1.740	4.30							
GROSS DEVELOPABLE	±16.790	±41.49							
R-G Residential - Low Density Mixed Housing District	3.994	9.871	23.80	1433.98	-	-	191	458	
DC (R-Gm) Residential - Low Density Mixed Housing District	3.835	9.476	22.84	1799.58	-	-	461	1106	
M-2 Multi-Residential - Medium Profile District	2.648	6.544	15.77		-	-	382	917	
S-SPR Special Purpose - School, Park and Community Reserve	0.400	1.000	2.38						
S-CRI Special Purpose - City and Regional Infrastructure	0.357	0.883	2.12						
Road	5.556	13.716	33.09						
TOTAL	16.790	41.49	100.00		61.58	24.92	1034	2481	94

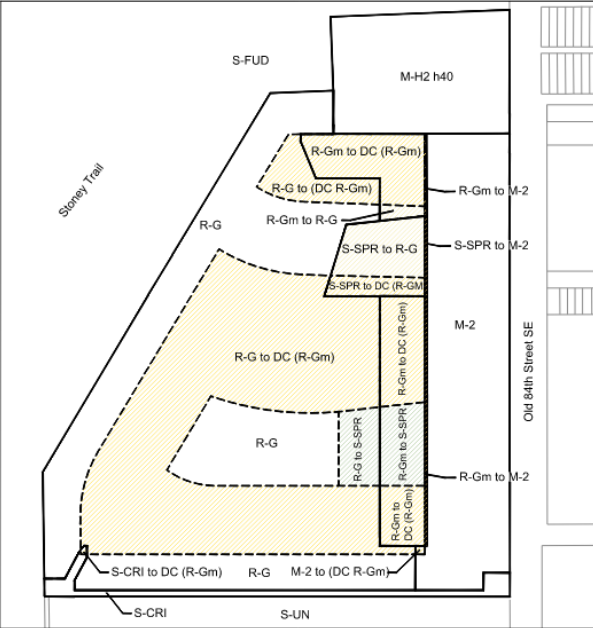
OUTLINE PLAN LEGEND



KEY PLAN



LAND USE REDESIGNATION

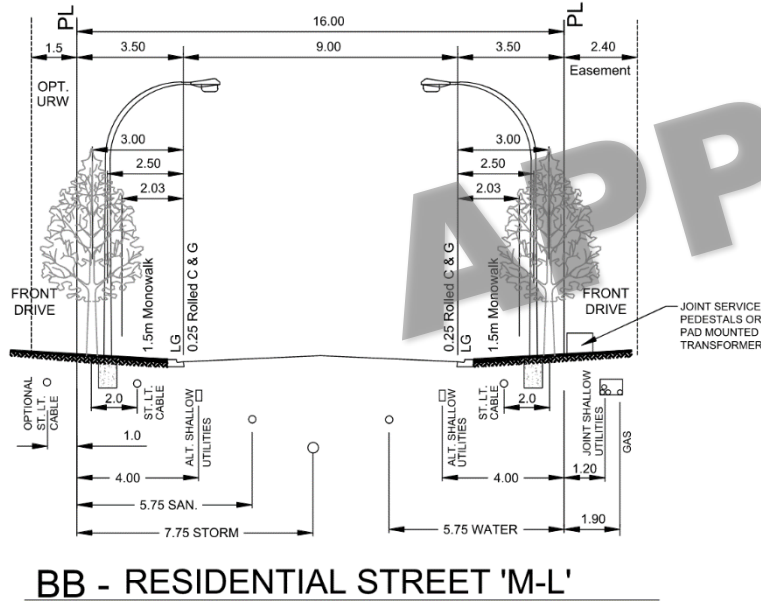
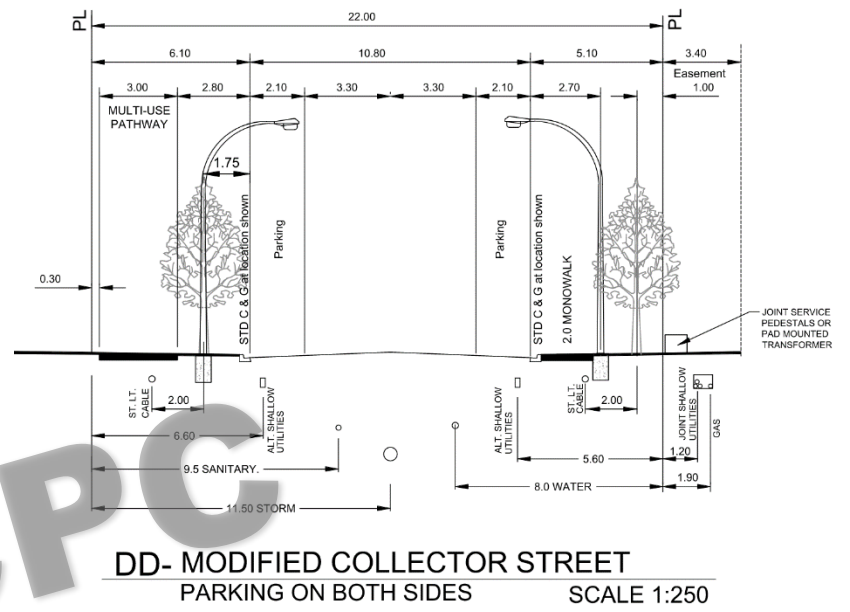
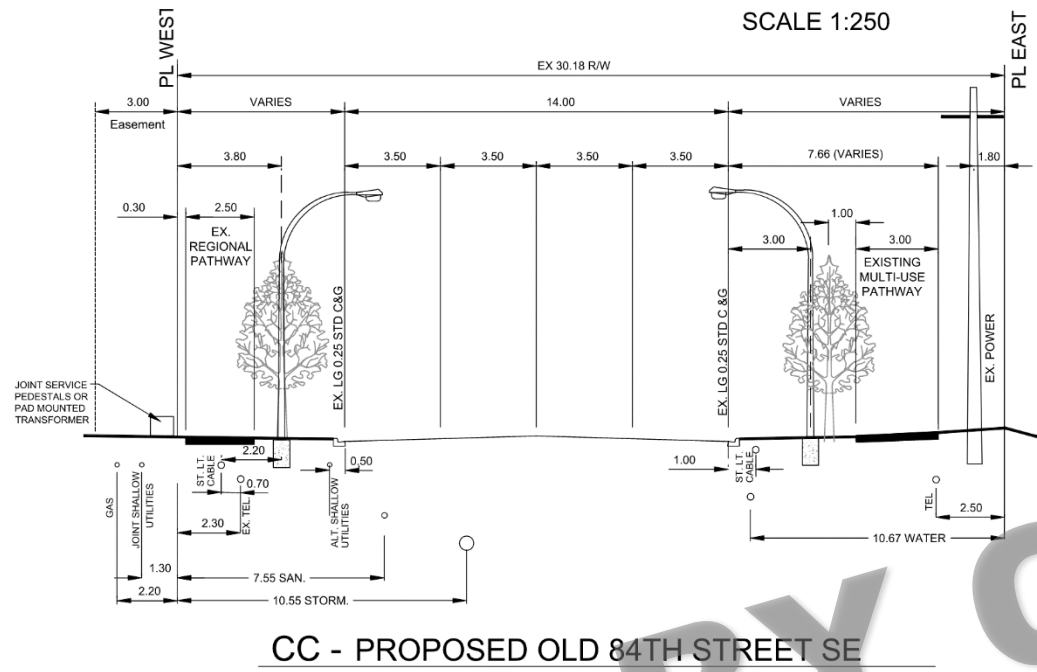
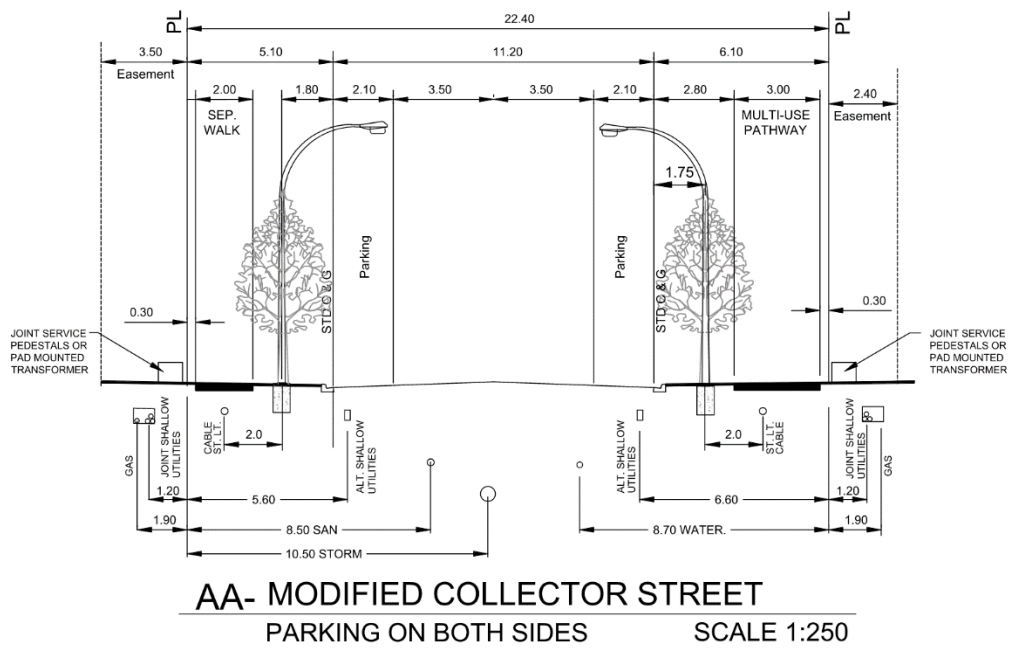


LAND USE REDESIGNATION STATISTICS

	ha.	ac.
R-G to DC (R-Gm)	5.382	13.299
R-G to S-SPR	0.282	0.697
R-Gm to R-G	0.053	0.131
R-Gm to DC (R-Gm)	1.261	3.118
R-Gm to M-2	0.063	0.157
R-Gm to S-SPR	0.328	0.812
M-2 to DC (R-Gm)	0.007	0.018
S-SPR to R-G	0.434	1.073
S-SPR to DC (R-Gm)	0.171	0.422
S-SPR to M-2	0.015	0.038
S-CRI to DC (R-Gm)	0.004	0.010
TOTAL	8.008	19.775

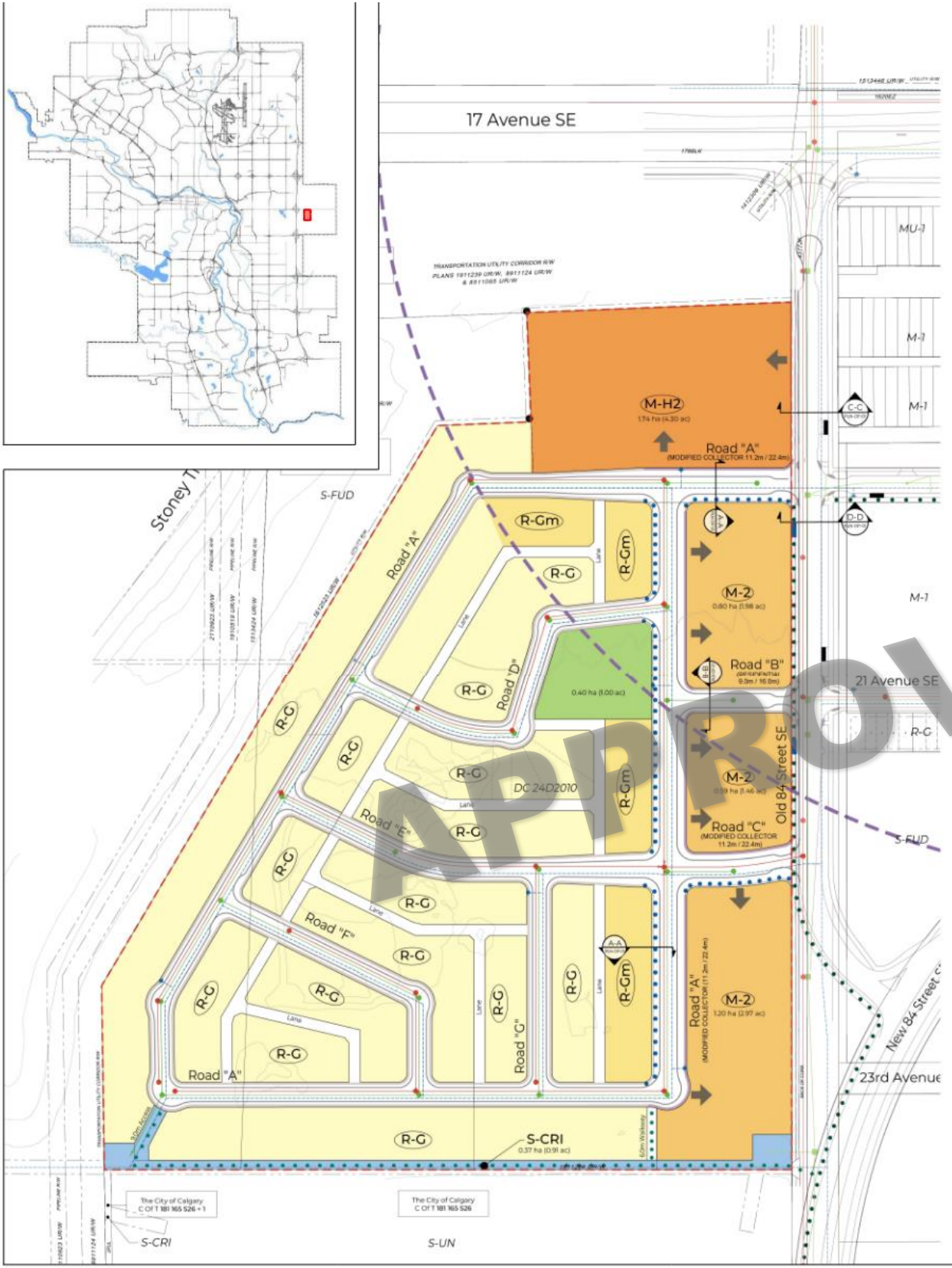


ROAD CROSS SECTIONS





PREVIOUS OUTLINE PLAN (LOC2022-0159)



OUTLINE PLAN STATISTICS

	ha.	ac.	%
GROSS DEVELOPABLE	18.53	45.79	100
(R-G) Residential - Low Density Mixed Housing District	7.44	18.38	40.1
(R-Gm) Residential - Low Density Mixed Housing District	1.02	2.52	5.5
(M-2) Multi-Residential - Medium Profile District	2.59	6.40	14.0
(M-H2) Multi-Residential - High Density Medium Rise District	1.74	4.30	9.4
(S-SPR) Special Purpose-School, Park, and Community Reserve	0.40	1.00	2.2
(S-CRI) Special Purpose - City and Regional Infrastructure	0.37	0.91	2.0
ROADS	4.97	12.27	26.8
Lanes & Walkways	0.86	2.13	4.6
16.0m Residential Street	2.63	6.50	14.2
22.4m Modified Collector	1.48	3.65	8.0
NET DEVELOPABLE	18.53	45.79	100.0

DENSITY ANALYSIS

LAND USE	Ha	Ac	Frontage (m)	Lot Width (min)	Lot Width (Antic)	Antic. uph	Max. uph	Antic. Units	Max. Units
(R-G) Residential - Low Density Mixed Housing District - Single	7.44	18.38	2317.80	6.00	9.75			237	386
(R-Gm) Residential - Low Density Mixed Housing District - Rowhouse	1.02	2.52	413.10	5.00	7.50			55	165
(M-2) Multi-Residential - Medium Profile District	2.59	6.40				144.8	228.2	375	591
(M-H2) Multi-Residential - High Density, Medium Rise District	1.74	4.30				452.3	571.3	787	994
NET DEVELOPABLE	12.79	31.60	3149.12					1454	2136

NET DEVELOPABLE

18.53 45.79

Anticipated Density = 1454 / 18.53ha (45.79ac) = 78.46 uph / 31.75 upa

Maximum Density = 2053 / 18.53ha (45.79ac) = 110.78 uph / 44.84 upa

INTENSITY ANALYSIS / PEOPLE

	Units	Occupation Rate	People
(R-G) Residential - Low Density Mixed Housing District - Single	237	3.3	782
(R-Gm) Residential - Low Density Mixed Housing District - Rowhouse	55	2.7	149
(M-2) Multi-Residential - Medium Profile District	375	2.7	1013
(M-H2) Multi-Residential - High Density, Medium Rise District	787	2.2	1731
TOTAL PEOPLE			3675

TOTAL PEOPLE

Home Base Jobs = 3.8 Jobs / 100  
3675 People / 100 = 36.75  
x 3.8 jobs  
140  
TOTAL PEOPLE & JOBS = 3675 People + 140 Jobs = 3814 People & Jobs  
TOTAL PEOPLE & JOBS/ha - 3675 People & Jobs / 18.53ha = 205.84 People & Jobs per ha

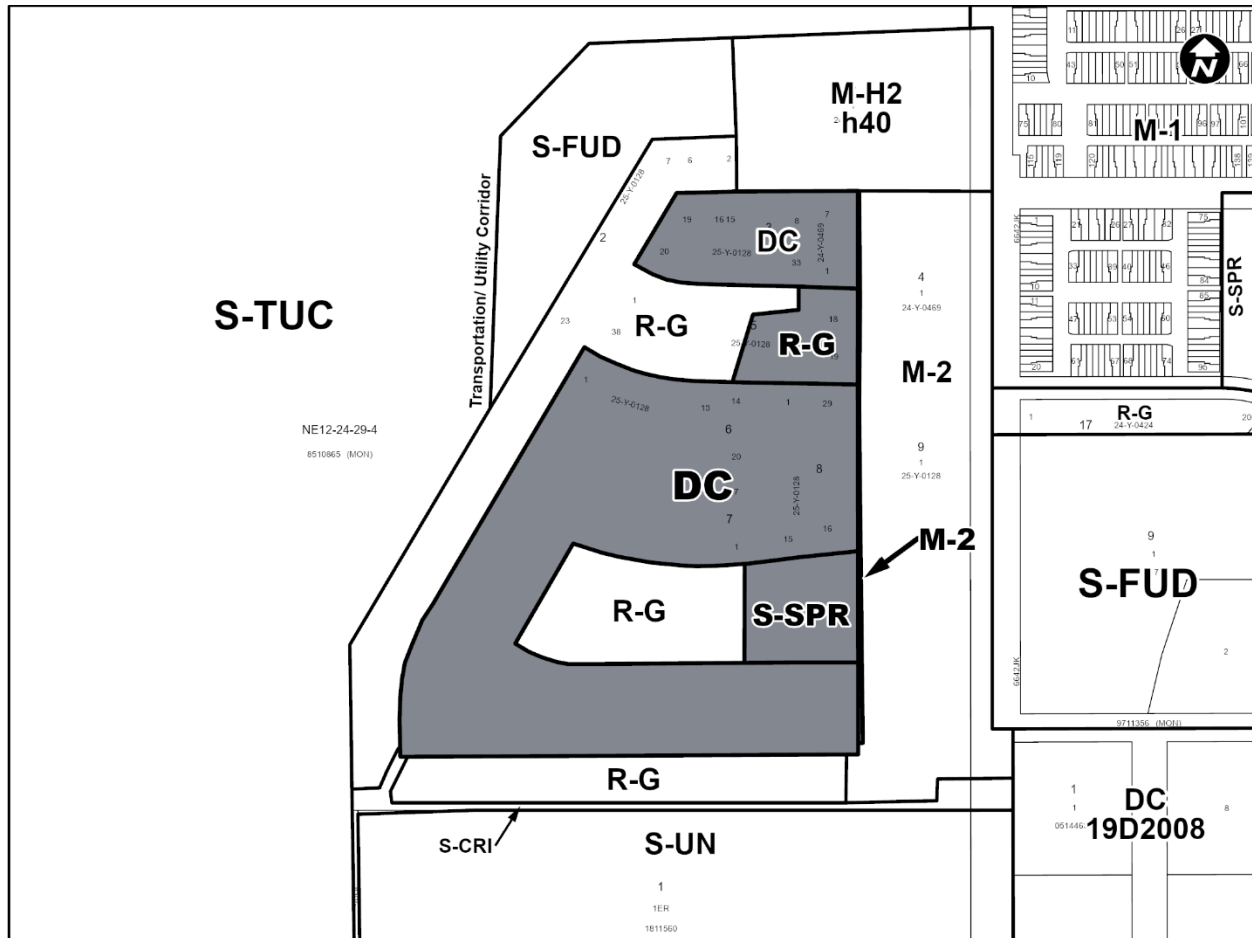
LAND USE PLAN



LAND USE PLAN STATISTICS

	ha.	ac.	%
DC 24D2010 to (R-G) Residential-Low Density Mixed Housing	10.53	26.02	57
DC 24D2010 to (R-Gm) Residential-Low Density Mixed Housing	1.71	4.23	9
DC 24D2010 to (M-2) Multi-Residential - Medium Profile District	3.40	8.40	18
DC 24D2010 to (M-H2) Multi-Residential - High Density Medium Rise	1.91	4.72	10
DC 24D2010 to (S-SPR) Special Purpose-School, Park, and Community Reserve	0.61	1.51	3
DC 24D2010 to (S-CRI) Special Purpose - City and Regional Infrastructure	0.37	0.91	2
TOTAL	18.53	45.79	100

# Proposed Land Use District Map



# Approved Outline Plan Data Sheet

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

	HECTARES	ACRES
GROSS AREA OF PLAN	16.79	41.49
NET DEVELOPABLE AREA	16.79	41.49

LAND USE (Residential)	HECTARES	ACRES	ANTICIPATED # OF LOTS	ANTICIPATED # OF UNITS (Multi Residential)
R-G	3.99	9.87	191	191
DC (R-Gm)	3.84	9.48	461	461
M-2	2.65	6.54		382
Total Residential			652	1,034

	HECTARES	ACRES	% OF NET AREA
ROADS (Credit)	5.56	13.72	33.09
PUBLIC UTILITY LOT (S-CRI)	0.36	0.88	2.14

RESERVES	HECTARES	ACRES	% OF NET AREA
MR Credit (S-SPR)	0.40	1.00	2.38

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	1,034		
ANTICIPATED DENSITY		61.58	24.92
ANTICIPATED INTENSITY		153.36	62.06

# Applicant Outreach Summary

2025 April 25

O2

## Engagement Summary – LOC 2024-0321

O2 is committed to meaningful engagement, engaging with the community, and interested stakeholders through a variety of tactics. The following engagement tactics were implemented:

- Postcard Mailer
- On-site signage

### Public Notice Posting

On-site signage (public notice) was posted February 12, 2025, on the subject site in compliance with the City's notice posting standards. The posting included contact information for the project team, enabling the public to provide direct feedback on the proposed redesignation to the applicant or file manager.

#### What We Heard

To date we have not received any formal communications regarding the notice sign posted on site.

### Postcard Mailers

Approximately 10 postcard mailers were distributed to adjacent residents to notify neighbours of the Outline Plan/Land Use Application and provide the project team information in the event they wanted to contact O2 to discuss the application.

#### What We Heard

To date we have not received any formal communications regarding the postcards that were delivered to residents.

### Revisions to the Application

The applicant team has not received any comments from adjacent residents despite efforts to advertise the active application and solicit feedback. At this stage, no changes were made to the formal application.

**Planning & Development Services Report to  
Infrastructure and Planning Committee  
2025 June 04**

**ISC: UNRESTRICTED  
IP2025-0471**

**Targeted Amendments to the Municipal Development Plan**

---

**PURPOSE**

This report recommends targeted amendments to the Municipal Development Plan to reflect Ministerial Order MSD:017/25 which rescinded the Growth Plan and the Regional Evaluation Framework for the Calgary Metropolitan Region while also addressing the disbandment of the Calgary Regional Metropolitan Board; and to support the implementation of *Connect: Calgary's Parks Plan* ("Connect").

**PREVIOUS COUNCIL DIRECTION**

Address Council direction from Connect: Calgary's Parks Plan, IP2025-0132:

- Direct Administration to make amendments to the Municipal Development Plan Volumes 1 and 2 to align with terminology and enable implementation of *Connect: Calgary's Parks Plan*.

**RECOMMENDATION(S):**

That the Infrastructure and Planning Committee:

- 1) Forward this report to the 2025 July 15 Public Hearing of Council; and
- 2) Recommend that Council give three readings to the proposed bylaw to amend the Municipal Development Plan to:
  - a. Reflect Ministerial Order MSD:017/25 and the dissolution of the Calgary Regional Metropolitan Board (Attachment 3); and
  - b. Align the Municipal Development Plan and *Connect: Calgary's Parks Plan* (Attachment 3).
- 3) Recommend that Council adopt, by resolution, the proposed amendments to the non-statutory appendices of the Municipal Development Plan (Attachment 4).

## Targeted Amendments to the Municipal Development Plan

---

### RECOMMENDATION OF THE INFRASTRUCTURE AND PLANNING COMMITTEE, 2025 JUNE 4:

That Council:

1. Give three readings to **Proposed Bylaw 57P2025** to amend the Municipal Development Plan to:
  - a. Reflect Ministerial Order MSD:017/25 and the dissolution of the Calgary Regional Metropolitan Board (Attachment 3); and
  - b. Align the Municipal Development Plan and *Connect: Calgary's Parks Plan* (Attachment 3); and
2. Recommend that Council adopt, by resolution, the proposed amendments to the non-statutory appendices of the Municipal Development Plan (Attachment 4).

### CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report. The proposed recommendations reflect provincial alignment with the planning policy framework and Calgary Council's direction to enable *Connect: Calgary's Parks Plan*.

### HIGHLIGHTS

- The City of Calgary's Municipal Development Plan is a statutory policy that guides Calgary's growth and city building. Alberta's Municipal Government Act requires that the council of every municipality adopt a Municipal Development Plan by bylaw.
- The Municipal Development Plan is periodically amended to ensure alignment with the Municipal Government Act and Provincial Land Use Framework, address issues and to support its continued functionality.
- The proposed amendments to the Municipal Development Plan serve two primary purposes:
  1. To remove references to the Growth Plan and the Regional Evaluation Framework for the Calgary Metropolitan Region in order to reflect Ministerial Order MSD: 017/25. Similarly, to remove references to the Calgary Metropolitan Regional Board which was disbanded on 2025 May 1.
  2. To enable *Connect* to be implemented by aligning language, removing redundant policy, and updating relevant maps and figures.

### DISCUSSION

The amendments proposed in this report and in the accompanying bylaw (Attachment 3) reflect provincial direction through Ministerial Order MSD:017/25 that rescinds the need to align with the Calgary Metropolitan Region Growth Plan and Regional Evaluation Framework (as was outlined in Ministerial Order MSD:064/22); and follow Council's direction to enable the implementation of *Connect: Calgary's Parks Plan*.



## Targeted Amendments to the Municipal Development Plan

---

### Regional Context

- On 2024 November 22, the Honourable Ric Mclver, Minister of Municipal Affairs, announced that the Province would no longer provide annual funding support for the Calgary Regional Metropolitan Board and would make membership voluntary.
- In response, on 2025 February 7, the eight-member Calgary Metropolitan Region Board unanimously voted to dissolve its operations effective 2025 May 1.
- On 2025 February 18, Minister Mclver formally rescinded both the Calgary Metropolitan Region Growth Plan and the Regional Evaluation Framework, which had been in effect since 2022 August 15.

To reflect these changes, targeted amendments to the Municipal Development Plan are proposed. These include textual amendments that remove references to the Calgary Regional Metropolitan Board and its planning documents, as well as updates to relevant plan figures that are now outdated. The majority of the amendments to reflect the updated regional context are noted in Part 1: Role and Scope of the Municipal Development Plan. Notably, these amendments remove the Calgary Regional Metropolitan Board layer from the Planning Hierarchy and remove references to the now disbanded Board and to the regional Growth Plan which has been rescinded by the Province.

### Aligning with *Connect: Calgary's Parks Plan*

Amendments related to *Connect* reflect Council's direction from 2025 May 27 as outlined in report IP2025-0132. The proposed changes align the Municipal Development Plan with the language and definitions around park system categories introduced in *Connect*.

Updates include:

- **Terminology and Definitions:** Updates throughout the Municipal Development Plan to ensure consistency with *Connect*, around the new, simplified park system categories and definitions.
  - The largest update in the Municipal Development Plan to enable *Connect* is the deletion of section 3.4 - 3.4.4 in the Community Services and Amenities chapter of the New Community Planning Guidebook which removes outdated references to various "open spaces" for which language has been updated in *Connect* and is consistent in nature with other proposed terminology and definition updates.
- **Mapping Updates:** Replacement of the *Ecological Network Map* in Figure 2-8 and the *Open Space and Naturally Vegetated Lands Map* (Map 4 of Part 7 of the Municipal Development Plan) to reflect the new refined approach to the park system categories and reflect updated terminology and definitions.

The updates provide clarity for both industry and administration when implementing *Connect's* policies and when developing Area Structure Plans, Local Area Plans and Outline Plans.

### EXTERNAL ENGAGEMENT AND COMMUNICATION

- |  |  |
|--|--|
| <input type="checkbox"/> Public engagement was undertaken        | <input type="checkbox"/> Dialogue with interested parties was undertaken |
| <input type="checkbox"/> Public/interested parties were informed |  |

## **Targeted Amendments to the Municipal Development Plan**

---

- ☒ Public communication or  
engagement was not required

Public engagement is not required to reflect policy amendments that implement Ministerial Orders. With respect to *Connect*, an extensive engagement and research program was undertaken as part of that work and is reflected in report IPC2025-0132.

### **IMPLICATIONS**

#### **Social**

The proposed amendments align with provincial direction. Although the amendments no longer require The City of Calgary to align with a regional growth plan, The City still maintains Intermunicipal Development Plans with neighbouring municipalities, thereby maintaining a focus on relationships and broader regional considerations that impact Calgarians and those living in or working in the region.

The proposed amendments also enable the implementation of the Council approved, *Connect: Calgary's Parks Plan*. As that plan was developed with a high degree of collaboration and engagement, its policies and operational actions address barriers to park access, foster a more inclusive park system and promote increased use of parks by all Calgarians to support their personal well-being including mental and physical health.

#### **Environmental**

Although alignment to a regional growth plan is no longer part of the broader planning framework, there is other guidance in the South Saskatchewan Regional Plan and in the city's Municipal Development Plan that considers regional resources such as water and watersheds, ecological networks including river systems and natural systems, and others that support environmental considerations, ecological health and protection of natural resources.

The proposed amendments to the Municipal Development Plan enable *Connect's* implementation which supports the expansion and protection of Calgary's ecological network and urban forest, enhancing biodiversity, strengthening the protection of natural areas and contributing to a livable, healthy city.

#### **Economic**

The proposed amendments clarify, update and align the Municipal Development Plan to reflect provincial directives and Council supported plans.

City Council is committed to a strong regional economy. By clarifying that alignment with the Calgary Metropolitan Region Growth Plan and Regional Evaluation Framework are no longer requirements, the updates to the Municipal Development Plan support prompt, private sector-led investments. Investors seek policy clarity and certainty before advancing major economic investment initiatives in the Calgary region. These investments, including the Calgary Economic Development-led Invest Greater Calgary initiative and the City of Calgary and Rocky View County partnership on the Prairie Economic Gateway, will create jobs and boost regional economic activity.

#### **Service and Financial Implications**

**Planning & Development Services Report to  
Infrastructure and Planning Committee  
2025 June 04**

**ISC: UNRESTRICTED  
IP2025-0471**

**Targeted Amendments to the Municipal Development Plan**

---

No anticipated financial impact

**RISK**

There is no risk to approving the amendments given they bring the Municipal Development Plan into alignment with provincial and Council decisions.

There would be a risk that should Council not approve the amendments proposed in this report, there would be misalignment with the latest provincial Ministerial Order MSD:017/25 and Council's decision on *Connect* through IPC2025-0132. This would result in policy misalignment and may cause confusion, and delays in moving forward on regional considerations and parks planning.

**ATTACHMENT(S)**

1. Background and Previous Council Direction
2. Ministerial Orders MSD:017/25 and MSD:064/22
- 3. Proposed Bylaw 57P2025**
4. Targeted Amendments to the Appendices of the Municipal Development Plan (non statutory)
5. Redlined Copy of Targeted Amendments
6. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Debra Hamilton	Planning and Development Services	Approve
Kathy Davies Murphy	Planning and Development Services	Approve
Graham Jones	Parks and Open Spaces	Inform
Kelly Cote	Government Relations	Inform

Author: M. Rogowska – City and Regional Planning

**City Clerks: C. Doi / R. Derwantz**

## Background and Previous Council Direction

### Background

This attachment provides a summary of the background and previous Council direction related to the proposed Targeted Amendments to the Municipal Development Plan. Existing Council direction is from the Connect: Calgary's Parks Plan report IP2025-0132 and is noted below.

### Previous Council Direction

DATE	REPORT NUMBER	DIRECTION/DESCRIPTION
2025 May 27	IP2025-0132	<b>Connect: Calgary's Parks Plan</b> Direct Administration to make amendments to the Municipal Development Plan Volumes 1 and 2 to align with terminology and enable implementation of Connect.

# Ministerial Orders MSD:017/25 and MSD:064/22

---



## MINISTERIAL ORDER NO. MSD:017/25

I, Ric McIver, Minister of Municipal Affairs, pursuant to Sections 7.1 and 12(2) of the Calgary Metropolitan Region Board Regulation (AR 190/2017), make the following order:

Ministerial Order No. MSD:064/22 is hereby rescinded.

Dated at Edmonton, Alberta, this 18 day of February, 2025.

  
\_\_\_\_\_  
Ric McIver  
Minister of Municipal Affairs



MINISTERIAL ORDER NO. MSD:064/22

I, Ric McIver, Minister of Municipal Affairs, pursuant to sections 7.1, 7.2, and 12(2) of the Calgary Metropolitan Region Board Regulation (AR 190/2017), make the following order:

1. The Growth Plan attached as Schedule A to this Order is approved as the Growth Plan for the Calgary Metropolitan Region.
2. The Regional Evaluation Framework attached as Schedule B to this Order is approved as the Regional Evaluation Framework for the Calgary Metropolitan Region.
3. The attached Growth Plan and Regional Evaluation Framework take effect on August 15, 2022.
4. Ministerial Orders No. MSL:091/18 and MSL:092/18 are rescinded, effective on August 15, 2022.

Dated at Edmonton, Alberta, this 11 day of July, 2022.

  
\_\_\_\_\_  
Ric McIver  
Minister of Municipal Affairs

320 Legislature Building, 10800 - 97 Avenue, Edmonton, Alberta T5K 2B6 Canada Telephone 780-427-3744 Fax 780-422-9550

Classification: Public

*Printed on recycled paper*

Attachments to Ministerial Order MSD:062/22 can be found on the Alberta Government webpage:  
<https://open.alberta.ca/publications/ma-msd-064-22>



# PROPOSED

IP2025-0471  
ATTACHMENT 3

## BYLAW NUMBER 57P2025

### BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE MUNICIPAL DEVELOPMENT PLAN BYLAW 24P2009 (IP2025-0471) \*\*\*\*\*

**WHEREAS** it is desirable to amend the Municipal Development Plan Bylaw 24P2009, as amended;

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

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

1. The Municipal Development Plan attached to and forming part of Bylaw 24P2009, as amended, is hereby further amended as follows:

(a) Volume 1 of the Municipal Development Plan is amended as follows:

- (i) Amend Part 1 – Role and Scope of the Municipal Development Plan, by deleting in the last bullet the words “Calgary Metropolitan Region Board Growth Plan (CMRB Growth Plan) and intermunicipal” and replace with the words “Intermunicipal”.
- (ii) Amend subsection 1.1.1, bullet 5 under “The Sustainability Principles for Land Use and Mobility are” by deleting “open space” and replacing with “parks”.
- (iii) Amend subsection 1.2, Part 1 – Role and scope of the MDP, second bullet by deleting “regional authorities and”.
- (iv) Delete the preamble of subsection 1.3 and replace with the following:

“Land use planning and decision-making in Alberta are done through various provincial legislation and policies and are implemented by a number of decision makers including provincial departments, agencies and municipal governments.

Provincial land use planning in Alberta is centered on the Alberta Land Stewardship Act (ALSA), Land Use Framework (LUF), and the South Saskatchewan Regional Plan authorized under this Act. Municipal land use planning is primarily governed by the Municipal Government Act (MGA). Figure 1 below explains the hierarchy of land use planning in Alberta.”

# PROPOSED

## BYLAW NUMBER 57P2025

- (v) Amend subsection 1.3 by deleting the image in Figure 1-1, entitled Land Use Planning in Alberta in its entirety and replace with the revised Figure 1-1, entitled Land Use Planning in Alberta as shown in Schedule A.
- (vi) Amend subsection 1.3.1, second bullet by deleting the second bullet that reads “Calgary Metropolitan Region Growth Plan”.
- (vii) Delete subsection 1.3.3 in its entirety.
- (viii) Delete Figure 1-2: Calgary Metropolitan Region Board (CMRB) Members in its entirety.
- (ix) Amend subsection 1.4.6, fifth bullet by deleting “Open space and park” and replacing with “Park”.
- (x) Amend subsection 1.4.7, first paragraph by deleting “open space” and replacing with “park”.
- (xi) Amend subsection 1.4.7, second paragraph by adding “, parks” after “open space” and before “and road network”.
- (xii) Amend subsection 1.4.8, second sentence by adding “and park” after “open space” and before “locations”.
- (xiii) Amend subsection 1.4.8, third sentence by deleting “the provincial, regional” and replacing with “provincial”.
- (xiv) Amend subsection 1.4.10 by deleting “open space” and replacing with “park system”.
- (xv) Amend subsection 2.1 A Prosperous City and Sustainable Urban Growth, number 3, first bullet by deleting “regional,”.
- (xvi) Amend subsection 2.1.1 Objective, last sentence in the second paragraph, by deleting “open spaces” and replacing with “park”.
- (xvii) Amend subsection 2.2.4, policy b.x. by deleting “open space” and replacing with “parks”.
- (xviii) Amend subsection 2.3.4 Objective, second paragraph, by deleting the paragraph in its entirety and replacing with:

“The parks system enriches the fabric of our city and provides a unifying framework across neighbourhoods and communities, a means of orientation and special places for gathering, relaxing or active recreation.”

# PROPOSED

## BYLAW NUMBER 57P2025

- (xix) Delete the first callout box in subsection 2.3.4 in its entirety which reads:

“Calgary’s park system covers over 8,400 hectares of green, natural and open spaces and 1,000 kilometres of pathways and trails. The overall provision of green space demonstrates that all residential areas are well serviced.”

- (xx) Amend subsection 2.3.4 Objective, third paragraph, by deleting the paragraph in its entirety and replacing with:

“Calgary is a city recognized for its park system, consisting of parks, natural areas, open space and pathways that serve many functions. The City will strengthen the connection between the park system and communities to enhance opportunities for outdoor recreation, retain Calgary’s natural and cultural heritage and conserve biodiversity and important environmental systems. Map 4 represents the park system in Calgary. Together, these promote overall community health and quality of life for all Calgarians.”

- (xxi) Amend subsection 2.3.4 Objective, first bullet by deleting “open space” and replacing with “park”.

- (xxii) Amend subsection 2.3.4 Objective, sixth bullet by deleting “open space network” and replacing with “park system”.

- (xxiii) Amend subsection 2.3.4 Objective, seventh bullet by deleting “high-quality open space” and replacing with “a high-quality park system”.

- (xxiv) Amend subsection 2.3.4, policy a. by deleting “and open-space”.

- (xxv) Amend subsection 2.3.4, policy b. by deleting the policy in its entirety and replacing with the following:

“b. Create a comprehensive and connected park and pathway system that links neighbourhoods, public parks, natural areas, athletic parks, plazas, squares and the river valleys.”

- (xxvi) Amend subsection 2.3.4, policy e. by deleting “and open-space”.

- (xxviii) Amend subsection 2.3.4, policy f. by deleting “social”, and replacing with “recreation, sport”.

- (xxix) Amend subsection 2.3.4, Policies, by deleting the text in the callout box in its entirety and replacing with the following:

“Park System

# PROPOSED

## BYLAW NUMBER 57P2025

The public spaces made up of parks, natural areas and open space that provide opportunities for recreation, active mobility and access to nature.

### Park

Publicly accessed land set aside for human enjoyment, recreation, education, cultural or aesthetic use without restricted access.

### Open Space

Land that has a primary purpose that is utilitarian or to provide a recreational activity with managed access but has a secondary purpose that provides park system functions. Examples include roadway greens, public utility lots, transportation and utility corridors and regional amenities such as regional sport fields, athletic parks, cemeteries and public golf courses.

### Natural Area

A City-owned park or portion of a park or open space where the primary role is the protection of an undisturbed or relatively undisturbed parcel or parcels of land with characteristics of a natural/native plant community.”

- (xxx) Amend subsection 2.3.4, policy g. by deleting “neighbourhood”.
- (xxxi) Amend subsection 2.3.4, policy h. by deleting the policy in its entirety and replacing with the following:
  - “h. Ensure sufficient local park space in Inner City and Established areas using 2.0 hectares of open space per 1,000 residents.
- (xxxii) Amend subsection 2.3.4, policy j. by deleting “open” and replacing with “park”.
- (xxxiii) Amend subsection 2.3.6, policy e. by deleting “open space” and replacing with “park”.
- (xxxiv) Amend subsection 2.4.1, third paragraph by deleting “open space” and replacing with “park”.
- (xxxv) Amend subsection 2.4.1, policy a. by deleting the policy in its entirety and replacing with:
  - “a. Locate and design significant sites and public buildings to promote their civic importance and integrate with the park system to enhance the quality of the setting and support a variety of public functions.”

# PROPOSED

## BYLAW NUMBER 57P2025

- (xxxvi) Amend subsection 2.4.3, policy a. by adding “parks and” after “neighbourhoods,” and before “open spaces”.
- (xxxvii) Amend subsection 2.6, first paragraph, last sentence by deleting “open space” and replacing with “natural areas”.
- (xxxviii) Amend subsection 2.6.2, policy h. by deleting “open space network” and replacing with “park system”.
- (xxxix) Amend subsection 2.6.2, policy k. by deleting “open spaces” and replacing with “natural areas”.
- (xl) Amend subsection 2.6.3, policy m. by deleting “undisturbed open space” and replacing with “undeveloped”.
- (xli) Amend subsection 2.6.3, policy v. by deleting “open space” and replacing with “park system”.
- (xlii) Amend subsection 2.6.4, by deleting the second paragraph in its entirety, and replacing with the following:

“An ecological network is a network of natural areas, parks and open spaces that provides the conditions necessary for ecosystems and species populations to survive in a human-dominated landscape. This network is one of the defining features that establish Calgary’s character, sense of place and quality of life. The river systems along with Calgary’s natural areas and regional parks form the backbone of the network. Other spaces such as neighbourhood and linear parks, boulevards and community gardens make an important contribution in urban areas providing valuable resources for plant and animal species. Figure 2-7 provides an example of key components that form part of Calgary’s ecological network. The distribution and health of both habitats and corridors influence how well ecological networks function to support biodiversity and foster network resilience.”
- (xlili) Amend subsection 2.6.4, third paragraph, last sentence by deleting “Urban Parks Master Plan and Open Space Plan” and replacing with “Connect: Calgary’s Parks Plan”.
- (xliv) Amend subsection 2.6.4, by deleting the fourth paragraph in its entirety, and replacing with the following:

“The real power of natural areas – and their ability to significantly improve the quality of life for all species – lies in viewing and managing them as a system, rather than as individual components. Natural areas can be viewed as a pattern of landscape elements, patches and corridors, that join together to form a mosaic.”

# PROPOSED

## BYLAW NUMBER 57P2025

- (xlv) Amend subsection 2.6.4, Figure 2-7 by deleting “open spaces” and replacing with “parks” in the figure title.
- (xlv) Delete the existing Figure 2-8 entitled “Ecological Network Map” and replace it with the revised Figure 2-8 entitled “Ecological Network Map” as shown in Schedule B.
- (xlvii) Amend subsection 2.6.4, first callout box by deleting the text in its entirety and replacing with the following:

### “Ecological Network Typology

#### Major ecological network

Key corridors and natural areas that play a central role in maintaining ecological structural connectivity. They support ecological processes and safe passage for wildlife, connect major habitat components and locations where there is a higher potential for regional connectivity.

#### Supporting ecological network

Corridors and natural areas that are important contributors to the overall connectivity of the ecological network. They connect supporting habitat components and enhance the major corridors by providing alternative pathways in the network and linking smaller natural areas and open green space to improve connectivity through the urban landscape.

#### Local ecological network

Linkages that connect small natural areas, parks or other permeable landscape features within a community and provide opportunities for biodiversity enhancement, naturalization and other green space provisions.”

- (xlviii) Amend subsection 2.6.4, policy b.ii. by deleting “and open space”.
- (xlix) Amend subsection 2.6.4, policy b.v. by deleting “local and regional open space” and replacing with “the park system”.
- (l) Amend subsection 2.6.4, policy g. by deleting “open space network” and replacing with “park system”, and by deleting “open space” after “regional” and before “planning”.
- (li) Amend subsection 2.6.4, policy h. by deleting the leading paragraph in its entirety and replacing with the following:

“Preserve natural land in environmentally significant areas for biodiversity and ecosystem functions, while supporting complete



# PROPOSED

## BYLAW NUMBER 57P2025

communities and naturalization of parks and open space, through.”

- (lii) Amend subsection 2.6.4, policy h.vi. by deleting “open space” and replacing with “areas”.
- (liii) Amend subsection 2.6.4, callout box on page 74, referencing “City’s riparian management categories” by deleting “open space” and replacing with “parks and natural areas”.
- (liv) Amend subsection 2.6.4, policy o. by deleting “green spaces” and replacing with “natural areas”.
- (lv) Amend subsection 2.6.5, policy e.i. by deleting the policy in its entirety and replacing with the following:

“Create a compact urban form and complete communities to encourage active transportation and reduce vehicular trips.”
- (lvi) Amend subsection 3.3.1, policy b. by deleting “open space” and replacing with “parks”.
- (lvii) Amend subsection 3.3.2, policy c. by deleting “open space” and replacing with “park location and distribution”.
- (lviii) Amend subsection 3.3.2, policy h. by deleting “Open” and replacing with “Public”.
- (lix) Amend subsection 3.3.3, policy c. by deleting “open space” and replacing with “park location and distribution”.
- (lx) Amend subsection 3.6.2, first paragraph, last sentence by deleting “open space and natural infrastructure systems” and replacing with “park system”.
- (lxi) Amend subsection 3.6.2, policy f. by deleting “open space, parks, wetlands and sports fields” and replacing with “the park system”.
- (lxii) Amend subsection 3.6.2, policy n. by deleting “public open space and natural infrastructure networks” and replacing with “the park system”.
- (lxiii) Amend subsection 3.7.1, policy s. by deleting “Public open space” and replacing with “Parks”.
- (lxiv) Amend subsection 3.7.2, policy i. by deleting “public” and replacing with “parks”.
- (lxv) Amend subsection 4.4, policy a.ii. first bullet by adding “natural areas,” after “parks,” and before “transportation”.

# PROPOSED

## BYLAW NUMBER 57P2025

- (lxvi) Amend subsection 5.2, first paragraph by deleting “the Calgary Metropolitan Region Board (CMRB) Growth Plan,”.
- (lxvii) Amend subsection 5.2, by deleting the first image of the two images of Figure 5-1: Growth Strategy Infographic in its entirety and replace it with the revised image as shown in Figure 5-1: Growth Strategy Infographic as shown in Schedule C.
- (lxviii) Amend subsection 5.2.1, Objective, first paragraph by deleting “and regional”.
- (lix) Amend subsection 5.2.1, Objective, by deleting the second paragraph in its entirety and replacing with the following:

“The City must ensure that growth is aligned with and occurs within the legislative and regulatory framework of other orders of government. In particular, the South Saskatchewan Regional Plan and Alberta Land Use Framework will provide direction on how the city grows and interacts within a regional and provincial context.”
- (lxx) Amend subsection 5.2.1, by deleting policy a. in its entirety and renumbering the subsequent policies.
- (lxxi) Amend subsection 5.2.2, Objective, first paragraph by deleting “CMRB Growth Plan,”.
- (lxxii) Amend subsection 5.2.2, Objective, second paragraph by deleting “and the CMRB Growth Plan”.
- (lxiii) Amend subsection 5.2.2, policy a. by deleting “through the policies of the CMRB Growth Plan,”.
- (lxxiv) Amend subsection 5.2.2, policy d. by deleting “the CMRB Growth Plan,”.
- (b) The **Community Planning Guidebook**, Volume 2, Part 1 of the Municipal Development Plan, attached to and forming part of Bylaw 24P2009, as amended, is hereby further amended as follows:
  - (i) Amend section 1.0 Vision and Core Ideas, callout box by deleting “open space” and replacing with “park”.
  - (ii) Amend section 1.0 Vision and Core Ideas, fourth core idea by deleting “Open space network” and replacing with “Park system” and deleting “system of programmed and natural open spaces” and replacing with “park system”.
  - (iii) Amend subsection 2.2.1, by deleting “Environmental Open Space (see Section 3.4.2)” and replacing with “natural areas”.

# PROPOSED

## BYLAW NUMBER 57P2025

- (iv) Amend subsection 2.2.6, policy a.i. by deleting “open space” and replacing with “parks”.
- (v) Amend subsection 2.9, Transit Station Planning Area (TSPA) first sentence by deleting “open space” and replacing with “parks”.
- (vi) Amend subsection 2.9, callout box by deleting “open space” and replacing with “park”.
- (vii) Amend section 3.0, first paragraph, last sentence by deleting “open”.
- (viii) Amend subsection 3.1 by deleting last bullet “Open Space Plan” and replacing with “Connect: Calgary’s Parks Plan”.
- (ix) Amend subsection 3.1.1, policy 2.a.vi. by deleting in its entirety and replacing with the following:
  - “vi. link major parks, natural areas, open spaces and other significant community destination points; and”.
- (x) Amend subsection 3.2, by deleting last bullet “Open Space Plan” and replacing with “Connect: Calgary’s Parks Plan”.
- (xi) Amend subsection, 3.2.2, policy 6. by deleting “Environmental Open Space” and replacing with “natural areas”.
- (xii) Amend subsection 3.2.3, first paragraph, last sentence by deleting “open space network” and replacing with “park system”.
- (xiii) Amend subsection 3.2.3. policy 2.b. by deleting “Environmental Open Space” and replacing with “natural areas”.
- (xiv) Amend subsection 3.2.3, policy 3. first paragraph by deleting “open space” and replacing with “parks and natural areas”.
- (xv) Amend subsection 3.3.4, policy 3. by deleting “open space” and replacing with “parks”.
- (xvi) Delete subsection 3.4. in its entirety.
- (c) The **Centre City Guidebook**, Volume 2, Part 2 of the Municipal Development Plan, attached to and forming part of Bylaw 24P2009, as amended, is hereby further amended as follows:
  - (i) Amend subsection 2.2, Centre City Goals, fourth bullet by deleting "Open Space: A network of quality open spaces and community amenities." and replacing with "Park System: A network of quality parks, open space and natural areas."

# PROPOSED

## BYLAW NUMBER 57P2025

- (ii) Amend subsection 3.2, d. by deleting “open space network” and replacing with “park system”.
- (iii) Amend section 4.0, Urban Design, second paragraph, by deleting “open spaces” and replacing with “parks”.
- (iv) Amend subsection 4.3.2, title, by deleting “Open Space Frontages” and replacing with “Park Frontages”.
- (v) Amend subsection 4.3.2, preamble, by deleting in its entirety and replacing with the following:

“Park frontages may be identified in a local area plan where developments face or abut a park. Special consideration is given to animating the park.”.
- (vi) Amend subsection 4.3.2, policy a. by deleting “open space” and replacing it with “parks”, the two times it occurs.
- (vii) Amend subsection 4.3.2.b, by deleting “open spaces” and replacing it with “parks”.
- (viii) Amend subsection 4.3.2.c, by deleting “open space” and replacing it with “parks”.
- (ix) Amend section 5.0, title, by deleting “Open Space” and replacing it with “Park System” and deleting “Centre City Goal: A network of quality open spaces and community amenities.” and replacing it with “Centre City Goal: A network of quality parks, open spaces, natural areas and community amenities.”
- (x) Amend section 5.0, by deleting the preamble in its entirety and replacing it with:

“The park system within each area should promote, conserve and enhance an interconnected ecological and recreation system. The system is composed of parks, schools, public plazas, natural areas and open spaces that support a variety of active and passive pursuits.”.
- (xi) Amend subsection 5.1, title, by deleting “Open Space” and replacing it with “The Park System”, amend preamble by deleting “open space network” and replacing it with “park system”.
- (xii) Amend subsection 5.1, policy a. by deleting “Public open spaces” and replacing it with “Public spaces”, and by deleting “open space network” and replacing it with “park system”.
- (xiii) Amend subsection 5.1, policy b. by deleting “open space network”, and replacing it with “park system”.

# PROPOSED

## BYLAW NUMBER 57P2025

- (xiv) Amend subsection 5.1, policy c. by deleting “open” and replacing it with “park”.
- (xv) Amend subsection 5.1, policy d. by deleting “open space or publicly accessible open space” and replacing it with “park or open space”.
- (xvi) Amend subsection 6.1, policy c. iii. deleting “green corridors” and replacing it with “the park system”.
- (xvii) Amend subsection 6.1, policy g. by deleting “open” and replacing it with “park”.
- (xviii) Amend subsection, 6.1, policy h. by deleting “significant public open spaces” and replacing it with “the park system”.
- (xix) Amend subsection 6.2, policy c. by deleting “open spaces,”.
- (d) The **Developed Areas Guidebook**, Volume 2, Part 3 of the Municipal Development Plan, attached to and forming part of Bylaw 24P2009, as amended, is hereby further amended as follows:
  - (i) Amend Figure 1-1 description by deleting “open space” and replacing with “the park system”.
  - (ii) Amend subsection 3.1.1, policy 1.a. by deleting “open space” and replacing with “parks”.
  - (iii) Amend subsection 3.1.1, policy 4.a.ii. by deleting “public open space” and replacing with “park”.
  - (iv) Amend subsection 3.1.2, preamble, fourth sentence by deleting “public open space” and replacing with “parks”.
  - (v) Amend subsection 3.1.2, policy 2.a. by deleting “open space” and replacing with “the park system”.
  - (vi) Amend subsection 3.1.2, policy 2.f. by deleting “open space” and replacing with “the park system”.
  - (vii) Amend section 4.0, second paragraph after the preamble, first sentence by adding “, parks,” after “streets” and before “and open spaces”.
  - (viii) Amend section 4.1, preamble by deleting “open spaces” and replacing with “the park system”.
  - (ix) Amend subsection 4.1.1, policy a. by deleting “open spaces” and replacing with “parks”.

# PROPOSED

## BYLAW NUMBER 57P2025

- (x) Amend subsection 4.1.1, policy c. by deleting “open spaces” and replacing with “parks”.
- (xi) Amend subsection 4.1.3, policy iii. by deleting “Public open space” and replacing with “Parks”.
- (xii) Amend subsection 4.2.1, policy d. by deleting “public open spaces” and replacing with “the park system”.
- (xiii) Amend subsection 4.2.1, policy f. by deleting “public open spaces” and replacing with “parks, natural areas”.
- (xix) Amend subsection 4.2.4, subheading by deleting “Open Space Frontages” and replacing with “Park System Frontages”.
- (xx) Amend subsection 4.2.4, policy i. by adding “parks or” before “open space”.
- (xxi) Amend subsection 4.2.4, policy j. by deleting “open space” and replacing with “the park system”.
- (xxii) Amend subsection 4.2.4, policy k. by deleting “open spaces” and replacing with “parks”.
- (xxiii) Amend Figure 4-4 description by deleting “parks or open spaces” and replacing with “the park system”.
- (xxiv) Amend subsection 4.3, policy g. by deleting “the open space” and replacing with “outdoor spaces”.
- (xxv) Amend subsection 4.5, first paragraph by adding “parks,” after “buildings,” and before “open spaces”.
- (xxvi) Amend subsection 4.5, policy v. by adding “parks,” after “pathways,” and before “open space”.
- (xxvii) Amend section 5.0, preamble, third sentence by deleting “open space” and replacing with “parks”.
- (xxviii) Amend subsection 5.1, policy d. by deleting “open space network” and replacing with “park system”.
- (xxix) Amend subsection 5.1.1, policy c. by deleting “green” and replacing with “outdoor”.
- (xxx) Amend subsection 5.1.2, policy d. by deleting “green space, pathways, parks, and other natural amenities” and replacing with “pathways and the park system”.



# PROPOSED

## BYLAW NUMBER 57P2025

- (xxxi) Amend section 6.0, title by deleting “Parks and Open Spaces” and replacing with “The Park System”.
- (xxxii) Amend section 6.0, preamble by deleting in its entirety and replacing with:

“The park system within each community should promote, conserve and enhance an interconnected ecological, sport and recreation system. The network is composed of parks, natural areas and other open spaces.

These amenities support a variety of active and passive pursuits and provide valuable spaces for social interaction and community participation. Opportunities to enhance the streets and sidewalks as extensions to an accessible and inclusive park system are encouraged.”.
- (xxxiii) Amend section 6.0, quote callout by deleting “Parks and open spaces are special places within the urban environment. These spaces enrich” and replacing with “The park system enriches”.
- (xxxiv) Retitle subsection 6.1 from “Parks and Open Spaces” to “The Park System”.
- (xxxv) Amend subsection 6.1 first paragraph by deleting “network of open spaces, consisting of parks, natural corridors” and replacing with “system of parks, natural areas, open spaces”.
- (xxxvi) Amend subsection 6.1, policies subheading by deleting “A High-Quality, Connected Public Park and Open Space System” and replacing it with “A High-Quality, Connected Park System”.
- (xxxvii) Delete subsection 6.1, policy a. in its entirety and replacing with “Improve the quality and diversity of the park system and encourage better utilization of available resources within the community.”.
- (xxxviii) Delete subsection 6.1, policy b. in its entirety and replacing with “Enhance connections between the park system, community destination points, and employment areas via regional pathways, sidewalks and pathways.”.
- (xxxix) Amend Figure 6-1, title by deleting “Figure 6-1 | Open Spaces Frontage” and replacing with “Figure 6-1 | Park Frontage”.
- (xl) Amend Figure 6-1, quote by deleting “open spaces” and replacing with “park spaces”.
- (xli) Delete subsection 6.1, policy d. in its entirety and replacing with “Design parks in a manner that is accessible for all people, and contributes to the overall park system, reinforcing pedestrian connections, complementing adjacent land uses and providing for year-round use.”.

# PROPOSED

## BYLAW NUMBER 57P2025

- (xlii) Delete subsection 6.1, policy e. before subitems i - viii replacing with “Design parks and open spaces to be safe and active and reinforce the urban character of the community. Factors that should be considered in their design to achieve this policy may include:”.
- (xliii) Amend subsection 6.1, policy f. by deleting “larger urban plaza spaces, formal in nature and” and replacing with “plazas”.
- (xliv) Amend subsection 6.1, policy g. by deleting “open” and replacing with “park”.
- (xlv) Amend subsection 6.1, policy i. by deleting “open space, river bank and regional systems, natural habitat and biodiversity” and replacing with “the park system”.
- (xlvi) Amend subsection 6.1, policy j., by deleting “open space” and replacing with “park”.
- (xlvii) Amend Figure 6-2, title by deleting “Figure 6-2 | Parks and Open Space Network” and replacing with “Figure 6-2 | The Parks System”.
- (xlviii) Delete the description of Figure 6-2 and replacing with:

“The regional pathway system provides opportunities for active or passive recreation over a large area and to link major features within the park system. Pathways are an integral element of the city’s park system, as they facilitate alternative transportation modes and connections between parks, open space, natural areas and other destinations.”.
- (xlix) Amend subsection 6.1, policy q. by deleting “environmental open space lands” and replacing with “the ecological network and natural areas”.
- (l) Amend subsection 7.2, policy e. by deleting “and open spaces”.
- (li) Amend subsection 8.3.1, introduction by adding “, parks” after streets.

# PROPOSED

**BYLAW NUMBER 57P2025**

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

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR

SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK

SIGNED ON \_\_\_\_\_

# PROPOSED

BYLAW NUMBER 57P2025

## SCHEDULE A

Figure 1-1: Land Use Planning in Alberta

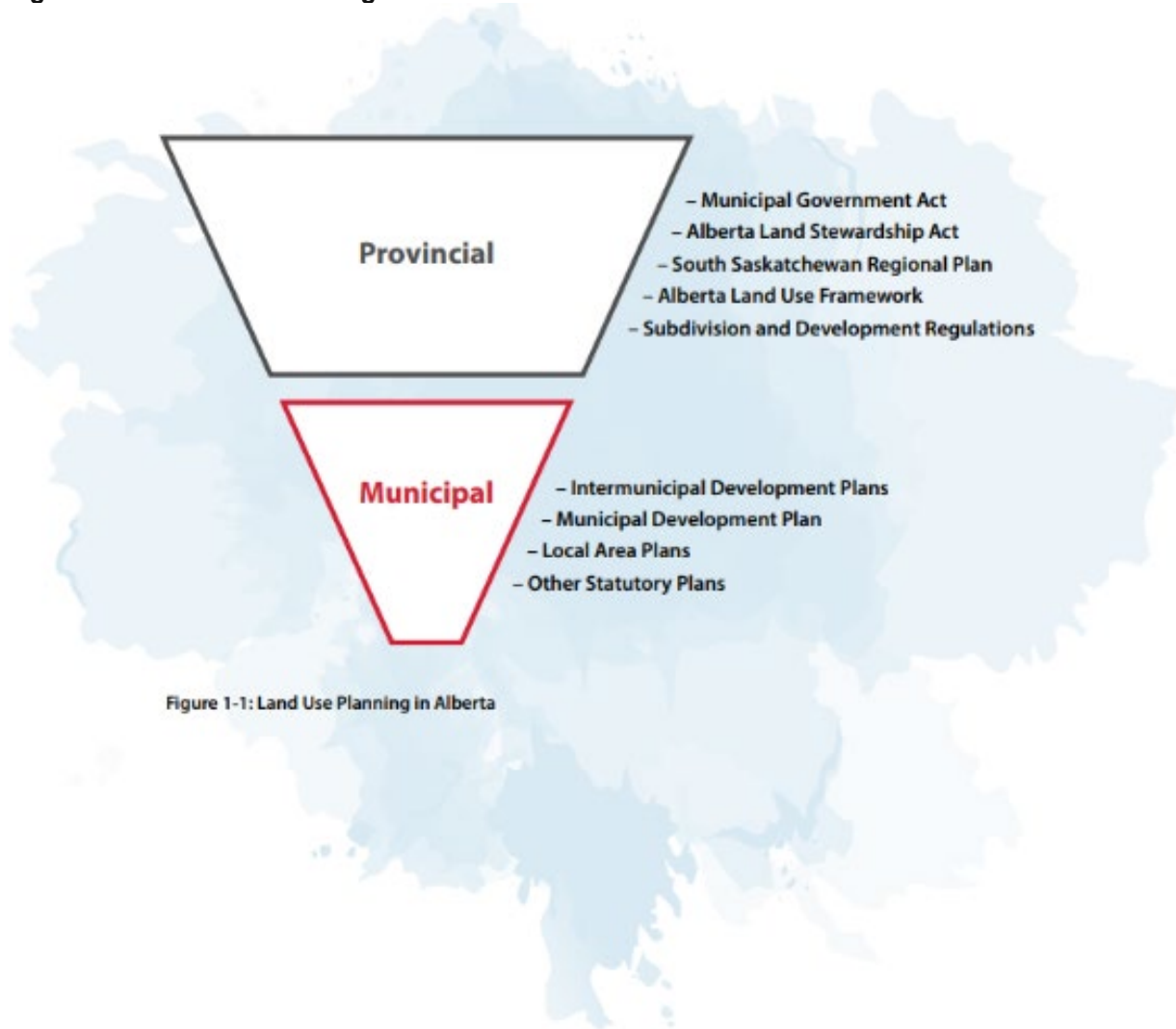


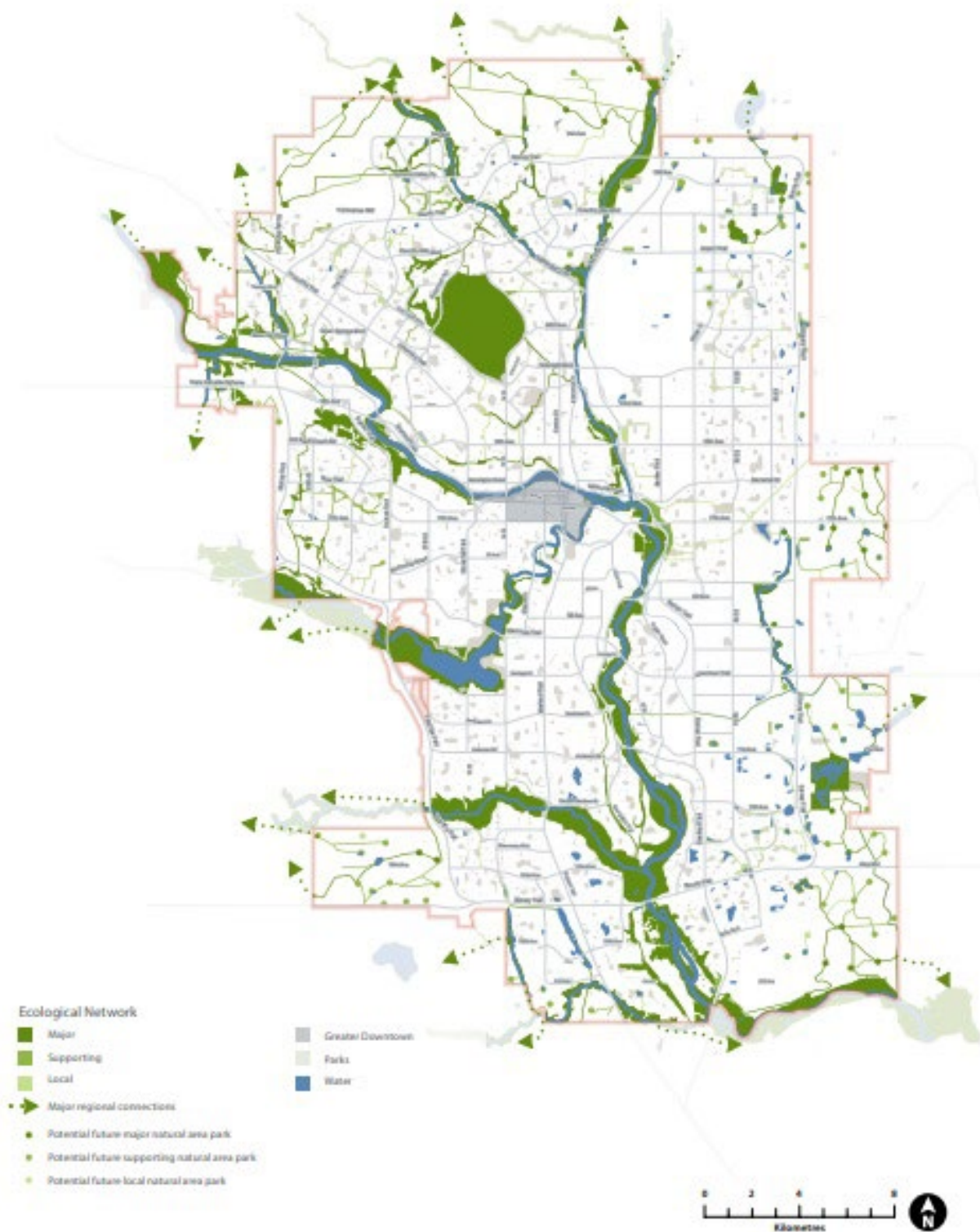
Figure 1-1: Land Use Planning in Alberta

# PROPOSED

BYLAW NUMBER 57P2025

## SCHEDULE B

Figure 2-8: Ecological Network Map

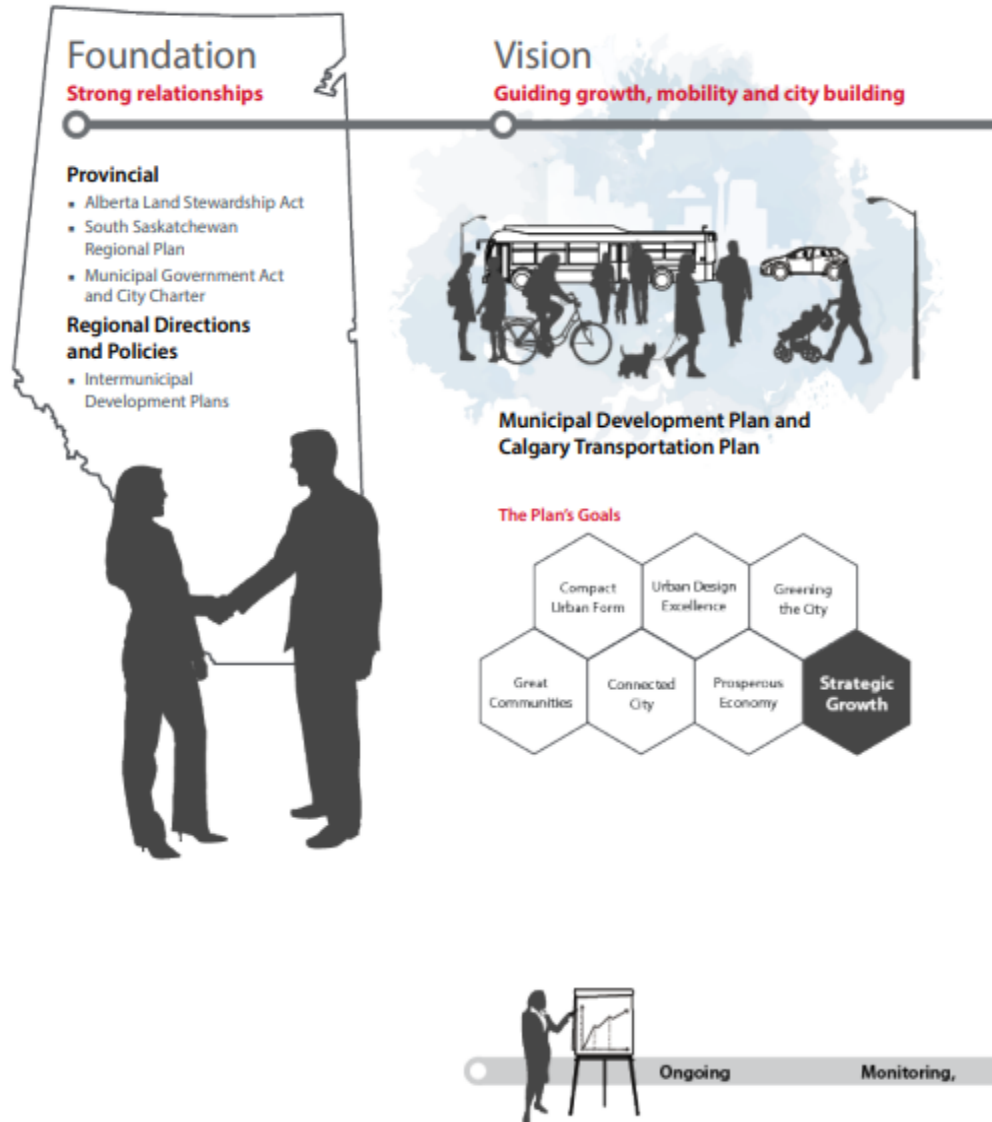


# PROPOSED

BYLAW NUMBER 57P2025

## SCHEDULE C

Figure 5-1: Growth Strategy Infographic





## Targeted Amendments to the Appendices of the Municipal Development Plan (non-statutory)

---

A. The **Municipal Development Plan** appendices, as amended, are hereby further amended as follows:

- (a) Amend the Glossary by deleting the term and definition for “Alternative Use Open Space” in its entirety.
- (b) Amend the Glossary by deleting the definition for “Calgary Region” in its entirety and replacing with the following:

“The geographic area encompassing Calgary and other neighbouring municipal jurisdictions.”
- (c) Amend the Glossary by deleting the term and definition for “Calgary Metropolitan Region Board” in its entirety.
- (d) Amend the Glossary by deleting the term and definition for “Calgary Metropolitan Region Board Growth Plan” in its entirety.
- (e) Amend the Glossary by deleting the term and definition for “Environmental Open Space” in its entirety.
- (f) Amend the Glossary by deleting the definition for “Environmentally Significant Area (ESA)” in its entirety and replacing it with the following:

“Natural areas recognized by The City as providing essential ecosystem functions and services within urban or adjacent landscapes and include one or more of the following:

  - Areas with wetlands, non-permanent streams, surface water, floodplains, riparian areas, source watershed and the meander width of a watercourse.
  - Rare, intact or biologically diverse areas with native vegetation communities, soil function, unique landscape features, pollinators, rare plants or historical and cultural resources.
  - Habitat for native species of interest with habitat connectivity, patches, fish habitats, species at risk, terrestrial species present, habitat sensitivity and slope characteristics.”
- (g) Amend the Glossary by deleting the term and definition for “Green Corridor” in its entirety.
- (h) Amend the Glossary by adding the term and definition for “Local ecological network”:

“Local ecological network

Linkages that connect small natural areas, parks or other permeable landscape features within a community and provide opportunities for biodiversity enhancement, naturalization and other green space provisions.”
- (i) Amend the Glossary by adding the term and definition for “Major ecological network”:

“Major ecological network

Key corridors and natural areas that play a central role in maintaining ecological structural connectivity. They support ecological processes and safe passage for wildlife,

connect major habitat components and locations where there is a higher potential for regional connectivity.”

- (j) Amend the Glossary by deleting the definition for “Natural Area” in its entirety and replacing with the following:  
“A City-owned park or portion of a park or open space where the primary role is the protection of an undisturbed or relatively undisturbed parcel or parcels of land with characteristics of a natural/native plant community.”
- (k) Amend the Glossary by deleting the definition for “Open Space” in its entirety and replacing with the following:  
“Land that has a primary purpose that is utilitarian or to provide a recreational activity with managed access but has a secondary purpose that provides park system functions. Examples include roadway greens, public utility lots, transportation and utility corridors and regional amenities such as regional sport fields, athletic parks, cemeteries and public golf courses.”
- (l) Amend the Glossary by deleting the term and definition for “Open space network” in its entirety.
- (m) Amend the Glossary definition for “Outline Plan/Land Use Amendment Application” by adding “park and” after “environmental areas,” and before “open space locations”.
- (n) Amend the Glossary by deleting the definition for “Park” in its entirety and replacing with the following:  
“Publicly accessed land set aside for human enjoyment, recreation, education, cultural or aesthetic use without restricted access.”
- (o) Amend the Glossary by adding a term and definition for “Park System” as follows:  
“The public spaces made up of parks, natural areas and open space that provide opportunities for recreation, active mobility and access to nature.”
- (p) Amend the Glossary by deleting the term and definition for “Recreational Open Space” in its entirety.
- (q) Amend the Glossary by adding the term and definition for “Supporting ecological network”:  
“Supporting ecological network  
Corridors and natural areas that are important contributors to the overall connectivity of the ecological network. They connect supporting habitat components and enhance the major corridors by providing alternative pathways in the network and linking smaller natural areas and open green space to improve connectivity through the urban landscape.”
- (r) Amend the Glossary definition for “Transit-Oriented Development (TOD)” by deleting “open space” and replacing it with “parks”.
- (s) Amend Part 7 Maps by deleting “Map 4 Open Space and Naturally Vegetated Lands” and replace it with the revised “Map 4 The Park System” as shown in Schedule A.

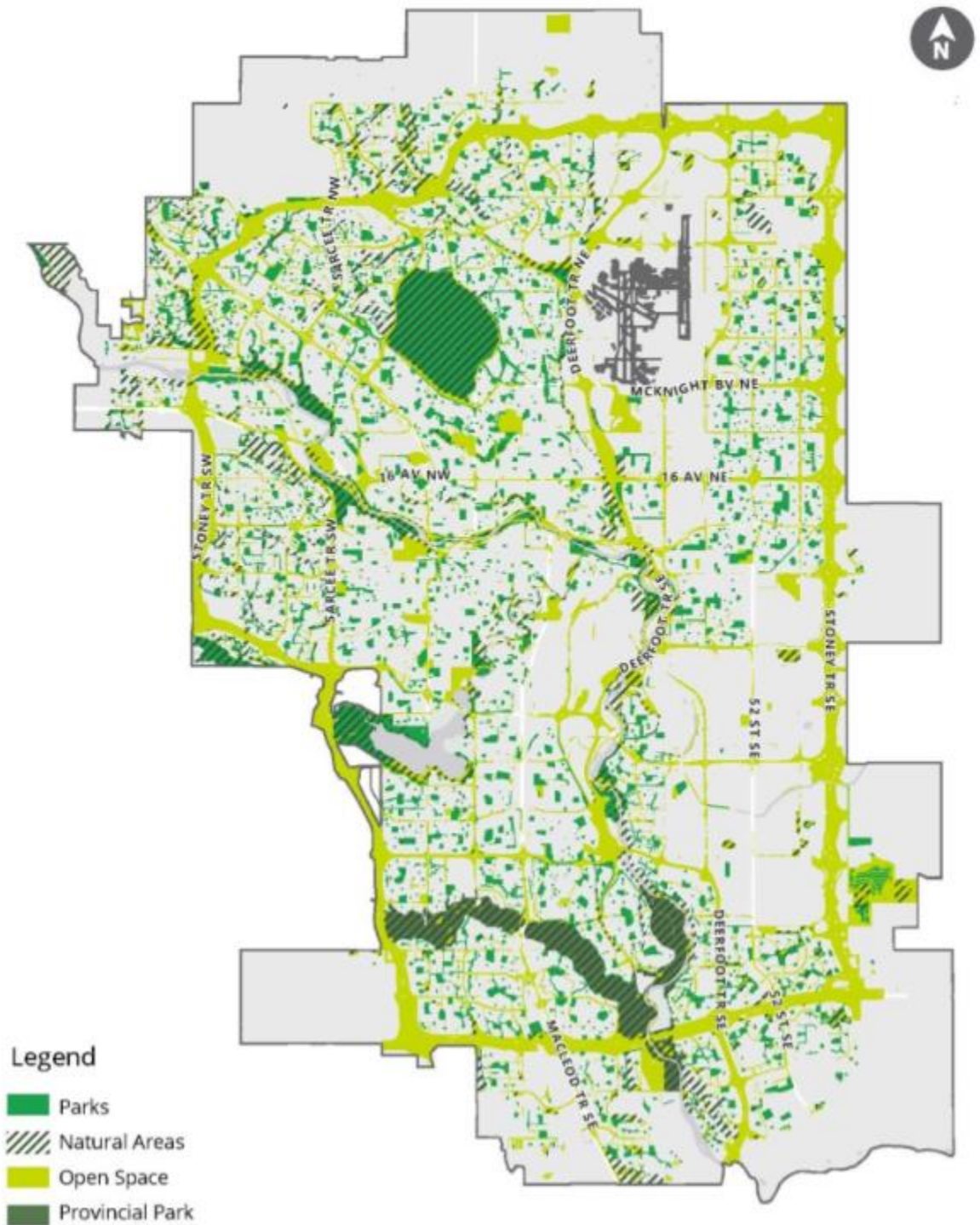
**B. The Centre City Guidebook** appendices, as amended, are hereby further amended as follows:

- (a) Amend Appendix, subsection 2., by deleting “Open Space” and replacing it with “The Park System”, deleting “Cultural Landscape Strategic Plan” and by deleting “Open Space Plan” and replacing it with “Connect: Calgary’s Parks Plan”.

C. The **Developed Areas Guidebook** appendices, as amended, are hereby further amended as follows:

- (a) Amend Appendix 2, subheading 2. by deleting “2. Open Space” and replacing with “2. The Park System”.
- (b) Amend Appendix 2, subheading 2., third bullet by deleting “Cultural Landscape Strategic Plan”.
- (c) Amend Appendix 2, subheading 2., fifth bullet by deleting “Open Space Plan” and replacing with “Connect: Calgary’s Parks Plan”.
- (d) Retitle Appendix 3, Table 4, row 5., from “5. Parks and Open Spaces” to “5. The Park System”.
- (e) Amend Appendix 3, Table 4, row 5., by deleting “Parks and open space network” and replacing with “Parks, open spaces and natural areas”.

**Schedule A**  
**Map 4: The Park System**



# Redline Copy of Targeted Amendments

**Note on this work:**

This work is focused on showcasing amendments through redline tracking of areas where changes are proposed in the:

- 1) Municipal Development Plan; Volume 1
- 2) Municipal Development Plan; Volume 2, Part 1: New Community Planning Guidebook
- 3) Municipal Development Plan; Volume 2, Part 2: The Center City Guidebook
- 4) Municipal Development Plan; Volume 2, Part 3: Developed Areas Guidebook

Since only targeted sections of each of the above documents require amendments, the redline copy is focused on showcasing those amendments, rather than including the full transcript of all the documents.

## Table of Contents

I. Redline Copy of Targeted Amendments to the Municipal Development Plan	..... 3
II. Redline Copy of Targeted Amendments to The New Community Planning Guidebook	..... 23
III. Redline Copy of Targeted Amendments to The Center City Guidebook	..... 31
IV. Redline Copy of Targeted Amendments to the Developed Areas Guidebook	..... 34



# I. Redline Copy of Targeted Amendments to the Municipal Development Plan

## Part 1: Role and Scope of the Municipal Development Plan

---

### The MDP and MGA

Calgary's MDP is a statutory document that establishes the orderly use of land and settlement to optimize the quality of the physical environment. The MDP fulfils the requirement of section 632 of the MGA as amended from time to time by addressing matters related to:

- Future land use, development, transportation systems, municipal services and facilities within Calgary and with adjacent municipalities.
- City's development constraints.
- Subdivision and development regulations.
- Municipal, school, environmental and conservation reserves.
- ~~Calgary Metropolitan Region Board Growth Plan (CMRB Growth Plan) and~~ Intermunicipal development plans.

The MGA allows a municipal development plan to address other matters relating to the physical, social, environmental and economic development of the city. The MDP addresses these matters as they relate to the integrated land use patterns and mobility networks of the city.

### 1.1.1 SUSTAINABILITY PRINCIPLES AND KEY DIRECTIONS

The Sustainability Principles for Land Use and Mobility are:

5. Preserve ~~open space~~, parks, agricultural land, natural beauty and critical environmental areas.

## 1.2 Organization of the MDP

Part 1: Role and scope of the MDP

- Plan foundations, sustainability principles and key directions
- Alignment of the MDP with provincial legislation, ~~regional authorities and~~ policies and other City policies.

## 1.3 Role of MDP in Planning Hierarchy

Land use planning and decision-making in Alberta are done through various provincial legislation and policies and are implemented by a number of decision makers including provincial departments, ~~regional boards and~~ agencies and municipal governments.

Provincial land use planning in Alberta is centered on the Alberta Land Stewardship Act (ALSA), Land Use Framework (LUF), ~~and South Saskatchewan Regional Plan and the regional plans authorized under~~

~~this Act.~~ Municipal land use planning is primarily governed by the Municipal Government Act (MGA). Figure 1 below explains the hierarchy of land use planning in Alberta.

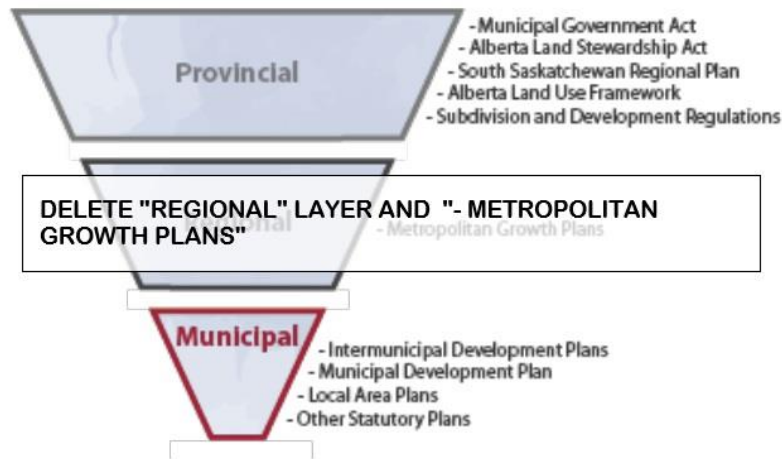


Figure 1-1: Land Use Planning in Alberta

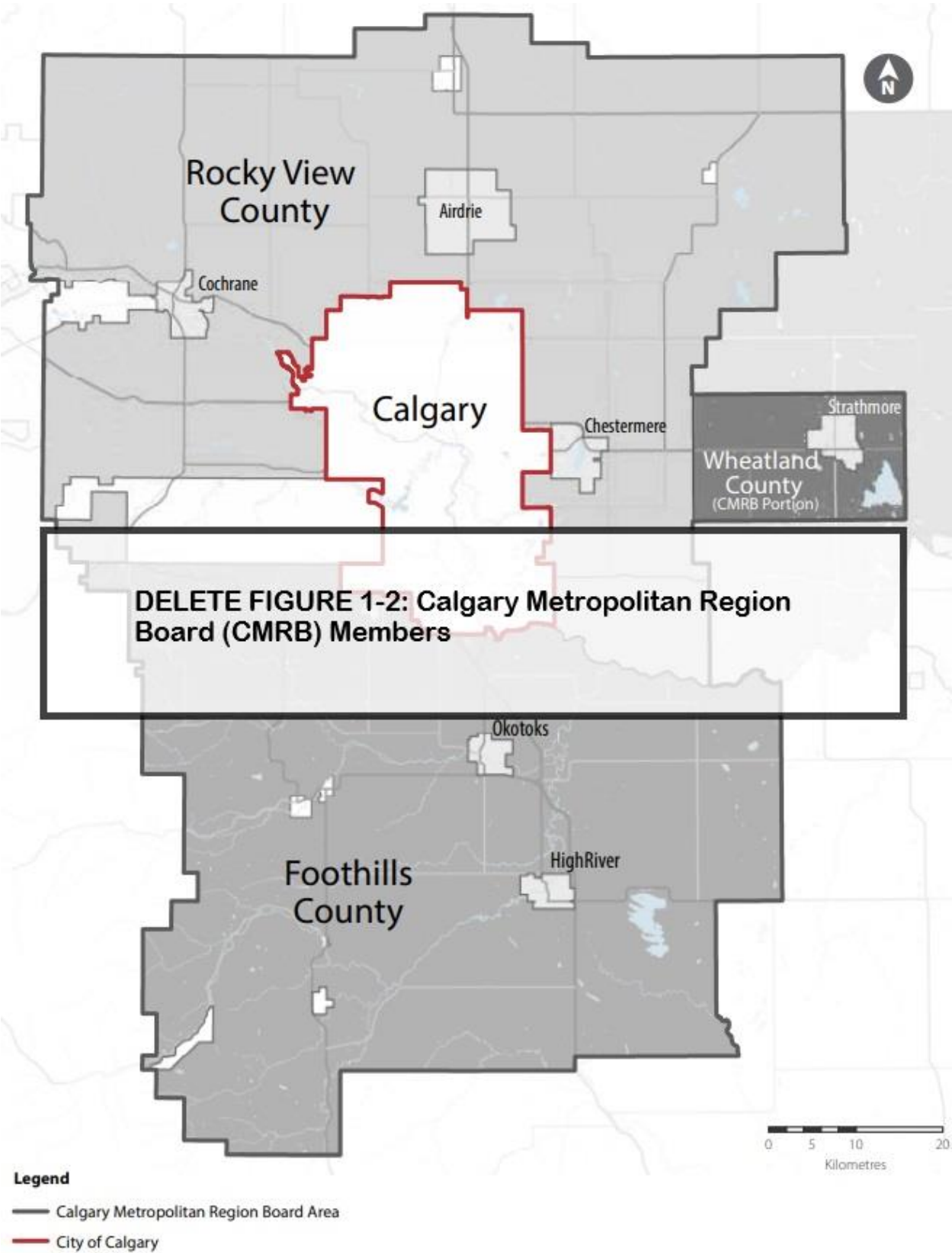
### 1.3.1 CALGARY AS A REGIONAL PARTNER

The MGA and Provincial Land use Framework requires that local Municipal Development Plans align with:

- South Saskatchewan Regional Plan
- ~~Calgary Metropolitan Region Growth Plan~~
- Intermunicipal development plans.

### 1.3.3 ~~CALGARY METROPOLITAN REGION BOARD GROWTH PLAN~~

~~The Government of Alberta established the Calgary Metropolitan Region Board (CMRB) of which Calgary is a member. The purpose of the CMRB is to provide for integrated and strategic planning for the longterm sustainability of the region. The Growth Plan and Servicing Plan must be consistent with the SSRP. Policy plans approved by The City of Calgary, including the MDP, must be consistent with the CMRB Growth Plan.~~



## 1.4.6 LOCAL AREA PLANS

Non-statutory local area plans are also prepared for specific areas of the city, and include plans that apply to future growth corridors, watershed basins, areas of interest across multiple-communities or small redevelopment sites within one community. Such plans may include but are not limited to:

- Regional context studies.
- Community studies or community design briefs.
- Detailed site design plans for transit-oriented development.
- Corridor land use studies – Comprehensive redevelopment plans for major streets.
- ~~Open-space-and-park~~ Park plans.

## 1.4.7 OUTLINE PLAN AND LAND USE AMENDMENT APPLICATIONS

The City undertakes detailed planning and design of new communities, or the redevelopment of large areas of existing communities, through the outline plan and subdivision process. This involves design details such as the preservation of environmental areas, ~~open-space park~~ locations and reserve dedications, development patterns, land use mixes and local street networks.

The outline plan is a non-statutory site plan, with associated conditions, that is usually processed together with land use amendments, to ensure a workable distribution of land uses, open space, ~~parks~~ and road network (e.g., land use districts, the location and classification of streets, the distribution and size of the parks and school sites in the neighbourhood).

## 1.4.8 SUBDIVISION

Subdivision is a legal process of dividing land into smaller parcels. This involves design details such as the preservation of environmental areas, open space, ~~and park~~ locations and reserve dedications, lot patterns, development patterns, land use mixes and local street networks. Decisions made by the Subdivision Authorities must comply with ~~the provincial, regional,~~ and municipal plans and policies.

## 1.4.10 URBAN DESIGN

The urban design policies in Part 2 set out the overall urban design vision for Calgary. The policies and guidelines are intended to inform local area planning, outline plans, land use amendments and development permits. They are also relevant to city-initiated design projects for public realm improvements, street corridors, ~~open-space park system~~ plans, and transit station area planning.

# Part 2: City-wide Policies

## 2.1 A Prosperous and Diverse Economy

### A Prosperous City and Sustainable Urban Growth

3. The dynamics of the three orders of government (municipal, provincial and federal) impact The City, its cash flow and the quality of life of Calgarians. Calgary needs to:

- Influence ~~regional,~~ provincial and National economic policy decisions that impact cities.

## 2.1.1 CREATING A CITY ATTRACTIVE TO PEOPLE

### Objective

... The design of a community is also essential to delivering additional attractors including convenient transportation to jobs and amenities. Chief among those amenities is proximity to schools, ~~open spaces~~ ~~parks~~ and education facilities.

## 2.2.4 COMPLETE COMMUNITIES

### Policies

#### Complete communities

b,x. A healthy, sustainable and resilient environment with street trees and greenery, connections to the city's ~~open space park~~ system and an integration of local natural systems with an urban development pattern that respects the natural function of the landscape.

## 2.3.4 PARKS, OPEN SPACES AND OUTDOOR RECREATION

### Objective

~~Parks and open spaces are special places within the urban environment. These spaces~~ The parks system enriches the fabric of our city and provides a unifying framework across neighbourhoods and communities, a means of orientation and special places for gathering, relaxing or active recreation.

...Calgary is a city recognized for its ~~vast network of open spaces, consisting of parks, natural corridors, pathways, and trail systems~~ park system, consisting of parks, natural areas, open space and pathways that serve many functions. The City will strengthen the connection between its natural areas, public parks and communities to enhance opportunities for outdoor recreation, retain Calgary's natural and cultural heritage and conserve biodiversity and important environmental systems. Map 4 represents the ~~parks and Open Space~~ system in Calgary. Together, these promote overall community health and quality of life for all Calgarians.

...In addition to these natural areas, The City provides high-quality public parks, open spaces and other community amenities by:

- Protecting, conserving and restoring environmentally significant areas and providing a sustainable, connected and diverse ~~open space park~~ system that represents the natural ecosystem of Calgary and the region.
- ...Protecting and promoting an integrated, ~~open space network park system~~ to better connect communities.
- Providing a high-quality ~~open space park system~~ and neighbourhood, community, regional and city-wide recreation opportunities to service new development or redeveloped areas.



~~Calgary's park system covers over 8,400 hectares of green, natural and open spaces and 1,000 kilometres of pathways and trails. The overall~~

~~provision of green space demonstrates that all residential areas are well serviced.~~

## Policies

### A high-quality public park system

- a. Provide a high-quality park ~~and open space~~ system to meet the varied needs of Calgarians.
- b. Create a comprehensive and connected park, ~~and~~ pathway ~~and open space~~ system that links neighbourhoods, public parks, natural areas, athletic parks, plazas, squares and the river valleys.
- e. Protect and promote large-scale landscaped ~~and open space~~ areas that define neighbourhoods and local topography and enhance Calgary's river valley park system.
- f. Protect the basic ~~social recreation, sport~~ and environmental functions of City parks and public open spaces and prevent parkland conversion to other uses.

### Land use, location and design

- g. Provide ~~neighbourhood~~ parks within a five-minute walk of all residents.
- h. Ensure sufficient ~~community open local park~~ space in Inner City and Established Areas using 2.0 hectares of open space per 1,000 residents. ~~Calculations should be applied to logical community clusters where parks and recreation amenities are accessible and shared between communities. Community open space includes areas dedicated for schools; community centres; playfields; outdoor performance spaces; community gardens; and habitat areas that offer public amenity.~~
- j. Plan land uses adjacent to public parks that are supportive and enhance the vitality of both existing and new ~~open park~~ spaces.



#### **Open Space**

~~Open space in its broadest sense includes all land and water areas, either publicly or offering public access, that are not covered by structures. Open space includes current and potential future parks, pathways, roadway greens, land for parks and recreation facilities, golf courses, cemeteries and other alternative use of green space.~~

#### **Park**

~~A specific use open space that is managed to provide opportunities for recreation, education, cultural and/or aesthetic use (Open Space Plan).~~

#### **Natural area**

~~Open space containing unusual or representative biological, physical or historical components. It either retained or has had re-established a natural character, although it need not to be completely undisturbed (Natural Areas Management Plan)~~

#### **Park System**

The public spaces made up of parks, natural areas and open space that provide opportunities for recreation, active mobility and access to nature.

#### **Park**

Publicly accessed land set aside for human enjoyment, recreation, education, cultural or aesthetic use without restricted access.

#### **Open Space**

Land that has a primary purpose that is utilitarian or to provide a recreational activity with managed access but has a secondary purpose that provides park system functions. Examples include roadway greens, public utility lots, transportation and utility corridors and regional amenities such as regional sport fields, athletic parks, cemeteries and public golf courses.

#### **Natural Area**

A City-owned park or portion of a park or open space where the primary role is the protection of an undisturbed or relatively undisturbed parcel or parcels of land with characteristics of a natural/native plant community.



## 2.3.6 COMMUNITY SERVICES AND FACILITIES

### Policies

#### Community services and facilities

- e. Locate community services and facilities in a manner that integrates with the ~~open-space park~~ system.

## 2.4.1 CREATING A BEAUTIFUL CITY

### Objective

... Its location, proximity to the Canadian Rockies, riverfronts, escarpments, ridgelines and other natural features are memorable, act as landmarks and are special for the value they add to the passive and recreational ~~open-space park~~ system...

### Policies

#### Civic image

- a. Locate and design significant sites and public buildings to promote their civic importance and integrate ~~open-space that is designed with the parks system~~ to enhance the quality of the setting and support a variety of public functions.

## 2.4.3 ENHANCING THE PUBLIC REALM

### Policies

- a. Design streets and sidewalks to encourage pedestrian comfort, safety and linkages between neighbourhoods, ~~parks and~~ open spaces and adjacent land uses.

## 2.6 Greening the City

### Supports

... It is important to recognize the interconnectedness of air, land, water, climate, ecosystems, habitat and people. Connecting citizens to nature, through access to ~~open-space natural areas~~ and through fostering ecological literacy can contribute to personal well-being.

## 2.6.2 LAND

### Policies

#### Connecting with nature

- h. Protect and expand the integrated ~~open-space-network park system~~ to support community well-being and for ecological connectivity.
- k. Provide educational and interpretive elements in parks and ~~open-spaces natural areas~~ to increase knowledge about natural conservation and cultural and archeological points of interest

## 2.6.3 WATER

### Policies

**Stormwater management**

- m. Increase the amount of pervious surface by minimizing development on ~~undisturbed open-space undeveloped~~ and agricultural lands and by reducing hardscape surfaces and maximizing the use of pervious paving.

**Sub-watershed planning**

- v. Consider sub-watershed management objectives as a foundational tool for regional ~~open-space park system~~ planning.

**2.6.4 ECOLOGICAL NETWORKS****Objective**

... An ecological network is a network of natural areas, ~~parks~~ and open spaces that provides the conditions necessary for ecosystems and species populations to survive in a human-dominated landscape. This network is one of the defining features that establish Calgary's character, sense of place and quality of life. The river systems along with Calgary's natural areas and regional parks form the backbone of the network. Other ~~open~~ spaces such as neighbourhood and linear parks, boulevards and community gardens make an important contribution in urban areas providing valuable resources for plant and animal species...

Figure 2-8 depicts Calgary's ecological network, delineated through spatial network theory and supported by a range of City policies, principles and strategies including the Biodiversity Policy, Wetlands Policy, Urban Forestry Strategic Plan, Urban Parks Master Plan and ~~Open Space Plan~~ **Connect: Calgary's Parks Plan**.

The real power of natural areas ~~and open spaces~~ – and their ability to significantly improve the quality of life for all species – lies in viewing and managing them as a system, rather than as individual components. Natural areas and ~~open spaces~~ can be viewed as a pattern of landscape elements, ~~patches and~~ corridors, that join together to form a mosaic.



Figure 2-7: Urban Ecological networks consist of connected natural areas and open spaces parks.

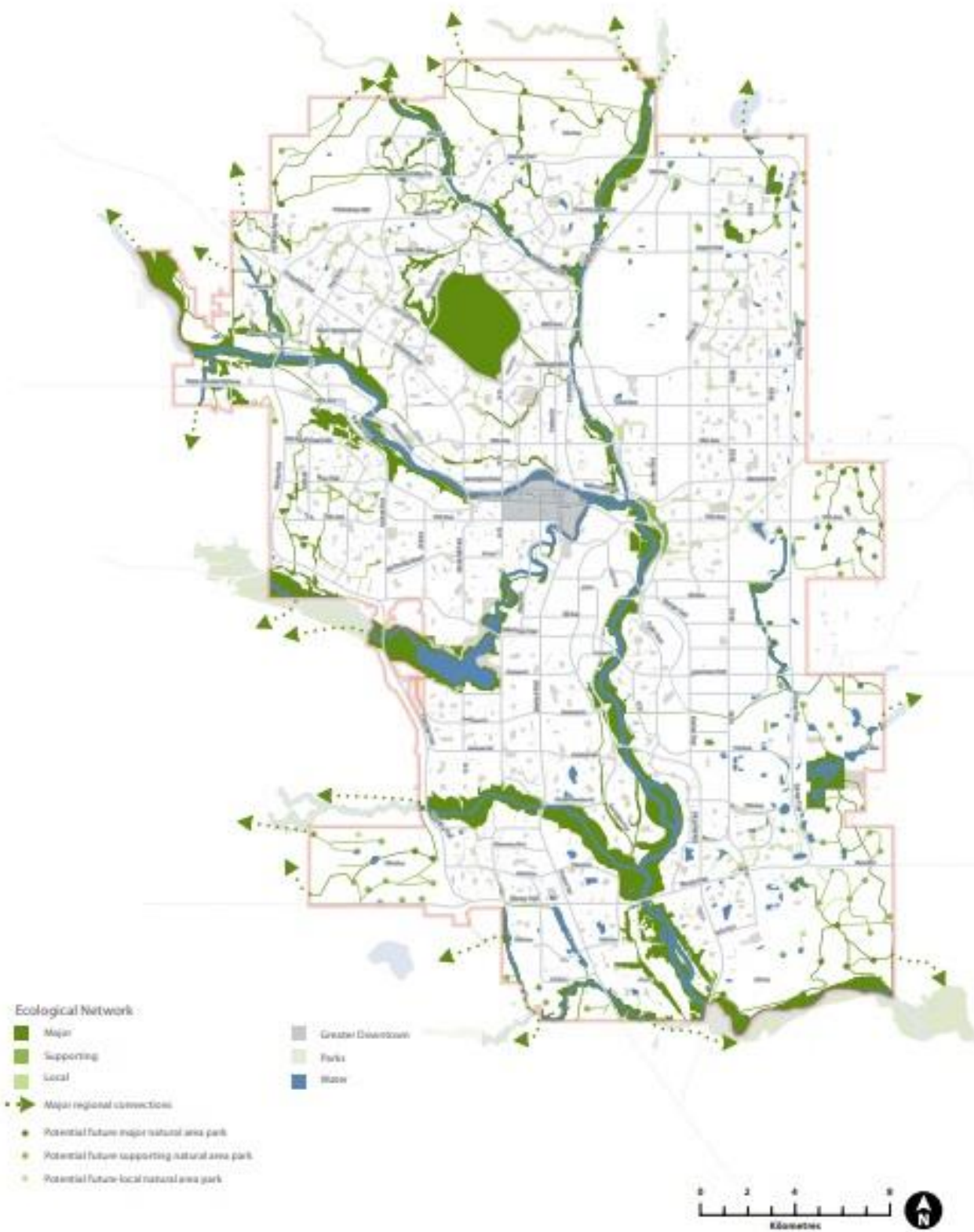


Figure 2-8: Ecological Network Map



Ecological Network Typology	Ecological Network Typology
<p><b>Habitat</b> There are two types of environmentally significant areas and natural environment parks that form the framework of Calgary's open space system:</p> <ul style="list-style-type: none"> <li>• <del>Habitat cores: areas greater than 30 hectares</del></li> <li>• <del>Stepping stones habitats: areas between five and 29 hectare</del></li> </ul> <p><b>Corridor</b> Corridors are natural and semi-natural open spaces that link habitats. There are two types of corridors:</p> <ul style="list-style-type: none"> <li>• <del>Primary corridors connect Calgary to the region and consist of linear riparian zones along Calgary's major waterways including the Bow and Elbow Rivers, Fish Creek, Nose Creek and West Nose Creek.</del></li> <li>• <del>Secondary corridors connect other ecological network elements to a primary corridor, through a configuration of stepping stone habitats.</del></li> </ul>	<p><b>Major ecological network</b> Key corridors and natural areas that play a central role in maintaining ecological structural connectivity. They support ecological processes and safe passage for wildlife, connect major habitat components and locations where there is a higher potential for regional connectivity.</p> <p><b>Supporting ecological network</b> Corridors and natural areas that are important contributors to the overall connectivity of the ecological network. They connect supporting habitat components and enhance the major corridors by providing alternative pathways in the network and linking smaller natural areas and open green space to improve connectivity through the urban landscape.</p> <p><b>Local ecological network</b> Linkages that connect small natural areas, parks or other permeable landscape features within a community and provide opportunities for biodiversity enhancement, naturalization and other green space provisions.</p>

## Policies

### Protection of natural ecosystems

- b. ii. Ensure the protection of sensitive ecological areas and unique environmental features within the city's parks ~~and open space~~ system takes precedence over other uses.
- b. v. Incorporate trails and pathways that link ~~local and regional open space~~ the park system into the planning and review processes.

### Regional Partnerships

- g. Partner with neighbouring municipalities to create an integrated regional ~~open space network park system~~ and source watershed protection strategy. Consider watershed management plans as a foundational tool for regional ~~open space~~ planning.
- h. Preserve natural ~~open space land~~ in environmentally significant areas for biodiversity and ecosystem functions, while supporting complete communities and naturalization of ~~parks and open space~~, through:
  - vi. Support stewardship of City-owned natural ~~areas open space~~.

### Urban Tree Canopy

- o. Protect and expand parks, ~~natural areas green spaces~~ and connections between these areas, where possible, as shown in Map 4.



City's riparian management categories: conservation, restoration, recreation, flood and erosion control, develop. Management categories should be used to guide The City's land use decisions within and adjacent to riparian areas and inform restoration and bank stabilization efforts. Protect and enhance escarpments for ~~open-space~~ **parks and natural areas**, public views and setbacks to private property

## 2.6.5 CLIMATE CHANGE AND ENERGY

### Policies

#### Energy efficient transportation and land use planning

- e. i. Create a compact urban form and complete communities to encourage active transportation and reduce vehicular trips ~~and preserve open-space~~.

## Part 3: Typologies for Calgary's Urban Structure

### 3.3.1 GENERAL POLICIES FOR ACTIVITY CENTRES

#### Land Use Policies

- b. Uses such as retail, recreation facilities, sport, cultural facilities, ~~open-space parks~~ and community and protective services that support concentrations of jobs and population are encouraged.

### 3.3.2 MAJOR ACTIVITY CENTRES

#### Land Use Policies

- c. Future MACs in New Community areas will be identified through the regional context study (RCS) process or in absence of an RCS, the Area Structure Plan (ASP) process may be considered. Future MACs should be located to align with the Primary Transit Network and major road system. Specific land use and ~~open-space park location and distribution~~ patterns, local mobility networks and urban design details should be developed through an ASP that includes the entire area of the future MAC.
- h. ~~Open~~ **Public** spaces that provide for a wide variety of activities within a medium to high density environment are encouraged. This will include the creation of public plazas and key gathering areas. Large sports fields may be appropriate, although they should be located at the edges of the MAC.

### 3.3.3 COMMUNITY ACTIVITY CENTRES

#### Land Use Policies

- c. Future CACs in New Community areas will be identified through the Area Structure Plan (ASP) process and/or regional context study process where required and located to align with the Primary Transit Network and major road system. Specific land use and ~~open-space park location~~



and distribution patterns, local mobility networks and urban design details should be developed through an ASP that includes the entire area of the future CAC.

### 3.6.2 FUTURE GREENFIELD AREA

...The overall community design should integrate natural area protection within the ~~open-space and natural infrastructure park~~ systems.

#### Land Use Policies

- f. Encourage the concentration of residential density in areas adjacent to ~~open-space, parks, wetlands and sports fields~~ the park system, especially where the area is served by transit, services and other community amenities. These locations should be identified through the ASP process.

#### Public Realm Policies

- n. Watercourses, significant wetlands and other key natural features shall be prioritized for protection and integrated into the ~~public open-space and natural infrastructure networks~~ park system.

### 3.7.1 STANDARD INDUSTRIAL AREA

#### Public Realm Policies

- s. ~~Public open-space~~ Parks should be provided where possible throughout the Standard Industrial Areas to provide outdoor recreational opportunities and spaces for area employees.

### 3.7.2 INDUSTRIAL-EMPLOYEE INTENSIVE

#### Public Realm Policies

- i. Encourage forms of accessible ~~public~~ parks or private open space to create amenities and local destinations in conjunction with transit stations, higher intensity uses and the local retail/service areas.

## Part 4: Specific Use Policies

---

### 4.4 Flood Hazard Areas

#### Policies

- a. ii. All new development in the floodway should be refused by the Development Authority, with the exception of the following.
  - Uses related to agriculture, open space, outdoor recreation, parks, ~~natural areas~~, transportation infrastructure and utilities.

## Part 5: City-wide Growth Strategy

### 5.2 A Strategic Framework for Growth and Change

In order to strengthen The City's approach to growth, the Strategic Framework for Growth and Change has been created. This framework will ensure policy, strategy and resources for growth are better aligned to facilitate Calgary's supply of planned and serviced lands and achieve the objectives of the ~~Calgary Metropolitan Region Board (CMRB) Growth Plan~~, the Municipal Development Plan and the Calgary Transportation Plan. The objectives and alignment of the Strategic Framework for Growth and Change is illustrated in Figure 5-1.

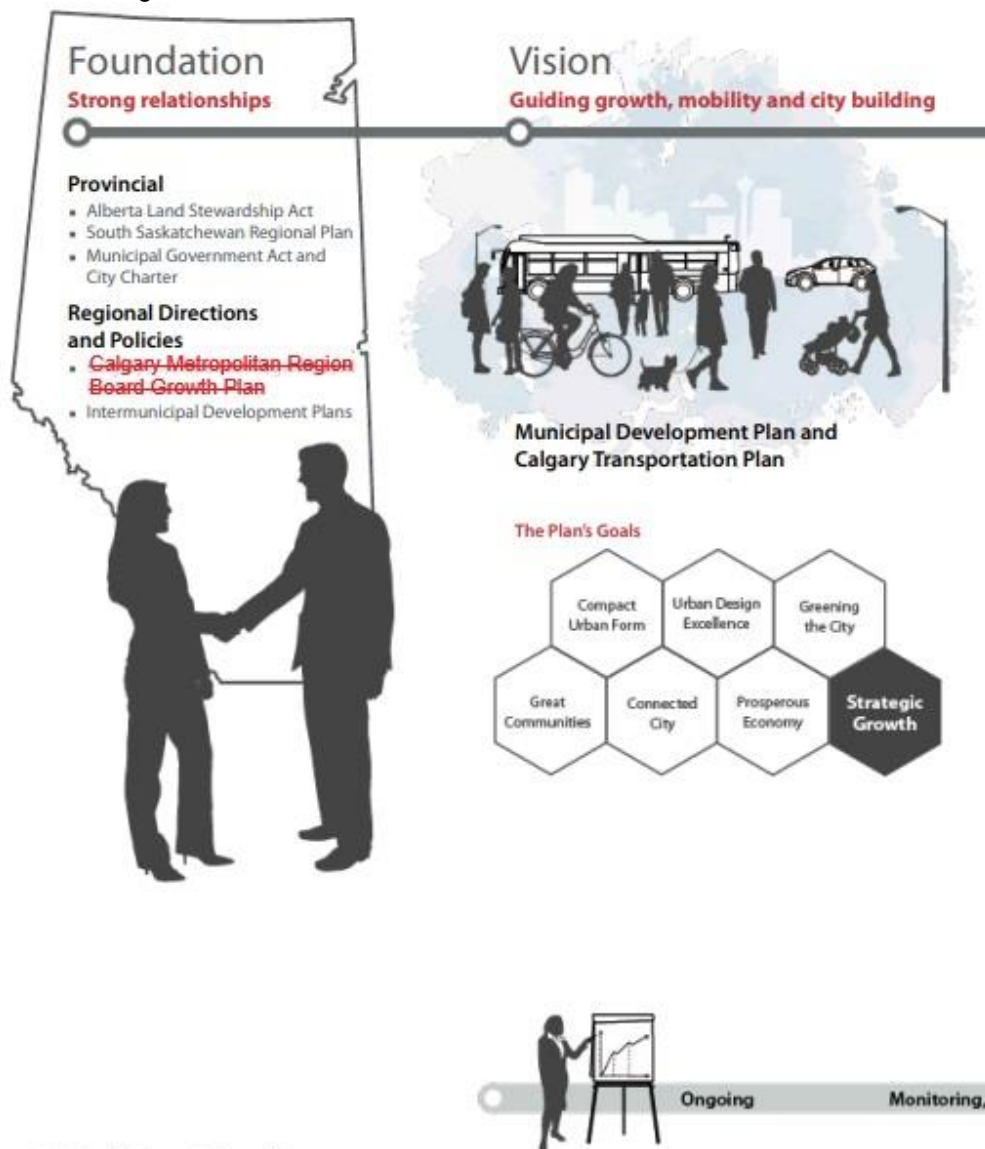


Figure 5-1: Growth Strategy Infographic

## 5.2.1 ALIGNMENT AND STRONG RELATIONSHIPS

### Objective

Maintain strong relationships with municipal neighbours, regional partners and key stakeholders within Calgary, to ensure that growth and change decisions reflect provincial ~~and regional~~ policies and the direction of the MDP and CTP.

The City must ensure that growth is aligned with and occurs within the legislative and regulatory framework of other orders of government. In particular, the South Saskatchewan Regional Plan, ~~and Alberta Land Use Framework and the Calgary Metropolitan Region Board (CMRB) Growth Plan~~ will provide direction on how the city grows and interacts within a regional and provincial context.

### Policies

- a. ~~Continue to engage with inter-municipal and regional partners to ensure the best possible outcomes to issues of mutual interest within the framework of the CMRB Growth Plan.~~

## 5.2.2 STRATEGIC DECISIONS ON WHERE WE GROW

### Objective

Maintain Calgary's ability to grow over the long term by ensuring that growth and change decisions facilitate a land supply that aligns with the direction, goals, policies and key directions of the ~~CMRB Growth Plan~~, South Saskatchewan Regional Plan, MDP and CTP.

The MDP and CTP are aligned with the policy directions of the Alberta Land Use Framework ~~and the CMRB Growth Plan~~.

### Policies

- a. Continue to protect and manage Calgary's long-term growth requirements ~~through the policies of the CMRB Growth Plan~~, through Intermunicipal Development Plans, and through joint planning with regional neighbours. Bylaw 65P2024
- d. City planning and investment decisions must support the policy and growth directions of ~~the CMRB Growth Plan~~, the Municipal Development Plan and the Calgary Transportation Plan.

## Part 6: Glossary

Current Definitions	Updates
<b>Alternative Use Open Space</b>  Part of the Open Space Network; lands that are acquired or dedicated for the purposes other than those of Recreational or Environmental Open Space such as, but not limited to, plazas, utility corridors, stormwater management facilities (e.g., dry or wet ponds) and special event facilities.	<del><b>Alternative Use Open Space</b></del>  <del>Part of the Open Space Network; lands that are acquired or dedicated for the purposes other than those of Recreational or Environmental Open Space such as, but not limited to, plazas, utility corridors, stormwater management facilities (e.g., dry or wet ponds) and special event facilities.</del>

<b>Calgary Region</b>  The geographic area encompassing Calgary and other municipal jurisdictions within the boundary of the Calgary Metropolitan Region Board.	<b>Calgary Region</b>  The geographic area encompassing Calgary and other <del>neighbouring</del> municipal jurisdictions <del>within the boundary of the Calgary Metropolitan Region Board.</del>
<b>Calgary Metropolitan Region Board</b>  The provincially mandated Growth Board for the Calgary Region, as described in section 1.3.	<del><b>Calgary Metropolitan Region Board</b></del>  <del>The provincially mandated Growth Board for the Calgary Region, as described in section 1.3.</del>
<b>Calgary Metropolitan Region Board Growth Plan</b>  Refers to the current approved Growth Plan of the Calgary Metropolitan Region Board	<del><b>Calgary Metropolitan Region Board Growth Plan</b></del>  <del>Refers to the current approved Growth Plan of the Calgary Metropolitan Region Board</del>
<b>Environmental Open Space</b>  Part of the Open Space Network; lands that are acquired or dedicated to preserve Environmentally Significant Areas such as, but not limited to, forests, shrublands, grasslands, streams and wetlands.	<del><b>Environmental Open Space</b></del>  <del>Part of the Open Space Network; lands that are acquired or dedicated to preserve Environmentally Significant Areas such as, but not limited to, forests, shrublands, grasslands, streams and wetlands.</del>
<b>Environmentally Significant Area (ESA)</b>  A natural area site that has been inventoried prior to potential development and which, because of its features or characteristics, is significant to Calgary from an environmental perspective and has the potential to remain viable in an urban environment. A site is listed as an Environmentally Significant Area on the basis of meeting one or all of the criteria listed in Appendix C of The City of Calgary Parks' Open Space Plan.	<del><b>Environmentally Significant Area (ESA)</b></del>  <del>A natural area site that has been inventoried prior to potential development and which, because of its features or characteristics, is significant to Calgary from an environmental perspective and has the potential to remain viable in an urban environment. A site is listed as an Environmentally Significant Area on the basis of meeting one or all of the criteria listed in Appendix C of The City of Calgary Parks' Open Space Plan.</del>  Natural areas recognized by The City as providing essential ecosystem functions and services within urban or adjacent landscapes and include one or more of the following: <ul style="list-style-type: none"> <li>• Areas with wetlands, non-permanent streams, surface water, floodplains, riparian areas, source watershed and the meander width of a watercourse.</li> <li>• Rare, intact or biologically diverse areas with native vegetation communities, soil function, unique landscape features, pollinators, rare plants or historical and cultural resources.</li> </ul>

	<ul style="list-style-type: none"> <li>Habitat for native species of interest with habitat connectivity, patches, fish habitats, species at risk, terrestrial species present, habitat sensitivity and slope characteristics.</li> </ul>
<b>Green Corridor</b> The recreational component of Environmental Open Space, providing pathways and linking ecological networks.	<del><b>Green Corridor</b></del> <del>The recreational component of Environmental Open Space, providing pathways and linking ecological networks.</del>
(None)	<b>Local ecological network</b> Linkages that connect small natural areas, parks or other permeable landscape features within a community and provide opportunities for biodiversity enhancement, naturalization and other green space provisions.
(None)	<b>Major ecological network</b> Key corridors and natural areas that play a central role in maintaining ecological structural connectivity. They support ecological processes and safe passage for wildlife, connect major habitat components and locations where there is a higher potential for regional connectivity."
<b>Natural Area</b> Open space containing unusual or representative biological, physical or historical components. It either retained or has had re-established a natural character, although it need not to be completely undisturbed. (Natural Areas Management Plan)	<del><b>Natural Area</b></del> <del>Open space containing unusual or representative biological, physical or historical components. It either retained or has had re-established a natural character, although it need not to be completely undisturbed. (Natural Areas Management Plan)</del> A City-owned park or portion of a park or open space where the primary role is the protection of an undisturbed or relatively undisturbed parcel or parcels of land with characteristics of natural/native plant community.
<b>Open Space</b> Open space in its broadest sense includes all land and water areas, either publicly or offering public access, that are not covered by structures. Open space includes current and potential future parks, pathways, roadway greens, land for parks and	<del><b>Open Space</b></del> <del>Open space in its broadest sense includes all land and water areas, either publicly or offering public access, that are not covered by structures. Open space includes current and potential future parks, pathways, roadway greens, land for parks and</del>

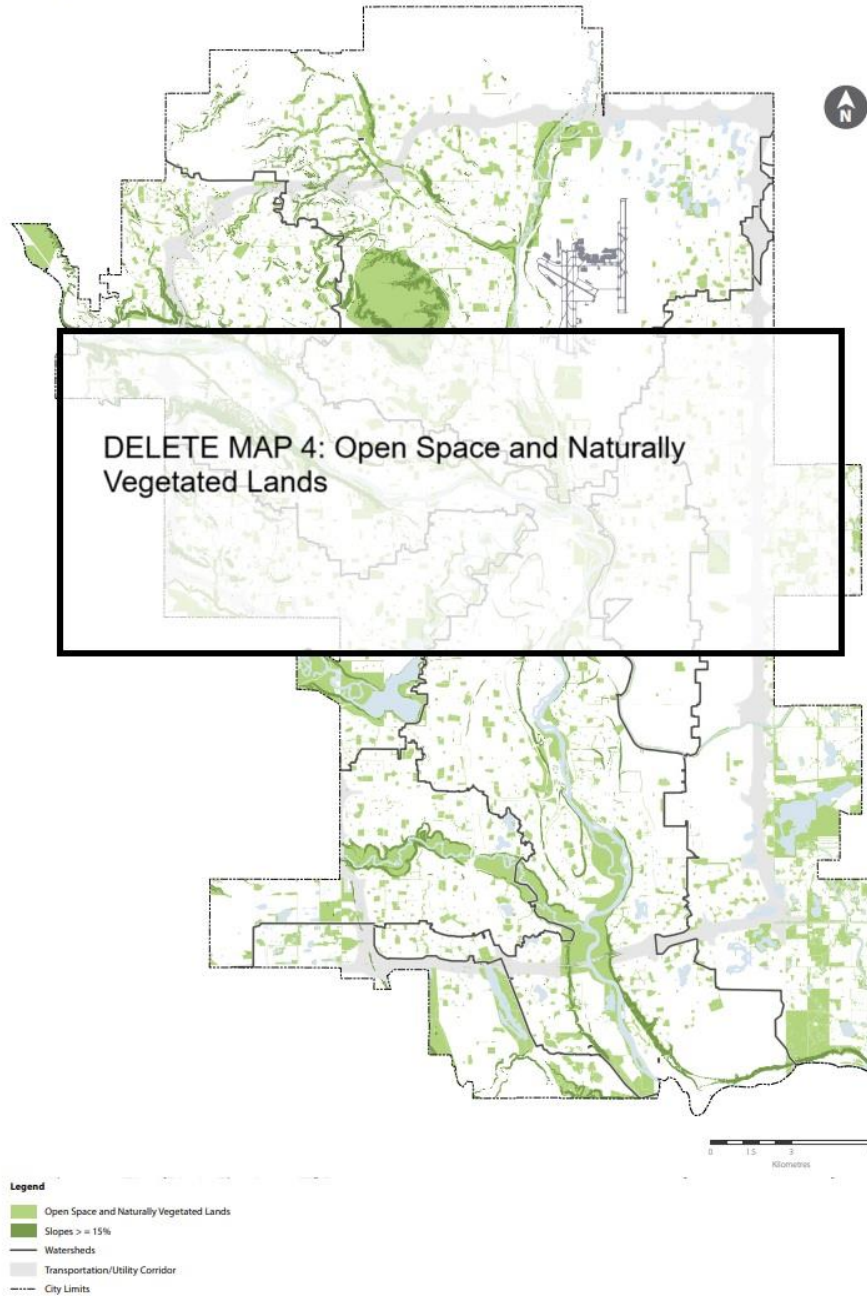
recreation facilities, golf courses, cemeteries, and other alternative use of green space.	<del>recreation facilities, golf courses, cemeteries, and other alternative use of green space.</del>  Open space is land that has a primary purpose that is utilitarian or to provide a recreational activity with managed access, but has a secondary purpose that provides park system functions. Examples include roadway greens, public utility lots, transportation and utility corridors and regional amenities such as regional sports fields, athletic parks, cemeteries and public golf courses.
<b>Open Space Network</b>  Comprises current and future land and water areas offering public access. These areas may include features such as wetlands, sports fields, grasslands, plazas, cemeteries, neighbourhood parks, utility corridors and stormwater management facilities. The network is composed of three open space categories: Recreational Open Space (ROS), Environmental Open Space (EOS) and Alternative Use Open Space (AUOS)	<del><b>Open Space Network</b>  Comprises current and future land and water areas offering public access. These areas may include features such as wetlands, sports fields, grasslands, plazas, cemeteries, neighbourhood parks, utility corridors and stormwater management facilities. The network is composed of three open space categories: Recreational Open Space (ROS), Environmental Open Space (EOS) and Alternative Use Open Space (AUOS)</del>
<b>Outline Plan / Land Use Amendment Application</b>  Detailed planning and design of new communities, or the redevelopment of large areas of existing communities, is done through the outline plan and subdivision process. This involves design details such as the preservation of environmental areas, open space locations and reserve dedications, development patterns, land use mixes and local street networks.	<b>Outline Plan / Land Use Amendment Application</b>  Detailed planning and design of new communities, or the redevelopment of large areas of existing communities, is done through the outline plan and subdivision process. This involves design details such as the preservation of environmental areas, <del>park and</del> open space locations and reserve dedications, development patterns, land use mixes and local street networks.
<b>Park</b>  A specific – use open space that is managed to provide opportunities for recreation, education, cultural or aesthetic use. (Open Space Plan) park and ride lots.	<del><b>Park</b>  A specific – use open space that is managed to provide opportunities for recreation, education, cultural or aesthetic use. (Open Space Plan) park and ride lots.</del>  Publicly accessed land set aside for human enjoyment, recreation, education, cultural or aesthetic use without restricted access.
<b>(None)</b>	<b>Park System</b>  The public spaces made up of parks, natural areas and open space that provide opportunities



	for recreation, active mobility and access to nature.
<b>Recreational Open Space</b>  Part of the Open Space Network; lands that are acquired or dedicated to provide areas for public recreation, such as but not limited to, sports fields, neighbourhood parks and cemeteries.	<del><b>Recreational Open Space</b></del>  <del>Part of the Open Space Network; lands that are acquired or dedicated to provide areas for public recreation, such as but not limited to, sports fields, neighbourhood parks and cemeteries.</del>
(None)	<b>Supporting ecological network</b>  Corridors and natural areas that are important contributors to the overall connectivity of the ecological network. They connect supporting habitat components and enhance the major corridors by providing alternative pathways in the network and linking smaller natural areas and open green space to improve connectivity through the urban landscape.
<b>Transit-Oriented Development (TOD)</b>  A compact, mixed-use community within walking distance of a transit stop, that mixes residential, retail, office, open space and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car.	<b>Transit-Oriented Development (TOD)</b>  A compact, mixed-use community within walking distance of a transit stop, that mixes residential, retail, office, <del>open space</del> parks and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car.

## Part 7: Maps

### 4 Open Space and Naturally Vegetated Lands



## II. Redline Copy of Targeted Amendments to The New Community Planning Guidebook

### 1.0: VISION AND CORE IDEAS

“... The overall community design should integrate natural area protection within the ~~open-space~~ park and green infrastructure systems.”

- MDP Section 3.6.2 **Bylaw 19P2017**

#### Core Ideas

#### 4. ~~Open-space-network~~ Park System

New communities will have a conveniently located and interconnected park system ~~of programmed and natural open spaces~~ serving a wide range of users.

**Bylaw 19P2017**

### 2.0: COMMUNITY FRAMEWORK

#### 2.2 Neighbourhoods

##### 1. Overview

All lands within Communities should be identified as part of a Neighbourhood, with the exception of ~~Environmental Open Space (see Section 3.4.2)~~ natural areas which may form a boundary of one or more Neighbourhoods

##### 6. Multi Residential Developments

###### a. Location

i. Multi-residential developments should locate near a transit stop, amenities, ~~open-space~~ parks and fit into the public grid street network.

#### 2.9 Transit Station Planning Area (TSPA)

*Transit-Oriented Development (TOD)*

“A compact, mixed-use community within walking distance of a transit stop, that mixes residential, retail, office, ~~open-space~~ parks and public uses in a way that

*makes it convenient to travel on foot or by public transportation instead of by car.”*

- MDP Glossary

*Transit-Oriented Development (TOD): A compact, mixed-use community within walking distance of a transit stop, that mixes residential, retail, office, ~~open-space~~ parks and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car. – MDP Glossary*

## 3.0: COMMUNITY SERVICES AND AMENITIES

---

Community services and amenities are what support and tie together the neighbourhood building blocks as described in the previous section. The physical elements provide mobility and water services. The social elements provide education, recreation and care facilities. The green elements provide ~~open~~ spaces for people and ecosystems. Together, they make places liveable.

### 3.1 Mobility

The mobility system should encourage sustainable modes of transportation and provide a highly-connected network of paths, streets and transit routes. This section builds on the following:

- ...
- ~~Open-Space~~ Connect: Calgary's Parks Plan

#### 3.1.1 Pedestrian and Bicycle Circulation

##### 2. Regional Pathways

- a. The regional pathway network should aim to:
  - ... vi. link major ~~parks, natural areas~~, open spaces and other significant community destination points; and

### 3.2 Utilities

These policies ensure that utility infrastructure will adequately, safely and efficiently service the ultimate development within each Plan Area. This section builds on the following:

- ...
- ~~Open-Space~~ Connect: Calgary's Parks Plan

#### 3.2.2 Water and Sanitary Servicing

... 6. Utility placement will minimize impact to ~~Environmental Open-Space~~ natural areas. Outline Plan/Land Use Amendment Applications shall identify the location of proposed infrastructure utility rights-of-way.

**Bylaw 47P2015**

### 3.2.3 Stormwater Management

... The stormwater management system within a Plan Area shall adhere to all relevant City of Calgary policies, including stormwater management design manuals, bulletins and modules, watershed plans, approved Master Drainage Plan, and the goals of the ~~open-space-network-park system~~.

#### 2. Stormwater Ponds

- b. Engineered stormwater wetlands may be integrated within acquired ~~Environmental Open Space~~ **natural areas** where there is no significant impact to natural habitat, as demonstrated in an approved biophysical impact assessment.

**Bylaw 47P2015**

#### 3. Best Management Practices

*As part of the preparation of the Master Drainage Plans and Staged Master Drainage Plans, alternative methods for stormwater volume control, peak flow control and water quality enhancement should be assessed with regard to natural features of the watershed, source controls, low impact development methods, and the conservation of ~~open-space-parks and natural areas~~.*

### 3.3.4 Community Association Sites

*Community Association sites provide public spaces where residents can enjoy recreational and community oriented pursuits. One Community Association site should be located in each community.*

3. *The size of the site may be adjusted where facilities and ~~open-space parks~~ are shared with other compatible and complimentary civic uses.*

## 3.4 Open Space Network – 3.4.4 Regional Pathway System

### 3.0 COMMUNITY SERVICES AND AMENITIES

#### 3.4 Open Space Network

The open space network comprises current and future land and water areas offering public access. These areas may be wetlands, sports fields, grasslands, plazas, cemeteries, neighbourhood parks, utility corridors and stormwater management facilities.

The network is composed of three open space categories: Recreational Open Space (ROS), Environmental Open Space (EOS) and Alternative Use Open Space (AUOS). Collectively, these spaces

▼ Open space with pathways and interpretive signage about the native vegetation in the area

**Bylaw 47P2015**



**DELETE 3.4 Open Space Network, 3.4.1 Recreational Open Space, 3.4.2 Environmental Open Space, 3.4.3 Alternative Use Open Space, 3.4.4 Regional Pathway System**

- Owner dedication as Environmental Reserve;
- Owner dedication as Municipal Reserve.  
The Approving Authority may, in its sole discretion, consider providing Municipal Reserve credit for such dedications;
- Donations to appropriate not for profit agencies, land trusts, or The City (subject to negotiation);
- Outright purchase (subject to negotiation);
- Land swapping and transfer of credit Municipal Reserve (subject to negotiation);
- Conservation easements and associated caveats to restrict development on private land, as per the provisions of the Alberta Land Stewardship Act; and
- Environmental reserve easements as per the provisions of the MGA.

Open space categories		
Environmental	Recreational	Alternative Use
<ul style="list-style-type: none"> <li>• Forests</li> <li>• Shrublands</li> <li>• Grasslands</li> <li>• Riparian areas</li> <li>• Watercourses</li> <li>• Wetlands</li> </ul>	<ul style="list-style-type: none"> <li>• Sports fields</li> <li>• Regional/city-wide recreation parks</li> <li>• Neighbourhood parks and playgrounds</li> <li>• Building sites (e.g., arena complexes, pools, leisure centres, arts centres, soccer dome)</li> <li>• Golf courses</li> <li>• Cemeteries</li> <li>• Cultural landscapes (e.g. Fort Calgary)</li> </ul>	<ul style="list-style-type: none"> <li>• Recreation centres/ fields in employment areas</li> <li>• Plazas</li> <li>• Special event facilities (e.g., outdoor concert venues)</li> <li>• Stormwater management facilities (e.g., dry or wet ponds, bio-swales)</li> <li>• Roadway greens</li> <li>• Utility corridors</li> <li>• Community gardens</li> </ul>
*The listings are representative and should not be considered conclusive.		

**Bylaw 47P2015**



## 3.0 COMMUNITY SERVICES AND AMENITIES

*At the time of the Outline Plan or detailed land use plan submission, land use shall be determined for the relevant open space types.*

*See the Open Space Plan for general strategic direction and specific policies for planning, locating and designing the three open space categories and the regional pathway system.*

*This section builds on the following plans:*

- *Open Space Plan*
- *Biodiversity Strategic Plan*
- *ImagineParks: A long term vision of Calgary's public parks and open space*
- *Cultural Landscape Strategic Plan*
- *Riparian Strategy: Sustaining Healthy Rivers and Communities*
- *Calgary...A City of Trees: Parks Urban Forest Strategic Plan*
- *Calgary Wetland Conservation Plan*
- *Urban Park Master Plan*
- *Natural Areas Management Plan*
- *Calgary Pathway and Bikeway Plan*

**Bylaw 47P2015**

***DELETE 3.4 Open Space Network, 3.4.1 Recreational Open Space, 3.4.2 Environmental Open Space, 3.4.3 Alternative Use Open Space, 3.4.4 Regional Pathway System***

## 3.0 COMMUNITY SERVICES AND AMENITIES

### 3.4.1 Recreational Open Space

Recreational Open Space (ROS) consists of land acquired by The City, through dedication or otherwise to provide areas for accessible public recreation such as neighbourhood parks, sports fields, cultural landscapes and cemeteries. ROS is planned to be functionally connected with the broader open space network and meet the objective set out in section 2.3.4 of the MDP, ("Parks, open spaces and outdoor recreation"), and is directed by the policies therein.

#### 1. Planning for Acquired Recreational Open Space



a. Lands should be used, in part, to establish buffers to help maintain the ecological function of protected EOS.

b. Lands should be functionally connected to other open space via green infrastructure.

d. Lands should be planned and designed to support stormwater management, while not negatively affecting public use of the area.

e. Impervious surfaces and compacted soils should be minimized to allow stormwater to soak into the ground and replenish ground water supplies.

**Bylaw 47P2015**

### 3.4.2 Environmental Open Space

Environmental Open Space (EOS) consists of land acquired by The City, through dedication or otherwise, to preserve Environmentally Significant Areas such as wetlands, watercourses, riparian areas, escarpments and glacial erratics. EOS is planned to be functionally connected with the broader open space network and meet the objectives of MDP sections 2.6.2 ("Land"), 2.6.3 ("Water"), and 2.6.4 ("Ecological networks"), and is directed by the policies therein.

The EOS Study Area depicted on Local Area Plan land use concept maps are identified using the ecological inventory data available at the time of the plans adoption. Data are collected via field and desktop methods using established municipal, provincial and federal protocols, where applicable. The specific delineation of EOS and lands protected therein shall be further refined at the time of the Outline Plan or detailed land use plan submission.

## 3.0 COMMUNITY SERVICES AND AMENITIES

### 1. Planning for Acquired Environmental Open Space

- a. The following policies apply to lands acquired by The City at time of Outline Plan or detailed land use plan submission:

- i. Lands should be functionally connected to other open space via green infrastructure to contribute to an interconnected open space network.
- ii. Consideration of transportation, utility or other infrastructure crossings should be determined within the greater context of community need and treated with



### **DELETE 3.4 Open Space Network, 3.4.1 Recreational Open Space, 3.4.2 Environmental Open Space, 3.4.3 Alternative Use Open Space, 3.4.4 Regional Pathway System**

...al amenities (e.g., pathways, trails and viewing platforms) may be allowed where there is no negative impact on ecological and hydrologic function or to establish an ecological buffer, as demonstrated through an approved impact assessment.

provincial approvals, if the water contributes to the function of the water body, as demonstrated by an approved impact assessment.

- vi. Preliminary details for proposed infrastructure crossings and typical cross-sections of adjacent properties shall be submitted to Parks for review in order to ensure development impact occurs outside of Environmentally Significant Areas.
- b. The following policies should be approval conditions of Outline Plan or detailed land use plan prior to tentative plan or stripping and grading permit approval for land acquired by The City, where appropriate:
- i. A natural area management plan should be submitted to and approved by Parks.
  - ii. Land disturbed by construction should be restored through the use of habitat restoration techniques in accordance with City requirements and demonstrated in the natural area management plan.
  - iii. Critical ecological material from the development areas, such as glacial erratics, native sod, grasses, forbs and trees should be salvaged and integrated into EOS lands where applicable.
- c. For lands adjacent to lands acquired by The City at time of Outline Plan or detailed land use plan, the following interface policies apply:
- i. Conservation design strategies are encouraged to create buffers and avoid lands that have been protected as EOS.
  - ii. Development should minimize potential for erosion of EOS lands.

### 3.0 COMMUNITY SERVICES AND AMENITIES

- iii. An ecologically sensitive transition should be provided between developed areas and EOS such as through the use of appropriate plantings.
- iv. Grade-matching or development disturbance should occur outside of EOS.
- v. Public visibility and access to EOS should be optimized through consideration of design strategies such as,
  - a. Locating single loaded residential roads to parallel portions of the land;
  - b. Clear public entry points; and/or
  - c. Buffering lands with additional open space.

**Bylaw 47P2015**

#### 3.4.3 Alternative Use Open Space

**DELETE 3.4 Open Space Network, 3.4.1 Recreational Open Space, 3.4.2 Environmental Open Space, 3.4.3 Alternative Use Open Space, 3.4.4 Regional Pathway System**

#### 1. Planning for Acquired Alternative Use Open Space

- a. Lands should be functionally connected to other open space via green infrastructure.
- b. Lands should be used, in part, to establish buffers to help maintain the ecological function of protected EOS.
- c. Lands should be planned and designed to support stormwater management, while not negatively affecting public use of the area.
- d. Impervious surfaces and compacted soils should be minimized to allow stormwater to soak into the ground and replenish ground water supplies.

**Bylaw 47P2015**

#### 3.4.4 Regional Pathway System

The primary role of the regional pathway system is to provide opportunities for active or passive linear recreation over a large area and to link major features within the open space network. The system also provides alternative transportation routes for work, school and shopping trips and to community activity centers. Pathways are an integral element of The City's open space network, as they facilitate alternative transportation modes and ecological connections between natural areas. The regional pathway network intends to meet the Objectives of Calgary Transportation Plan sections 3.2 ("Walking and cycling") and 3.8 ("Local transportation connectivity"), and is directed by the policies therein.

#### 1. Planning

- a. Pathways should be aligned to buffer and minimize damage to EOS lands acquired by The City.
- b. Pathways should be used to create contiguous connections between and through acquired open space.

**Bylaw 47P2015**



# III. Redline Copy of Targeted Amendments to The Centre City Guidebook

## 2.0: Community Framework

---

### 2.2 Centre City Goals

- a. **Open Space Park System:** A network of quality ~~open spaces~~ parks, open space and ~~community amenities~~ natural areas.

## 3.0: Land Use

---

### 3.2 Community Amenities and Facilities

#### Community Services and Facilities

##### Policies

- d. Civic buildings should be located and designed to reinforce the ~~open space network~~ park system and create space for community gathering.

## 4.0: Urban Design

---

### Centre City Goal

Development in the Centre City should include high-quality buildings that frame adjacent streets and ~~open spaces~~ parks, ensure pedestrian comfort in all seasons, and accommodate a wide variety of public amenities and services.

### 4.3.2 ~~Open Space~~ Park Frontages

~~Open space~~ Park frontages may be identified in a local area plan where developments face or abut ~~an open space~~ a park. Special consideration is given to animating the ~~open space~~ park.

#### Policies

- a. Developments abutting ~~open space~~ parks should be designed to animate the ~~open parks~~ space and provide uses that are accessible and well integrated with the sidewalk or public pathway (e.g., active ground floor uses).
- b. Buildings should be designed to provide a strong sense of enclosure for ~~open spaces~~ parks.
- c. Developments facing ~~open space~~ parks should be designed to provide natural surveillance for these areas (e.g., openings or façades with transparent glazing, building entrances or balconies).

## 5.0: ~~Open Space~~ Park System

---

**Centre City Goal:** A network of quality ~~parks~~, open spaces, ~~natural areas~~ and community amenities.

The ~~open space network park system~~ within each area should promote, conserve and enhance an interconnected ecological and recreation system. The ~~network system~~ is composed of parks, ~~schools,~~ ~~public plazas,~~ natural areas and ~~other~~ open spaces that support a variety of active and passive pursuits.

### 5.1 ~~Open Space~~ The Park System

Opportunities to enhance the streets and sidewalks as extensions to an accessible and inclusive ~~open space network park system~~ are encouraged.

#### Policies

- a. ~~Public open~~ spaces should be designed in a manner that is accessible for all Calgarians, accommodates people of all abilities and contributes to the overall ~~open space network park system~~, reinforcing pedestrian connections, complementing adjacent land uses and providing for use year-round.
- b. The ~~open space network park system~~ should provide for a variety of experiences, including opportunities for active recreation, passive enjoyment and community gathering.
- c. Additional ~~open park~~ space acquisition may occur through voluntary dedication, land purchase or other means.
- d. Road or lane closures may also be contemplated where there is an opportunity to reconfigure, enlarge or improve the functionality of an existing ~~park or open space or publicly accessible open space~~.

## 6.0: Mobility

---

### 6.1 Pedestrian Circulation

- c. The local pathway, multi-use pathway, sidewalk and walkway system should:
  - ...iii. Connect to the regional pathway system and ~~green corridors the park system~~.
- g. Installation of temporary ~~open park~~ spaces within the street right-of-way may be supported on streets or lanes with low traffic volumes.
- h. Large development sites should provide attractive, well-lit and safe pedestrian routes between streets to support a fine-grain pedestrian network and to link ~~significant public open spaces the park system~~. These routes should be connected or directed to points where marked or signalized pedestrian crossings exist or are safe and suitable locations for new crossings.

### 6.2 Cyclist Circulation

#### Policies

- c. Bicycle facilities should be incorporated into parks, ~~open spaces,~~ transit hubs and other key locations to promote cycling as an alternative mode of transportation and a form of recreation, and to support the regional cycling network.



## Appendix

---

### 2. ~~Open Space~~ The Park System

- Access Design Standards
- Calgary Wetland Conservation Plan
- Calgary... A City of Trees: Parks Urban Forest Strategic Plan
- ~~Cultural Landscape Strategic Plan~~
- imagineParks: A Long-Term Vision of Calgary's Public Parks and Open Space
- Living a Creative Life – An Arts Development Strategy for Calgary
- ~~Open Space Plan Connect: Calgary's Parks Plan~~

## IV. Redline Copy of Targeted Amendments to the Developed Areas Guidebook

### 1.0 Introduction

#### Figure 1-1 | Complete Communities

**Complete communities** are places that provide environments that support children at every stage of their development, a range of housing forms and options for all households, and seniors aging gracefully in their neighbourhoods. These communities have a built form and spaces that support public life and well-being, providing connections by foot, bike, transit and vehicle to jobs, shopping, learning, ~~open-space the park system~~, recreation, and other amenities and services.

### 3.0 Land Use and Built Form

#### 3.1.1 Community Category Policies

1. General Community Areas  
Development within an area defined as a Community building block should contribute to the following aims:
  - a. ...Provide direct, convenient and accessible pedestrian connections across larger sites, connecting to transit service, ~~open-space parks~~ and other community services and amenities.
4. Active Frontages
  - a. Where active frontages are proposed, the development should be designed to:
    - ii. Create a finer-grained building frontage with multiple uses for developments that face a primary pedestrian street or abut a ~~public-open-space-park~~.

#### 3.1.2 Neighbourhood Category

... Residential buildings should be ground oriented, and provide pedestrian access points oriented towards the street. There are typically on-site amenities, green spaces, or connections to ~~public-open-space-parks~~. Through the Local Area Plan, various forms of housing mix and services should be provided to serve the growing diversity in household types and ages.

### C. Neighbourhood – Limited Policies

#### 2. Multi-Residential Development

... Multi-residential development should be designed or planned to:

- a. Locate primarily within 400 metres of the PTN, community services, amenities and ~~open space~~ the park system.
- f. Provide direct, convenient and accessible pedestrian connections across larger sites, connecting to transit service, ~~open-space~~ the park system and other community services and amenities.

## 4.0 Urban Design

...Development should include well designed and high quality buildings that frame adjacent streets, parks and open spaces and accommodate a wide variety of public amenities and services.

### 4.1 Site Design

Site design determines the siting, form and scale of new development and its relationship to the streets, public environment and ~~open-spaces~~ the park system and the overall neighbourhood and city context. This section outlines a set of general site design policies that applies to any parcel located in the Developed Areas.

#### 4.1.1 Urban Structure – Complete Communities

##### Policies

- a. Create or reinforce a compact urban development pattern with pedestrian scaled blocks and building frontages that spatially define public streets and ~~open-spaces~~ parks, and encourage walkability and transit use.
- c. Encourage buildings that are connected and integrated with adjacent ~~open-spaces~~ parks and other landscaped, or private and public amenity areas.

#### 4.1.3 Transition Areas

- a. iii. ~~Public open-space~~ Parks or a publicly accessible private space;

#### 4.2.1 Building Height and Massing

##### Policies

- d. Design the massing and articulation of wide and tall buildings, including orientation of perimeter block and mid-rise buildings to reduce the impacts of wind at ground level and to optimize sunlight access on adjacent properties, streets and ~~public open-spaces~~ the park system.
- f. Ensure that a building is not visually dominating when viewed from the street, neighbouring sites, ~~public open-spaces~~ parks, natural areas and from distant locations, except for any corner site or landmark building location identified in the Local Area Plan with higher height limit.

#### 4.2.4 Building Frontage and Interface

...~~Open Space~~ Park System Frontages

##### Policies

- i. Design buildings abutting **parks and** open space with active ground floor uses that integrate and animate the open space and that are accessible and well integrated with the sidewalk or public pathway.
- j. Design buildings facing **open-space the park system** to provide natural surveillance for these areas (e.g., openings or façades with transparent glazing, building entrances or balconies).
- k. Support and enhance the vitality of existing and new **open-spaces-parks** in urban areas through appropriately designated adjacent land uses, e.g. commercial uses on ground floors, residential uses above.

**Figure 4-4 | Building Character and Interface**

Generally, mixed-use and multi-residential buildings are encouraged to have their primary frontages, entrances and lobbies on primary pedestrian streets, or facing **parks-or-open spaces-the park system** to encourage safety, help provide “eyes on the street” or park and to create a lively public realm.

### 4.3 Streetscape Character and Public Realm Policies

- g. Encourage private development to include public art as an amenity to enhance the **open outdoor spaces** and architecture and to engage people.

### 4.5 Crime Prevention through Environmental Design (CPTED)

Design that enhances the safety and security of walkways and public spaces should be a consideration in the design of buildings, **parks**, open spaces, walkways or pathways, and parking areas. Fundamental CPTED principles include defining a boundary between public and private space, improving natural surveillance (by reducing blind spots and encouraging ‘eyes on the street’) and controlling access to private space.

#### Policies

- v. Ensuring that landscaping does not compromise security by preventing clear views from streets to pathways, **parks**, open space or car parking areas; and

## 5.0 Community Amenities and Facilities

Community amenities and facilities provide care, culture, education, recreation and protection to the community. The private sector, public sector, non-profit agencies, charities and partnerships can all play a role in the ownership and operation of community facilities and services. They should be located in areas close to transit services, **open-space parks** and areas where a consistent pedestrian orientation and a regular pattern of pedestrian, cycling and vehicular connections exist or will be built

## 5.1 Community Services and Facilities

### Policies

- d. Locate and design public and civic buildings to reinforce the ~~open-space-network park system~~ and create space for community gathering.

### 5.1.1 Community Association Sites

#### Policies

- c. Support space for alternative forms of food sales such as a farmers' market or Community Supported Agriculture pick-up and community gardens, where appropriate, for local food production, and other programmable and flexible ~~green-outdoor~~ spaces

### 5.1.2 Care Facilities

#### Policies

- d. Locate facilities along streets with direct sidewalk access and in proximity to ~~green-space, pathways, parks, and other natural amenities,~~ pathways and the park system where possible.

## 6.0 ~~Parks and Open Spaces-The Park System~~

The ~~open-space-network park system~~ within each community should promote, conserve and enhance an interconnected ecological, ~~sport~~ and recreation system. The network is composed of parks, ~~schools,~~ ~~public plazas,~~ natural areas and other open spaces.

These amenities support a variety of active and passive pursuits and provide valuable spaces for social interaction and community participation. Opportunities to enhance the streets and sidewalks as extensions to an accessible and inclusive ~~open-space park system network~~ are encouraged.

~~"Parks and open spaces are special places within the urban environment. These spaces enrich The park system enriches~~ the fabric of our city and provide a unifying framework across neighbourhoods and communities, a means of orientation and special places for gathering, relaxing or active recreation".  
— MDP Vol. 1, Section 2.3.4

## 6.1 ~~Parks and Open Spaces-The Park System~~

Calgary is a city recognized for its vast ~~network-system of parks, natural areas, of~~ open spaces, ~~consisting of parks, natural corridors,~~ pathways and trail systems that serve many functions. Together, these promote overall community health and quality of life for all Calgarians. These policies are intended to be used when writing a Local Area Plan. They should be further refined through the Local Area Plan to help ensure specific local needs are met.

### Policies

#### A High-Quality, Connected ~~Public Park and Open Space~~ Park System

- a. Improve the quality and diversity of ~~existing parks and open spaces~~ the park system and encourage better utilization of available ~~park~~ resources within the community.
- b. Enhance connections between ~~the park system~~, community destinations points, ~~and to major open spaces~~ and employment areas via regional pathways, sidewalks and pathways.
- d. Design ~~public parks, playgrounds and open spaces~~ in a manner that is accessible for all people, and contributes to the overall ~~park system open space network~~, reinforcing pedestrian connections, complementing adjacent land uses and providing for year-round use.
- e. Design parks and ~~open spaces public plazas~~ to be safe and active and reinforce the urban character of the community. Factors that should be considered in ~~the their design of the parks and open spaces~~ to achieve this policy may include:
  - i. Opportunities for natural surveillance through adequate lighting and active street fronts;
  - ii. Opportunities for maximum sunlight access;
  - iii. Clear and legible public access, either through signage or through inviting design elements;
  - iv. Pedestrian and bicycle linkages incorporated within and through the parks;
  - v. Pedestrian-friendly connections from the parks to neighbouring areas in order to increase accessibility;
  - vi. Features to support all season-use;
  - vii. Park edges framed with vertical landscape elements and buildings animated with active uses at grade where appropriate; and
  - viii. Universal accessibility according to the Access Design Standards.
- f. Support opportunities to create ~~plazas larger urban plaza spaces, formal in nature and~~ scaled in proportion to the street and block pattern. The design and programming of these plazas should be based on the intended uses and character of the adjacent blocks.

#### Figure 6-1 | ~~Open Spaces~~ Park Frontage

“Plan land uses adjacent to public parks that are supportive and enhance the vitality of both existing and new ~~open park~~ spaces.”

— MDP Vol. 1, Section 2.3.4.j

- g. Ensure that an appropriate amount of ~~park open~~ space, proportionate with the needs of the community, is maintained, where it already exists.
- i. Explore opportunities where appropriate, for acquiring, restoring and expanding ~~the park system open space, river bank and regional systems, natural habitat and biodiversity.~~
- j. Consider road or lane closures where there is an opportunity to reconfigure, enlarge or improve the functionality of an existing ~~park open space.~~

#### Figure 6-2 | ~~Parks and Open Space Network~~ The Park System

The regional pathway system provides opportunities for active or passive recreation over a large area and to link major features within the ~~park system open space network~~. Pathways are an integral element of the city's ~~park system~~



~~open-space network~~, as they facilitate alternative transportation modes and connections between parks, open space, natural areas and other destinations.

- q. Design pathways to buffer and minimize damage to the ecological network and natural areas ~~environmental open-space lands~~ acquired by The City.

## 7.0 Mobility

---

### 7.2 Cyclist Circulation Policies

- e. Encourage bicycle share program parking stations in key locations for transit hubs and stations, Main Streets, and entrances to parks ~~and open spaces~~.

## 8.0 Infrastructure and Environment

---

### 8.3.1 Building and Site Sustainability

Building and neighbourhood design as well as the design of streets, parks and open spaces should contribute to overall city sustainability.

## Appendix 2 Other Relevant City Policies

---

### 2. ~~Open Space The Park System~~

- Calgary Wetland Conservation Plan
- Calgary... A City of Trees: Parks Urban Forest
- ~~Cultural Landscape Strategic Plan~~
- imagineParks: A Long-Term Vision of Calgary's Public Parks and Open Space
- Living a Creative Life – An Arts Development Strategy for Calgary
- ~~Open Space Plan~~ Connect: Calgary's Parks Plan
- Our BiodiverCity: Calgary's 10-Year Biodiversity Strategic Plan
- Pathway and Bikeway Plan
- Riparian Strategy: Sustaining Healthy Rivers and Communities
- Urban Park Master Plan

## Appendix 3

---

### Table 4 | Local Area Plan Template

Local Area Plan Considerations	
5. <del>Parks and Open Spaces</del> The Park System	Parks, open spaces and natural areas <del>and open space network</del>



# Targeted Amendments to the Municipal Development Plan

IP2025-0471

June 4, 2025

# Previous Provincial and Council Direction

## To reflect provincial direction of Ministerial Order MSD:017/25

- Rescind the Growth Plan and Regional Evaluation Framework

## To address direction from *Connect: Calgary's Parks Plan*, IP2025-0132:

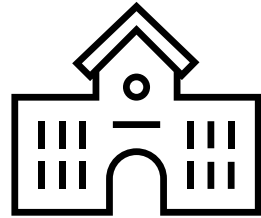
- Direct Administration to make amendments to the Municipal Development Plan Volumes 1 and 2 to align with terminology and enable implementation of *Connect: Calgary's Parks Plan*

# Recommendation

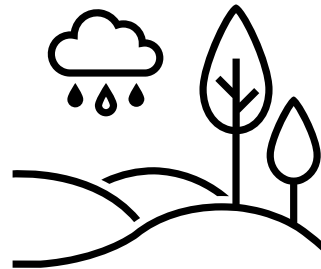
## That the Infrastructure and Planning Committee:

1. Forward this report to the 2025 July 15 Public Hearing Meeting of Council; and
2. Recommend that Council give three readings to the proposed bylaw to amend the Municipal Development Plan to:
  - a. Reflect Ministerial Order MSD:017/25 and the dissolution of the Calgary Regional Metropolitan Board (Attachment 3); and
  - b. Align the Municipal Development Plan and *Connect: Calgary's Parks Plan* (Attachment 3).
3. Recommend that Council adopt by resolution the proposed amendments to the non-statutory appendices of the Municipal Development Plan (Attachment 4).

# Drivers of the Amendments



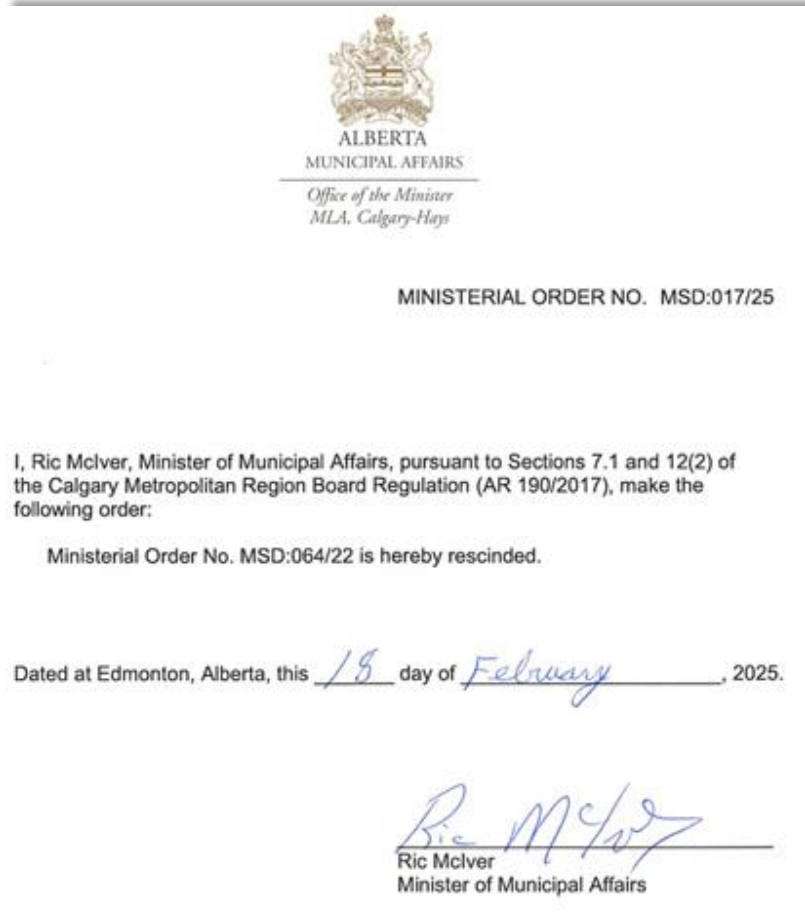
**Reflecting  
Provincial Direction**



**Enabling  
*Connect: Calgary's  
Parks Plan***



# Reflecting Provincial Direction



- To reflect Ministerial Order MSD: 017/25 and remove the need to align to the Growth Plan and Regional Evaluation Framework
- Reflect that as of 2025 May 1 the Calgary Metropolitan Regional Board has been disbanded





# Enabling *Connect: Calgary's Parks Plan*

Amendments align language between *Connect: Calgary's Parks Plan* and The Municipal Development Plan



# Recommendation

## That the Infrastructure and Planning Committee:

1. Forward this report to the 2025 July 15 Public Hearing Meeting of Council; and
2. Recommend that Council give three readings to the proposed bylaw to amend the Municipal Development Plan to:
  - a. Reflect Ministerial Order MSD:017/25 and the dissolution of the Calgary Regional Metropolitan Board (Attachment 3); and
  - b. Align the Municipal Development Plan and *Connect: Calgary's Parks Plan* (Attachment 3).
3. Recommend that Council adopt by resolution the proposed amendments to the non-statutory appendices of the Municipal Development Plan (Attachment 4).