CITY OF CALGARY
NOTICE OF 2026 NOVEMBER 9 PUBLIC HEARING ON PLANNING MATTERS

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

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

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

To be held at the Council Chamber, Calgary Municipal Building, 800 Macleod Trail SE, on **Monday, 2026 November 9, commencing at 9:30 a.m.**

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

Persons wishing to submit a letter, public opinion poll or other communication concerning these matters you may do so electronically or by paper, and include the name of the writer, mailing address, e-mail address (as applicable) and must focus on the application and its planning merits. Submissions with defamatory content and/or offensive language will be filed by the City Clerk and not published in the Council Agenda or shared with Members of Council. Only those submissions **received** by the City Clerk **before 12:00 p.m. (noon), Monday, 2026 November 2**, will be included in the Agenda of Council.

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

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

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

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

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

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

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

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

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

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

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

INDEX OF ADVERTISED PLANNING ITEMS

For the meeting of City Council re: Public Hearing on Proposed Amendments to the Land Use Bylaw 1P2007, and Other Planning Matters, to be held on Tuesday, 2026 November 9 at 9:30 a.m.

PLANNING MATTERS FOR PUBLIC HEARING

Item 1	Land Use Amendment in Bridgeland/Riverside (Ward 9) at 105 – 10 Street NE, LOC2026-0021, CPC2026-0857 Proposed Bylaw 124D2026
Item 2	Land Use Amendment in Bridgeland/Riverside (Ward 9) at 207 – 9 Street NE, LOC2025-0203, CPC2026-0807 Proposed Bylaw 114D2026
Item 3	Disposition of Reserve in Meridian (Ward 10), 2612 – 3 Avene SE, SB2026-0142, CPC2026-0777
Item 4	Land Use Amendment in Meridian (Ward 10) at 2612 – 3 Avenue SE, LOC2026-0058, CPC2026-0812 Proposed Bylaw 121D2026
Item 5	Land Use Amendment in Royal Vista (Ward 1) at 17, 21 and 25 Royal Vista Drive NW, LOC2024-0203, CPC2026-0890 Proposed Bylaw 128D2026
Item 6	Land Use Amendment in Collingwood (Ward 4) at 3404 Cardston Crescent NW, LOC2025-0257, CPC2026-0817 Proposed Bylaw 123D2026
Item 7	Land Use Amendment in Thorncliffe (Ward 4) at multiple addresses, LOC2025-0059, CPC2026-0769 Proposed Bylaw 125D2026
Item 8	Land Use Amendment in Greenview Industrial Park (Ward 4) at 604 – 35 Avenue NE, LOC2026-0084, CPC2026-0758 Proposed Bylaw 115D2026
Item 9	Policy and Land Use Amendment in Aspen Woods (Ward 6) at multiple addresses, LOC2026-0022, CPC2026-0811 Proposed Bylaws 44P2026 and 129D2026
Item 10	Land Use Amendment in Glendale (Ward 6) at multiple addresses, LOC2026-0075, CPC2026-0789 Proposed Bylaw 116D2026
Item 11	Land Use Amendment in Spruce Cliff (Ward 6) at 3400 Spruce Drive SW, LOC2026-0048, CPC2026-0798 Proposed Bylaw 126D2026

Item 12 Road Closure and Land Use Amendment in Hounsfield Heights/Briar Hill (Ward 7) adjacent to 1208 – 18 Street NW, LOC2026-0027, CPC2026-0850
Proposed Bylaws 6C2026 and 119D2026

Item 13 Land Use Amendment in Banff Trail (Ward 7) at 2127 – 24 Ave NW, LOC2026-0088, CPC2026-0765
Proposed Bylaw 113D2026

Item 14 Land Use Amendment in Mount Pleasant (Ward 7) at 1026 and 1030 – 16 Avenue NW, LOC2025-0239, CPC2026-0631
Proposed Bylaw 122D2026

Item 15 Land Use Amendment in Britannia (Ward 8) at multiple addresses, LOC2025-0127, CPC2026-0834
Proposed Bylaw 120D2026

Item 16 Land Use Amendment in Killarney/Glengarry (Ward 8) at 3232 – 30 Street SW LOC2025-0244, CPC2026-0761
Proposed Bylaw 117D2026

Item 17 Land Use Amendment in South Calgary (Ward 8) at multiple properties, LOC2025-0010, CPC2026-0819
Proposed Bylaw 127D2026

Item 18 Land Use Amendment in Lower Mount Royal (Ward 8) at 1801 – 8 Street SW, LOC2026-0041, CPC2026-0788
Proposed Bylaw 118D2026

Item 19 Policy Amendments in Beltline and Chinatown (Ward 8 and 9), CPC2026-0829
Proposed Bylaws 45P2026, 46P2026 and 47P2026

OTHER REPORTS FOR PUBLIC HEARING

(including non-statutory)

Item 20 Proposed Limitations on Rowhousing (EC2026-0427) - C2026-0917
Proposed Bylaws 38P2026, 39P2026, 40P2026, 41P2026, 42P2026 and 43P2026

Item 21 Amendments to the Land Use Bylaw (1P2007) - Blanket Rezoning Exemptions 2 – C2026-0776
Proposed Bylaws 48P2026 and 49P2026

Land Use Amendment in Bridgeland/Riverside (Ward 9) at 105 – 10 Street NE, LOC2026-0021

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.13 hectares ± (0.32 acres ±) located at 105 – 10 Street NE (Plan 2965X, Block 131, Lots 1 to 3) from Direct Control (DC) District to Multi-Residential – Contextual Grade-Oriented (M-CG) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 24:

That Council give three readings to the **Proposed Bylaw 124D2026** for the redesignation of 0.13 hectares ± (0.32 acres ±) located at 105 – 10 Street NE (Plan 2965X, Block 131, Lots 1 to 3) from Direct Control (DC) District to Multi-Residential – Contextual Grade-Oriented (M-CG) District.

HIGHLIGHTS

- This land use amendment seeks to redesignate the subject property to allow for multi-residential buildings in a variety of forms including townhouses and fourplexes that may contain suites, up to a maximum building height of 12 metres (three to four storeys).
- 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 *Bridgeland-Riverside Area Redevelopment Plan* (ARP).
- What does this mean to Calgarians? The proposed Multi-Residential – Contextual Grade-Oriented (M-CG) District would allow for greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed M-CG 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 multi-residential development has been submitted and is under review.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This application, in the northeast community of Bridgeland/Riverside was submitted by FLO Designs on behalf of the landowner, LD KP Holdings Inc. on 2026 February 13. As indicate in the Applicant Submission, the applicant intends to build a new multi-residential development, which cannot be accommodated under the existing DC District (Attachment 2). A development permit (DP2026-00784) for a multi-residential development with two buildings, each with six dwelling units and six secondary suites was submitted on 2026 February 13 and is under review.

The site is approximately 0.13 hectares (0.32 acres) in size and is located at the northwest corner of the intersection of Centre Avenue NE and 10 Street NE. It is comprised of three lots which have been consolidated into one parcel and is currently developed with three single detached dwellings and a garage. Lane access to the site is available along the west boundary from Centre Avenue

NE. Surrounding development to the north, east and west consists of single detached dwellings, duplexes, and townhomes. A recently completed multi-residential development is located to the northwest. The Bridgeland Riverside Continuing Care Centre is located south of the site.

Administration supports the proposal because the site is located within an area identified for modest residential intensification and is surrounded by a mix of low-density and multi-residential development forms. 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 a Bridgeland/Riverside Community Association (CA) meeting to discuss the application with the community association and residents. 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.

Four letters were received from the public, with one neutral and three in opposition indicating the following concerns:

- increased density;
- parking and traffic impacts;
- safety risk for both pedestrians and motorists;
- building massing and increased building height;
- shadowing and reduced daylight in adjacent backyard;
- loss of privacy, peace and enjoyment of neighbouring property; and
- loss of character homes and mature trees.

The CA provided a letter in which they raised the following concerns (Attachment 4):

- pedestrian safety at alley corner;
- parking impacts;
- massing and design considerations; and
- shadowing and privacy impacts on north property.

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

Following Calgary Planning Commission, notifications for a Public Hearing of Council for the land

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

IMPLICATIONS

Social
The proposed M-CG District allows for a wider range of housing types than the existing land use district and will 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 are being explored and encouraged through the development permit application.

Economic
The proposed land use 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.

ATTACHMENTS
1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response Department Circulation
5. **Proposed Bylaw 124D2026**

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is in the northeast community of Bridgeland/Riverside at the northwest corner of Centre Avenue NE and 10 Street NE. The site is approximately 0.13 hectares in size (0.32 acres) and is approximately 33 metres wide by 39 metres deep. The site is comprised of three lots, which have been consolidated, with each lot having a single detached dwelling, with a detached garage on one. Lane access from Centre Avenue NE is available along the west boundary of the site.

Surrounding development is characterized by low to medium-density residential development. The adjacent parcels to the east and west are designated as a Direct Control (DC) District, containing one and two storey residential buildings. The parcel to the north is designated as the Mixed Use – General (MU-1) District containing a recently completed multi-residential development and low-density residential buildings. Parcels to the south include the Special Purpose – Community Institution (S-CI) District containing the Bridgeland Riverside Continuing Care Centre, and a vacant parcel designated under a DC District intended for multi-residential development.

The site is well served by public transit, parks, residential care facilities, schools and a range of commercial and retail amenities. The Bridgeland Riverside Continuing Care Centre is across the street south of the site. Bridgeland Seniors Health Clinic is further south, approximately 240 metres (a four-minute walk) and Carewest George Boyack is approximately 210 metres (a four-minute walk) to the southeast. The Bridgeland-Riverside Community Association is approximately 180 metres (a three-minute walk) southwest. The site is close to several parks: Riverside Park is located approximately 230 metres (a four-minute walk) to the south, Bridgeland-Riverside Community Field is approximately 270 metres (a five-minute walk) to the southwest, and Tom Campbell's Hill Natural Park is approximately 400 metres (a seven-minute walk) to the southeast. Riverside School is approximately 620 metres (a 10-minute walk) west of the site. The Bridgeland-Memorial LRT Station is approximately 480 metres (an eight-minute walk) southwest of the site.

Community Peak Population Table

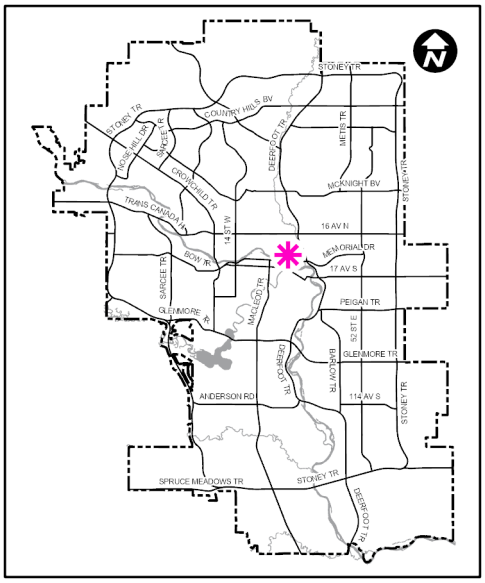
As identified below, the community of Bridgeland/Riverside reached its peak population in 2019.

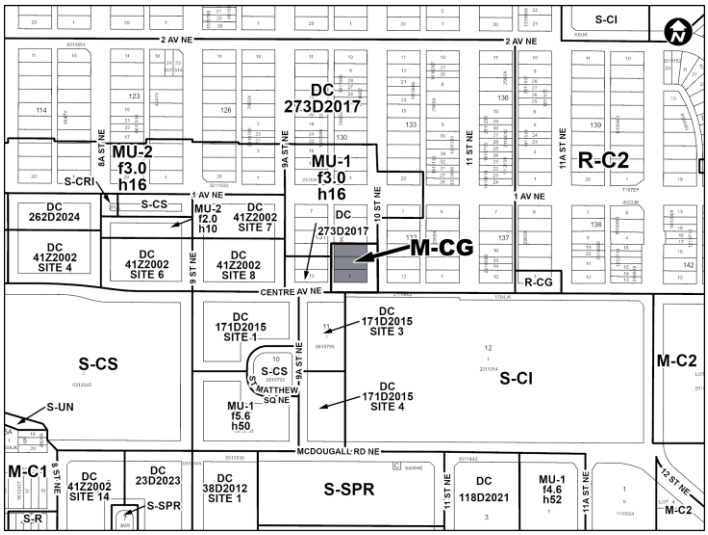
Bridgeland/ Riverside	
Peak Population Year	2019
Peak Population	6,835
2019 Current Population	6,835
Difference in Population (Number)	0
Difference in Population (Percent)	0%

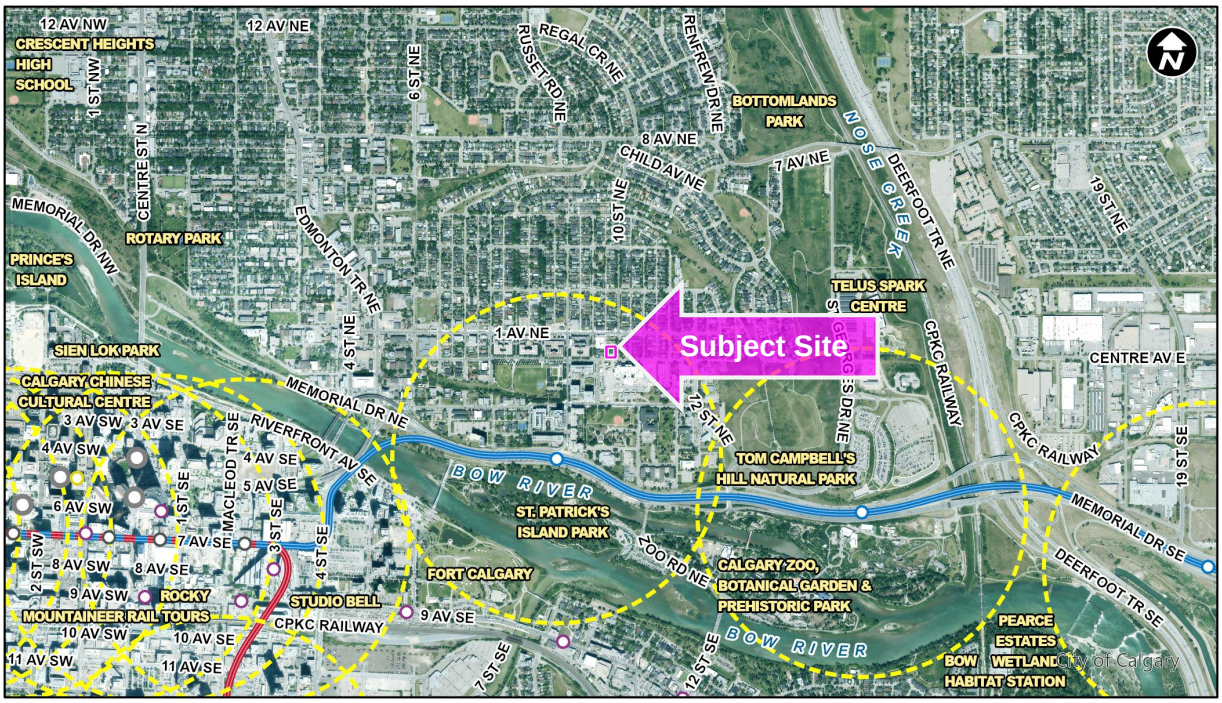
Source: *The City of Calgary 2019 Civic Census*

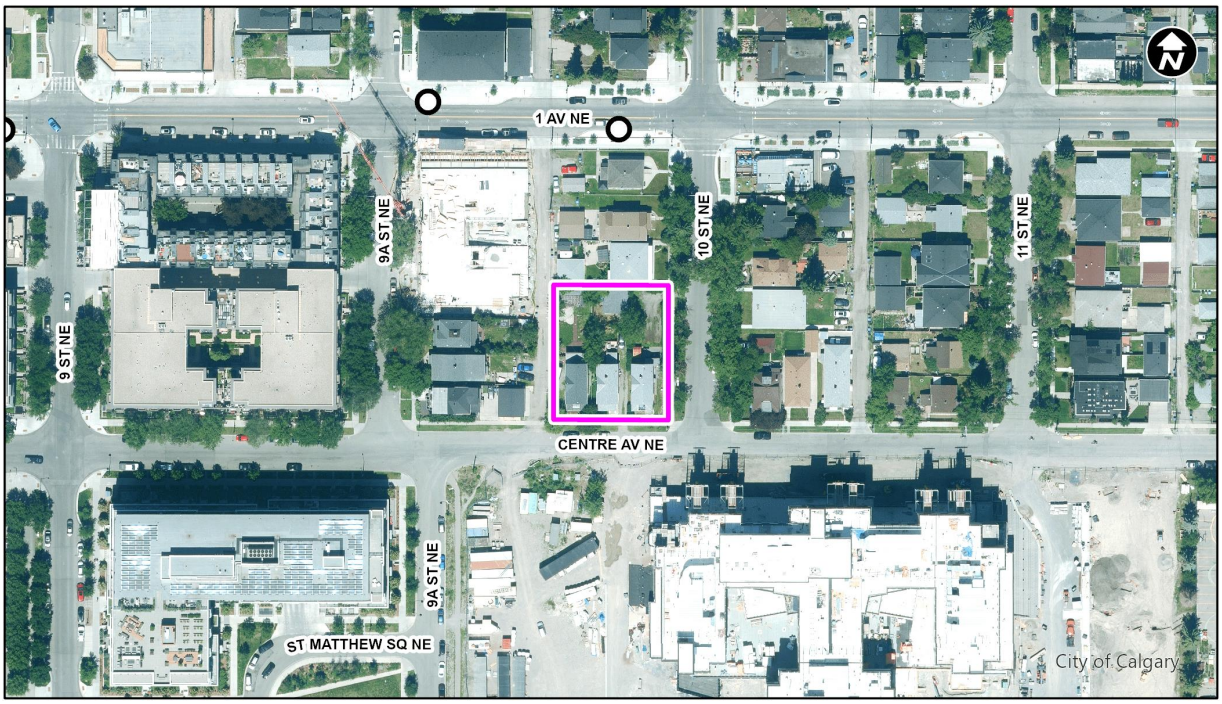
Additional demographic and socio-economic information may be obtained online through the Bridgeland/Riverside Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing DC District (Bylaw 273D2017) has been applied to large sections of the community and allows for the conservation of Character Homes and for a diversity of grade-oriented development. The district accommodates grade-oriented development in the form of rowhouse buildings, duplex dwellings, semi-detached dwellings, single detached dwellings and cottage housing clusters on sites without Character Homes, with additional rules for parcels which contain and seek to retain Character Homes. The subject site contains two lots with Character Homes and one lot without. The applicant has noted that through a prior application process including site and building review, the assessments determined that retention of Character Homes on the site is not feasible. As the Character Homes are not proposed for retention and the applicant is not pursuing the Character Homes incentive program, the policy rationale for retaining the existing DC District no longer applies to the subject site. Heritage Planning has reviewed the application and noted the applicant is not applying to utilize the Character Home incentive. Furthermore, the townhouse built form anticipated by the applicant cannot be accommodated under the existing DC District.

The proposed Multi-Residential – Contextual Grade-Oriented (M-CG) District is intended to accommodate multi-residential development that will typically have higher numbers of dwelling units and traffic generation than low-density residential dwellings while being in close proximity or adjacent to low-density residential development. The maximum building height on a parcel is

12.0 metres in addition to the maximum density for parcels being 111 units per hectare. Based on the subject parcel area, this would allow up to 14 dwelling units and 14 secondary suites.

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

- addressing the interface with Centre Avenue NE and 10 Street NE; and
- ensuring appropriate access and interface with the street.

Transportation
Pedestrian access to the site is available from existing sidewalks on 10 Street NE and Centre Avenue NE. The site is well positioned with respect to the City's Always Available for All Ages and Abilities (5A) Network with an existing on-street bikeway on 10 Street NE running north and intersecting with the existing on-street bikeway along 1 Avenue NE. A future on-street bikeway is proposed along Centre Avenue NE.

The site is located at the corner of Centre Avenue NE and 10 Street NE with transit service available at a bus stop on 1 Avenue NE, approximately 60 metres (a one-minute walk) north of the site serving eastbound Route 90 (Bridgeland/University of Calgary). A bus stop on 1 Avenue NE approximately 130 metres (a two-minute walk) northwest serves westbound Route 9 (Bridgeland/University of Calgary). Bridgeland/Memorial LRT Station is located approximately 470 metres (an eight-minute walk) southwest of the site. Motor vehicle access to the site is available from a lane accessed from Centre Avenue NE and 1 Avenue NE.

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

Environmental Site Considerations
No environmental concerns were identified.

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

Legislation and Policy

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

Municipal Development Plan (Statutory – 2009)
The subject site is identified as Developed Residential – Inner City Area on Map 1: Urban Structure of the *Municipal Development Plan* (MDP). Policies in the Developed Residential Areas support moderate intensification in a form and nature that respects the scale and character of the neighbourhood. Redevelopment should be compatible with the established pattern of development and consider appropriate transitions between adjacent areas. A variety of multi-family housing types are supported to meet the diverse needs of present and future populations. Sites within the Inner City Area may intensify, particularly in transition zones adjacent to areas designated for higher density (i.e. Neighbourhood Main Street), or if the intensification is consistent and compatible with the existing character of the neighbourhood. The proposal is consistent with the applicable policies of the MDP as it allows moderate intensification of the subject site.

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.

Bridgeland-Riverside Area Redevelopment Plan (Statutory – 2008)
The *Bridgeland-Riverside Area Redevelopment Plan* identifies the site as being part of the Neighbourhood Limited (Fig 3: Generalized Land Use) area. This area is intended to include grade-oriented single, semi-detached, duplex, cottage cluster, and rowhouse forms of housing. Residential policies encourage the development of a mix of housing styles and forms so that a diverse population base may be accommodated. Neighbourhood Limited policies encourage the retention of character homes through increased accommodations for multi-residential and grade-oriented residential development where Character Homes are being retained.

The subject site is in close proximity to 1 Avenue NE which is identified as a Neighbourhood Main Street in the ARP. Policies intend that the 1 Avenue NE building block, along with the adjacent Neighbourhood Limited building block containing the subject site are to allow for an urban fabric that provides an appropriate transition between the more intense Main Street and the surrounding residential area. The proposed M-CG land use will provide an appropriate transition in alignment with ARP policies.

The proposed development is in alignment with applicable policies of the ARP.

Applicant Submission

February 02, 2026

1026, 1028,1036 Centre Avenue NE
Calgary, Alberta

Re: 1026, 1028, 1036 Centre Avenue NE (Bridgeland Riverside)
Land Use Redesignation (existing DC273D2017)

The subject parcel is located in the community of Bridgeland/Riverside, a historic community in Ward 9 (Councillor Harrison Clark), and consists of approximately 0.1318 ha. The land is privately owned. The current land use designation is DC273D2017 (Character Home and diversity of grade-oriented development) which seeks to incentivize the retention of Character Homes (not a Heritage designation) through increased options for multi-residential and grade-orientated residential development. Policy plans to consider with development of the subject site are the Municipal Development Plan, Calgary Transportation Plan, and the Planning Policies all lending themselves to support further intensification of this area with direct consideration to existing and potential/future neighbouring Land Use.

The site is conveniently located within a half block of Bridgeland/Riverside Main Street for local businesses, immediate proximity to transportation (bus and c-train options (Bridgeland/Memorial and Zoo station), along with local parks (Murdoch, Riverside, Tom Campbell's Hill, and easy pedestrian access over Memorial to St. Patrick's Island) and connecting pathways. Additionally, the City's downtown core is less than 2km South, which is accessible by both pedestrian and public transportation. The eternity of the adjoining transportation networks, afforded by both road and pathways, bring unparalleled access to community and city-wide amenities, services, and destinations. Localized trips are effortless with walking, biking, and public transit (existing Stations of both Bridgeland/Memorial and Zoo station), while further destinations are readily available as arteries of Edmonton Trail, Memorial Drive, and Deerfoot are easily accessed from the community.

The site is supported by Land Uses of greater density, height, and use. Surrounding current and potential/future Land Use supports an increase with consideration to the higher intensifications of Mixed Use districts at the north; commercial/multi family existing, in progress, and future developments, Residential Care, Hospital to the South; Bridgeland Riverside Continuing Care Centre, continued Mixed Use and Direct Control to the South and West; residential towers, commercial use/shops, along with the

design . build . live

immediately adjacent and site encompassing lands/uses of Bridgeland Riverside School, Bridgeland Riverside community association and area playgrounds/sport/tennis courts.

The existing/current municipal designation of the subject site of DC273D2017 allows for a density increase with the retention of Character Homes, though retention of the homes is not feasible - site/building review and assessments considered through a prior application approval. As such, our request is for a minor Land Use designation, the basis of which was determined through our pre-application work with the City in direct consideration to our concurrent application, to align a Use with the subject site district that would find approval for the proposed modest residential project.

The M-CG district reflects a lower/minor intensification when considering the site context of both existing, continued, and future developments. The Land Use amendment will afford a diversity to built form well remaining as an at grade-orientated housing design to bridge the gap of existing and future neighbouring Uses. Furthermore, the concurrent application illustrates the greater variety of housing opportunities and options that will add to the community which is necessary, essential, and fitting to the subject site to further support the revitalization and minor intensification of underutilized land. The requested Land Use Redesignation aids in bringing an expansion of housing choices, strengthens affordability, along with options for multi-generational living which builds on the community's accessibility and diversity.

Bridgeland Riverside community is encouraging of projects that are sensitive in scale which is where our proposed Redesignation has considered its proximity to single, multi, commercial, parks, transportation and further future intensification of the area - bounding itself between single family residential through its connection of grade-orientated design, while bringing greater flexibility to the site/building arrangement for its private residences. This LUR, with the concurrent proposed development, affords both a fiscal and social access point in the housing market, as our drive is to offer housing choice through intensification which is scalable and respectful within the vibrant and eclectic community fabric of Bridgeland Riverside.

Thank you for your consideration, and I look forward to your response in moving towards an approval. If you need more information, please do not hesitate to contact myself directly at stephen@flodesigns.ca.

Sincerely,

Stephen Kerr AT BDT BGs
Flo Designs

Applicant Outreach Summary

Community Outreach on Planning & Development
Applicant-led Outreach Summary

AUGUST 7, 2026

Please complete this form and include with your application submission

Project name: Centre 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.

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)

Prior to submission, the project was developed through discussions with Administration during the pre-application process to ensure the proposed redevelopment responded appropriately to the surrounding context and applicable planning policy.

Recognizing the importance of community involvement, we also requested that Planning make our contact information available to interested community members wishing to discuss the proposal directly. Paired to this, we welcomed an invitation to attend a meeting hosted by the Bridgeland Riverside Community Association (BRCA) Planning Committee on March 30, 2026. The meeting included representatives of the BRCA Planning committee together with interested area residents and provided an opportunity to present the proposal, explain the project objectives, answer questions, and receive direct feedback.

We viewed this meeting as an opportunity to better understand community perspectives before completion of the City's review process. Following the meeting, several attendees subsequently submitted comments to The City, which are reflected in the six public submissions referenced within the City's Detailed Review. These comments, together with those received from the BRCA, have been carefully considered and addressed through the accompanying Development Permit and Land Use Amendment responses.

Affected Parties

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

- Bridgeland Riverside Community Association (Planning Committee)
- Interested area residents and neighbouring property owners
- City Planning Administration (pre-application discussions and Development Permit review)

calgary.ca/planningoutreach

Calgary

Community Outreach on Planning & Development
Applicant-led Outreach Summary

What did you hear?

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

The principal topics raised through community outreach included:

- neighbourhood density and scale;
- building height and perceived massing;
- shadowing and privacy;
- parking demand and traffic;
- rear lane operations and safety;
- retention of mature public trees;
- neighbourhood character and compatibility; and
- the overall suitability of redevelopment on the subject site.

These comments generally align with the issues identified in the six public submissions and the Bridgeland Riverside Community Association comments summarized within the City's Detailed Review.

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.

Community input and context was carefully reviewed and considered alongside comments received from Administration and the technical circulation departments.

The review process resulted in revisions to the plans where appropriate, including refinements to landscaping, mobility, site planning, technical annotations, and additional planning rationale intended to improve clarity and demonstrate compliance with applicable policies and technical requirements.

Not all comments resulted in physical changes to the proposed development.
Where revisions were not considered appropriate, we have provided planning and technical rationale explaining how the proposal remains consistent with the Municipal Development Plan, the Bridgeland/Riverside Area Redevelopment Plan, the Land Use Bylaw, and broader City objectives for context-sensitive inner-city intensification.

Community Outreach on Planning & Development
Applicant-led Outreach Summary

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 Applicant has continued to work collaboratively with Administration throughout the review process and has documented how community input was considered through revised plans, technical submissions, and detailed written responses accompanying both the Development Permit and concurrent Land Use Amendment applications.

The responses submitted with the current resubmission specifically address the comments raised by the Bridgeland Riverside Community Association and the public submissions referenced in the City's Detailed Review. These materials provide a transparent explanation of how the issues raised were considered, the revisions made where appropriate, and the planning rationale supporting aspects of the proposal that remain unchanged.

Additionally, we continue to remain available and accessible to any interested parties wishing to discuss the proposal directly. We continue to welcome respectful dialogue throughout the review process and appreciate the opportunity to better understand community perspectives while sharing the planning rationale that has informed the proposed development. It is our hope that open communication contributes to a greater understanding for all of us with our City's continued growth.
Finally, as a long-standing local resident with a genuine interest in the continued evolution of the Bridgeland/Riverside community, our perspective and approach to design has been heavily
weighted toward achieving a contextually sensitive development that respects the established, and still evolving fabric of our community.

The site is neighboured by higher intensity developments, supported by multiple transportation options, pathways, parks, and open spaces, and is in immediate proximity to the Main Street. In this context, we believe the proposed modest intensification respects the existing streetscape and neighbourhood while supporting the City's vision for walkable communities, representing a measured and appropriate evolution for the site.

If you need more information, please contact me at 403.968.0606 or at stephen@flodesigns.ca.

Sincerely,

Stephen J. Kerr AT BDT BGs Flo Designs

Community Association Response

Submitted by: Bridgeland-Riverside Community Association
planning@brcacalgary.org

March 31, 2026

Thank you for the opportunity to provide feedback on the proposed development and for the due date extension. We appreciate the continued investment in our community and support thoughtful density; however, we have several concerns related to safety, parking, and the impact on adjacent properties that we ask be carefully considered.

1. Safety Concerns – Alley and Pedestrian Impacts
The proposed development will significantly increase traffic in the rear alley, particularly when combined with the cumulative impact of nearby developments including a 5 story apartment building currently under construction on the same block sharing this lane. This raises several concerns:

- Increased vehicle movements, including cars backing in and out of stalls, versus the
  inclusion of a safe turnaround design.
- Limited visibility at the alley exit onto busy avenues, creating heightened risk for both drivers and pedestrians.
- Pedestrian safety at the alley corner, where increased traffic volume may conflict with foot traffic.

We request that the City require a review of alley traffic safety, including consideration of design solutions to improve visibility and reduce conflict points.

2. Parking and Spillover Impacts
The proposal includes 24 units with only 12 parking stalls. Given the limited number and apparent size constraints of these stalls, we are concerned about significant overflow parking into surrounding streets.

Adjacent streets currently operate under permit-only parking. Will residents of this development be eligible for permits? If so, this could place additional strain on already limited parking availability for existing residents.

We ask that the City clarify the parking permit eligibility and assess the broader parking impact on the neighborhood.

3. Impact on Adjacent Property (North Side)
Due to the unique east-west orientation of properties in Bridgeland, this development may have a disproportionate impact on neighboring homes compared to typical north–south-oriented lots elsewhere in Calgary.

Specific concerns include:

- Shadowing: Potential loss of sunlight to the adjacent northern property, which will impact both livability and landscaping.
- The neighboring property owner is an avid gardener and is particularly concerned about the loss of light and enjoyment of their outdoor space.

We request that a formal shadow impact study be completed and shared with adjacent neighbors and the BRCA.

We also request that the applicant consider reducing the height along the north edge of the
development to two storeys to minimize shadowing, massing and privacy concerns, and better transition to the adjacent single story property. This step back would better fit with the context and character of the neighborhood.

4. Massing and Design Considerations
The scale and massing of the building would benefit from further refinement and step back on the North of the property to better integrate with the surrounding context:

- Consider breaking up the building mass through step down (2 stories max for north block of townhomes), and varied high quality materials and architectural articulation that align with character of the neighborhood.
- Reduce the visual bulk along property lines to lessen the impact on neighboring homes.

5. Privacy and Noise Mitigation
There are concerns regarding overlook and noise along the shared property line:

- Windows and entrances facing directly into the adjacent yard may reduce privacy.
- Doors oriented toward the neighboring property may increase noise impacts.

We ask that consideration be given to:

- Enhanced screening or reorientation of openings
- A solid barrier (e.g., concrete wall) or additional soundproofing measures along the
  shared property line
- Ensuring high quality materials used in the development (not gravel at grade)

Thank you again for considering this feedback. We support responsible development and would welcome revisions that better address safety, livability, and compatibility with the existing community.

PROPOSED

CPC2026-0857
ATTACHMENT 5

BYLAW NUMBER 124D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2026-0021/CPC2026-0857)

* *

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 _____

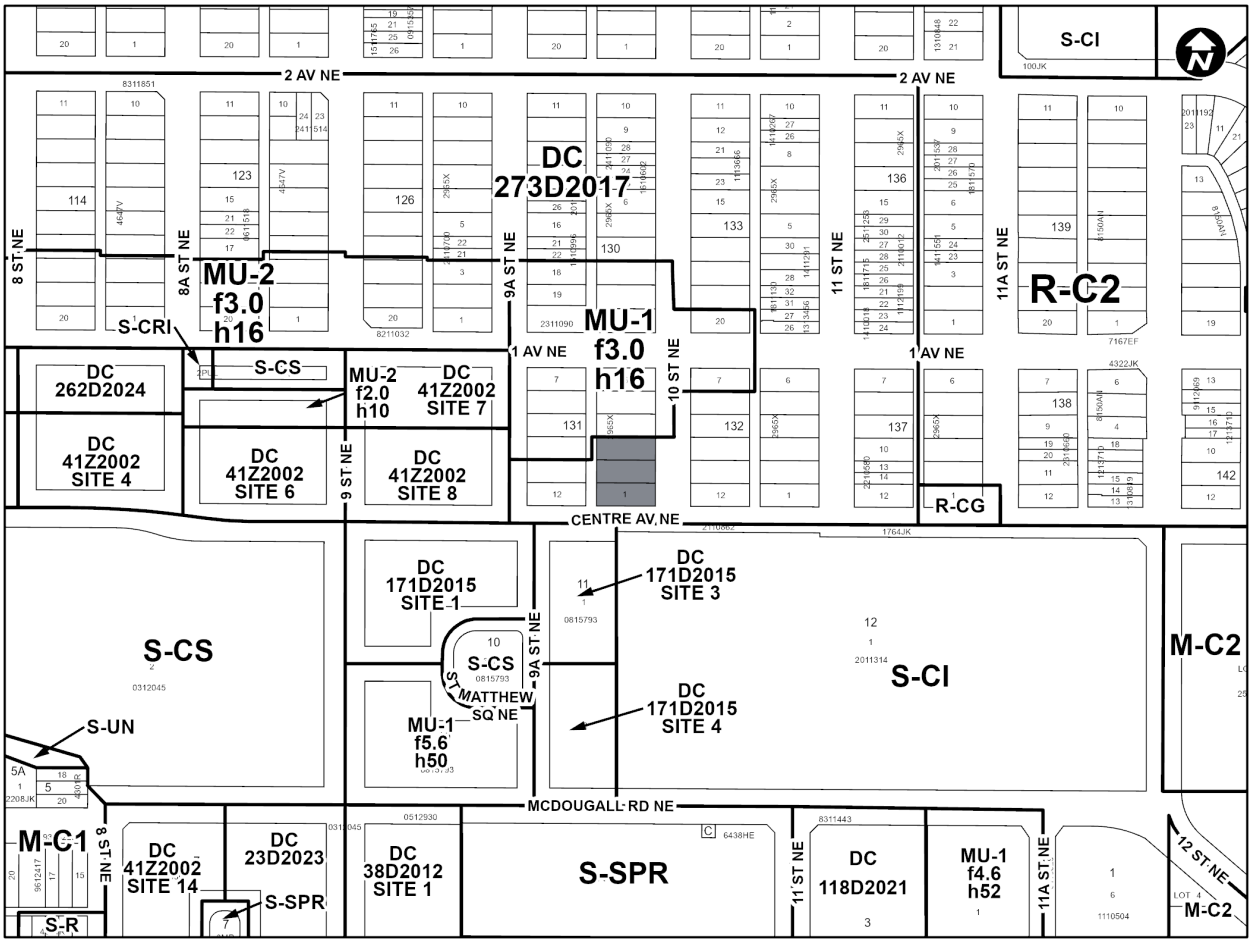
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2026-0021/CPC2026-0857
BYLAW NUMBER 124D2026

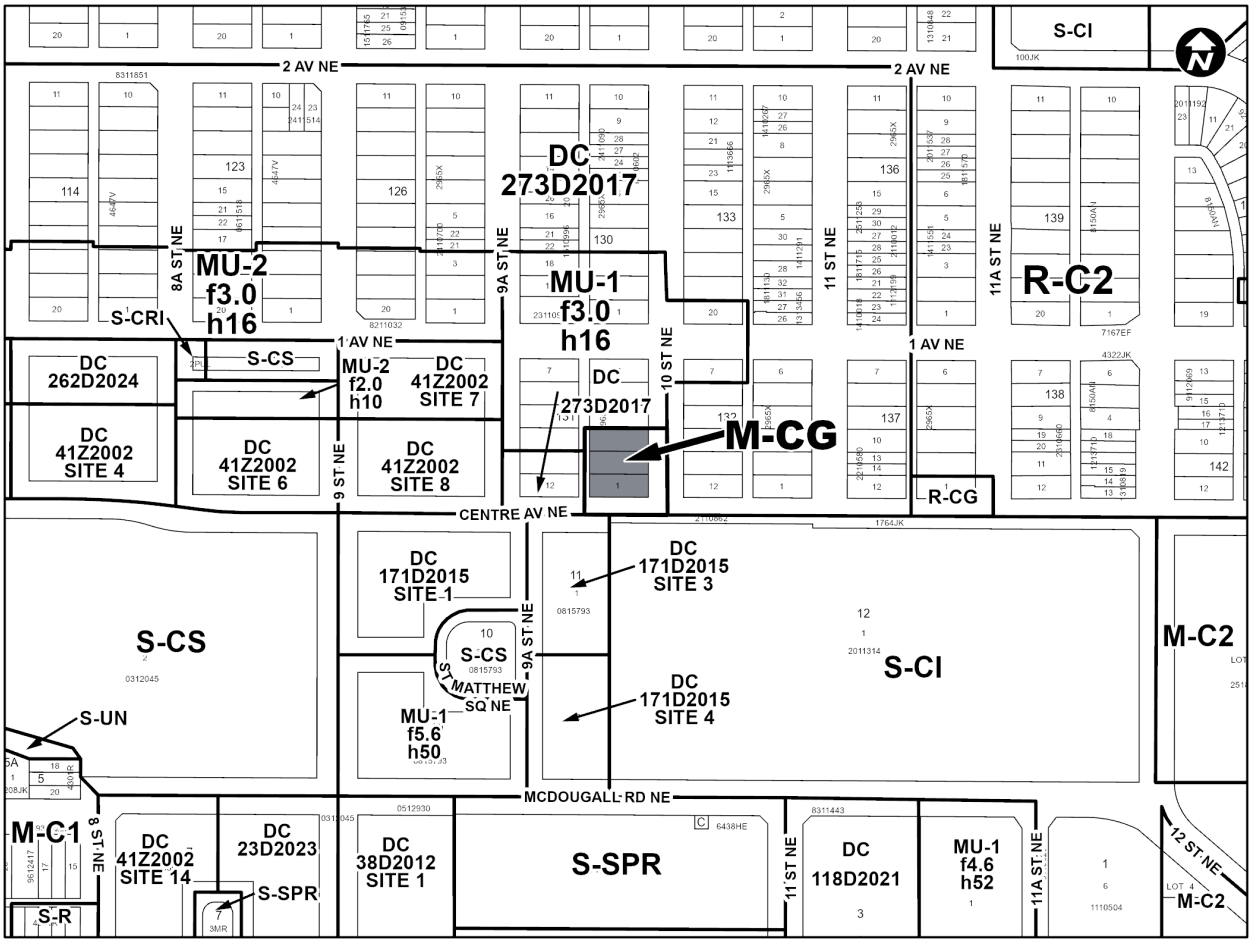
SCHEDULE A



PROPOSED

AMENDMENT LOC2026-0021/CPC2026-0857
BYLAW NUMBER 124D2026

SCHEDULE B



Land Use Amendment in Bridgeland/Riverside (Ward 9) at 207 – 9 Street NE, LOC2025-0203

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.05 hectares ± (0.11 acres ±) located at 207 – 9 Street NE (Plan 4647V, Block 123, Lot 2) from Mixed Use – Active Frontage (MU-2f3.0h16) District to Direct Control (DC) District **to allow for a temporary parking lot, with guidelines (Attachment 2).**

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 10:

That Council give three readings to the **Proposed Bylaw 114D2026** for the redesignation of 0.05 hectares ± (0.11 acres ±) located at 207 – 9 Street NE (Plan 4647V, Block 123, Lot 2) from Mixed Use – Active Frontage (MU-2f3.0h16) District to Direct Control (DC) District **to allow for a temporary parking lot, with guidelines (Attachment 2).**

Excerpt from the Minutes of the Regular Minutes of the Calgary Planning Commission, held 2026 September 10:

"The following documents were distributed with respect to Report CPC2026-0807:

- A presentation entitled "LOC2025-0203 Land Use Amendment"; and
- Revised Cover Report.

Moved by Commissioner Campbell-Walters

That with respect to **Revised** Report CPC2026-0807, the following be approved, **after amendment**:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.05 hectares ± (0.11 acres ±) located at 207 – 9 Street NE (Plan 4647V, Block 123, Lot 2) from Mixed Use – Active Frontage (MU-2f3.0h16) District to Direct Control (DC) District **to allow for a temporary parking lot, with guidelines (Attachment 2).**

For: (7)	Director Mahler, Commissioner Campbell-Walters, Commissioner Hawryluk, Commissioner Pink, Commissioner Remtulla, Commissioner Small, and Commissioner Weber
Against: (1)	Commissioner Boechler

MOTION CARRIED"

Land Use Amendment in Bridgeland/Riverside (Ward 9) at 207 – 9 Street NE, LOC2025-0203

HIGHLIGHTS

- This land use amendment seeks to redesignate the subject property to allow for a temporary at-grade parking lot.
- The proposal allows for an interim use to support businesses and services along 1 Avenue NE Main Street and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Bridgeland/Riverside Area Redevelopment Plan* (ARP).
- What does this mean to Calgarians? This application would provide additional temporary parking options to support nearby businesses.
- Why does this matter? The proposal would enable the temporary use of an underutilized site for parking while maintaining long-term redevelopment potential along a Neighbourhood Main Street.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This land use amendment application, in the northeast community of Bridgeland/Riverside was submitted by Collabor8 Architecture + Design on behalf of the landowner, La Brezza Restaurants Inc., on 2025 October 7. No development permit application has been submitted at this time. However, as indicated in the Applicant Submission (Attachment 3), the proposed Direct Control (DC) District would enable a temporary parking lot, for a period of up to three years, while the property owner advances plans for a comprehensive redevelopment of the subject site and adjacent parcels to the north and south.

The subject site is a midblock parcel located along 9 Street NE. La Brezza Restaurant is located directly to the south along the 1 Avenue Main Street. The subject site was redesignated to the Mixed-Use – Active Frontage (MU-2f3.0h16) District as part of a City-initiated Main Street redesignation in 2018.

Main street policies generally discourage auto-oriented uses; however, given the existing context of the site and proposed rules under the DC District (Attachment 2), Administration is supportive of the land use redesignation. A detailed planning evaluation of the application, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant reached out to the Bridgeland/Riverside Community Association (CA), Bridgeland Business Improvement Area (BIA), Ward 9 Councillor's Office and local businesses in the area. The Applicant Outreach Summary can be found in Attachment 4.

Land Use Amendment in Bridgeland/Riverside (Ward 9) at 207 – 9 Street NE, LOC2025-0203

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 the adjacent landowners.

Administration received one letter of support from the public, which indicated support for the proposed parking lot, noting that it would help serve community parking needs as the local business community continues to grow. Administration also received one letter that neither supported nor opposed the application but raised concerns regarding waste and recycling management on the site.

The CA replied to Administration's standard circulation form and indicated they were in support of a parking lot. The BIA also provided a letter of support for this application on 2026 March 4 (Attachment 5).

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The overall site layout, landscaping and site access will be reviewed 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 application would temporarily enable additional parking options to support neighbouring businesses.

Environmental

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

Economic

This application would allow for an interim use to support local businesses on an underutilized site, while awaiting future redevelopment.

Service and Financial Implications

No anticipated financial impact.

RISK

None.

Land Use Amendment in Bridgeland/Riverside (Ward 9) at 207 – 9 Street NE, LOC2025-0203

ATTACHMENTS

1. Background and Planning Evaluation
2. **Proposed Bylaw 114D2026**
3. Applicant Submission
4. Applicant Outreach Summary
5. Business Improvement Area Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northeast community of Bridgeland/Riverside along 9 Street NE. The site is approximately 14 metres wide and 33 metres deep, 0.05 hectares (0.11 acres) in size, with vehicular access from the rear lane. The site was redesignated in 2017 to the Mixed Use – Active Frontage (MU-2f3.0h16) District as part of the City of Calgary's Main Streets initiative. The site was previously vacant; in 2025, a temporary development permit for a surface parking lot associated with the City's Main Street improvements to 1 Avenue NE was approved and has since expired.

Neighbouring properties to the north, west and east along 1 Avenue NE are also designated MU-2 District, in accordance with the City's Main Streets initiative. The 1 Avenue NE Neighbourhood Main Street hosts a variety of commercial amenities and services. Directly north of the site is a vacant parcel and La Brezza Ristorante is directly south of the subject site. Properties located further north of the site are primarily single detached dwellings. La Piazza Park, designated Special Purpose – Community Service (S-CS) District is approximately 100 metres (a two-minute walk) to the south. Murdoch Park is also located south of the subject site, approximately 300 metres (a five-minute walk) and a transit stop for Route 90 (Bridgeland/University of Calgary) is located south of the property along 1 Avenue NE.

Community Peak Population Table

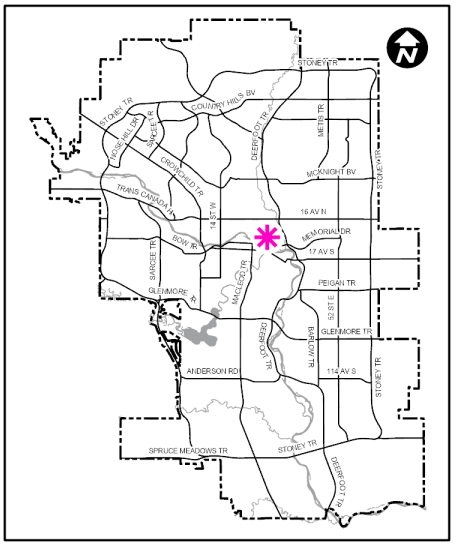
As identified below, the community of Bridgeland/Riverside reached its peak population in 2019.

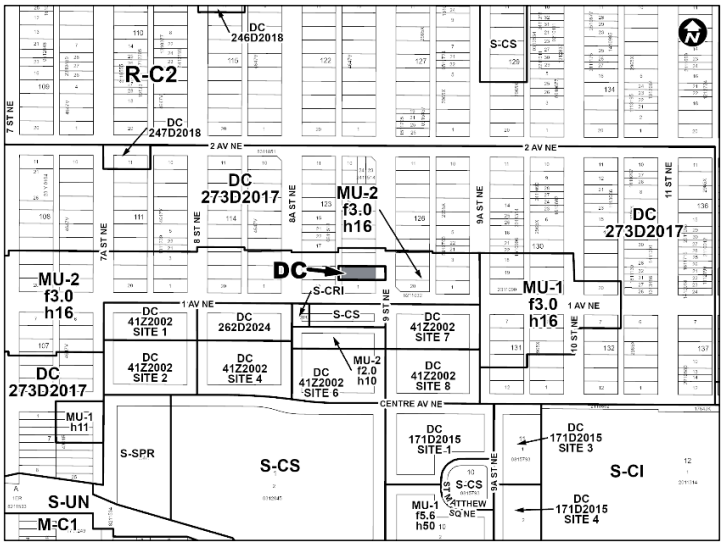
Bridgeland/Riverside	
Peak Population Year	2019
Peak Population	6,835
2019 Current Population	6,835
Difference in Population (Number)	0
Difference in Population (Percent)	0%

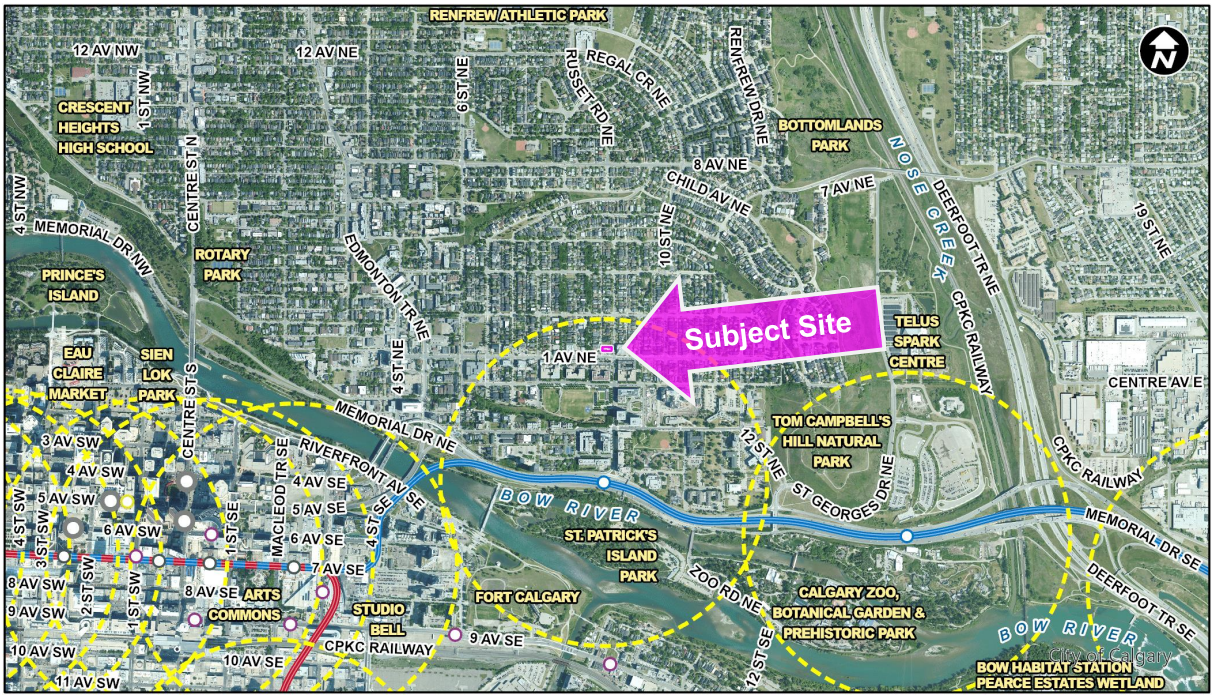
Source: *The City of Calgary 2019 Civic Census*

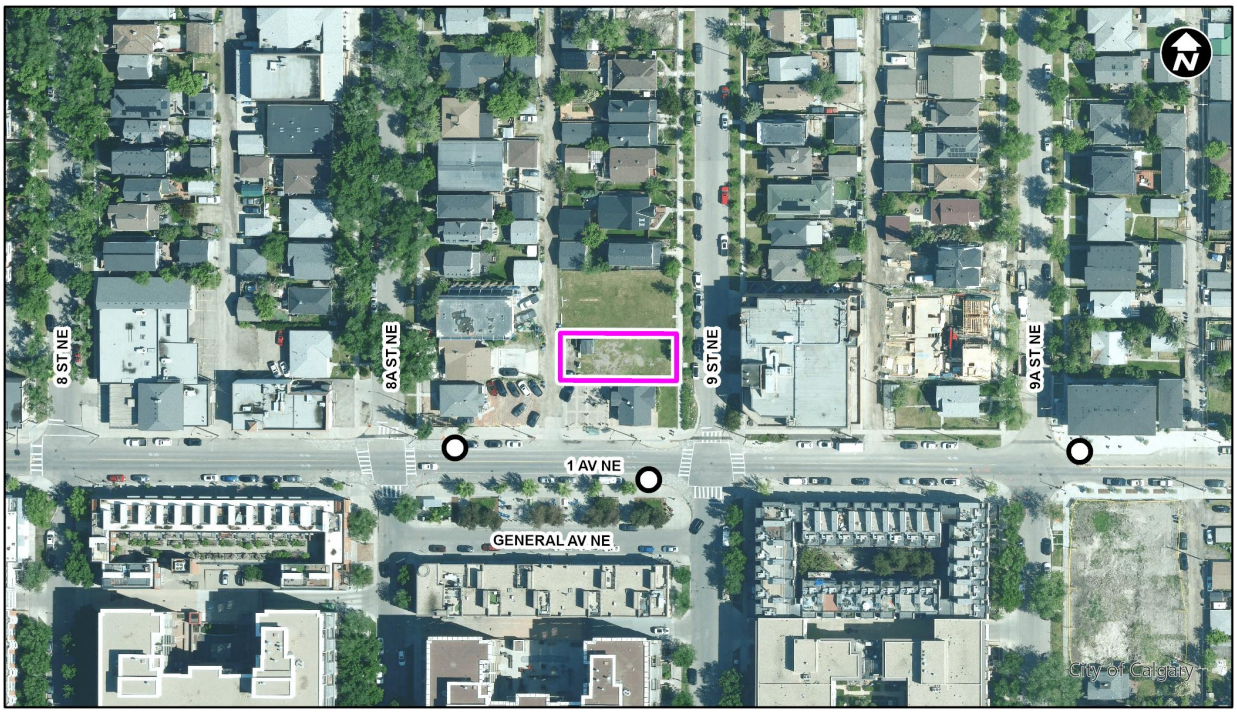
Additional demographic and socio-economic information may be obtained online through the Bridgeland/Riverside Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing Mixed Use – Active Frontage (MU-2f3.0h16) District is intended to accommodate street-oriented mixed-use developments and requires that active commercial uses be located at grade along the commercial street to promote street-level activity.

The proposed Direct Control (DC) District is based on the existing MU-2 District with the additional discretionary use of Parking Lot - Grade (temporary). Under the Land Use Bylaw 1P2007 (LUB), Parking Lot - Grade (temporary) uses are approved on a temporary basis for a period of time no greater than three years and may only have one development permit issued for one parcel. All existing rules and regulations in the MU-2 District would be maintained.

Pursuant to Section 20 of the LUB, this application for a DC District has been reviewed by Administration and the use of a DC District is necessary due to unique characteristics of the subject site. Given the site's location along the 1 Avenue NE Main Street, the MU-2 District is considered the most appropriate base district, and no standard mixed-use district accommodates a Parking Lot - Grade (temporary) use. As such, a DC District is required to facilitate the proposed temporary use while maintaining the long-term mixed-use intent for the site and neighbouring properties.

The proposed DC District requires that any Parking Lot - Grade (temporary) must include signage identifying the temporary nature of the use and its expiry date. The DC District also ensures that the ability to issue subsequent development permits for a Parking Lot - Grade (temporary) cannot be relaxed, further reinforcing the temporary nature of the use.

Development and Site Design
If approved by Council, the rules of the proposed DC District would provide guidance for the future development of the site including appropriate uses and orientation, pedestrian and vehicular access. The proposed DC District is intended to facilitate a temporary parking lot as an interim use to support local businesses while long-term redevelopment plans progress.

Transportation
Pedestrian access to the subject site is available from the existing sidewalk along 9 Street NE. Main Street improvements along 1 Avenue NE directly south of the site have also been recently completed. To the east, an existing on-street bikeway is available on 10 Street NE, providing access to the Always Available for All Ages and Abilities (5A) Network within 200 metres from the site.

A transit stop is located directly south of the site along 1 Avenue NE, which is served by Route 90 (Bridgeland/University of Calgary). The subject site is also approximately 500 metres (an eight-minute walk) to the Bridgeland-Memorial LRT Station to the south.

On-street short-term paid parking is available along 1 Avenue NE and directly adjacent to the site along 9 Street NE. North of the site along 9 Street NE, on-street parking is restricted within the Residential Parking Permit zone G.

A Transportation Impact Assessment (TIA) was not required as part of the land use amendment.

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, if required, will be considered and reviewed as part of the development permit application.

Legislation and Policy

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

Municipal Development Plan (Statutory – 2009)
The subject site is located within the Neighbourhood Main Street area identified on Map 1: Urban Structure of the *Municipal Development Plan* (MDP). Neighbourhood Main Streets are intended to accommodate a mix of uses within a pedestrian-oriented environment that supports local businesses. Auto-oriented uses that generate high volumes of traffic, consume large amounts of land in a low-density form or create negative impacts for pedestrian travel and access should be discouraged.

While the proposal facilitates a surface parking lot, the parking area is intended to serve nearby commercial uses and support access to local businesses within the Main Street area. The proposed DC District would enable the temporary use of an underutilized parcel while preserving opportunities for future redevelopment consistent with the long-term vision for the 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*.

Bridgeland-Riverside Area Redevelopment Plan (Statutory – 1980)
The subject site is located within the *Bridgeland-Riverside Area Redevelopment Plan* (ARP) and is identified as Community Mid-Rise in Figure 3: Generalized Land Use. The ARP identifies 1 Avenue NE as an important commercial corridor and includes policies supporting active frontages and pedestrian-oriented development. The ARP further contemplates parcel consolidation along this section of 1 Avenue NE to achieve a minimum parcel depth of 38.4 metres, facilitating future mixed-use redevelopment. In accordance with these policies, the subject site is intended to form part of a larger future redevelopment through consolidation with adjacent lands to the north and south.

The proposed temporary parking lot does not represent the ultimate built form envisioned by the ARP for the 1 Avenue NE Main Street. However, the proposal would enable the interim use of an underutilized parcel while preserving the site's long-term redevelopment potential. The proposed DC District is intended to facilitate a temporary use that supports existing commercial activity in the area without compromising future parcel consolidation or redevelopment opportunities. As such, the proposal is not considered to hinder the implementation of the ARP's long-term vision for a mixed-use, pedestrian-oriented Main Street.

PROPOSED

CPC2026-0807
ATTACHMENT 2

BYLAW NUMBER 114D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0203/CPC2026-0807)

* *

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 _____

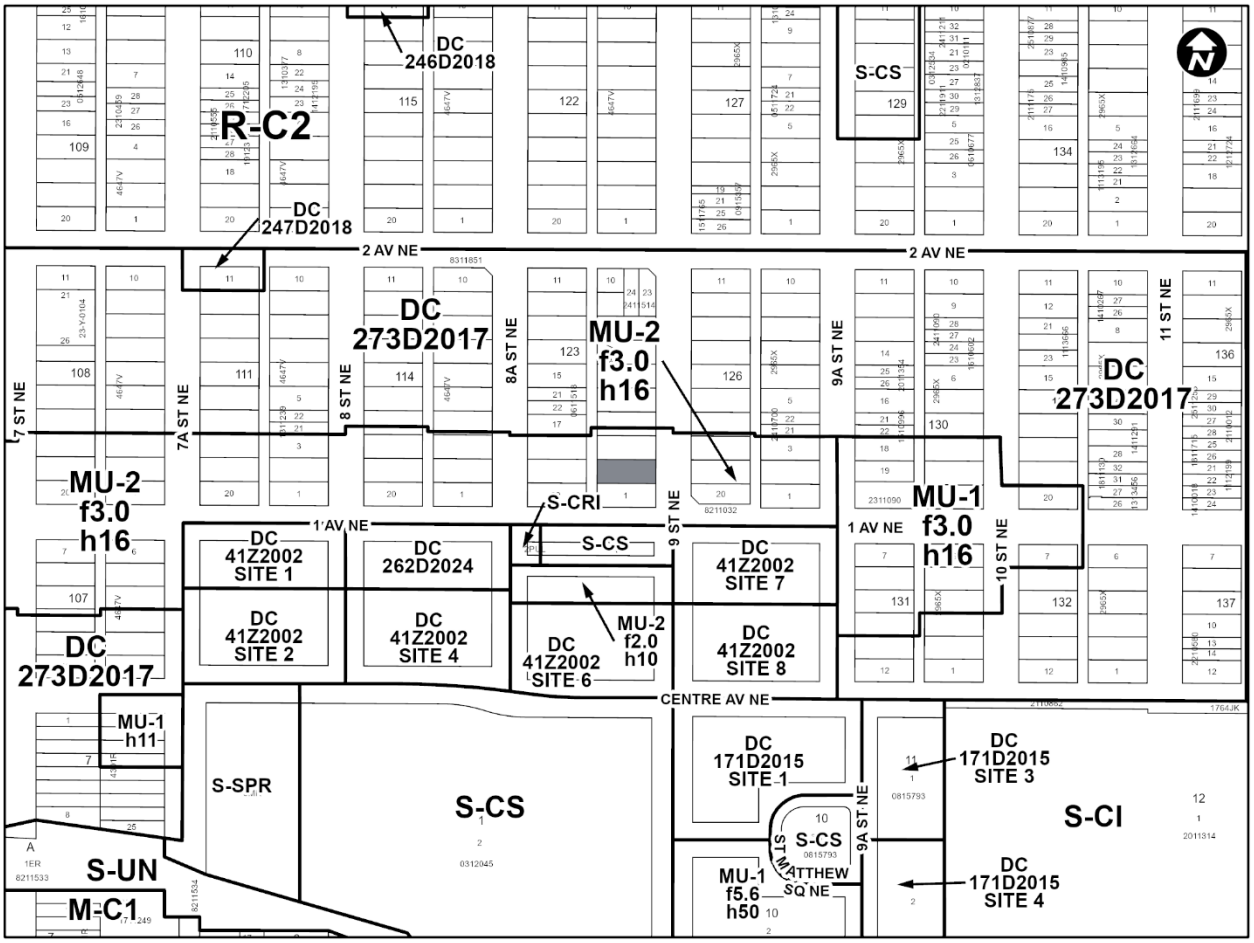
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0203/CPC2026-0807
BYLAW NUMBER 114D2026

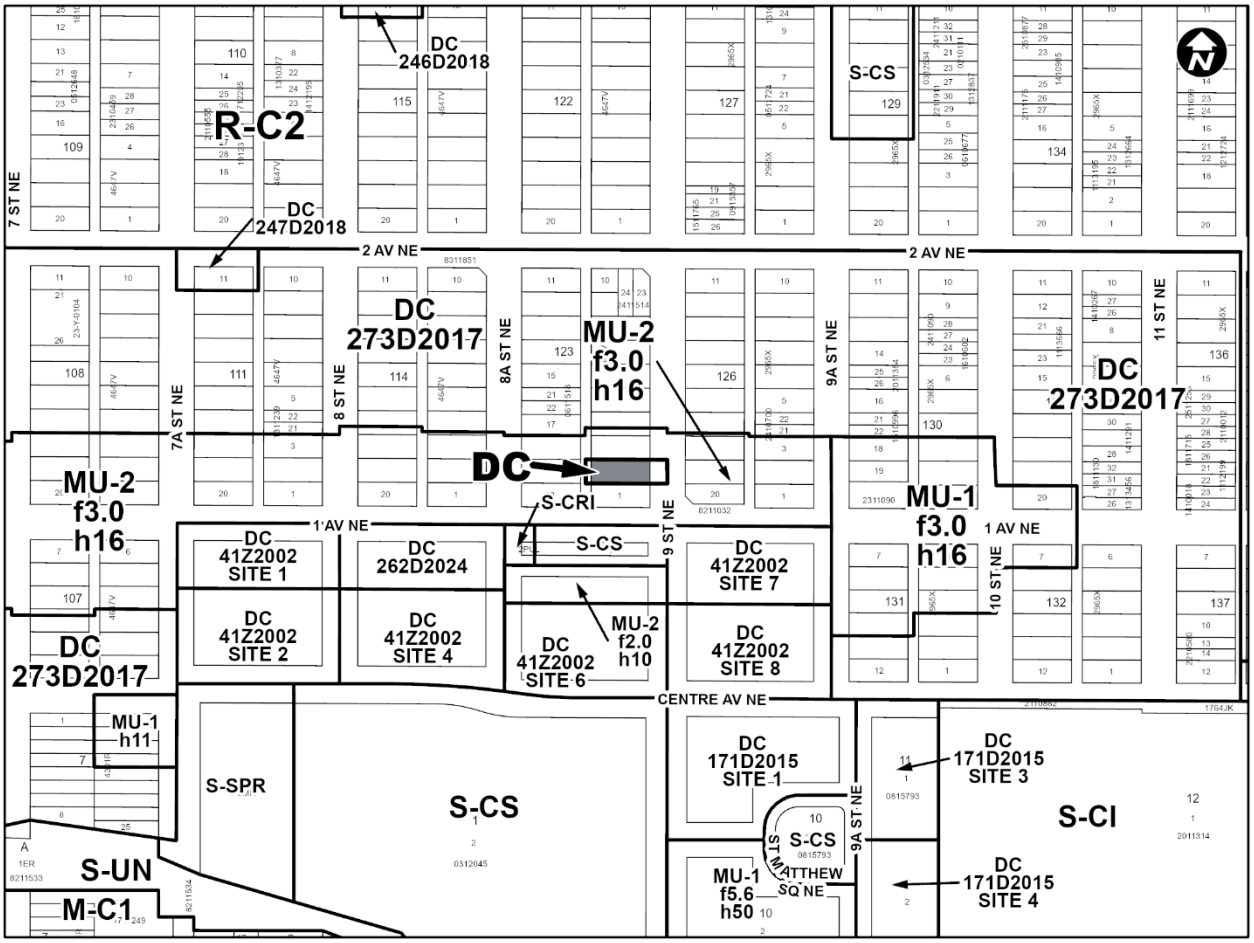
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0203/CPC2026-0807
BYLAW NUMBER 114D2026

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to allow for the additional use of a temporary parking lot.

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 Mixed Use – Active Frontage (MU-2) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

5 The ***discretionary uses*** of the Mixed Use – Active Frontage (MU-2) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Parking Lot - Grade (temporary)**.

Bylaw 1P2007 District Rules

6 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

7 The maximum ***floor area ratio*** is 3.0.

Building Height

8 The maximum ***building height*** is 16.0 metres.

Additional Use Rules

9 **(1)** A ***development permit*** for a **Parking Lot - Grade (temporary)** must not be issued more than once on a ***parcel***.

(2) Signage indicating that the site is operating as a temporary ***use*** must be displayed on-site for the entire term of the ***development permit*** and must clearly show the ***development permit*** expiry date.

Relaxations

10 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

May 13, 2026

LOC2025-0203 Application

Project address : 207 9th street NE, Calgary AB

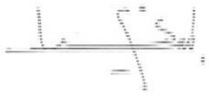
We are requesting approval for a temporary use on the above mentioned lot. As the City utilized this lot as a temporary parking area during the construction work along 1st Avenue NE last summer, we would like to request permission for the owner to continue using the lot as temporary parking to serve the community for 3 years while development plans are being advanced for this site and the two adjacent lots on either side.

The community has continued to make use of these parking stalls, and based on feedback received through the Bridgeland BIA and the outreach program, the surrounding neighbours and local businesses are supportive of maintaining the parking use temporarily.

Our request is for a temporary approval period of three years, during which the owner will continue progressing the development of this lot and the two adjacent properties. This timeline is needed to complete the design and contract document preparation, as well as to coordinate the future relocation of La Brezza Restaurant once development proceeds.

We appreciate your support and consideration of this application.

Sincerely,



Danny Boustani

403.233.8448 ex.28
dboustani@c-8.ca

Applicant Outreach Summary

2026 May 19

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 207 9 Street NE

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

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

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

Direct in-person, phone, and email outreach to approximately 14–20 stakeholders in the Bridgeland commercial and surrounding residential area, including businesses, community organizations, landlords, and the Ward 9 Councillor's office. Structured, short conversations were used to document how often they and their customers use the temporary parking lot and whether they support keeping it open.

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

The outreach included local health and wellness clinics (e.g., medispa, psychology/therapy, sports medicine/physiotherapy), restaurants, cafés, bars, specialty food/market retailers, small shops, landlords/property owners, the Bridgeland-Riverside Community Association, the Bridgeland Business Improvement Area, and the Ward 9 Councillor's office. These stakeholders represent customers, clients, staff, and residents who rely on the temporary lot for predictable, nearby parking in the Bridgeland area (First Avenue NE, Edmonton Trail NE, and surrounding streets).

What did you hear?

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

Main response and ideas Stakeholders consistently said the temporary parking lot is actively used and that closing it now would harm access for customers, clients, and residents. The main issues raised were: an ongoing parking shortage in Bridgeland even with the lot open; negative impacts on clinic patients and vulnerable clients who need nearby, reliable parking; impacts on small businesses that rely on the lot for customer and staff convenience and sales, especially evenings and weekends; and concern that early termination does not match current construction and parking pressures. The main ideas raised were: strong support for keeping the lot open for now (at least until nearby construction is truly complete and parking pressure eases), openness to flexible lease/payment arrangements if public access can continue, and a request that the City recognize the lot as shared community infrastructure serving multiple businesses, clinics, and residents as part of a broader parking and accessibility strategy for Bridgeland.

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 input was gathered to provide the City with clear, current feedback from directly affected stakeholders on usage of and support for the temporary lot. The information is being used to inform the applicant's position that early closure is premature and that an extension or flexible arrangement should be considered to reflect on-the-ground parking needs.

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)

Stakeholders were informed that their feedback would be summarized and provided to the City as part of the application and decision-making process. The applicant has committed to updating key contacts (such as the BRCA, BIA, and nearby clinics/businesses) once there is a clear outcome from the City regarding the future of the temporary lot, including timelines for any closure or extension and any alternative parking or access measures that may be introduced.

Business Improvement Area Response

From: Jacqui Sanderson <ed@bridgelandcalgary.com>
Sent: Wednesday, March 4, 2026 10:32 PM
To: Chaudhary, Geneva
Subject: Re: [External] LOC 2025-0203

Follow Up Flag: Follow up
Flag Status: Flagged

This Message Is From an External Sender
This message came from outside your organization.
ATTENTION: Do not click links or open attachments from external senders unless you are certain it is safe to do so. Please forward suspicious/concerning email to spam@calgary.ca

Report Suspicious

Hi Geneva

The BIA fully supports this application. The businesses and the residents all welcome the addition of a surface parking lot in our area. This provides additional much needed parking for people who want to visit our businesses. Please let me know if there's any additional info you require.

Thanks for following up. I don't know why I can't access the link you sent.

Jacqui Sanderson
Bridgeland BIA, Executive Director

Disposition of Reserve in Meridian (Ward 10), 2612 – 3 Avenue SE, SB2026-0142

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Adopt, by resolution, the proposed disposition of 0.41 hectares ± (1.02 acres ±) located at 2612 – 3 Avenue SE (Plan 8211394; Block 5MR), with compensation of $1,320,000.00 to the Joint Use Coordinating Committee (JUCC) Reserve Fund in accordance with Administration's recommendation; and

2. Direct a designated officer to notify the registrar of the Southern Alberta Land Titles Office that the requirements of the Municipal Government Act have been complied with and request the removal of the municipal reserve designation.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 24:

That Council:

1. Adopt, by resolution, the proposed disposition of 0.41 hectares ± (1.02 acres ±) located at 2612 – 3 Avenue SE (Plan 8211394; Block 5MR), with compensation of $1,320,000.00 to the Joint Use Coordinating Committee (JUCC) Reserve Fund in accordance with Administration's recommendation; and
2. Direct a designated officer to notify the registrar of the Southern Alberta Land Titles Office that the requirements of the Municipal Government Act have been complied with and request the removal of the municipal reserve designation.

Opposition to Recommendation: Commissioner Small and Commissioner Weber

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, held 2026 September 24:

"The following documents were distributed with respect to Report CPC2026-0777:
- Revised Cover Report;…"

HIGHLIGHTS

- The application is proposing to dispose of the reserve designation of an existing municipal reserve parcel for a future 60-unit high-complexity supportive housing facility. The reserve parcel is an underutilized City-owned green space. The applicant is proposing a Residential Care use onsite.
- The proposal aligns with the *Municipal Development Plan* (MDP) by supporting affordable housing served by transit, services, parks, schools, recreation facilities and commercial nodes. The proposal also aligns with the *Planning Principles for the Location of Care Facilities and Shelters* by supporting care facilities in areas close to transit, amenities and support services.

- What does this mean to Calgarians? It means better utilizing city owned land to provide much needed housing facility and care for those needing supportive housing.
- Why does this matter? The disposition of reserve would allow for high complexity supportive housing facility close to LRT, amenities and commercial uses promoting use of infrastructure and nearby existing services.
- There is an associated land use application LOC2026-0058 which will provide the appropriate land use of Special Purpose – Community Institution (S-CI) District when the reserve designation is removed.
- Previous council/administrative direction comes from the 2024 February 13 Executive Committee Meeting EC2024-0242 to explore high-complexity supportive housing on City land. It also is in line with Home is Here – The City of Calgary's Housing Strategy approved by Council on 2023 September 16.

DISCUSSION

This disposition of reserve application is intended to enable development of a high-support, place-based housing facility by Home Space Society. The disposition of reserve is consistent with the Notice of Motion (Attachment 4) from 2024 February 13. The proposed facility would provide approximately 60 home-style units for adults with complex health and housing needs, including private bedrooms and bathrooms, shared living spaces, accessible design, and 24/7 wraparound care. The site is located within an industrial business area near public transit and adjacent to parking lots and employment uses. The facility is intended to address a gap in Calgary's supportive housing system by helping reduce chronic homelessness, supporting residents' well-being and independence and preparing residents for future step-down care.

The disposal of reserve on this parcel also aligns with the direction from Home is Here – The City of Calgary's Housing Strategy approved by Council on 2023 September 16, which identifies opportunities to dispose of City-owned real property assets within transit-oriented development sites suitable for affordable market and non-market housing. The disposition of this reserve parcel in an industrial business area, will provide much needed funds of $1,320,000.00 to the JUCC Reserve fund for future school sites.

ENGAGEMENT AND COMMUNICATION

☐ Outreach was undertaken by the Applicant

☒ Public/interested parties were informed by Administration

Applicant-Led Outreach

The community of Meridian does not have a Community Association and applicant led outreach for this application was not required. Further applicant led outreach has been completed through the associated land use in LOC2026-0058.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to affected stakeholders and external referees. It was also circulated to the Councillors Office in Ward 10. JUCC support of the disposition at market value was given on 2026 February 19.

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 parcel area being disposed is required to provide a facility with 24/7 care and supportive housing for adults with complex health and housing needs and will provide more efficient use of land and infrastructure adjacent to the Primary Transit Network.

Environmental
There are no concerns associated with this application.

Economic
The proposed disposal of Municipal Reserve will result in a contribution of $1,320,000.00 to the JUCC Reserve Fund.

Service and Financial Implications
No anticipated financial impact.

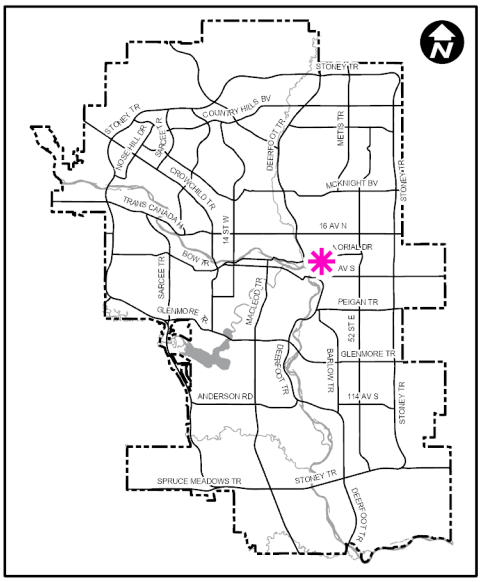
RISK
There are no known risks associated with this application.

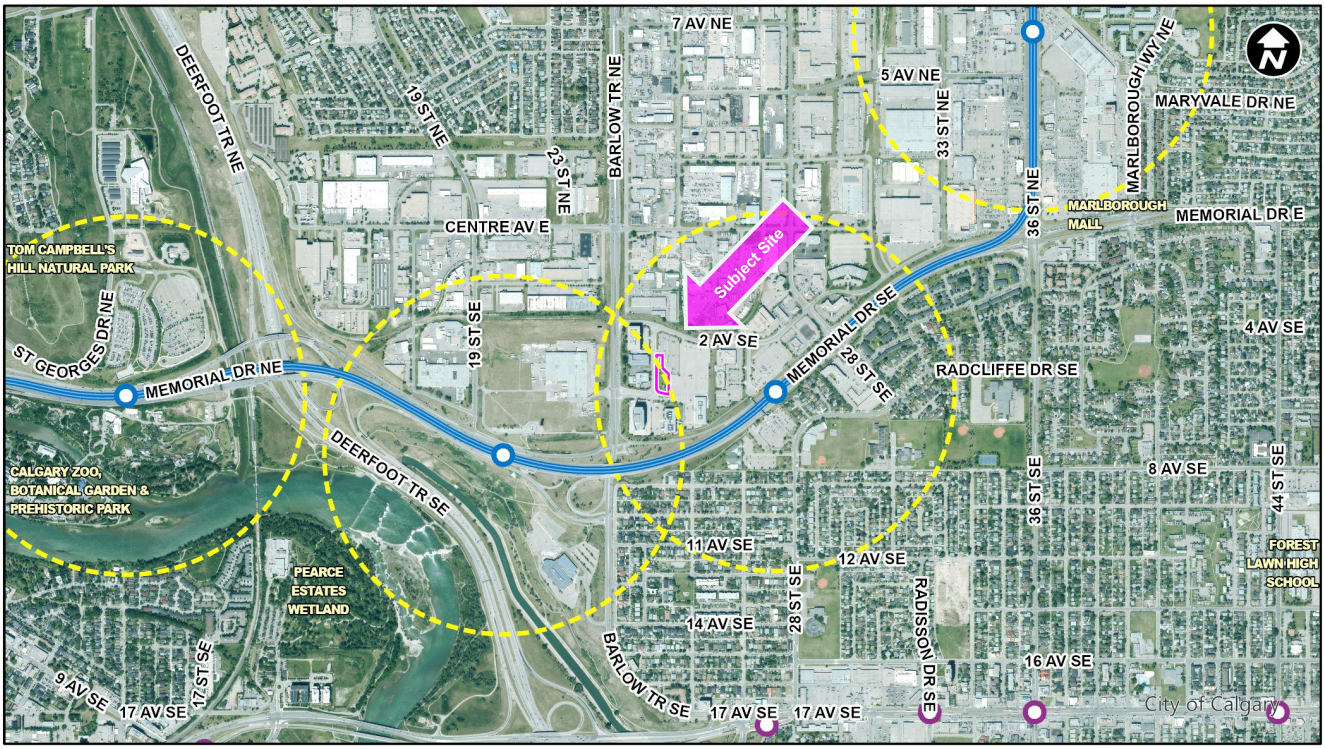
ATTACHMENTS
1. Location Maps
2. Area Required for Disposition of Reserve
3. Market Appraisal
4. Notice of Motion EC2024-0242

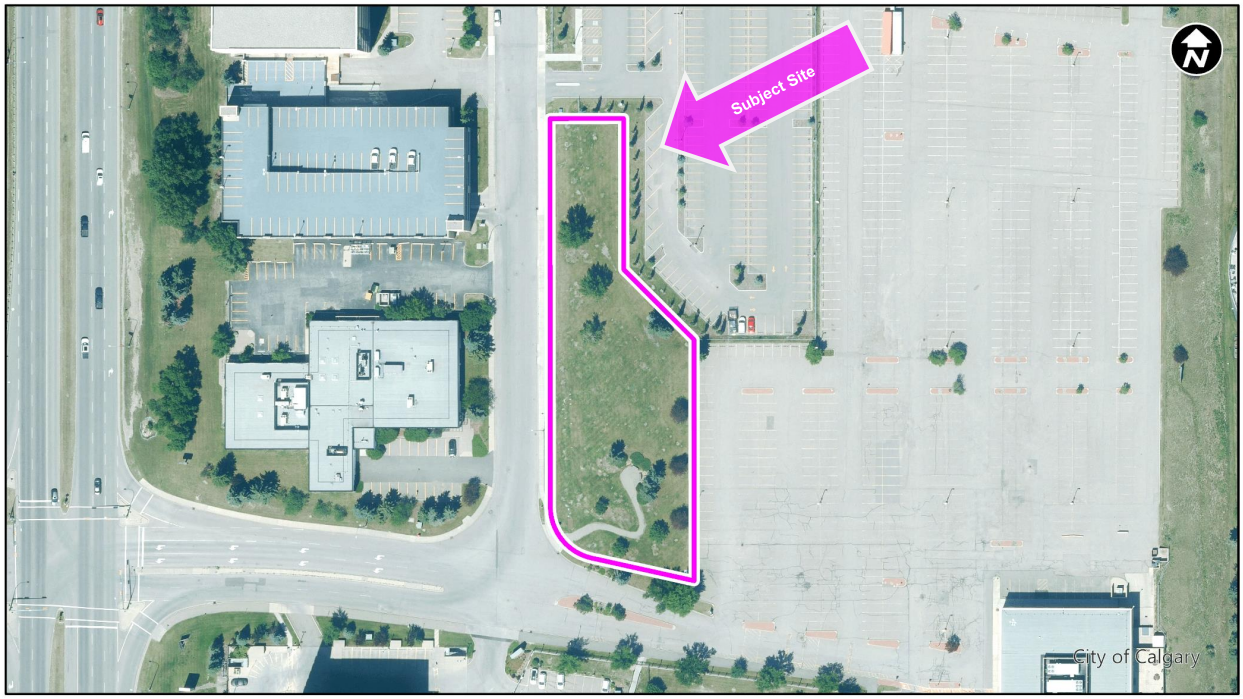
Department Circulation

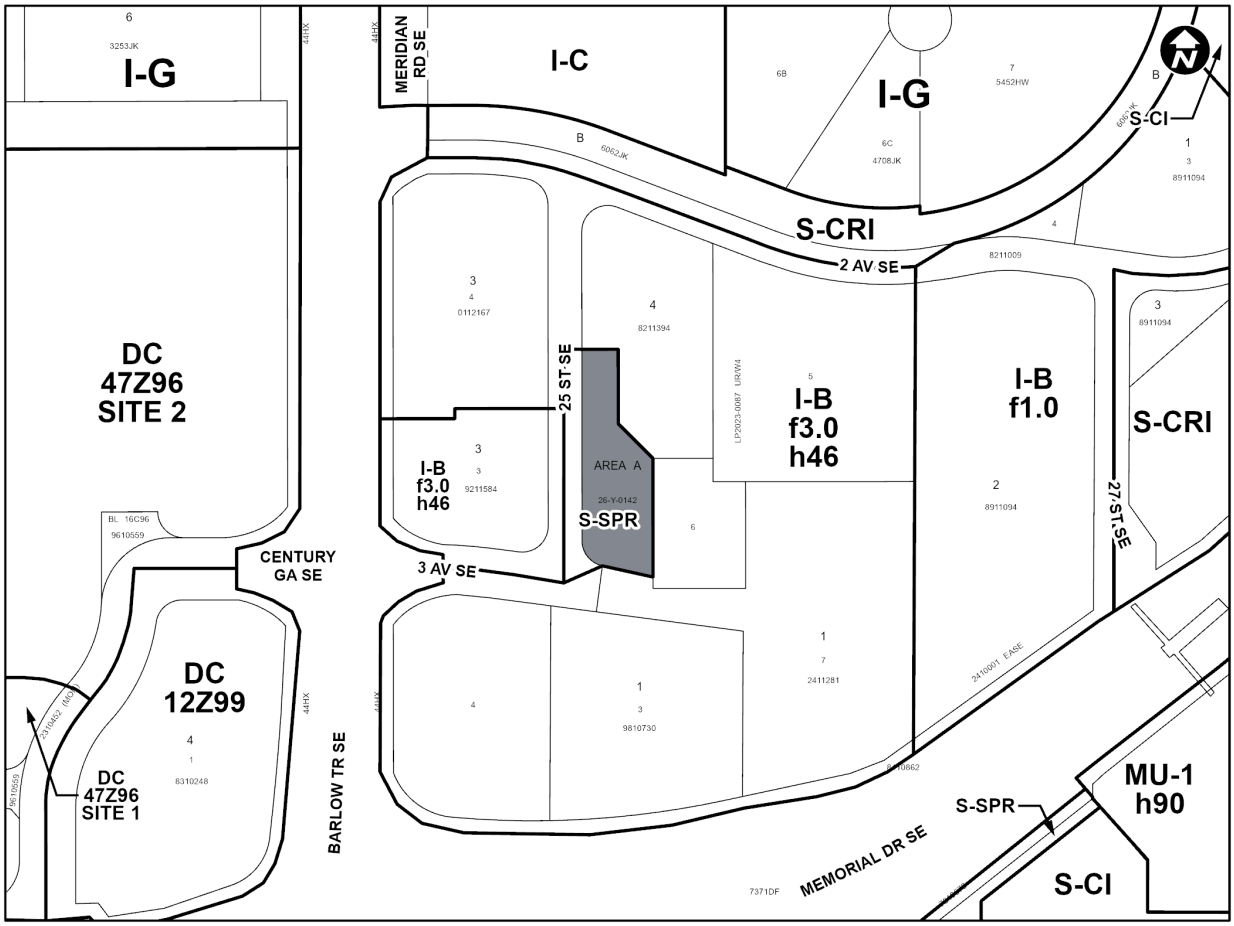
General Manager (Name)	Department	Approve/Consult/Inform

Location Maps

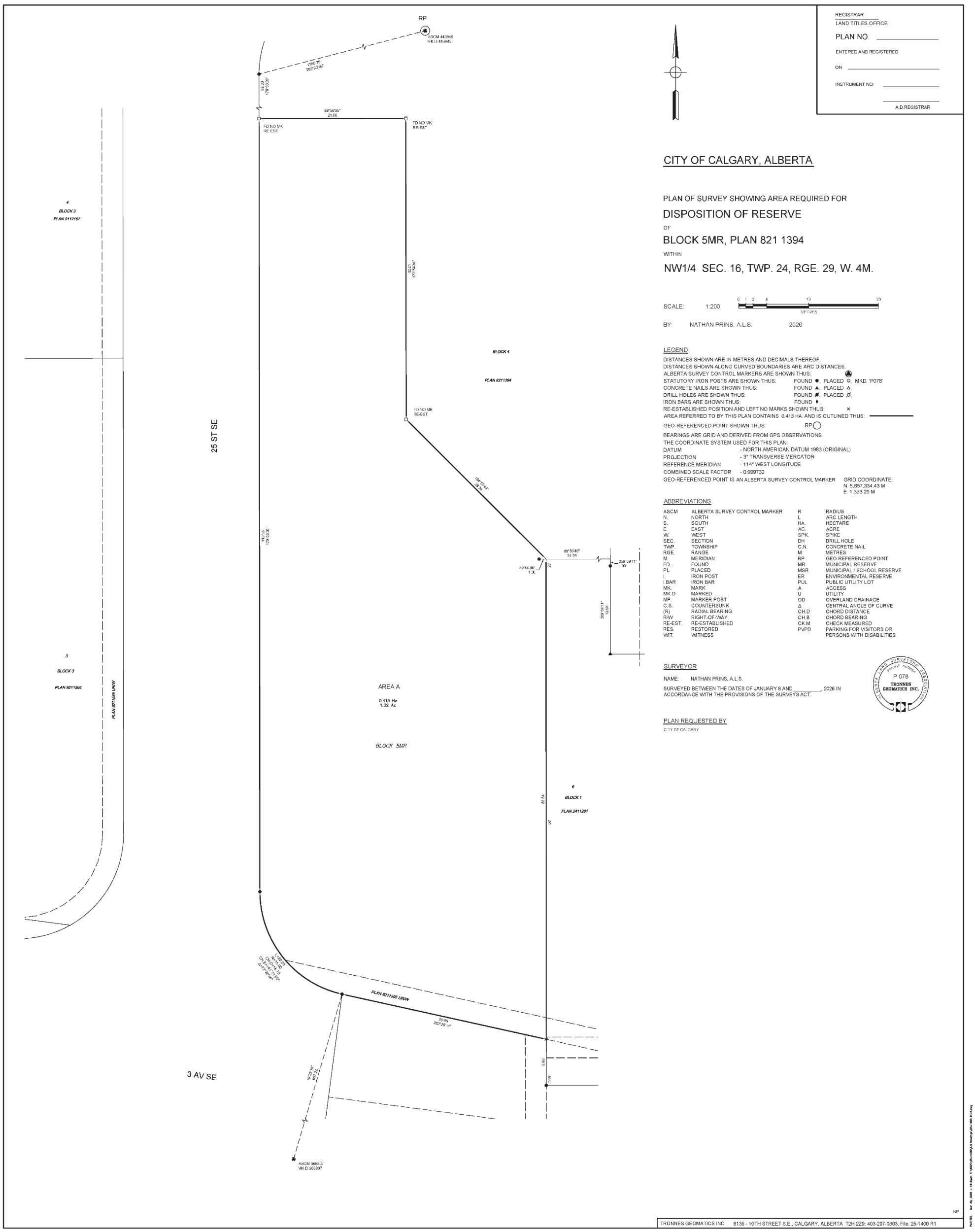





Subject Site
City of Calgary


I-G
I-C
I-G
S-CI
MERIDIAN RD SE
S-CRI
2 AV SE
DC 47Z96 SITE 2
25 ST SE
I-B f3.0 h46
AREA A
S-SPR
I-B f3.0 h46
I-B f1.0
S-CRI
27 ST SE
CENTURY GA SE
3 AV SE
DC 12Z99
DC 47Z96 SITE 1
BARLOW TR SE
MEMORIAL DR SE
S-SPR
MU-1 h90
S-CI

Area Required for Disposition of Reserve



REGISTRAR
LAND TITLES OFFICE

PLAN NO. _____

ENTERED AND REGISTERED

ON _____

INSTRUMENT NO: _____

A.D.REGISTRAR

CITY OF CALGARY, ALBERTA

PLAN OF SURVEY SHOWING AREA REQUIRED FOR

DISPOSITION OF RESERVE

OF

BLOCK 5MR, PLAN 821 1394

WITHIN

NW1/4 SEC. 16, TWP. 24, RGE. 29, W. 4M.

SCALE: 1:200 (0, 1, 2, 4, 10, 20 METRES)

BY: NATHAN PRINS, A.L.S. 2026

LEGEND

DISTANCES SHOWN ARE IN METRES AND DECIMALS THEREOF.
DISTANCES SHOWN ALONG CURVED BOUNDARIES ARE ARC DISTANCES.
ALBERTA SURVEY CONTROL MARKERS ARE SHOWN THUS:
STATUTORY IRON POSTS ARE SHOWN THUS: FOUND ●, PLACED ○, MKD. 'P078'
CONCRETE NAILS ARE SHOWN THUS: FOUND ▲, PLACED △,
DRILL HOLES ARE SHOWN THUS: FOUND ◪, PLACED ⊿,
IRON BARS ARE SHOWN THUS: FOUND ♦,
RE-ESTABLISHED POSITION AND LEFT NO MARKS SHOWN THUS: ×
AREA REFERRED TO BY THIS PLAN CONTAINS 0.413 HA. AND IS OUTLINED THUS: ——
GEO-REFERENCED POINT SHOWN THUS: RP◯

BEARINGS ARE GRID AND DERIVED FROM GPS OBSERVATIONS.
THE COORDINATE SYSTEM USED FOR THIS PLAN:

DATUM	- NORTH AMERICAN DATUM 1983 (ORIGINAL)
PROJECTION	- 3° TRANSVERSE MERCATOR
REFERENCE MERIDIAN	- 114° WEST LONGITUDE
COMBINED SCALE FACTOR	- 0.999732

GEO-REFERENCED POINT IS AN ALBERTA SURVEY CONTROL MARKER — GRID COORDINATE: N. 5,657,334.43 M, E. 1,333.29 M

ABBREVIATIONS

ASCM	ALBERTA SURVEY CONTROL MARKER	R	RADIUS
N.	NORTH	L	ARC LENGTH
S.	SOUTH	HA.	HECTARE
E.	EAST	AC.	ACRE
W.	WEST	SPK.	SPIKE
SEC.	SECTION	DH	DRILL HOLE
TWP.	TOWNSHIP	C.N.	CONCRETE NAIL
RGE.	RANGE	M	METRES
M.	MERIDIAN	RP	GEO-REFERENCED POINT
FD.	FOUND	MR	MUNICIPAL RESERVE
PL.	PLACED	MSR	MUNICIPAL / SCHOOL RESERVE
I.	IRON POST	ER	ENVIRONMENTAL RESERVE
I.BAR	IRON BAR	PUL	PUBLIC UTILITY LOT
MK.	MARK	A	ACCESS
MK.D	MARKED	U	UTILITY
MP.	MARKER POST	OD	OVERLAND DRAINAGE
C.S.	COUNTERSUNK	Δ	CENTRAL ANGLE OF CURVE
(R)	RADIAL BEARING	CH.D	CHORD DISTANCE
R/W	RIGHT-OF-WAY	CH.B	CHORD BEARING
RE-EST.	RE-ESTABLISHED	CK.M	CHECK MEASURED
RES.	RESTORED	PVPD	PARKING FOR VISITORS OR PERSONS WITH DISABILITIES
WIT.	WITNESS		

SURVEYOR

NAME: NATHAN PRINS, A.L.S.

SURVEYED BETWEEN THE DATES OF JANUARY 8 AND _____, 2026 IN ACCORDANCE WITH THE PROVISIONS OF THE SURVEYS ACT.

ASSOCIATION OF ALBERTA LAND SURVEYORS — PERMIT NUMBER — P 078 — TRONNES GEOMATICS INC.

PLAN REQUESTED BY

CITY OF CALGARY

NP

PLOTTED Mar 30, 2026 - 10:44am S:\2025\25-1400\03 Drawing\25-1400 BR-1.dwg

TRONNES GEOMATICS INC. 6135 - 10TH STREET S.E., CALGARY, ALBERTA T2H 2Z9; 403-207-0303; File: 25-1400 R1

Market Appraisal

AVISON YOUNG

525 - 8 Avenue SW, Suite 4300
Calgary, AB T2P 1G1

T 403 228 4001
avisonyoung.com

BEST MANAGED COMPANIES

November 14, 2025

The City of Calgary, Real Estate & Development Services (#8052) c/o
Administration Building - 323 7 Ave SE,
Calgary, Alberta T2P 2M5

Attention: Chris Gusa, B.A., P.App. AACI, Coordinator, RE Client Services

Re: Estimate of Land Value (Fee Simple Estate) for the property located at 2612 3 Avenue SE, Calgary, AB

In accordance with your request, we have completed an appraisal report that satisfies the agreed scope of work with The City of Calgary, Real Estate & Development Services (#8052). The purpose of this assignment is to provide the estimate of land value (fee simple estate) for the property located at 2612 3 Avenue SE, Calgary (herein referred to as the 'subject property').

The subject property, located at 2612 3 Ave SE, is a vacant industrial development site with potential use for medium-density multi-family development located in the Meridian submarket. The site enjoys a corner location and easy access to a variety of employment-based sites. At the time of the inspection, the site was unimproved.

Based upon our investigation of the real estate market and after considering all the pertinent facts as set forth in the body of this appraisal report, as of the effective date, we have concluded the following:

MARKET VALUE CONCLUSION				
VALUATION SCENARIO	INTEREST APPRAISED	EXPOSURE TIME	EFFECTIVE DATE	VALUE
Estimate of Land Value	Fee Simple Estate	Six Months	November 14, 2025	$1,320,000

Hypothetical Conditions

We have assumed that the subject property will be reclassified as a Direct Control district. The subject is currently located in the Special Purpose - School, Park and Community Reserve (S-SPR) zoning area which is intended to provide for schools, parks, open space, and recreation facilities and have parcels of various sizes and use intensities. The subject is currently in the process of being redesignated as Direct Control land use, which permits I-B (Industrial – Business) uses, as well as residential care and assisted living units. Industrial Business districts are characterized by prestige, high quality manufacturing, research, and office developments.

Extraordinary Assumptions

We have assumed that the subject property will be reclassified as a Direct Control district. The subject is currently located in the Special Purpose - School, Park and Community Reserve (S-SPR) zoning area which is intended to provide for schools, parks, open space, and recreation facilities and have parcels of various sizes and use intensities. The subject is currently in the process of being redesignated as Direct Control land use, which permits I-B (Industrial – Business) uses, as well as residential care and assisted living units. Industrial Business districts are characterized by prestige, high quality manufacturing, research, and office developments.

Notice of Motion EC2024-0242

Item # 9.4.5

Report Number: EC2024-0242
Meeting: Executive Committee
Meeting Date: 2024 February 13

REVISED NOTICE OF MOTION

RE: Exploring High Complexity Supportive Housing On City Land

Sponsoring Councillor(s): Councillor Walcott, Councillor Penner

WHEREAS:

The Calgary Homeless Foundation identifies approximately 250 chronically unhoused individuals in Calgary are considered high complexity[1] and placing multiple pressures on public systems through frequent use of emergency services, crisis response, and public safety systems;

Ninety-two per cent of Calgarians surveyed in the 2023 Perspectives on Calgary: Safety Perceptions report (December 2023) agree mental health issues and addiction are contributing to safety and crime concerns in Calgary;

Eighty-eight per cent of Calgarians surveyed in the 2023 Perspectives on Calgary: Housing Affordability and Affordable Housing report (September 2023) consider affordable housing to be an issue, with 66 per cent rating it as a significant issue;

The Downtown Safety Leadership Table prioritized, through its consultative engagement with residents, business and community organizations, the need for targeted housing and supports for people with highly complex needs;

Council approved Home is Here: The City of Calgary's Housing Strategy which identified direction to dispose of City-owned parcels of land, in addition to the Non-Market Land Disposition Policy;

The Calgary Homeless Foundation partners with governments, social service providers and the HomeSpace Society, a non-market housing development organization, to deliver supportive housing to Calgarians exiting homelessness; and

HomeSpace Society[2] has the unique expertise and capacity, as well as government and philanthropic support, to develop and operate a High Support Place-Based Supportive Housing Facility.

NOW THEREFORE BE IT RESOLVED That Council direct Administration to expeditiously work with the HomeSpace Society to identify, assess and transact, at nominal value, a suitable parcel of City-owned land for the development of a high complexity supportive housing facility (High Support Place-Based Supportive Housing Facility). All eligible costs related to the transaction would be supported by the Housing Land Fund.

[1] According to the Calgary Homeless Foundation, high complexity is defined as the most vulnerable people in the homeless population, presenting with tri-morbidity and a lengthy history of chronicity. They tend to have high rates of health problems, including severe mental illness and substance abuse disorders, conditions that may be exacerbated by physical illness, injury, or trauma. Consequently, they may be frequent users of emergency services, crisis response, and public safety systems. (See Attachment 1)

[2] HomeSpace is a charity that builds, maintains, and manages affordable housing for vulnerable Calgarians. HomeSpace own and run a portfolio of 858 units of housing in more than 33 properties throughout Calgary and serve nearly 1,000 residents. In each building, HomeSpace partners with a social service agency who provides wraparound supports in an effort to keep our residents safely housed and connected with resources. They have a growth mandate to build more specialized, permanent, affordable housing to address the affordable housing crisis in Calgary.

Land Use Amendment in Meridian (Ward 10) at 2612 – 3 Avenue SE, LOC2026-0058

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.41 hectares ± (1.01 acres ±) located at 2612 – 3 Avenue SE (Plan 8211394, Block 5MR) from Special Purpose – School, Park, and Community Reserve (S-SPR) District to Special Purpose – Community Institution (S-CI) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 24:

That Council give three readings to **Proposed Bylaw 121D2026** for the redesignation of 0.41 hectares ± (1.01 acres ±) located at 2612 – 3 Avenue SE (Plan 8211394, Block 5MR) from Special Purpose – School, Park, and Community Reserve (S-SPR) District to Special Purpose – Community Institution (S-CI) District.

Opposition to Recommendation: Commissioner Small and Commissioner Weber

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, held 2026 September 24:

"The following documents were distributed with respect to Report CPC2026-0812:
- Revised Cover Report;
- Revised Attachment 1;…"

HIGHLIGHTS

- This application proposes to redesignate the subject site to Special Purpose – Community Institution (S-CI) District to allow for a 60-unit high-complexity supportive housing facility on an underutilized City-owned green space.
- The proposal aligns with the *Municipal Development Plan* (MDP) by supporting affordable housing served by transit, services, schools, recreation facilities and commercial nodes. The proposal also aligns with the *Planning Principles for the Location of Care Facilities and Shelters* by supporting care facilities in areas close to transit, amenities and support services.
- What does this mean to Calgarians? Providing high-complexity supportive housing supports Calgary becoming a more equitable city.
- Why does this matter? The proposed S-CI District would allow for a high complexity supportive housing facility near to LRT service, amenities, and commercial uses, promoting the efficient use of existing infrastructure and services.
- No development permit application has been submitted at this time.
- Notice of Motion EC2024-0242 (Attachment 5) directed Administration to expeditiously work with the Home Space Society to identify, assess and transact, at nominal value, a suitable parcel of City-owned land for the development of a high-complexity supportive housing facility.

Land Use Amendment in Meridian (Ward 10) at 2612 – 3 Avenue SE, LOC2026-0058

DISCUSSION

This application in the northeast community of Meridian was submitted by GGA Architecture and Home Space Society on 2026 May 11 on behalf of the landowner The City of Calgary. The approximately 0.41 hectare (1.01 acre) site is located at the corner of 25 Street SE and 3 Avenue SE, within 550 metres (a nine-minute walk) from the Franklin LRT Station. The subject site is currently vacant.

As a result of Notice of Motion EC2024-0242, The City of Calgary's Real Estate & Development Services (REDS) conducted a preliminary assessment of sites to identify potential locations for non-market housing development. This site was identified as the most appropriate site. While the subject site is located within an industrial area, the surrounding area is characterized primarily by business and employment uses rather than heavy industrial operations that generate significant noise, emissions, vibration, or hazardous materials. Transit, commercial uses, schools and other community amenities are nearby, providing future residents with convenient access to services and transportation that support daily needs.

The site provides an opportunity to introduce a high-complexity supportive housing facility in a location that aligns with the MDP and supports future residents, while maintaining the city's industrial land supply. The site is currently designated Special Purpose – School, Park and Community Reserve (S-SPR) District; therefore, the proposal would not result in the loss of industrial land. No development permit application has been submitted at this time.

Since the subject site is currently designated as Special Purpose – School, Park, and Community Reserve (S-SPR), this redesignation would require a land disposition process. The City of Calgary's land disposition process falls outside the scope of this application review. A separate application (SB2026-0142) has been submitted for that purpose.

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 launched a project website with a feedback form, notified neighboring landowners and businesses, conducted door-to-door outreach to more than 30 nearby homes and offered opportunities to have meetings. The applicant also met with key interested parties, including elected officials, Calgary Housing,

Silvera, Stantec, the Calgary Police Service Community Resource Officer, the Calgary Homeless Foundation, and AltaLink.

Throughout the process, project communications, including the website and frequently asked questions materials were updated to address recurring themes and questions raised during engagement. More details can be found in the Applicant Outreach Summary (Attachment 3) and Applicant Engagement Outline (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 six letters of opposition from the public. Safety was a central theme from the feedback received. The letters of opposition included the following areas of concern:

- safety, security, and social disorder considerations;
- security risks related to proximity to Altalink, which is part of Alberta's electricity transmission network; Inadequate public engagement and notification process;
- insufficient information about the proposal and operations;
- concerns with potential addiction treatment services;
- lack of alignment with existing planning policies and plans, and concerns that the application is premature given that there is currently a LAP (Local Area Plan) being developed for the area;
- negative impacts on businesses and the local economy;
- negative impacts on adjacent properties and future development precedent;
- traffic and parking capacity concerns;
- incompatibility between existing industrial and employment uses; and
- lack of access to adequate amenities, services, and transit for future residents.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposed land use amendment is consistent with the MDP policies, which encourage locating affordable housing in areas served by the Primary Transit Network and appropriate services close to parks, schools and commercial nodes.

A central theme in the feedback received was the perceived impact on the safety and security of employees, customers and visitors in the surrounding business and employment area. This risk can be mitigated through site design, operational management of the development and ongoing collaboration between the housing provider and surrounding interested parties. The applicant has committed to incorporating Crime Prevention Through Environmental Design (CPTED) principles at the detailed design stage in response to safety concerns raised through the engagement process. Additional information is provided in the Applicant Outreach Summary (Attachment 3).

Another central theme was the introduction of residential uses and increased activity in proximity to AltaLink's operations, which form part of Alberta's electricity transmission network. To address potential land use compatibility concerns, site-specific design measures will be

addressed at the development permit stage. These measures may include building orientation, landscape buffering and physical separation between the proposed residential use and Altalink's property. Issues related to parking, servicing and the impacts of site design on adjacent properties will be reviewed at the development permit stage.

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

IMPLICATIONS

Social
The proposal will enhance housing diversity in the community of Meridian by introducing affordable housing units, while also promoting a more efficient use of land and infrastructure adjacent to the Primary Transit Network.

Environmental
Increasing density by placing more residents near the Primary Transit Network contributes to the goal of creating zero carbon neighborhoods and supports Program H of the *Calgary Climate Strategy – Pathways to 2050*.

Economic
The proposed land use amendment would enable the development of 60 affordable housing units intended to create housing opportunities for people with complex needs.

Service and Financial Implications
No anticipated financial impact.

RISK
There are no known risks associated with this proposal.

ATTACHMENTS
1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Applicant Engagement Outline
5. Notice of Motion EC2024-0242
6. **Proposed Bylaw 121D2026**

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 Meridian, at the corner of 25 Street SE and 3 Avenue SE. The site is an irregular shape with a total area of approximately 0.41 hectares (1.01 acres). It features a frontage of approximately 116 metres along 25 Street SE and approximately 36 metres along 3 Avenue SE. The lot depth measures approximately 40 metres on the south boundary and 20 metres on the north boundary. The site is currently undeveloped and immediately adjacent to two large surface parking lots.

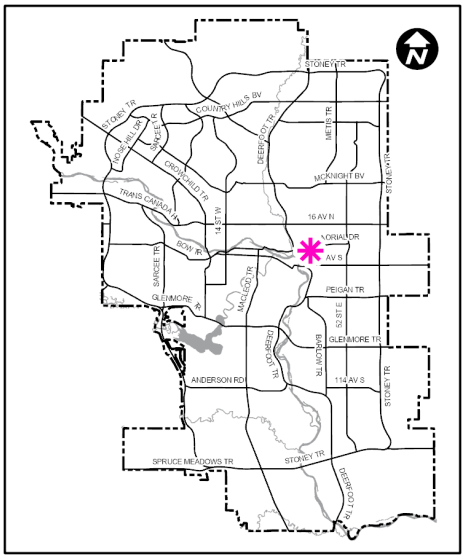
The subject site is located approximately 550 metres (a nine-minute walk) to Franklin LRT Station and within walking distance to services, amenities and employment opportunities.

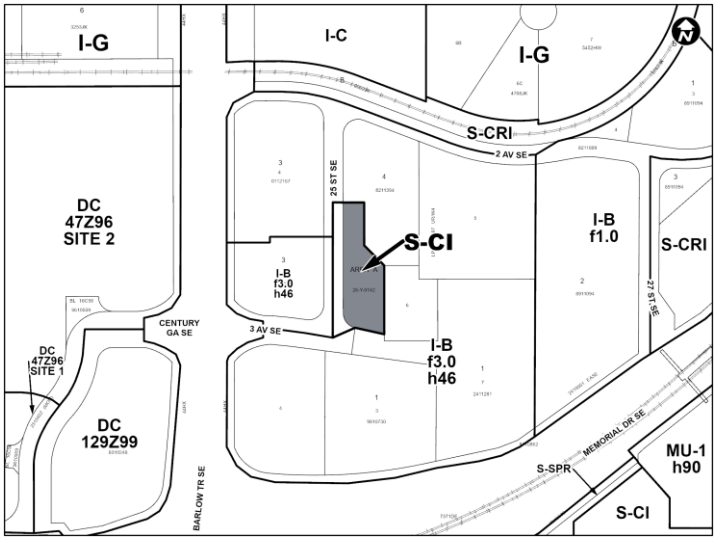
Surrounding development consists of lands designated Industrial – Business (I-B) District in all directions. Lands designated Industrial – Commercial (I-C) District and Industrial General (I-G) District are located across 2 Avenue SE to the north. Low-density and multi-residential land use districts are located to the south across Memorial Drive SE; a mix of office, commercial and industrial land uses designated under various Direct Control (DC) Districts are located to the west; and commercial services including restaurants are located east of the subject site. The site is also located approximately 20 minutes via LRT from Marlborough Mall, large-format retail including groceries, and restaurants located northeast of the site.

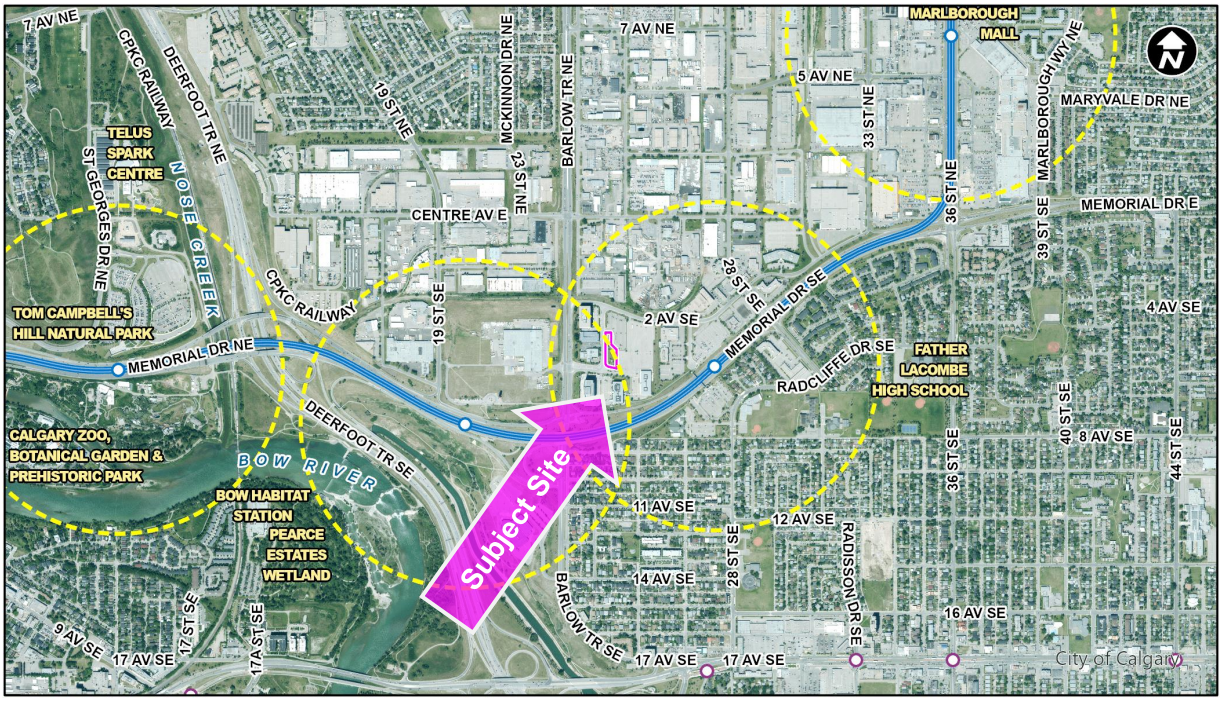
Community Peak Population Table

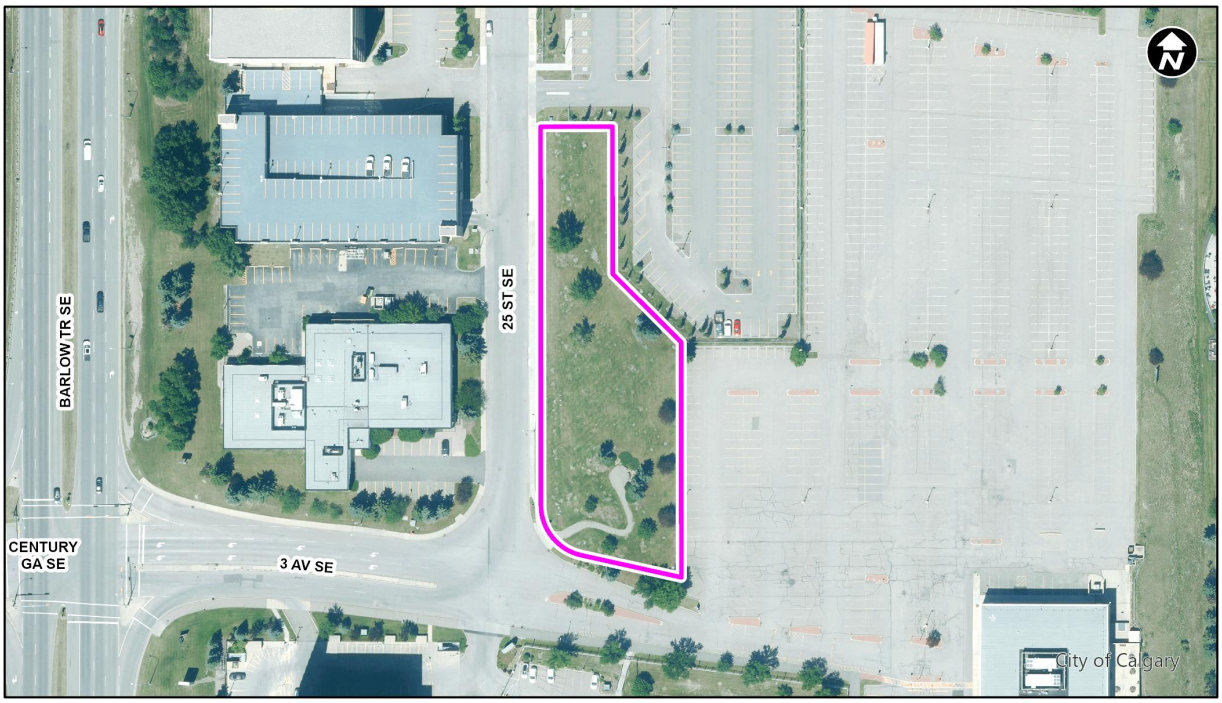
Not available because the subject area is located in an industrial area.

Location Maps









Previous Council Direction

Notice of Motion EC2024-0242, approved 2024 February 13, directed Administration to expeditiously work with the Home Space Society to identify, assess and transact, at nominal value, a suitable parcel of City-owned land for the development of a high-complexity supportive housing facility.

Planning Evaluation

Land Use
The subject site is currently designated as Special Purpose – School, Park and Community Reserve (S-SPR) District, which is intended to provide for school reserve, municipal school reserve, community reserve, public reserve and other reserve pursuant to the *Municipal Government Act* or its predecessors.

The proposed Special Purpose – Community Institution (S-CI) District is intended to provide for large scale culture, worship, education and health and treatment facilities, to provide for a wide variety of building forms located throughout the city, and to be sensitive to its context when located within residential areas. The proposed S-CI District will allow for the proposed Residential Care use.

Development and Site Design
The rules of the proposed S-CI District would provide guidance for the development of the site, including appropriate uses, building height, setbacks, landscaping and parking. The applicant has committed to implementing Crime Prevention through Environmental Design (CPTED) principles at the development permit stage in response to the safety concerns raised during applicant led public engagement.

Transportation
Pedestrians can access the site off 25 Street SE. Barlow Trail NE is part of the future Always Available for All Ages and Abilities (5A) Network, which will support access to and from the site by various non-automobile options.

The subject site is located within 550 metres (a nine-minute walk) from Franklin LRT Station, with Blue Line service into downtown and to the northeast.

On-street parking is available at 25 Street SE. There are currently no parking restrictions adjacent to the subject site. The parcel is not located within an existing Residential Parking Permit (RPP) Zone. A Transportation Impact Assessment (TIA) was not required as part of this application. At the development permit stage, a TIA may be required to review pedestrian flow, accessibility, public realm and safety design.

Environmental Site Considerations
No environmental concerns were identified.

Utilities and Servicing
Water, sanitary and storm sewer mains are available and can accommodate the proposed land use redesignation without the need for network upgrades at this time. Specific details of site servicing and stormwater management will be reviewed 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 *Municipal Development Plan* (MDP) aims to create a compact urban form in Calgary by promoting population and job growth in the city's existing built-up areas. The subject site is located within the Industrial – Employee Intensive area, as indicated on Map 1: Urban Structure in the MDP.

The proposal aligns with the following MDP policies:

Section 2.3.1 Housing

2.3.1 e. Recognize and encourage affordable housing as an integral part of complete communities.

2.3.1. f. Create affordable housing by encouraging:

i. A varied community composition by providing opportunities for affordable housing to locate in all areas of the city with a built form contextually appropriate to the area.

ii. Affordable housing to locate in all areas of the city, with a focus on locations served by the Primary Transit Network and appropriate services, while avoiding an over-concentration of affordable housing in any one area.

iii. Affordable housing serving families to locate in areas close to parks, schools, recreation facilities and commercial nodes.

Section 2.3.8 Building an Equitable and Inclusive Calgary
Planning to provide equitable services should be responsive to Calgary's changing and increasingly diverse population. Planning for equity must account for the multiple and intersecting identities of Calgarians (e.g., age, disability, family status, gender, gender identity/expression, marital status, Indigenous heritage/identity, level of income, place of origin, place of residence, race, religious beliefs, and sexual orientation, etc.) in the design of policies, plans, services and infrastructure. Planning for equity is also conscious of the environmental, infrastructure, and amenity context in which planning occurs.

The proposal is aligned with the applicable policies of the MDP.

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. Increasing density by placing more residents near the Primary Transit Network contributes to the goal of creating zero carbon neighborhoods and supports Program H of the *Calgary Climate Strategy – Pathways to 2050*.

South McKnight Communities Local Area Plan (in development)
This site is located in the future South McKnight Communities Local Area Planning area, which includes Meridian and surrounding communities, is currently under development. As a local area plan is developed, applications must continue to be reviewed using existing legislation and Council-approved policy.

Planning Principles for the Location of Care Facilities and Shelters (Non-Statutory – 2011):
Administration has reviewed this application in relation to the objectives of the *Planning Principles for the location of Care Facilities and Shelters*, which applies to Residential Care, Assisted Living, Custodial Care and Addiction Treatment uses (collectively referred to as care facilities). The applicant has identified Residential Care as the proposed use. The proposal aligns with several policy directions, including but not limited to the following:

- Objective 1: Ensure opportunities exist to develop accessible care facilities and shelters of varying sizes across a range of land use districts.
- Objective 3: Guide the location of care facilities and shelters to enhance residents' ability to access recreation, shopping, and employment opportunities.
- Site Selection Criteria - Transportation (B.7): Sites should be within walking distance of public transit options, preferably Primary Transit, and close to neighbourhood commercial and other support services such as community associations, recreational facilities, and medical offices.
- Residential Care - C.4: Residential Care facilities serving families or youth should be located within walking distance of schools, recreation facilities, and open space.

The proposal does not fully align with one of the policy directions specific to Residential Care:

- Residential Care - C.1: Residential Care should be located within residential and mixed-use areas where being part of a community is important to clients' well-being.

While the subject site is located within an industrial area rather than a residential or mixed-use area, future residents would still benefit from convenient access to nearby LRT network, amenities and services, similar to the advantages typically associated with sites located in residential or mixed-use.

The proposal is generally aligned with the applicable policies of the *Planning Principles for the Location of Care Facilities and Shelters.*

Applicant Submission

Company Name (if applicable):
Home Space Society

LOC Number (office use only):

Applicant's Name:
Marvin Aranez

Date:
May 08, 2026

Reference applications:
Pre ap PE2025-01243
Subdivision application SB2026-0142
Address: 2612 3 AV SE

Description:
This land use re-designation proposes converting the existing Special Purpose – School, Park and Community Reserve (S-SPR) to Special Purpose – Community Institution District (S-CI). Included in this application is The Council Notice of Motion from February 13th, 2026. Home Space Society is proposing the development of a high-support, place-based housing facility in Calgary located in close proximity to public transit. The facility will provide 24/7 wraparound care, accessible design for individuals of all abilities, and specialized support for residents with complex health and housing needs. Currently, Calgary has no facilities offering this level of support, making this project a critical step toward addressing chronic homelessness in the city.

Contextually, the site is located within an Industrial Business area of the city, bordering existing parking lots along the north and east property lines, and neighboring biotechnology, engineering, and utility companies directly to the south and west. The proposed development envisions +/- 60-units "homestyle" facility that includes private bedrooms and bathrooms, along with shared kitchen, dining, and living spaces. The facility will accommodate approximately +/-60 adults between the ages of 25 and 65, with a focus on resident well-being, accessibility, and mobility needs. This model of supportive housing helps remove barriers to social inclusion and fosters community through one-on-one interactions and peer support. It also supports residents in building independence and preparing for a future "step-down" in care. Surface parking will be provided on site for residents, staff, and visitors to reduce congestion on surrounding streets with a final site design to be confirmed at the Development Permit (DP) stage.

Applicant Outreach Summary

2026 August 26

Calgary

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission

Project name: HomeSpace Meridian Supportive Housing

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)

HomeSpace's engagement strategy focused on early, transparent and proactive communication with the surrounding community and key stakeholders. The objective was to ensure stakeholders had multiple opportunities to learn about the project, ask questions, raise concerns and provide feedback.

Engagement activities included:

- Distributed 29 direct email notifications to neighbouring businesses, industrial landowners, community associations, local non-profit organizations, and Ward 9 and Ward 10 City Councillors.
- Offered one-on-one meetings to stakeholders interested in discussing the project or specific concerns.
- Conducted door-to-door outreach on June 10, 2026, visiting more than 30 homes in the surrounding area and distributing project information.
- Held direct conversations with residents regarding the proposed development, site context, permanent supportive housing model and potential community impacts.
- Met on-site with the Calgary Police Service Community Resource Officer to discuss neighbourhood context, community safety, site conditions and opportunities to incorporate Crime Prevention Through Environmental Design principles into the development.
- Met one-on-one with Silvera on July 3, 2026, Calgary Housing on June 30, 2026, and Stantec on July 3, 2026.
- Connected with the Mayor, Councillor Chabot and Calgary Homeless Foundation regarding the project.
- Undertook outreach to AltaLink.
- Updated project communications, including the project website and Frequently Asked Questions, in response to themes and questions identified through engagement.
- Planned an on-site project sign providing an overview of the proposed development and a QR code linking to additional project information.

calgary.ca/planningoutreach

Note: Link to project website https://www.homespace.org/meridian-permanent-supportive-housing

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Affected Parties

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

The engagement program was designed to connect with stakeholders who have an interest in the proposed development and surrounding area, including:

- Nearby residents
- Adjacent businesses and industrial landowners
- Albert Park/Radisson Heights and Mayland Heights Community Associations
- Local non-profit organizations
- Grace Baptist Church of Calgary
- Ward 9 and Ward 10 City Councillors and the Mayor
- Calgary Police Service Community Resource Officer
- Calgary Housing
- Silvera
- Calgary Homeless Foundation

Other nearby stakeholders and agencies

What did you hear?

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

Community feedback centred primarily on safety, the permanent supportive housing model, future residents and how the development would operate and integrate into the surrounding neighbourhood.

Community and site safety: Some residents and stakeholders raised questions and concerns about community safety and security associated with the proposed development. Silvera specifically raised concerns regarding staff safety related to CTrain foot traffic in the area.

The supportive housing model: Residents asked how permanent supportive housing differs from an emergency shelter or transitional housing, including whether residents would be able to come and go freely and what level of supervision and support would be provided.

Resident selection: Community members wanted to understand who would live at Meridian, how residents would be referred and selected, and what eligibility requirements would apply.

Building operations and supports: Questions were raised about 24/7 staffing, security, the future operating partner and the types of supports that would be available to residents.

Relationship to nearby developments: Residents asked whether Meridian was connected to other nearby housing developments, including the Momentum Development and Onward project.

Site integration: Additional questions related to pedestrian access, nearby amenities and how the building and its residents would integrate into the surrounding community.

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Calgary

Community Outreach on Planning & Development
Applicant-led Outreach Summary

- Residents also expressed appreciation for the opportunity to speak directly with the project team and ask questions face-to-face. Calgary Housing expressed support for the project's need and location, while Stantec did not express opposition once additional project details were provided.

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.

Community feedback helped HomeSpace identify areas where additional information, operational planning and design considerations could respond directly to the questions and concerns raised through engagement.

While the engagement did not change the proposed land use or fundamental purpose of the development, it informed HomeSpace's approach to safety, site design and project communications.

What we heard: Community and site safety

Safety was one of the most common themes raised through engagement. In response, HomeSpace met on-site with the Calgary Police Service Community Resource Officer to better understand neighbourhood conditions and identify opportunities to enhance safety through the physical design of the development.

Following this meeting, HomeSpace committed to adhering to Crime Prevention Through Environmental Design (CPTED) principles in the development. These include:

Natural surveillance: Designing the site to maximize visibility and clear sightlines, supported by appropriate lighting, landscaping and the placement of building features so that public and shared areas can be readily observed.
Natural access control: Using the placement of entrances, exits, pathways, landscaping, fencing and other physical features to clearly guide people to appropriate areas and discourage unauthorized access.
Territorial reinforcement: Clearly distinguishing public, semi-public and private spaces through building and landscape design, signage and other visual cues that establish ownership and intended use of different areas.

The project will also incorporate safety and security measures including lighting and cameras and will continue to work with Calgary Police Service and Calgary Fire Department as the development progresses.

What we heard: Is this an emergency shelter?

Residents wanted greater clarity about the nature of permanent supportive housing and how it differs from emergency and transitional housing.

Calgary

Community Outreach on Planning & Development
Applicant-led Outreach Summary

In response, HomeSpace expanded its Frequently Asked Questions and other project communications to clearly explain the permanent supportive housing model, including the role of permanent tenancy, on-site staffing and resident supports.

What we heard: Who will live here?

Residents asked how future tenants would be selected and referred to the building.

In response, HomeSpace added information explaining resident referrals, eligibility and the process through which future residents will be connected to housing and supports.

What we heard: How will the building operate?

Residents asked about staffing, security, support services and the future operating partner.

In response, HomeSpace provided additional information regarding 24/7 on-site staffing, supports and building security. HomeSpace has also committed to updating project information as additional operational details become available, including confirmation of the future operating partner.

What we heard: Is Meridian connected to other nearby developments?

Some residents asked whether Meridian was connected to other housing developments proposed in the surrounding area.

In response, HomeSpace clarified that Meridian Permanent Supportive Housing is an independent project and is not connected to the Momentum Development or Onward project.

What we heard: What impact will supportive housing have on the surrounding community?

Residents asked questions about community safety and how permanent supportive housing would integrate into the neighbourhood.

In response, HomeSpace added evidence-based information to its project materials regarding supportive housing outcomes, community safety and neighbourhood integration, while providing opportunities for residents and stakeholders to continue asking questions directly of the project team.

Community Outreach on Planning & Development
Applicant-led Outreach Summary

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)

HomeSpace views community engagement as an ongoing process. Following the initial outreach period, the project team updated its public-facing information to directly respond to the questions, concerns and information needs identified through engagement.

To close the engagement loop, HomeSpace has:

- Updated the project website and Frequently Asked Questions to reflect the primary themes raised by residents and stakeholders.
- Provided additional information about permanent supportive housing, resident selection, staffing, security, supports and neighbourhood integration.
- Incorporated community safety considerations into project planning, including the application of CPTED principles following consultation with the Calgary Police Service Community Resource Officer.
- Continued to provide a direct point of contact for residents, businesses and community organizations with additional questions or concerns.
- Continued to offer one-on-one meetings throughout the Development Permit process.
- Committed to updating the community as additional operational details become available, including confirmation of the future operating partner.
- Continued to share project information and engagement outcomes as the development advances through future approval stages.

HomeSpace will continue to communicate openly with surrounding residents and stakeholders throughout the approvals and development process, with the goal of ensuring community members understand both what was heard through engagement and what HomeSpace has done in response.

Applicant Engagement Outline

Meridian Supportive Housing Engagement Outline

Prepared for: HomeSpace
Location: 2612 3 Avenue SE, Calgary, AB
Date: January 30, 2026

Prepared by Hive Developments

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0. Project Context

HomeSpace is advancing a proposed high-support permanent supportive housing project at 2612 3 Avenue SE in the Meridian area of Calgary. The intent is to deliver long-term housing with on-site staffing and support for residents, within a purpose-built facility. The project is proceeding as Residential Care (Group B, Division 3, care occupancy) and HomeSpace intends to pursue the Special Purpose, Community Institution (S-CI) land use district.

Approvals are expected to include a Land Use Amendment (to S-CI), Disposal of Municipal Reserve (MR), a Development Permit (DP), and a Building Permit (BP). HomeSpace plans to submit the Land Use Amendment, MR Disposal, and DP concurrently under the Affordable Housing priority stream to support alignment across review processes.

Timing is sensitive. Based on City pre-application feedback and confirmed administrative guidance, applications submitted prior to Q2 2026 may avoid triggering amendments to the Calgary Plan, MDP, LAP, or the Marlborough Design Brief. This timing constraint directly informs the sequencing and scope of engagement activities, which are structured to support an efficient application pathway while maintaining a dignified, transparent process with the community and key decision makers.

Given the sensitivity of MR disposition, the level of public interest anticipated, and the importance of alignment with City processes, HomeSpace has retained Hive Developments as a third-party community engagement and communications advisor for the project.

System context:

Calgary continues to face significant housing needs, including a cohort of people with high complexity health and housing needs who require 24/7 wraparound care. Recent system summaries note more than 3,100 people experiencing homelessness[1], more than 800 highly complex adults within a fall 2025 supportive housing waitlist of 1,900 adults, and an average wait of about 300 days for permanent supportive housing (this reflects individuals who ultimately obtain housing and does not capture people who exit the triage list earlier due to system constraints or changing circumstances). The Calgary Homeless Foundation identifies approximately 250 chronically unhoused individuals in Calgary who are considered high complexity[2] and place multiple pressures on public systems through frequent use of emergency services, crisis response, and public safety systems.

Process and political context:

MR disposition is sensitive, particularly where land transfer is at nominal cost, and approval dynamics can be less predictable with a largely new City Council. The engagement approach includes early briefings with councillors and the Mayor's Office, clear plain-language materials, and disciplined routing of inquiries back to the project team to reduce misinformation and build informed decision-making.

Council direction context:

This project advances following City Council's adoption of Notice of Motion EC2024-0242 on February 27, 2024, which directed Administration to expeditiously work with HomeSpace Society to identify, assess, and transact, at nominal value, a suitable City-owned parcel for a high-complexity supportive housing facility. This Council direction establishes the policy and political mandate underpinning site identification, feasibility work, and engagement.

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[1] 2024 Calgary Homeless Foundation Point-in-Time Count

[2] According to the Calgary Homeless Foundation, ***high complexity*** refers to the most vulnerable people experiencing homelessness, typically living with severe mental illness, substance use disorders, and physical health issues, often compounded by injury or trauma. They commonly experience chronic homelessness and rely heavily on emergency services, crisis response, and public safety systems. Calgary Homeless Foundation, High Support Permanent Supportive Housing Business Case 2025

1. Core Principles

- Inclusiveness: Ensure all stakeholders have opportunities to provide input, including those who are often left out of typical engagement processes. Inclusiveness does not imply that all elements of the project are negotiable, but that all participants are treated with respect and given clarity about where input can meaningfully influence outcomes.
- Dignity and Care: Use a trauma-informed and culturally safe approach that respects people, stories, and lived experience.
- Transparency and Responsiveness: Communicate clearly about the proposal, timelines, and constraints, and demonstrate how feedback influenced decisions.
- One Team, One Message: Use clear lines of responsibility and a shared source of truth for materials and responses, so that the public, partners, and decision makers receive consistent, accurate information.

2. Engagement Strategy

Modes of Engagement:

- Combine synchronous methods (meetings, small-group conversations) and asynchronous methods (email submissions, phone or voicemail option) to reach a broad audience.
- Keep communication simple, avoid jargon, and set expectations about what is up for discussion versus what is constrained by policy, budgeting, and approvals.

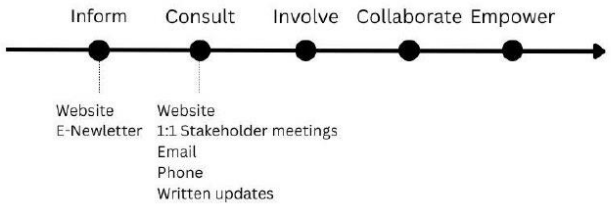
The engagement approach reflects the fact that the project is advancing within an established Council direction, defined land use pathway, and time-sensitive approvals process. Engagement is therefore focused on informing stakeholders early, identifying issues and risks, and refining design and operations where feasible, rather than re-litigating whether permanent supportive housing should proceed on City land.

Governance and Communications:

- Project team roles:
  - Srimal serves as the primary project intake and coordination contact, supporting Pat in her role as overall Project Manager;
  - Zach leads engagement strategy;
  - Alex supports engagement delivery and implementation.
- HomeSpace contacts:
  - Brightness (HomeSpace) and Natasha (M3) are primary day-to-day contacts while Marvin is away;
  - Anika leads HomeSpace messaging and web content coordination.
- Website workflow:
  - Hive drafts project webpage content and updates;
  - HomeSpace posts and maintains the official webpage.
- Escalation and approvals:
  - All public-facing materials and key responses are reviewed by HomeSpace, and where required, aligned with City staff before release.
- Single source of truth:
  - Project-specific inquiries from external parties are routed to the project team to avoid fragmented messaging and ensure consistent follow-up.

Framework:

Align engagement activities with the IAP2 Spectrum to determine the appropriate level of participation (Inform, Consult, Involve, Collaborate, Empower).



Key Messages:

- The project provides long-term housing with on-site staffing and supports within a purpose-built Residential Care model.
- This housing responds to a system gap: the combined shortage of purpose-built, high-support permanent supportive housing and the lack of appropriate, sustained services for people with the highest levels of complexity
- Building quality and neighbourhood fit matter. The project will be designed to be a good neighbour, including attention to massing, landscaping, lighting, privacy, and safe public realm design.
- Safety and accountability are built into operations, including staffing, partnerships with service providers, and clear escalation and communication pathways for neighbours, including a point of contact for concerns and appropriate routing to City services when needed.
- The project will follow a planned City approvals process (MR disposal, Land Use Amendment to S-CI, DP, and BP), and engagement will align with key milestones so input is timely and accurate.

Definition: “High Complexity”

High complexity refers to the most vulnerable people within the unhoused population, often experiencing tri-morbidity and long-term chronic homelessness. This group may have frequent interactions with emergency, crisis response, and public safety systems. System planning estimates have identified approximately 250 chronically unhoused individuals in Calgary who fall within this category.

Project Rationale and Precedent

Permanent Supportive Housing (PSH) is a key component of wider initiatives aimed at tackling chronic homelessness and enhancing housing security for individuals facing complex challenges. Compared to standard care, PSH significantly improves housing stability, benefiting both high- and moderate-needs populations, particularly those with co-occurring mental illnesses and substance use disorders. Furthermore, PSH has the potential to decrease the frequency of emergency department visits and the duration of hospital stays. A list of key reference documents is included at the end of this outline. Additional research summaries can be shared upon request and will be made available through the project webpage as materials are finalized.

Process transparency

Project communications will clearly explain the City’s role, HomeSpace’s role, and how key decisions are made, including what has been reviewed through City processes to date and what will be considered through upcoming approvals.

3. Stakeholder Map

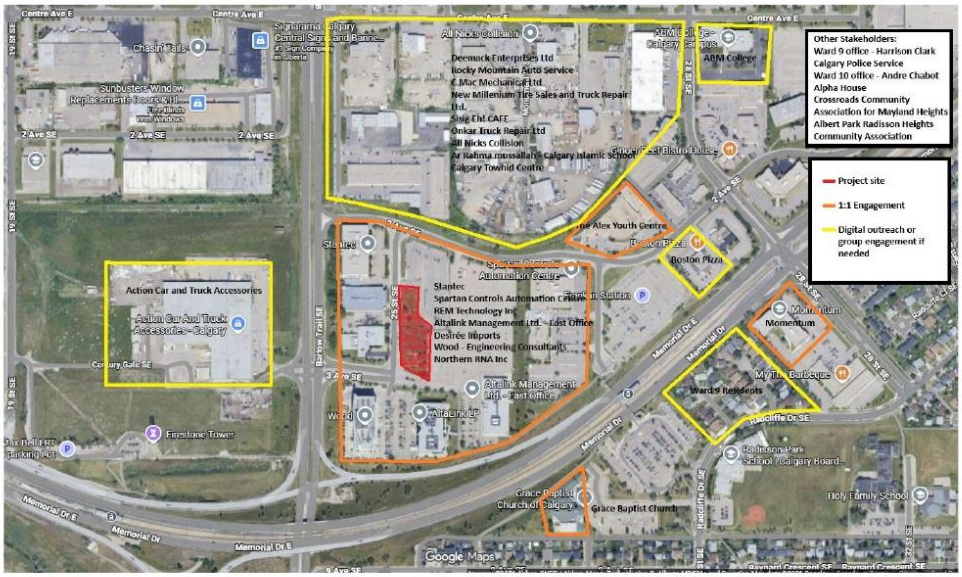
Key stakeholders are mapped by influence, decision role, proximity, and lived impact. Initial mapping includes:

- Decision makers: Ward councillor, other members of Council, Mayor's Office, and City administration involved in Land Use, MR disposition, housing, and approvals (including JUCC).
- Directly adjacent and nearby landowners and businesses, with particular attention to parties likely to be strongly supportive or strongly opposed.
- Community Association(s) and local community leaders, including groups already active in the area.
- Nearby institutions and service systems that may be affected or may partner (health, outreach, community-based services).
- Current and future residents and users of the area, including those who travel through the site daily.
- Broader interested parties: citywide housing advocates, neighbouring wards, and Calgary residents engaged in high-acuity housing discussions.
- Equity-deserving voices connected to the broader high-acuity housing system (where appropriate and aligned with HomeSpace's program model), ensuring engagement does not become tokenistic.

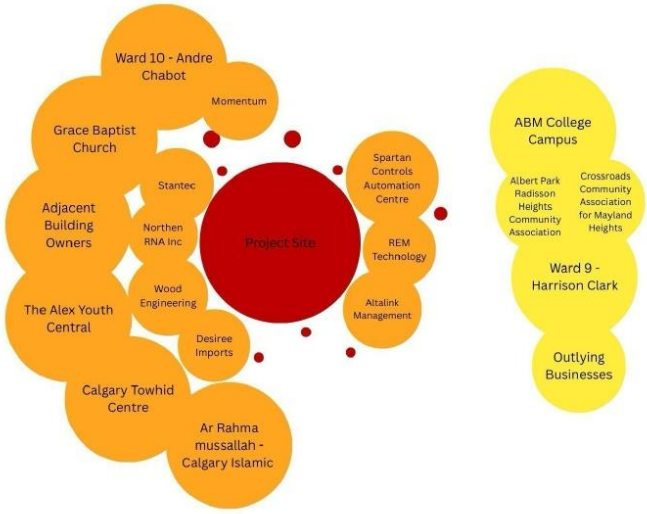
Zone	Stakeholders	Engagement Intensity
High Engagement Zone **Potential Champion (PC)*	• Adjacent Land/Building Owners • Martin Haliday, Atlas Developments • Grace Baptist Church* • Ward 10 Office - Andre Chabot • Momentum • Ar Rahma mussallah - Calgary Islamic School* • Calgary Towhid Centre* • The Alex Community Health Centre* • Residents and businesses within roughly 500m of the site • Groups with direct line-of-sight or daily use of the area	Frequent, proactive, with 1:1 options
Medium Engagement Zone	• Ward 9 residents SE of project site • Ward 9 office - Harrison Clark • Albert Park Radisson Heights Community Association • Crossroads Community Association for Mayland Heights • Alpha House* • Nearby institutions and employers • Mobility and transit stakeholders • Local service providers • Organizations serving vulnerable populations	Moderate involvement
General Engagement Zone	• Broader Meridian area residents • Interested Calgarians • Citywide housing and social sector partners • Calgary Police Service • Remaining Councillors • Other interested parties	Informative updates, plus opt-in consultation opportunities

*Potential champions: Identified stakeholders who ideally play an advocacy role by engaging with Councillors, presenting at CPC and Council, and assisting in outreach to potentially impacted businesses and neighbouring residents.

Area Map



Engagement Level



Meridian Supportive Housing HomeSpace Housing Engagement Outline
Last updated: February 23, 2026

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4. Engagement Process Timeline

The timeline below reflects the current understanding of City milestones, including JUCC and Council consideration of Municipal Reserve disposition, and concurrent Land Use and Development Permit submissions. Engagement activities are sequenced to inform and support these decision points, while recognizing that final dates may shift.

Month	Activity
January 2026	Internal alignment, confirm roles, confirm building classification and land use path, draft key messages and FAQs, stand up project webpage framework.
Early February 2026	Early relationship lane, targeted 1:1 briefings with stakeholders in the High Engagement Zone such as Ward councillor, Mayor's Office, and other select councillors, alongside key internal City stakeholders. This phase precedes broader public engagement and is intended to ensure decision makers have accurate, shared context before public-facing discussions begin.
February 19, 2026	JUCC and MR Disposal Review
Late February 2026	Neighbourhood and stakeholder readiness, identify high-stakes stakeholders (including adjacent landowners), and prepare notices.
March 2026	Launch public-facing engagement and feedback channels, then support submission of Land Use Amendment + DP package (concurrent submission).
April to May 2026	Post-submission engagement, maintain updates, respond to questions, and prepare What We Heard reporting to support decision points.

5. Engagement Tactics

Primary Tools and Methods:

- Project Webpage: Central hub for plain-language project information, timelines, visuals, FAQs, and a feedback form. Hive drafts content and updates, HomeSpace publishes and maintains the official webpage.
- Stakeholder Meetings: Targeted meetings with community leaders, nearby institutions, and service partners, including culturally safe conversations where appropriate.
- Councillor Briefings: A structured series of 1:1 briefings with councillors and the Mayor's Office, focused on building quality, resident profile, safety and supports, need, and HomeSpace track record, with clear routing for follow-up questions.
- Comparable Site Tour: Facilitate a visit to an operational reference project (like the Peter Coyle Centre) to translate abstract stakeholder concerns into a concrete operational understanding. This tour, intended for a small group of high-stakes stakeholders and decision-makers, should be scheduled 4 to 6 weeks before key committee or Council dates (TBD) to ground subsequent discussions in the realities of live operations.
- Following approvals: Share outcomes and next steps, maintain contact channels through DP and construction stages, and document commitments in an issue tracking log.
- Issue Response Protocol: A shared tracking log for questions, concerns, and commitments, including response ownership and timelines, to ensure follow-through and reduce duplication.

6. What's Up for Discussion?

Emphasis on:

- Site design and massing (height, scale, setbacks, landscaping, shadowing).
- Public realm and how the project relates to the street and neighbours (frontage, lighting, privacy).
- Mobility and access (walking, cycling, transit, vehicle access, parking, loading, traffic).
- Operations and supports (how the building is managed, supports on site or connected, neighbour communication).
- Safety and comfort for everyone (design features, building policies, and community reporting pathways).
- Construction impacts and mitigation (timing, noise, dust, safety, access).
- Opportunities for community benefit and partnership (where practical and aligned with HomeSpace's mandate).
- Land use and approvals pathway (including the intent to pursue S-CI and the process for MR disposal), and what those steps mean for the community.
- How access, parking, and the public realm are handled, including any City-requested mobility upgrades and emergency access requirements.
- How the project addresses site constraints, including grade changes, utility right-of-way limitations, and acoustic requirements where applicable.
- Clarity on who the building is for and who it is not for, and how tenancy is supported over time.

We will clearly distinguish between:

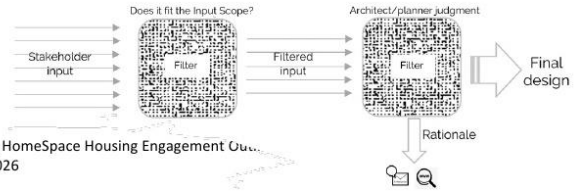
- elements that are required by approvals, policy, or the project model, and
- elements where community input can inform design, operations, and mitigation measures.

Not up for re-determination through engagement:

Decisions related to Council direction, land ownership, and the City's mandate to address high-complexity housing needs are not up for re-determination through engagement. Engagement is focused on how the project is delivered, not whether the City should pursue permanent supportive housing in principle or why this specific site was chosen.

7. How Will Inputs Be Used?

- All feedback will be logged and reviewed by the project team. We will use it to test assumptions, identify local priorities, and refine both the site design and the operational approach where feasible.
- Major themes and questions will be summarized in a What We Heard Report, alongside a clear response matrix (What We Did, What We Heard, and where constraints apply). Updates will be shared back to participants through the project webpage and direct email lists.
- Personal information will be handled with care. Where sensitive concerns arise (for example, safety or personal experiences), we will prioritize respectful listening and direct follow-up pathways rather than public disclosure.
- Due to the nature of the project and its mandate to support individuals with complex needs, flexibility for community input to directly influence core design and operational elements is limited. Engagement efforts will therefore prioritize education and information-sharing, with a focus on building understanding of the project's purpose, constraints, operations, and anticipated community impacts.



8. Engagement Methodology Overview

Zone	Engagement Methods
High Engagement	Stakeholder meetings
Medium Engagement	Webpage and FAQs, targeted meetings with key groups
General Community	Webpage updates, opt-in email updates, published What We Heard Report

9. Final Deliverables

- What We Heard Report(s): Summary of engagement activities, participant input, key themes, and a response matrix.
- Community Engagement Report: Full documentation of methods, dates, materials, attendance, stakeholder log, and how engagement supported application requirements.
- Engagement Materials Package: Notices, FAQs, slide decks, and session summaries.
- Project Contact and Issue Tracking Log: Central record of questions, responses, and follow up commitments.

10. Reference Documents

- Calgary Homeless Foundation, High Support Permanent Supportive Housing (HS PBSH) (2025)
- Calgary Homeless Foundation, 2024 Calgary Point-in-Time Homeless Count
- City of Calgary, Notice of Motion 'High Complexity Supportive Housing' EC2024-0242
- Moledina, A., Magwood, O., Agbata, E., Hung, J. H., Saad, A., Thavorn, K., & Pottie, K. (2021). A comprehensive review of prioritised interventions to improve the health and wellbeing of persons with lived experience of homelessness. Campbell systematic reviews, 17(2), e1154. https://onlinelibrary.wiley.com/doi/10.1002/cl2.1154

Notice of Motion EC2024-0242

Item # 9.4.5

Report Number: EC2024-0242
Meeting: Executive Committee
Meeting Date: 2024 February 13

REVISED NOTICE OF MOTION

RE: Exploring High Complexity Supportive Housing On City Land

Sponsoring Councillor(s): Councillor Walcott, Councillor Penner

WHEREAS:

The Calgary Homeless Foundation identifies approximately 250 chronically unhoused individuals in Calgary are considered high complexity[1] and placing multiple pressures on public systems through frequent use of emergency services, crisis response, and public safety systems;

Ninety-two per cent of Calgarians surveyed in the 2023 Perspectives on Calgary: Safety Perceptions report (December 2023) agree mental health issues and addiction are contributing to safety and crime concerns in Calgary;

Eighty-eight per cent of Calgarians surveyed in the 2023 Perspectives on Calgary: Housing Affordability and Affordable Housing report (September 2023) consider affordable housing to be an issue, with 66 per cent rating it as a significant issue;

The Downtown Safety Leadership Table prioritized, through its consultative engagement with residents, business and community organizations, the need for targeted housing and supports for people with highly complex needs;

Council approved Home is Here: The City of Calgary's Housing Strategy which identified direction to dispose of City-owned parcels of land, in addition to the Non-Market Land Disposition Policy;

The Calgary Homeless Foundation partners with governments, social service providers and the HomeSpace Society, a non-market housing development organization, to deliver supportive housing to Calgarians exiting homelessness; and

HomeSpace Society[2] has the unique expertise and capacity, as well as government and philanthropic support, to develop and operate a High Support Place-Based Supportive Housing Facility.

NOW THEREFORE BE IT RESOLVED That Council direct Administration to expeditiously work with the HomeSpace Society to identify, assess and transact, at nominal value, a suitable parcel of City-owned land for the development of a high complexity supportive housing facility (High Support Place-Based Supportive Housing Facility). All eligible costs related to the transaction would be supported by the Housing Land Fund.

[1] According to the Calgary Homeless Foundation, high complexity is defined as the most vulnerable people in the homeless population, presenting with tri-morbidity and a lengthy history of chronicity. They tend to have high rates of health problems, including severe mental illness and substance abuse disorders, conditions that may be exacerbated by physical illness, injury, or trauma. Consequently, they may be frequent users of emergency services, crisis response, and public safety systems. (See Attachment 1)

[2] HomeSpace is a charity that builds, maintains, and manages affordable housing for vulnerable Calgarians. HomeSpace own and run a portfolio of 858 units of housing in more than 33 properties throughout Calgary and serve nearly 1,000 residents. In each building, HomeSpace partners with a social service agency who provides wraparound supports in an effort to keep our residents safely housed and connected with resources. They have a growth mandate to build more specialized, permanent, affordable housing to address the affordable housing crisis in Calgary.

PROPOSED

CPC2026-0812
ATTACHMENT 6

BYLAW NUMBER 121D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2026-0058/CPC2026-0812)

* *

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 LOC2026-0058/CPC2026-0812
BYLAW NUMBER 121D2026

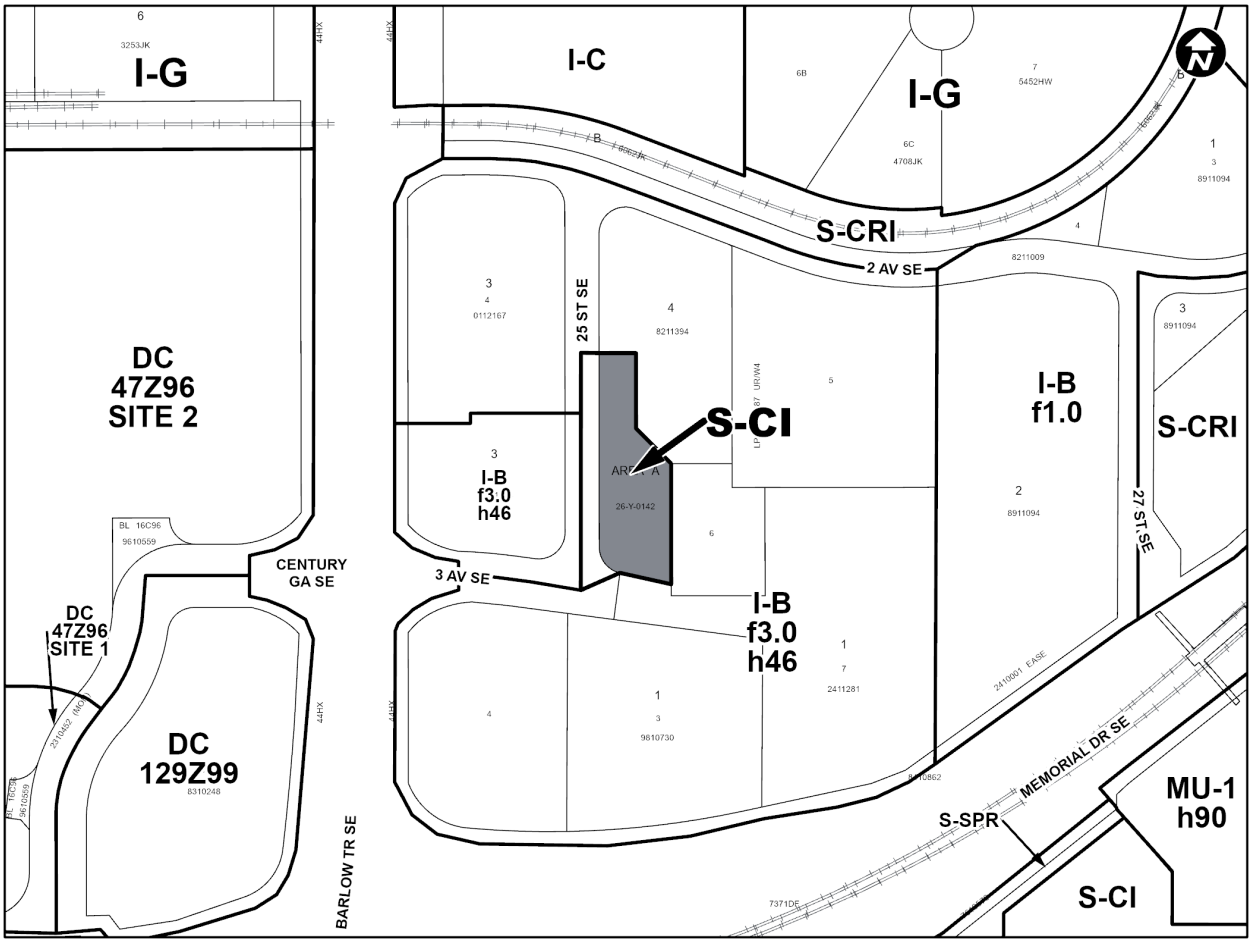
SCHEDULE A



PROPOSED

AMENDMENT LOC2026-0058/CPC2026-0812
BYLAW NUMBER 121D2026

SCHEDULE B



Land Use Amendment in Royal Vista (Ward 1) at 17, 21 and 25 Royal Vista Drive NW, LOC2024-0203

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Refuse and abandon the proposed bylaw for the redesignation of 3.46 hectares ± (8.55 acres ±) at 17, 21 and 25 Royal Vista Drive NW (Plan 0813886, Block 1, Lots 7 to 9) from Direct Control (DC) District to Multi-Residential – High Density Low Rise (M-H1) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 24:

That Council give three readings to the **Proposed Bylaw 128D2026** for the redesignation of 3.46 hectares ± (8.55 acres ±) at 17, 21 and 25 Royal Vista Drive NW (Plan 0813886, Block 1, Lots 7 to 9) from Direct Control (DC) District to Multi-Residential – High Density Low Rise (M-H1) District.

Opposition to Recommendation: Director Mahler and Commissioner Wagner

Excerpt from the Minutes of the Public Hearing Meeting of Council, held 2026 September 24:

"The following documents were distributed with respect to Report CPC2026-0890:

- Cover Report;
- Attachment 1;
- Attachment 2;
- Attachment 3;
- Attachment 4;…

Moved by Commissioner Montgomery

That with respect to Report CPC2026-0890, the following be approved:

That Calgary Planning Commission recommend that Council:

Refuse and abandon the proposed bylaw for the redesignation of 3.46 hectares ± (8.55 acres ±) at 17, 21 and 25 Royal Vista Drive NW (Plan 0813886, Block 1, Lots 7 to 9) from Direct Control (DC) District to Multi-Residential – High Density Low Rise (M-H1) District.

For: (3) Director Mahler, Commissioner Boechler, and Commissioner Wagner

Against: (5) Commissioner Campbell-Walters, Commissioner Damiani, Commissioner Montgomery, Commissioner Small, and Commissioner Weber

MOTION DEFEATED

Land Use Amendment in Royal Vista (Ward 1) at 17, 21 and 25 Royal Vista Drive NW, LOC2024-0203

Moved by Commissioner Montgomery

That with respect to Report CPC2026-0890, the following be approved:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 3.46 hectares ± (8.55 acres ±) at 17, 21 and 25 Royal Vista Drive NW (Plan 0813886, Block 1, Lots 7 to 9) from Direct Control (DC) District to Multi-Residential – High Density Low Rise (M-H1) District.

For: (6)	Commissioner Boechler, Commissioner Campbell-Walters, Commissioner Damiani, Commissioner Montgomery, Commissioner Small, and Commissioner Weber
Against: (2)	Director Mahler, and Commissioner Wagner

MOTION CARRIED"

HIGHLIGHTS

- This application seeks to redesignate the subject property to allow for multi-residential development within multiple buildings with a maximum height of 26.0 metres and floor area ratio of 4.0.
- The proposed land use conflicts with the *Municipal Development Plan* (MDP) and the *North Regional Context Study* (NRCS).
- What does this mean to Calgarians? The proposal would allow for high-density residential development in an industrial-business park consisting of industrial business, retail commercial, and institutional uses, without integration into a residential street network.
- Why does this matter? Any residential development would rely primarily on a congested road network and negatively impact the industrial operations this area is meant to prioritize. The proposed development lacks meaningful integration with surrounding residential communities with limited access to public transit, reducing opportunities for multimodal travel.
- A development permit (DP2026-00048) has been submitted on one parcel (17 Royal Vista Drive NW) for 309 dwelling units in four buildings. Up to 950 total dwelling units are contemplated through other future development permits on the site.
- In 2021, Council instructed Administration through a Motion Arising to investigate land use, policy and infrastructure constraints within Royal Vista Business Park and to bring forward amendments to support employment-focused development in the area. In response, Administration brought forward a city-initiated land use amendment to allow for a wider range of commercial and institutional uses, which was approved by Council in 2022. Details are provided in Attachment 1 under Previous Council Direction and Attachment 4 – Council Motion Arising.

Land Use Amendment in Royal Vista (Ward 1) at 17, 21 and 25 Royal Vista Drive NW, LOC2024-0203

DISCUSSION

This land use amendment application was submitted on 2024 August 21 by B&A Studios on behalf of the developer, Brad Remington Homes, and the landowner, The City of Calgary. The titled lands consist of three legal parcels that are approximately 3.46 hectares (8.55 acres) in size and are located midblock at 17, 21 and 25 Royal Vista Drive NW. The site is currently vacant. As indicated in the Applicant Submission (Attachment 2) the intent is to accommodate a multi-residential development of approximately 950 dwelling units across multiple buildings up to 26.0 metres (six storeys) in building height. A development permit (DP) application has been submitted for the parcel situated at 17 Royal Vista Drive NW. The DP application is currently under review but considered for a refusal due to inadequate mobility infrastructure servicing, pursuant to Section 129.1 of Land Use Bylaw 1P2007, and due to non-alignment with the *Municipal Development Plan* (MDP) typology of Industrial – Employee Intensive.

The development vision for Royal Vista dates back to 2006. The first outline plan and land use amendment application (Bylaw 57Z2007) included approximately 32 hectares of land earmarked for a high-quality, employee intensive business park under the Industrial – Business (I-B) District of Land Use Bylaw 1P2007. The Industrial/Employment typology for the area was confirmed by the MDP in 2009 and reinforced by the NRCS in 2010. These plans support a mix of employment-focused uses such fully serviced industrial, research park and office uses. In addition, institutional, local and/or ancillary commercial as well as recreational uses may be considered for development.

In 2021, Council instructed Administration to investigate constraints that may have prevented the business park from being developed as originally envisioned. In response, Administration brought forward a land use amendment in 2022 that allowed for additional non-residential uses that were deemed appropriate and complementary to those already approved and operating within the area. The land use amendment was designed to accelerate industrial and commercial development in the area, and specifically development of vacant parcels. The Transportation Impact Assessment for this land use amendment acknowledged the mobility infrastructure constraints existing in the area at that time but determined that the additional uses would not further contribute to constraints on the road network beyond what was already approved in 2006. Residential development was not considered appropriate as it is fundamentally misaligned with the overall intent of the area for industrial and business uses.

Additionally, large truck traffic from the industrial uses and gravel extraction along 85 Street NW has resulted in traffic delays, safety concerns and congestion, primarily at the intersection of 112 Avenue NW and Country Hills Boulevard NW.

Administration considered the relevant planning issues specific to the application and has determined the proposal is not appropriate and recommends refusal of the land use amendment application. While additional housing opportunities in Calgary are beneficial, not all areas are appropriate for residential development. Council-approved policies and best planning practices do not support residential development in an approved industrial business park. The reasons for the recommendation of refusal are the following:

1) The MDP typology of Industrial – Employee Intensive designates the subject site for

industrial purposes such as manufacturing, warehousing and office developments with high labour concentrations. Residential development is not supported within this typology as it would adversely affect the priority of the area for industrial uses, while also increasing resident exposure to industrial nuisance impacts and traffic safety concerns. The proposal does not meet the MDP's minimum job intensity target of 100 jobs per gross developable hectare and would remove employment-designated lands from the city's long-term employment land inventory. If residential development is to be contemplated in Royal Vista, it should be through a comprehensive MDP amendment that considers the whole area.

2) The proposal is not in alignment with the Council-approved *Industrial Action Plan*. While conversions to residential are appropriate in some situations, given the location of this site the proposal would create an isolated pocket of residential development that is physically separated from other residents and negatively affects the objectives of this area as an employee-intensive industrial area.

3) Section 129.1 in Land Use Bylaw 1P2007 requires the Development Authority to refuse a development permit application for development where it determines that there is insufficient road infrastructure capacity. Where a development permit cannot be supported, it would be premature to support a land use amendment that would facilitate development dependent on that capacity. Administration believes that ultimately that MH-1 development cannot be properly serviced in this 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 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 Rocky Ridge Royal Oak Community Association (CA) was appropriate. In response, the Applicant reached out to the local area Councillor (Ward 1), the CA, and mailed an information flyer to neighbouring businesses within a 400-metre radius of the subject site. The Applicant also reached out to aggregate businesses and other key interested parties and held an information session on 2024 October 30. The Applicant Outreach Summary with more details can be found in Attachment 3.

City-Led Outreach

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

Land Use Amendment in Royal Vista (Ward 1) at 17, 21 and 25 Royal Vista Drive NW, LOC2024-0203

Administration received no response to the public outreach on this application. There is no community association in Royal Vista Business Park, however, the adjacent Rocky View Royal Oak CA was circulated a copy of the application. No response was received after multiple attempts to contact the CA.

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 introduction of a residential enclave within an industrial business park would create an isolated pocket of housing disconnected from surrounding established residential communities. Rather than contributing to a complete and integrated neighbourhood, the proposal would place residents in an environment not designed to support residential livability, social connectivity or community well-being.

Environmental
This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*.

Economic
The area was planned and developed to accommodate employment-intensive industrial and commercial uses reliant on the efficient movement of goods and access to industrial transportation networks. Introducing residential uses into this environment creates land use compatibility concerns related to safety, traffic, noise, truck movements, and other industrial activities, while also potentially constraining existing or future industrial businesses through increased expectations for mitigation of those nuisance and traffic safety concerns.

The introduction of residential uses would represent a significant departure from the planned function of the business park, fragmenting employment lands and undermining the area's role as a strategic location for economic development and job growth.

Service and Financial Implications
No anticipated financial impact.

RISK
There are no known risks associated with this proposal.

Land Use Amendment in Royal Vista (Ward 1) at 17, 21 and 25 Royal Vista Drive NW, LOC2024-0203

ATTACHMENTS

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Council Motion Arising
5. **Proposed Bylaw 128D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site, approximately 3.46 hectares (8.55 acres) in size, consists of three vacant parcels in the community of Royal Vista Business Park. The immediate context of the subject site to the north, east and west includes a mix of retail and consumer services, medical clinics, childcare services, restaurants and offices. To the south of the site are large open and natural areas containing stormwater ponds, wetlands and outdoor recreational uses within the Transportation and Utility Corridor (TUC). The site is situated along the southern boundary of the community with vehicular access provided via the existing community road network with connections to 112 Avenue NW, 85 Street NW, and Country Hills Boulevard NW. Stoney Trail is located south of the site; however, there is no direct vehicular access between the subject site and the corridor. To the north of Royal Vista lie a number of gravel pit operations with 25-30 years of extraction supply remaining.

Royal Vista is an industrial business park located on the outer fringe of Calgary's northwest quadrant. The business park lies adjacent to the residential communities of Royal Oak and Rocky Ridge to the west, and Citadel and Arbour Lake to the south. To the north of the business park along 112 Avenue NW and 85 Street NW, large industrial and institutional uses are located, such as the University of Calgary Spy Hill Campus, the Royal Oak Shopping Centre, the Calgary Remand Centre, several aggregate processing facilities, the Spyhill Landfill, and the Northwest Auto Mall, among other uses.

Approved in 2006, Royal Vista is intended to be a high-quality business industrial and employment hub, supporting industrial and office development with a significant number of employment opportunities. Industrial development within the business park has progressed incrementally, with some parcels remaining to be developed. Land Use Amendment applications initiated by both private landowners and Administration sought to broaden the range of industrial land uses available within the business park to facilitate its development. Residential development was not considered in previous Land Use Amendment applications aimed at expanding industrial uses, nor was it contemplated during efforts to redefine the area's planning vision and intent.

While the area primarily consists of automotive, office and warehouse uses, newer development has introduced an increased number of retail uses, medical clinics, restaurants, schools, and childcare services. This has resulted in a shift in the area's use mix and function, reducing its emphasis on industrial employment and increasing its role as a destination for commercial, institutional, and service-oriented activities. Administration identified the shift in development intent and was directed by Council to review the policy and land use district for the business park in 2021, through a Council Motion Arising. The review resulted in Council supporting the original industrial business vision, but with expanded industrial, commercial and institutional uses to support development in the business park. Residential was not considered as an appropriate use and was not included in the Council approved land use district as an additional expanded use.

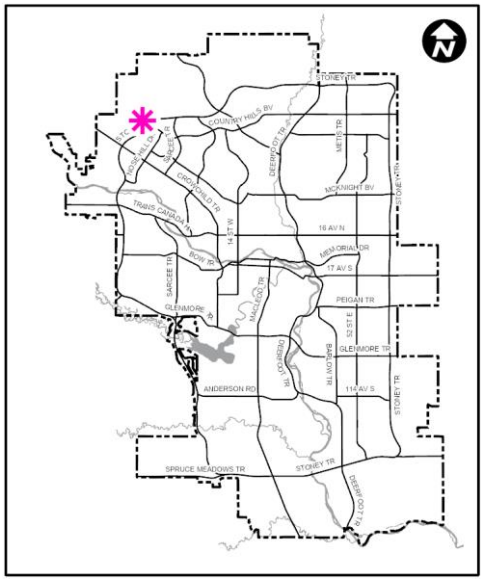
With the development of vacant parcels in Royal Vista, the area's transportation and mobility infrastructure experienced increased demand. Combined with the fact that the neighboring communities of Royal Oak and Rocky Ridge's main and most direct access to Stoney Trail NW is via Country Hills Boulevard NW, additional traffic congestion developed at intersections. In addition, the road infrastructure need of gravel trucks in the area has been consistently high due to the gravel pits north of 112 Avenue NW. The combined demand of all surrounding

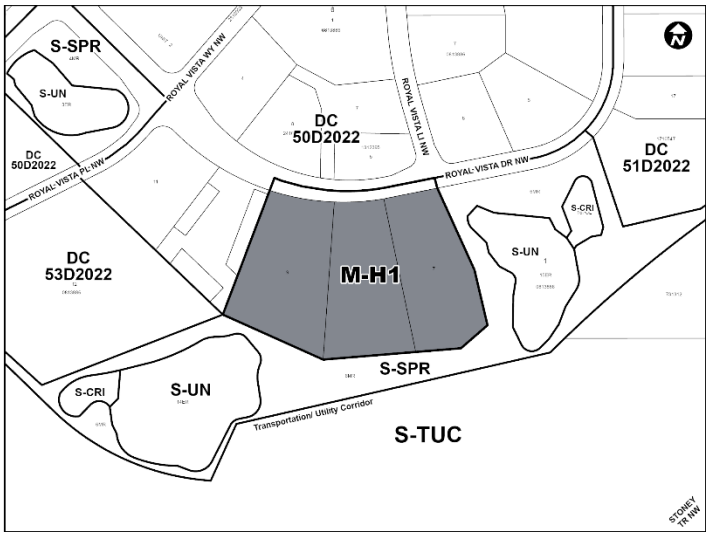
communities on the road network is considerable and has resulted in capacity constraints on arterial and industrial arterial corridors and at key intersections. The Transportation section below provides more detailed information on the mobility constraints in the area and improvements implemented to try and alleviate congestion.

Community Peak Population Table

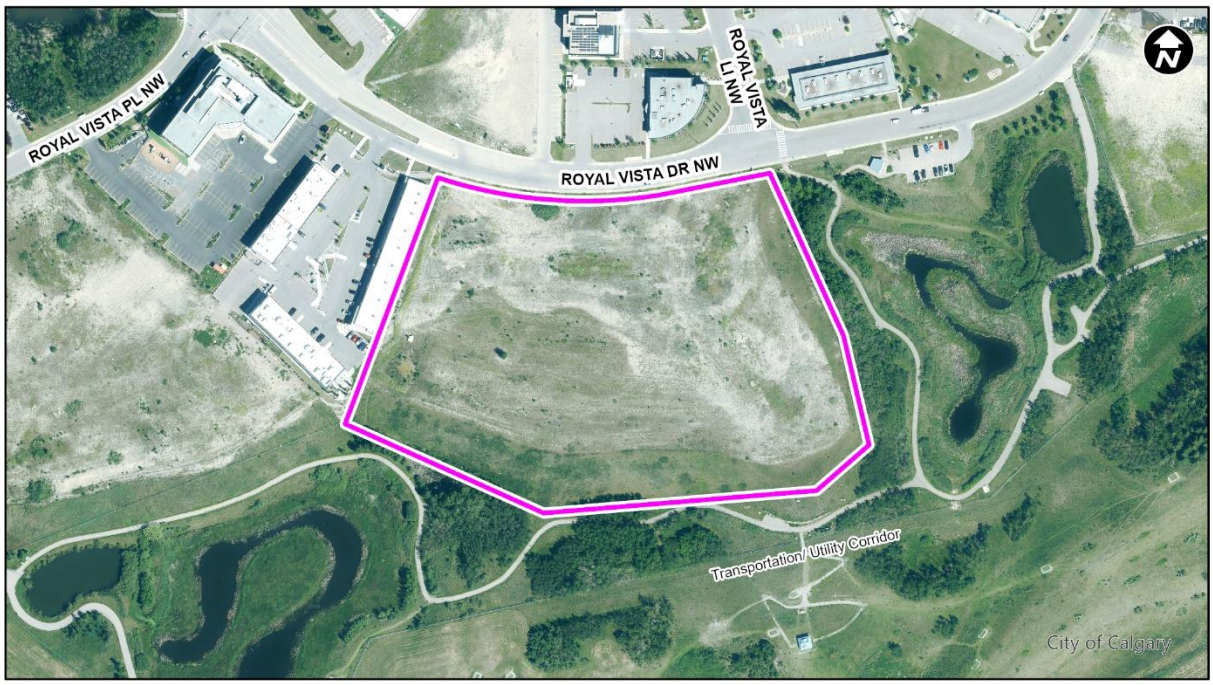
There is no community profile or population data for the community of Royal Vista Business Park. The community consists of industrial and commercial development only.

Location Maps









Previous Council Direction

In 2021, Council instructed Administration through a Motion Arising) to investigate and address policy and land use district constraints that have prevented the business park from being developed as originally envisioned. In response, Administration brought forward a City-initiated land use amendment in 2022 that allowed for additional industrial and commercial uses that were deemed appropriate and complementary to those uses already approved and operating within the area. The land use amendment was also designed to encourage development and redevelopment in the area, in particular on lands that are vacant and currently owned by The City of Calgary. Administration explored the possibility of allowing residential uses at that time, but for the same reasons as for the refusal of this land use amendment, did not include residential uses in the new land use district.

The Motion Arising by Council can be summarized as identifying land-use and policy constraints affecting development in Royal Vista, undertaking a technical review which must include transportation, servicing and design considerations, preparing a City-initiated land-use amendment (with associated policy changes if required), and report back to Council by the end of Q1 in 2022.

Planning Evaluation

Land Use
The existing Direct Control (DC) District (Bylaw 50D2022) that governs the subject site was approved as a part of the City-initiated land-use amendment by Council in 2022. The DC covers a large portion (17.93 hectares / 44.30 acres) of Royal Vista Business Park. This area is primarily composed of institutional, small-scale commercial, office and industrial uses.

Prior to the 2022 land use amendment, several redesignations took place in this portion of Royal Vista which allowed for a private school, veterinary clinic, place of worship and childcare services.

The base district for the DC is the Industrial – Business (I-B) District. However, additional allowable uses are included within the district. This includes small scale commercial, food service, medical and institutional uses.

The proposed Multi-Residential – High Density Low Rise (M-H1) District is designed to accommodate multi-residential developments, typically in the form of low-rise (six to eight storey) buildings. The district includes a limited range of support commercial multi-residential uses, restricted in size and location within a building and requires that development on the site achieve a minimum density.

Development and Site Design
If this application is approved by Council, the applicable land use policies of the MDP, the rules of the proposed MH-1 District, and the Royal Vista Architectural Design Guidelines will provide guidance for the future redevelopment of the site including appropriate uses, height and massing, landscaping, and parking.

A development permit (DP2026-00048) has been submitted on one of the three parcels of the subject site at 17 Royal Vista Drive NW for a multi-residential development. The development permit proposes approximately 309 dwelling units in four buildings with a maximum building height of six storeys (26.0 metres). The proposed M-H1 District has a maximum floor area ratio of 4.0. Given the approximate same parcel sizes of 21 and 25 Royal Vista Drive NW, the total density proposed may be approximately 950 dwelling units across the entire subject site.

Density and Intensity
The MDP designation of Industrial – Employee Intensive has a minimum intensity target of 100 jobs per gross developable hectare. The proposed M-H1 land use district does not meet this job intensity target due to the proposed residential development.

Assuming full build-out of approximately 950 dwelling units across the total site, the ultimate residential density would be approximately 275 dwelling units per hectare.

Transportation

Local and Regional Street Context and Transit
The community of Royal Vista consists of an industrial business park and regional retail commercial attracting vehicular traffic from across the northwest quadrant of Calgary. Local access to the community is provided primarily by 112 Avenue NW, an Arterial Road. 112 Avenue NW runs east-west and connects Country Hills Boulevard NW to the west and Sarcee Trail NW to the east. The intersection of Country Hills Boulevard and 112 Avenue NW provides access to the communities of Royal Oak and Rocky Ridge to the west and connects the area to Stoney Trail NW (Highway 201, a Skeletal Road). To the east, 112 Avenue NW connects to a regional retail commercial at Beacon Hill at Sarcee Trail NW, which also connects to Stoney Trail NW.

The land north of Royal Vista is currently developed with major institutional, industrial and gravel extraction uses. The majority of these uses are connected to the regional network via 85 Street NW which is classified as an Industrial Arterial roadway, currently consisting of two lanes undivided. Upon redevelopment of the lands along 85 Street NW, the roadway will be upgraded with development to a full arterial cross section that may include right-of-way expansions, additional multi-modal facilities and intersection upgrades.

Both vehicular and pedestrian access to the subject site is provided directly from Royal Vista Drive NW. Royal Vista Drive NW is a divided road to the western property line of the subject site and then transitions into a two-way undivided road. Sidewalks exist on both sides of the street providing pedestrian connections to 112 Avenue NW, public transit and the regional retail commercial.

The area is currently serviced by Calgary Transit Route 115 (Symons Valley Parkway – East and West) which runs through Royal Vista along 112 Avenue NW, connecting with the Tuscany Red Line LRT Station to the west and with the Sage Hill Transit Hub to the east. Route 115 is classified as a base route with service headways ranging between 35 to 40 minutes per hour during weekdays. The closest bus stops are approximately 340 metres (a five-minute walk) from the subject site on 112 Avenue NW at the intersection with Royal Vista Drive NW.

The western edge may see enhanced transit service in the future as the current 144 Avenue BRT study is on going. The route looks to connect the Tuscany LRT station to the area around Sage Hill, North Pointe and ultimately to a future Blue Line LRT station. The exact alignment and routing are yet to be determined.

The City of Calgary designates certain roads or areas for use by trucks and restricts certain truck routes by time of day or by number of axles. Trucks are prohibited from all other roads except where necessary. 85 Street NW, 112 Avenue NW, and Country Hills Boulevard NW are all classified as truck routes, permitting trucks to use these roadways. The shortest route from the gravel extraction sites to Stoney Trail is via the intersection of 112 Avenue NW and Country Hills Boulevard NW.

Local Traffic Conditions

The intersection of Country Hills Boulevard NW and 112 Avenue NW serves as the closest and primary access and egress point to Royal Vista, as well as for the institutional and industrial uses located north along 85 Street NW. As a result, the intersection has experienced considerable traffic congestion, resulting in significant delays, reduced intersection level-of-service, and prolonged vehicle queuing during peak travel periods. In addition, access and egress between the communities of Royal Oak, Rocky Ridge and Stoney Trail is generally constrained to the same single-point access intersection at 112 Avenue NW and Country Hills Boulevard NW with delays and safety concerns for local residents. The nearest alternative access point to Stoney Trail is via Sarcee Trail NW, which is approximately five kilometers away, making the Country Hills Boulevard NW and 112 Avenue NW intersection a critical junction for both local and industrial traffic.

The Country Hills Boulevard NW and 112 Avenue NW intersection has operated over capacity with congestion and safety concerns for more than 10 years. Administration’s review of several Transportation Impact Assessments (TIA) submitted by developers in Royal Vista and along 85 Street NW indicated that there are severe capacity constraints at the two intersections of 112 Avenue NW with Country Hills Boulevard NW and 85 Street NW. The primary traffic constraints and safety concerns arise from large truck traffic from the industrial uses and gravel extraction along 85 Street NW, causing traffic delays and congestion primarily at the intersection of 112 Avenue NW and Country Hills Boulevard NW. Large gravel trucks at signalized intersections create extra delay due to the fact that they have slow start ups, creating inefficiencies at an intersection.

The City of Calgary has completed numerous operational enhancements prior to 2024 as part of efforts to encourage heavy trucks to use 112 Avenue NW and Sarcee Trail NW instead of Country Hills Boulevard NW. A summary of the measures that were completed are the following:

- Road and Intersection Capacity Expansion: 112 Avenue NW was widened to four lanes between Sarcee Trail NW and 112 Avenue NW, increasing its capacity to accommodate additional traffic in the east – west direction;
- Intersection Signal Timing Adjustments: A green turn arrow was installed for vehicles traveling southbound on 85 Street to eastbound 112 Avenue. Additionally, signal timings were adjusted to prioritize this movement, improving efficiency for trucks using this route;
- Peak-Hour Truck Restrictions: A right-turn restriction was applied for trucks traveling from Southbound 85 Street NW to westbound 112 Avenue NW during the weekday morning peak period (7:00 a.m. to 8:30 a.m.). This measure aimed to reduce truck presence during the busiest times, minimizing congestion and safety risks; and
- Lane Management: Trucks were restricted from using the inner lane of the dual left-turn movement from westbound 112 Avenue NW to southbound Country Hills Boulevard NW. This operational change was intended to improve safety and traffic flow at the intersection.

Even though these improvements were completed, the intersections remain congested. In recent years, Mobility operations reviewed additional options to improve the operations at this intersection including additional lanes and modification of the turning lanes. However, due to the limited right-of-way available any vehicular improvements may be exchanged for reduced pedestrian movement or safety. Therefore, no new improvements have been implemented permanently at the intersection.

Transportation Impact Assessment (TIA)

A TIA was completed for this land use amendment application. The TIA was reviewed by Administration and confirms that the intersection of Country Hills Boulevard NW and 112 Avenue NW operates over capacity and solutions to improve the vehicular operations will reduce safety for pedestrians using this intersection. The TIA did not identify a solution to address the capacity constraint at Country Hills Boulevard NW and 112 Avenue NW and additional residential traffic would only exacerbate the situation. Therefore, the land use redesignation is not supported as the mobility infrastructure necessary to service this land use is currently over capacity and a solution is unavailable at this time.

Administration acknowledges that a larger more holistic network level transportation solution is required to provide relief to this intersection. The Northwest Context Mobility Study has been funded by Council and Administration has recently initiated this work. The study is anticipated to be completed by December 2027. In addition to the Northwest Context Mobility Study, there are other studies currently on-going in the area that will review the mobility network of the northwest quadrant of the city. In addition, designs and plans for additional connections and access to and from the Royal Vista area that might provide relief are also being reviewed.

Environmental Site Considerations

There are no environmental concerns with the redevelopment of this site. An Environmental Site Assessment was completed at the outline plan stage, but additional assessments may be required at future development permit applications on major site, if needed.

Utilities and Servicing

Utilities and servicing have been provided to the existing developments and there are no concerns associated with the proposed additional uses. Utilities currently have capacity within Royal Vista Business Park.

Legislation and Policy

South Saskatchewan Regional Plan (2014)
The proposal is not in alignment with the policy direction of the *South Saskatchewan Regional Plan*, which directs population growth in the region to cities and towns to promote the efficient use of land. The Plan suggests that new development on previously undeveloped lands best utilizes existing infrastructure and minimizes the need for new or expanded infrastructure. The proposed redesignation does not align with this principle as it is located in an area that experience substantial road infrastructure capacity constraints without an immediate solution. The proposed road network upgrades to accommodate the multi-residential proposal are extensive and would require large capital infrastructure investment.

Municipal Development Plan (Statutory – 2009)
Map 1: Urban Structure in the *Municipal Development Plan* (MDP) designates Royal Vista Business Park as the Industrial – Employment Intensive land use typology. This typology contains predominantly industrial business uses, such as manufacturing, warehousing, and mixed industrial / office developments including services such as retail, institutional, commercial and office that have high labour concentrations. This typology only supports those non-industrial uses that directly serve and complement the industrial function of the area.

Residential development does not align with the industrial typology of the area and would introduce a sensitive land use that is incompatible with the operational characteristics of surrounding industrial and commercial activities. The proposal would decrease the long-term supply of industrial employment lands, undermine the planned function of the area as a location for job-intensive development, and conflict with MDP policies that discourage residential uses within industrial areas. The introduction of residential uses in this location has the potential to create future land use conflicts and constrain existing and planned industrial operations, thereby compromising the long-term viability and economic function of the business park. As such, the proposed land use amendment is not considered to align with the policy direction of the MDP and is therefore not supported.

In 2022, Council's Motion Arising had directed Administration to take an area-wide analysis of the neighbourhood to determine how and if land uses should be altered. A similar approach should be taken if considering the introduction of residential uses. As the impacts of development in Royal Vista are being felt regionally, the introduction of residential uses into the area should likewise come through a comprehensive amendment to the MDP, rather than one specific to this site.

North Regional Context Study (Non-Statutory – 2010)
The *North Regional Context Study* (NRCS) is a non-statutory plan intended to provide a level of strategic planning between the MDP, the *Calgary Transportation Plan* and subsequent Area Structure Plans (ASP). An ASP has not been developed for the Royal Vista Business Park area and the MDP therefore provides the statutory policy direction for the subject site. Although the NRCS is a non-statutory plan, it applies the Industrial / Employment land use to the subject site as indicated on Map 3: Land Use and Transportation. The Industrial / Employment land use envisions fully serviced industrial, research park and office uses. In addition, institutional, local and/or ancillary commercial, recreational and other land uses considered to be appropriate and compatible may also be considered in this area. The NRCS proposed residential land use only to the north of 144 Avenue NW and the proposal for the development of multi-residential development in Royal Vista Business Park is therefore not supported by the plan.

Local Area Policy
There is no Area Structure Plan applicable to Royal Vista Business Park and the MDP provides policy direction for development and land use amendments in the 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*.

Applicant Submission

2025 January 6

Applicant's Submission – 17, 21, 25 Royal Vista Dr. NW | Plan 0813886; Block 1; Lots 7-9

Background:

On behalf of Brad Remington Homes, we are seeking approval to redesignate +/- 3.50 hectares (+/- 8.64 acres) of land located in the community Royal Vista, from Direct Control District to M-H1 to accommodate multi-residential development.

The lands are currently owned by The City of Calgary who have accepted an offer to purchase conditioned upon approval of this redesignation application.

The intent is to reimagine the use of the land by creating more residential land use opportunities to address Calgary's surging population growth and housing supply issues. This application presents an opportunity to provide housing options that are currently undersupplied in this quadrant of the City.

Land Use Redesignation Application

Although originally redesignated as an office park back in 2007, due to changing dynamics relating to work from home and the high downtown office vacancy rates, these lands have remained unsold and vacant. Our proposal would enable these undeveloped lands to be utilized to their full potential, creating a more efficient use of land that also would accommodate the growing need for rental units in northwest Calgary.

The proposed land use designation is within walking distance of public transit, commercial retail, an employment area, a chartered school, and is adjacent to open space enabling the creation of a truly complete community.

The development envisioned will provide living options for various segments of the population with varying social/economic backgrounds. Unlike other peripheral locations of the City that require municipal capital investment to create new parcels, the subject site is fully serviced and is ready to accommodate new housing.

Policy Alignment

Although the area is not covered by an Area Structure Plan, the proposal would add a use element that is not only compatible with surrounding uses but would contribute to the creation of a complete community, one that utilizes all modes of transportation and relies less on personal vehicles as a means of transportation.

Conclusion

As the proposal meets planning ideology for creating complete communities, will facilitate residential intensification during this housing crisis, we respectfully seek the positive support for this land use redesignation application.

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: Brad Remington Homes Royal Vista Land Use (LOC2024-0203)

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)

- Met with Councillor Sharp June 16, 2024. Updated her office (September 3, October 4 and November 19, 2024) of engagement and application progress.
- Met with the Rocky Ridge Royal Oak Community Association September 23, 2024.
- Mailed-out flier to neighbouring businesses within 400m of site September 23, 2024. and October 30, 2024.
- Emailed aggregate businesses and other key stakeholders September 13, 2024.
- Advertised information session using road sign (October 30, 2024), fliers and community association Facebook website (October 30, 2024).
- Hosted an information session on November 13, 2024 attended by 1 person.
- Responded to email from a concerned resident November 6, 2024.

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

• Landowners within about 400m of the site, and the commercial area NW of the site
• Councillor Sharp and her staff
• Rocky Ridge Royal Oak Community Association
• STAR Pit
• Inland Concrete
• Heidelberg
• Lafarge Canada
• Volker Stevin
• University of Calgary Spy Hill Campus
• Remand Centre
• First Capital REIT
• Certus Developments
• Interested members of the public

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.

One email raised concern about the difficulty of accessing the Royal Vista school during drop-off pick-up hours due to amount of gravel and concrete truck activity. Responded that we are prepared to make intersection and signal timing modifications at the Development Permit stage to address concerns.
Information session inquiry about climate resilience and housing affordability.

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.

Comments will influence the Development Permit submission.

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)

Responded to email inquiry. Spoke directly to attendee at information session about development intensions.

calgary.ca/planningoutreach

Council Motion Arising
Confirmed Minutes 2021 April12

MINUTES

COMBINED MEETING OF COUNCIL

April 12, 2021, 9:30 AM
IN THE COUNCIL CHAMBER

PRESENT: Councillor S. Chu, Vice-Chair (Remote Participation)
Councillor J. Gondek (Remote Participation)
Councillor J. Farkas (Remote Participation)
Councillor J. Davison (Remote Participation)
Councillor S. Keating (Remote Participation)
Councillor P. Demong (Remote Participation)
Councillor D. Colley-Urquhart (Remote Participation)
Councillor D. Farrell (Remote Participation)
Councillor W. Sutherland (Remote Participation)
Councillor G. Chahal (Remote Participation)
Councillor E. Woolley (Remote Participation)
Councillor J. Magliocca (Remote Participation)
Councillor G-C. Carra (Remote Participation) Mayor N. Nenshi

ALSO PRESENT: City Manager D. Duckworth (Remote Participation)
City Solicitor and General Counsel J. Floen (Remote Participation)
A/General Manager C. Arthurs (Remote Participation)
A/General Manager K. Black (Remote Participation)
General Manager S. Dalgleish (Remote Participation)
Chief Financial Officer C. Male (Remote Participation)
A/General Manager D. Morgan (Remote Participation)
General Manager M. Thompson (Remote Participation)
Deputy City Clerk T. Mowrey
Legislative Coordinator M. A. Cario
Legislative Advisor J. Palaschuk
Legislative Advisor D. Williams

1. CALL TO ORDER

Mayor Nenshi called today's Meeting to order at 9:30 a.m., 2021 April 12.

8.1.8 Land Use Amendment in Royal Vista (Ward 1) at 4 Royal Vista Way NW, LOC2020-0183, CPC2021-0106

The following documents were distributed with respect to Report CPC2021-0106:

- A presentation entitled "LOC2020-0183 Land Use Amendment".
- A document entitled "Royal Vista Motion Arising".

The Public Hearing was called and Sameer Deshpande addressed Council with respect to Bylaw 45D2021.

Moved by Councillor Sutherland
Seconded by Councillor Magliocca

That with respect to Report CPC2021-0106, the following be adopted:

That Council give three readings to Proposed Bylaw 45D2021 for the redesignation of 1.75 hectares ± (4.32 acres ±) located at 4 Royal Vista Way NW (Plan 1410966, Block 5, Lot 5) from Industrial – Business (I-Bf1.0h24) District to DC Direct Control District to accommodate an additional discretionary use of Auto Service – Minor, with guidelines (Attachment 2).

MOTION CARRIED

That Bylaw 45D2021 be introduced and read a first time.

MOTION CARRIED

That Bylaw 45D2021 be read a second time.

MOTION CARRIED

That authorization now be given to read Bylaw 45D2021 a third time.

MOTION CARRIED UNANIMOUSLY

That Bylaw 45D2021 be read a third time.

MOTION CARRIED

Moved by Councillor Gondek
Seconded by Councillor Carra

That the following Motion Arising be referred to the Standing Policy Committee on Planning on Urban Development for further refinement:

That with respect to Report CPC2021-0106, the following Motion Arising be adopted:

Given the historical challenges in fostering business and industrial growth within the Royal Vista Business Park, Council direct Administration to do the following:

1. Use Map 1**, as distributed,** from the Royal Vista Architectural and Development Guidelines, as the area and scope of a planning and policy review;
2. In collaboration with existing landowners including The City of Calgary Real Estate & Development Services, identify land use and policy constraints, including a statistical analysis of current and future employment numbers that have historically impacted development in Royal Vista Business Park;
3. Perform a technical review of Royal Vista Business Park in collaboration with all Corporate Planning Application Group (CPAG) partners to examine design and infrastructure considerations including but not limited to traffic studies, transit service, architectural and development design guidelines, and site servicing.
4. Coordinate with the City Wide Growth Strategies team to ensure alignment with the Industrial Growth Strategy Scoping report approved by Council 2021 March 22.
5. Following this review and consultation with the individual landowners, conduct a City initiated land use amendment application, including policy changes (if required), for consideration and approval by Council to address development constraints and create a more business friendly land use framework within the Royal Vista Business Park;
6. Re-prioritize the 2021 City Planning and Policy Workplan to accommodate the above noted work; and
7. Report back to Council by no later than the end of Q1 2022 with the corresponding.

For: (5): Councillor Gondek, Councillor Farrell, Councillor Woolley, Councillor Carra, and Mayor Nenshi

Against: (9): Councillor Chu, Councillor Farkas, Councillor Davison, Councillor Keating, Councillor Demong, Councillor Colley-Urquhart, Councillor Sutherland, Councillor Chahal, and Councillor Magliocca

MOTION DEFEATED

Moved by Councillor Sutherland
Seconded by Councillor Magliocca

That with respect to Report CPC2021-0106, the following Motion Arising be adopted:

Given the historical challenges in fostering business and industrial growth within the Royal Vista Business Park, Council direct Administration to do the following:

1. Use Map 1, as distributed from the Royal Vista Architectural and Development Guidelines, as the area and scope of a planning and policy review;

2. In collaboration with existing landowners including The City of Calgary Real Estate & Development Services, identify land use and policy constraints, including a statistical analysis of current and future employment numbers that have historically impacted development in Royal Vista Business Park;

3. Perform a technical review of Royal Vista Business Park in collaboration with all Corporate Planning Application Group (CPAG) partners to examine design and infrastructure considerations including but not limited to traffic studies, transit service, architectural and development design guidelines, and site servicing.

4. Coordinate with the City Wide Growth Strategies team to ensure alignment with the Industrial Growth Strategy Scoping report approved by Council 2021 March 22.

5. Following this review and consultation with the individual landowners, conduct a City initiated land use amendment application, including policy changes (if required), for consideration and approval by Council to address development constraints and create a more business friendly land use framework within the Royal Vista Business Park;

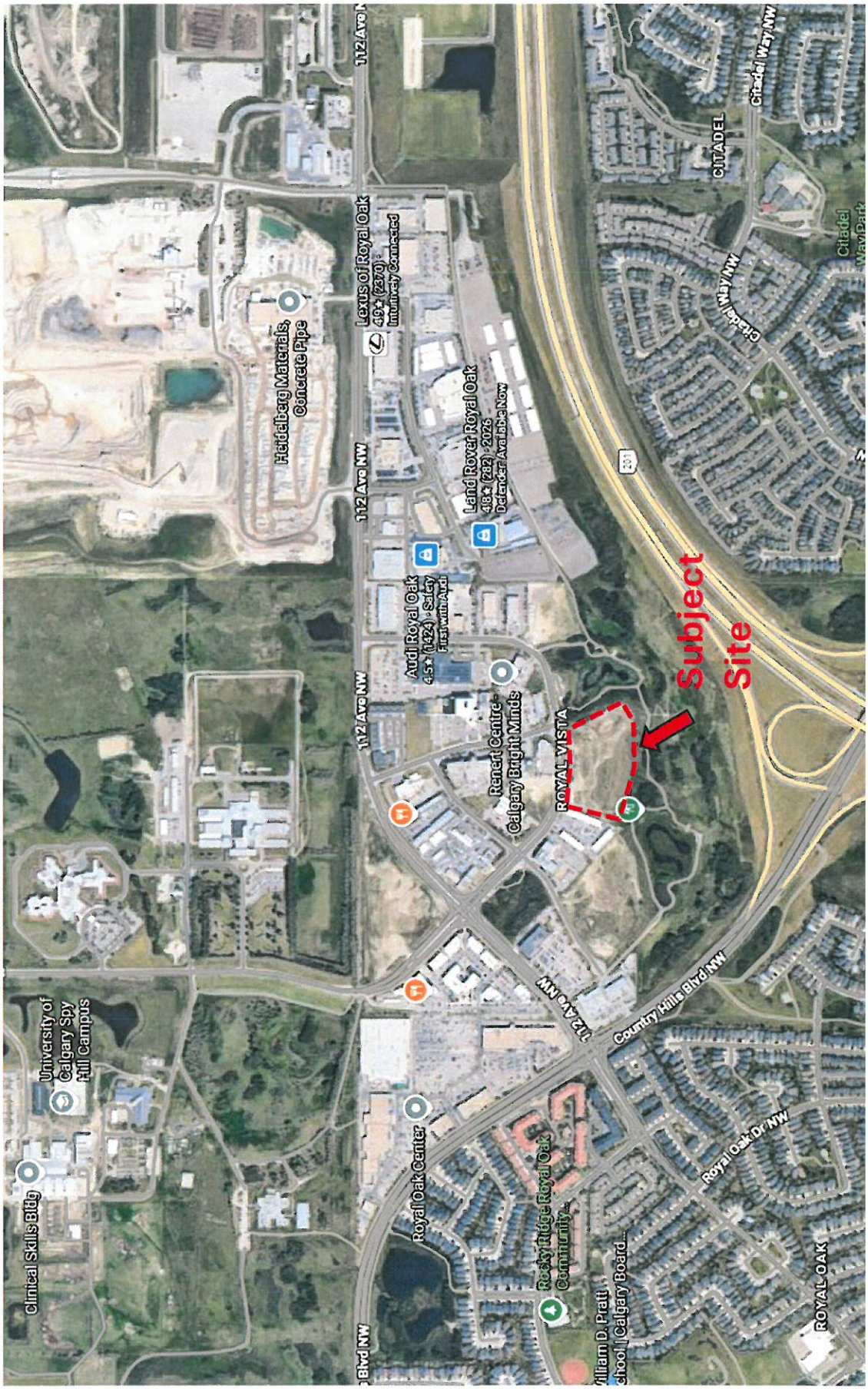
6. Re-prioritize the 2021 City Planning and Policy Workplan to accommodate the above noted work; and

7. Report back to Council by no later than the end of Q1 2022 with the corresponding

For: (13): Councillor Chu, Councillor Gondek, Councillor Farkas, Councillor Davison, Councillor Keating, Councillor Demong, Councillor Colley-Urquhart, Councillor Farrell, Councillor Sutherland, Councillor Chahal, Councillor Magliocca, Councillor Carra, and Mayor Nenshi

Against: (1): Councillor Woolley

MOTION CARRIED


Subject Site
ROYAL VISTA
112 Ave NW
Country Hills Blvd NW
Heidelberg Materials, Concrete Pipe
Lexus of Royal Oak
Land Rover Royal Oak
Audi Royal Oak
Renert Centre - Calgary Bright Minds
CITADEL
Citadel Way NW
ROYAL OAK
Royal Oak Dr NW
Royal Oak Center
Rocky Ridge Royal Oak Community
University of Calgary Spy Hill Campus
Clinical Skills Bldg

PROPOSED

CPC2026-0890
ATTACHMENT 5

BYLAW NUMBER 128D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2024-0203/CPC2026-0890)

* *

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 _____

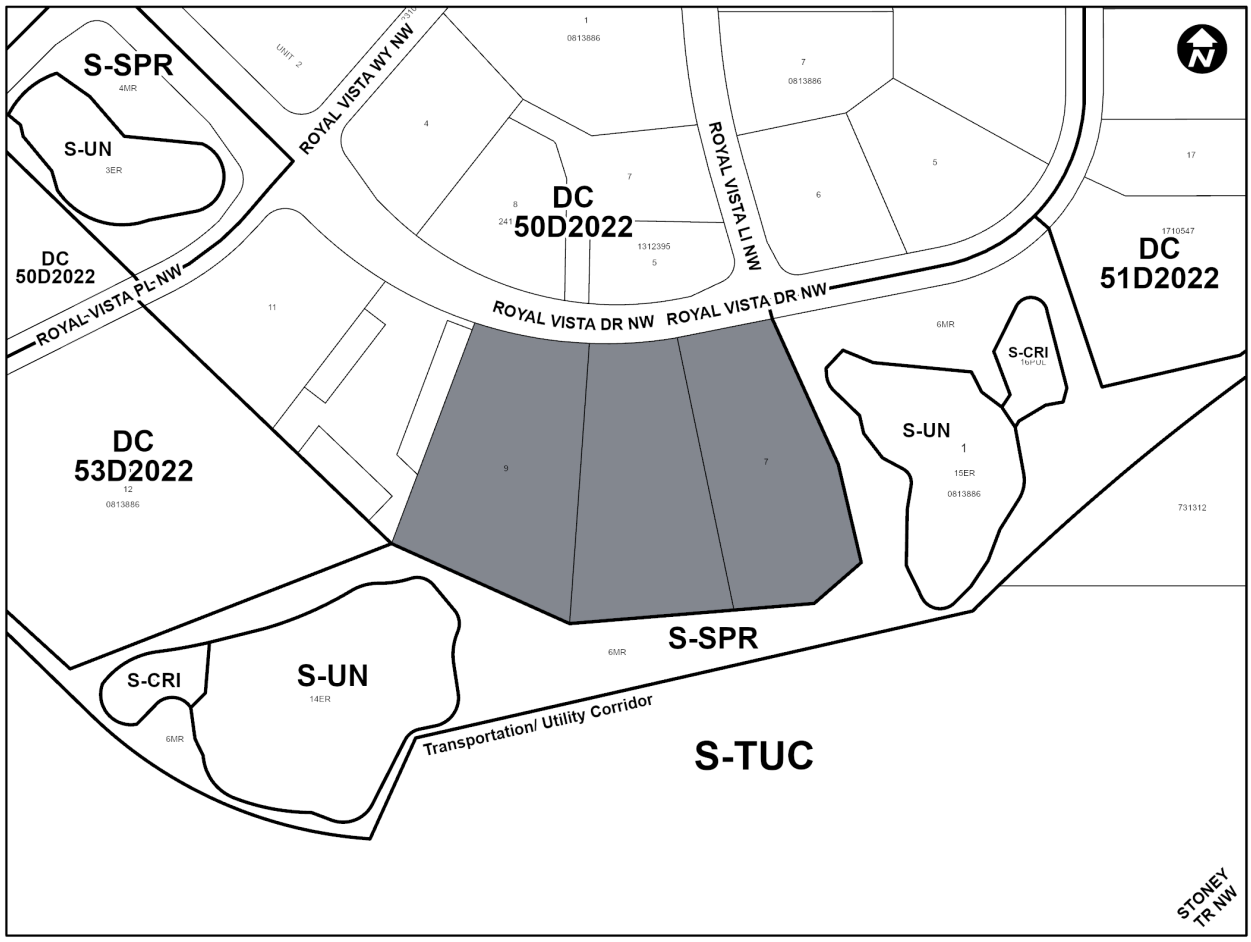
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0203/CPC2026-0890
BYLAW NUMBER 128D2026

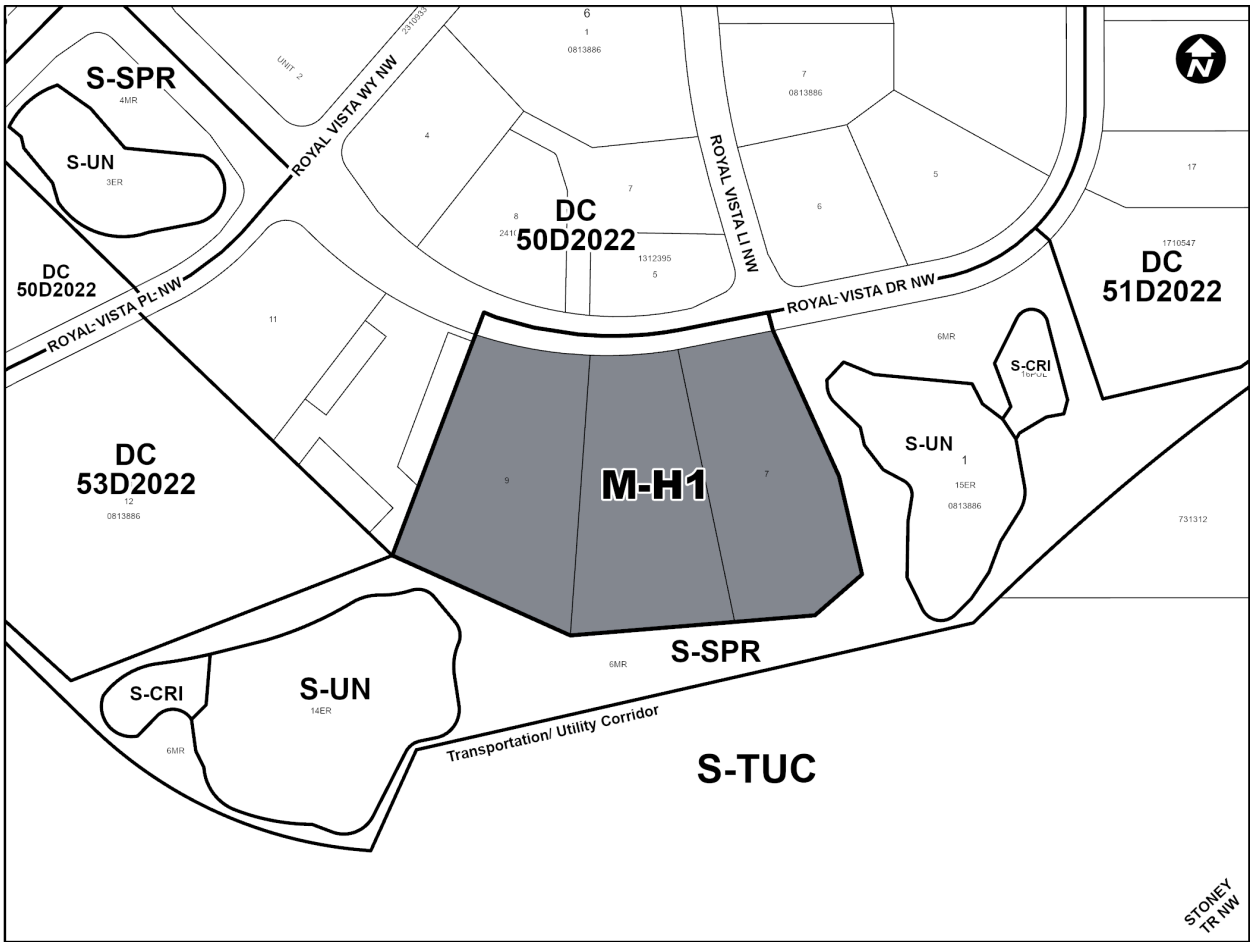
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0203/CPC2026-0890
BYLAW NUMBER 128D2026

SCHEDULE B



Land Use Amendment in Collingwood (Ward 4) at 3404 Cardston Crescent NW, LOC2025-0257

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Refuse and abandon the proposed bylaw for the redesignation of 0.06 hectares ± (0.14 acres ±) located at 3404 Cardston Crescent NW (Plan 873HW, Block 4, Lot 29) from Residential – Contextual One Dwelling (R-C1) District to Direct Control (DC) District to accommodate the use of Child Care Service, with guidelines (Attachment 2).

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 24:

That Council refuse and abandon **Proposed Bylaw 123D2026** for the redesignation of 0.06 hectares ± (0.14 acres ±) located at 3404 Cardston Crescent NW (Plan 873HW, Block 4, Lot 29) from Residential – Contextual One Dwelling (R-C1) District to Direct Control (DC) District to accommodate the use of Child Care Service, with guidelines (Attachment 2).

Opposition to Recommendation: Commissioner Small

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for a daycare in a new building.
- Administration is recommending refusal of the proposal as it does not meet the requirements for the use of a Direct Control (DC) as the daycare use is proposed in a new commercial building, which could be more appropriately accommodated in other land use districts.
- What does this mean to Calgarians? Direct Control Districts should not be used to allow for new developments which conflict with the intent of the base district.
- Why does this matter? Refusal of this application would mean that policies that Council has adopted are being followed consistently.
- A development permit (DP2025-06784) for a daycare in a new building has been submitted and is under review.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This land use amendment application in the northwest community of Collingwood was submitted by Horizon Land Surveys on behalf of the owner, Xiao Jian Sun on 2025 December 30. As indicated in the Applicant Submission (Attachment 3), the applicant intends to construct a new commercial building to accommodate a Child Care Service on the site after removing the existing single detached dwelling. A development permit for a new Child Care Service facility for 80 children was submitted on 2025 November 28 and is under review.

Administration recommends refusal of this proposal because:

- it does not meet the requirements for the use of a DC District in Section 20 of Land Use Bylaw as the daycare use in a new building could be accommodated in other existing land use districts; and

- the Council-approved *Child Care Service Policy and Development Guidelines* state that the Special Purpose – Community Institution (S-CI) District is appropriate for a daycare use in a new commercial building in a low-density residential area.

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, on 2026 January 07, the applicant attended an open house with the Triwood Community Association (CA), the Ward 4 Councillor and approximately 120 residents. The applicant also delivered postcards to homes within a 100-metre radius and discussed the application with residents that were home. A survey was conducted in the neighbourhood as part of the applicant's needs assessment study as well. A meeting with the ward councillor was held on 2026 May 14. 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 16 public submissions from area residents, including one letter in support and 15 letters in opposition to the proposal. Common themes identified in the submissions included:

- traffic congestion associated with child drop off and pick up activity;
- parking insufficiency related to limited on site and on street parking;
- pedestrian and traffic safety concerns at the adjacent crosswalk and the 19 Street NW intersection;
- scale and intensity of the (80 child) child care service within the residential area;
- neighbourhood compatibility with surrounding residential context and character;
- noise and activity impacts on nearby residents;
- outdoor play space adequacy for the proposed use; and
- appropriateness of redesignation and the proposed DC District.

Land Use Amendment in Collingwood (Ward 4) at 3404 Cardston Crescent NW, LOC2025-0257

One submission expressed support for the proposal, citing the provision of child care services within the community and the site's proximity to Confederation Park.

A letter in opposition to the proposal has been received from the Triwood CA and is included in Attachment 5. The CA expressed concerns with:

- inappropriate use of a DC District;
- conflict with the existing Land Use Bylaw;
- inappropriate commercial use within a residential area;
- precedent and associated planning risk;
- misalignment with applicable policy; and
- lack of demonstrated need for the proposal.

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

IMPLICATIONS

Social
While the proposal could provide child care services to the community in an appropriate location, Administration does not support the proposed land use amendment as it is not considered an appropriate district for the use in a new building.

Environmental
This application does not include any specific actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*.

Economic
No anticipated economic impact.

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 123D2026**
3. Applicant's Submission
4. Applicant Outreach Summary
5. Community Association Comments

Land Use Amendment in Collingwood (Ward 4) at 3404 Cardston Crescent NW, LOC2025-0257

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Collingwood at the southeastern corner of Cardston Crescent NW and 19 Street NW. The 0.06 hectare parcel is approximately 14 metres wide at the front, widening to 24 metres wide adjacent to the rear lane and 34 metres deep. The parcel currently contains a single-detached dwelling and a detached garage, accessed from the rear lane.

The subject site is located across 19 Street NW from West Confederation Park, which contains a range of recreational amenities. William Aberhart High School is located approximately 600 metres (a ten-minute walk) to the southwest, Banff Trail School is approximately 650 metres (an eight-minute walk) to the west, and both Collingwood School and St. Francis High School are located approximately 900 metres (a 15-minute walk) walking distance from the site. The remainder of the lands surrounding the site to the north, east, and south contain single-detached dwellings on parcels designated as the Residential – Contextual One Dwelling (R-C1) District.

The Triwood Community Association and arena are located approximately 850 metres northwest of the site (an 11-minute walk). Neighbourhood-serving commercial uses at the intersection of Northmount Drive NW and 19 Street NW are located less than 700 metres (an eight-minute walk) walking distance of the site. There are both northbound and southbound Calgary Transit bus stops located on 19 Street NW less than 60 metres from the site (a one-minute walk).

Community Peak Population Table

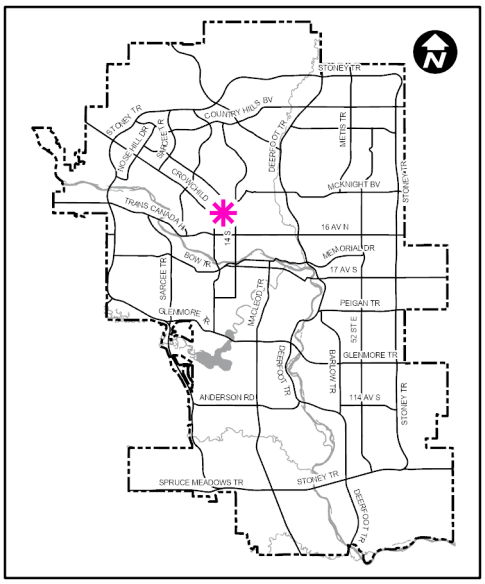
As identified below, the community of Collingwood reached its peak population in 1978.

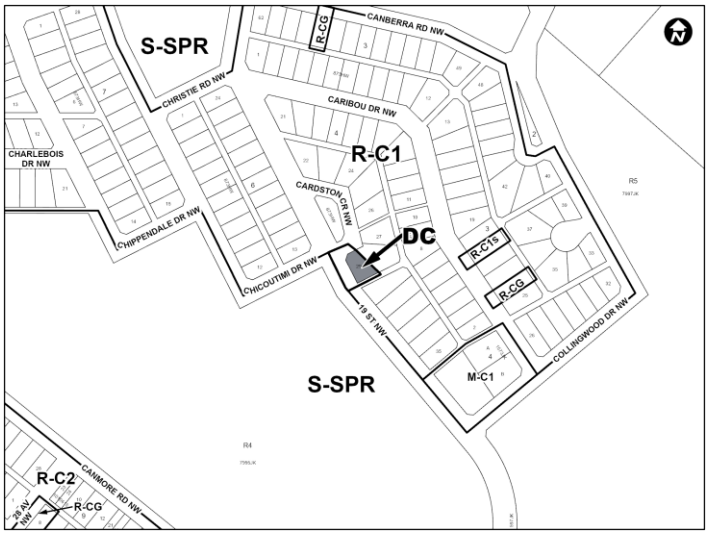
Collingwood	
Peak Population Year	1978
Peak Population	2,826
2019 Current Population	2,249
Difference in Population (Number)	-577
Difference in Population (Percent)	-20.4%

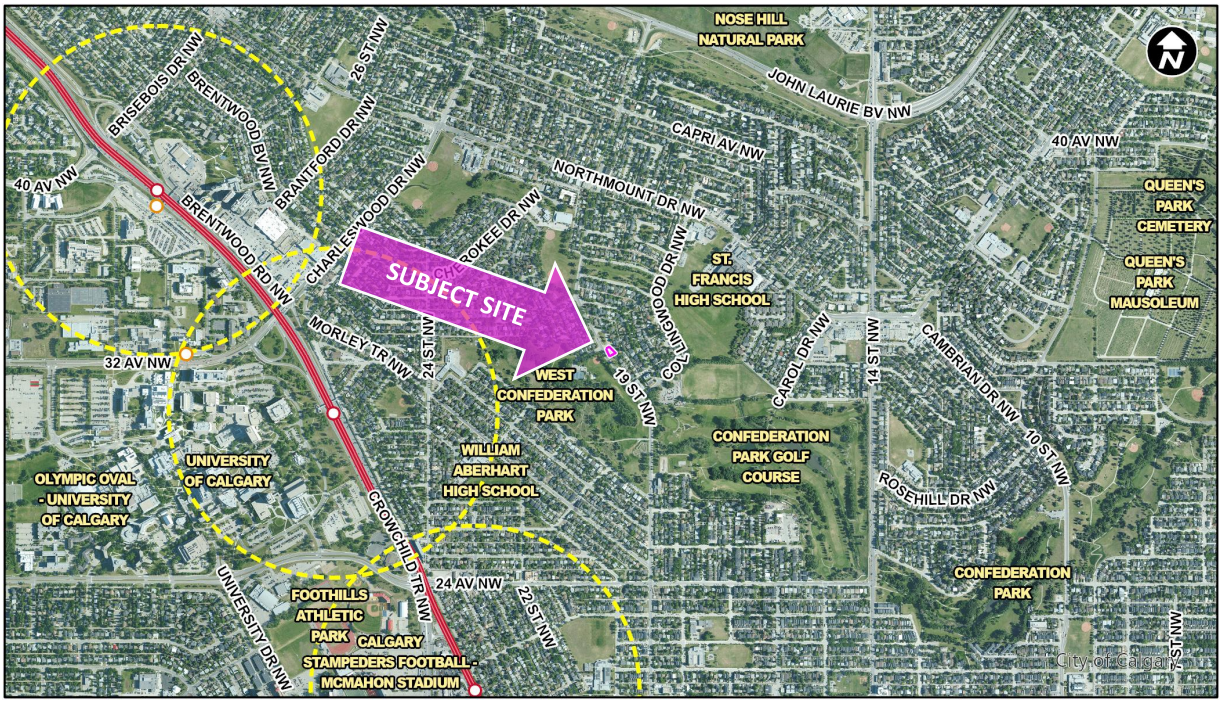
Source: *The City of Calgary 2019 Civic Census*

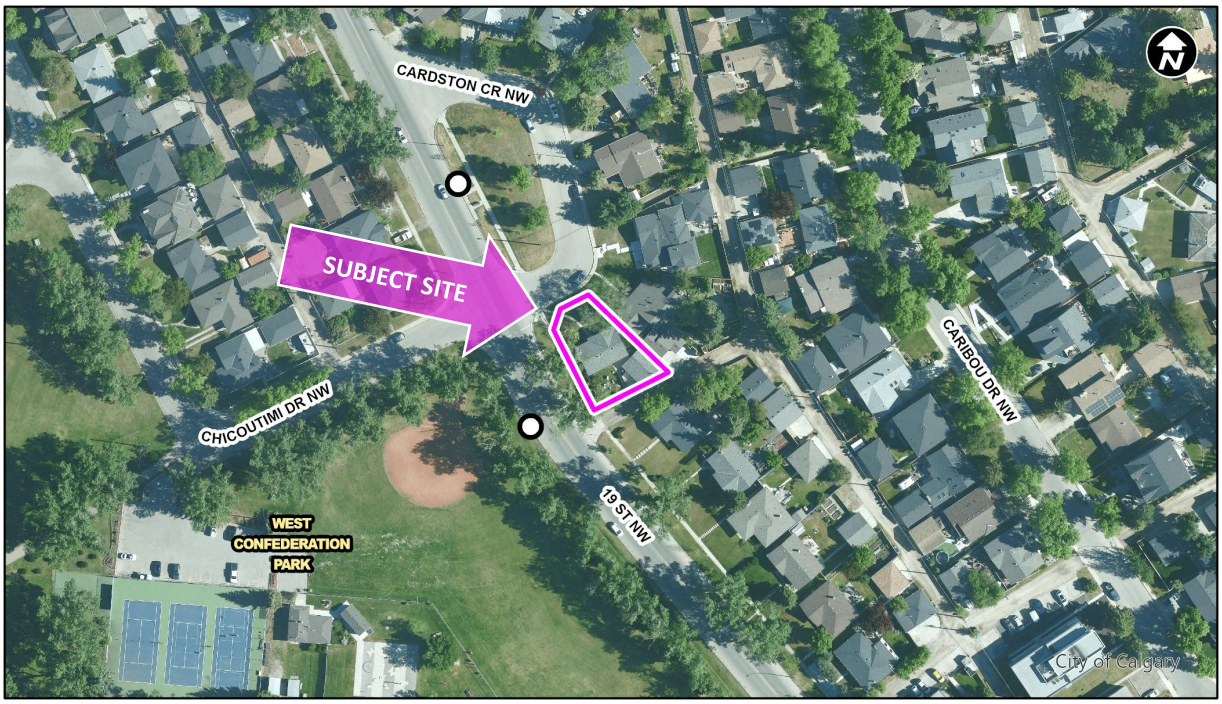
Additional demographic and socio-economic information may be obtained online through the Collingwood Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing R-C1 District is intended to accommodate existing residential development and contextually sensitive redevelopment in the form of single detached dwellings in the Developed Area.

The proposed Direct Control (DC) District is based on the Residential – Grade-Oriented Infill (R-CG) District, which is intended to accommodate a wide range of grade oriented residential development and is adaptable to the functional requirements of evolving housing needs. The proposed DC District retains the rules of the R-CG District under Land Use Bylaw 1P2007, with the exception that Child Care Service would be listed as a discretionary use in any building, whether new or existing, rather than being limited to existing buildings.

Pursuant to Section 20 of Land Use Bylaw 1P2007, Administration has reviewed the applicant's request for a DC District and determined that a DC District is not necessary to facilitate the proposed development. Section 20 requires that a DC District be used only when no other district in the Land Use Bylaw can appropriately regulate the use, form or context of a proposed development.

The applicant was asked to amend the application to either the Special Purpose – Community Institution (S-CI) District or the Multi-Residential – Contextual Low Profile (M-C1) District, both of which allow Child Care Service in new buildings. The applicant declined the use of those Districts, citing community concerns with the perceived higher intensities and uses of the S-CI and M-C1 Districts.

The applicant was asked to amend the base district from R-CG to R-C1 when the property was redesignated as part of the repeal of citywide rezoning, but the applicant indicated that they'd prefer to keep the R-CG base as their development permit was designed for that District's rules.

In this case, the proposed Child Care Service within a new building can be fully accommodated through existing districts in the Land Use Bylaw that already list Child Care Service as a permitted or discretionary use and provide sufficient regulatory tools to address built form, site design and operational considerations. As such, the application does not meet the threshold for a DC District because the Land Use Bylaw contains adequate, conventional districts capable of governing the proposal without requiring a site-specific DC.

For these reasons, Administration recommends refusal of the application. The applicant has elected to proceed with the application.

Should Council wish to approve the redesignation, 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 R-CG 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
Should Council approve this land use amendment, the rules of the proposed DC District and Land Use Bylaw would provide guidance for future site development including appropriate uses, building massing, height, landscaping, parcel coverage and parking.

Transportation
Pedestrian access to the subject site is available from the existing sidewalks along Cardston Crescent NW and 19 Street NW. The site is also well connected to active transportation networks, with an existing on-street bikeway on 19 Street NW and pathway connections through West Confederation Park.

The site is well served by Calgary Transit through Route 105 (Dalhousie Station/Lions Park Station), with separate southbound and northbound bus stops located on 19 Street NW approximately 50 metres south and north of Cardston Crescent NW, respectively. Route 105 provides service between Lions Park and Dalhousie LRT stations, with 30-minute service frequencies during both peak and midday periods.

Vehicular access to the site is from the rear lane accessed from 19 Street NW. Cardston Crescent NW is classified as a Residential Street and 19 Street NW is classified as a Collector Road.

On-street parking is available in the surrounding area; however, parking on Cardston Crescent NW is regulated through a Residential Parking Zone with a 60-minute time limit between 8:00 a.m. and 5:00 p.m., Monday to Friday. Pick-up and drop-off parking associated with the proposed Child Care Service would be required to be accommodated on-site in accordance with the Land Use Bylaw.

Environmental Site Considerations
No environmental concerns were identified.

Utilities and Servicing
Water and sanitary sewer mains are available to service the subject site. Should Council approve this land use amendment, details of the site servicing, as well as appropriate stormwater management, will be considered and reviewed as part of any development permit application.

Legislation and Policy

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

Municipal Development Plan (Statutory – 2009)
The subject parcel is located within the Developed Residential (Established Area) as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The MDP directs future growth toward a more compact and efficient urban form, emphasizing transit-supportive land use with mixed uses, pedestrian-friendly environments, and higher densities near transit. New developments in established areas are encouraged to integrate appropriate densities, mixed land uses, and walkable environments.

Calgary Climate Strategy (2022)
This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*.

Child Care Service Policy and Development Guidelines
The development proposal meets many of the Site Section Criteria that apply to child care services that propose to locate within a low density residential area, as indicated in the *Child Care Service Policy and Development Guidelines*.

- B.2. The site is adjacent to West Confederation Park to the southwest and Cardston Park to the northeast. This location provides for a natural hub for the community where it already experiences higher levels of traffic and activity.
- B.3 The subject site has a longer than typical property line along the lane, which may allow for more parking than a typical parcel in this area. It is not fronting a bus zone. It is noted however that there is a bus zone on the other side of the street.
- B.4 The subject site may be large enough to accommodate outdoor play areas for the type of child care being proposed. The Province sets these standards via the Child Care Licensing Act.
- B.5 The parcel is located on a collector street.
- B.6 The subject site is a corner parcel allowing for minimizing the impact on adjoining residential uses.
- B.7 Opportunities to align development of this site with applicable considerations related to separation of the child care service from existing residential development are being explored and encouraged under the Development Permit application.
- B.8 Concentration of child care services in an area should be avoided – there are no other known child care providers within approximately 500 metres of the site.

However, the *Child Care Service Policy and Development Guidelines* specifically indicates in policy A.4. that "to support a Child Care Service in a new or existing institutional or commercial

building in a low density residential area, the Special Purpose – Community Institution (S-CI) District should be considered as an appropriate land use district."

This application is therefore not considered to be in alignment with the direction in the *Child Care Service Policy and Development Guidelines*.

PROPOSED

CPC2026-0817
ATTACHMENT 2

BYLAW NUMBER 123D2026

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2025-0257/CPC2026-0817)**

* *

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 _____

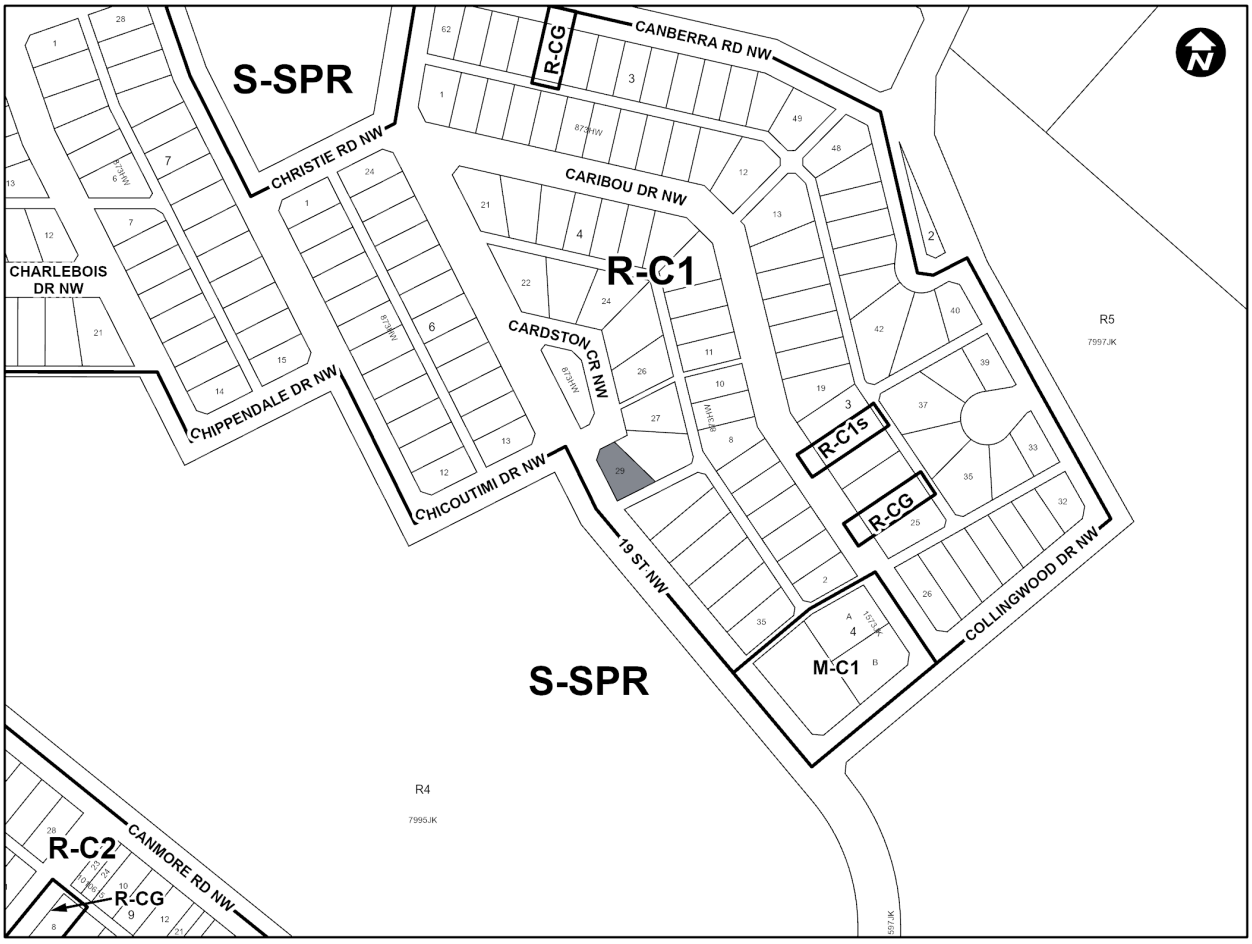
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0257/CPC2026-0817
BYLAW NUMBER 123D2026

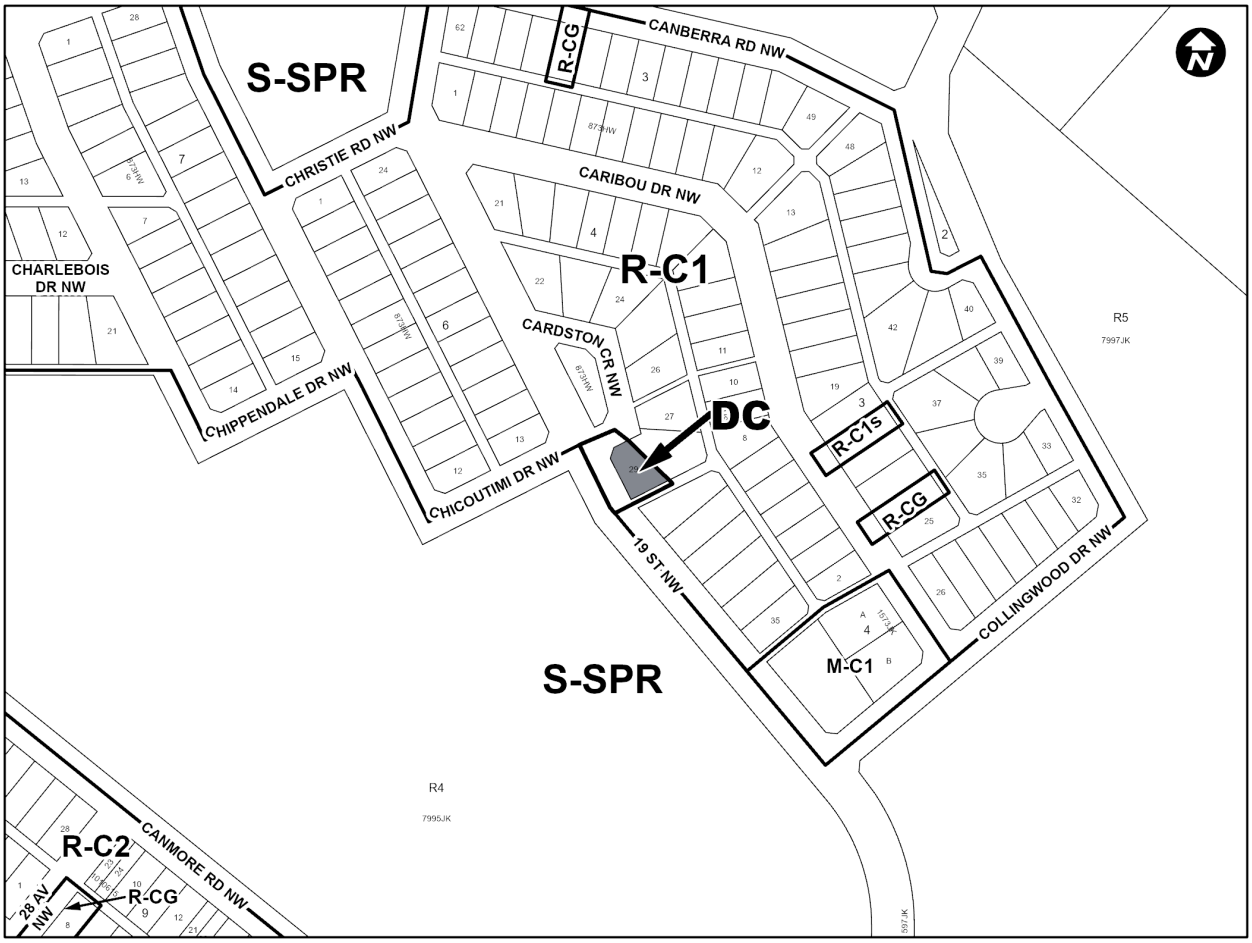
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0257/CPC2026-0817
BYLAW NUMBER 123D2026

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to accommodate the use of child care service in a new 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.

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.

Discretionary Uses

5 **(1)** 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**.

(2) Section 527(3) of Bylaw 1P2007 does not apply.

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 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

LOC Number (office use only):

Applicant's Name:
Lei Wang

Date:
Dec. 23rd, 2025

On behalf of the landowner, please accept this application to redesignate a +/-0.057 hectare site from R-G to Direct Control (R-CG) to allow for additional discretionary use of a Child Care Service. Currently the bylaw of R-CG allows "child care service" as discretionary use if located within an existing approved building. The current building on site is built in 1960s and would require significant upgrade to meet modern day building code requirement and provides start of the art child care services to local residents. Thus the plan is to demo the existing house and build a new one with advanced HVAC system, noise control, playground, etc.

Before going with Direct Control based on R-CG, other zoning like S-CI Special Purposes-Community Institution District and M-C1 district are also being explored. While S-CI special purposes does have child care services as discretionary use, it also eliminates any options to add residential back in a later time. For M-C1,while it does include Child Care Services allowable in a new building, it is more meant for multi-residential development that will typically have higher numbers of dwelling units and traffic generation. Although we can apply the density factor to restrict this to also 75 as R-CG, local residents we talked with expressed strong opposition against of M-C1 zoning in a rather low density community. Residents are worried about precedent setting for other M-C1 lots in the community. Thus the current proposal of Direct Control based on R-CG is being proposed. The only purpose is to add Child Care Services as discretionary use for new building in the zoning.

The site 3404 Cardston Crescent NW is a corner lot along 19 Street NW and Cardston Crescent NW in the community of Collingwood. The site is occupied by a single detached dwelling built in 1960. The site is 0.057 hectares in size with lane to the south of the site. The site is right by a park space. Bus stops for 105 is also sitting right by the site along 19 Street.

While there is no local area plan for the area, the proposed development does align wit general community development policies for encouraging complete communities with a mix of land uses where transit stops are easily accessible.

Section 2.3.1.j of the MDP also indicates that schools and child care services are uses that contribute to the development of complete communities, and that a variety of sizes and types of child care facilities should be provided in each community.

The proposal also confirms with City's "The Child Care Service Policy and Development Guidelines". Many site selection criteria are meet including:

- Corner sites - The site is a corner parcel. A dual frontage typically provides additional space for pick-up and drop-off as well as parking and access opportunities.
- Locations near or directly on collector streets - The site is located on a collector street.
- Proximity to activity areas (e.g. school site, park)

In summary, the proposed land use maintains the existing surrounding land use pattern while allowing a small-scale Child Care Service on an ideal corner parcel across the street from a park space and has convenient access to public transit. As such, the proposed change will better accommodate the child care needs of surrounding residents, and families. We sincerely hope Councillors can support this application.

Applicant Outreach Summary

2026 July 05

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 3404 Cardston Crescent 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 Dec. 15th, 2025, our staff did post card deliver to residents within a 100 meters radius and spoke with residents at home.
On Jan. 7th, 2026, we attend an open house held by the Triwood Planning Committee. About 120 residents and ward councillor were in the open house.
From Jan. to April of 2026, we did door to door survey for the whole community as to their daycare needs and sum up our findings in the report.
On May 14th, 2026, we meet with ward Councillor office.
Email correspondences and phone calls with local residents.

Stakeholders

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

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

calgary.ca/planningoutreach

Community Outreach for Planning & Development
Applicant-led Outreach Summary

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

Local residents and communities raised concerns as to number of kids, traffic generation and access, parking problems, pedestrian and child safety, outdoor amenity space, building scale and design and landscaping.

The community has also brought up the issue of precedent setting, commercial use in residential area and lack of demonstrated need for daycare in the area.

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 completed a study of daycare needs within the community and current supply of daycare space in the area. The study shows great shortgage of daycare not only within this communities but surrounding communties.

We commissioned a Traffic Impact Analysis by Bunt & Association which shows no to minimal impacts to the community for daycare use.

We are working to further revise the design to enhance outdoor amenity space by reducing building footprint and creating outdoor amenity space at ground level. A full time stuff will also live at the property.

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

Community Association Comments

Triwood Community Association
"The Heart of the Community"

Triwood Planning Committee
2244 Chicoutimi Dr NW
Calgary, AB, T2L 0W1
triwoodplanning@gmail.com

February 5, 2026

Re: Triwood comments to applications for 3404 Cardston Cr NW
Development Permit (DP2025-06784) and
Land Use Amendment (LOC2025-0257)

The Triwood Community Associations represents the Calgary communities of Charleswood and Collingwood. The Triwood Planning Committee has reviewed the circulation package provided by the City for the above applications and has the following comments.

Development Permit (DP2025-06784)

Triwood is opposed to the approval of this permit for the following reasons:

1. Non-Compliant Use

   The proposed Development is not a permitted or discretionary use for the Grade-Oriented Infill (R-CG) District pursuant to Land Use Bylaw 1P2007 Part 5 Division 11. As such, the application must be refused.

2. Site Suitability and Intensity of Use

   The proposed development for a child care facility accommodating up to 80 children represents an intensity of use that is disproportionate to the size of the subject parcel and incompatible with the surrounding low-density residential context and community character. The operational scale more closely resembles an institutional or commercial use than a residential-oriented discretionary use.

3. Traffic Generation and Access

   The anticipated vehicle traffic generated by daily drop-off and pick-up activity for up to 80 children, combined with staff traffic, is expected to significantly exceed the capacity of Cardston Crescent NW, the adjacent alley network, and adjoining 19 Street NW. The location is not suitable to accommodate expected traffic patterns and volumes with frequent stopping, idling, and turning movements.

   Existing parking restrictions on Cardston Crescent NW, along with a no-parking restriction on 19 Street NW, further exacerbate these concerns. Peak-hour pick-up and drop-off

activity would coincide with morning and afternoon commuter traffic, with the majority of vehicles required to execute left-hand turns from the crescent onto 19 Street NW. This is anticipated to result in significant vehicle queuing and congestion on both the street and adjoining lanes.

4. Parking Deficiency

   On-site parking provisions are insufficient to meet the needs of staff, parents, and visitors. As a result, overflow parking is expected to occur on surrounding residential streets and in rear lanes, leading to blocked driveways, compromised alley access, and reduced emergency vehicle access.

5. Pick-up and Drop-Off Deficiencies

   The proposal does not meet the requirements of Land Use Bylaw 1P2007, Section 165(e), which requires a Child Care Facility to have 1.0 pick-up and drop-off stalls per 10 children. While there are 8 parking stalls proposed, these are not intended for pick-up and drop-off as they are required for the staff of 10 and visitors.

   Although the City of Calgary Child Care Service Policy and Development Guidelines allow for designated pick-up and drop-off sites adjoining the facility, parking restrictions prevent such an off-site designation. Further, it would be inappropriate to designate an area adjacent to the park as this would require children and adults to cross the road to access the facility.

6. Pedestrian and Child Safety

   The site is located adjacent to a busy arterial roadway (19 Street NW) with limited traffic control measures. There is no playground zone, controlled intersection, or adequate pedestrian infrastructure to support the safe movement of young children. The reliance on nearby public parks for outdoor activity requires children to cross uncontrolled roadways, creating significant safety concerns.

7. Outdoor Amenity Space

   The proposed development does not provide adequate at-grade outdoor play space appropriate for a facility of this size. The reliance on rooftop or off-site public open space is considered inappropriate and insufficient to meet the functional and safety needs of a large child care facility.

8. Building Scale and Design

   The proposed building significantly exceeds the scale of surrounding development. The form will be institutional rather than residential. The building will only be open during business hours which is unsuitable for the location. The development would result in inappropriate impact to the community and community character.

Triwood Community Association
Ph. (403) 282-2677
www.triwoodcommunity.com
2244 Chicoutimi Dr NW
Calgary, AB, T2L 0W1

9. Landscaping

   The proposed number and size of trees do not meet the landscaping requirements of Bylaw 1P2007 Section 346(1). In addition, the proposed landscaping is insufficient to maintain the community character and does not mitigate the development's effect on tree canopy.

Land Use Amendment (LOC2025-0257)

The concerns raised above for the DP application are also relevant to the LOC application. In addition, the following comments are made to the LOC:

1. Inappropriateness of Direct Control Zoning

   The use of a Direct Control (DC) District is widely viewed as unnecessary and inappropriate for this site. The DC designation is perceived as a mechanism to circumvent existing land use regulations rather than address a truly unique planning circumstance. This approach undermines the predictability and integrity of the Land Use Bylaw.

   The application for Direct Control is improper as Policy A4 of The Child Care Policy and Development Guidelines states that “to support a Child Care Service in a low density residential area,the Special Purpose - Community institution District should be considered as an appropriate land use district”.

2. Conflict with Existing Land Use Bylaw

   The proposed amendment raises concerns regarding compliance with Land Use Bylaw 1P2007, particularly Section 527(3) and (3a), which restrict Child Care Service uses to buildings used or previously used as schools or community recreation facilities. The subject property is a single detached dwelling with no such prior use. Furthermore, the proposed location does not have any qualities similar to a location such as a school or community recreation facility as there is no adjacent park or open space and no parking facility.

3. Commercial Use in a Residential Area

   The proposed land use amendment would introduce a commercial-scale operation into a low-density residential neighbourhood. This is inconsistent with the intent of the R-CG District and undermines the established residential character of the area.

4. Precedent and Planning Risk

   Approval of the DC zoning is perceived to set an undesirable precedent for further non-residential or intensified uses within the neighbourhood. There is not sufficient reason for a change in land use to DC.

   Additionally, the use of DC District could permit future redevelopment (e.g., multi-unit residential) without adequate discretionary review or further public engagement.

Triwood Community Association
Ph. (403) 282-2677
www.triwoodcommunity.com
2244 Chicoutimi Dr NW
Calgary, AB, T2L 0W1

5. Policy Alignment

   The proposal is viewed as inconsistent with the Municipal Development Plan (MDP), particularly policies requiring an appropriate transition of land use intensity and built form between low-density residential areas and more intensive uses. The proposed amendment does not sufficiently respect or enhance neighbourhood character.

6. Lack of Demonstrated Need

   There are numerous existing child care facilities within the surrounding communities, some of which are not operating at capacity. As such, the need for a new facility of this scale at this location has not been adequately demonstrated to justify a land use change.

The above comments regarding the LOC application are preliminary in nature as the process for approving a land use change has many steps and opportunities to present and obtain additional details i.e. the application must be reviewed by the Calgary Planning Commission and then at a Public Hearing Meeting of Council.

Conclusion

Neither the Development Permit nor the Land Use Amendment applications meet the rules and policies of the Land Use Bylaws and the Child Care Policy and Development Guidelines and should not be approved. The development is of inappropriate scale, intensity, and form for the subject site. The proposal raises substantial concerns related to inappropriate use, negative effects on transportation, safety concerns, and loss of neighbourhood character.

Sincerely,

The Triwood Planning Committee
A Standing Committee of the Triwood Community Association

Triwood Community Association
Ph. (403) 282-2677
www.triwoodcommunity.com
2244 Chicoutimi Dr NW
Calgary, AB, T2L 0W1

Land Use Amendment in Thorncliffe (Ward 4) at multiple addresses, LOC2025-0059

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.22 hectares ± (0.53 acres ±) located at 5408 and 5412 Centre Street NE and 98 Thorncrest Road NE (Plan 1495HB, Block 2, Lots 1 to 3) from Residential – Contextual One Dwelling (R-C1) District to Mixed Use – General (MU-1f4.0h21) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 24:

That Council give three readings to **Proposed Bylaw 125D2026** for the redesignation of 0.22 hectares ± (0.53 acres ±) located at 5408 and 5412 Centre Street NE and 98 Thorncrest Road NE (Plan 1495HB, Block 2, Lots 1 to 3) from Residential – Contextual One Dwelling (R-C1) District to Mixed Use – General (MU-1f4.0h21) District.

Opposition to Recommendation: Director Mahler, Commissioner Wagner, and Commissioner Weber

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for a six-storey mixed-use development.
- The proposal would allow for an appropriate increase in residential density and provide opportunities for neighbourhood-scale commercial development along the Primary Transit Network and an Urban Main Street, and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed land use amendment would enable more housing opportunities and commercial amenities within an established area of the city, support transit and allow for more efficient use of existing infrastructure.
- Why does this matter? The proposal would increase the variety of uses along Centre Street N which may help activate this part of Thorncliffe.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This land use amendment application in the northeast community of Thorncliffe, was submitted on 2025 April 29 by Farmor Architecture on behalf of the landowner 2346421 Alberta Ltd. (Bill Truong). The subject site is located east of Center Street N and north of Thorncrest Road NE and comprises three parcels with a combined area of approximately 0.22 hectares (0.53 acres). The site is currently developed with three single detached dwellings with garages.

As noted in the Applicant Submission (Attachment 2), the intent of this application is to facilitate the development of a six-storey mixed-use building. The proposed Mixed Use – General (MU-1f4.0h21) District would allow for a maximum floor area ratio (FAR) of 4.0 (a total building

floor area of approximately 8,600 square metres) and a maximum building height of 21 metres (approximately six storeys). 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 conducted outreach through 64 mailed information letters within a 100-metre radius, on-site notices, meetings with the Thorncliffe Greenview Community Association (TGCA), and a public town hall meeting held with the residents on 2026 May 28. The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published online. Notification letters were also sent to adjacent landowners. Administration received a total of 16 letters of opposition, including the following areas of concern:

- building height, density and compatibility with the surrounding low-density residential context;
- shadowing, privacy and overlooking impacts on adjacent residential properties;
- increased traffic volumes, congestion and challenges accessing Centre Street;
- the adequacy of the rear lane and existing infrastructure to accommodate additional development;
- parking supply and potential parking impacts on nearby residential streets; and
- increased noise and impacts on the use and enjoyment of nearby residential properties, parks and recreational amenities.

The TGCA provided a letter dated 2026 August 25 (Attachment 4) which states that they are in opposition to the proposed land use redesignation and of the opinion that the Multi-Residential –

Contextual Low Profile (M-C1) District would be more suitable for the site. The TGCA collected feedback from the area residents, and expressed concerns regarding the proposed building height, massing, and density, noting potential incompatibility with the surrounding low-density residential context.

Additional concerns noted in the letter include:

- shadowing and privacy impacts;
- traffic congestion, access and parking availability;

- infrastructure capacity;
- cumulative redevelopment pressures in the community; and
- the absence of a Local Area Plan to guide future growth and redevelopment in the area.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposed land use is aligned with the objectives of the MDP as it relates to density, height and location. The proposal represents appropriate redevelopment in an established community that provides additional housing and pedestrian-oriented uses along the Primary Transit Network and near key transit infrastructure. 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 proposal would enable additional housing and retail options in walking distance of transit and various amenities 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 development of this site with applicable climate strategies will be explored and encouraged through the review of a development permit.

Economic
The proposed land use would provide increased housing choice and diversity, new commercial opportunities in the community of Thorncliffe, 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 application.

ATTACHMENTS
1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response
5. **Proposed Bylaw 125D2026**

Land Use Amendment in Thorncliffe (Ward 4) at multiple addresses, LOC2025-0059

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 Thorncliffe, east of Centre Street N and north of Thorncrest Road NE. The approximately 0.22 hectare (0.53 acre) site comprises an assembly of three parcels, and spans approximately 45 metres along the Centre Street N frontage, with a depth of approximately 38 metres. The site has a rear lane and is currently developed with three single detached dwellings and garages.

Immediately south of the subject site is a parcel recently designated as the Multi-Residential – Low Profile Support Commercial (M-X2) District (LOC2024-0306). Further south along Centre Street N, lands are designated Commercial – Neighbourhood 2 (C-N2) District and developed with commercial uses. To the north, east and west, development is predominantly low-density residential under the Residential – Contextual One / Two Dwelling (R-C1) and Residential – Contextual One / Two Dwelling (R-C2) Districts.

Further east is a linear park located within 100 to 200 metres (a two to three-minute walk). There is a middle school located 200 metres (a three-minute walk) to the southeast and the Thorncliffe Greenview Community Association and Recreation Centre is located 400 metres (a six-minute walk) to the north.

Centre Street N is identified within the *Municipal Development Plan* (MDP) as part of the Primary Transit Network and functions as an Urban Main Street south of McKnight Boulevard, approximately 180 metres (a three-minute walk) south of the site. A future Green Line LRT alignment is anticipated along the Centre Street corridor with a planned Green Line LRT station approximately 450 metres (a seven-minute walk) to the north. The site also benefits from recent upgrades to transit infrastructure along Center Street N through the North Central Bus Rapid Transit (BRT) Improvements project, including enhanced stations and passenger amenities and increased transit service.

Community Peak Population Table

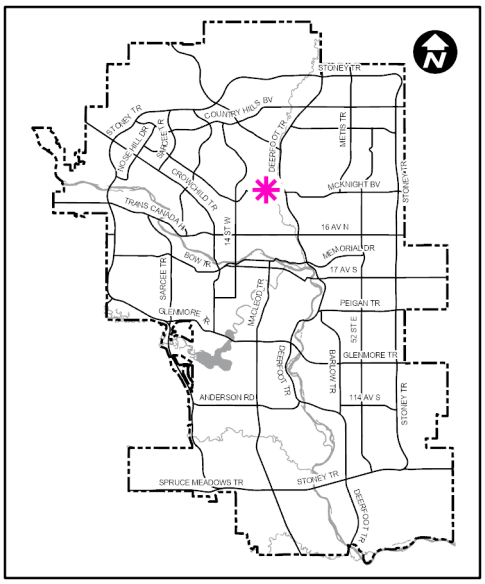
As identified below, the community of Thorncliffe reached its peak population in 1977.

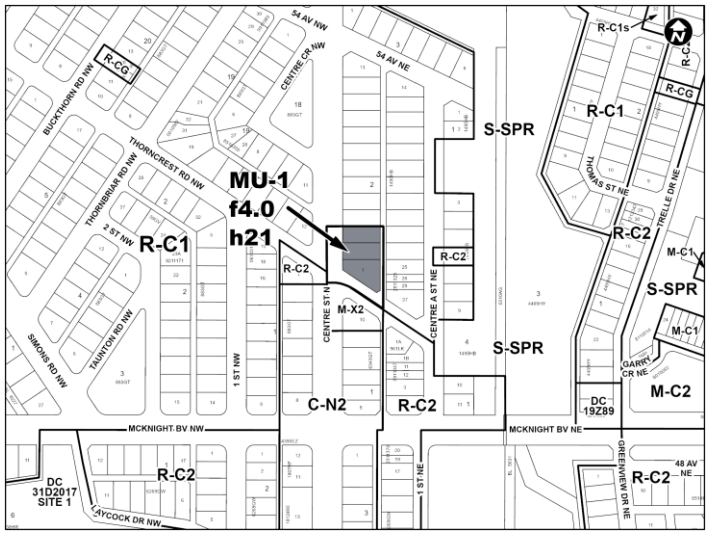
Thorncliffe	
Peak Population Year	1977
Peak Population	11,379
2019 Current Population	8,788
Difference in Population (Number)	-2,591
Difference in Population (Percent)	-22.8%

Source: *The City of Calgary 2019 Civic Census*

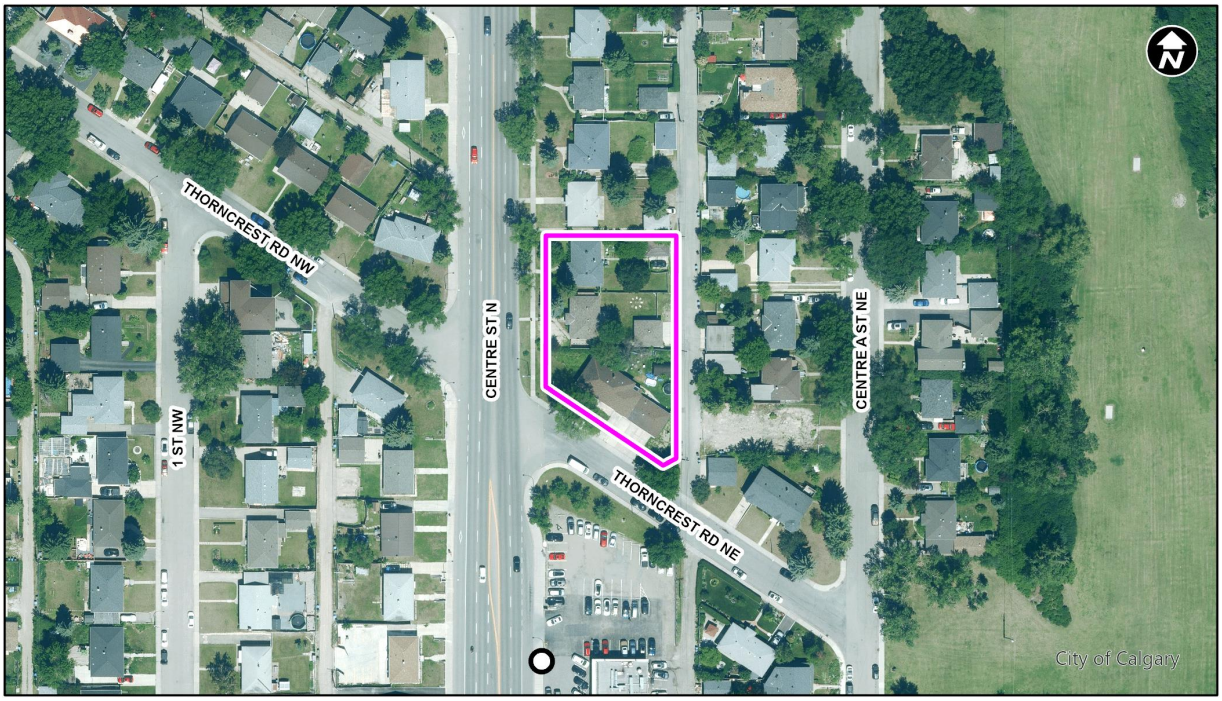
Additional demographic and socio-economic information may be obtained online through the Thorncliffe Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing Residential – Contextual One Dwelling (R-C1) District is intended for single detached dwellings in the developed area and may include a secondary suite. The R-C1 District allows for a maximum building height of 10 metres and a maximum of one main residential dwelling unit.

The proposed Mixed Use – General (MU-1f4.0h21) District is intended for street-oriented development that accommodates both residential and commercial uses at grade. The proposed MU-1f4.0h21 District allows for a maximum floor area ratio (FAR) of 4.0 (approximately 8,600 square metres) and a maximum building height of 21 metres (approximately six storeys). The proposed density and height will enable higher-density mixed-use development that may occur within the same building or multiple buildings. The MU-1f4.0h21 District rules relating to building setbacks, stepbacks, landscaping, amenity space and building design assist in providing transitions to adjacent lower-density residential development and support pedestrian-oriented frontages.

The applicant initially proposed a maximum building height of 24 metres on two parcels. In response to feedback received from Administration, the community, and the Community Association, the applicant revised their proposal to include a third parcel to increase the potential for a mixed-use development and also reduced the proposed maximum building height to 21 metres.

The site is located along Centre Street N in the Established - Developed Residential area as per the MDP. There is no Local Area Plan or Area Redevelopment Plan. The site is well served by existing and future transit with the nearest transit stop being 50 metres (a one-minute walk) to the south and a planned Green Line LRT station approximately 450 metres (a seven-minute walk) to the north. The MU-1f4.0h21 District allows commercial uses to serve the residents and visitors and to contribute to growth adjacent to transit infrastructure and an Urban Main Street.

Development and Site Design
If approved by Council, the rules of the proposed MU-1f4.0h21 District would provide guidance for the future redevelopment of the site. The overall building design, size and mix of uses and site layout details such as parking, landscaping and site access will be further reviewed at the development permit stage. Additional items that will be considered through the development permit process include, but are not limited to:

- creating an engaging streetscape interface along Centre Street N and the treatment of the street corner location;
- ensuring appropriate transitions to adjacent residential development; and
- urban design considerations to ensure the development will achieve a high-quality built form.

Transportation
Pedestrian access to the site is available from Centre Street N and Thorncrest Road NE. Access to the Always Available for All Ages and Abilities (5A) Network is available from a pathway located at the corner of Centre Street N and Laycock Drive NE, approximately 310 metres (a six-minute walk) south. Vehicular access is available only via the rear lane. No access from Centre Street N is permitted.

The site is well served by Calgary Transit with bus stops for Route 3 (Elbow Drive) located approximately 80 metres (a one-minute walk) to the south (northbound) and 170 metres (a two-minute walk) to the north (southbound). Route 300/301 (City Centre), Route 20 (Heritage Station), Route 2 (Killarney / 17 Ave SW), Route 4 (78 Avenue NW Terminal), Route 5 (Centre Street N / 78 Avenue N) and Route 32 (Sunridge) and the planned McKnight Boulevard LRT Station are all located approximately 500 metres (an eight-minute walk) north.

A Transportation Impact Assessment (TIA) and a parking study were not required in support of this land use amendment application.

Environmental Site Considerations
No environmental concerns were identified.

Utilities and Servicing
Water, sanitary and stormwater sewer lines are available to serve future redevelopment on the site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of a future development permit application. A sanitary servicing study will be required 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 site is identified as Developed Residential – Established on Map 1: Urban Structure of the *Municipal Development Plan* (MDP). The proposal meets the MDP's goal of shaping a more compact urban form. This includes directing future growth that results in more efficient use of land, creating complete communities and supporting greater mobility choices. Applicable MDP policies encourage modest redevelopment that incorporates appropriate densities and a mix of land uses and pedestrian-friendly environment that supports the transit network. The proposed MU-1f4.0h21 District would allow for a modest increase in density over the existing District while maintaining the opportunity for at-grade commercial development. The proposed land use is in alignment the 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 will be explored and encouraged at subsequent development approval stages.

Location Criteria for Multi-Residential Infill (Non-statutory – 2016)
The *Location Criteria for Multi-Residential Infill* is used in order to assist in the evaluation of land use amendment applications to support multi-residential developments. The subject site meets seven out of the eight location criteria outlined in the document, which support an increased intensity of development at this location. The site is:

- a corner parcel;
- within 400 meters of a transit stop;
- within 600 meters of an existing or planned primary transit stop;
- on a collector or higher standard roadway;
- along or in close proximity to an existing or planned corridor or activity centre;
- adjacent to existing or planned non-residential or multi-unit development; and
- has direct lane access.

Transit Oriented Development Policy Guidelines (Non-statutory – 2004)
The *Transit Oriented Development Policy Guidelines* provide direction for the development of areas typically within 600 metres (a 10-minute walk) 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.

Applicant Submission

Company Name (if applicable):
FARMOR Architecture

LOC Number (office use only):

Applicant's Name:
Farhad Mortezaee

Date:
July 23, 2026

Plan:1495HB;Block:2;Lots:1-3 5408-5412 Centre Street NE + 98 Thorncrest Road NE

The purpose of this land-use amendment application is change the current zoning on three parcels from R-CG to M-U1 f4.0h21 to create the development potential for a 21 meter, six (6) storey mixed-use building in compliance with the city of Calgary's planning vision for the area; this information has not changed since the last review. On May 28, 2026 FARMOR Architecture and the Thorncliffe Greenview Community Association hosted a town hall meeting to address community concerns about the proposed landuse change LOC2025-0059, and potential development of 5408-5412 Centre St NE and 98 Thorncrest Rd NE. During the town hall meeting, the common message amongst community members was concern with the proposed height of the building. Positive feedback was received regarding the amount of underground parking available, and the feature of accessible suites. Attendees of the town hall expressed a desire for housing options that allow aging-in-place and improved accessibility, and creation of commercial/retail opportunities around a 'commons' or common amenity social space where residents may gather, surrounded by several retail options. We have not changed our proposal of a 21 meter mixed use building potential with ground-level commercial units; the design continues to lend itself t meeting these objectives.

Applicant Outreach Summary

2026 July 23

Calgary

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission

Project name: Thorncrest Vera Mixed Use Stacked Townhouses

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. In May 2025, sixty-four letters were distributed to residences and commercial retailers within 100m of the four corners of the subject parcel. We received two written responses. This distance spread was felt by FARMOR team members to be a reasonable reach into the community with consideration to those who will be most impacted by the proposed development. A formal petition containing 25 signatures was received in June 2025.
2. Concurrent to letter distribution (May 2025), a Notice of Development was posted on the proposed project site with relevant contact information.
3. Those who contacted FARMOR Architecture, regardless of where they resided, were provided with the same printed information upon request.
4. The Thorncliffe Greenview Community Association (TGCA) was contacted to arrange a meeting to initiate discussions, online or in-person, pertaining to the proposed land-use change and development. Meeting places chosen were local to Thorncrest and in a neutral location, that is, TGCA's large Community Association building. Two meetings, each in the June 2025 and April 2026 occurred, each lasting ~60 minutes. FARMOR team members attending community engagement sessions included a senior leadership member acting as the lead facilitator with a second team member actively listening, taking notes, and asking clarifying questions when appropriate. The meeting allowed sufficient time to discuss prepared questions as well as offer space for spontaneous discussion; the meeting was closed mutually.
5. A Notice of Development was re-posted in April 2026 on the proposed project site with relevant contact information.
6. An in-person Town Hall meeting was arranged on May 28, 2026 at the TGCA building. The TGCA helped facilitate arranging this meeting and all interested community members were welcomed. Senior leadership represented FARMOR Architecture. This was attended by approximately 28 community members, including the Ward Councillor.

calgary.ca/planningoutreach

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Affected Parties

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

1. FARMOR Architecture team members met with the same two representatives from the TGCA at all in-person and Town Hall meetings noted above.
2. Development information letters were distributed to all immediate neighbours, residential and commercial, within a 100 meters radius from the four corners of the subject parcel. This resulted in the distribution of 64 information letters reaching individual addresses. Two residences responded with concerns about the impact of the proposed development.
3. Approximately 28 community members attended the in-person Town Hall meeting.
4. Ongoing, open communication, mainly via email, from the onset of community engagement to the present, with the TGCA community association representatives.

What did you hear?

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

1. The two written responses from the letter distribution presented with dissimilar messages. The first respondent did not object to the project, only the type of business within the CRU space. The first respondent is a local business owner and is concerned about nearby competition and market saturation. The second respondent is a long-time resident and expressed worry about increased density and its impact on privacy, parking, traffic congestion, and noise.
2. In discussion with TGCA, we identified the following concerns: increased lane way traffic, substituting bicycle parking for vehicle parking when the existing infrastructure in the immediate surroundings do not support active transport options, and traffic and parking congestion. The Community Association representatives reported that the community is in need of larger-scale commercial operations, such as a grocery store. This was considered when rethinking the design and is reflected in changes to the height and parking strategy. We relayed this message to the client and the developer's intention is outlined below.
3. In follow up to the Town Hall meeting, the TGCA representatives provided the following written feedback to the Planner on June 2, 2026:
   "- Building Height is seen as too high, much more acceptance for 3 storey
   - Overall size of the development seen as too large
   - Residents who back onto the development had significant concerns regarding shadowing (several have large gardens) and privacy
   - High volumes of Centre Street/McKnight traffic have already created challenges entering and exiting, this will be exacerbated with the development
   - Lack of parking options was also highlighted, minimal parking is in place with a popular adjacent restaurant spilling over on evenings and weekends
   - Concerns about infrastructure capability and safety given the size of the development and age/state of infrastructure
   - There is a desire for better retail in the area and much interest in aging in place options for community members
   - One third to one half of attendees indicated a preference for the stacked townhouse concept vs an apartment block
     • We very much appreciated Farhad taking the time to meet with the residents and respectfully listen to their concerns."

calgary.ca/planningoutreach

Calgary

Community Outreach on Planning & Development
Applicant-led Outreach Summary

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 order to address the traffic congestion concerns, and desire for increased housing community gathering spaces, and commercial retail options, the developer requires the flexibility that a MU-1 f4.0h21 District offers. Rationale for requesting an increased height is based on community feedback as it will allow the developer to include underground parking to address parking concerns, and additional space for meeting both the larger-scale commercial components as well as providing increased housing density needs. This flexibility, and allowance for increased density ensures a feasible pathway for the developer.

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)

This component remains in a fluid state. We continue to maintain open lines of communication with TGCA representatives and the City of Calgary Planner about updates. The Town Hall meeting presented an excellent opportunity to connect with community members in real-time and engage in constructive discussion.

Community Association Response

Thorncliffe Greenview Community Association

5600 Centre St. N

Calgary, Alberta T2K 0T3

August 25, 2026
Circulation Control, Planning and Development
City of Calgary
File Number: LOC2025-0059
Address: Multiple Properties (5412 Centre Street NE, 5408 Centre Street NE & 98 Thorn crest Road NE)
Application Description: Land Use Amendment to accommodate MU-1
File Manager: Nikita Kheterpal

The site is in the community of Thorncliffe. The applicant is proposing a change the land use designation of three adjoining parcels 98 Thorncrest Road NE, 5408 Centre Street NE and 5412 Centre Street NE from the current R-CG District to Mixed Use District MU-1 with FAR of 4.0 and a height of 21 meters.

The original intent as per the applicants May 16, 2025 Land Use Amendment Mail-Out and attached drawings consists of a stacked townhouse development with front ground-level commercial units for retail and commercial uses and as per the Thorncrest Townhouse Project Analysis provided. Of note at time of the proposed development there were two adjoining parcels 98 Thorncrest Road NE and 5408 Centre Street NE.

On Thursday May 20, 2025 TGCA facilitated a meeting with the adjacent neighbours and local community members.The feedback we received was focused on the following; the size and scale of proposed development does not fit contextually with the nature and character of in relation to the one storey bungalow style homes in the surrounding community, limited parking, increased traffic, constrained laneway access, building height, privacy, shadowing, loss of sunlight, loss of mature trees additional strain of traffic on public roads, public utilities and street parking.. Also of concern is there are two large scale developments and land use changes proposed adjacent to each other, which are dramatically different. This adds significant stress and uncertainty to residents concerned about impacts.

On May 28, 2026 TGCA hosted an open house to gather feedback on the proposed Land Use Amendment for the properties located at 5408, 5412 Centre Street N & 98 Thorncrest Road NE (LOC2025-0059).

Many of the concerns expressed are consistently the same and have been echoed by the adjacent property owners and local community including but not limited to; building height, overall size and scale, shadowing, loss of sunlight, privacy, easy access, egress into the neighbourhood, additional strain of traffic on public roads, public utilities and street parking. This will have large an impact on the surrounding and adjacent neighbourhood.

Considerable concerns highlighted; building height is too high, overall size of development is too large, residents who back onto the development have significant concerns regarding shadowing (several have large gardens) and privacy, lack of parking options as minimal parking is in place with a popular adjacent restaurant spilling over on evenings and weekends on to Thorncrest Road NE and Centre A Street NE.

There is a desire for better retail in the area and much interest in aging in place options for community members. One third to one half of attendees indicated a preference for the stacked townhouse concept vs an apartment block.

The proposed change in the land designation from the R-CG District to Mixed Use District MU-1 is more than a modest increase for Low Density R-CG District and not compatible or complementary to the existing pattern and character of the low density residential area. The building bulk, scale, height and contrast are incompatible in relation to the one storey bungalow style homes in the low-density residential area. 21 metres is more than double the 10 metres allowed under the current bylaw in effect (August 4, 2026) the land use designation within the surrounding and adjacent community is R-C1 Residential - Contextual One Dwelling District. The proposed multi-unit also disturbs the privacy, sunlight and quiet enjoyment of the low density residential. The Shadow Study clearly shows the 3 parcels adjacent and across the lane from the proposed development will be impacted.

Given the size, scope, location, the increased traffic congestion and limited access from McKnight Blvd and Centre Street as well as the requirement for lane access to the proposed development and the Green Max Upgrades to Centre Street removes the existing boulevard by extending northbound bus-only lane. We are of the opinion the intersection of Centre Street and Thorncrest Road NE must require a Traffic Impact Assessment.

TGCA has expressed concerns and is of the opinion that Centre Street is not functional, safe or efficient for all modes of travel and does not accommodate walking cycling or a sense of place. With the Green Max Improvements (2026) extending northbound bus-only lane to Thorncliffe Community Association diminishes possible public realm amenities and fails to activate the Center Street N.

Thorncliffe/Greenview north of McKnight Blvd. has no Local Area Plan or Area Redevelopment Plan in effect. Centre Street is considered a Neighbourhood High Activity Area; a Primary Transit Network (Rapid/BRT) a Local Area Plan would help prioritize growth, change and identify community needs. Thorncliffe Greenview Community Association has advocated relentlessly for

Administration Phone: 403-274-6840 Website: www.tgcacalgary.com Email: www.info@tgcacalgary.com
Forbes Innes Arena: 403-274-1466 Restaurant & Lounge: 403-274-5574 Rec Centre: 403-274-5575

a Local Area Plan as this would provide certainty and consistency in planning matters and decisions

The proposed Draft Calgary Plan is a proposed update to the current MDP and CTP and if approved will guide how Calgary grows and changes. The Street Manual will implement the vision, direction, and mobility policies of the Calgary Plan by providing updated direction for the design of Calgary's streets and support safe travel options for all. The Street Manual and Zoning Bylaw work together by providing the direction around private land use and building form and how these interface with public streets. Calgary Plan, Zoning Bylaw and Street Manual are currently before Council is anticipated in 2027.

TGCA expressed concerns for supporting the proposed development without an overall vision for Centre Street including what is appropriate density, consistency of developments being proposed and how do we address commercial land use designations that are encroaching into a residential area, without a Local Area Plan and/or Area Redevelopment Plan. Perhaps we are building the roof before the foundation

Thorncliffe Greenview Community Association is in opposition to proposed Land Use Redesignation LOC2025-0059 from existing R-CG to proposed MU-1. The intended purpose of R-CG zoning is to allow for moderate infill development while respecting the character of the low density residential area and ensuring development compliments the established area and does not create dramatic contrast in the physical development pattern. TGCA is of the opinion that the M-C1 Land Use Designation would be more suitable for the proposed development. This would align with and be consistent with the Mixed Use Districts located in Thorncliffe.

Patrick Saunders
Public Service Director
On behalf of
Thorncliffe Greenview Community Association
5600 Centre Street N

PROPOSED

CPC2026-0769
ATTACHMENT 5

BYLAW NUMBER 125D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0059/CPC2026-0769)

* *

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 _____

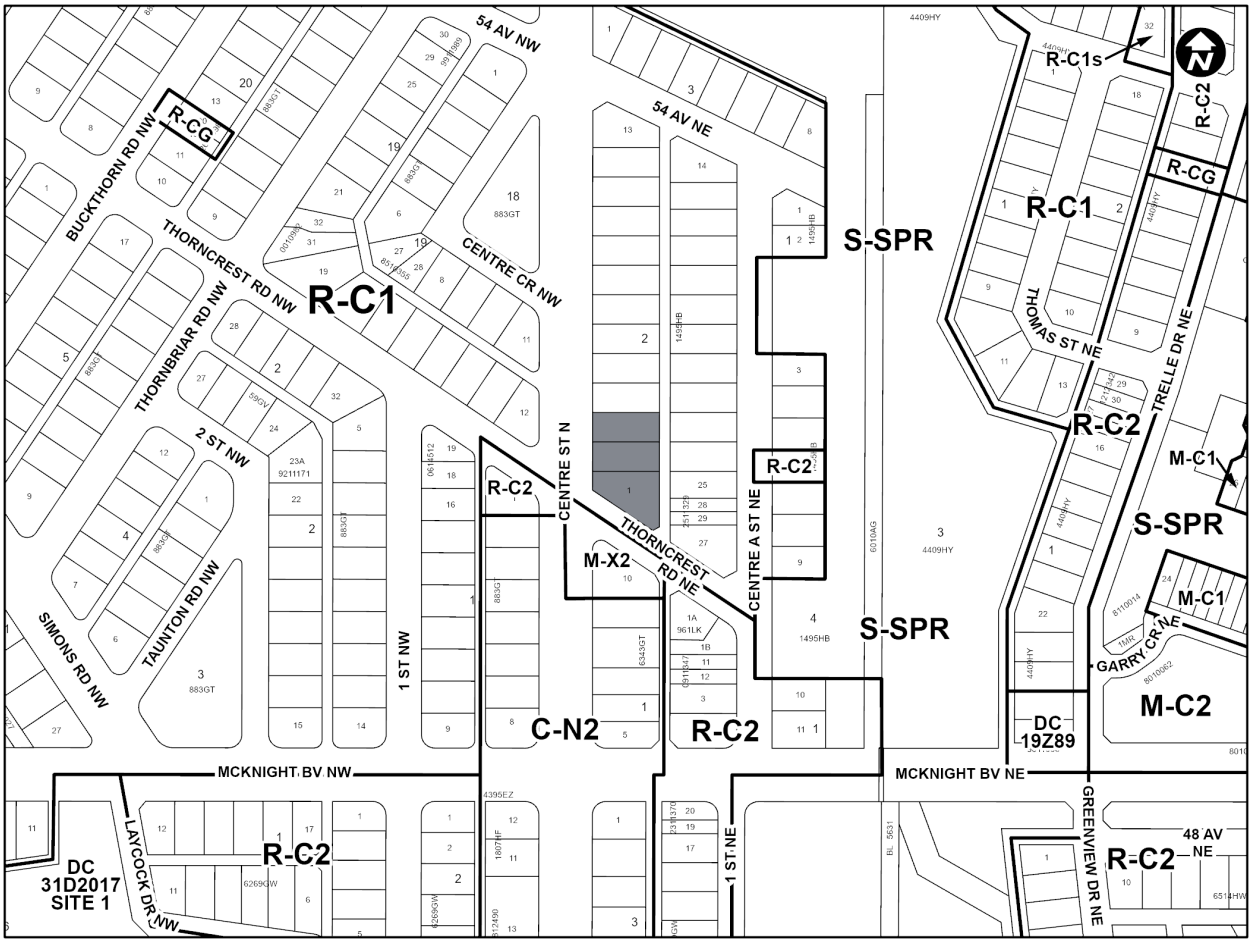
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0059/CPC2026-0769
BYLAW NUMBER 125D2026

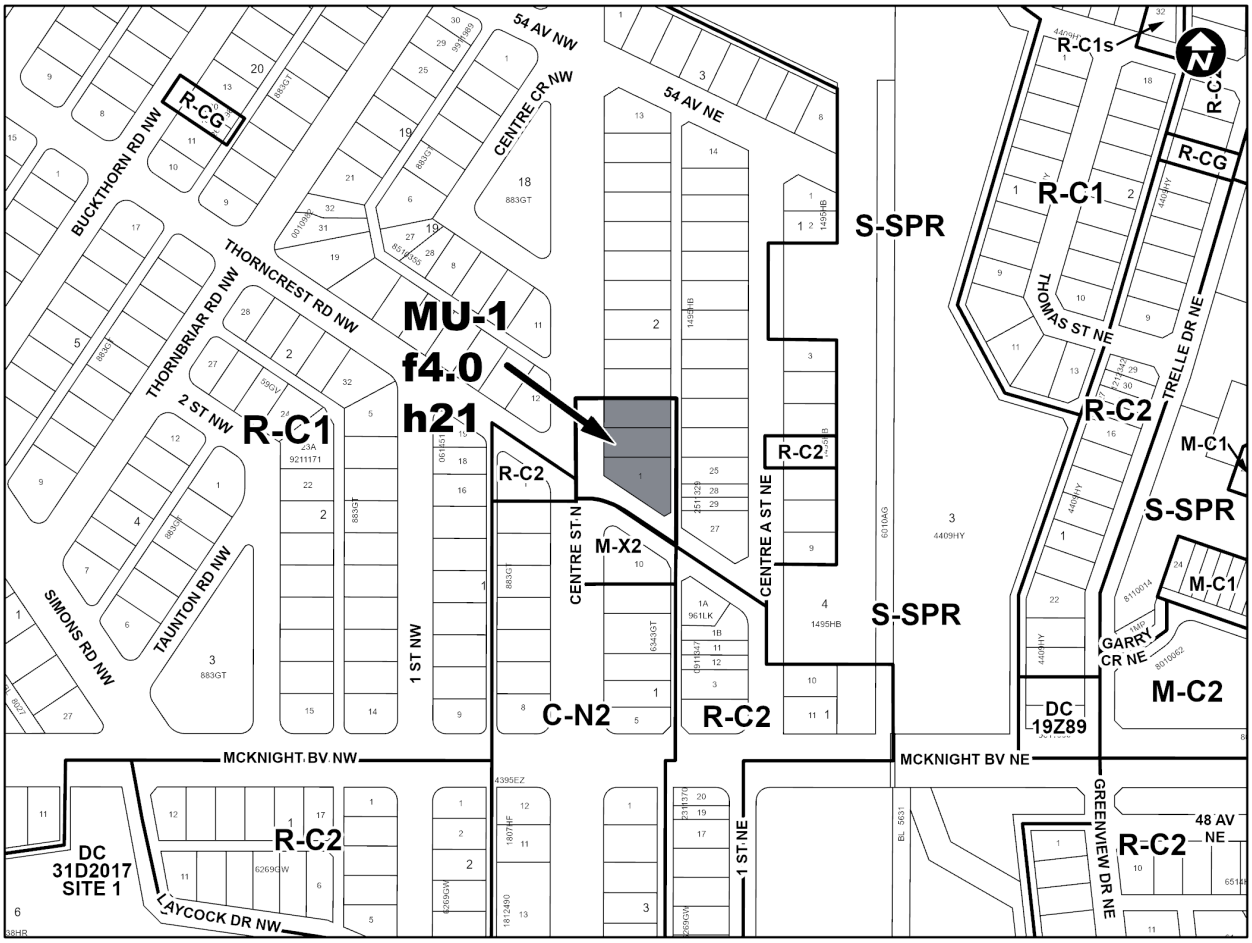
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0059/CPC2026-0769
BYLAW NUMBER 125D2026

SCHEDULE B



Land Use Amendment in Greenview Industrial Park (Ward 4) at 604 – 35 Avenue NE, LOC2026-0084

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.16 hectares ± (0.39 acres ±) located at 604 – 35 Avenue NE (Plan 5942AD, Block 18, Lots 15 to 20) from Industrial – Redevelopment (I-R) District to Industrial – Commercial (I-C) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 10:

That Council give three readings to **Proposed Bylaw 115D2026** for the redesignation of 0.16 hectares ± (0.39 acres ±) located at 604 – 35 Avenue NE (Plan 5942AD, Block 18, Lots 15 to 20) from Industrial – Redevelopment (I-R) District to Industrial – Commercial (I-C) District.

HIGHLIGHTS

- This land use amendment application seeks to redesignate the subject property to allow for a limited range of commercial uses that are compatible with industrial uses.
- The proposed Industrial – Commercial (I-C) District would allow a range of industrial commercial uses that are complementary to the surrounding context of the area 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? The proposal provides for additional commercial and industrial uses that are compatible with the surrounding area and may promote redevelopment opportunities on the subject site.
- Why does this matter? The proposal would allow for additional business and employment opportunities within an inner-city industrial area within close proximity to residential communities.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the northeast community of Greenview Industrial Park, was submitted by Tricor Design Group on behalf of the landowner, Green Cedar Holdings Inc., on 2026 June 12. The approximately 0.16 hectare (0.39 acre) site is 120 metres (a two-minute walk) east of Edmonton Trail NE. The site is currently developed with a garage and is used for parking and outdoor storage purposes.

No development permit application has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), the applicant intends to operate a vehicle sales and rental business, with the addition of providing a larger number of vehicle inventory 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).

Land Use Amendment in Greenview Industrial Park (Ward 4) at 604 – 35 Avenue NE, LOC2026-0084

ENGAGEMENT AND COMMUNICATION

☒ Outreach was undertaken by the Applicant

☒ Public/interested parties were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant reached out to the Thorncliffe Greenview Community Association and delivered letters to approximately 15 neighbouring parcels. The Applicant Outreach Summary can be found in Attachment 3, which indicates no comments were received.

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 Thorncliffe Greenview Community Association provided a letter with no objection dated 2026 July 30 (Attachment 4). The Highland Park Community Association provided a letter with no objection dated 2026 July 18 (Attachment 5). No comments from the Greenview Industrial Business Improvement Association (BIA) were received. Administration contacted the BIA to follow up and no response was received.

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

IMPLICATIONS

Social

The proposed I-C District maintains the commercial-industrial character of the area while providing additional job opportunities in close proximity to residential communities.

Environmental

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

Economic

The proposed land use amendment would enable additional flexibility of uses while maintaining a district that allows for industrial and commercial redevelopment and growth.

Service and Financial Implications

No anticipated financial impact.

Land Use Amendment in Greenview Industrial Park (Ward 4) at 604 – 35 Avenue NE, LOC2026-0084

RISK
There are no known risks associated with this proposal.

ATTACHMENTS
1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Thorncliffe Greenview Community Association Response
5. Highland Park Community Association Response
6. **Proposed Bylaw 115D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

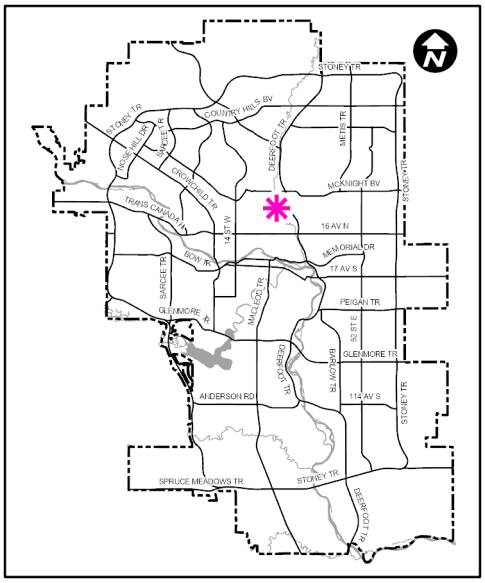
The subject site is located on the north side of 35 Avenue NE in the community of Greenview Industrial Park. The 0.16 hectares (0.39 acres) parcel is approximately 45 metres wide and 34 metres deep and is currently developed with a garage and is used for parking and outdoor storage purposes. Vehicle access to the site is available from a driveway along 35 Avenue NE and there is rear lane access.

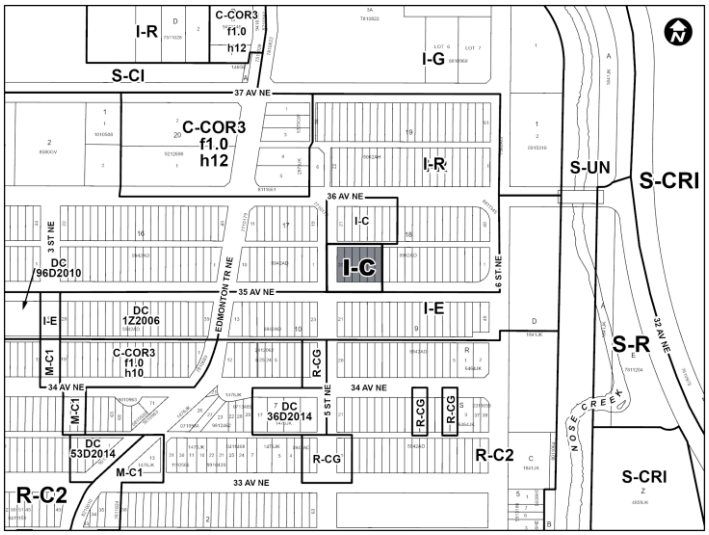
Surrounding land uses are a mix of Industrial – Redevelopment (I-R) District, Industrial – Commercial (I-C) District, Industrial – Edge (I-E) District, and Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District. Businesses in the area include a mix of light industrial and support commercial uses.

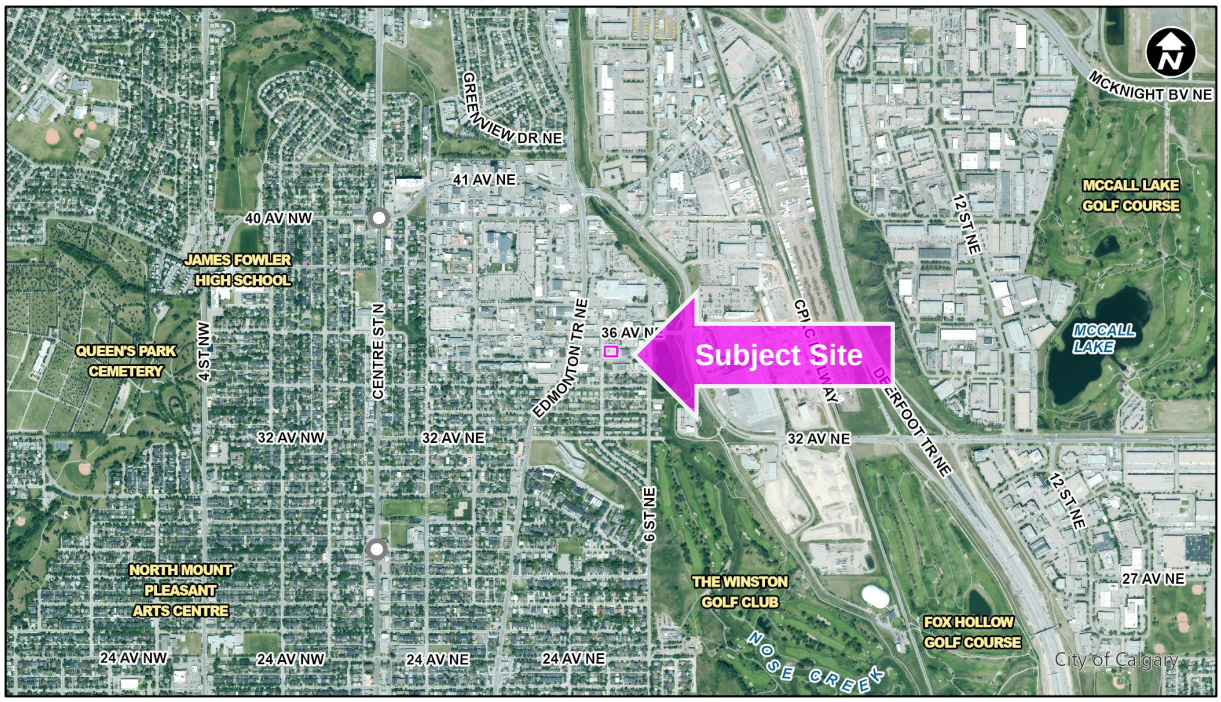
Community Peak Population Table

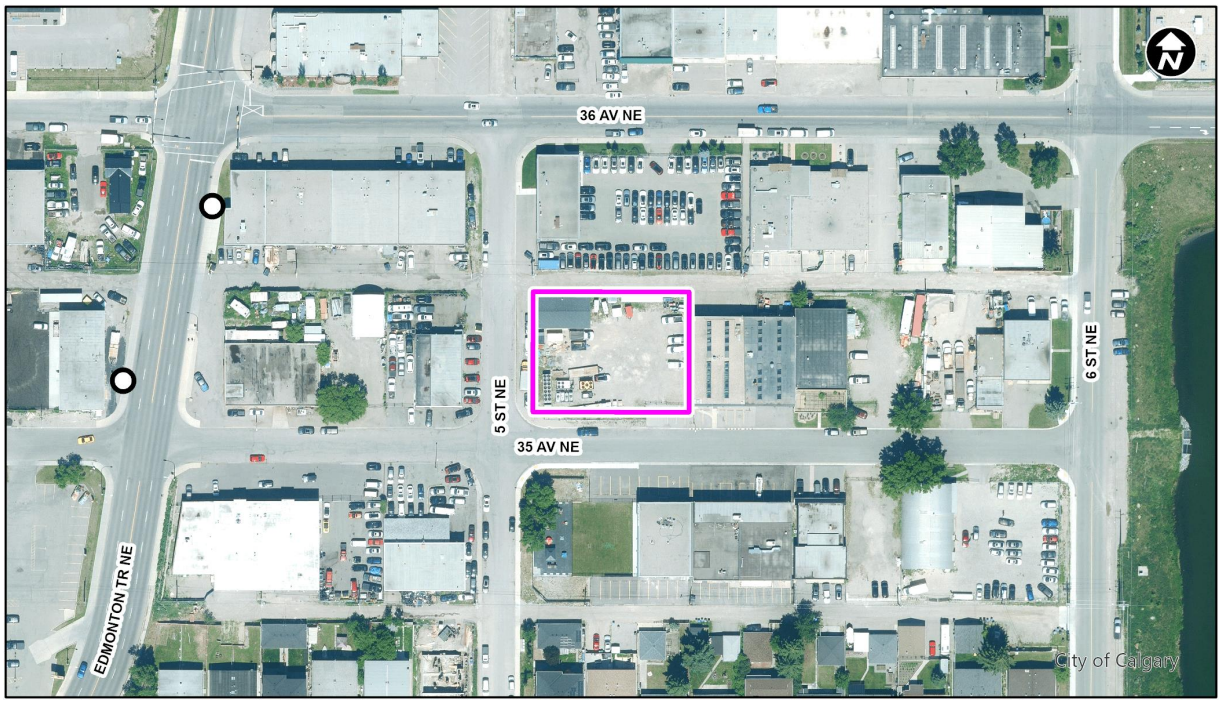
There is no available community population data for Greenview Industrial Park as it is an industrial area.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing I-R District is typically characterized by small and narrow parcels and is intended to accommodate a wide range of industrial uses that would allow for reuse and redevelopment of existing parcels. The I-R District allows for a maximum building height of 16.0 metres and a maximum floor area ratio (FAR) of 1.0. The existing I-R District does not include vehicle rental or sales uses.

The proposed I-C District is an industrial designation that allows for light industrial and a wider variety of commercial uses that are compatible with adjacent industrial areas. The I-C District allows for a maximum building height of 12.0 metres and a maximum FAR of 1.0. The proposed redesignation would reduce the maximum allowable building height from 16.0 metres to 12.0 metres. The proposed I-C District is the most compatible land use district for the subject site as it is on the perimeter of an industrial area and located within 200 metres of a major street. The subject site is also bordered to the north by Industrial – Commercial (I-C) District and Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District properties along Edmonton Trail NE. The District does include vehicle rental and sales uses.

Development and Site Design
The rules of the proposed I-C District would provide guidance for the future development of the site including appropriate uses, the overall distribution of buildings and site layout details such as landscaping, parking and site access.

Transportation
Existing Calgary Transit bus service is available within 150 metres (a two-minute walk) on Edmonton Trail NE (Route 5 - North Haven and Route 4 - Huntington). The existing Always Available for All Ages and Abilities (5A) pathway along 32 Avenue NE is located 400 metres (a five-minute walk) east of the site and along 6 Street NE which is located 200 metres (a three-minute walk) east of the site. A 5A pathway is proposed along 36 Avenue NE from 32 Avenue to 1 Street NE. A Transportation Impact Assessment (TIA) was not required for this land use application but may be required at the Development Permit stage. Vehicle access to the site is available from a driveway along 35 Avenue NE and has rear lane access.

Environmental Site Considerations
No environmental concerns were identified.

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 time of development permit application.

Legislation and Policy

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

Municipal Development Plan (Statutory – 2009)
The site is located within the Standard Industrial area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The applicable policies in the MDP state that the Standard Industrial areas should be predominantly industrial in nature and industrial land should be protected from encroachment of non-industrial uses. The MDP also supports commercial uses that are compatible with the industrial function of the area and cater to the day-to-day needs of area businesses and their employees. The proposed I-C District provides for a broad range of industrial uses and expands opportunities for small-scale compatible commercial uses in alignment with the land use policies of the MDP. The I-C District is appropriate for the subject site given its location within the Greenview Industrial Park and proximity to major streets and residential areas.

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

North Hill Communities Local Area Plan (Statutory – 2021)
The site is identified as Industrial General on Map 3: Urban Form in the *North Hill Communities Local Area Plan* (LAP). This area is intended is intended to maintain the existing light and medium industrial nature of this area. The site has no scale modifier. The site is also within Greenview Industrial which supports industrial, commercial, institutional and housing uses within an important employee area. The proposed land use amendment is in alignment with the applicable policies of the LAP.

Applicant Submission

Company Name (if applicable):
Tricor Design Group

LOC Number (office use only):

Applicant's Name:
Ahmed Gouda

Date:
June 12-2026

To Whom It May Concern,
We are pleased to present this application to redesignate the subject property from Industrial – Redevelopment (I-R) District to Industrial – Commercial (I-C) District to allow the use of Vehicle Rental / Sales – Major, as defined under the City of Calgary Land Use Bylaw.
It is important to note that this application does not propose a significant change to the appearance, function, or overall character of the site. The property will continue to operate as a vehicle-related commercial business, consistent with the existing industrial-commercial nature of the surrounding area.
The primary purpose of the redesignation is to allow a larger inventory of vehicles on site while maintaining the same general business activity. The proposed I-C designation is compatible with the surrounding industrial and commercial developments and represents a logical evolution of the site's existing use.
The property is located within an area designed to accommodate employment-generating and vehicle-oriented businesses, with appropriate road infrastructure and access already in place.
We do not anticipate significant impacts on neighboring properties because of this application. The use remains commercial in nature, and site operations will continue to comply with applicable City regulations regarding parking, landscaping, access, signage, lighting, and site maintenance.
We understand the importance of being a responsible neighbor and community partner. We welcome feedback from adjacent property owners, the Community Association, and City Administration, and we remain committed to working collaboratively to address any reasonable concerns that may arise during the review process.
We respectfully request support for this redesignation application and believe it represents a reasonable, appropriate, and beneficial use of the property that aligns with the intent of the surrounding industrial-commercial area while supporting local economic growth.

Applicant Outreach Summary

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 604 35 AV NE

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

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

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

We engaged the community association by way of email as listed on the community website.

Thorncliffe / Greenview Community Association

development@tgcacalgary.com

NO FEEDBACK OR COMMUNICATION RECEIVED

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

Letters to neighbours have been distributed to the following addresses:

520, 616, 626, 632, 636, 635, 625, 623, 615, 613,609, 520, 521, 507 --- 35 AV NE
603, 515--- 36 AV NE
3625 6 ST NE

NO FEEDBACK OR COMMUNICATION RECEIVED

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 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.

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.

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

Thorncliffe Greenview Community Association Response

Thorncliffe Greenview Community Association

5600 Centre St. N

Calgary, Alberta T2K 0T3

July 30, 2026
Circulation Control, Planning and Development
City of Calgary
File Number: LOC2026-0084
Address: 604 35 AV NE
File Manager: Stephanie Cantlay

Thorncliffe Greenview Community Association has no objection to proposed LOC2026-0084 Land Use Amendment to redesignate the parcel from Industrial – Redevelopment (I-R) District to Industrial – Commercial (i-C) District.

Patrick Saunders
On behalf of
Thorncliffe Greenview Community Association

Administration Phone: 403-274-6840 Website: www.tgcacalgary.com Email: www.info@tgcacalgary.com
Forbes Innes Arena: 403-274-1466 Restaurant & Lounge: 403-274-5574 Rec Centre: 403-274-5575

Highland Park Community Association Response

Cantlay, Stephanie

From: Jeanne Kimber <jeannek@highlandparkcommunity.ca>
Sent: Saturday, July 18, 2026 4:24 PM
To: Cantlay, Stephanie
Subject: Re: [EXT] RE: [External] LOC2026-0084 604 35 Ave NE

Thanks Stephanie.
The Highland Park Community Association has no objection to the proposed land use chance. The location of the parcel is east of Edmonton Trail and well within the limits of Greenview Industrial area . The east boundary of Highland Park running for 2 blocks only along the west side of Edmonton Trail. It seems probably that the potential impacts of the land use change will be felt predominantly along Edmonton Trail, 6 Street NE and 35 Ave NE The latter are important access roads for the the residents living on 34 Ave NE east of Edmonton Trail., as can be seen on this screen shot from Google Maps. 6 St NE is a connector between 37 Ave NE all the south to 7 Ave NE in Renfrew



Thank you for providing the opportunity to comment on this application.

D. Jeanne Kimber
Planning and Development Committee
Highland Park Community Association

1

PROPOSED

CPC2026-0758
ATTACHMENT 6

BYLAW NUMBER 115D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2026-0084/CPC2026-0758)

* *

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 _____

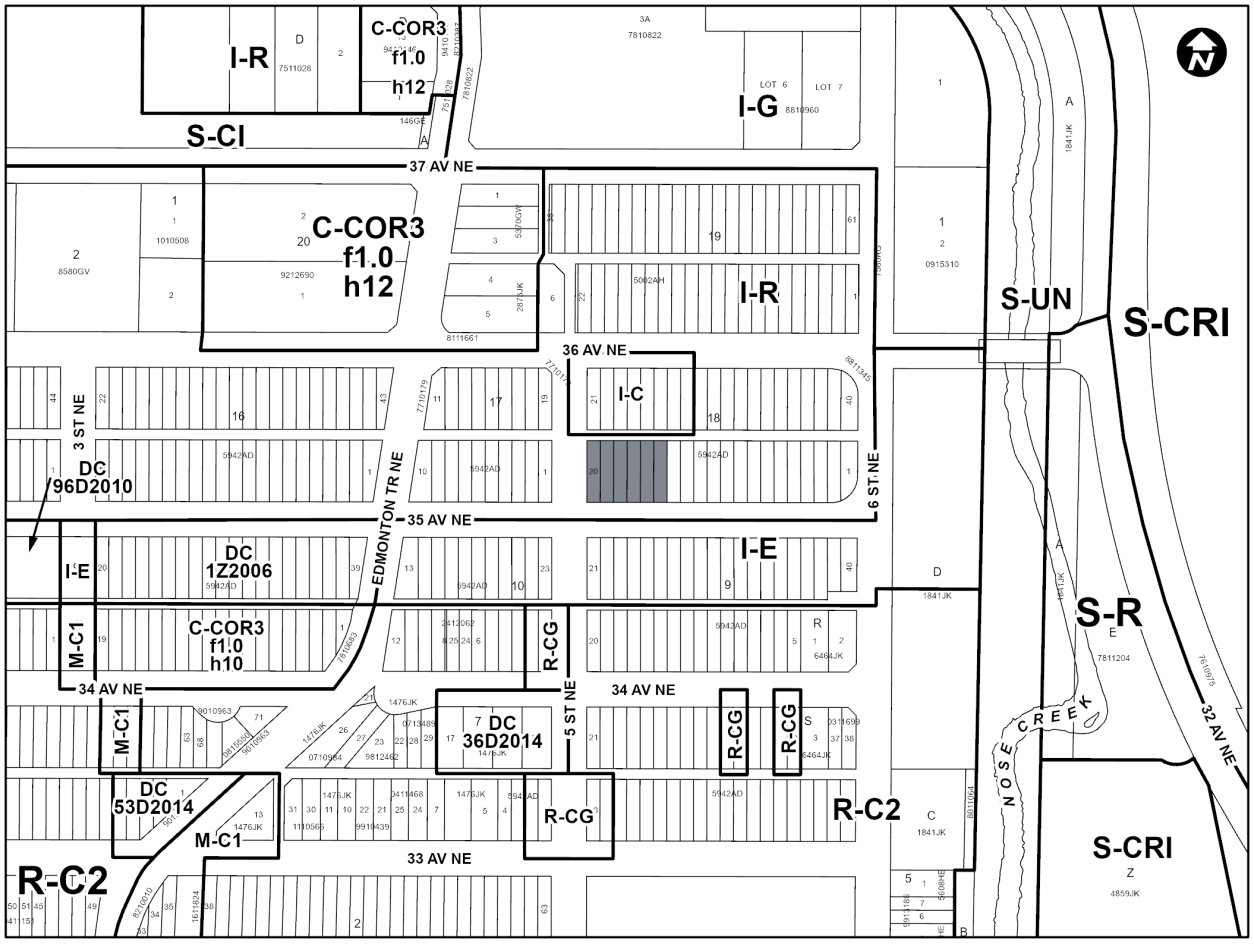
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2026-0084/CPC2026-0758
BYLAW NUMBER 115D2026

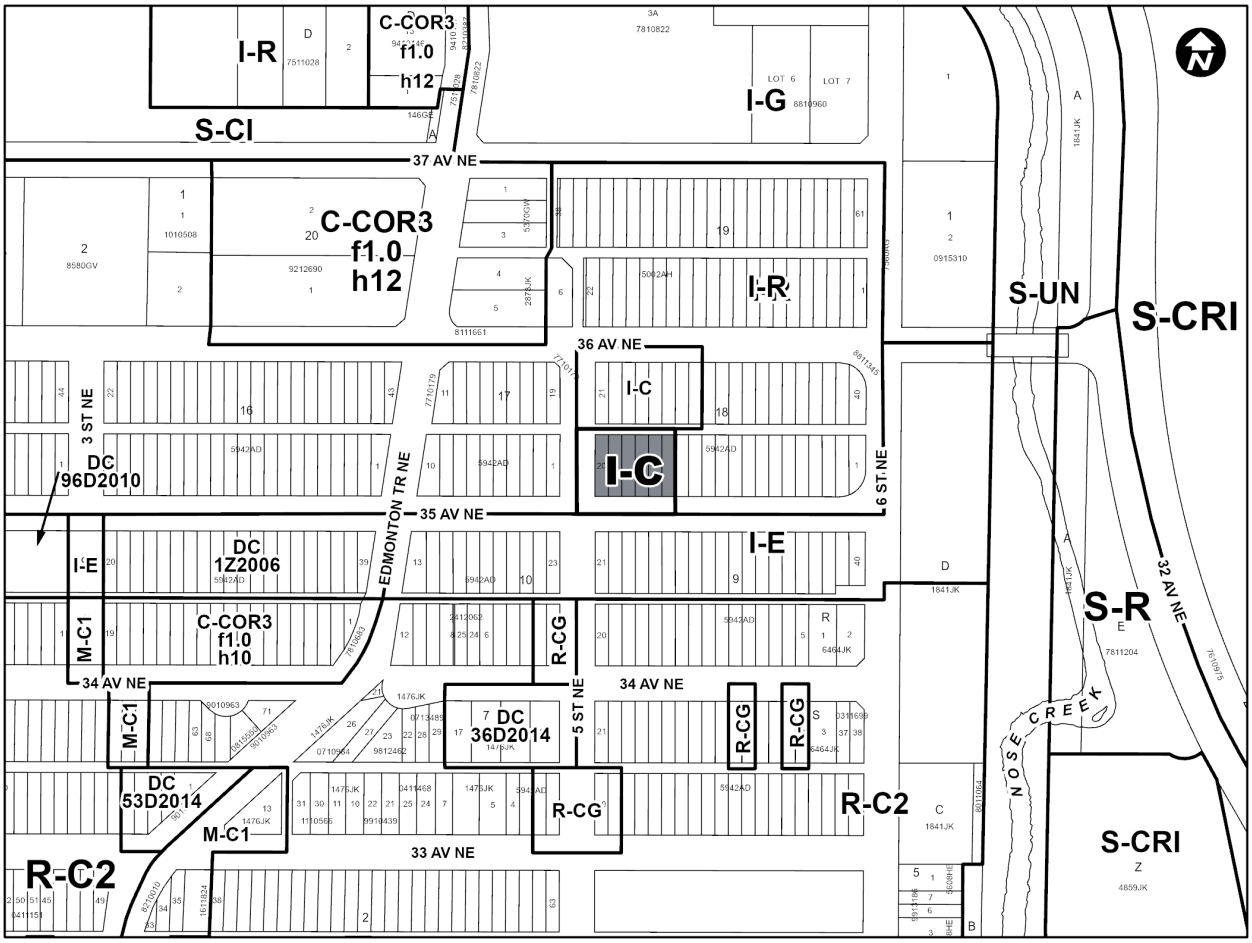
SCHEDULE A



PROPOSED

AMENDMENT LOC2026-0084/CPC2026-0758
BYLAW NUMBER 115D2026

SCHEDULE B



Policy and Land Use Amendment in Aspen Woods (Ward 6) at multiple addresses, LOC2026-0022

RECOMMENDATION:

That Calgary Planning Commission:

1. Forward this report (CPC2026-0811) to the 2026 November 9 Public Hearing Meeting of Council;

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the amendment to the East Springbank Area Structure Plan (Attachment 2); and

3. Give three readings to the proposed bylaw for the redesignation of 1.18 hectares ± (2.92. acres ±) located at 7412 and 7480 – 17 Avenue SW (Plan 1144AC, Block B, a portion of Lot 1; Plan 5767GG, Block B, Lot 15) from Direct Control (DC) District and Residential – One Dwelling (R-1) District to Special Purpose – School, Park and Community Reserve (S-SPR) District and Direct Control (DC) District to accommodate multi-residential development, with guidelines (Attachment 3).

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 OCTOBER 8:

That Council:

1. Give three readings to **Proposed Bylaw 44P2026** for the amendment to the East Springbank Area Structure Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 129D2026** for the redesignation of 1.18 hectares ± (2.92. acres ±) located at 7412 and 7480 – 17 Avenue SW (Plan 1144AC, Block B, a portion of Lot 1; Plan 5767GG, Block B, Lot 15) from Direct Control (DC) District and Residential – One Dwelling (R-1) District to Special Purpose – School, Park and Community Reserve (S-SPR) District and Direct Control (DC) District to accommodate multi-residential development, with guidelines (Attachment 3).

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2026 October 8:

"The following documents were distributed with respect to Report CPC2026-0811:
- Revised Attachment 3; and…"

HIGHLIGHTS

- This application seeks to redesignate the subject site to expand the size of the existing municipal reserve to the west and allow for multi-residential development on the subject lands where all units have access to grade.
- The proposal represents an appropriate density increase of a residential site adjacent to

the Primary Transit Network, within 300 metres of a Light Rail Transit (LRT) station, allows for development that may be compatible with the character of the existing neighbourhood, and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).

- What does this mean to Calgarians? The proposed Direct Control (DC), with guidelines, would allow for greater housing choice that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- Why does this matter? The proposed DC District would enable additional density within the community and support a more efficient use of existing infrastructure, including the existing Light Rail Transit (LRT) system and nearby amenities.
- An amendment to the *East Springbank Area Structure Plan* (ASP) 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 Aspen Woods, was submitted by O2 Planning and Design on behalf of the landowner, Fatima Fares and The Cooper Memorial Benevolent Society, on 2026 February 26. No development permit has been submitted at this time,however, as noted in the Applicant Submission (Attachment 4), the intent is to build townhouse-style units at a density of 60 units per hectare.

The subject site is an approximately 1.18 hectare (2.92 acre) corner site located at the northwest junction of 17 Avenue SW and 73 Street SW. It forms part of two parcels with a combined area of 1.28 hectares (3.17 acres). The proposed Special Purpose – School, Park and Community Reserve (S-SPR) District would allow for an additional 0.02 hectares (0.07 acres) of land to be designated and subsequently registered as Municipal Reserve to comply with the 10 per cent *Municipal Government Act* (MGA) requirement.

The proposed Direct Control (DC), based on the Multi-Residential – At Grade Housing (M-G) District, would allow for grade-oriented multi-residential development with additional requirements for building form and setbacks as outlined in Attachment 3. Although more dense built forms are often found within transit-oriented development areas, the applicant intends to develop the subject site with a multi-residential form that provides transition to the existing low-density development of the area. Surrounding development includes townhouse development under construction to the east designated as Direct Control District Bylaw 81Z2006, single detached dwellings and Rundle College.

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

ENGAGEMENT AND COMMUNICATION

☒ Outreach was undertaken by the Applicant

☒ Public/interested parties were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was

encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant distributed 200 postcard invitations to a virtual information session within an approximately 300 metre radius north of 17 Avenue SW, held a virtual information session, distributed 550 postcard invitations to a public open house and held an in person open house at Ambrose University on 2026 June 16 which was attended by 50 people. The applicant reached out to the Strathcona Christie Aspen Community Association (CA) and met with the Ward Councillor Office to discuss the proposal. The Applicant Outreach Summary can be found in Attachment 5.

City-Led Outreach

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

Administration received 373 letters of opposition from the public and a petition with 57 signatures in objection to the initial Multi-Residential – Low Profile (M-1) District proposal. The application was notice posted again after it was revised to include the second parcel, 7412 – 17 Avenue SW and amended to the proposed DC District based on the M-G District in response to concerns raised by residents. Following the revised notice posting, Administration received 218 letters of opposition. The letters of opposition identified the following areas of concern:

- the proposed land use is out of scale in height and density with the surrounding low density neighbourhood and would negative affect the community character;
- the proposed density is not a "mid-point" density as previously represented in the initial applicant's submission;
- if approved, the land use will set a precedent for more multi-residential development of similar densities in the area;
- negative impact on pedestrian safety, on-street and on-site parking, peak-hour conditions and traffic;
- infrastructure capacity concerns;
- environmental impacts due to increased stormwater runoff and increase of impervious surfaces, loss of mature trees, fragmented wildlife habitat, noise levels and decline in air quality;
- the outreach taken on by the applicant does not reflect meaningful engagement for a proposal of this scale and concerns with the extent that the feedback was reflected in subsequent application revisions; and
- limited information and misinformation from the applicant.

The Strathcona, Christie and Aspen CA provided a letter in opposition on 2026 April 16 (Attachment 6). Administration followed up with the CA on 16 September 2026 and no response was received. The opposition letter identified the following concerns:

- requesting additional community engagement; and
- request that the proposal align with the existing neighbourhood districts for density.

The Aspen Ridge Homeowner's Association, provided a letter in opposition on 2026 September

16 (Attachment 7) identifying the following concerns:

- the proposed density and overall scale of the development, and compatibility with the existing neighbourhood character;
- traffic impacts, school-area congestion, pedestrian safety and adequacy of transportation analysis;
- parking supply, site circulation, emergency access and servicing capacity;
- building height, building setbacks, privacy and the interface with the adjacent low-density residential development;
- the proposal does not provide an appropriate transition in housing form and density between existing developments; and
- concerns regarding the applicant-led engagement process, including how community feedback was reflected in project revisions and reporting, as well as requests to consider a lower-density alternative land use.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposed DC District based on the M-G District is intended to be adjacent to low-density developments and would facilitate a townhouse development that is compatible with its context and appropriate within a transit-oriented development area. The building and site design, number of units and on-site parking will be reviewed and determined at the development permit stage.

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

IMPLICATIONS

Social

The 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 near transit.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

Policy and Land Use Amendment in Aspen Woods (Ward 6) at multiple addresses, LOC2026-0022

ATTACHMENTS

1. Background and Planning Evaluation
2. **Proposed Bylaw 44P2026**
3. **Proposed Bylaw 129D2026**
4. Applicant Submission
5. Applicant Outreach Summary
6. Community Association Response
7. Homeowner's 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 southwest community of Aspen Woods at the northwest intersection of 17 Avenue SW and 73 Street SW. The site comprises two parcels, is approximately 1.28 hectares in size (3.17 acres), and is approximately 123 metres deep by 97 metres wide. The land use amendment application is for a portion of the subject site and is approximately 1.18 hectares (2.92 acres) in size. The subject site is currently developed with a single detached dwelling and Willingdon Hall (also known as Cooper Memorial Hall), which is listed as a City-Wide Historic Resource on the Inventory of Evaluated Historic Resources. Existing vehicular access to the site is from 17 Avenue SW and 73 Street SW.

Surrounding development is characterized by low-density residential development to the north and west primarily in the form of single detached dwellings designated Residential - One Dwelling (R-1/R-1s) District and Residential One / Two Dwelling (R-2) District. Townhouse development designated Direct Control (DC) District Bylaw 81Z2006 is located directly east across 73 Street SW. The subject site is directly north of Rundle College (K-12, independent) designated Special Purpose – Community Institution (S-CI) District, Ernest Manning High School (10-12, CBE) designated Special Purpose – School, Park and Community Reserve (S-SPR) District, and Ambrose University which is designated as DC District Bylaw 67Z2007. The subject parcel is approximately 300 metres (a five-minute walk) west of the existing 69 Street Light Rail Transit (LRT) Station (Blue Line) along 17 Avenue SW.

In 2006, a land use and outline plan application (LOC2006-0020) for Aspen Estates Phase 6 was approved for approximately 23.93 hectares (59.14 acres). This approval established the existing land uses for the larger parcel at 7480 – 17 Avenue SW, and shadow-planned a portion of the parcel as future municipal reserve (MR). The proposed redesignation to the S-SPR District included in this application is intended to bring the total MR dedication to 10 per cent of the gross developable area of the subject site.

This application initially proposed the Multi-Residential – Low Profile (M-1) District with a density modifier of 70 units per hectare (uph). In response to the concerns raised by adjacent residents and in consultation with Administration, the application was amended to a Direct Control (DC) District with the Multi-Residential – At Grade Housing (M-G) District base and a maximum density of 60 uph with additional rules for increased building setback and building form rules.

Community Peak Population Table

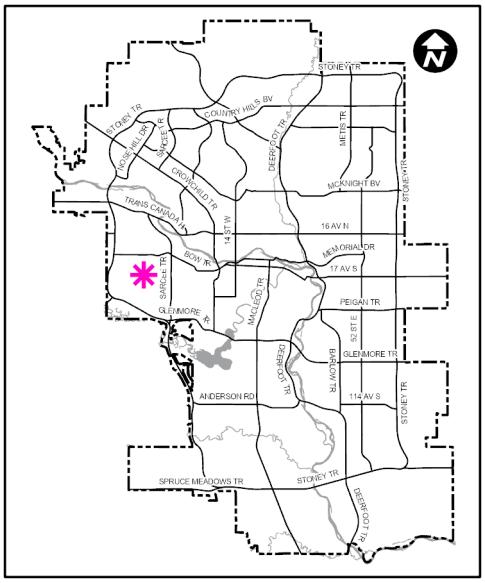
As identified below, the community of Aspen Woods reached its peak population in 2019.

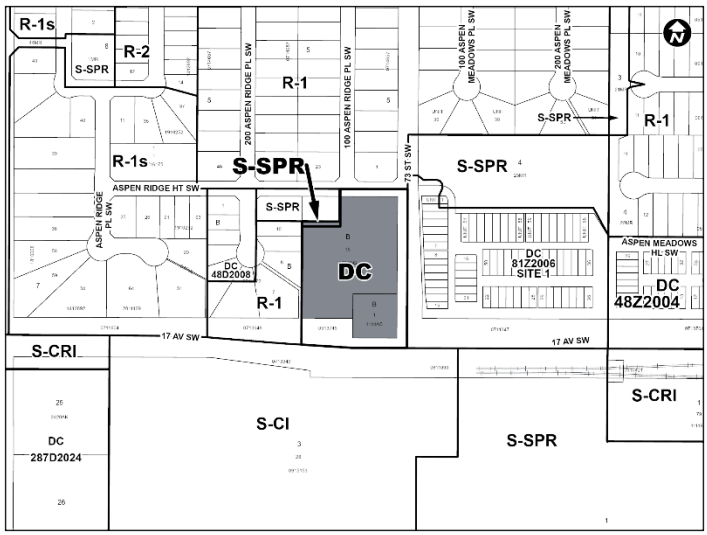
Aspen Woods	
Peak Population Year	2019
Peak Population	9,446
2019 Current Population	9,446
Difference in Population (Number)	0
Difference in Population (Percent)	0.0

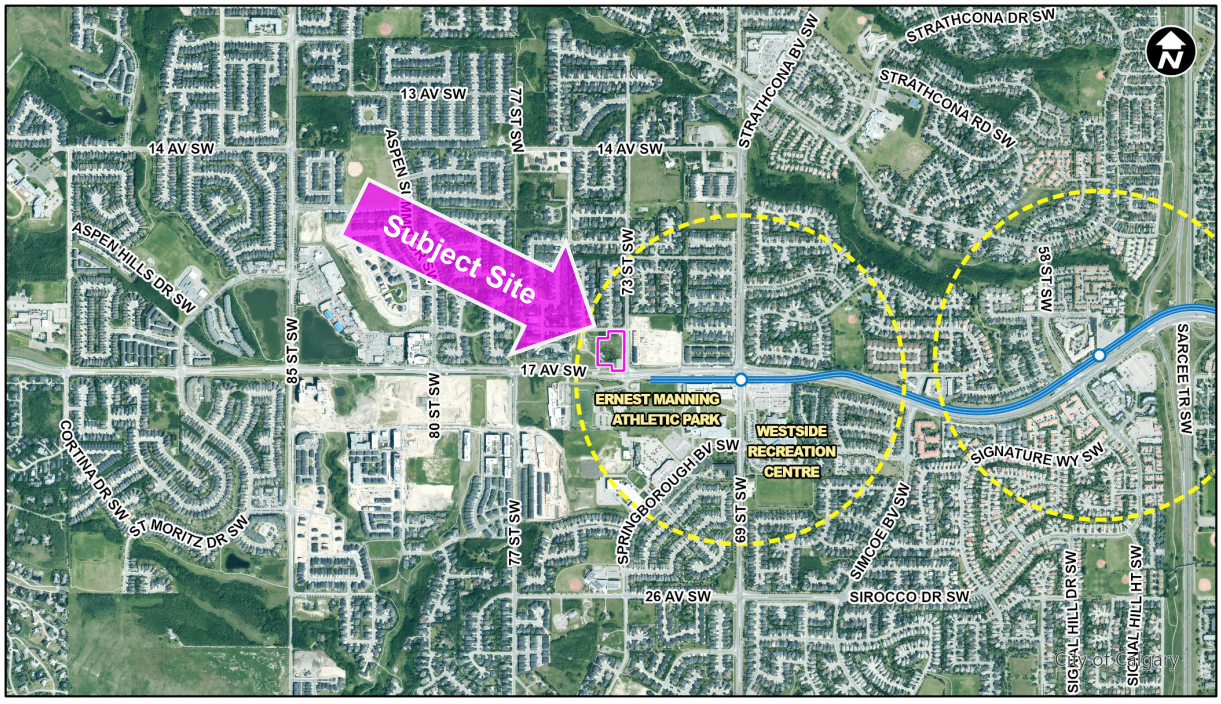
Source: *The City of Calgary 2019 Civic Census*

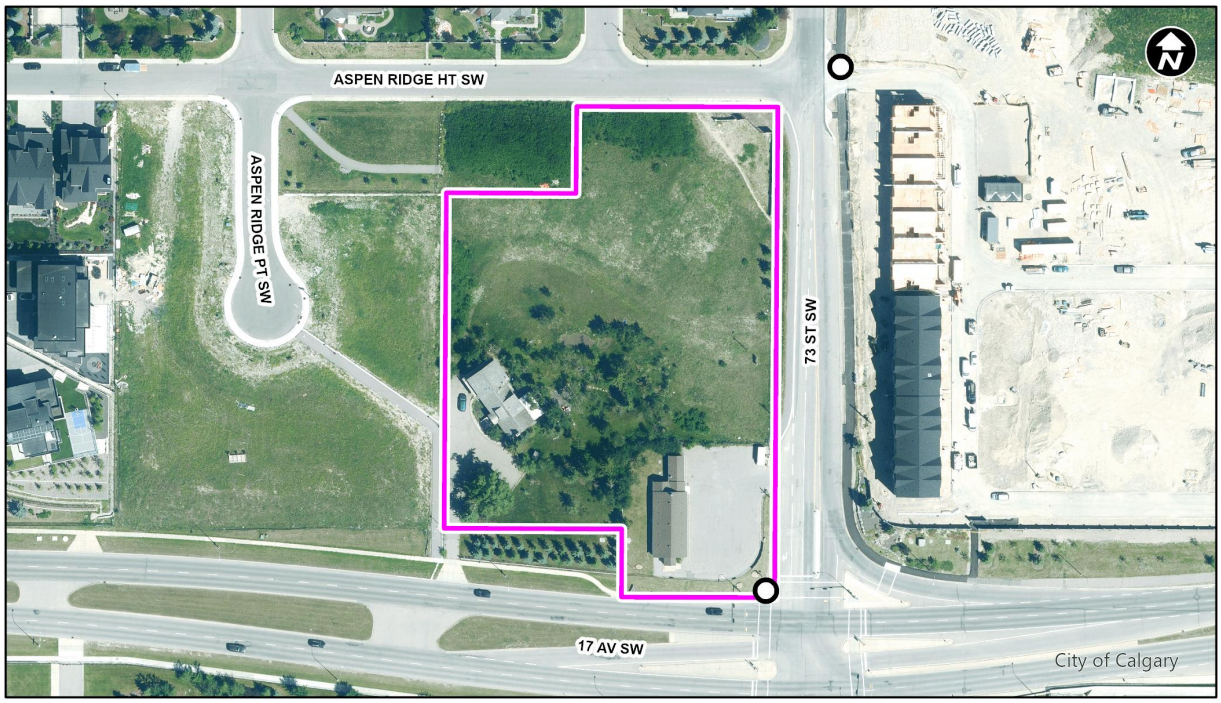
Additional demographic and socio-economic information may be obtained online through the Aspen Woods Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
A portion of the parcel is currently designated R-1 District which is intended to accommodate residential development in the form of single detached dwellings. The R-1 District allows for a maximum of one dwelling unit per parcel and a maximum building height of 12.0 metres for parcels greater than 400 square metres in size and parcel width equal to or greater than 15.0 metres. Otherwise, the maximum building height is 11.0 metres. Secondary suites are permitted uses within the R-1 District.

A second parcel also forms part of the subject site. It is located at the corner of 17 Avenue SW and 73 Street SW and is currently designated as Direct Control District Bylaw 12Z96, which is intended to accommodate rural development in the form of single-detached dwellings with a maximum building height of 10.0 metres.

A portion of the parcel is proposed to be designated S-SPR District. The S-SPR District is intended to support schools, parks, open space and is intended to apply only to land dedicated as school reserve, municipal school reserve, community public reserve and reserve pursuant to the MGA. An additional 0.02 hectares (0.07 acres) of the subject site is proposed to be redesignated to S-SPR District to meet the *Municipal Government Act*'s (MGA) minimum 10 per cent Municipal Reserve (MR) dedication requirement.

The proposed Direct Control (DC) District, based on the Multi-Residential – At Grade Housing (M-G) District, is appropriate for this site because it allows at-grade oriented multi-residential development while providing additional site-specific rules for density, setbacks, building form, building orientation and parking. These rules respond to the site's unique context, including its location near an existing LRT station and its interface with surrounding low-density development. The proposed DC District includes a maximum building height of 12 metres, approximately four storeys, a maximum density of 60 uph (63 units), increased setbacks along all property lines and building form rules to support a more sensitive transition to adjacent low-density development. The DC District also requires minimums parking per dwelling unit to address adjacent on-street parking restrictions. Overall, the proposed DC District allows for increased density in a transit-supportive location, while providing appropriate transitions to ensure compatibility with the surrounding residential development in the area.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of DC District has been deemed acceptable in order to provide for the applicant's proposed development due to unique site characteristics. This proposal allows for the applicant's intended at-grade oriented multi-residential development while maintaining the M-G District base to accommodate building form and orientation that address the adjacent low-density development while responding to the transit-oriented development opportunities of the site, proximity to nearby school and institutional uses and the availability of existing and planned public infrastructure.

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. In addition, DC District rules pertaining to setbacks, building form and parking may also be relaxed subject to review by the Development Authority.

Development and Site Design

If this redesignation is approved by Council, the rules of the proposed DC District will provide guidance for future site development including appropriate uses, building setbacks, site layout and design, landscaping, waste management and parking. Other key factors that will be considered during the review of the development permit include the following:

- interface with public streets;
- building mass and relationship with adjacent residential parcels; and
- appropriate amenity space for residents.

The application includes the site of Willingdon Hall which is listed as a City-Wide Historic Resource on the Inventory of Evaluated Historic Resources (the "Inventory"). The Inventory is a list of sites assessed by Heritage Calgary (a civic partner) according to Council-approved policy. Listing on the Inventory does not legally regulate a property without further voluntary action by the property owner. At subsequent development stages, the applicant will be encouraged to consider retention or be required to provide a commemorative feature recognizing the heritage resource not retained through redevelopment.

Subdivision Design
The existing S-SPR District and location for the MR was planned through the 2006 outline plan (LOC2006-0020). This area is proposed to create a contiguous open space with the existing MR parcel directly to the west fronting onto Aspen Ridge Heights SW. Despite this portion of the subject site being planned for MR in 2006, the MR has not been registered as such because the parcel has not been subdivided to date. Additionally, the smaller parcel at 7412 – 17 Avenue SW will contribute its 10 per cent *Municipal Government Act* (MGA) requirement for MR and it is proposed to be designated S-SPR District.

This application includes a proposed redesignation of 0.02 hectares (0.07 acres) to S-SPR District, making the total MR area fronting onto Aspen Ridge Heights SW a total of 0.25 hectares (0.62 acres) once registered at the subdivision stage. An outline plan is not required for the additional area proposed to S-SPR District, as the proposed location of the future open space is consistent with the 2006 outline plan.

Transportation
Pedestrian access to the site is available from Aspen Ridge Heights SW, 73 Street SW and 17 Avenue SW. Required sidewalk and driveway upgrades will be reviewed through any future development permit applications.

The City's Always Available for All Ages and Abilities (5A) Network identifies a recommended on-street bikeway along 73 Street SW and a 3.0 metre pathway along 17 Avenue SW, connecting to the existing pathway east of 73 Street SW.

The site is well served by Calgary Transit. Route 164 (Aspen Summit/Richmond Terminal) is available from a bus stop on 73 Street SW, approximately 25 metres (less than a minute walk) north of the site. Westbound service for Route 156 (Aspen Summit) and Route 98 (Cougar Ridge) is available along 17 Avenue SW adjacent to the site, while eastbound service for these routes is available approximately 78 metres (a one-minute walk) south of the site. The 69 Street LRT Station (Blue Line) is located approximately 300 metres (a five-minute walk) east of the site along 17 Avenue SW.

73 Street SW is classified as a Collector Road, 17 Avenue SW is classified as an Arterial Street and Aspen Ridge Heights SW is classified as a Residential Street. Parking is restricted along 17 Avenue SW and along 73 Street SW adjacent to the site. On-street parking on Aspen Ridge Heights SW is limited to two hours from 9:00 a.m. to 6:00 p.m., Monday to Friday. Future vehicle access to the site is expected from Aspen Ridge Heights SW.

A Transportation Impact Assessment (TIA) was received and accepted as part of this application.

Environmental Site Considerations
A Phase I Environmental Site Assessment was reviewed and accepted. No environmental concerns were identified.

Utilities and Servicing
Water, sanitary sewer and storm sewer mains are available adjacent to the site. Additional details for site servicing and appropriate stormwater management for future development will be considered and reviewed as part of any future development permit application. Any extensions or network upgrades to service the site will be at the developer's expense.

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) as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The MDP identifies that ASPs in place prior to the adoption of the MDP are appropriate policies to provide specific direction of the local community. However, future reviews and amendments to the ASPs are required to align with the policies of the MDP.

The applicable policies support housing diversity and choice by enabling a range of housing types and densities in neighbourhoods, while maintaining existing character through appropriate transitions in intensity and built form (Section 2.3). The MDP proposes a more compact urban form by locating a portion of new housing and jobs within higher intensity, mixed-use areas that are well connected to the Primary Transit Network. The MDP encourages higher residential densities in areas of the community that are more extensively served by existing infrastructure, public facilities and transit (Section 2.2.5). Furthermore, the MDP provides direction to plan land uses adjacent to public parks that are supportive and enhance the vitality of both existing and new open spaces (Section 2.3.4). The proposed land use and policy amendment are in alignment with the applicable policies of the MDP.

Transit Oriented Development Policy Guidelines (Non-Statutory – 2004)
The *Transit Oriented Development (TOD) Policy Guidelines* provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide transit riders alike. The proposed land use amendment supports these objectives by enabling transit supportive land uses and increased density near the 69 Street LRT Station, while optimizing the use of existing sites and infrastructure. The proposed land use and policy amendment can help increase transit ridership, contribute to an attractive LRT station area and support long-range policy commitments related to compact growth and mobility choice.

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 Springbank Area Structure Plan (Statutory – 1997)
The subject site currently falls within the Low Density Infill Development area on Map 2: Land Use in the *East Springbank Area Structure Plan* (ASP) which is intended to provide single-family detached and semi-detached dwellings as the predominant building form. Densities in this land use area should achieve a density range of 1 to 3 units per gross developable acre (2 to 7 units per gross developable hectare) and a minimum lot size of 10,000 square feet per dwelling unit.

The policy states that multi-family residential dwellings and commercial uses should not be permitted in this area.

Given that the above noted policy specifically mentions that multi-family residential dwellings are not permitted, Administration determined that a site-specific map and text amendment to the ASP would be required. A change from the Low Density Infill area to the Standard Density Infill is proposed. The proposed text amendment within Section 2.2.3 Policies, would allow a maximum density of 60 units per hectare (24 units per acre) and a maximum height of four storeys (which are the same requirements for the proposed land use redesignation) within the subject site.

The proposed redesignation aligns with this policy amendment by facilitating at-grade multi-residential development that does not exceed the prescribed maximum density.

PROPOSED

CPC2026-0811
ATTACHMENT 2

BYLAW NUMBER 44P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE EAST SPRINGBANK AREA STRUCTURE PLAN BYLAW 13P97 (LOC2026-0022/CPC2026-0811)

* *

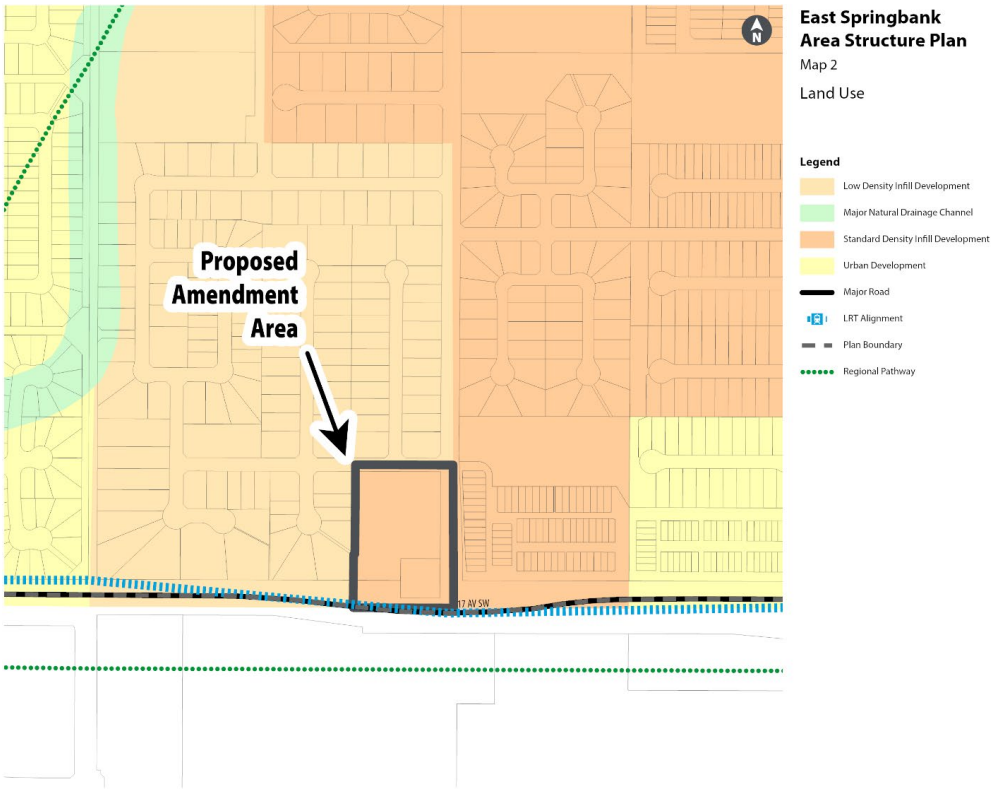
WHEREAS it is desirable to amend the East Springbank Area Structure Plan Bylaw 13P97, as amended;

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 East Springbank Area Structure Plan attached to and forming part of Bylaw 13P97, as amended, is hereby further amended as follows:

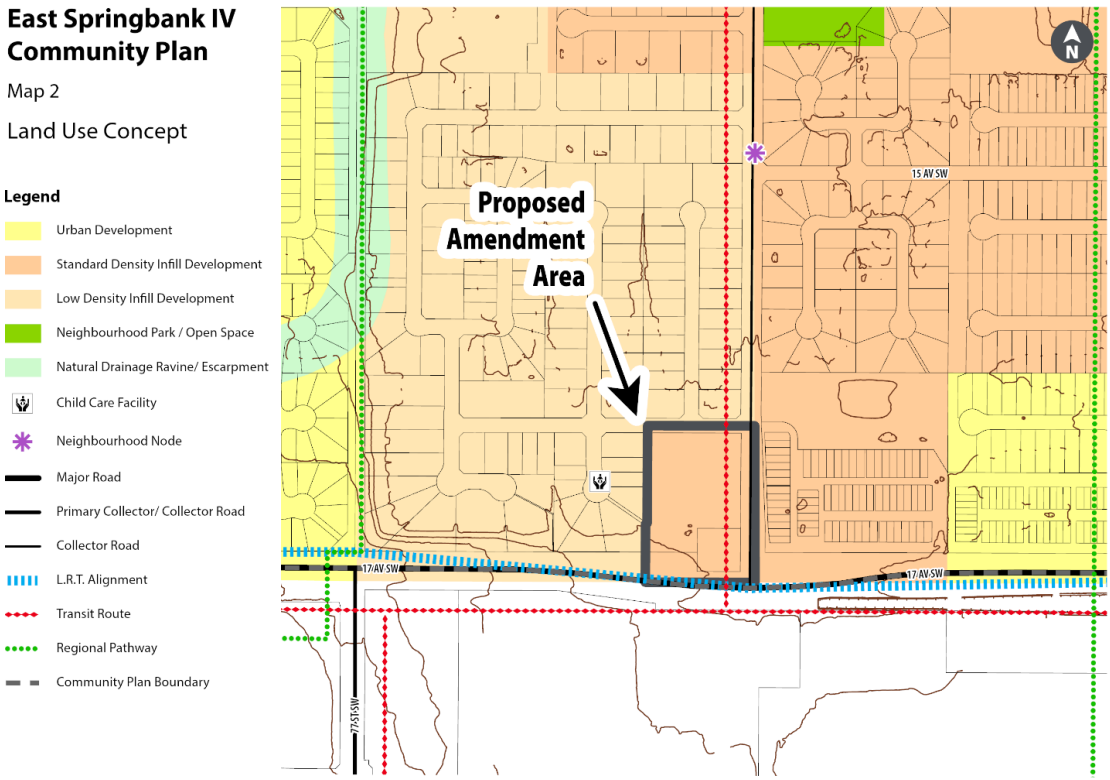
   (a) Amend Map 2 entitled 'Land Use' by changing 1.28 hectares ± (3.16 acres ±) located at 7412 and 7480 – 17 Avenue SW (Plan 1144AC, Block B, a portion of Lot 1; Plan 5767GG, Block B, a portion of Lot 15) from 'Low Density Infill Development' to 'Standard Density Infill Development' as generally illustrated in the sketch below:



(b) In Section 2.2 Standard Density Infill Development Areas, subsection 2.2.3 Policies, policy a), after bullet i) add the following:

"ii) For the site at 7412 and 7480 – 17 Avenue SW, development should not exceed a maximum density of 60 units per hectare (23 units per acre) and a maximum height of 4 storeys."

(c) In the East Springbank Area Structure Plan Appendix 4, amend Map 2 entitled 'East Springbank IV Community Plan Land Use Concept' by changing 1.28 hectares ± (3.16 acres ±) located at 7412 and 7480 – 17 Avenue SW (Plan 1144AC, Block B, a portion of Lot 1; Plan 5767GG, Block B, a portion of Lot 15) from 'Low Density Infill Development' to 'Standard Density Infill Development' as generally illustrated in the sketch below:



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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

CPC2026-0811
ATTACHMENT 3

BYLAW NUMBER 129D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2026-0022/CPC2026-0811)

* *

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 _____

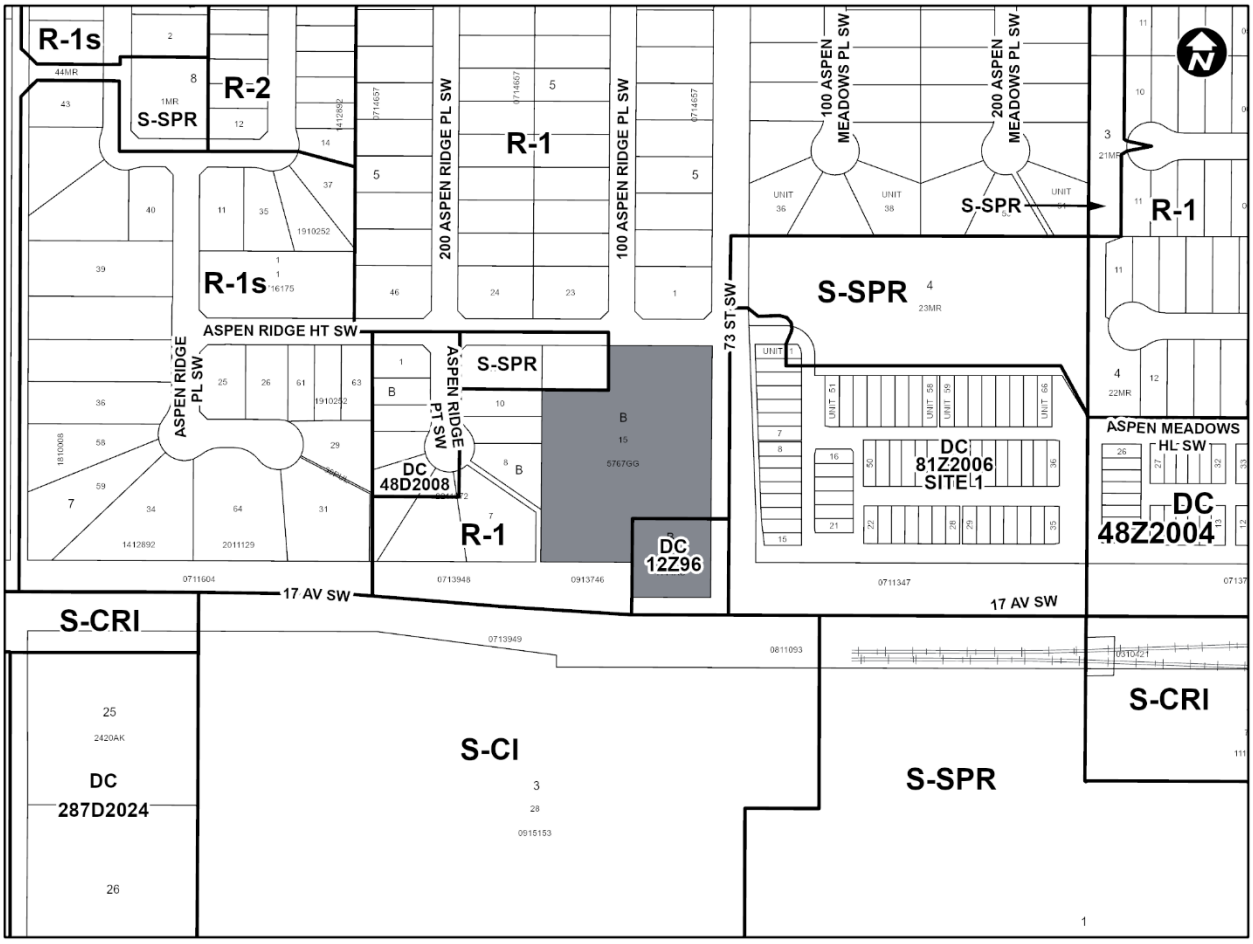
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2026-0022/CPC2026-0811
BYLAW NUMBER 129D2026

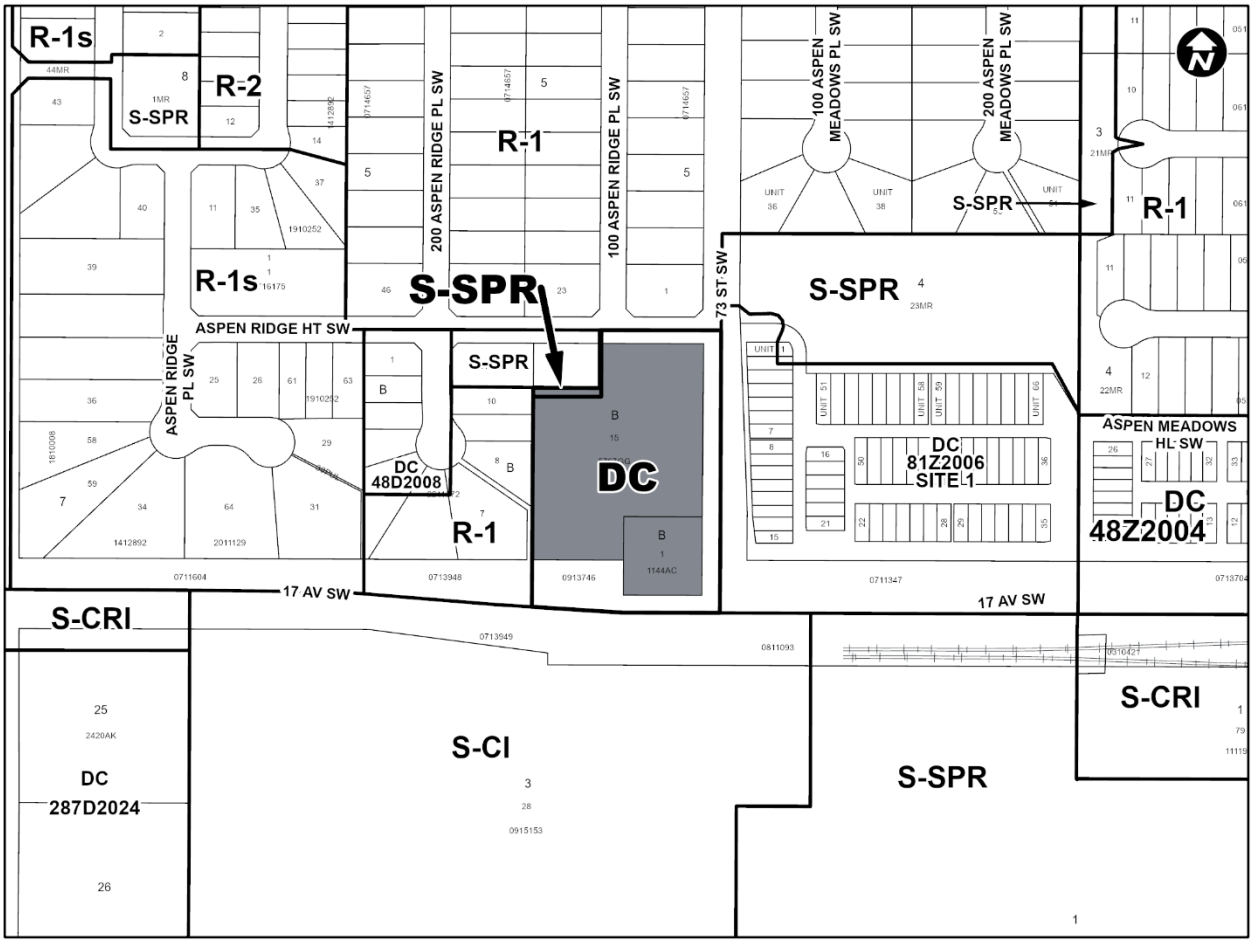
SCHEDULE A



PROPOSED

AMENDMENT LOC2026-0022/CPC2026-0811
BYLAW NUMBER 129D2026

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to accommodate building setbacks and building forms that provide transitions to adjacent low density residential development.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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 – At Grade Housing (M-G) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

5 The ***discretionary uses*** of the Multi-Residential – At Grade Housing (M-G) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the exclusion of:

(a) **Place of Worship – Medium**; and
(b) **Urban Agriculture**.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Multi-Residential – At Grade Housing (M-G) District of Bylaw 1P2007 apply in this Direct Control District.

Density

7 **(1)** The minimum ***density*** is 35 ***units*** per hectare.

(2) The maximum ***density*** is 60 ***units*** per hectare.

Building Form

8 **(1)** Where a ***building*** is within 10.0 metres of a ***low density residential district***, the maximum length of a ***building*** façade facing the ***low density residential district*** is 14.0 metres.

(2) The maximum number of ***buildings*** within 20.0 metres of the ***property line*** shared with a ***low density residential district*** is four.

(3) The maximum length of a façade of a ***building*** containing a ***unit*** that faces a ***public street*** is 45.0 metres.

(4) ***Buildings*** that contain a ***unit*** must contain at least three or more ***units***.

(5) Each ***unit*** must have a separate and direct pedestrian access to ***grade***.

Setback Area

9 The depth of all ***setback areas*** must be equal to the minimum ***building setback*** required in Section 10.

Building Setbacks

10 **(1)** The minimum ***building setback*** from a ***property line*** shared with a ***low density residential district*** is 4.0 metres.

(2) Unless otherwise specified in subsection (3), the minimum ***building setback*** from a ***property line*** shared with a ***street*** is 2.0 metres.

(3) The minimum ***building setback*** from a ***property line*** shared with a ***special purpose district*** or Aspen Ridge Heights SW is 3.0 metres.

Building Height

11 The maximum ***building height*** is 12.0 metres.

Amenity Space

12 **(1)** Unless otherwise referenced in subsection (2), a ***balcony***, ***deck***, or ***patio*** must not be located in any ***setback area***.

(2) A ***patio*** may be located between a ***street oriented multi-residential building*** and a ***property line*** shared with a ***street***.

(3) ***Amenity space*** may be provided as ***common amenity space***, ***private amenity space*** or a combination of both.

(4) The required minimum ***amenity space*** is 5.0 square metres per ***unit***.

(5) When the ***private amenity space*** provided is 5.0 square metres or less per ***unit***, that specific area will be included to satisfy the ***amenity space*** requirement.

(6) When the ***private amenity space*** exceeds 5.0 square metres per ***unit***, only 5.0 square metres per ***unit*** must be included to satisfy the ***amenity space*** requirement.

(7) Where a ***patio*** is located within 4.0 metres of another ***parcel***, it must be ***screened***.

(8) ***Private amenity space*** must:

(a) be in the form of ***balcony***, ***deck***, or ***patio***; and

(b) have no minimum dimensions less than 2.0 metres.

(9) ***Common amenity space***:

(a) may be provided as ***common amenity space – indoors*** and as ***common amenity space – outdoors***;

(b) must be accessible from all the ***units***;

(c) must have a contiguous area of not less than 50.0 square metres, with no dimension less than 6.0 metres;

(d) must not be located in a required ***setback area***; and

(e) when provided as part of a **Multi-Residential Development – Minor**, must be located at ***grade***.

(10) A maximum of 10.0 per cent of the required ***amenity space*** may be provided as ***common amenity space – indoors***.

(11) ***Common amenity space – outdoors***:

(a) must provide at least one of the following as permanent features:

(i) a barbeque; or

(ii) seating; and

(b) must be used in the calculation of the required ***landscaped area***.

Motor Vehicle Parking Stall Requirements

13 The minimum ***motor vehicle parking stall*** requirement is:

(a) 2.0 stalls per ***dwelling unit***;

(b) 0.12 ***visitor parking stalls*** per ***dwelling unit***; and

(c) 1.0 stall for resident parking and 1.0 ***visitor parking stall*** for each **Live Work Unit**.

Chimney Projections into Setback Areas

14 **(1)** Chimneys may project a maximum of 0.6 metres into any ***setback area***.

(2) On each ***storey***, the total combined length of all chimney projections into any ***setback area*** must not exceed 40.0 per cent of the length of the façade.

(3) The maximum length of an individual chimney projection into any ***setback area*** is 1.5 metres.

Relaxations

15 The ***Development Authority*** may relax the rules contained in Sections 6 and 8 through 14 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Applicant Submission

2026 September 24

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

Land Use Redesignation Submission

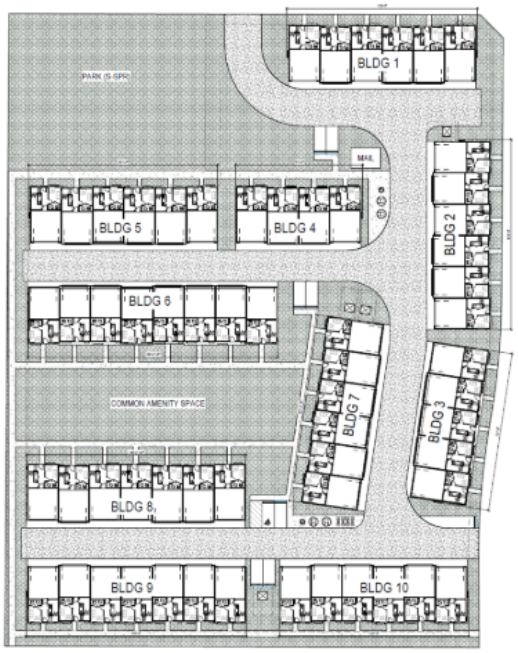
On behalf of Annesley Homes, O2 Planning and Design is pursuing a land use redesignation application for the properties located at 7412 and 7480 17 Avenue SW in the community of Aspen Woods. The amendment seeks to redesignate from the existing Residential – One Dwelling (R-1) district to a Direct Control (DC) district based on the Mult-Residential – At Grade Housing (M-G) district. The proposed DC incorporates several modifiers that respond to the surrounding Aspen Woods community context while still enabling a thoughtfully-designed townhouse transit-oriented development.

Project Vision

A Development Permit package is being prepared using the proposed DC based on Mult-Residential – At Grade Housing (M-G) as the guiding framework, and the proposed site plan is included below. M-G is intended for grade-oriented multi-residential development, and compared with low-density districts such as R-G, M-G supports higher dwelling unit counts and allows a variety of building forms on a single site at a maximum density of 60 dwelling units per hectare. In addition, the use of the M-G district provides greater flexibility in site layout, enabling a transit-oriented development that considerately responds to the surrounding neighbourhood context.

Through public engagement our original site plan has evolved to respond to community concerns, and the proposed DC incorporates several considerations that respond to what was heard during our outreach. These revisions further ensure that the project delivers a responsive and thoughtful development in keeping with the building massing, orientation, and scale found in similar projects throughout Aspen Woods.

The overarching goal is to facilitate a contextual, small-scale intensification project in a well-connected area that contributes to the ongoing evolution of Aspen Woods as a vibrant, mixed-housing neighbourhood.



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

Site Context

The subject site currently contains a single-detached dwelling with access from 17 Avenue SW and the Willingdon (Cooper Memorial) Hall in the south-east corner of the block. Further east across 73 Street SW an existing rowhouse development is under construction. Developing subdivided land lies to the west, with the proposed site plan matching this future development with one building facing each subdivided lot.

The surrounding area is predominantly lower-density residential development, transitioning to larger massing and/or higher density developments closer to the 69 St SW CTrain station. The site benefits from proximity to several nearby community assets, including Rundle College, Ambrose University, Ernest Manning High School, and the Westside Recreation Centre. It is also well served by transit, with bus stops along 17 Avenue SW and 73 Street SW, and the 69 Street CTrain station only 300 metres away.

Land Use Context

The site is currently split-zoned (see Figure 1),but primarily designated Residential – One Dwelling (R-1), which accommodates residential development in the form of a single detached dwelling with a maximum building height of 12 metres.

The Willingdon Hall site is designated DC 12Z96 which is a historic Direct Control district based on RM-4 that laid out the original 1990s rural residential development entitlements for Aspen Woods.



Fig. 1: 7480 17 Ave SW is split-zoned with a remnant S-SPR block covering its north-west corner.

Policy Context

The site is located within the East Springbank Area Structure Plan and the East Springbank IV Community Plan, where it is designated Low Density Infill Development. This designation supports low-density infill in existing rural residential neighborhoods, permitting only single- and semi-detached dwellings, and reflects the planning context of the mid-1990s when the ASP was originally adopted in 1997. Current policy also limits residential density on the site to 2.5 - 7.4 units per gross developable hectare, which corresponds to approximately seven to eight units on the subject site.

A policy amendment is required to accommodate the proposed townhome development vision, and O2 is seeking Administration's comment on what ASP designation would be appropriate for this site, Urban Development, or Standard Density Infill Development, given its proximity to the 69 Street CTrain station.

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

Proposed Land Use Strategy

To enable the proposed development, the applicant team is proposing to redesignate the full site to a Direct Control (DC) district based on the Multi-Residential – At Grade Housing (M-G) district. The proposed DC:

- Embeds a reduced maximum density of 60 units per hectare instead of the existing maximum density of 85 units per hectare;
- Reduces the maximum height of all buildings to 12.0 metres, the same maximum height as the surrounding low-density districts;
- Requires a minimum of 2 parking stalls per dwelling unit, ensuring adequate parking is provided on-site;
- Removes ancillary stock discretionary uses that are not compatible with the surrounding community context such as Addiction Treatment and Power Generation Facility; and
- Adds in regulations that define site layout in a way that mitigates impacts of building massing on adjacent residential properties.

This approach supports multi-residential development in a variety of forms with low height and density consistent with the proposed vision, and is supported by an associated Development Permit application that will be submitted prior to Public Hearing of this proposed redesignation. Given the ongoing evolution of 17 Avenue SW and the broader Aspen Woods community, our proposed approach represents a modest land use change that provides greater housing diversity in an established, well-connected community while maintaining compatibility with the surrounding context.

ASP Amendment

An Area Structure Plan (ASP) amendment is required to support the proposed development, and we accept the proposed ASP amendment language outlined in the City's Detailed Team Review 1.

MDP Goal Alignment

The proposed development is strongly aligned with the MDP's goals, which collectively emphasize concentrating higher-density development near transit and within areas well served by existing infrastructure. The proposed development responds by intensifying density within walking distance of transit and introducing a broader range of housing forms that strengthen the established residential community.

Applicant Outreach Summary

2026 August 12

Applicant Outreach Summary

Introduction

On behalf of Annesley Homes, O2 Planning & Design undertook an applicant-led outreach process for the proposed land use amendment application located at 7480 17 Avenue SW, within the community of Aspen Woods. The proposal envisions a 60-townhome development in a transit-oriented location within 600 metres of the 69 Street CTrain Station.

The outreach process was intended to share information about the vision for the site, present the proposed concept, answer questions, and gather input from nearby residents, businesses, community organizations, and other interested stakeholders.

Engagement Methods

The project team implemented a range of engagement methods to inform stakeholders about the proposed Land Use Redesignation application and to provide opportunities for feedback. These methods included meetings with the Ward Councillor office, on-site signage, two rounds of postcard distribution to invite residents to a Virtual Information Session and Public Open House.

Several attempts were made to meet with the Strathcona Christie Aspen Community Association; however, no response was received.

The intent of this multi-faceted approach was to share information broadly, provide accessible opportunities for participation, and collect feedback from a variety of sources, including key stakeholders and members of the surrounding community.

Notice Posting

Large-format project signage was installed on-site, including one sign located at the northeast corner of the property and a second sign located on the southern portion of the site.

Postcard Circulation

200 postcards were distributed to residents within an approximately 300-metre radius north of 17 Avenue SW to invite participants to the Virtual Information Session.

A total of 550 postcards were distributed to residents to invite them to the Public Open House. The distribution area extended north of the site to 14 Avenue SW, east to 69 Street SW, and west to Aspen Summit Drive SW.

Virtual Information Session

April 8, 2026

The project team hosted a virtual information session for surrounding residents to present the submitted application, receive feedback and answer questions. Attendees included members from the local Homeowners Association (HOA) and adjacent residents.

The session included a digital presentation about the project vision and details of the proposed Land Use Redesignation application. Members of O2 and Annesley Homes were present to answer questions and receive feedback. The project team provided a feedback email to allow participants to submit additional comments following the event.

What We Heard

- Key concerns regarding overall parking on-site and site access.
- Questions regarding if a Transportation Impact Assessment (TIA) had been prepared.
- Questions regarding the overall land use process, including review timelines.
- Concern that the drawings presented will not be indicative of the final project.
- Already significant congestion at the 17 Avenue SW and 73 Street SW intersection during school pick-up and drop-off times.
- Concerns regarding discretionary uses and development forms beyond townhouse-style housing.

Public Open House

June 16, 2026 – Ambrose University

An in-person public open house was held at Ambrose University where approximately 50 individuals attended to learn about the proposed application, ask questions and share feedback. A variety of area residents, members from the local HOA and members from Councillor Pantazopoulos' office attended. We received 30 long form comment sheets from various attendees.

What We Heard

- The proposed development is too dense for the surrounding neighbourhood and would like to see a housing form and scale that better reflects the existing community character.
- Participants raised concerns about the safety of people walking, particularly children travelling to nearby schools, due to the increase in vehicle traffic.
- Residents expressed concerns about parking availability, including visitor parking and potential spillover parking on nearby streets.
- Questions were raised about whether internal circulation, emergency access, and municipal infrastructure can adequately support the proposed development.
- Several participants expressed frustration with the engagement process and felt community feedback had not significantly influenced the proposal to date.
- Concerned with the lack of driveways.
- Would like to see larger setbacks and more usable open space.
- Concerned with massing and privacy along the west property line.

Applicant Responses

Density, Building Form and Neighbourhood Compatibility

A common theme throughout the engagement process was concern regarding the overall density and scale of the proposed development. Several participants indicated that the original proposal was too dense for the surrounding neighbourhood and expressed a preference for a housing form that more closely reflects the character of the existing community.

In response to this feedback, the application has been substantially revised. The proposed density has been reduced from 70 units per hectare to 60 units per hectare and the maximum building

height has been reduced to 12.0 metres, aligning with the typical maximum building height permitted for low-density residential development in the area.

This density and height will be embedded directly within the proposed DC.

Traffic, Parking and Transportation Impacts

Residents expressed concerns regarding traffic congestion, parking availability, site access, and the potential impacts of future development on surrounding roadways. Particular concerns were raised regarding existing congestion near the intersection of 17 Avenue SW and 73 Street SW during school pick-up and drop-off periods.

The project team recognized these concerns and has made several revisions to the proposal. The DC has been amended to require two on-site parking stalls per dwelling unit and a total of eight visitor parking stalls. This parking requirement has been incorporated directly into the proposed DC to provide certainty regarding future parking provision and to help reduce the potential for parking spillover onto surrounding streets. Furthermore, the site is within a Residential Parking Permit (RPP) zone and has on-street parking requirements in place.

In addition, a Transportation Impact Assessment (TIA) has been completed and has evaluated existing traffic conditions and assessed the transportation impacts associated with the proposed development. The study confirmed no additional transportation improvements or mitigation measures are required to support the proposed development. The study also noted the increase in density is not expected to appreciably change on street parking conditions due to the increased on-site parking requirements added to the DC Bylaw.

Permitted Uses and Development Certainty

Questions were raised regarding certain discretionary uses that could potentially be accommodated within a conventional multi-residential district. Specific concerns were expressed regarding uses such as Addiction Treatment, Power Generation Facility, and Place of Worship.

In response, the application has been revised from the standard Multi-Residential – Low Profile (M-1) District to a site-specific DC based on the Multi-Residential – At Grade Housing (M-G) District. As part of this process, the discretionary uses identified by the community have been removed from the proposed land use district. The DC also addresses concerns for building forms outside of townhouses such as 4-storey apartments that are not possible within this DC.

By establishing a custom DC, the permitted uses, density, height, parking requirements, and development regulations are clearly defined, providing greater certainty regarding future development outcomes.

Land Use Review Process

The project team explained that land use redesignation applications undergo a comprehensive review by City Administration, including circulation to technical agencies, policy evaluation, and consideration of public feedback. The subject application was submitted in January 2026, and Administration's review is currently anticipated to be completed by September 2026. Following Administration's review, the application will continue through the remaining approval stages, including consideration by Calgary Planning Commission and City Council.

Site Design, Open Space and Future Development Plans

Residents provided feedback regarding site design, including requests for larger setbacks, additional open space, and questions regarding how closely the conceptual drawings reflect the final development.

The plans presented as part of the engagement program are intended to illustrate the type and scale of development contemplated through the proposed land use redesignation. Detailed building design, landscaping, amenity spaces, site layout, and architectural features will continue to evolve through the Development Permit stage.

Community Feedback and Project Revisions

Several participants expressed frustration with the planning process and questioned whether public feedback had influenced the proposal.

Feedback received from the community informed a number of significant project revisions, including the transition to a DC, the reduction in density, the reduction in maximum building height, the removal of apartment-style development potential, the elimination of certain discretionary uses, and the increase to on-site parking requirements.

The site plan was also revised to directly address the privacy and massing concerns along the west property line by reorienting the buildings. Originally, the rear yards of 11 townhouse units faced the west property line; the revised design reduces this interface so that only the side elevations of four buildings are located along the west edge, helping to minimize overlooking and reduce perceived massing impacts on adjacent properties.

These revisions demonstrate the important role that community feedback has played in shaping the proposed application and informing ongoing project planning.

Community Association Response

2026 April 16

SCA COMMUNITY ASSOCIATION
Serving Strathcona, Christie & Aspen

277 Strathcona Drive SW

Phone: (403) 249-1138
Calgary, AB
T3H 2A4

Fax: (403) 249-7811
Email: info@scacalgary.ca

April 16, 2026

To Carolina Yepes-Castano File Manager
800 Macleod Trail SE P.O. Box 2100, Postal Statin 'M' Calgary, Alberta T2P 2M5
Phone: (587) 572-7491 Email: Carolina.Yepes-Castano@calgary.ca

RE: Application For Land Use Amendment: LOC2026-0022

We request that there be additional community engagement for this Land Use Amendment. Also, include a broader radius for notifying nearby residents (ie. homes in Aspen Ridge and Aspen Meadows).

We request that the Land Use Amendment rezoning align with the existing neighbouring zoning for density.

Warm Regards,
Carrie Stewart
Director of Traffic and Development
SCA CA

The Vision of the SCA Community Association is to enhance neighborhood life in Strathcona, Christie and Aspen by creating and facilitating programs, services and resources for our residents, visitors and volunteers.

www.scacalgary.ca

Homeowner's Association Response

2026 September 16

ASPEN RIDGE HOMEOWNER ASSOCIATION

Serving The Aspen Community

September 16, 2026

Councillor John Pantazopoulos and Members of City Council
Office of the Councillor, Ward 6
Calgary City Council
P.O. Box 2100, Station M
Calgary, AB T2P 2M5
ward6@calgary.ca

cc: Carolina Yepes-Castano, File Manager
City of Calgary Planning & Development

Re: LOC2026-0022 - 7480 17 Avenue SW, Aspen Woods

Submission of the Aspen Ridge Homeowner Association

The Aspen Ridge Place Homeowner Association **opposes this application and asks Administration to recommend its refusal**.

The City is being asked to approve this proposal on the strength of the developer's own submission, which claims that meaningful community engagement has taken place. **That account is inaccurate, incomplete and materially misleading.**

Our opposition concerns both the merits of the proposed development and the process used to advance it: the failure to engage meaningfully with the community; the failure to address any of the community's concerns; **the failure to consider a reasonable meet-in-the-middle alternative proposed by the community**, one that matches the "midpoint" language of the applicant's own original application; the misleading descriptions and material omissions in documents submitted to the City; the conduct of the developer, Annesley Homes, and its consultants, O2 Planning & Design; and the unresolved consequences for the people who live beside this site.

Simply put, **neither the merits of the application nor the process used to advance it justifies approval.**

A pattern of mistakes, omissions and misleading descriptions runs through these materials, and it explains why trust has broken down. The proposal is carefully worded to make the proposed change look smaller than it is. The developer's supposed concessions are made to look larger than they are. And **the compromise the community proposed at the open house is left out of the planners' Outreach Summary to the City and councillors entirely.**

The HOA considers this pattern intentionally deceptive. It advances the application by understating its impacts, overstating the applicant's responsiveness and leaving out the alternative residents offered, without giving it any consideration. This is not an application made in good faith, and the City should confront that pattern before turning to the submission itself.

We ask Administration to recommend refusal of the current proposal and to assess the community's alternative instead: **approximately 19 homes per hectare** (the "midpoint" the applicant itself promised in its original application), with a properly planned transition from detached houses along the north and west edges, to duplexes, to townhouses, together with the binding protections set out below. **This is a reasonable compromise.** It draws on the housing transition achieved at Augusta Villas in nearby Springbank Hill earlier this year.

Dozens of residents gave this feedback at the open house, at length, verbally and in writing. Yet the Outreach Summary submitted to the City contains **not a single mention of a transition zone, and not a single mention of a midpoint density**, which the applicant itself named as a goal in its original application. Instead, the Outreach Summary claims that *"Feedback received from the community informed a number of significant project revisions"* and **makes other claims that are blatantly untrue.**

This letter exposes that dishonesty. Photographs, videos and audio recordings of the open house are attached to this response.

As a community, we are deeply disheartened and disappointed by the applicant's Outreach Summary. More than 70 residents attended the open house and took the time to give meaningful feedback, and the Summary left us feeling fundamentally unheard and unseen.

Our feedback has fallen on deaf ears. We have been completely ignored. As we explain below, the Outreach Summary submitted to the City contains many omissions that the HOA considers deliberate, and that disrespects the integrity of the City's planning process itself. Suppressing the voice of a community should never be taken lightly. To us, it is **a major moral and ethical breach of the planning process.**

1. Background to the June submission

This letter supplements our attached June 7 submission. That letter explains the history leading into the June 16 open house. The central issues were already clear:

A major increase was being pitched to the community as a modest change. The current zoning allows 2.5 to 7.4 homes per hectare. By the applicant's own policy explanation, that means about seven or eight homes on this site. The applicant is asking for 60 homes per hectare: 62 townhouses in its original concept, 60 in the current one. That is eight times the top of the permitted range, and 52 or 53 more homes than the zoning contemplates. **7 homes to 60 homes is not a modest change. It is a different neighbourhood.** Calling it "modest" does not make it smaller; it only hides what the community is being asked to absorb.

The development was pitched as the "midpoint" between the higher-density development to the east and the lower-density homes to the west. When the community checked, that claim proved blatantly false. Not only was the development to the east LOWER density that the applicant proposed development. The midpoint of those figures is approximately 19. The applicant's proposal of 60 homes per hectare was actually more than three times the actual midpoint. **A midpoint between two numbers cannot be higher than both of them.**

The developer described the zoning of the adjacent parcel inaccurately, which made its absurd increase in density and rezoning look more reasonable. Again, when the community checked, the claim proved false. The application claimed the adjacent parcel used the RM-4 provisions of the former Bylaw 2P80. The communities

investigation reveals that the eastern parcel's actual designation as Direct Control Bylaw 81Z2006, based on RM-4, with an approved density of 32 homes per hectare. Citing that expired zoning instead of the current Direct Control zoning that actually governs the parcel, at a much lower density, is another tactic meant to make the application look reasonable. The developer deliberately relied on outdated, expired zoning **to push for 800% more density**, without giving the City or residents a fair account of the parcel-specific restrictions or of what was actually built next door.

Every one of these errors makes the development seem more reasonable than it is, and every one of them favours approval. I ask the Calgary Planning Commission and Council: **is it fair that a community should have to research these facts for itself**, only to find that what it was told by certified, accredited planners is simply untrue?

Put plainly, the developer and its planners **took advantage of the public's inexperience** and of the fact that they know far more about this process than residents do. That is simply not fair.

Our June letter also raised traffic congestion during the school year, children's safety, the lack of usable green space, the permanent effect on neighbouring homes, the development's overall incompatibility with the neighbourhood, and the impact on residents' daily lives. None of those concerns has been answered since.

By the time that letter was sent, **trust was already broken.** The letter asked the City to refuse the proposal and to confront the misleading account on which it was based. It documented the applicant's failure to engage adjacent residents and the HOA in any meaningful way, and it urged the developer to do better: more outreach, more dialogue. Residents added 300 objection letters of their own, and the applicant was told by the community in no uncertain terms that its outreach had been insufficient. The June 16 open house followed. **It was the applicant's chance to put things right.**

It did not take that chance. What followed has only eroded trust further. The same pattern of appeasement and deception, in service of getting this application approved, surfaced again, and **the people most affected have been left fighting to be heard.**

The rest of this letter sets out those further breaches of trust and the unethical way the applicant used the open house: as a box to tick for community engagement, after which it **deliberately ignored what the community said and misrepresented it to the City of Calgary** to keep the application moving. Once again, the burden of correcting the record and telling our side of the story has fallen on the community.

2. The problems residents identified remain unresolved

Opposition at the open house was unanimous and spirited. Councillor Pantazopoulos was there and can bear witness to it. The feedback below came through hours of dialogue and **more than 30 pages of written comments**; the developer actually ran out of feedback sheets and had to photocopy more during the event. Images of those sheets, together with audio and video recordings of the evening, are attached to this submission, and we ask that they form part of the file provided to the City Planner.

Video link: https://www.dropbox.com/t/lwRjf4BJI6TtVXez

Those in attendance raised the following issues almost unanimously:

Excessive density and unit count. A ceiling of 60 homes per hectare and a 60-townhouse concept remain a major departure from the neighbourhood's planned scale. The applicant has not explained how this represents the midpoint it invoked, or how this intensity can be accommodated without pushing its consequences onto neighbouring residents.

Unacceptable traffic pressure on residential streets. The northern entrance would make Aspen Ridge Heights the ordinary route in and out for the development. A separate emergency-only access does not remove the daily burden of residents, visitors, deliveries and service vehicles travelling through existing residential streets.

Worsening school congestion and risks to children. Traffic must be assessed against actual arrival and dismissal conditions at Rundle, the queues at 17 Avenue SW and 73 Street SW, pedestrian crossings and the combined effects of nearby development.

Cramped internal circulation and unresolved emergency access. The proposed density must leave enough room for vehicles to pass, for deliveries and trucks to operate, and for emergency vehicles, fire trucks and ambulances to reach the homes and turn safely. **We simply asked for a plan with cul des sacs and no dead end roads.**

Insufficient usable parking and pressure on surrounding streets. The report specifies two resident stalls per home and eight visitor stalls for 60 homes, while residents have objected to the lack of usable driveway parking. The proposal has not answered how visitor demand and resident overflow will be accommodated without burdening neighbouring streets, corners and pedestrian routes.

Excessive three-storey building height with minimal setbacks beside adjacent two-storey homes. Three-storey buildings set back just three metres from the north and west property lines would impose substantial height and bulk beside existing homes and private yards, raising serious concerns about overlooking, shadowing and loss of privacy. The proposal needs lower buildings and greater separation at these boundaries, supported by appropriate building placement, window orientation, screening and landscaping.

An incompatible housing form with no meaningful transition. Townhouses throughout the site do not provide the transition residents requested: detached houses beside the existing detached homes, then duplexes, then townhouses. Turning townhouse buildings sideways does not provide that transition or establish that overlooking and massing concerns have been resolved.

Excessive site coverage and inadequate usable outdoor space. Buildings, garages and circulation compete for space on an already tightly packed site. Residents object to the lack of conventional backyards and the limited room for families to play and gather. A 10% public park allocation does not make up for inadequate private yards, shared resident amenity or buffers for neighbours. Landscaping, public parkland and usable outdoor living space serve different purposes and are not interchangeable.

Disruptive construction followed by lasting noise and intrusion. Construction traffic, noise and dust would be followed by the permanent effects of vehicle movements, headlights, idling, deliveries and service activity. Existing residents should not be left absorbing those effects because the development is too intense for its access and layout.

Unresolved infrastructure and servicing burdens. Utility capacity, drainage, waste collection and emergency access must be able to support the proposed intensity, together with the cumulative growth around it. The number of homes cannot be settled first while the space and capacity needed to service them are left unresolved.

Inadequate protection in the rezoning itself. The proposed Direct Control district must secure appropriate density, height, building form and protections at the edges of the site. The City should not approve an excessive scale now on the assumption that later design work will somehow make it fit. Restrictions matter only if they protect the community from the impacts actually being raised.

Unanswered consequences for existing community facilities. The future of the Cooper Memorial/Willingdon Hall parcel, and of any affected community uses or identified heritage interests, needs to be explained. These interests must be considered in assessing the proposed land-use change.

An unjustified reliance on proximity to transit in their application. Being near transit does not answer the objections about building form, school safety, parking, neighorhood character, privacy or usable space. There are many developments in our neighbourhood that are the same proximity from transit. **None of these developments is more than half the density of this proposed development.** Invoking housing and transit goals does not explain why this particular density is appropriate on this particular site.

3. What changed after the open house

After the open house, we were hopeful that our voices would finally be heard. Then we read the developer's August Outreach Summary and revised proposal, and we were disheartened and upset all over again – and, frankly, outraged.

The August Outreach Summary presents the applicant's response to the open house as:

- *"In response to this feedback, the application has been substantially revised."*
- *"Feedback received from the community informed a number of significant project revisions…"*
- *"These revisions demonstrate the important role that community feedback has played in shaping the proposed application and informing ongoing project planning."*
- *"In addition, a Transportation Impact Assessment (TIA) has been completed and has evaluated existing traffic conditions and assessed the transportation impacts associated with the proposed development. The study confirmed no additional transportation improvements or mitigation measures are required to support the proposed development."*

The application also continues to describe its approach as:

- *"Our proposed approach represents a modest land use change."*
- *Reported statement at the June 16 open house: "We have met the community halfway."*

Now look at what actually changed after the open house:

Issue	June 16 open house	August proposal and reporting
Density ceiling	60 homes per hectare	**UNCHANGED:** 60 homes per hectare
Housing type	Townhouses throughout	**UNCHANGED:** townhouses throughout
Requested transition	No detached-house-to-duplex-to-townhouse transition	**UNCHANGED:** absent, deliberately not mentioned and given no consideration
Building height	Three-storey concept; 12-metre ceiling	**UNCHANGED:** three-storey concept; 12-metre ceiling
Boundary setbacks	Three metres at key boundaries	**UNCHANGED:** three metres at key boundaries
Ordinary vehicle access	Entrance from Aspen Ridge Heights; separate emergency-only access	**UNCHANGED:** ordinary access through Aspen Ridge Heights
Resident parking	Two stalls per home already proposed	**UNCHANGED:** two stalls per home
Visitor parking	Eight visitor stalls. Residents requested more usable visitor parking	**UNCHANGED:** Report specifies eight stalls; adequacy remains unresolved
Public park allocation	10% municipal reserve proposed	**UNCHANGED:** 10% shown in August
Homes in the concept	63 units	**MINIMAL REDUCTION:** 60 units: three fewer homes, approximately 4.8% overall decrease
Western interface	Rear yards of 11 townhouses faced the west boundary	**REORIENTED:** Some buildings were rotated such that the side elevations of 4 buildings face the boundary
School-term traffic assessment	Residents requested and were verbally promised at the open house that a traffic assessment would be completed while school was in session.	**PROMISE UNFULFILLED:** Declared complete, yet conducted during the summer while school was out, leaving the promised assessment of school-term conditions unfulfilled. No traffic study has been provided for review.
Follow-up on the alternative proposed	Residents presented an alternative of a true 19 unit/hectare midpoint in the density with a transition zone	**No mention or consideration of the HOA's alternative proposal**

The answer is NOTHING. Nothing material changed.

The density ceiling of 60 homes per hectare – our principal objection which was mentioned in 30 out of 30 feedback forms, and the source of every other problem in the table above – **did not move at all.** Three homes

came off the concept, about 5%. A few buildings along the west edge were turned sideways. **That is the entire response to 300 letters, 70 residents and 30 pages of written feedback.**

The applicant then had the audacity to claim that this feedback had helped shape an application that was "substantially revised."

So let me state this plainly. The same developer that called an 800% increase "modest" is now telling the community and the City of Calgary that a 5% reduction is "substantial." In what world is an 800% increase modest and a 5% decrease substantial? The community is speechless. These words were not chosen to describe the application. They were chosen to get it approved.

Not one of the concerns we raised has been addressed. Not one community member accepts this proposal. And this is not an abstract planning exercise for us. It is OUR homes, OUR lives and OUR lived experiences that will carry every consequence of it. (Please see Appendix A a description of the other performative changes the developer made.)

Further, worse than the lack of change is the manipulative way it has been described to the City. It is profoundly disrespectful to ask people to participate, leave their principal requests unanswered, and then use their participation to support a claim of "substantial changes" and meaningful engagement. **The engagement was lip service.** Our participation was used to lend credibility to the very proposal we were challenging. That is a waste of residents' time and the City's time, and **the HOA considers it active, conscious deception.**

And it gets worse still. The applicant did not just ignore our feedback; **it erased it.** The solution the community proposed **does not appear anywhere in the official Outreach Summary submitted to the City**. Councillors and the Planning Department do not have to take our word for this. Compare the feedback sheets attached to this letter with the developer's Outreach Summary and draw your own conclusions.

Had the developer bothered to engage with us, represent our views truthfully and report our feedback, it would have found a community that is reasonable, fair and willing to compromise. **We are not against development.** We want this site developed; what we oppose is irresponsible development that does not fit the neighbourhood. Our feedback that night contained a reasonable alternative. It is set out below for councillors and the City of Calgary Planning Department, **because the applicant would not set it out for you.**

4. The community's June 16 compromise, restated for the City and Council

Many residents believe the existing ASP should simply be respected, with no increase at all. That is the community's preferred starting point, and it is the adopted neighbourhood plan. Nevertheless, the HOA offered a substantial compromise: **approximately 19 homes per hectare**, with a transition of housing forms from single-family houses to duplexes to townhomes, conditional on that transition and on the protections being written into the approval. Even that figure is roughly two and a half times what the current zoning allows, beside single-family homes. **It was not a small concession.**

What we suggested is simply that townhouses and other higher-density forms go on the sides of the site facing 17 Avenue and 73 Street. Single-family houses go on the north and west sides, directly across from the existing single-family houses. **Houses face houses.** The developer gets its densification, two and a half times the current zoning, and we keep the character of our backyards and our internal neighbourhood roads.

The community modelled its position on the approach City Council took at Augusta Villas in nearby Springbank Hill earlier this year, where changes to housing forms, transitions and protections were written into the approval itself. Councillor Pantazopoulos described that development this way: "This is a template on how things need to get done in the City of Calgary when it comes to engagement and assisting communities." **We asked for the template to be followed.**

We made that offer in good faith, and we have not been shown the same in return. Not only was our alternative not listened to, **it was left out of the record altogether.** Why? Perhaps because a reasonable alternative is easier to ignore than to engage with.

Augusta showed how a community and a developer can work together in good faith to reach a meaningful compromise, with changes to housing forms, transitions and protections written into the approval. We hoped to reach the same kind of compromise here. **Once again, we have not been shown the good faith we showed.**

That omission tells the City something. A developer that leaves out the community's alternative while claiming to have listened is, in the HOA's assessment, **a developer determined to advance this project at all costs, and at the community's expense.**

We trusted the application to describe the proposal. We trusted the engagement to give our alternative a fair hearing. We trusted the report to tell the City what we actually said. Those are three separate responsibilities, and the developer failed all three. Our trust in the process has been betrayed – not once, not twice, but three times.

They shrink the ask. They enlarge the concession. They leave out the compromise. The result is a more favourable story for the applicant and a less faithful account for the City.

The HOA believes this conduct breaches the planners' Code of Practice, and **more than 50 letters of complaint** have been submitted to the Alberta Professional Planners Institute regarding this case. Section 1 of that Code requires planners to serve the public interest. Misleading comparisons undermine objective assessment. Omitting a central community alternative undermines an honest account of engagement. Claiming substantial responsiveness when no material change have been made. The planners on this file are plainly not serving the 500 community members who stand united against this development. **So whose interests are they serving?**

We urge Council to reflect on this letter, because what happened here may not be unique to this file. It may point to a systemic problem: **a planning process in which community voices are routinely minimized to get projects approved.** The HOA will be writing separately to the media, to APPI and to Minister McDougall of Alberta Advanced Education about stronger protections for the public in matters like this. All three have been copied on this letter. Further breaches of integrity by the developer and its planners are set out in Appendix A.

As a community, we are depending on City councillors to protect the honesty of the planning process. We are asking you to vote not just on the density, but on the integrity of the process and on whether this community was fairly represented. **If the integrity of the planning process means nothing here, then the permanent fix will have to come from the provincial bodies we have already approached. We would far rather it came from you. That we are preparing for both shows how far we have been pushed simply to be heard.**

Aspen Woods is fortunate to have residents with the experience and resources to examine technical documents, compare drawings, seek clarification and obtain advice. Other communities may have far less. **The honesty of a**

planning process cannot depend on who can afford to challenge the paperwork. If anything, the gap in expertise between applicants and residents should place a greater duty of clarity and accuracy on the professionals. It should never become an advantage that developers or planners use to carry misleading descriptions through the approval process.

For the applicant, this is a development project. For residents, it is the trip to school, the street outside their home, the privacy of their yard and their daily lives. It is the place where they raise their children and expect to grow old. **They will live with the consequences long after the consultants have moved on to another file.**

One resident's note on the June 16 open-house board put it plainly: "**Community becomes collateral damage.**"

5. Our request to Administration and Council is clear

- **Recommend refusal of LOC2026-0022 as submitted.** We ask that no hearing date be set for the current proposal while the failures identified in this letter remain unanswered.
- **Require substantial revision before any hearing.** That means a density ceiling of 19 homes per hectare, and a transition from single-family homes to duplexes to townhouses that preserves the character of the neighbourhood, with those protections written into the approval.
- **Circulate this letter alongside the Applicant Outreach Summary.** It should accompany the Summary as the account of the community's feedback and position provided to the Planning Department, the Calgary Planning Commission and councillors, and be used in full in the materials that present our position to decision-makers. **The applicant's summary is inaccurate, incomplete and misleading.** It should not be relied on as an account of what this community proposed or how the applicant responded.

We have participated. We have documented our concerns. We have proposed a compromise. We have explained what we could support.

What more must this community do for its participation to count? Write another hundred letters? Attend another meeting? Hire a lawyer to defend our interests? Go to the media and the provincial government simply to be heard?

We have done everything a community can be asked to do. We now ask Council to do its part: **refuse this application, and require a proposal that fits the community it will become part of.**

Sincerely,

Fatima Jivraj

Dr. Fatima Jivraj
Aspen Ridge Place Homeowner Association

Appendix A – Further breaches of integrity by the developer and its planners

The letter describes a pattern: **the ask made smaller, the concession made larger, the compromise left out.** This appendix records two further examples of the applicant's account to the City departing from what actually happened. The supporting material is attached to this submission.

sA.1 The applicant knew the HOA not the SCA was leading the community's response. Its own display board proves it.

At the June 16 open house, the applicant's own display board prominently listed an "HOA & Councillor Meeting" as a key engagement milestone. A photograph of that board is attached. **The applicant knew who was representing the directly affected community.** It had already met them, and it was advertising that meeting as proof of its outreach.

It knew for other reasons too. The Strathcona Christie Aspen Community Association had advised that it would take a passive role while the HOA led the community's response. Carolina Yepes at the City had recognized the HOA's role and advised that its letters would form part of the community submission. HOA representatives met the applicant on June 15 and again at the open house, and the applicant's own report acknowledges the comment sheets those residents filled in. Even a cursory inquiry to Ms. Yepes, to the HOA or to any single affected resident would have pointed the applicant in the right direction. **It did not need pointing. It already knew.**

After June 16, the contact stopped. The applicant did not come back to the HOA or to the directly affected neighbours to discuss our alternative. It did not work through a revised transition with us. It did not explain why our compromise could not be accommodated.

Yet the Outreach Summary it then submitted to the City emphasizes unsuccessful attempts to engage the SCA, the organization that had told the applicant it was stepping back, and **never explains why the applicant did not return to the HOA**, the organization it had put on its own board, to address the community's alternative.

Put it together. The applicant listed the HOA on its own display. It met the HOA at least twice. It collected the HOA's comment sheets. Then it told the City it had trouble reaching the community.

The SCA's silence was entirely expected; the SCA had said it would be silent. It cannot honestly be presented as evidence of an unavailable community while the HOA was writing letters, attending meetings and proposing a compromise. The community made itself available. The applicant failed to answer it. Highlighting the SCA's expected silence while omitting the applicant's own failure to follow up with the actively engaged HOA gives the City **a materially misleading account of what happened.**

How much more available were residents supposed to make themselves? How many times must a community put the same constructive proposal in writing before it deserves an answer in the applicant's own report?

A.2 The school-traffic commitment was not kept

At the June 15 meeting, residents asked the applicant to assess traffic while school was in session, during pick-up and drop-off, and the applicant promised to do exactly that. The promise is on the attached video. School congestion and children's safety around Rundle College were among the community's central concerns, and the written feedback repeated the request.

The study was done in the summer, when school was out. The applicant then told the City that the Transportation Impact Assessment was complete and that no additional transportation improvements or mitigation were required.

A traffic study done when the traffic is not there does not answer the question residents asked. The applicant promised to measure pick-up and drop-off, and measured the summer holidays instead. Before any decision is made on this density, the assessment should be done when it was promised: while school is in session. **The commitment was made on camera. It was not kept.**

A.3 The concessions the report asks the City to credit

The Outreach Summary lists the changes it calls "significant." Every one of them was painless for the developer, because **not one of them changes what it planned to build.**

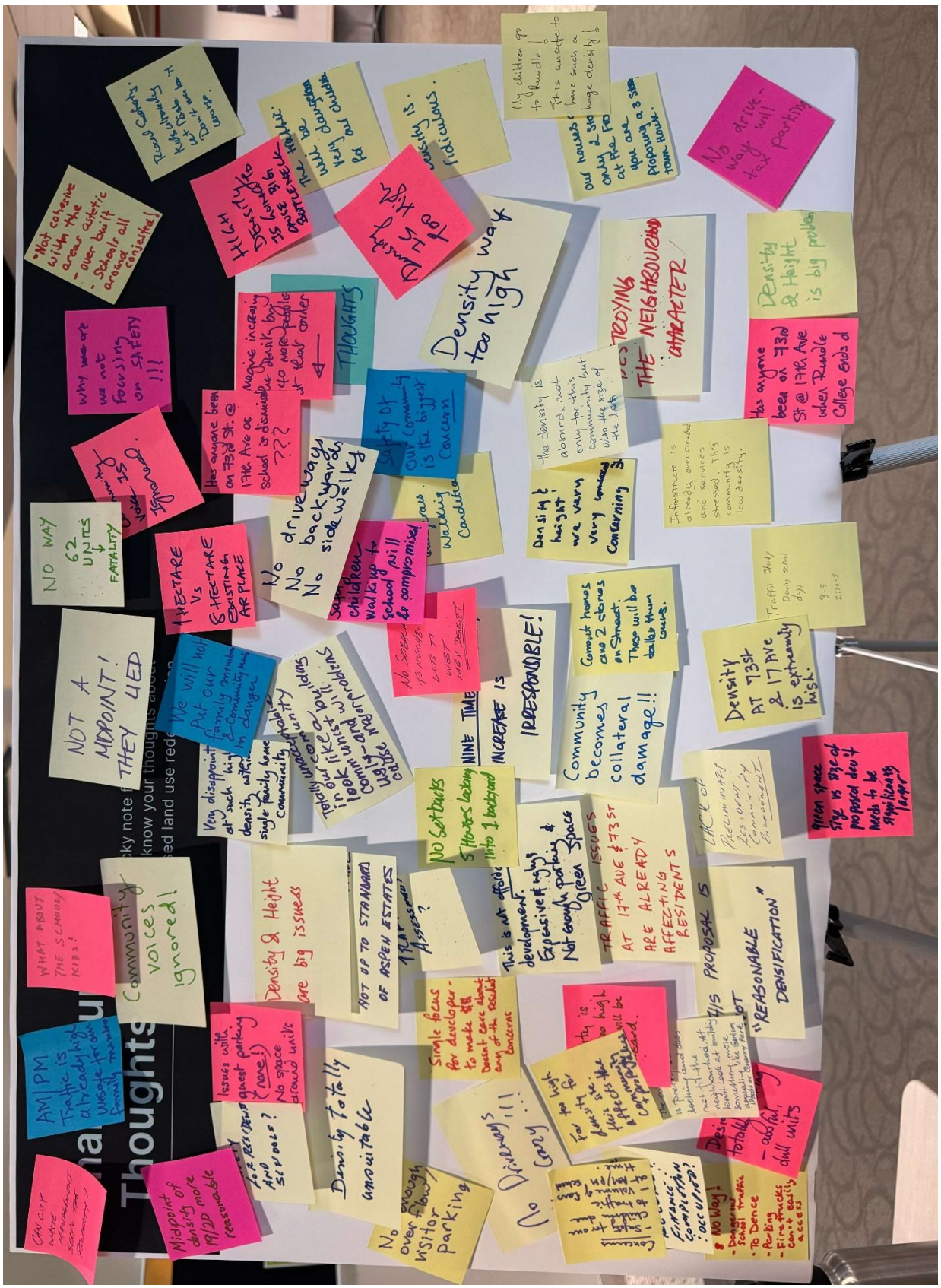
- **"The removal of apartment-style development potential."** No apartment building was ever in the plan. The original concept was townhouses; the current concept is townhouses. This development went from townhouses to townhouses, not from a condo tower to townhouses. On paper, narrowing the zoning seems like a change. **In reality, it changes nothing.**

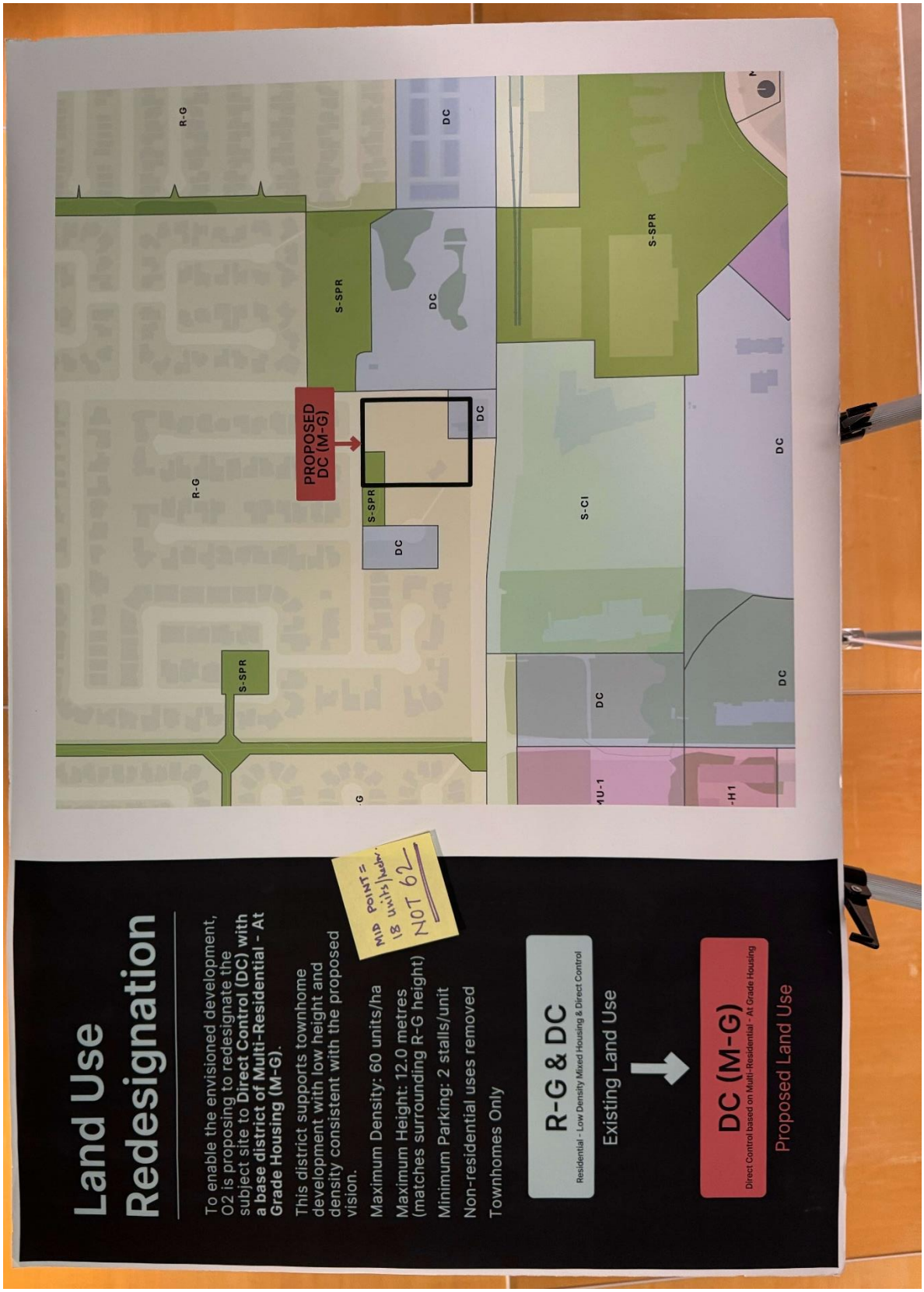
- **"The reduction in maximum building height."** The applicant never planned to build anything taller than three storeys. The 12-metre ceiling was announced before the open house, and the buildings are still three storeys, still three metres from the property line, still looking down on two-storey homes. **Lowering a limit you were never going to reach is not a sacrifice.**

- **"The elimination of certain discretionary uses."** The uses removed, such as [a power generation facility], were never part of a townhouse concept and were never going to be built. Promising not to build a power plant beside a row of townhouses is not a concession to the neighbours. **It is a description of the plan the developer already had.**

- **Reorienting buildings along the west edge.** Four townhouse buildings were turned sideways. They are still townhouses, still three storeys, and still not the detached houses residents asked for. **A different wall facing the boundary at the same tight setback is not the transition we proposed.**

Not one of these changes decreased the plan by single home, a single storey or a single metre of setback. The plan the community objected to in June is the plan the City is being asked to approve in August, with a longer list of things the developer has generously agreed not to build.


Thoughts
Community voices ignored!
Density & Height are big issues
Density Totally unacceptable
Density way too high
NOT A MIDPOINT! THEY LIED
NO WAY 62 UNITS FATALITY
1 HECTARE Vs 6 HECTARE EXISTING AIRPLACE
No drive-way No back-yards No side walks
Safety of our Community is the biggest Concern
Why we are not focusing on SAFETY !!!
Has anyone been on 73rd St. @ 17th Ave or school is dismissed ??
Marginal increase in density by 40 more people at best under THOUGHTS
Density & Height is big problem
No drive-way will text parking
Has anyone been on 73rd St @ 17th Ave when Rundle College ends d
DESTROYING THE NEIGHBOURHOOD CHARACTER
Community becomes collateral damage!!
Density AT 73rd & 17 Ave is extremely high
Green space size is so small proposal don't needs to be significantly larger
Single focus for developer - to make $$$ Doesn't care about any of the results/concerns
Not up to STANDARD OF ASPEN ESTATES
Not Enough Green Space
TRAFFIC ISSUES AT 17th AVE & 73rd ST ARE ALREADY AFFECTING RESIDENTS
"REASONABLE DENSIFICATION"
No Way!
- Dangerous Road Traffic
- To Dense
- Parking
- Fire trucks can't easily access
- ugly, dull units
No Driveways!!!
No Enough Visitor Parking
AM/PM Traffic is already high
Unsafe for Family members
Midpoint of density more reasonable 19/20 people
Issues with guest parking (none!) No space around units
Not A Midpoint
Community voices ignored
Density & Height are big issues
Density Totally unacceptable
Single focus for developer - to make $$$ Doesn't care about any of the results/concerns
Not up to STANDARD OF ASPEN ESTATES
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Community becomes collateral damage!!
Density AT 73rd & 17 Ave is extremely high
Green space size is so small proposal don't needs to be significantly larger


Land Use Redesignation
To enable the envisioned development, O2 is proposing to redesignate the subject site to Direct Control (DC) with a base district of Multi-Residential - At Grade Housing (M-G).
This district supports townhome development with low height and density consistent with the proposed vision.
Maximum Density: 60 units/ha
Maximum Height: 12.0 metres (matches surrounding R-G height)
Minimum Parking: 2 stalls/unit
Non-residential uses removed
Townhomes Only
MID POINT = 18 units/hadr. NOT 62
R-G & DC
Residential - Low Density Mixed Housing & Direct Control
Existing Land Use
DC (M-G)
Direct Control based on Multi-Residential - At Grade Housing
Proposed Land Use
PROPOSED DC (M-G)
R-G
S-SPR
DC
S-CI


Development Vision
• 63 townhomes
• 126 parking stalls
• 10% Municipal Reserve dedication to be turned into a city park
• A 3 metre wide regional pathway connection along 17 Ave SW that connects to the site
• Main entry on north side
NOT A MIDPOINT
9x Density Increase Is Irresponsible!
TRAFFIC NEEDS TO BE STUDIED
73 St is too narrow
NO DRIVEWAYS!
SCALE BAR
Site Plan
Main Entrance
Dedicated City Park
73 Street SW
17 Avenue SW
Emergency Access Only
No regular traffic in or out

Outreach Strategy & Project Timeline
Timeline
January 2026
Land Use Application Submission
Spring 2026
City Circulation & Application Review
April 2026
Community Engagement #1 (Virtual)
Spring 2026
Application Revisions
June 2026
HOA & Councillor Meeting
June 2026
Community Engagement #2 (In-Person)
September 2026
Calgary Planning Commission
Fall 2026
City Council Public Hearing
Engagement Methods
On-Site Signage
Community Association Outreach
HOA & Councillor Meeting
Postcard Circulation
Community Information Sessions
The applicant knew the HOA was leading the community's response. Their own display proves it.
At the open house, the applicant prominently identified its "HOA & Councillor Meeting" as a key engagement milestone.
The Strathcona Christie Aspen Community Association (SCA) had already advised that it would take a passive role while the HOA led the community's response. For this reason, members of the HOA attended the Open House, not members of the SCA.
The applicant knew whom to contact.
Yet the subsequent Outreach Summary emphasized unsuccessful attempts to engage the SCA, while failing to explain why the applicant did not return to the HOA to substantively address the community's alternative.
The SCA's silence cannot honestly be presented as evidence of an unavailable community when the HOA was actively participating, submitting objections and proposing a compromise.
The community was actively engaged through the HOA. The applicant knew this, yet emphasized the SCA's silence while failing to follow up with the very people leading that engagement.
Highlighting the SCA's entirely expected silence, while omitting the applicant's own failure to follow up with the actively engaged HOA, gives the City a materially misleading account of what happened.
T study?

Land Use Amendment in Glendale (Ward 6) at multiple addresses, LOC2026-0075

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.30 hectares ± (0.74 acres ±) located at 1904 Glenmount Drive SW and 4311, 4315, 4319 and 4323 – 17 Avenue SW (Plan 2002GS, Block 22, Lots 1 to 5) from Residential – Contextual One Dwelling (R-C1) District to Mixed Use – General (MU-1f4.0h24) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 10:

That Council give three readings to the **Proposed Bylaw 116D2026** for the redesignation of 0.30 hectares ± (0.74 acres ±) located at 1904 Glenmount Drive SW and 4311, 4315, 4319 and 4323 – 17 Avenue SW (Plan 2002GS, Block 22, Lots 1 to 5) from Residential – Contextual One Dwelling (R-C1) District to Mixed Use – General (MU-1f4.0h24) District.

HIGHLIGHTS

- This land use amendment application seeks to redesignate the subject site to allow for residential uses in a six-storey street-oriented building where both residential and commercial uses are supported at grade.
- The proposal aligns 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 proposal would provide additional housing in close proximity to an existing LRT station.
- Why does this matter? The proposed land use aligns with the approved LAP, which identifies this area as an appropriate growth corridor supporting transit-oriented development.
- A development permit 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 Glendale, was submitted by Prospect Studio on behalf of Skyview Properties, on 2026 May 29. A development permit (DP2026-03207) for a multi-residential six-storey building with 117 dwelling units was submitted on 2026 June 2 and is under review.

The approximately 0.30 hectare (0.74 acre) site is located at the southeast corner of the intersection of Glenmount Drive SW and 17 Avenue SW. It consists of five separate parcels and is currently developed with five existing single detached homes. The subject site fronts 17 Avenue SW along the north and Glenmount Drive SW along the west. The site shares a rear lane along the south property line with single detached residential development to the east and south. Surrounding development includes a mix of residential, multi-residential, institutional, and commercial development.

Land Use Amendment in Glendale (Ward 6) at multiple addresses, LOC2026-0075

The proposed district is appropriate given the site's location along 17 Avenue SW, which is identified in City policy as an appropriate location for increased height, density and mixed-use development. The application aligns with and is supported by the LAP. The proposed scale enables efficient use of serviced land, supports transit ridership, and contributes to housing supply while maintaining active, pedestrian-oriented frontages at grade. The MU-1 District also allows for appropriate transition and design responses to adjacent residential areas.

A detailed 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 6 Councillor's office, nearby Community Associations (Glendale, Westgate and Rosscarrock) as well as surrounding residents. The applicant provided custom on-site signage to supplement Administration's notice posting which outlined the proposal and provided contact information for the project team and a link to the project website. The applicant also prepared neighbourhood mailers which were delivered to local residents within 200 metres 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.

There were 12 responses received in opposition, and one received in support of the proposed application. Responses generally provided concerns with the proposed density (number of units), traffic impacts, height, lot coverage, privacy and misalignment with existing community character. The Glendale Community Association provided a response indicating its opposition to the proposal citing consistent and similar concerns, as outlined in full in Attachment 4.

Administration considered the application and has determined the proposal to be appropriate based on the alignment to relevant statutory policies. The proposed density (number of units), traffic, lot coverage, and privacy impacts will be reviewed and determined at the development permit stage.

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

Land Use Amendment in Glendale (Ward 6) at multiple addresses, LOC2026-0075

IMPLICATIONS

Social
The proposed application allows for mixed-use development on this site and supports additional housing opportunities in proximity to the 45 Street LRT Station, consistent with transit-oriented development objectives.

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

Economic
The ability to develop a six-storey mixed use development may increase transit ridership and help create a viable transit-oriented node around the 45 Street 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. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response
5. **Proposed Bylaw 116D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site, located at 1904 Glenmount Drive SW and 4311, 4315, 4319 and 4323 – 17 Avenue SW, is situated in Glendale on the south side of 17 Avenue SW, which is a key east-west corridor in the established area. The site is approximately 0.30 hectares in size (0.74 acres) and is approximately 99 metres wide by 30 metres deep. The site is currently developed with existing low-density residential uses and has rear lane access.

The subject site is approximately 200 metres (a three-minute walk) east of the 45 Street LRT Station. Surrounding land uses include a mix of low density and multi-residential development. The neighbouring property to the east of the subject site is designated as the Housing – Grade Oriented (H-GO) District and has an approved development permit for five dwelling units with five secondary suites. The property further east at the intersection of 17 Avenue SW and Grand Oaks Drive SW is designated as the Mixed Use – General (MU-1) District with approvals for a three-storey mixed-use building. Immediately west of the subject site across Glenmount Drive SW is a three-storey mixed-use building currently under construction. One block west of the subject site is an existing approved Mixed Use – General (MU-1) District with a developed six-storey mutli-residential building. Directly north of the site is the Calgary Police Service District 2 – Rosscarrock and Westgate Fire Station No. 8.

The subject site is well suited for additional residential density given its location along the 17 Avenue SW corridor. Beyond the close proximity to the 45 Street LRT Station, the Optimist Athletic Park is approximately 750 metres southwest, the Glendale Community Association is 500 metres south, and both Vincent Massey School and Westgate School are 700 and 900 metres respectively north. The proximity and access to transit, amenities, and institutional uses reinforce the compatibility for the proposed application.

Community Peak Population Table

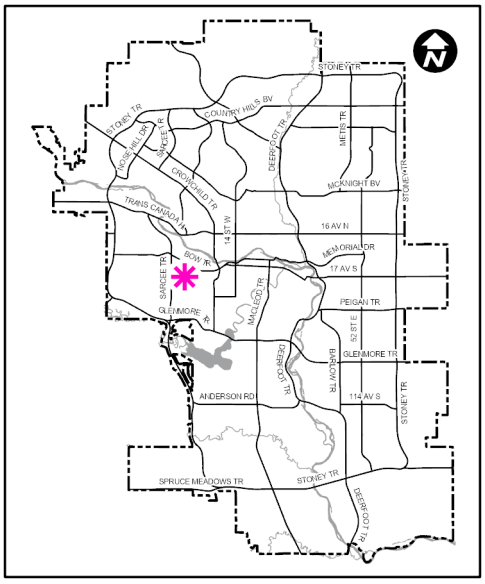
As identified below, the community of Glendale reached its peak population in 1969.

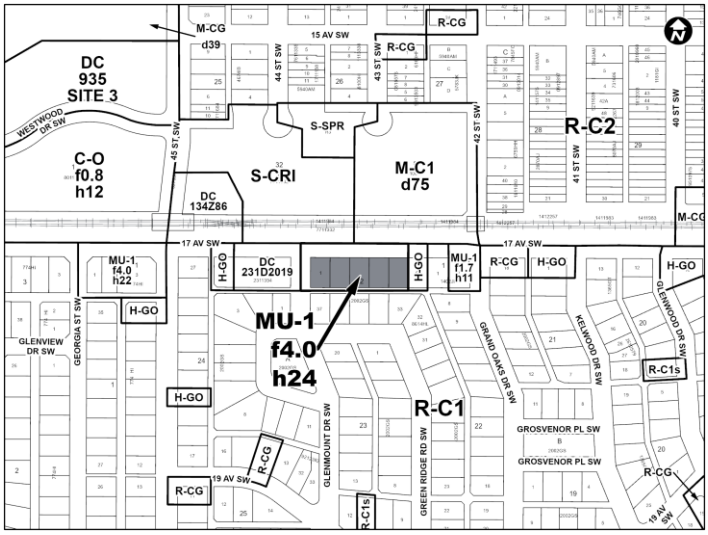
Glendale	
Peak Population Year	1969
Peak Population	3,950
2019 Population	2,765
Difference in Population (Number)	-1,185
Difference in Population (Percent)	-30%

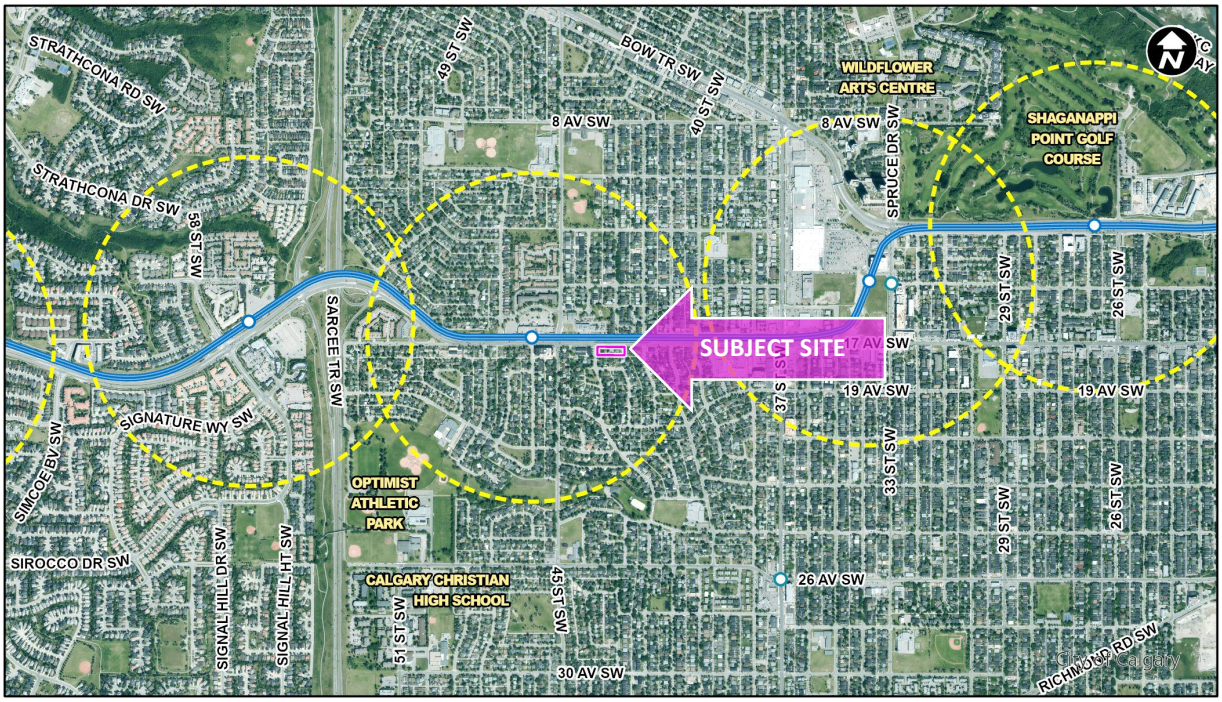
Source: *The City of Calgary 2019 Civic Census*

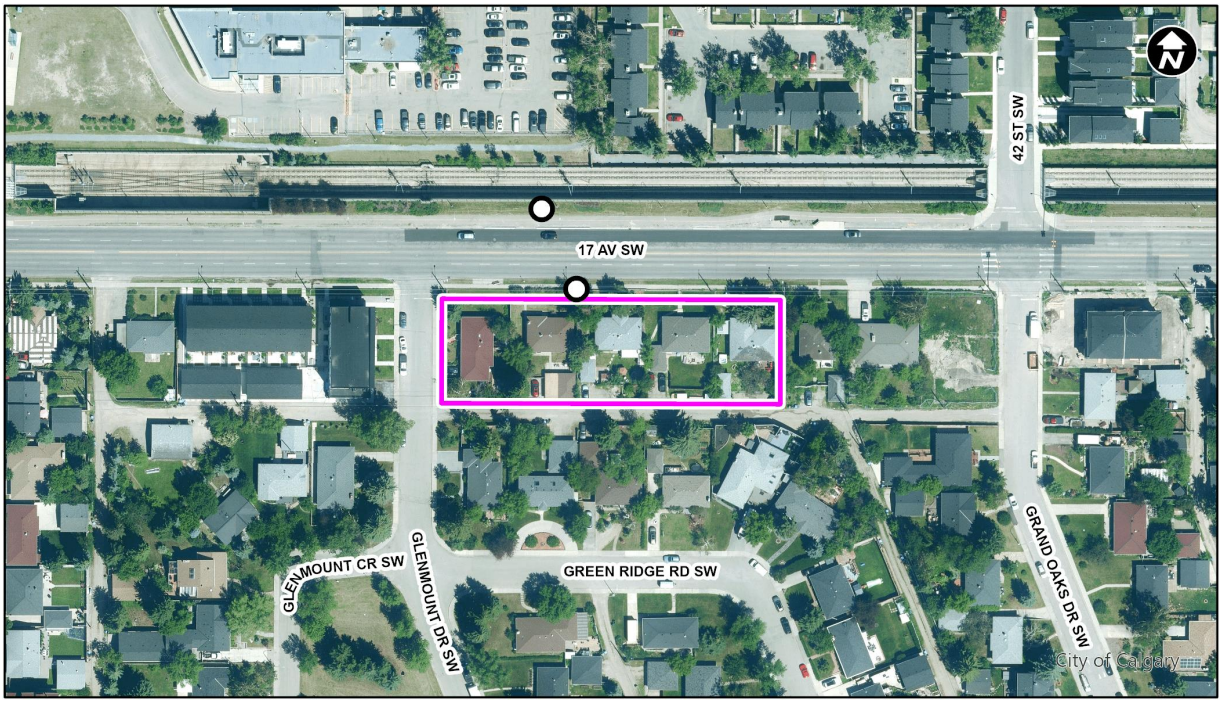
Additional demographic and socio-economic information may be obtained online through the Glendale Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use

The subject site is currently designated Residential – Contextual One Dwelling (R-C1) District, which is intended to accommodate existing residential development and contextually sensitive redevelopment in the form of Single Detached Dwellings in the Developed Area. The R-C1 District allows for a maximum building height of 10 metres and does not regulate floor area ratio (FAR) or density.

The proposed Mixed Use – General (MU-1f4.0h24) District is intended to accommodate a mix of residential and commercial uses in the same building or multiple buildings and be located along commercial streets where both residential uses and commercial uses are supported at grade facing a commercial street.

The proposed MU-1f4.0h24 District would allow for a maximum FAR of 4.0 and a maximum building height of 24.0 metres. This would allow for a density appropriate for a transit-oriented six-storey built form.

Development and Site Design

If approved by Council, the rules of the proposed MU-1f4.0h24 District would guide future redevelopment of the site, including appropriate uses, building height and massing, site layout, access, parking and the creation of a pedestrian-oriented frontage along 17 Avenue SW near an

LRT station. Other key factors that are being considered during the review of the development permit application include but are not limited to the following:

- access/egress along 17 Avenue SW, Glenmount Drive SW, and the rear lane; and
- adequate and suitable landscaping.

Transportation
The subject site is located along 17 Avenue SW, with the 45 Street LRT Station located 200 metres (a two-minute walk) west. Furthermore, the site is well served by multiple bus stops in close proximity, connecting the site to Calgary's broader transit network. Immediately in front of the site along 17 Avenue SW are both east-bound and west-bound stops served by Route 2 (Mount Pleasant/Killarney) and Route 698 (Western/St. Mary's).

Vehicle access to the site is anticipated to be provided from the rear lane to minimize conflicts along 17 Avenue SW and support a pedestrian-oriented streetscape. The Always Available for All Ages and Abilities (5A) Network includes 17 Avenue SW as an existing pathway, and nearby north-south routes along 45 Street SW and Grand Oaks Drive SW provide connections to existing on-street bikeways. Continuous sidewalks are present along 17 Avenue SW and Glenmount Drive SW, providing direct pedestrian access to nearby services and amenities.

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 such as appropriate stormwater management will be considered and reviewed as part of a 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 subject site is located within the Established Area as identified on Map 1 – Urban Structure in the *Municipal Development Plan* (MDP). The proposal aligns with MDP policies that support mixed-use redevelopment in established communities to make more efficient use of existing infrastructure, public amenities and transit.

The proposed MU-1 District supports a compact, walkable and transit-oriented development pattern, consistent with the MDP's direction to concentrate higher intensity uses along major corridors and near transit services. The Application aligns with Section 2.2.2 A Transit-Supportive Land Use Framework by enabling a higher-density development in a transit-served location.

Overall, the proposal aligns with the MDP's vision for complete communities, increased housing choice, and transit oriented development.

Calgary Climate Strategy (2022)
This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align development of this site with applicable climate strategies are being explored and encouraged through the development permit review.

Westbrook Communities Local Area Plan (Statutory – 2023)
The subject site is located along 17 Avenue SW, within the *Westbrook Communities Local Area Plan* (LAP) area, which identifies the site within the Neighbourhood Flex Urban Form area and within the Low Building scale category allowing up to 6 storeys. Neighbourhood Flex areas are characterized by a mix of commercial and residential uses. Buildings are to be oriented to the street with units that may accommodate commercial uses, offices, personal services, institutional uses, recreation facilities, residential uses and light industrial uses on the ground floor. The applicable policies of the LAP support and align with the proposed land use amendment.

The subject site is within the 45 Street W Transit Station Area and provides a transition of form and activities between the Core Zone and the surrounding community. This transit station area is envisioned to be of moderate activity and density compared to the others in the Westbrook Communities.

Overall, the proposed land use and district directly implement the LAP's policies for corridor-focused intensification, housing diversity, and transit-oriented development. The site's location, combined with the MU-1f4.0h24 District, represents an appropriate form of redevelopment consistent with the LAP vision for this segment of 17 Avenue SW and aligns with the LAP policies.

Applicant's Submission

June 25, 2026

Prospect

Proposed Land Use Change
Applicant Summary

Project Location: 1904 Glenmount DR SW, 4323, 4319, 4315, 4311 17 AV SW
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 Skyview Properties and subject site landowners, Prospect Studio has made a Land Use Redesignation (rezoning) application to transition the properties at 1904 Glenmount Dr SW and 4311-4323 17 Ave SW from the existing R-CG District to the Mixed Use - General (MU-1) District with custom modifiers limiting the floor area ratio to a maximum of 4.0 and a maximum building height of 24.0 metres.

The proposed land use change and supporting Development Permit application will enable a 6-storey multi-residential development with a broad range of unit sizes (1, 2, & 3-bedroom), within a transit-oriented area and easy access to amenities, open spaces and daily needs. The proposed change is fully aligned with the contemporary policies of the *Westbrook Communities Local Area Plan* and recognizes the subject site's strategic location along a key corridor and within a community node where public investment in Light Rail Transit infrastructure supports a more transit-oriented pattern of development. A supporting *Application Brief* has been prepared to provide additional detail on the development and planning rationale. A summary of key project details is included below:

Building Height: 6 storeys / 22.0m proposed (24.0m maximum)

Floor Area Ratio: 3.7 proposed (4.0 maximum)

Units: 117 (mix of one, two, and three-bedroom units)

Parking: 116 vehicle stalls (104 residential and 12 visitor)

Bicycle Storage: 59 secure Class-1 bicycle stalls for residents & 12 outdoor Class-2 bicycle stalls for visitors

To provide The City of Calgary, surrounding area residents and the general public with additional information about the proposed change, the project team has prepared preliminary plans and concept drawings that will be made available for those who request them as well as shared broadly through various outreach channels.

These preliminary plans and concept drawings are informed by a concurrent Development Permit (DP) application that has been submitted by the project team, which will be reviewed for completeness by The City of Calgary and available to surrounding area residents and the broader public for additional review and comment.

PLANNING CONSIDERATIONS

The proposed use is appropriate for the site given its strategic location, surrounding context, and land assembly characteristics. The development vision would add to the range of housing options in Glendale, while supporting the planned development pattern along the 17 AV SW corridor and within 45 ST SW Station Area of the *Westbrook Communities Local Area Plan,* where a range of multi-residential and mixed-use forms between 6 and 12 storeys are anticipated. The subject site is particularly well positioned for the proposed change for the following reasons:

Corner Site & Corridor Frontage: The site is located at the intersection of Glenmount Drive SW and 17 Avenue SW, spanning multiple parcels to create a continuous frontage along the corridor. This configuration offers excellent opportunities to orient the primary building entrances and ground-oriented residential units along the 17 Avenue SW corridor.

Rear Lane Access: The project site has rear lane access for all vehicle movements, 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, and loading from the lane.

Higher Activity Street: The project site has frontage on 17 Avenue SW, a major arterial corridor and Primary Transit Network route that connects surrounding area communities and generally sees higher levels of vehicle, cyclist, and pedestrian activity.

Transit-Oriented Development: The project site is exceptionally well-served by transit, located just two blocks (±400m) east of the 45 Street SW LRT Station (Blue Line) and directly served by a stop for Route 2, providing frequent bus service. The availability of high-frequency transit within easy walking distance of the project site provides easy access to downtown and regional destinations.

Activity Centre & Main Street Adjacency: The project site is situated directly on the 17 Avenue SW corridor in close proximity to the 37 ST SW and 17 AV SW Main Streets, as well as the Westbrook Activity Centre, offering local area residents easy access to retail, dining, and daily services.

Nearby Open Spaces & Community Amenities: The subject site is within a 10-minute walk of numerous community amenities including the Glendale Community Association (featuring an outdoor rink, tennis courts, and playgrounds), Optimist Athletic Park, Glendale School, and nearby green spaces like Turtle Hill Park.

Nearby Multi-Unit Development: The project site is located in proximity to other proposed, approved and in-construction mixed use and multi-residential developments. This proposal echoes the previously approved and constructed building at 1904 Georgia ST SW one block to the west. The large 3.52 acre site and former location of the Alberta Motor Association on the northwest corner of 45 ST SW and 17 AV SW at 4700 17 Avenue SW is currently listed for sale as a transit-oriented development opportunity.

POLICY ALIGNMENT

Through contemporary city-wide and local area plans, The City of Calgary has placed policy priority on building complete and resilient communities that make sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal funding capital. The proposed land use change is fully aligned with the relevant local area policy of the *Westbrook Communities Local Area Plan (LAP)*, which indicated the site as within the "Neighbourhood Flex" LAP Urban Form category and "Low (Up to 6 Storeys)" LAP Building Scale category, allowing for future mixed use development of up to 6 storeys.

The proposed change is also consistent with the city-wide goals and policies the *Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)* which together 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.

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 is supported by a dedicated phone line, email inbox, and project website (westline17.ca) for public questions and comments, along with custom on-site signage and detailed project information brochures hand delivered to residents living within 200m of the project site. Key application materials are also shared directly with the Ward 6 Councillor's Office and surrounding area Community Associations, 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, and any member of the public who requests it. 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 Permit applications are subject to standard City of Calgary notice and outreach requirements that include:

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.

Applicant Outreach Summary

August 14, 2026

Prospect

Applicant Outreach Summary

Introduction
On behalf of Skyview Properties, Prospect Studio submitted an application in June 2026 to redesignate the subject property from the Residential - Grade-oriented Infill (R-CG) District to the Mixed Use - General (MU-1h24.f3.7) District to support a concurrent Development Permit (DP2026-03207) for a 6-storey multi-residential development with new 117 homes (1, 2 and 3-bedroom units, with 15% of units offered below market), 126 vehicle parking stalls (104 resident, 12 visitor) and 71 bicycle parking stalls (59 secure Class 1, 12 outdoor Class 2).



Conceptual supporting Development Permit visualization, looking southeast along 17 AV SW (DP2026-03207).

Applicant-led Outreach Process
Prospect Studio and Skyview Properties are committed to being good neighbours and working with community throughout the application process. As part of every application, we lead a meaningful and transparent outreach process to ensure detailed project information and opportunities to share feedback and ask questions are available to all interested parties.

As part of our process, we contacted the local Ward 6 Councillor's Office, Glendale, Westgate and Rosscarrock Community Associations, as well as surrounding residents at the outset of the application process to encourage them to share any comments, questions or concerns directly with the project team and/or the City of Calgary. Additional elements of our outreach process also include:

Custom On-site Signage: To supplement required City of Calgary notice signage, the custom on-site signage was installed to notify neighbours and surrounding community members of a proposed land use change. The signage outlined the proposed change and development vision, along with project team contact and website details. The signage is also updated to reflect outreach closure and communicate that an Applicant Outreach Summary is available via the project website.

Neighbour Mailers: Paired with custom on-site signage, information-rich neighbour mailers were hand delivered to local area residents within 200m of the subject site to outline the proposed change and ultimate development vision for the subject site, and direct interested parties to find out more or get in touch with the project team directly via a dedicated phone line, email inbox, and project website. As part of our outreach process, all inquiries, questions, and comments are received, compiled, and responded to by the project team in a timely manner. A second round of mailers will be hand delivered to the same radius to notify citizens of outreach closure and that an Applicant Outreach Summary is available by request and also published on the project website.

Project Website: Throughout the application process, a dedicated project website (westline17.ca) provides accessible and detailed information about the proposed land use change, supporting development vision, and relevant policy context. It also functions as an ongoing resource for community members with downloadable materials (including the Application Brief, Transportation Impact Assessment and Applicant Outreach Summary), along with contact information for the project team and the City of Calgary.

Application Brief: Available via the project website, the Application Brief provides a comprehensive understanding of the proposed Land Use Redesignation application. It outlines the existing site and neighbourhood context, surrounding land use patterns, and applicable City policy frameworks that guide development in the area. The Brief also details the development rationale, proposed density and built form vision, conceptual site planning, and key design considerations. A summary of the Applicant-led outreach approach and engagement strategies undertaken to inform the proposal is also included.

Applicant Outreach Summary: Following the conclusion of the formal City of Calgary application comment period and prior to formal application decision steps, an Applicant Outreach Summary is shared broadly with Administration, the local area Councillor's Office and Community Association(s) and published on the project website.

Community Feedback & Applicant Team Responses

Surrounding Area Residents: The project team received two inquiries from surrounding area community members through our outreach channels. The correspondence focused on anticipated construction timelines and questions about whether commercial uses were proposed. No other feedback was received.

1. **Commercial Use Potential:** A nearby resident suggested that commercial uses should be considered as part of the proposed development.
   Applicant Team Response: *While commercial uses would be a strong fit in this area given the site's proximity to the LRT station, the site's significant slope changes create significant access and visibility challenges for viable commercial units along 17 AV SW. Furthermore, the site's more limited depth creates additional challenges for accommodating back of house and loading access within a primarily residential building. Based on these considerations, the current design focuses on a street-oriented residential interface along 17 AV SW and Glenmount DR SW, with private amenity spaces and street-accessible residential entries.*

2. **Construction Timing:** A nearby resident was curious about likely construction timing.
   Applicant Team Response: *Assuming that all Land Use Redesignation and Development Permit / Building Permit approvals are completed by Q1 2027, it is anticipated that construction activities could begin in the spring of 2027.*

Community Associations: Following formal submission, the project team delivered a comprehensive information package to the Glendale Community Association (GCA), the Rosscarrock Community Association (RCA) and the Westgate Community Association (WCA) via email. The outcomes of the Applicant-led outreach process, including this Summary were also shared prior to the application moving forward to formal decision steps. While the RCA and WCA did not provide any commentary, the GCA shared comments and questions focused on:

1. **Parking:** The GCA expressed general support for the proposed on-site parking supply, noting it as above the bylaw minimum requirement.
   Applicant Team Response: *The proposed parking supply is calibrated to the proposed unit number and mix while also integrating market intelligence and Skyview Properties' experience with operating similar rental buildings in the local area context.*

2. **Shadow Impacts:** The GCA noted that the site's location on the south side of 17 AV SW generally limits shadow casting on surrounding area homeowners.
   Applicant Team Response: *As noted by the GCA, the subject site is generally located north of the closest adjacent residential properties and is separated from others by Glenmount DR and 17 AV SW. Most shadows throughout the day and evening are cast*

onto road ways, mitigating impacts to surrounding area property owners. Some limited shadow impacts are expected to properties directly east of the subject site, so the proposed building has been specifically set back from the east property line by 3.0 metres to create greater access to light for the future townhome development at 4307 17 AV SW. A supplementary shadow study has also been provided as an Appendix.

3. Proposed Density / Height: The GCA acknowledged that in principle, density on the main streets is what the community had advocated for through prior planning processes, while noting that the properties directly south of the project site would be the most impacted by the change.
   Applicant Team Response: *As noted by the GCA, the proposed land use change is fully aligned with the relevant building scale and use policies of the Westbrook Communities Local Area Plan, which was based on significant public engagement efforts by The City of Calgary. The proposed building design also respects the rear height chamfers rules of the MU-1 District and also includes lane-oriented building design considerations to transition building mass to the lower density residential fabric to the south and east of the subject site. The block that the subject site is located is also sloped, with properties to the south of the subject site located on the higher side of the grade condition from which building height is measured, creating some natural mitigation to the impact of height beyond building design.*

4. Rear Lane Traffic / Noise / Construction Access: The GCA shared that prior construction activities on a similarly scaled building west of the subject site had created neighbour concerns related to lane access, heavy vehicle traffic, dust and noise during the construction process.
   Applicant Team Response: *Prior to construction proceeding, a construction management / neighbourhood plan will be developed covering points of contact, schedule updates, lane closure timelines and locations, hours of work, trades parking area, and dust/ noise controls, including a process for reporting and resolving property damage.*

   To mitigate noise and provide a direct benefit to adjacent neighbours, the east / west rear lane bordering the subject site will be paved. Lane paving mitigates the noise associated with vehicle travel and also cuts down on dust and stormwater management issues. The parkade entrance has also been located strategically toward the middle of the block to allow for easy access from either Glenmount DR SW or Grand Oaks DR SW, helping distribute both incoming and outgoing vehicle trips across the surrounding road network.

5. Tenure: The GCA wanted to know if units would be offered as rental or for home ownership
   Applicant Team Response: *Westline is envisioned as a purpose-built rental building with a wide range of unit sizes including 1, 2, and 3-bedroom units. Additionally, 15% of units will be offer below market rate (as defined by CMHC for the Calgary market).*

6. Commercial Use Potential: The GCA wanted to know if commercial uses were being considered as part of the proposed development.
   Applicant Team Response: *While commercial uses would be a strong fit in this area given the site's proximity to the LRT station, the site's significant slope changes create significant access and visibility challenges for viable commercial units along 17 AV SW. Furthermore, the site's more limited depth creates additional challenges for accommodating back of house and loading access within a primarily residential building. Based on these considerations, the current design focuses on a street-oriented residential interface along 17 AV SW and Glenmount DR SW, with private amenity spaces and street-accessible residential entries.*

Ward 6 Councillor's Office: A detailed project summary memo and accompanying information package was provided to the Ward 6 Councillor's Office at the outset of the application, along with an invitation to meet and discuss the proposed redesignation. No questions or comments from the Ward 6 Office were received by the project team. The outcomes of the Applicant-led outreach process, including this Summary were also shared prior to the application moving forward to formal decision steps.

Concurrent Development Permit (DP2026-03207): Ongoing Outreach
As the concurrent Development Permit application continues to undergo further review and refinement, the project team will continue to keep the above-noted outreach channels open to received ongoing feedback, provide project information, and answer questions.

Shadow Studies
March 21 / September 21



10:00 AM | 1:00 PM | 4:00 PM

Shadows - Adjacent Existing

Shadows - Proposed

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.*

Shadow Studies
June 21



10:00 AM | 1:00 PM | 4:00 PM

Shadows - Adjacent Existing

Shadows - Proposed

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.*

Community Association Response

The existing land use for these properties provides enough opportunity for density that will help retain the character and quality of the community while providing unique housing options in the community perimeter. If the 6-story apartment building directly across from the 45 Street station was fully rented with demand exceeding supply, perhaps this redesignation could be justified. However, it is not. This group of parcels would be better suited for row housing and 3-story townhomes. This stretch of 17 avenue would look and feel as if actual planning went into the redevelopment of the street if some consistency were applied. A bungalow next to a 4-plex next to a 6 story apartment, next to a bungalow simply looks like poor planning.

Lastly, the balconies of a 6-story development would all look directly into the (currently) very private back windows and yards of a few houses. The market values of those homes will certainly decline if this LUD change is approved.

President, Glendale Community Association

July 20, 2026

PROPOSED

CPC2026-0789
ATTACHMENT 5

BYLAW NUMBER 116D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2026-0075/CPC2026-0789)

* *

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 _____

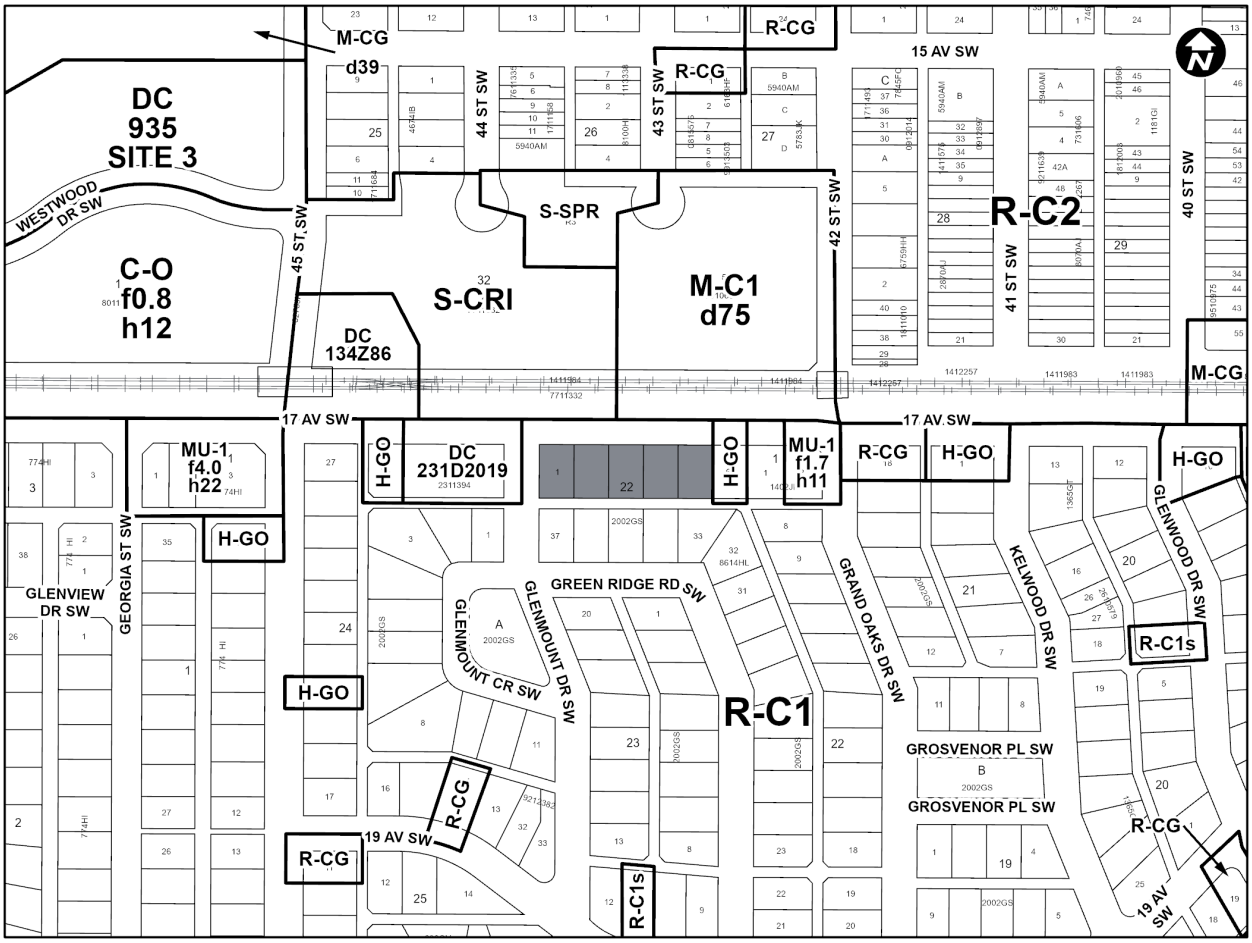
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2026-0075/CPC2026-0789
BYLAW NUMBER 116D2026

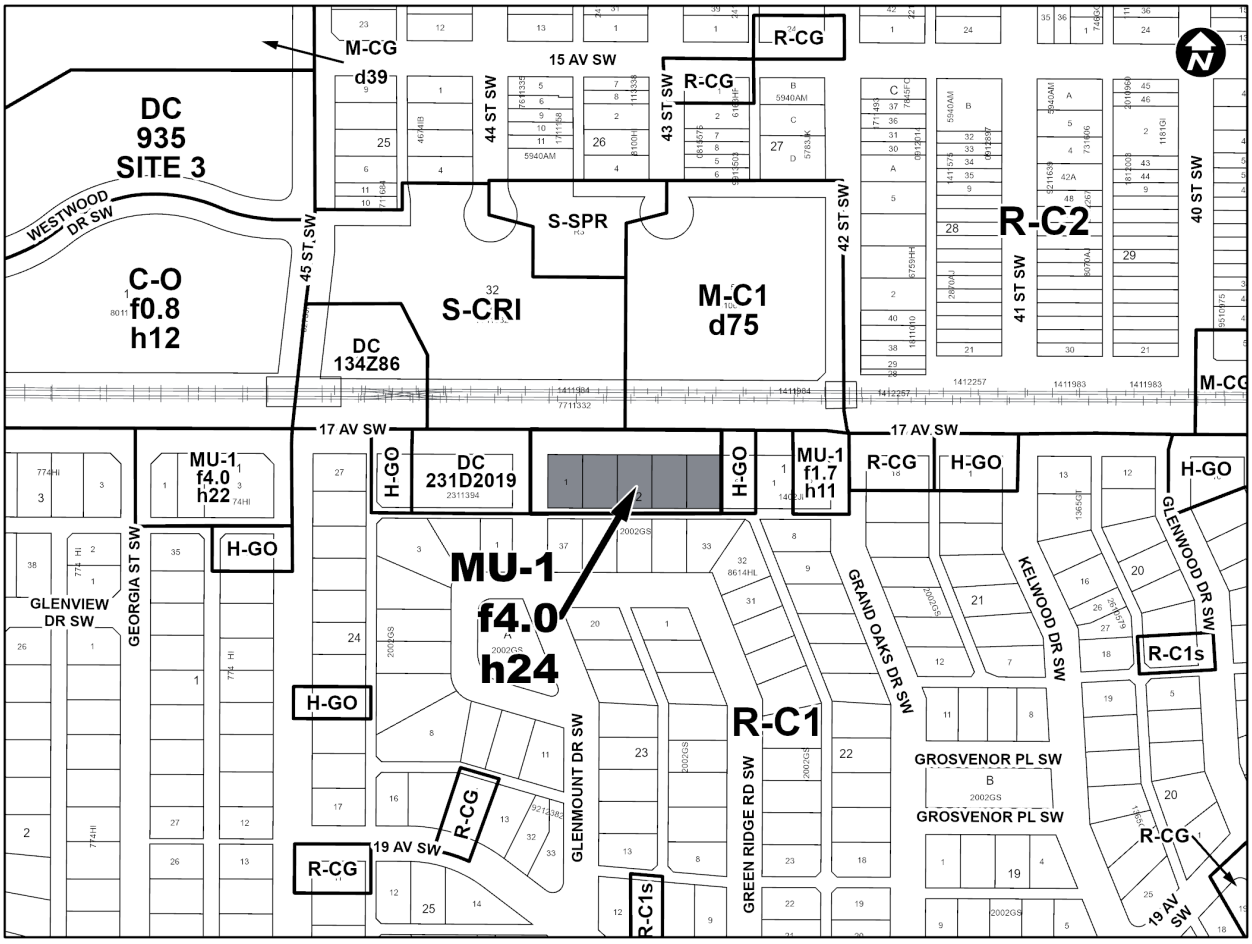
SCHEDULE A



PROPOSED

AMENDMENT LOC2026-0075/CPC2026-0789
BYLAW NUMBER 116D2026

SCHEDULE B



Land Use Amendment in Spruce Cliff (Ward 6) at 3400 Spruce Drive SW, LOC2026-004

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.80 hectares ± (1.9 acres ±) located at 3400 Spruce Drive SW (Plan 8211120, Block 21, Lot 1) from Multi-Residential – Contextual Low Profile (M-C1) District to Mixed Use – General (MU-1f3.0h21) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 24:

That Council give three readings to **Proposed Bylaw 126D2026** for the redesignation of 0.80 hectares ± (1.9 acres ±) located at 3400 Spruce Drive SW (Plan 8211120, Block 21, Lot 1) from Multi-Residential – Contextual Low Profile (M-C1) District to Mixed Use – General (MU-1f3.0h21) District.

HIGHLIGHTS

- This application seeks to redesignate the subject parcel from Multi-Residential – Contextual Low Profile (M-C1) District to Mixed Use – General (MU-1f3.0h21) District.
- The proposal would enable a medium-density, mixed-use development near transit that aligns 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 proposal would accommodate a range of commercial and residential uses within an established area of the city that is well-served by existing infrastructure, services and amenities.
- Why does this matter? The addition of residential and commercial uses will offer a wider range of housing types and access for the community to more commercial amenities.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding the proposal.

DISCUSSION

This application, in the community of Spruce Cliff, was submitted by CTZN Architecture on behalf of the landowner, Calgary Heritage Housing, on 2026 April 9. Calgary Heritage Housing are a non-profit house builder and manager focused on providing community housing options. As noted in the Applicant Submission (Attachment 2), the intent is to provide for a medium-density, mixed-use development providing affordable housing for seniors near transit, commercial amenities and open space. The original application submission was amended from a height of 31 metres to 21 metres to comply with the LAP policies on height and density. No development permit has been submitted at this time.

The approximately 0.8 hectare (1.9 acre) site is situated at the corner of Spruce Drive SW and Cedar Crescent SW. The site is well-served by Calgary Transit and is approximately 97 metres (a two-minute walk) west of the nearest bus stop (Route 93 – Westbrook Station) on Spruce Drive SW. It is located approximately 1,300 metres (a 19-minute walk) west of the Westbrook Rail Transit (LRT) Station and the MAX Teal (Westbrook – Douglas Glen) bus line.

Pedestrian access to the site is from existing sidewalks adjacent to the site along Spruce Drive SW and Cedar Crescent SW.

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 the existing tenants of Spruce Cliff Downs, the Spruce Cliff Community Association (CA), Bow Cliff Seniors, the Ward 6 Office, and the broader Spruce Cliff community. 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 34 letters from the public in opposition of the application, and six in support of the application. A petition was generated via a third-party website with approximately 348 signatures in opposition. However, as this is a third-party website Administration could not verify this submission. The primary concerns from the public centred on the applicant's initial submission, which did not comply with the statutory LAP policies regarding maximum building height but also expressed concerns about density, traffic and parking. The CA responded with additional concerns with the proposal, as detailed in Attachment 4. The CA's concerns included non-compliance with statutory policy, protecting nearby public spaces, providing appropriate massing transition, provision of reasonable vehicle access / loading and the scale of proposed commercial.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate in its amended form, which is in alignment with LAP policy on building height. The building and site design, traffic safety and on-site parking considerations will be reviewed and determined as part of the ongoing development permit review.

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.

Land Use Amendment in Spruce Cliff (Ward 6) at 3400 Spruce Drive SW, LOC2026-004

IMPLICATIONS

Social
The proposal would support development of affordable seniors housing. There is currently a limited supply of affordable senior housing with attendant waitlists and the proposal would help to meet this demand as the senior population increases. The proposal would also enable a greater variety of commercial and residential development uses in the community of Spruce Cliff, providing more affordable housing, services, retail and employment options within the community.

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

Economic
The proposed land use amendment would enable the more efficient use of existing infrastructure, services and amenities, and provide additional density in the community to support both existing and proposed commercial development.

Service and Financial Implications
No anticipated financial impact.

RISK
There are no known risks associated with this proposal.

ATTACHMENTS
1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response
5. **Proposed Bylaw 126D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located at the corner of Spruce Drive SW and Cedar Crescent SW in the southcentral portion of the community of Spruce Cliff. It measures 0.8 hectares (1.9 acres) in size with dimensions of approximately 115 metres wide by 73 metres deep. There is a relatively gentle grade change across the site east to west. The site is currently developed with six existing two-storey residential (senior housing) buildings. Vehicular access is provided at the rear via an access lane directly off Cedar Crescent SW.

The surrounding development is generally characterized by a mix of residential, commercial and mixed-use developments that are one to four storeys in height. The site is within 220 metres (an approximately three-minute walk) of Cedar Crescent Park, Poplar Park and Spruce Cliff Park, all of which offer a variety of programed and unprogrammed open space amenities. It is also close to schools (both Calgary Quest School and Kindle Montessori School are within 300 metres, or a three-to-four-minute walk of the site), existing commercial development (130 metres or a two-minute walk) and the Spruce Cliff Community Association (130 metres or a two-minute walk). The site is also well connected with transit options. It is located approximately 97 metres (a two-minute walk) west of the nearest bus stop (Route 93 – Westbrook Station) on Spruce Drive SW and 1300 metres (a 19-minute walk) west of the Westbrook Rail Transit (LRT) Station/ MAX Teal (Westbrook – Douglas Glen) bus line.

Community Peak Population Table

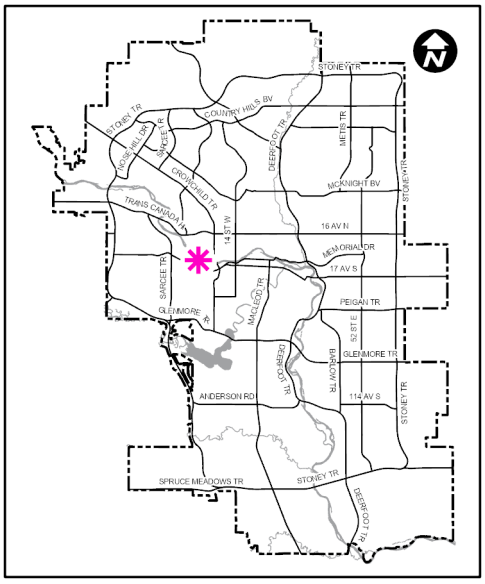
As identified below, the community of Spruce Cliff reached its peak population in 2018.

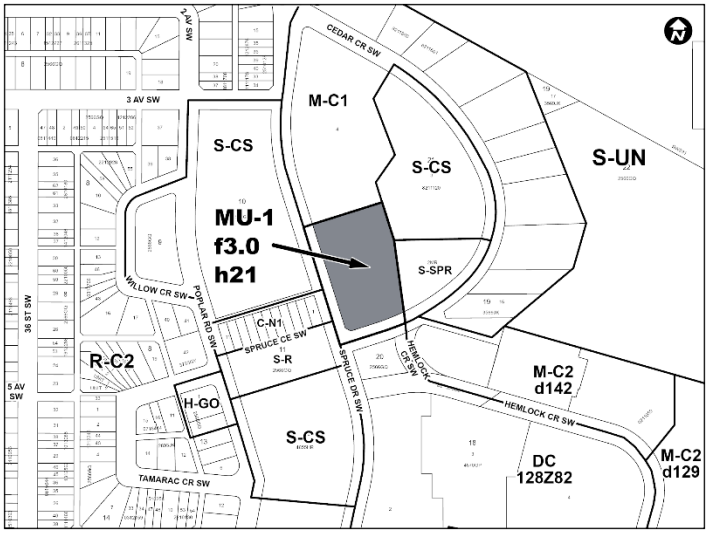
Spruce Cliff	
Peak Population Year	2018
Peak Population	4749
2019 Current Population	4673
Difference in Population (Number)	-76
Difference in Population (Percent)	-2%

Source: *The City of Calgary 2019 Civic Census*

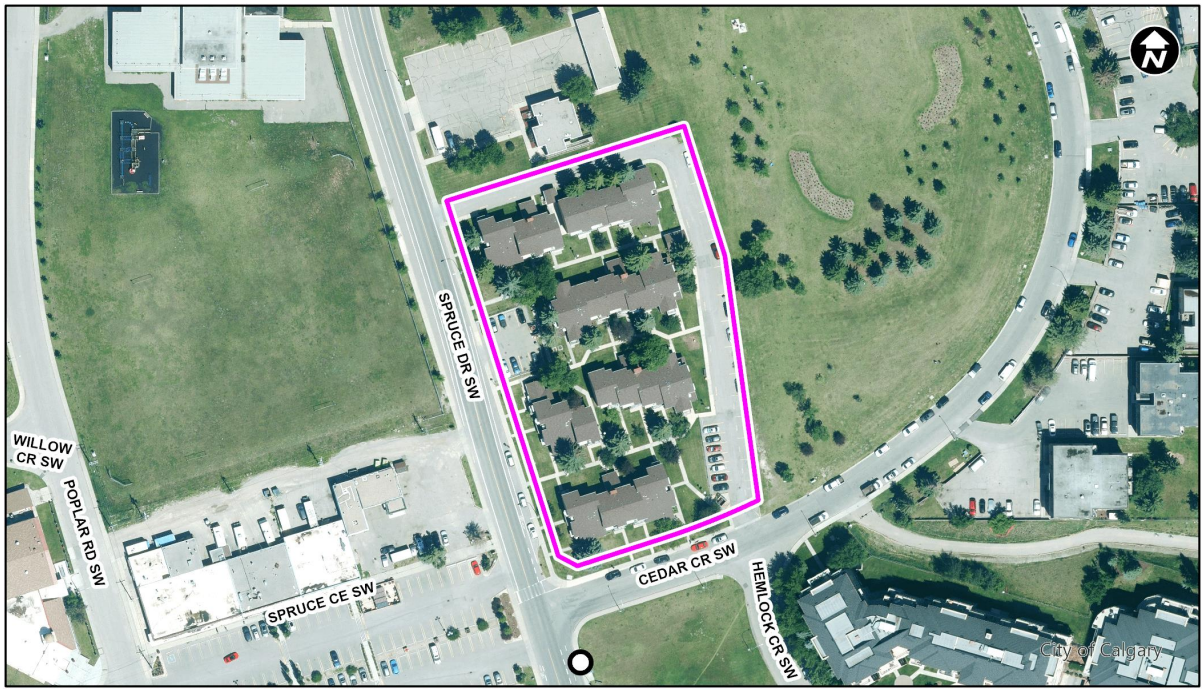
Additional demographic and socio-economic information may be obtained online through the Spruce Cliff Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing Multi-Residential – Contextual Low-Profile (M-C1) District is intended to accommodate multi-residential development in a variety of building forms with low height and medium density. It is intended to be in close proximity or adjacent to low density residential development.

The proposed Mixed Use – General (MU-1f3.0h21) District is intended to be located along commercial streets where both residential uses and commercial uses are supported at grade facing the commercial street. The MU-1 District should be located where a local area plan, or other policy supports the land use. It accommodates a mix of residential and commercial uses in the same building or in multiple buildings throughout a site and responds to local area context by establishing a sensitive maximum building height. The proposal includes a maximum height of 21 metres (about six storeys) and a maximum floor area ratio (FAR) of 3.0.

Development and Site Design
If this application is approved by Council, the rules of the Mixed Use – General (MU-1f3.0h21) will provide guidance for the design of the development, including appropriate building height and massing.

No development permit application has been submitted at this time. Upon submission, additional items that will be considered through the development permit process will include providing appropriate pedestrian interfaces, public realm design and accommodation of motor vehicle parking.

Transportation
The site is well served by Calgary Transit with good access to primary and local transit services. It has several mobility options available including bus, LRT, and vehicular access. The site is located approximately 1,300 metres (a 19-minute walk) west of the Westbrook LRT Station and the MAX Teal (Westbrook – Douglas Glen) bus line. It is approximately 97 metres (a two-minute walk) west of the nearest bus stop (Route 93 – Westbrook Station) on Spruce Drive SW. Pedestrian access to the site is from existing sidewalks adjacent to the site along Spruce Drive SW, and Cedar crescent SW. On-street parking is available off Cedar Crescent SW and to the rear of the site with vehicular access provided via an access road off Cedar Crescent SW that loops from the eastern and norther edges of the site back to Spruce Drive SW.

Environmental Site Considerations
There are no known outstanding environmental concerns associated with the site identified by the applicant. Given the year of construction of existing buildings (1980), there is a potential for asbestos-containing materials (ACMs) to be present. This issue would need to be identified and resolved in future permits that contemplate more comprehensive redevelopment of the site.

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 this site as part of the Developed – Established Areas as identified in Map 1: Urban Structure. The Established Areas are primarily residential communities containing a mix of low- and medium-density housing with supporting retail. Land Use Policies support moderate intensification in a form and nature that respects the scale and character of the neighbourhood. The proposal is broadly consistent with the MDP's city-wide policies (Section 2). Relevant policies from the Municipal Development Plan support moderate intensification within the City of Calgary to make more efficient use of existing infrastructure, public amenities, and transit. This delivers small and incremental benefits to climate resilience. The MDP in section 2.3.1 supports increased opportunities for affordable housing as an integral part of complete communities particularly in areas close to parks, schools, recreation facilities, and transit. New developments in Established Areas should incorporate appropriate densities, a mix of land uses and a pedestrian-friendly environment. The proposed land use is in alignment with the applicable policies in the MDP.

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

Westbrook Communities Local Area Plan (Statutory – 2025)
The *Westbrook Communities Local Area Plan* (LAP) identifies the subject site as Neighborhood Flex as shown on Map 3: Urban Form. Neighbourhood Flex areas are characterized by a mix of commercial and residential uses where people go to shop and gather. Map 4: Building Scale identifies the site as a building scale of 'Low' which allows for developments that are six storeys or less. The suite of uses and the building height modifier of the proposed Mixed Use – General (MU-1 f3.0h21) District are in alignment with the policies for the Neighbourhood Flex urban form category and the 'Low' building scale of the LAP.

In addition, the LAP supports the intensification and retention of affordable housing developments, particularly in areas that are well serviced by transit, appropriate services and schools. The LAP also directs that to achieve a strong sense of community that development should provide accessible and affordable housing choices to encourage diversity and inclusion.

In summary, the proposed land use amendment is in alignment with the applicable policies of the LAP.

Applicant Submission

CTZN architecture

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d.lalonde@ctznarchitecture.com
www.ctznarchitecture.com

Applicant Submission

June 26th, 2026

Project: Spruce Cliff Downs (CTZN25-0002)

Company: City of Calgary Planning and Development

Regarding: Land Use Amendment: 3400 Spruce Drive SW, Calgary, AB, T3C 3TI

Introduction

On behalf of **Calgary Heritage House (CHH)**, we are pleased to submit this application for a Land Use Redesignation to support the redevelopment of a much need affordable housing project for Calgary's senior community. The proposal seeks to establish a **Mixed Use (MU-1)** district permitting a **building height of 21m** and an **FAR of 3.0**.

There is currently an extensive waitlist for affordable senior housing with extremely limited supply. As the senior population continues to grow, so too does demand. CHH envisions this as a critical redevelopment aimed at supporting this growing population.

This application has secured funding with the City of Calgary's **Housing Capital Initiative (HCI)**. Given the program's strict timelines, we are pursuing an expedited approval process through land use and development permit applications under the Affordable Housing Priority Stream.

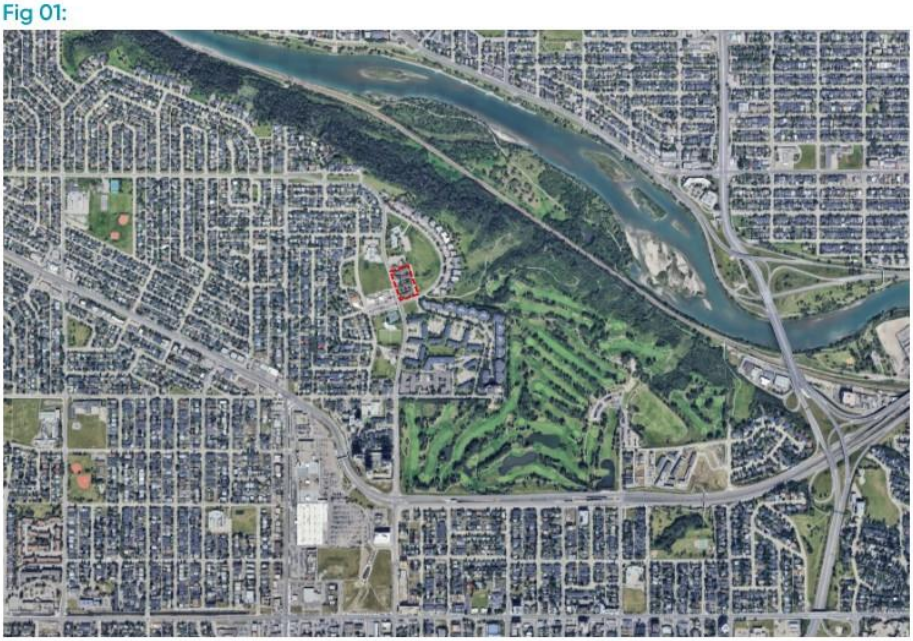
The site is currently designated as a Multi-Residential (M-C1) district. A redesignation to MU-1 is necessary to accommodate the mixed-use nature of the project and its proposed scale (building height of 21m and an FAR of 3.0). A pre-application assessment **(PE2025-00371)** was completed in March 2025, and DR1 comment received June 02, 2025.

CTZN architecture

Site Context

The subject site is a +/- 0.797 hectare parcel located within the Spruce Cliff community, adjacent to both Cedar Crescent Park and a retail complex across Spruce Drive SW. The properties directly adjacent to the subject lot are comprised of Special Purpose, Commercial, Direct Control, Multi-Residential, and Mixed-Use districts. These direct adjacencies transition to regions of lower-density residential and other mixed-uses. The site is approximately 900 meters from the Primary Transit Network to the south (both the Westbrook LRT station and MAX Teal bus line). Multiple bus stops also exist, however, within 100m of the property. The strong site connectivity is reflective of the surrounding community buildings/ amenities including the Bow Cliff Seniors Centre, Calgary Hellenic Banquet Hall, Wildflower Arts Center, Calgary Society for Persons with Disabilities and the Quest Adventure Camp facility.

Fig 01:



CTZN architecture

Planning Context and Rationale:

The subject site is located within the Neighbourhood Flex – Urban Form area (Map 3: Urban Form) and is designated with a Low – Building Scale (up to six story's) under the Westbrook Communities Local Area Plan (LAP). The LAP policies generally support the proposed development, as the LAP specifically acknowledges the appropriateness of commercial development along, "the northern portion of the Westbrook transit area" (Section 2.2.1.3.). In this DR1 response, the proposal has been revised from nine stories to six, to align with policy and feedback from community outreach.

Conclusion:

The proposed MU-1 land use designation is a carefully considered revision aimed at supporting high-quality, affordable, and accessible housing for seniors. The additional density (FAR of 3.0), height (21m), and uses are all key elements in enabling the proposed development to provide the maximum benefit to the occupants and community in supporting the growing number of senior citizens.

Thank you for your consideration!

Should you require further clarification, please don't hesitate to reach out:
j.schacter@ctznarchitecture.com

Sincerely,



Jordan Schacter
Intern Architect AIBC | B. Sc | M.Arch
CTZN Architecture Inc.

Applicant Outreach Summary

2026 June 26

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Spruce Cliff Downs

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)

Information Sessions/ Workshops / Open House:
- Oct 28, 2019 - Tenant Workshop @ Bow Cliff Centre (~34 participants)
- Nov 25, 2019 - Stakeholder Open House @ Bow Cliff Centre (~40 participants)
- Feb 13, 2020 - Public Open House @ Bow Cliff Centre (~37 participants)
- June 10, 2025 - Tenant Information Session @ Bow Cliff Centre (~45 participants)
- April 8, 2026 - Spruce Cliff Community Association Meeting @ Bow Cliff Centre (~12 participants)

Website (www.sprucecliffdowns.ca)
- June 20, 2025 - Website Launched to centralize all information and project updates for community

Newsletters (Print/ Digital via Email Subscriptions)
- June 2025 Recap
- July 2025 Recap

Email Outreach
- April 02, 2026 - Re-engage community to arrange information sessions and discussions. Email each of: Ward Councilor, Spruce Cliff Community Association, Bow Cliff Senior Centre, Calgary Affordable Housing Coordinator

Affected Parties

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

Spruce Cliff Downs Tenants and Neighbours
Spruce Cliff Community Association
Ward Councilor
Stakeholders

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.

- Inquiry on unit type/ mix
- Logistics of finding alternate housing/ moving out of the existing Spruce Cliff Downs
- Question on intended commercial space
- Desire for in-suite laundry
- Inquiry on parking provision
- Curious about amenities
- Preference for building form that reduces impact of shading on park (step up to 9 storeys at the north end results in more sun in the park then going all 6 storeys across the whole site)
- Consideration of the Spruce Drive Pathway Project.
- Excitement for enhanced park space on property connecting with Cedar Crescent Park and consideration of active, healthy living programming.

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.

- Unit type/ mix - alleviated concerns by demonstrating broad mix of units that encourages diversity while aligning with funding requirements
- Moving Out - Calgary Heritage Housing has been guiding and assisting this process for its tenants
- Commercial - Requests were heard and will continue to be factored in when project reaches that level of specificity
- In-suite laundry - Requests were heard and will continue to be factored in when unit plans reach that level of specificity
- Parking - Parking analysis and understanding of demand at other Calgary Heritage Housing properties has been in evaluation, supported by the engagement of a traffic engineer
- Amenities - various amenities are being explored that focus in enhancing healthy lifestyles for seniors of today, while anticipating the desires of senior of tomorrow

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)

- Website has become a source of ongoing updates for outreach outcomes to be shared; all project content, presentations, and information is uploaded there
- Newsletters recapping information sessions were generated and distributed to attendees (as well as posted on the website)
- Emphasis on transparency and communication with information and decision making
- Ongoing email follow-ups and prompts for subsequent meetings moving through April and into May with a hope to schedule a community open house in the third or fourth week of May.

calgary.ca/planningoutreach

CTZN architecture

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d.lalonde@ctznarchitecture.com
www.ctznarchitecture.com

LOC2026-0048 • Response to Community Concerns

June 26th, 2026

Project: Spruce Cliff Downs (CTZN25-0002)
Attention To: **Carl Stanford**, Senior Planner

Organization: **City of Calgary Planning and Development**
Regarding: **3400 Spruce Drive SW, Calgary, AB, T3C 3T1 • DR1 Response**

Response to Concerns of the Community Association and General Public

1. Policy Compliance:

Concerns regarding the community investiture in the Westbrook Communities Local Area Plan being dismissed. Concerns that affordable seniors housing should be built at the scale their community planned for. Concerns about the proposed building being significantly higher than the Westbrook Local Area Plan which allows for up to 6 stories and rezoning should follow community planning not bypass it.

Introduction

The communities' primary concerns are with regard to the previously proposed nine-stories, which conflicted with the Westbrook Communities Local Area Plan (LAP). The project has been revised to remain in compliance with the Westbrook LAP's six-storey height restriction on this parcel. Additional policy compliance and compatibility has been noted below:

Westbrook Communities Local Area Plan

The subject site is located within the Neighbourhood Flex – Urban Form area (Map 3: Urban Form) and is designated with a Low – Building Scale (up to six story's) under the Westbrook Communities LAP. The LAP policies support the proposed development, as Neighbourhood Flex areas are intended to support a range of uses on the ground floor. The LAP specifically acknowledges the appropriateness of commercial development along, "the northern portion of the Westbrook transit area" (Section 2.2.1.3.). Hence, a redesignation from M-C1 (Multi-Residential) to MU-1 (Mixed-Use) is necessary to align with the Westbrook LAP in accommodating the mixed-use nature of the project and implementing commercial at grade.

CTZN architecture

The LAP notes the significance of developments adjacent to parks by highlighting several desired conditions. In alignment with this, the project has been especially considerate of its relationship to the adjacent Cedar Crescent Park. That is, it aims to minimize shadowing, create visual connections and provide units with views to the park. Additionally, landscaping and differential paving will be utilized in activating the interface to the park.

The LAP also emphasizes the importance of architectural interest in the form of building heights, roof lines and massing to reduce bulky, long, uninterrupted building frontages. Accordingly, the project has been separated into two buildings (connected through a central amenity and parking garage). This allows more porosity through the site and combats long, uninterrupted frontages. Though massing and architectural interest will be demonstrated further at the DP stage, it should be noted that be buildings are being designed to step back and transition up to six storeys from four along Cedar Crescent SW. This play of building heights and massing will create a more dynamic roofline capable of enhancing solar access into the site while minimizing shadowing. Furthermore, it creates a more appropriate transition in scale from the adjacent developments (also aligning with land use policies set out in the MDP). These items will be explored further and presented at DP stage but have been noted due to their alignment and compliance with the initiatives set out in the Westbrook LAP for developments adjacent to parks.

Municipal Development Plan

The project site is classified as an Established Area within a Developed Area in the Municipal Development Plan (MDP). Redevelopment within Developed Areas is encouraged to support the revitalization of local communities by adding population and a mix of commercial and service uses. Further to this point, the land use policies of Established Areas promote modest redevelopment with a mix of land uses. In this way, the incorporation of commercial at grade helps achieve the mixed-use vision of the MDP.

The MDP cites that redevelopment within predominately multi-family areas should be compatible with the established patterns of development to meet the diverse needs of present and future populations. This project, being a redevelopment, is already in alignment with the established patterns of development. That is, the existing 55-unit senior housing is at the end of its life cycle. Amid an affordable housing crisis that disproportionately affects senior citizens, this project aims to optimize the site and offer affordable housing to almost four times the number of seniors that it currently has capacity for – effectively addressing present and future populations.

CTZN architecture

2. Precedent:

Concerns regarding the precedent this sets for future overdevelopment in Spruce Cliff. Approval of more stories will set an unwelcome precedent in the transition areas and into the neighborhoods.

As noted, the proposal no longer seeks to exceed the six-storey limitation and hence sets no unwelcomed precedent in the community.

3. Shadowing:

Concerns about the resultant shadowing/darkness in the adjacent park especially in winter when the sun is very low in the sky.

Updated shadow studies for the six-storey concept have been shared below. Please note the minimal impact on adjacent sites through most of the year. Community concern, however, was expressed for the shadowing of the park during the winter specifically. Unfortunately, the low angle of the sun, combined with the extremely short days that winter is known for, will always create much lengthier, more dramatic shadows. This is difficult to avoid on any site. Even the adjacent one storey buildings in the frame cast exceptionally long shadows.



CTZN architecture

4. Environment & Open Space:

Concerns it is not respectful to the environment, community, and history of all areas impacted. Concerns regarding Douglas Fir Trail, Edworthy Park, and the river escarpment not having protected transition zones. Concerns regarding the impact on the environmental corridor and surrounding green space in general.

The project site is adjacent to Cedar Crescent Park and across the road from the noted trail entrances. This is to say that the project does not interfere or impede on the natural attractions and activity networks throughout the site. Architecturally, stepping the building down to four stories at Cedar Crescent SW is a more sensitive approach to transitioning scale to the trail access. Similarly, new commercial frontage that is proposed along Cedar Crescent SW would effectively enhance this interface through improvements to the public realm that include widened pedestrian pathways, vibrant landscaping and integrated street furniture. The project team is keen on celebrating and enhancing these connections and community beacons through respectful and intentional design.

5. Contextual Fit & Community:

Concerns about exceeding the height limits in a residential area with low buildings. Concerns it will negatively impact community cohesion and the historic fabric of the area. Concerns regarding the proposed project not being in keeping with the style or the height of the buildings in the surrounding area.

As noted, the proposal no longer seeks to exceed the six-storey limitation posed by the Westbrook Communities LAP. As it is a redevelopment, the primary use of the site remains consistent – providing affordable housing to seniors, while providing and anticipating for an increasingly demanded need. Furthermore, and as previously noted, the building transitions up in scale to six storeys from the four stories to the south along Cedar Crescent SW. This effectively blends the height and scale of adjacent developments while optimizing sun, visual connection and shadowing.

CTZN architecture

6. Traffic & Pedestrian Safety:

Concerns regarding Spruce drive worsening traffic congestion issues in the area particularly with an extra 3 storeys on top of the maximum 6. Concerns regarding pedestrian safety with a significant increase in traffic to the communities that have had traffic calming measures put in place. Concerns that it will set a detrimental precedence for increased development adjacent to the Douglas Fir Trail corridor and the Bow River escarpment. Concerns the larger higher project will generate traffic, noise, and pollution.

The site has been developed in such a way that includes 4 separate vehicular access points, 3 pedestrian entries, and 3 loading stalls. In this way, the site's design and circulation allows vehicles to traverse in different ways, promoting less concentrated areas of congestion on public streets. Two of these vehicular access points are through the laneway that runs along the East and North property lines, connecting Cedar Crescent SW with Spruce Drive SW. Through site analysis and community outreach, the team has also noted the significance of maintaining a public access road such that pedestrians can continue to walk *through* the site and do not have to go around. As noted, the proposal no longer seeks to exceed the six-storey limitation posed by the Westbrook Communities LAP, which should alleviate additional concerns about the "larger higher project [generating] traffic, noise, and pollution."

Sincerely,

Jordan Schacter

Jordan Schacter
Intern Architect AIBC | B. Sc | M.Arch
CTZN Architecture Inc.

Applicant Outreach Summary

SPRUCE CLIFF COMMUNITY ASSOCIATION

3375 Spruce Drive SW, Calgary, AB T3C 3A3

May 29, 2026

Land Use Planning — Public Submissions
City of Calgary, Planning & Development
P.O. Box 2100, Station M
Calgary, Alberta T2P 2M5

Re: LOC2026-0048 — 3400 Spruce Drive SW (Spruce Cliff Downs)
Proposed Redesignation: M-C1 to MU-1 (Mixed Use — General)
Comment Letter of the Spruce Cliff Community Association

Thank you for the opportunity to provide comments on the proposed land use redesignation for 3400 Spruce Drive SW, commonly known as Spruce Cliff Downs.

The Spruce Cliff Community Association has attempted to focus its comments on the land use redesignation application and the policy considerations arising from LOC2026-0048, rather than detailed Development Permit matters. Given that the applicant has raised the proposed user and future land use in its public materials, the Community Association wishes to be clear that it has not heard objection to the principle of seniors housing at this location.

The Community Association has also not heard objection, in principle, to a land use change to MU-1 where it aligns with the Westbrook Communities Local Area Plan and supports residential redevelopment at an appropriate scale. The Westbrook Communities Local Area Plan provides the Council-approved policy framework for this area and should remain the primary point of reference when evaluating the redesignation.

1. Commercial Component

The Community Association has heard mixed views regarding the at-grade commercial component permitted or enabled under MU-1. Some residents see value in small-scale, neighbourhood-serving commercial uses that could support local residents, seniors, pedestrians, and cyclists. Others are concerned that certain commercial uses could introduce additional non-resident vehicle traffic, loading conflicts, noise, or disturbance into an area that already functions as an important pedestrian and cycling connection.

The community would benefit from a softer, more integrated edge condition than is often found in larger campus-style residential developments. Existing nearby developments — including Copperwood, the Westgate towers, Boardwalk, and Shaganappi Village — include internal amenities and social spaces that primarily serve their own residents or members. A carefully

designed at-grade interface at Spruce Cliff Downs could offer a different model: one that supports both residents of the new seniors housing and the surrounding neighbourhood.

The Community Association would be supportive of small-scale, family-friendly, neighbourhood-serving uses, such as:

- A café or similar use near the intersection of Spruce Drive SW and Cedar Crescent SW;
- Live-work units;
- Professional services such as accounting, legal, medical, wellness, or similar low-impact services; and
- Daycare space, for which residents have identified an unmet need in the broader area.

The Community Association does not support commercial uses that would require heavy security treatment, barred windows, high-value inventory protection, late-night activity, or other design and operational features that would be incompatible with the adjacent residential, park, and pedestrian setting.

The Community Association discussed whether it should request the removal or restriction of certain MU-1 uses. At this stage, it has not included a formal list of requested use exclusions. However, the Community Association expects that all applicable City of Calgary Land Use Bylaw rules, separation requirements, discretionary-use review processes, and public-safety considerations will be applied carefully, particularly given the site's proximity to parks, recreational facilities, seniors housing, and nearby family-oriented public spaces.

2. Active Transportation, Access and the Public Realm

This location is closely connected to publicly accessible open spaces and active-mode routes, including Cedar Crescent Park, the basketball courts, Quarry Road Trail, and the eastern access to the Douglas Fir Trail. For this reason, the Community Association requests careful consideration of access, circulation, loading, and the relationship between the future development and the surrounding public realm.

To reduce potential conflicts between vehicles, pedestrians, cyclists, park users, and nearby residents, the Community Association recommends that vehicle access to the parkade and loading areas be directed from Spruce Drive SW along the north side of the property, where feasible and appropriate. This would appear to provide a safer and clearer access condition than directing additional commercial or service traffic toward the more sensitive pedestrian and park-facing edges of the site.

The Community Association also encourages the applicant, the landowner, and The City to explore a permanent public access agreement or similar legal mechanism to secure an east-west active-mode connection along the north edge of the property. A permanent public access connection would help improve neighbourhood permeability and better connect residents to nearby public parks, pathways, and community amenities.

At present, the route between Cedar Crescent SW and Spruce Drive SW can require a long and indirect walk around the block, with limited public access to Cedar Crescent Park through this portion of the neighbourhood. A properly designed public access route through or along the edge

of the site would be a meaningful public benefit and would help integrate the redevelopment into the broader community, rather than allowing it to function as an isolated campus-style project.

3. Building Height and Westbrook Communities Local Area Plan Alignment

The Community Association notes that the proposed height of 31 metres — understood to accommodate up to approximately nine storeys — appears to exceed the building scale contemplated by the Westbrook Communities Local Area Plan for this location.

The Westbrook Communities Local Area Plan Building Scale Map (Map 4) assigns height categories across the plan area. The 3400 Spruce Drive SW site is situated within an interior residential area of Spruce Cliff, not on a main street corridor and not within the Westbrook Station focal area where taller buildings are supported by the Plan. The Westbrook Station Area Plan supported tall buildings of typically up to 12 storeys only within the defined station area (between Bow Trail, 33 Street, 17 Avenue and 37 Street), with lower-height buildings of four to six storeys within a few blocks of that area. A 31-metre building at 3400 Spruce Drive SW falls outside that station area context.

The Community Association's position is that any departure from the Westbrook Communities Local Area Plan building scale should be clearly identified as such by Administration, and that Council should receive a full massing and transition analysis before approving a redesignation that exceeds LAP-approved parameters. Accordingly:

- If the applicant continues to pursue a height of 31 metres, the Community Association requests that Council require a concurrent Development Permit or similarly detailed planning submission clearly confirming the location, massing, transition, and design treatment of any 31-metre building components on the site; and
- The Community Association further requests that Administration's report to Council expressly identify whether the proposed height of 31 metres is consistent with, or represents a departure from, the Westbrook Communities Local Area Plan Building Scale Map for this location.

4. Floor Area Ratio, Massing and Transition

The application proposes a floor area ratio (FAR) of 3.0. The Community Association notes that FAR 3.0, combined with the proposed height of 31 metres, represents a significant increase in massing relative to the existing M-C1 designation and the surrounding residential context.

The Community Association requests that any approval of a redesignation to MU-1 at the proposed massing be subject to a detailed transition analysis demonstrating how the proposed built form responds to:

- Adjacent low-profile residential uses to the east, west and south;
- Cedar Crescent Park and the publicly accessible open spaces adjoining the site; and
- The active transportation connections and public realm edges identified in Section 2 above.

The Community Association does not raise these concerns in opposition to residential redevelopment or seniors housing. Rather, it seeks confirmation that the proposed scale of

development reflects an appropriate transition to the surrounding neighbourhood context, consistent with the Westbrook Communities Local Area Plan.

5. Adjacent Lands and Cedar Crescent Park

For clarity, the Community Association understands that the lands to the south, adjacent to the existing apartment and condominium buildings, are not part of this application. Based on the materials reviewed to date, the Community Association has not identified any encroachment into Cedar Crescent Park.

Summary of Requests

The Community Association's position is not opposition to seniors housing or appropriate redevelopment of Spruce Cliff Downs. The Community Association seeks a land use and built form outcome that:

- Is consistent with the Westbrook Communities Local Area Plan, including its Building Scale Map;
- Protects nearby public spaces and active-mode connections, including a permanent public access route along the north edge of the property;
- Provides appropriate massing transition to adjacent residential uses and parkland;
- Directs vehicle access and loading from Spruce Drive SW along the north side of the property; and
- Ensures that any commercial component remains genuinely neighbourhood-serving and compatible with the adjacent residential, park, and pedestrian setting.

Thank you for your consideration and for your continued support of the Spruce Cliff community.

Respectfully submitted on behalf of the Spruce Cliff Community Association Board of Directors,

Lois Sime
President, Spruce Cliff Community Association
3375 Spruce Drive SW, Calgary, AB T3C 3A3

APPENDIX — VERIFICATION NOTES

Item	Verification / Clarification
City file / address	City DMap/Open Calgary identifies LOC2026-0048 at 3400 Spruce Drive SW as an under-review land use amendment application.
Applicant proposal	Applicant project materials describe a proposed redesignation from M-C1 to MU-1, with a 31 metre height and FAR 3.0.
Westbrook LAP alignment	The Westbrook Communities Local Area Plan (April 2023) is the Council-approved local policy framework for Spruce Cliff and the surrounding Westbrook communities.
MU-1 district	MU-1 enables mixed-use residential/commercial outcomes. Specific uses and separation requirements are to be reviewed under the City of Calgary Land Use Bylaw 1P2007 at subsequent stages.
Height — LAP alignment	The proposed 31-metre height has been identified in this letter as a potential departure from the Westbrook Communities LAP Building Scale Map for the interior residential area of Spruce Cliff. Administration's confirmation is requested.
FAR 3.0 — massing	FAR 3.0 combined with 31 metres is identified as a significant massing increase relative to M-C1 and the surrounding context. A transition analysis is requested.

PROPOSED

CPC2026-0798
ATTACHMENT 5

BYLAW NUMBER 126D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2026-0048/CPC2026-0798)

* *

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 _____

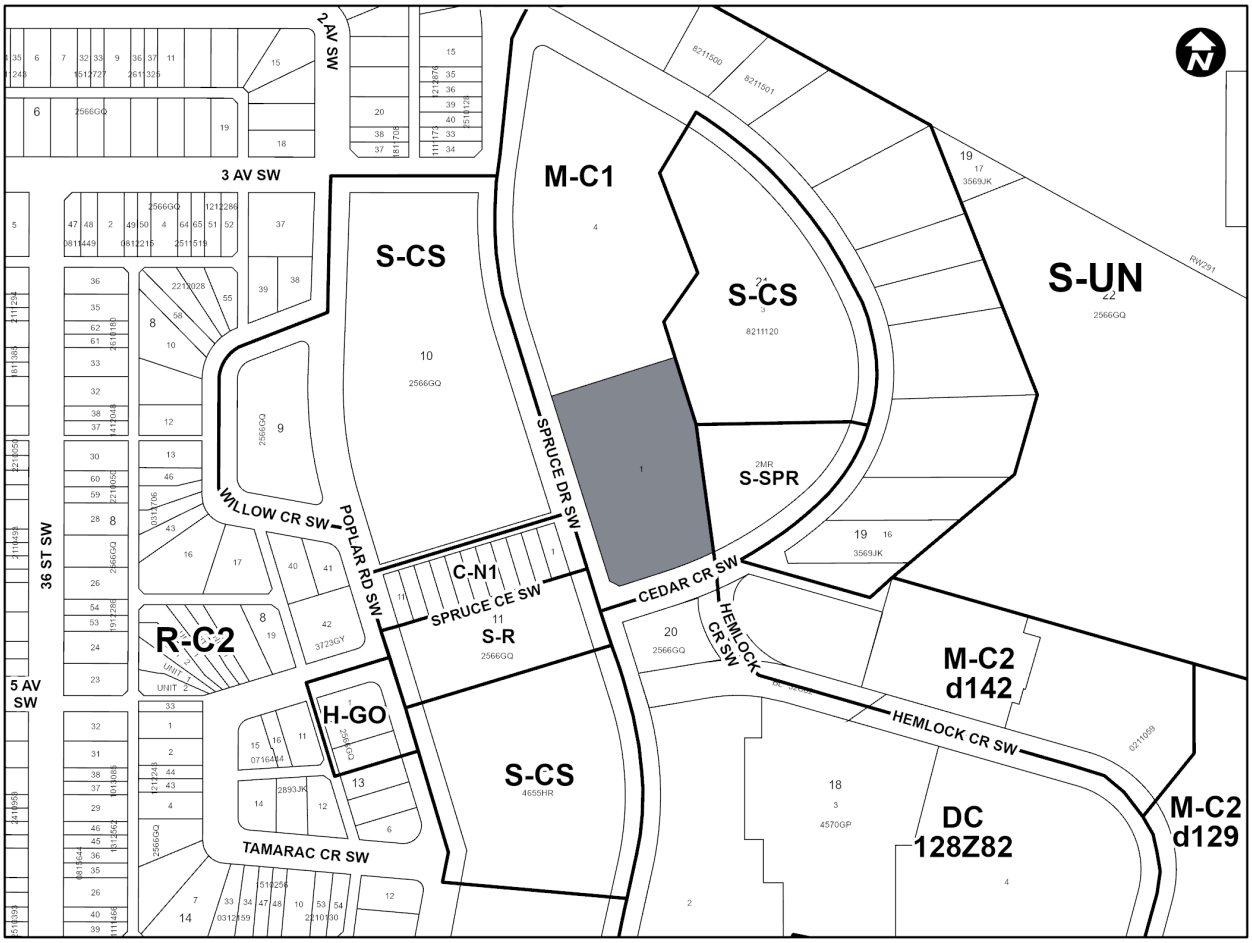
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2026-0048/CPC2026-0798
BYLAW NUMBER 126D2026

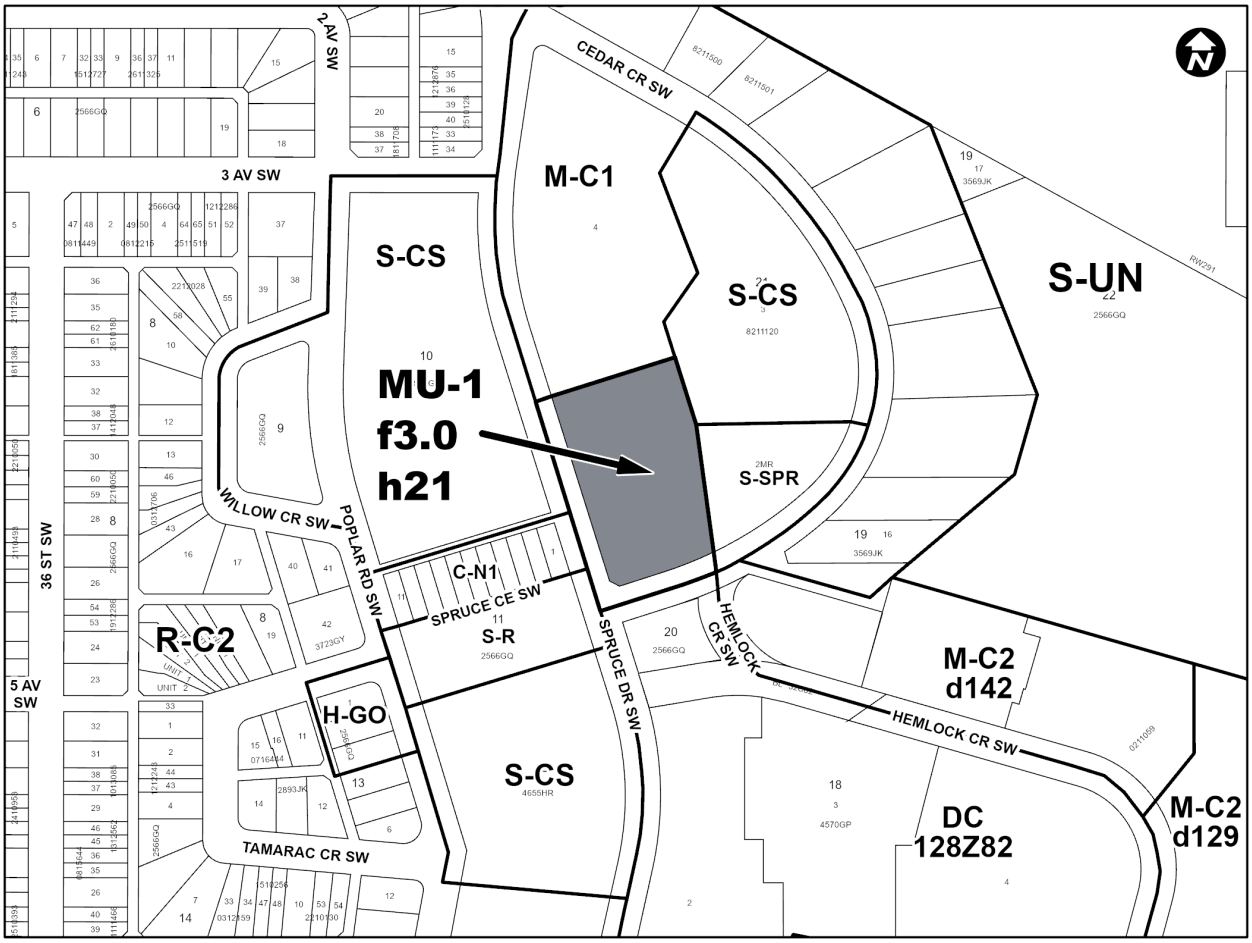
SCHEDULE A



PROPOSED

AMENDMENT LOC2026-0048/CPC2026-0798
BYLAW NUMBER 126D2026

SCHEDULE B



Road Closure and Land Use Amendment in Hounsfield Heights/Briar Hill (Ward 7) adjacent to 1208 – 18 Street NW, LOC2026-0027

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed closure of 0.012 hectares ± (0.03 acres ±) of road (Plan 2611567, Area 'A') adjacent to 1208 – 18 Street NW, with conditions (Attachment 2); and

2. Give three readings to the proposed bylaw for the redesignation of 0.012 hectares ± (0.03 acres ±) of the closed road (Plan 2611567, Area 'A') from Undesignated Road Right-of-Way to Residential – Contextual One Dwelling (R-C1) District.

RECOMMENDATIONS OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 24:

That Council:

1. Give three readings to the **Proposed Bylaw 6C2026 for the** closure of 0.012 hectares ± (0.03 acres ±) of road (Plan 2611567, Area 'A') adjacent to 1208 – 18 Street NW, with conditions (Attachment 2); and
2. Give three readings to the **Proposed Bylaw 119D2026** for the redesignation of 0.012 hectares ± (0.03 acres ±) of the closed road (Plan 2611567, Area 'A') from Undesignated Road Right-of-Way to Residential – Contextual One Dwelling (R-C1) District.

HIGHLIGHTS

- This application seeks to close a portion of undesignated road right-of-way and designate it as the Residential – Contextual One Dwelling (R-C1) District to allow for consolidation with the adjacent parcel.
- The proposal would extend the developable area of the adjacent site, clarify ownership and maintenance responsibilities and aligns with policies in the *Municipal Development Plan* (MDP) and *Riley Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The road closure and land use amendment would allow for more efficient use of land.
- Why does this matter? The proposed R-C1 District would allow for compatibility with the adjacent parcel for consolidation.
- 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 Hounsfield Heights/Briar Hill, was submitted by Tronnes Geomatics on behalf of the landowners, the City of Calgary Real Estate & Development Services. The application proposes the closure of an undesignated road right-of-way and designation of that land to the same R-C1 District as the adjacent parcel to the north.

Road Closure and Land Use Amendment in Hounsfield Heights/Briar Hill (Ward 7) adjacent to 1208 – 18 Street NW, LOC2026-0027

The Applicant Submission (Attachment 3) indicates the closed right-of-way would be consolidated with the adjacent private parcel. The Registered Road Closure Plan can be found in Attachment 4.

The approximately 0.012 hectares site is located at the corner of 18 Street NW and 11 Avenue NW. The undesignated road right-of-way is currently being used as driveway access to the adjacent property. Administration has determined that the road closure area is not required for future transportation, utility or municipal servicing.

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

ENGAGEMENT AND COMMUNICATION

☐ Outreach was undertaken by the Applicant

☒ Public/interested parties were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed road closure and land use amendment application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant determined no outreach would be undertaken. The Applicant Outreach Summary (Attachment 5) provides the applicant's rationale for not conducting outreach.

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 Hounsfield Heights/Briar Hill Community Association (CA) replied to Administration's standard circulation form and indicated no objection to the subject application. The CA did provide general commentary regarding concerns with the City's process for advertising lands for sale.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate, as it allows for a compatible land use and consolidation with the neighbouring parcel.

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

Road Closure and Land Use Amendment in Hounsfield Heights/Briar Hill (Ward 7) adjacent to 1208 – 18 Street NW, LOC2026-0027

IMPLICATIONS

Social
The proposed road closure and land use amendment would allow for the minor expansion of developable residential lands in the community.

Environmental
This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*.

Economic
The proposed road closure and land use amendment would allow for a more efficient use of land, existing services and 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 Road Closure Conditions
3. Applicant Submission
4. Registered Road Closure Plan
5. Applicant Outreach Summary
6. **Proposed Bylaw 6C2026**
7. **Proposed Bylaw 119D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Hounsfield Heights/Briar Hill at the corner of 18 Street NW and 11 Avenue NW. The site is approximately 0.012 hectares (0.03 acres). The site is currently a road right-of-way that is not required for the operation of the adjacent street and is considered surplus. As such, it is subject to a purchase agreement between the landowner of 1208 – 18 Street NW and the City of Calgary, with the intent to consolidate with the adjacent parcel to the north.

The parcels directly to the north and west of the site are designated Residential – Contextual One Dwelling (R-C1) District. The parcel to the east is the Brawn Family Foundation Rotary Park and is designated Special Purpose – School, Park and Community Reserve (S-SPR) District. Bethany Calgary nursing home, designated Special Purpose – Community Institution (S-CI) District, is located to the south of the site.

The site is approximately 500 metres (an eight-minute walk) south of North Hill Centre shopping mall. The Hounsfield Heights/Briar Hill Community Association is located approximately 600 metres (a 10-minute walk) north of the site. West Hillhurst Park is approximately 400 metres (a seven-minute walk) south of the subject site.

Community Peak Population Table

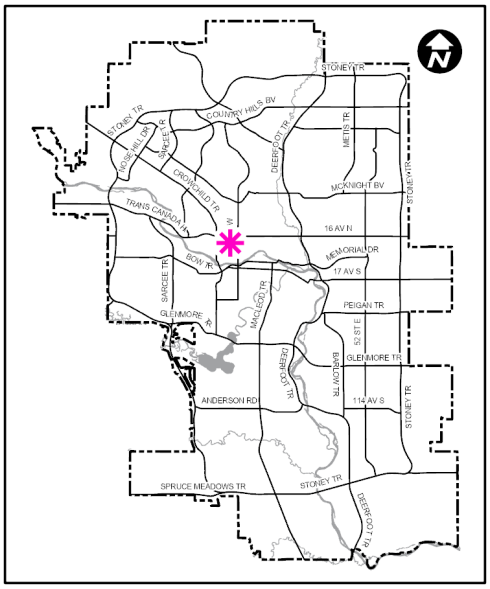
As identified below, the community of Hounsfield Heights/Briar Hill reached its peak population in 1971.

Hounsfield Heights/Briar Hill	
Peak Population Year	1971
Peak Population	3,294
2019 Current Population	2,798
Difference in Population (Number)	-496
Difference in Population (Percent)	-15.06%

Source: *The City of Calgary 2019 Civic Census*

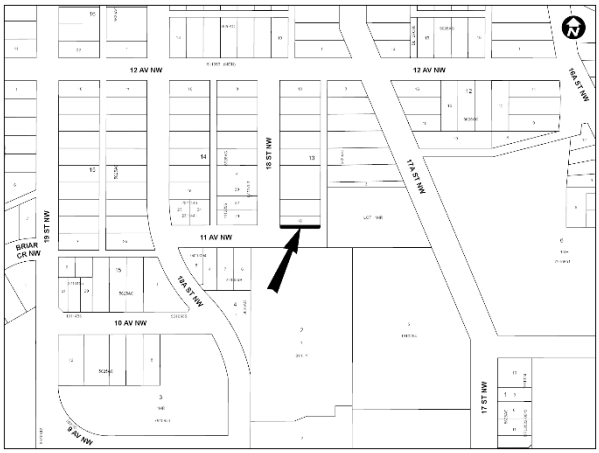
Additional demographic and socio-economic information may be obtained online through the Hounsfield Heights/Briar Hill Community Profile.

Location Maps

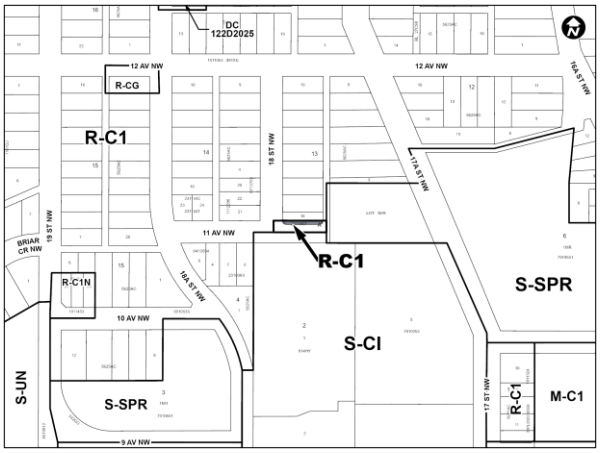


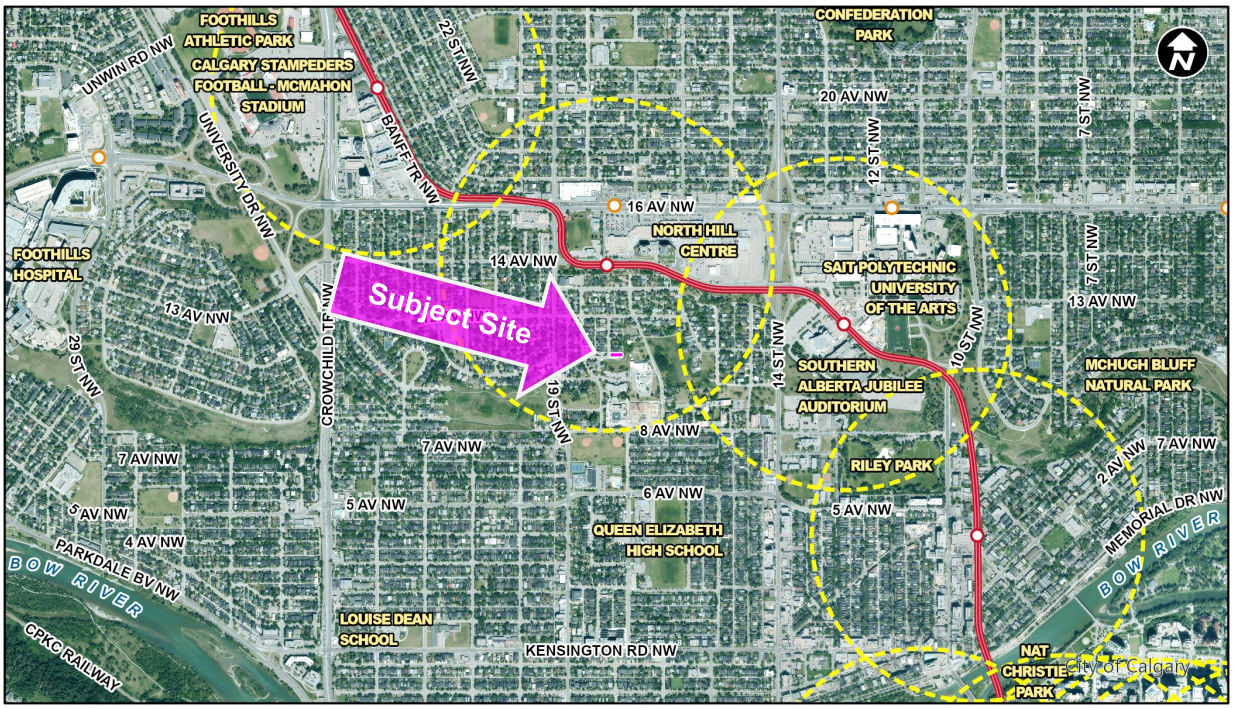


Road Closure Map



Land Use Amendment Map





Previous Council Direction

None.

Planning Evaluation

Road Closure
The application proposes the closure of approximately 0.012 hectares (0.03 acres) of road right-of-way adjacent to 1208 – 18 Street NW. The subject site has been identified as a remnant road right-of-way by the City of Calgary's Real Estate & Development Services. The purpose of the road closure is to clarify ownership and maintenance responsibility of the site, as a portion of the road right-of-way is already being utilized as a driveway access to 1208 – 18 Street NW. The closed portion of road will be consolidated with the adjacent site to the north.

Land Use
The proposed R-C1 District is intended to accommodate existing residential development and contextually sensitive redevelopment in the form of single detached dwellings. The R-C1 District would allow consolidation with the adjacent residential parcel and establish a consistent regulatory framework across the unified site.

Development and Site Design
The rules of the proposed R-C1 District would provide consistency with the designation of the adjacent parcel.

Transportation
Pedestrian access to the site is available from the existing sidewalk along 18 Street NW. The Lions Park LRT Station is approximately 400 metres (a seven-minute walk) north of the subject site.

On-street parking is available along 18 Street NW and 11 Avenue NW with restrictions from 8 a.m. to 6 p.m. from Monday to Friday.

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

Legislation and Policy

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

Municipal Development Plan (Statutory – 2009)
The subject site is located in the Developed Residential – Inner City area as identified in the *Municipal Development Plan* (MDP) Map 1: Urban Structure. In accordance with Section 3.5.1 General Policies for Developed Residential Area, moderate intensification of housing stock is supported in the form that respects the scale and character of the neighbourhood.

Calgary Climate Strategy (2022)
This application does not include any specific actions that address the objectives of the Calgary *Climate Strategy – Pathways to 2050*.

Riley Communities Local Area Plan (Statutory – 2025)
The *Riley Communities Local Area Plan* (LAP) identifies the subject site as being within the Neighbourhood Local urban form category, according to Map 3: Urban Form of the LAP. The site is also within the Limited (up to 3 Storeys) building scale category. Neighbourhood Local policies indicate development should consider the local built form context.

The proposed road closure and land use amendment is in alignment with applicable policy, as it allows for a more efficient use of the land, which is compatible with the adjacent parcel and surrounding land uses.

Proposed Road Closure Conditions

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

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

3. As a condition of sale, the lot to be created with the road closure will be consolidated into the adjacent residential lot (1208 – 18 Street NW).

Applicant Submission

Company Name (if applicable):
Tronnes Geomatics

LOC Number (office use only):
LOC2026-0027

Applicant's Name:
Kim Wiens

Date:
May 11, 2026

The application proposes the Land Use Redesignation of a small portion of road adjacent to 1208 18 Street NW (Lots 17 and 18, Block 13, Plan 5625AC) to Residential - Contextual One Dwelling (R-C1) to facilitate consolidation with the adjoining parcels.

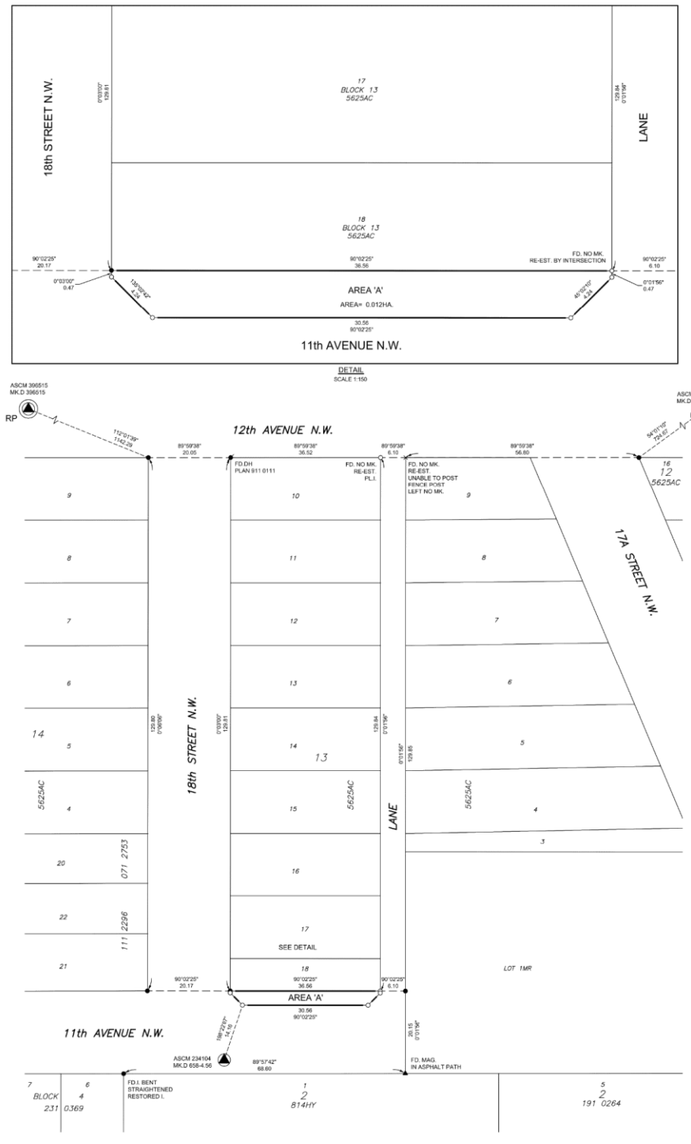
The landowner has been working with Jay Peressini of the City of Calgary Real Estate and Development Services group regarding the purchase of this remnant road right-of-way, which was approved under file LAF2025-362. This application is submitted in support of that approved sale.

The area is already being utilized by the landowner as a driveway for property access. Redesignation and consolidation will formalize this existing condition, clarify ownership and maintenance responsibilities, and support safe, predictable site function.

The proposal represents a minor, logical adjustment to the land framework. Aligning the district with the adjacent R-C1 parcels eliminates an irregular remnant and supports orderly development while maintaining compatibility with the surrounding residential context. No impacts to transportation, servicing, or neighbourhood character are anticipated.

Registered Road Closure Plan

Alberta This plan may not be commercially re-distributed, transferred or manipulated in any form without the specific written consent of Alberta Land Titles



REGISTRAR
LAND TITLES OFFICE
PLAN NO. 261 1567
ENTERED AND REGISTERED
ON August 25, 2026
INSTRUMENT NO: 261 249 311
D. Stemetic
A.D.REGISTRAR

CITY OF CALGARY, ALBERTA

PLAN SHOWING SURVEY OF

ROAD CLOSURE PURPOSES

OF A PORTION OF ROAD

11TH AVENUE N.W. ON BLOCK 13, PLAN 5625 AC

WITHIN

N.E. 1/4 SEC. 20, TWP. 24, RGE. 1, W. 5 M.

SCALE: 1:500 (0 2.5 5 10 25 50 METRES)

BY: NATHAN PRINS, A.L.S. 2026

LEGEND

DISTANCES SHOWN ARE IN METRES AND DECIMALS THEREOF.
DISTANCES SHOWN ALONG CURVED BOUNDARIES ARE ARC DISTANCES.
ALBERTA SURVEY CONTROL MARKERS ARE SHOWN THUS: ▲
STATUTORY IRON POSTS ARE SHOWN THUS: FOUND ●, PLACED ○, MKD. 'P078'
CONCRETE NAILS ARE SHOWN THUS: FOUND ▲, PLACED △,
DRILL HOLES ARE SHOWN THUS: FOUND ◉, PLACED ⊙,
IRON BARS ARE SHOWN THUS: FOUND ♦, ×
RE-ESTABLISHED POSITION AND LEFT NO MARKS SHOWN THUS: ×
AREA REFERRED TO BY THIS PLAN CONTAINS 0.012 HA. AND IS OUTLINED THUS: ——
GEO-REFERENCED POINT SHOWN THUS: RP◯

BEARINGS ARE GRID AND DERIVED FROM GPS OBSERVATIONS.
THE COORDINATE SYSTEM USED FOR THIS PLAN:

DATUM	- NORTH AMERICAN DATUM 1983 (ORIGINAL)
PROJECTION	- 3° TRANSVERSE MERCATOR
REFFERENCE MERIDIAN	- 114° WEST LONGITUDE
COMBINED SCALE FACTOR	- 0.999733
GEO-REFERENCED POINT IS AN ALBERTA SURVEY CONTROL MARKER	GRID COORDINATE: N. 5,658,994.464 M E. -8,320.543 M

ABBREVIATIONS

ASCM	ALBERTA SURVEY CONTROL MARKER	R/W	RIGHT-OF-WAY
N.	NORTH	RE-EST.	RE-ESTABLISHED
W.	WEST	HA.	HECTARE
SEC.	SECTION	DH	DRILL HOLE
TWP.	TOWNSHIP	M	METRES
RGE.	RANGE	RP	GEO-REFERENCED POINT
M.	MERIDIAN	MR	MUNICIPAL RESERVE
FD.	FOUND	A	ACCESS
PL.	PLACED	U	UTILITY
I.	IRON POST	MAG.	MAG NAIL
MK.	MARK		
MK.D	MARKED		

SURVEYOR

NAME: NATHAN PRINS, A.L.S.

SURVEYED BETWEEN THE DATES OF JUNE 17, 2019 AND JANUARY 27, 2026
IN ACCORDANCE WITH THE PROVISIONS OF THE SURVEYS ACT.

ASSOCIATION OF ALBERTA LAND SURVEYORS P 078 TRONNES GEOMATICS INC.

PLAN REQUESTED BY

CITY OF CALGARY

A.L.

TRONNES GEOMATICS INC. 6135 - 10TH STREET S.E., CALGARY, ALBERTA T2H 2Z9; 403-207-0303; File: 25-1337-RC1

Applicant Outreach Summary

2026 March 2

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Road - portion of 11 AV NW (adjacent to 1208 18 ST 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.

The proposed application relates to the closure and purchase of a very small portion of road right-of-way (approximately 0.012 hectares) directly adjacent to the property at 1208 18 Street NW. The intent is to consolidate this remnant area with the neighbouring parcel to support improved site configuration and long-term property functionality.

Given the minimal size of the area, its location immediately adjacent to the subject parcel, and the absence of anticipated impacts to surrounding properties, traffic patterns, pedestrian connectivity, or neighbourhood character, applicant-led community outreach was not undertaken. The proposal is administrative in nature and does not introduce new density, land use intensity, or material changes that would typically warrant broader public engagement.

Additionally, the road closure and redesignation process includes circulation through The City's standard review channels, which provide opportunities for internal technical evaluation and public notification should it be deemed necessary. As such, the application team determined that additional outreach would not provide meaningful benefit to stakeholders at this stage.

The applicant remains committed to working collaboratively with The City of Calgary and will respond to any feedback that may arise through the formal review process.

PROPOSED

CPC2026-0850
ATTACHMENT 6

BYLAW NUMBER 6C2026

BEING A BYLAW OF THE CITY OF CALGARY FOR A CLOSURE OF A ROAD (PLAN 2611567, AREA 'A') (CLOSURE LOC2026-0027/CPC2026-0850)

* *

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 2611567
   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

CPC2026-0850
ATTACHMENT 7

BYLAW NUMBER 119D2026

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2026-0027/CPC2026-0850)**

* *

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 _____

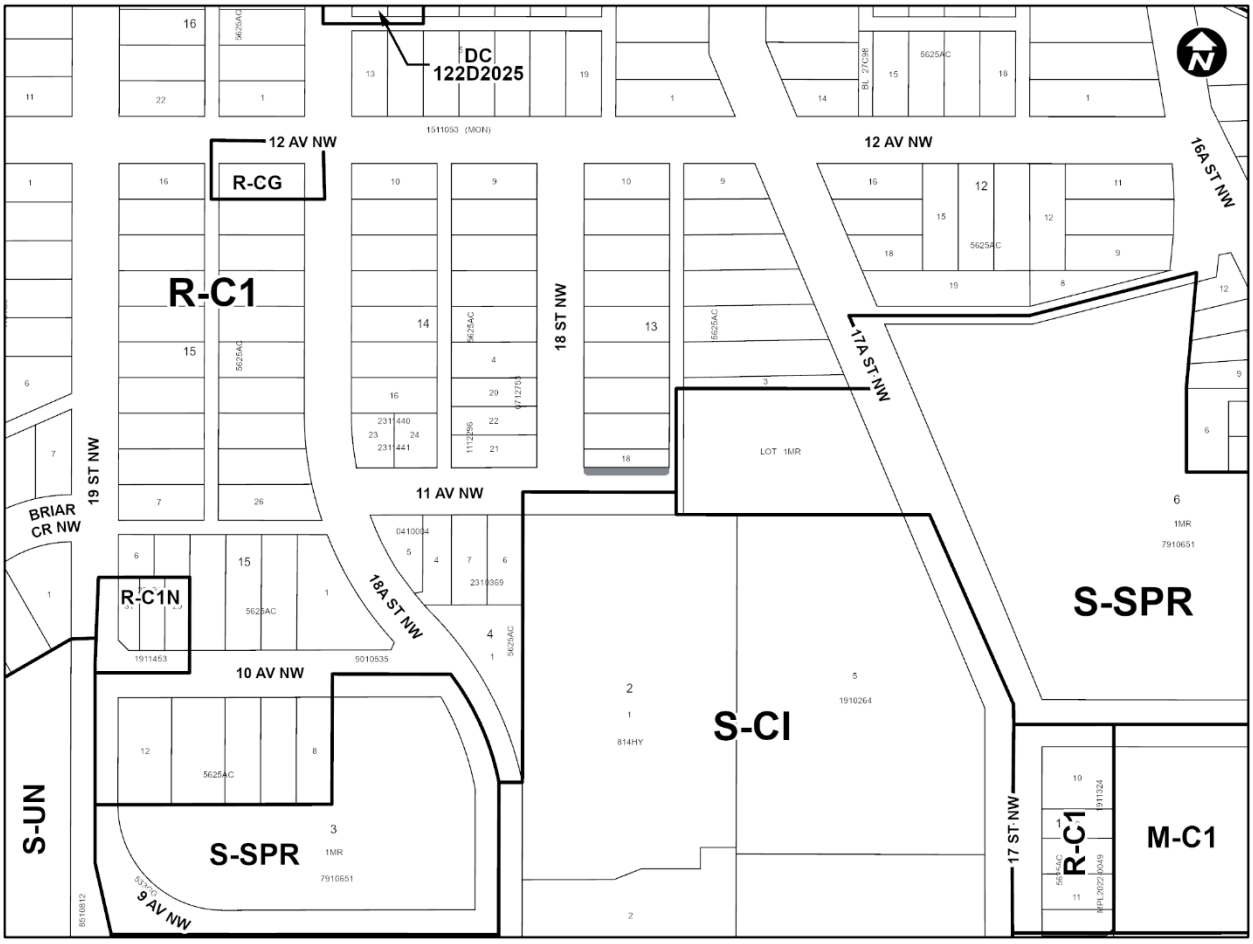
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2026-0027/CPC2026-0850
BYLAW NUMBER 119D2026

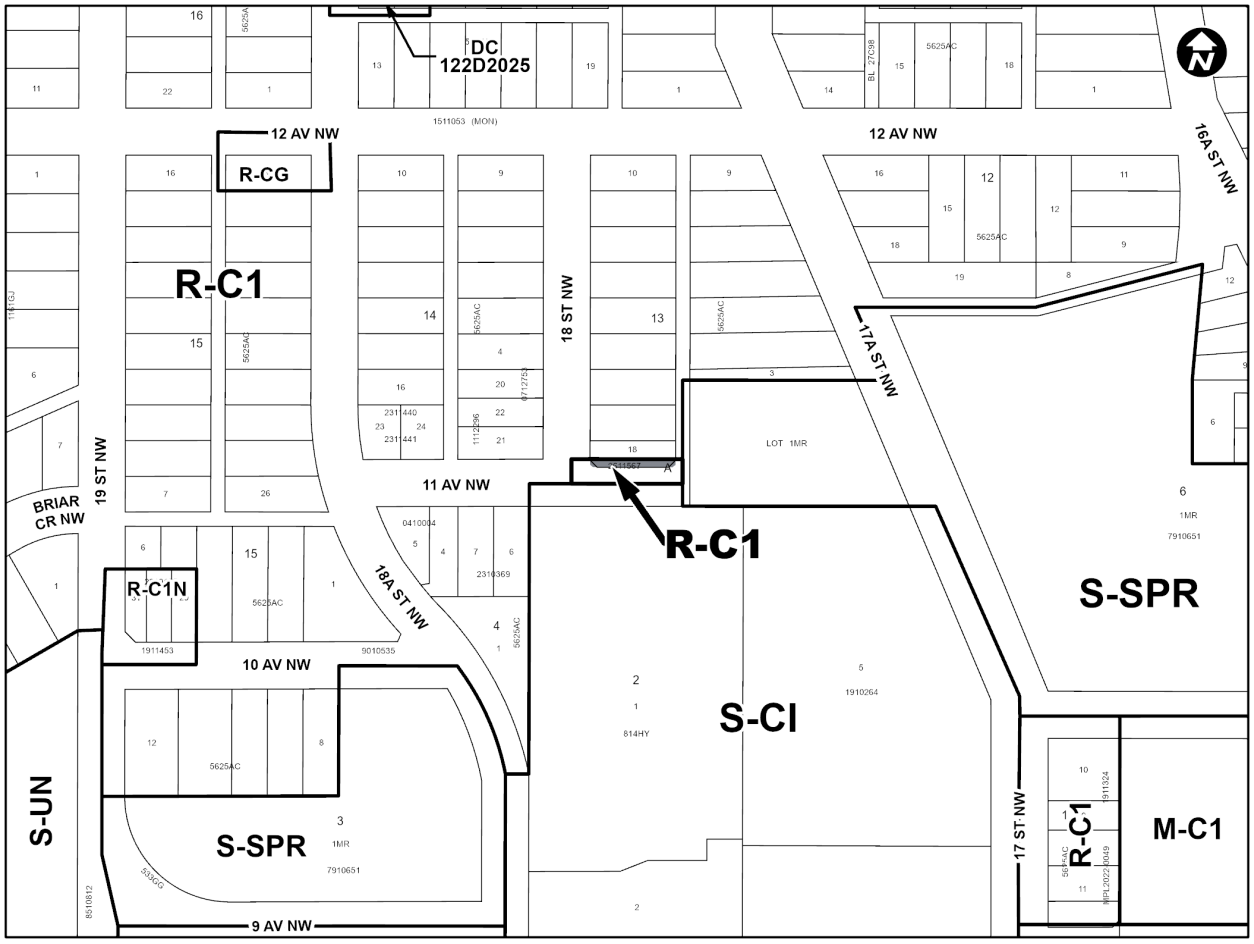
SCHEDULE A



PROPOSED

AMENDMENT LOC2026-0027/CPC2026-0850
BYLAW NUMBER 119D2026

SCHEDULE B



Land Use Amendment in Banff Trail (Ward 7) at 2127 – 24 Ave NW, LOC2026-0088

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.08 hectares ± (0.20 acres ±) located at 2127 – 24 Avenue NW (Plan 9110GI, Block 14, Lot 10) from Residential – Contextual One / Two Dwelling (R-C2) District to Housing – Grade Oriented (H-GO) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 10:

That Council give three readings to the **Proposed Bylaw 113D2026** for the redesignation of 0.08 hectares ± (0.20 acres ±) located at 2127 – 24 Avenue NW (Plan 9110GI, Block 14, Lot 10) from Residential – Contextual One / Two Dwelling (R-C2) District to Housing – Grade Oriented (H-GO) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for grade-oriented housing where the dwelling units may be attached, stacked or clustered.
- 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 *South Shaganappi Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed land use amendment would allow for greater housing choice within the community and more efficient use of the parcel, existing infrastructure and nearby amenities.
- 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 the different age groups, lifestyles and demographics.
- No development permit has been submitted.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This application, located in the northwest community of Banff Trail, was submitted by K5 Designs on behalf of the landowner Jiang Jeff Zhi Cong, on 2026 June 16. As noted in the Applicant's submission (Attachment 2), their intent is to develop six units with secondary suites that would meet the floor area ratio of 1.5 and maximum height of 12 metres.

The approximately 0.08 hectare mid-block site is located on 24 Avenue NW, a street along the Always Available for All Ages and Abilities (5A) Network of bikeways and within the transition zone of the Banff Trail Station Area. The site is approximately 600 metres (a 10-minute walk) from the Banff Trail LRT station, 300 metres (a five-minute walk) from regular transit service on 19 Street

Land Use Amendment in Banff Trail (Ward 7) at 2127 – 24 Ave NW, LOC2026-0088

NW, 100 metres (a two-minute walk) from the Branton Junior High School, 600 metres (a 10-minute walk) from Confederation Park and 600 metres (a 10-minute walk) from a commercial centre on Banff Trail NW. The site is also 750 metres (a 12-minute walk) from Foothills Athletic Park and 900 metres (a 15-minute walk) from 16 Avenue NW (an urban main street). The site is currently developed with a single detached dwelling and a detached carport.

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 public/interested parties and respective community association was appropriate. In response, the applicant contacted neighbours within a three-block radius. The applicant also contacted the Banff Trail Community Association (CA) and Ward 7 Councillor's office and received responses from both. 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 and interested parties, notice posted on site and published online. Notification letters were also sent to adjacent landowners.

Administration received one comment of opposition from the public. The concerns raised related to increased density, increased vehicular traffic and parking availability. The Banff Trail CA did not provide any comments.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The building design details and parking provision will be reviewed and determined through a future development permit application.

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

IMPLICATIONS

Social

The proposed land use amendment would allow for additional housing types and may better accommodate the housing needs of different age groups, lifestyles and demographics. This would contribute to a more inclusive community.

Land Use Amendment in Banff Trail (Ward 7) at 2127 – 24 Ave NW, LOC2026-0088

Environmental

The proposed land use amendment application does not include 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 transit and would support alternative modes of transportation including walking and cycling. Further opportunities to align future development on this site with applicable climate strategies would be explored and encouraged through the development permit process.

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would enable compact urban development near existing transit and would support alternative modes of transportation including walking and cycling. Further opportunities to align future development on this site with applicable climate strategies would be explored and encouraged through the development permit process.

Economic
The proposed land use amendment would allow for a more efficient use of land, existing infrastructure and services, and would provide more housing options for 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 113D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Banff Trail. The site is a mid-block laned parcel facing 24 Avenue NW. The site is approximately 0.08 hectares in size and measures 18 metres wide by 44 metres deep. It is currently developed with a single detached dwelling and a detached carport with rear lane access.

Surrounding development is characterized by a mix of low-density residential developments. Additionally, there are a few multi-residential and mixed-use developments including Direct Control Districts that allow for mixed-use and multi-residential developments nearby. To the north, south, east and west are low-density developments predominantly designated as Residential – Contextual One / Two Dwelling (R-C2) District, a few sites designated Residential – Grade-Oriented Infill (R-CG) District and a parcel designated as Housing – Grade Oriented (H-GO) District.

The site is well situated on 24 Avenue NW, a part of the Always Available for All Ages and Abilities (5A) Network for cycling. The parcel is in proximity to Banff Trail LRT Station, a part of the Primary Transit Network served by the Red Line. Recreational areas, retail shopping areas and schools are nearby. The site is approximately 300 metres (a five-minute walk) from bus stops on 19 Street NW served by Routes 65 (Market Mall/Downtown West) and 105 (Dalhousie Station/Lions Park Station), 600 metres (a 10-minute walk) from the Banff Trail LRT station and a commercial area on Banff Trail NW, 100 metres (a two-minute walk) from the Branton Junior High School and 600 metres (a 10-minute walk) from Confederation Park. The site is also 750 metres (a 12-minute walk) from Foothills Athletic Park and 900 metres (a 15-minute walk) from 16 Avenue NW (an urban main street).

Community Peak Population Table

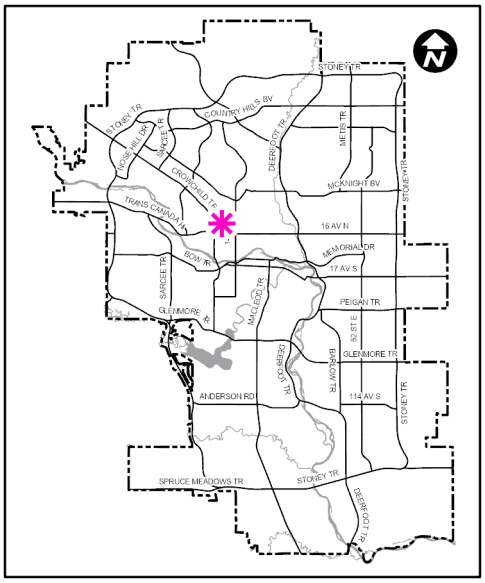
As identified below, the community of Banff Trail reached its peak population in 1968.

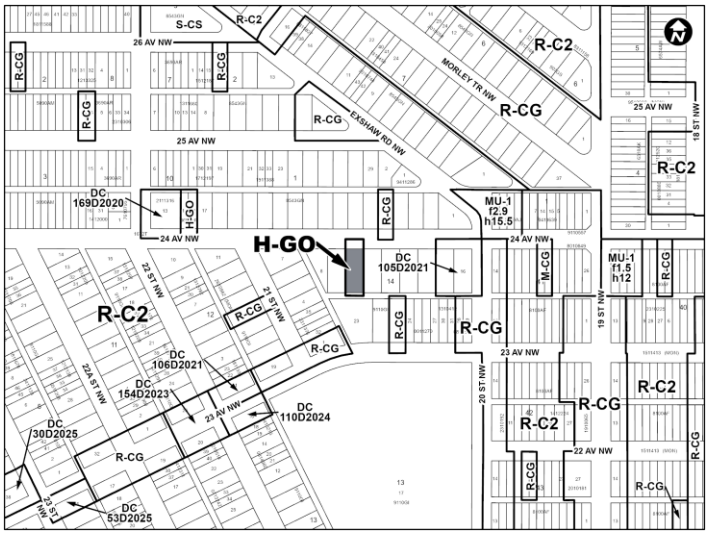
Banff Trail	
Peak Population Year	1968
Peak Population	4,883
2019 Current Population	4,153
Difference in Population (Number)	-730
Difference in Population (Percent)	-14.9%

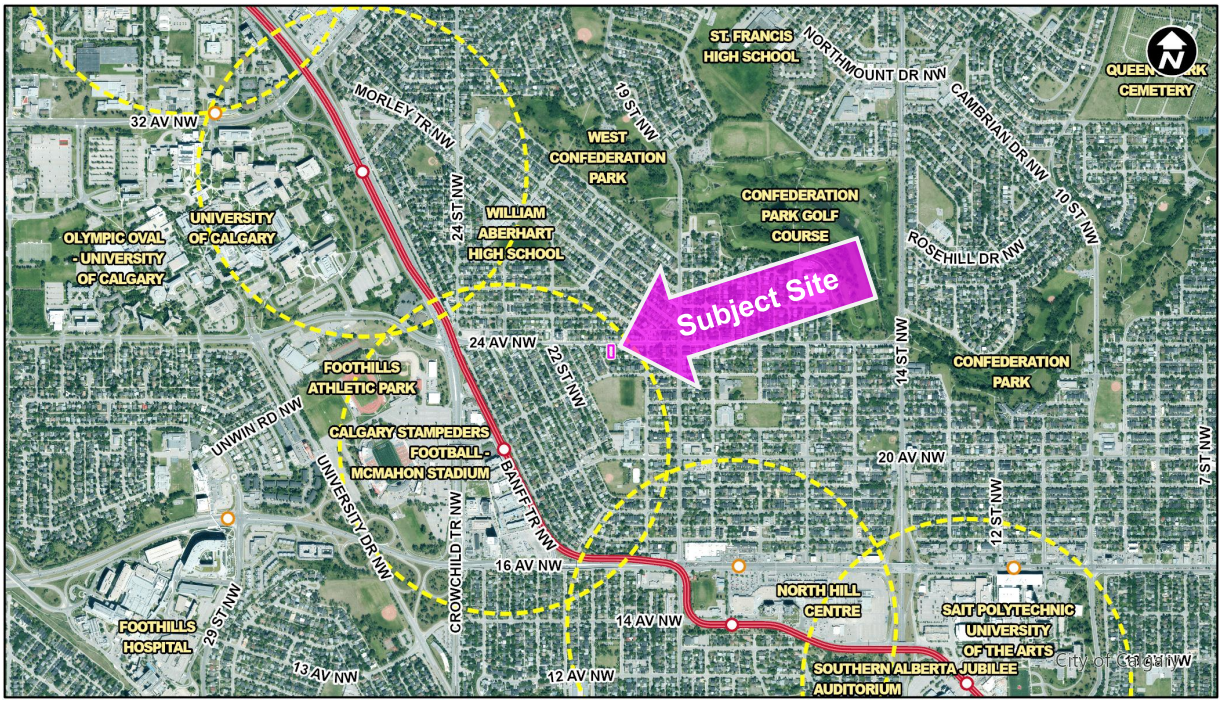
Source: *The City of Calgary 2019 Civic Census*

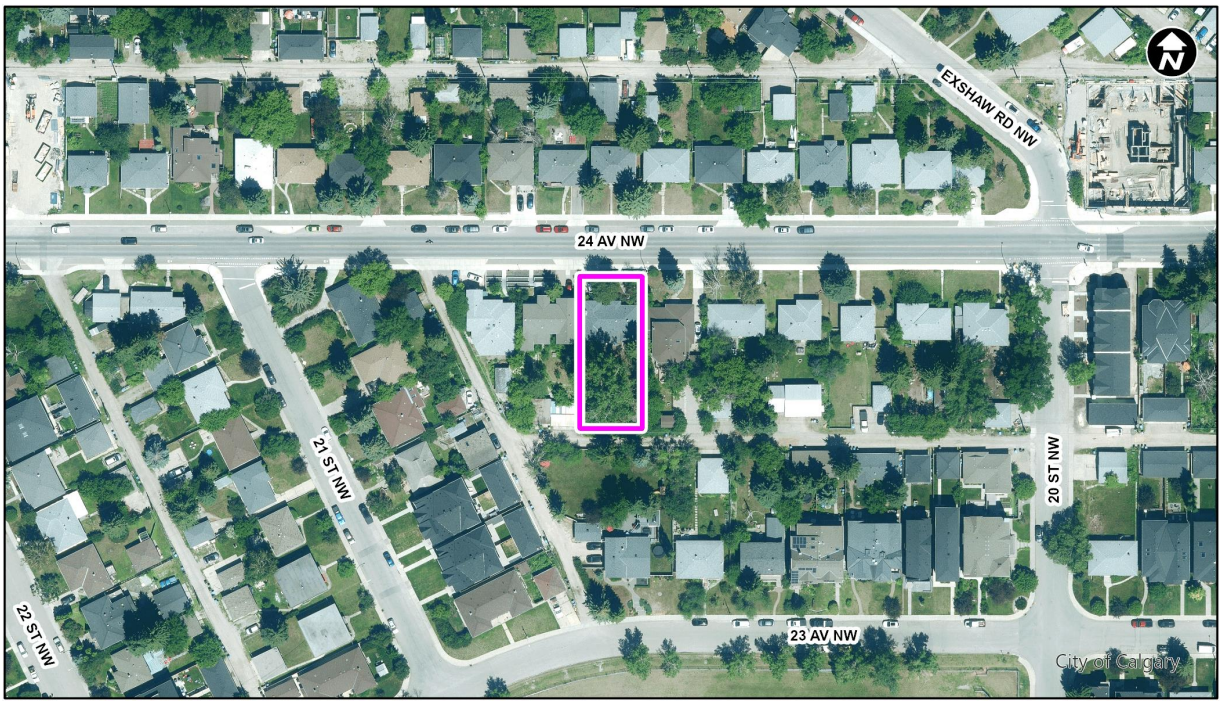
Additional demographic and socio-economic information may be obtained online through the Banff Trail Community Profile.

Location Maps









Previous Council Direction

None

Planning Evaluation

Land Use
The existing Residential – Contextual One / Two Dwelling (R-C2) District allows for a range of low-density housing forms such as single detached, semi-detached and duplex dwellings. This district allows for a maximum of one main residential building on a parcel with maximum parcel coverage of 45.0 per cent and a maximum building height of 10 metres. Secondary suites are permitted uses while backyard suites are discretionary uses within the R-C2 District.

The proposed Housing – Grade Oriented (H-GO) District allows for a range of grade-oriented building forms that are consistent with low-density residential districts and allows for a range of housing forms that may be attached, stacked or clustered. There is no maximum unit density in the H-GO District, but 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 the parcel to ensure functional courtyard amenity space;
- a maximum parcel area to floor area ratio (FAR) of 1.5; or a total building floor area of approximately 1215 square metres (13079 square feet) on the subject site;
- a maximum building height of 12.0 metres; and
- a minimum of 0.5 motor vehicle parking stalls per unit and per secondary suite.

As stated in the Land Use Bylaw 1P2007, the H-GO District may be located in an area identified in a Local Area Plan as Neighbourhood Connector or Neighbourhood Flex. The *South Shaganappi Communities Local Area* (LAP) identifies the subject site as being part of the Neighbourhood Connector urban form category.

Development and Site Design
If approved by Council, the rules of the H-GO District will provide guidance for future site redevelopment including appropriate uses, building massing, height, landscaping, parcel coverage and parking. Items that will be considered through the development permit review process include but are not limited to:

- the number and configuration of dwelling units and secondary suites;
- access and parking provisions;
- mitigation of shadowing and privacy concerns; and
- appropriate location and design of landscaping and amenity space.

Transportation
Pedestrian access to the site is available from existing sidewalks and on-street bikeway along 24 Avenue NW, which is considered a Community Corridor within the Local Area Plan. The incorporation of bicycle parking facilities would be encouraged and reviewed during the development permit stage. The parcel is within the transition zone for the Banff Trail Station Area.

The nearest Calgary Transit bus stops are 300 metres (a five-minute walk) from the parcel and include northbound and southbound stops for Route 65 – Market Mall/Downtown West and Route 105 – Dalhousie Station/Lions Park Station along 19 Street NW. Banff Trail LRT Station LRT is 600 metres (a 10-minute walk) away. Additionally, bus stops on 16 Avenue NW, classified as Urban Main Street and part of the Primary Transit Network, are 900 metres (a 15-minute walk) from the parcel and are served by the MAX Orange bus rapid transit line.

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 and sanitary 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 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 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, particularly in transition zones adjacent to areas designated for higher density (such as Neighbourhood Main Streets). They also encourage redevelopment that makes more efficient use of existing infrastructure, public amenities and transit, and that delivers small and incremental benefits to climate resilience. The proposal is in keeping with the relevant MDP policies.

Calgary Climate Strategy (2022)
This application does not include specific actions that address the objectives of the *Calgary Climate Strategy - Pathway to 2050*. However, the proposed land use amendment would enable compact urban development near existing transit and would support alternative modes of transportation including walking and cycling. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged through the development permit process.

South Shaganappi Communities Local Area Plan (Statutory – 2025)
The *South Shaganappi Communities Local Area* (LAP) identifies the subject site as being part of the Neighbourhood Connector urban form category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for up to six storeys. The LAP speaks to primarily residential uses with a mix of housing types, small-scale commercial uses in the area and encourages a broad range and mix of housing types, unit structures and forms, higher frequency of units and entrances facing the street. Development in the Banff Trail Station Area is intended to accommodate developments that support transit infrastructure and promote walkable, well-connected neighbourhoods. The proposed land use is in alignment with applicable policies of the LAP.

Applicant Submission

2026 August 05

K5 design studio + interior design

2127 24 Avenue NW – Land-Use Redesignation (H-GO)

To whom it may concern,

I hope this letter finds you well! Our vision (as the primary applicant representing the landowner) is to propose a land-use redesignation at the above-noted address, **changing the current land-use R-CG to H-GO.** This letter is intended to provide you with information and insight on the site and its' proposed redesignation.

Intention

The *Housing - Grade-Oriented (H-GO)* district allows for diverse and flexible housing developments within inner-city communities, an efficient use of existing infrastructure and nearby amenities by providing new housing in established communities.

The subject site (18.29m wide x 44.35m deep) is situated in a *Neighbourhood Connector* area along 24 Avenue NW; a main Avenue with BRT transit access along 24 Avenue and Morley Trail NW. The surroundings mainly consist of low-density residential housing from the 1950's, educational institutions (University of Calgary and other schools), and commercial buildings (shopping centres).

Please see image below for site context and streets:



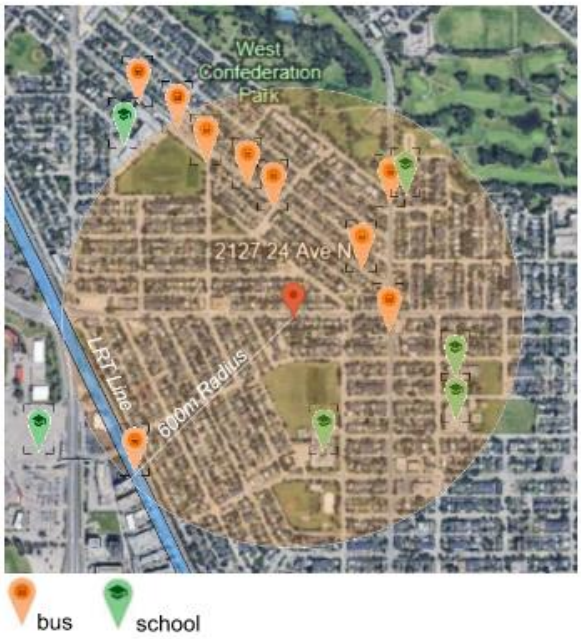
k5 Subject Site

K5 design studio + interior design

We believe this is an ideal site for the H-GO district, aligning with both the City's Municipal Development Plan (MDP), and the South Shaganappi LAP and Banff Trail ARP. Our team will continue with public engagement to collect feedback for the H-GO Land Use Redesignation at this location. We look forward to hearing from you!

We are proposing 6 units with secondary suites and 0.5 parking stalls per unit and suite, which would comply with the 12.0m maximum height and allowable 60.0% lot coverage. The proposal would meet the floor area ratio of 1.5 (FAR). This would be a suitable development as the site is located in the proximity of transit network/BRT station/LRT platform, which designates this site as part of the 'Neighbourhood Connector or Neighbourhood Flex' urban form category.

The map below showcases the subject parcel and the 600m radius with all of the transit in the area:



Thank you for taking the time to review our proposal.

Sincerely,

K5 Designs

+300 - 901 Centre Street NW
Calgary, Alberta
T2E 2P6
+587.353.9797
info@k5designs.ca
www.k5design.ca

Applicant Outreach Summary

2026 August 05

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: K26-0319, 2127 24 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)

1. Proposed Land Use Change sign posted on lot: June 12, 2026.
2. 25 'Hello Neighbour' Letters personally handed out: June 12, 2026 (Providing further details on HGO zoning and site context)
3. Email sent to Banff Trail Community Association on June 15, 2026 regarding proposal with a letter showing intent for changing land-use.
4. Email sent to Ward and Councillor on June 15, 2026.
5. Follow up email sent to Ward 7 July 13, 2026, response received July 28, 2026, Ward is amenable to the redesignation, based on the feedback, recommendations and presentations from the public hearing.
6. July 14, 2026 email from CA received asking how we plan on responding to feedback, response consisted of considering all feedback given, and relaying it to the client.
7. Email sent to CA to schedule open forum discussion for general public regarding landuse. Meeting to be held on ZOOM on August 26, 2026. No reply.
8. 6 unit with secondary suite clarification e-mail sent, as 5 units with secondary suites was noted previously on letters and old small sign. - No reply

Affected Parties

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

Any residents in the area whom would interact with the sign posted on the lot.

Letters personally given to neighbours in the rear of the lot, adjacent and across the street. A total of 25 letters were dropped off.

We contacted the Banff Trail Community Association.

We contacted the Ward 7 Team and Councillor Atkinson.

calgary.ca/planningoutreach

Community Outreach for Planning & Development
Applicant-led Outreach Summary

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

As of June 15, 2026 we are waiting to hear back from the CA, members of the community, and from the Ward 7 Team.

As of July 30, 2026 concerns are limited, the CA inquired about how the team will be dealing with feedback. Response was that all feedback will be taken into consideration and relayed to the client. After which it will be in the interest of the client for what is integrated and implemented.

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.

Not applicable at this time and date.

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)

Planning on setting up a meeting with CA / Community in August.

calgary.ca/planningoutreach

Outreach Timeline for Address 2127 24 Avenue NW

Updated as of August 5, 2026 9:17 am

Date	Method of Outreach	Images	Outcome
June 12, 2026	Proposed Land-Use Change Sign		As of June 15, 2026 no feedback received.
June 12 2026	Neighbourhood Letters Red dots = locations where letters were dropped off.		As of June 15, 2026 no feedback received.
June 15, 2026	Email to Ward Team and Councillor	Ward 7 Councillor Myke Atkinson	No response
June 15, 2026	Email to Banff Trail Community Association	Banff Trail CA Alex Lush (Contact at CA)	No response
July 13, 2026	Follow up email to Ward Team and Councillor	Ward 7 Councillor Myke Atkinson	Given that the H-GO land-use is compatible with what is outlined in the LAP, we do not foresee any issues with the land-use application, understanding that Councillor Atkinson remains amenable to persuasion based on administration's

			recommendations, public feedback, and presentations made during public hearings. - Responded July 28, 2026
July 13, 2026	Follow up email to Banff Trail Community Association	Banff Trail CA Alex Lush (Contact at CA)	July 14, 2026, asking about how we plan to respond to feedback. Answer: Relay to client, and take any feedback into consideration.
July 30 2026	Reached out top CA to schedule a meeting with the community in August	Banff trail CA Development email attn of Nathan	No reply as of August 5, 2026 9:17am
July 31, 2026	Error email: clarification on units proposed. Total proposed was 5, but is to be 6 units with secondary suites. Will address this during finalized meeting.	Banff trail CA Development email attn of Nathan	No reply as of August 5, 2026 9:17 am

PROPOSED

CPC2026-0765
ATTACHMENT 4

BYLAW NUMBER 113D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2026-0088/CPC2026-0765)

* *

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;

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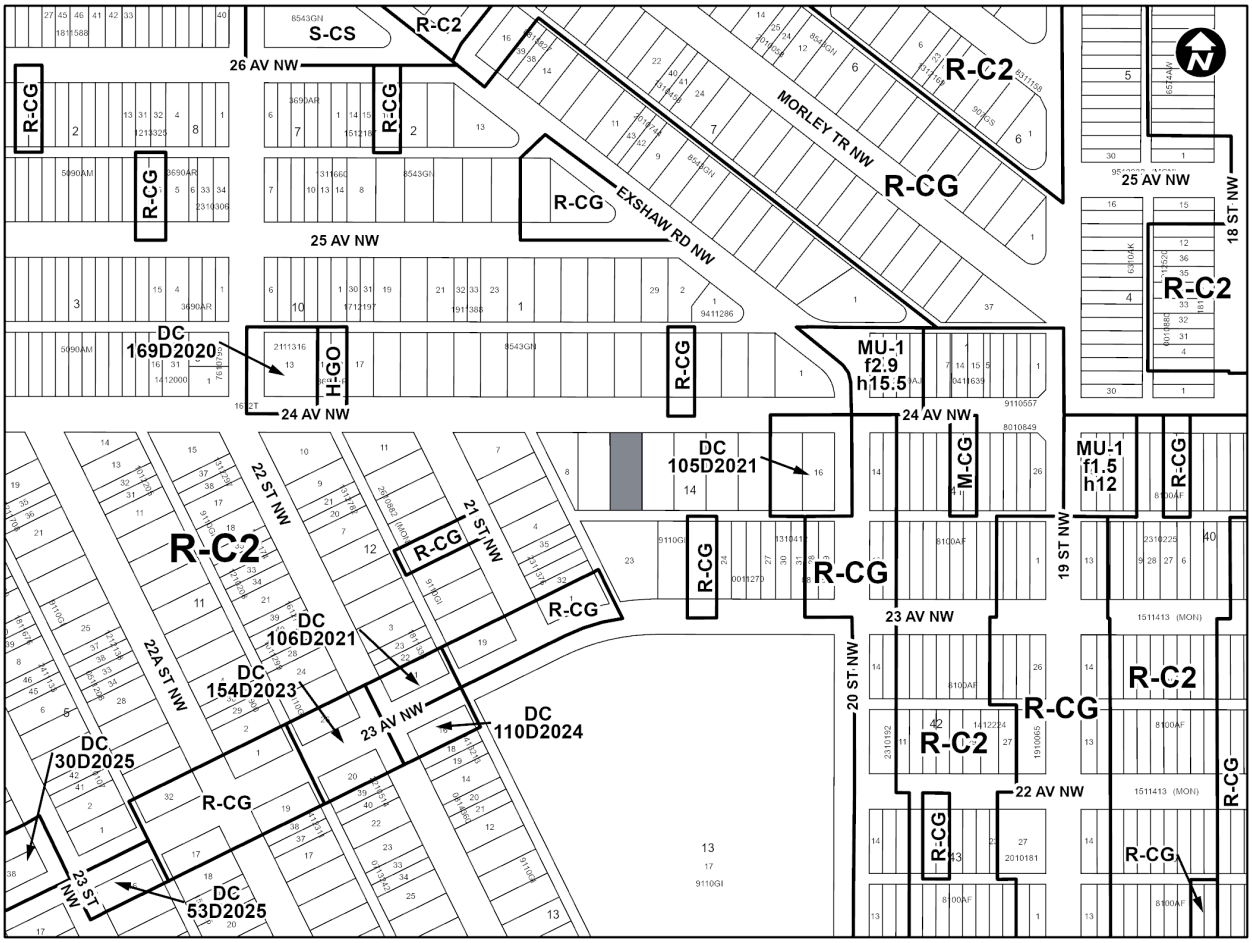
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2026-0088/CPC2026-0765
BYLAW NUMBER 113D2026

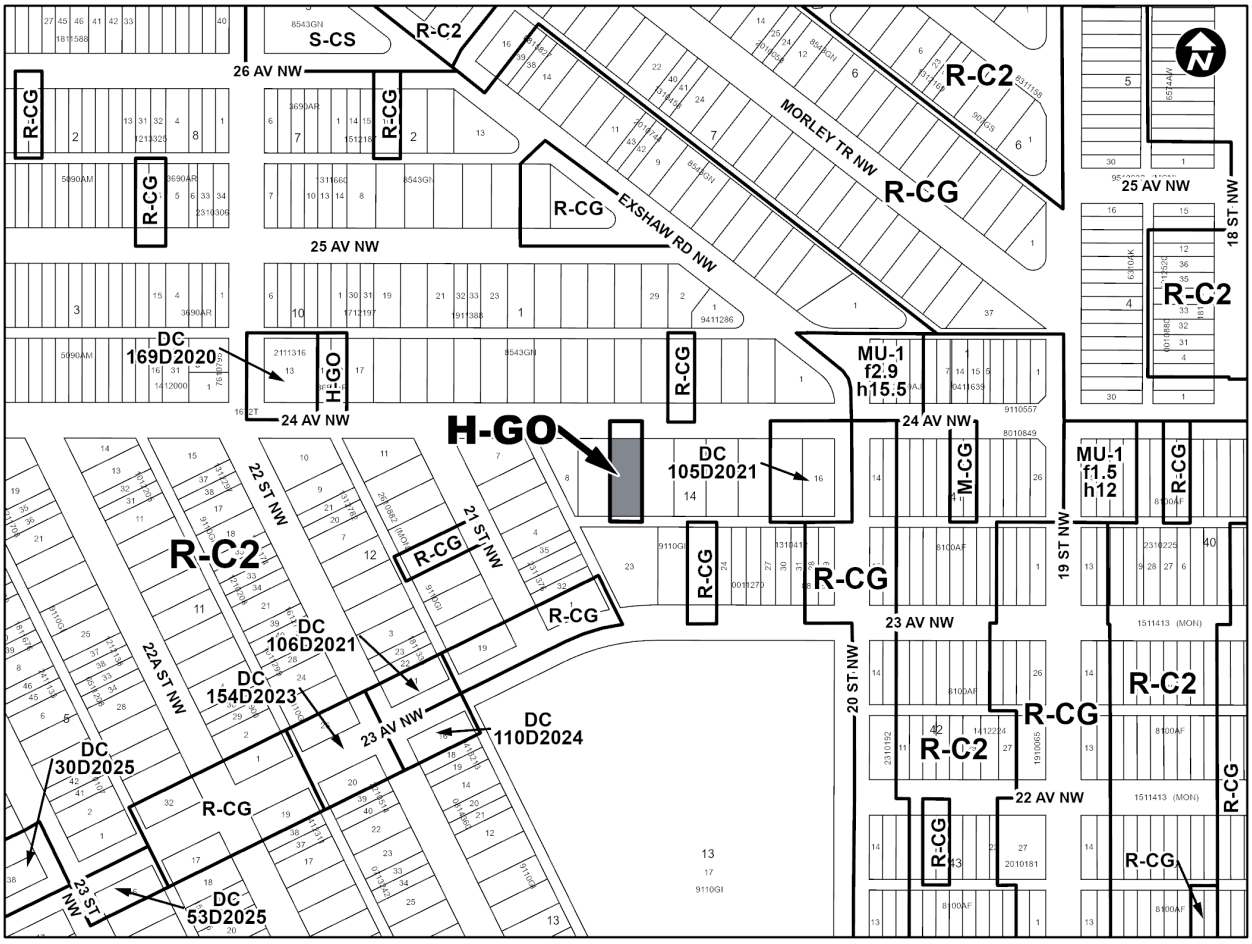
SCHEDULE A



PROPOSED

AMENDMENT LOC2026-0088/CPC2026-0765
BYLAW NUMBER 113D2026

SCHEDULE B



Land Use Amendment in Mount Pleasant (Ward 7) at 1026 and 1030 – 16 Avenue NW, LOC2025-0239

RECOMMENDATION:

That Calgary Planning Commission recommend that Council

Give three readings to the proposed bylaw for the redesignation of 0.11 hectares ± (0.27 acres ±) located at 1026 and 1030 – 16 Avenue NW (Plan 3150P, Block 1, Lots 12 to 15) from Commercial – Corridor 1 f5.0h38 (C-COR1f5.0h38) District to Mixed Use – Active Frontage (MU-2f9.0h70) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 24:

That Council give three readings to **Proposed Bylaw 122D2026** for the redesignation of 0.11 hectares ± (0.27 acres ±) located at 1026 and 1030 – 16 Avenue NW (Plan 3150P, Block 1, Lots 12 to 15) from Commercial – Corridor 1 f5.0h38 (C-COR1f5.0h38) District to Mixed Use – Active Frontage (MU-2f9.0h70) District.

HIGHLIGHTS

- This application seeks to redesignate the subject sites to allow for a street-oriented mixed-use development with commercial uses at grade and residential units above.
- The proposal represents an appropriate density increase and allows for commercial uses fronting 16 Avenue NW, compatible with the location and character of the area and aligns with the *Municipal Development Plan* (MDP) and the *North Hill Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed land use would allow for greater housing choice and provide commercial opportunities and amenities in the inner-city area, support alternative modes of transportation and allow for a more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed land use would enable additional housing and commercial opportunities and would help activate this part of 16 Avenue NW.
- No development permit application has been submitted at this time.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This land use amendment application in the northwest community of Mount Pleasant was submitted by Jessica Karpat on behalf of the landowner, Mylonas Enterprises LTD, on 2025 December 8. No development permit application has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), this application would facilitate a development that adds to housing option variety and contributes to vibrancy of this area.

This 0.11 hectare (0.27 acre) site is on the northeast corner of 16 Avenue NW and 10 Street NW. Diagonally across the intersection to the southwest is the main campus of the Southern Alberta Institute of Technology (SAIT).

Land Use Amendment in Mount Pleasant (Ward 7) at 1026 and 1030 – 16 Avenue NW, LOC2025-0239

As indicated in the Applicant Submission (Attachment 2), this application will enable the development of a mixed use building with commercial and retail uses at grade with up to approximately 22 storeys of residential dwelling units above. The site is in close proximity to primary transit with bus stops for Routes 4 (Huntington), 5 (North Haven), 19 (16 Avenue North) and MAX Orange Bus Rapid Transit (Brentwood/Saddletowne) all within 270 metres (a five-minute walk). SAIT/Jubilee/ACAD Station is close to the site, although just outside a 600 metre (a 10-minute) walking distance. The site is also close to a number of institutions and a range of commercial and retail services.

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 contacted the Mount Pleasant Community Association (CA), set up a website to engage the public and delivered letters to residents and business within 200 metres of the site. A virtual information session was also scheduled but received no registrants. 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.

The Mount Pleasant CA was circulated but did not provide a response. Administration received two letters of opposition from the public. The letters of opposition included the following areas of concern:

- increased traffic and parking issues;
- negative impact on neighbouring property values;
- construction impact, including noise and dust;
- an over-abundance of apartments in the community; and
- loss of existing retail.

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

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

Land Use Amendment in Mount Pleasant (Ward 7) at 1026 and 1030 – 16 Avenue NW, LOC2025-0239

Commission's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social
The proposed application supports continued residential growth in Mount Pleasant by providing a greater variety of housing options and provides an opportunity to increase the commercial and retail uses along 16 Avenue NW. The development of the site will enable a more efficient use of land and infrastructure and support surrounding uses and amenities.

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

Economic
The ability to develop a 70-metre (approximately 22 storeys) mixed-use development may increase patronage of local commercial uses and increase use of public transit available in the immediate vicinity of the site. It would also make more efficient use of existing infrastructure while maximizing the best use of land.

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 122D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Mount Pleasant on the northeast corner of 16 Avenue NW and 10 Street NW. The site is approximately 0.11 hectares in area (0.27 acres) and is approximately 30 metres wide by 37 metres deep. The site fronts onto 16 Avenue NW on its southern property line and 10 Street NW on its western property line.

Surrounding development is characterized by a mix of commercial and residential development. Commercial uses dominate along the north side of 16 Avenue NW, with several multi-residential land uses. Low density residential land uses are further north of 17 Avenue NW. To the south along 16 Avenue NW behind a concrete sound barrier is the residential neighbourhood of Rosedale. Diagonally across the intersection to the southwest is the Southern Alberta Institute of Technology (SAIT) and the Alberta College of Art & Design (ACAD).

The site is ideally located along 16 Avenue NW, with the MAX Orange Bus Rapid Transit (Brentwood/Saddletowne) stop approximately 270 metres (a five-minute walk) to the west. Amenities in the area include the King George Elementary School approximately 350 metres (a six-minute walk) to the north, with Confederation Park a further six-minute walk beyond that.

Community Peak Population Table

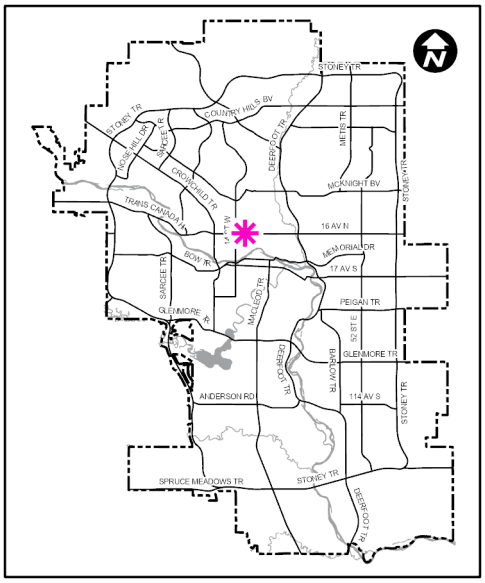
As identified below, the community of Mount Pleasant reached its peak population in 2018.

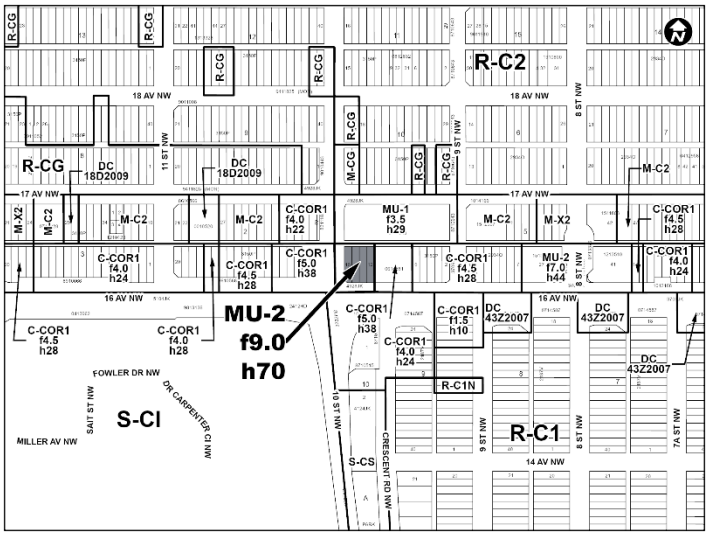
Mount Pleasant	
Peak Population Year	2018
Peak Population	6,001
2019 Current Population	5,889
Difference in Population (Number)	-112
Difference in Population (Percent)	-1.87%

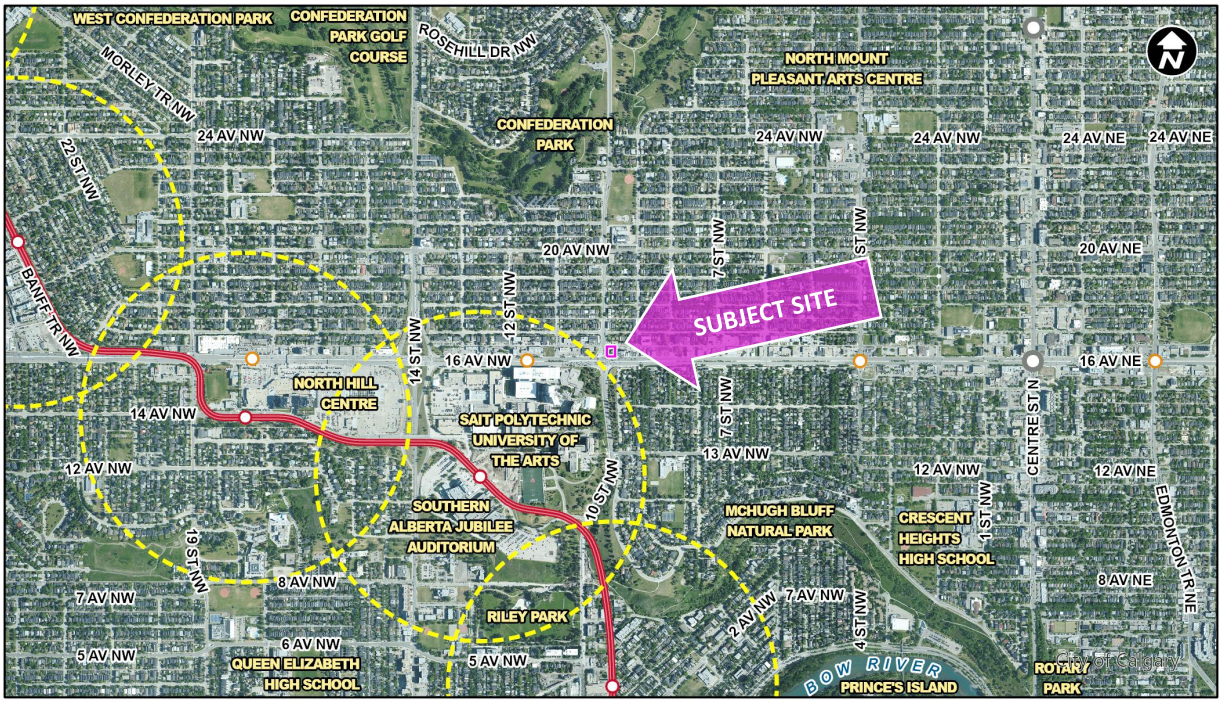
Source: *The City of Calgary 2019 Civic Census*

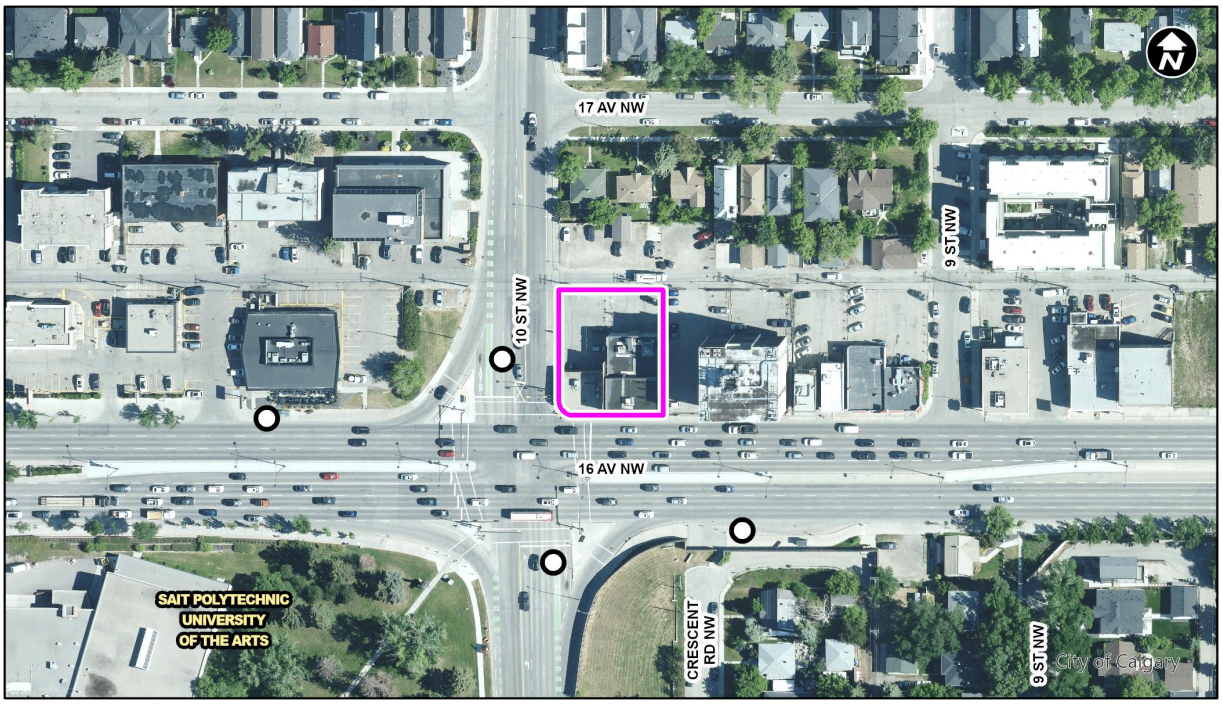
Additional demographic and socio-economic information may be obtained online through the Mount Pleasant Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing Commercial – Corridor 1 f5.0h38 (C-COR1f5.0h38) District is intended to provide commercial uses, in close proximity to each other, at grade along a continuous block face. Typically, vehicular access is afforded from the rear lane.

The proposed Mixed Use – Active Frontage (MU-2f9.0h70) District allows street-oriented developments with opportunities for a mix of residential and at-grade commercial uses. The proposed 22 storeys would provide a compatible transition with the heights allowed in surrounding land use districts. The proposed land use requires at-grade commercial uses to promote street level activities.

The main difference between the C-COR1 and MU-2 Districts is that the C-COR1 District requires a minimum 20 percent of the gross floor area to be dedicated to commercial uses. This would equate to approximately five storeys of non-residential development, while the MU-2 District only requires commercial development on the main floor, with residential uses above.

In discussions with the applicant, Administration has been notified that the landowner considers the MU-2 District to provide greater development flexibility than the existing C-COR1 District. In reviewing that application against statutory policy, the MU-2 District is entirely appropriate to the location.

Development and Site Design
The rules of the proposed MU-2f9.0h70 District would provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping, parcel coverage and parking. Other key factors that will be considered during the review of a development permit application include the following:

- interface with the lane, including parkade access;
- building massing and relationship with the adjacent parcels to the east;
- mix of uses within the building; and
- appropriate amenity space for the residents.

Transportation

Site Access and Traffic
Pedestrian access to the site is available from existing sidewalks on 10 Street NW and 16 Avenue NW. The site is well positioned with respect to the City's Always Available for All Ages and Abilities (5A) Network with existing on-street bikeway on 10 Street NW running north and south.

The access to the proposed development would be from the rear lane, accessed from 10 Street NW. The proximity of the intersections of 10 Street NW and the lane, along with 10 Street NW and 16 Avenue NW will require the review of a Transportation Impact Assessment (TIA) at the development permit stage.

Transit
The site is in a highly sustainable location, with bus stops for Route 4 (Huntington), 5 (North Haven), 19 (16 Avenue North) and MAX Orange Bus Rapid Transit (Brentwood/Saddletowne) all within 270 metres (a five-minute walk). Given the proximity of SAIT, the SAIT/Jubilee/ACAD LRT station is reasonably accessible from the site, although outside the 600 metre/10-minute walking distance.

Environmental Site Considerations
No environmental concerns were identified.

Utilities and Servicing
Water, storm and sanitary sewer mains are available to service the site. Details of site servicing, as well as appropriate stormwater management, will be considered as part of a development permit application.

Legislation and Policy

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

Municipal Development Plan (Statutory – 2009)
The subject site is located within the Developed Residential – Inner City typology and along a Primary Transit Network and Urban Main Street corridor as identified in Map 1: Urban Structure of the *Municipal Development Plan* (MDP). The proposal aligns with MDP policies that support

redevelopment, modest intensification and mixed-use development in established communities to make more efficient use of existing infrastructure, public amenities and transit.

The proposed MU-2f9.0h70 District supports a compact, walkable and transit-oriented development pattern, consistent with the MDP's direction to concentrate higher intensity uses along major corridors and near transit services. The application aligns with Section 2.2.1 Vibrant and Transit-Supportive Mixed Use, Activity Centres and Main Streets by enabling a higher-density development in a transit-served location along an existing Main Street.

Overall, the proposal aligns with the MDP's vision for complete communities, increased housing choice and transit oriented development.

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

North Hill Communities Local Area Plan (Statutory – 2021)
The site is located along 16 Avenue NW, within the *North Hill Communities Local Area Plan*. Map 2: Community Characteristics and Attributes identifies 16 Avenue NW as part of the Urban Main Street and as part of the Primary Transit Network (MAX Orange BRT line).

It is within the 'Neighbourhood Commercial' Urban Form Category (Map 3: Urban Form Categories) and has a potential building height of up to 26 storeys (Map 4: Building Scale – 'High').

Land use policy for Neighbourhood Commercial areas notes:

"2.2.1.1 Neighbourhood Commercial and Neighbourhood Flex

a) Development in Neighbourhood Commercial (…) areas may include a range of uses in stand-alone or mixed-use buildings.

2.2.1.2 Neighbourhood Commercial

a) Commercial uses on the ground floor should be located facing the higher activity street;
b) Residential uses on the ground floor should be located facing lower activity streets or lanes;
c) Vehicle-oriented uses are discouraged in Active Frontage areas."

The 'High' building scale can accommodate buildings of twenty-six storeys or less; focusing on massing and site design; and be characterized by tower and podium or point tower buildings.

This proposed land use aligns with the policies of the LAP.

Applicant Submission

QuantumPlace®
CONSULTING

1026 16 Ave NW, Suite 203
Calgary, AB T2M 0K6
587-350-5172

November 20, 2025

Planning and Development Office
City of Calgary Municipal Building
800 Macleod Trail SE
Calgary, AB, T2P 2M5

Re: Applicant Submission - Land Use Redesignation for 1026 and 1030 16 Ave NW

QuantumPlace has been engaged by Landstar to submit a land use redesignation application for 1026 and 1030 16 Ave NW. The application proposes to change the current district from Commercial – Corridor 1 (C-COR1 f5 h38) to Mixed Use – Active Frontage (MU-2 f9 h70). This redesignation would facilitate a mixed-use development that introduces much-needed housing options while supporting transit-oriented development, pedestrian connectivity, and bike infrastructure investments.

The site is prominently located at the intersection of 10 St NW and 16 Ave NW, in close proximity to SAIT, Alberta University of the Arts (AUA), Downtown Calgary, the SAIT/AUA/Jubilee Station, Riley Park, and North Hill Centre. It is surrounded by restaurants, retail, and a range of commercial amenities, making it well-suited for higher density mixed-use development. The redesignation would enable a future building that combines ground-floor retail and commercial uses with residential above.

Municipal Development Plan (MDP)

The subject site is located within the Urban Main Street area on the Calgary MDP Urban Structure Map. The highest development densities are to be located on lands fronting onto the Urban Boulevard (16 Ave NW). Urban Main Streets are intended to accommodate a broad range of employment, commercial, retail, and housing options to serve a diverse population. Apartments and mixed-use developments are encouraged.

North Hill Communities LAP

16 Avenue N is identified in the plan as both an important Urban Main Street and a transportation corridor. The North Hill Communities Plan envisions this corridor accommodating a greater diversity of uses and higher levels of pedestrian activity, supported by major transit investments. The LAP recognizes the site for development up to 26 storeys.

QuantumPlace®
CONSULTING

1026 16 Ave NW, Suite 203
Calgary, AB T2M 0K6
587-350-5172

Conclusion

The proposed land use redesignation reflects a thoughtful approach to city-building that supports The City's goals for density, transit-oriented growth, and mixed-use development. By transitioning from C-COR1f5h38 to MU-2f9h70, the application enables new housing options, enhances the vibrancy of 16 Avenue NW, and takes advantage of the site's strategic location and existing infrastructure.

Applicant Outreach Summary

What We Heard Report
1026 & 1030 16 Ave NW

January 2026

QuantumPlace®
CONSULTING

Why Public Engagement 3
Why Is Public Engagement Important? 3
What Can Participants Take Away? 3
Project Information 4
Engagement Summary 4
Ongoing Communication 5
Response to What We Heard throughout the engagement process ..... **Error! Bookmark not defined.**
Closing 6

Why Public Engagement

Why Is Public Engagement Important?

Public and community engagement provides the opportunity for focused conversations, allowing a structured step-by-step method of leading people through phases of reflection. Public engagement allows residents to be heard, provide feedback and inspiration for projects, and stay informed about what's happening in their community. Through a multi-pronged approach, the engagement strategy offers a variety of ways for residents and stakeholders to get involved.

What Can Participants Take Away?

Public engagement is centred around the idea that those who have the potential to be impacted by an issue or decision should be given the opportunity to be informed and provide feedback. Through engagement, residents and stakeholders can be knowledgeable about a project and follow along with every step of the project journey. If there are concerns surrounding any aspect of the project, engagement allows for participants to have a dialogue with the Project Team and for the project team to be able to understand and respond to adjacent neighbour concerns.

Project Information

The proposed Land Use would change the current designation from Commercial – Corridor 1 (C-COR1 f5h38) to Mixed Use – Active Frontage (MU-2 f9h70) and accommodate a mixed-use building with commercial at-grade, automated parkade, and residential above that is up to 70 metres and has a maximum FAR of 9.

The proposed redesignation responds to the growing need for diverse housing and mixed-use development along this key Urban Main Street. Transitioning to MU-2 will better leverage the site's strategic location by supporting transit-oriented growth, enhancing the public realm, and strengthening connections to surrounding neighbourhoods and amenities.

The proposed land use aligns with The City of Calgary's North Hill Communities Local Area Plan (LAP), which calls for a vibrant, mixed-use, and well-connected corridor along 16 Avenue NW. The policy supports heights up to 26 storeys (85 metres) and a denser, more compact urban form that encourages walking, cycling, and use of public transit.

Engagement Summary

QuantumPlace undertook a comprehensive public engagement program for this project. A website was established at the beginning of the project and will continue to be updated as the development progresses through the municipal planning process.

- The QuantumPlace team corresponded with the Mount Pleasant Community Association (MPCA) starting in December, 2026 and periodically throughout the project;
- QuantumPlace has responded to questions from the public via email and phone as they arise;
- The QuantumPlace team has engaged with Councillor Atkinson (Ward 7 councillor) and had a meeting scheduled in February to discuss the project; and
- A virtual open house was held on January 13 from 7:00-8:00pm. Invitations for the virtual open house were sent to:
    - MPCA; and
    - Nearby building owners & residents;

Summary of promotional materials used:

- Project webpage launched at the beginning of the project https://qpengage.ca/project/1030-on-10th-1026-1030-16-ave-nw/
- Letters were delivered to residents and businesses within 2 blocks (approx. 200m); and
- We are currently waiting for the City of Calgary branded land use application sign to be provided which will be posted for the required 21 days.

Open House

The virtual open house was scheduled via teams at 7:00pm on January 13, 2026. Zero (0) people registered for the virtual open house and there were no attendees. No questions were received prior to or following the session.

Public Feedback

We have not received any inquiries from the public to date. This report will be updated should any questions be received.

The MPCA had no questions at this time and stated that the project aligned with their interpretation of the North Hills Communities Local Area Plan.

Ongoing Communication

The QuantumPlace team reached out to MPCA during the application process to discuss the project. The team will continue to engage with the MPCA as the land use redesignation application progresses.

When Calgary Planning Commission and Public Hearing dates are determined, these will be shared with the MPCA, and posted on our website.

We will respond to questions and comments from neighbouring businesses and the public via email and phone as they arise.



Example of materials distributed during engagement

Closing

The QuantumPlace team will continue to work with interested citizens and the MPCA on the application. If there are any new engagement themes that emerge during the land use application process, an update to this report will be provided.

PROPOSED

CPC2026-0631
ATTACHMENT 4

BYLAW NUMBER 122D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0239/CPC2026-0631)

* *

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 _____

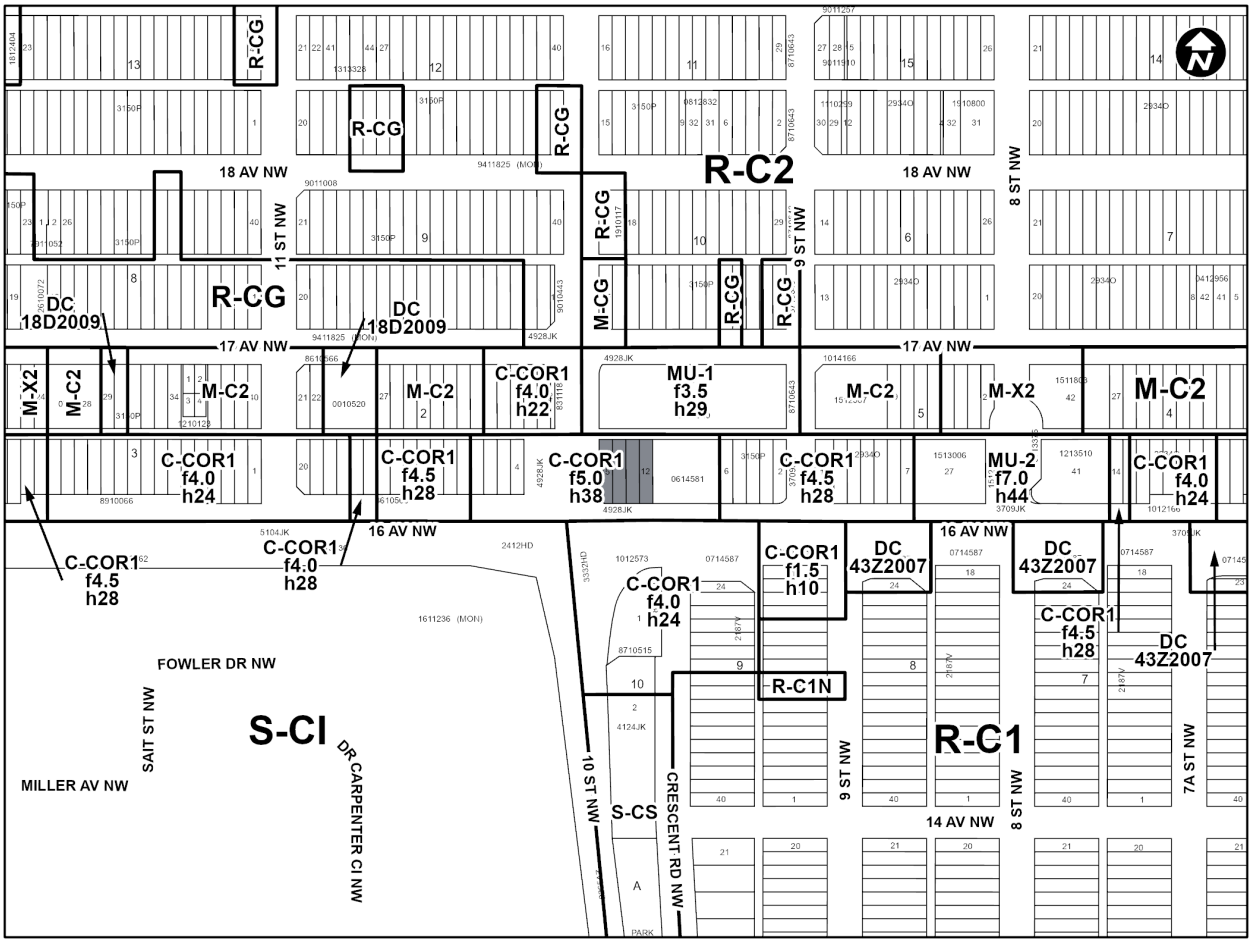
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0239/CPC2026-0631
BYLAW NUMBER 122D2026

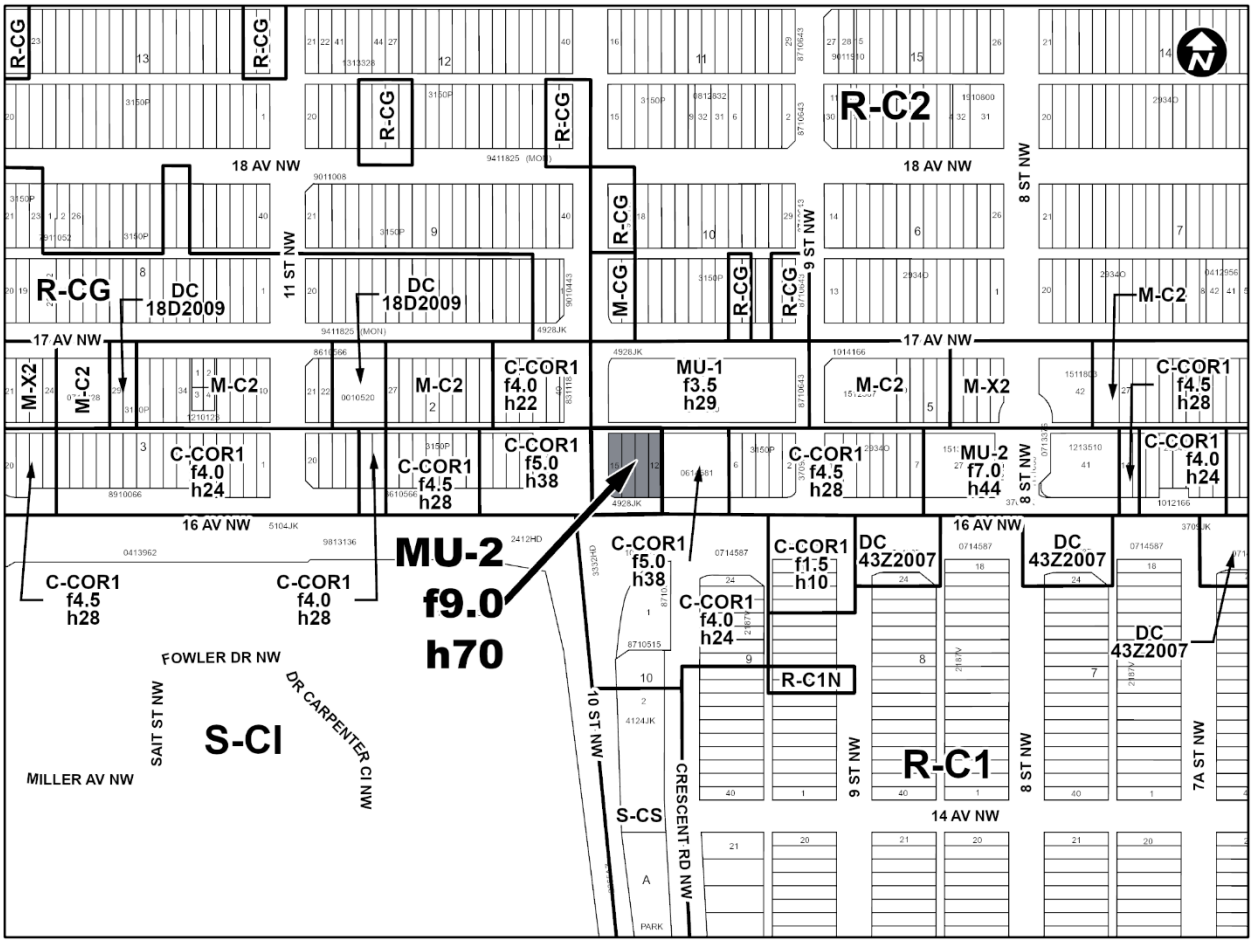
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0239/CPC2026-0631
BYLAW NUMBER 122D2026

SCHEDULE B



Land Use Amendment in Britannia (Ward 8) at multiple addresses, LOC2025-0127

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation for 0.24 hectares ± (0.60 acres ±) located at 4815 Elbow Drive SW, 808 and 812 – 48 Avenue SW (Plan 3700GO, Block 5, Lots 1 to 3) from Residential – Contextual One Dwelling (R-C1) District to Housing – Grade Oriented (H-GO) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 24:

That Council give three readings to **Proposed Bylaw 120D2026** for the redesignation for 0.24 hectares ± (0.60 acres ±) located at 4815 Elbow Drive SW, 808 and 812 – 48 Avenue SW (Plan 3700GO, Block 5, Lots 1 to 3) from Residential – Contextual One Dwelling (R-C1) District to Housing – Grade Oriented (H-GO) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, held 2026 September 24:

"The following documents were distributed with respect to Report CPC2026-0834:
- Revised Attachment 3;…"

HIGHLIGHTS

- This application seeks to redesignate the subject site to accommodate grade-oriented development in a range of low-density housing forms (including attached, stacked or cluster of buildings) with a maximum building height of 12 metres.
- The proposal maintains an appropriate density increase of a residential site while allowing flexibility in unit size and configuration in proximity to existing single detached dwellings.
- The application 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 application provides the opportunity for more efficient development and use of infrastructure with access to a variety of mobility options and local services.
- Why does this matter? It's a key location for development with a flexibility in unit size at the intersection of a Neighbourhood Connector, Main Street, a Neighbourhood Activity Centre and the primary transit network.
- 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 Britannia was submitted on 2025 June 18 by Horizon Land Surveys on behalf of the current landowners, Jagdeep Kaler, Amandeep Kaur, Amarjit Singh and Surinder Singh. At the time of submission the parcels had a land use designation of Residential – Grade-Oriented Infill (R-CG) District. The land is currently

designated Residential – Contextual One Dwelling (R-C1) District.

The 0.24 hectare (0.60 acre) site is comprised of three individual parcels located on the corner of Elbow Drive SW and 48 Avenue SW and has rear lane access. The LAP indicates the subject lands as having an urban form of Neighbourhood Connector (Elbow Drive SW), is within a Neighbourhood Activity Centre, is within 200 metres of a Main Street (50 Avenue SW) and is adjacent to the Primary Transit Network (Elbow Drive SW).

The LAP also provides for redevelopment to achieve a building scale of Low (up to six storeys) for the full block west of Elbow Drive to 8 Street and north to 47 Avenue. While the Residential – Contextual One Dwelling (R-C1) District provides for a maximum building height of 10.0 metres, the Housing – Grade Oriented (H-GO) District provides for a maximum height of 12.0 metres.

A detailed planning evaluation of the application, including location maps and site context, is provided in 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 contacted immediate neighbours and residents for feedback prior to making an application. The Elboya Britannia Community Association (CA) and the area Councillor were also contacted. Subsequent meetings with affected parties and the applicant team occurred at the request of the CA. More details can be found in the Applicant Outreach Summary (Attachment 3).

City-Led Outreach

In keeping with administration's practices, this application was circulated to relevant public groups, notice posted on site and published online. Notification letters were also sent to adjacent landowners. Administration received 53 letters of objection, two neutral responses and one letter of support. Letters of objection identified the following issues:

- height and density increase;
- street parking impacts, especially with Britannia Plaza nearby;
- lot coverage;
- loss of mature trees;
- traffic impacts, pedestrian safety (schools, elderly, parks in area);
- shadowing impacts;
- noise;
- pollution;
- crime;
- community character impacts (low density environment with large lots);
- incompatibility with existing built form and lot patterns;
- schools in area already at capacity;

- growth should be context sensitive and should enhance the character of communities;
- preserve the integrity and livability of the neighbourhood; and
- lane not meant to handle intensity and will be noisy and dusty.

The letter of support referenced the need to increase density in more established communities and that the location is a good candidate given the connector road status of Elbow Drive SW and proximity to 50 Avenue SW and transit.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. Compliance with district rules, site planning and

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

IMPLICATIONS

Social
The proposed land use provides for the possibility of additional housing choice in an inner-city neighbourhood in close proximity to the primary transit network, parks and open spaces and local commercial uses.

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 subsequent development approval stages.

Economic
Providing the opportunity for additional density and more flexible unit sizes in proximity to primary transit provides for a more viable transit system and makes for more efficient use of other 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. **Revised** Applicant Outreach Summary
4. Community Association Response
5. **Proposed Bylaw 120D2026**

Land Use Amendment in Britannia (Ward 8) at multiple addresses, LOC2025-0127

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site, in the southwest community of Britannia, is located at the northwest corner of 48 Avenue SW and Elbow Drive SW and comprised of three residential parcels. The site is approximately 0.24 hectares (0.60 acres) in size and 75 metres wide by 35 metres deep. The subject parcels are currently developed with three single detached dwellings originally built in the 1950s and designated Residential – Contextual One Dwelling (R-C1) District. Vehicular access is currently provided from both 48 Avenue SW and from the rear lane. To the north are low density residential developments made up of single detached dwellings (one to two storeys). To the west is one additional parcel completing the block, also containing a single detached dwelling (two stories). To the south (across 48 Avenue SW) are four older two and a half storey walk-up apartment buildings designated as Multi-Residential – Contextual Low Profile (M-C1) District that separate the subject lands from the Brittania Plaza shops. To the east on the other side of Elbow Drive SW are single detached dwellings and a four storey seniors complex designated Multi-Residential – Contextual Grade-Oriented (M-CG) district.

Several parks and open spaces are located nearby. Crescent Park is located one block to the west, which provides a central play area, open space, an outdoor skating rink in winter as well as a fire pit. The Elbow River valley and its pathways are just beyond that, including the Britannia Slopes Park, Sandy Beach Park and River Park.

Several schools are in the immediate vicinity, including Saint Anthony School - one block south east, Elboya Junior High School - two blocks east, and Calgary Montessori School directly to the north of Crescent Park, 100 metres to the northwest of the subject site (less than a two-minute walk).

Both Elbow Drive SW and 50 Avenue SW are noted in the *Municipal Development Plan* (MDP) as part of the Primary Transit Network, with frequent bus service currently provided on Elbow Drive SW via Bus Route 3 (Sandstone/Elbow Drive SW).

Numerous retail and consumer services exist in the immediate area, including restaurants, coffee shops and urban markets in and around the Brittania Plaza shops. Macleod Trail and its associated services are one kilometre (about a 17-minute walk) east of the subject site, while Chinook Mall is approximately 1.1 km away (about an 18-minute walk).

Community Peak Population Table

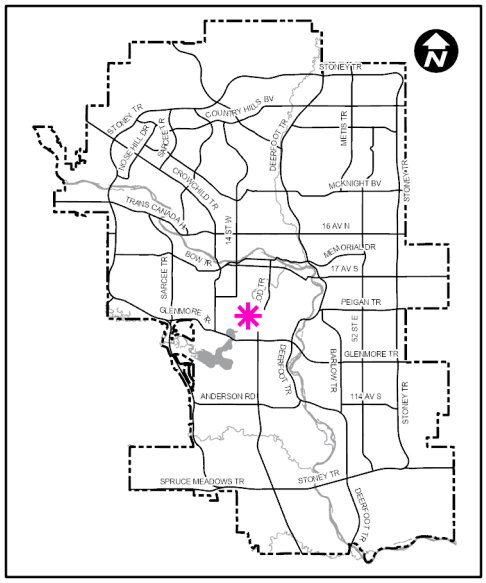
As identified below, the community of Britannia is reached its peak population in 1968.

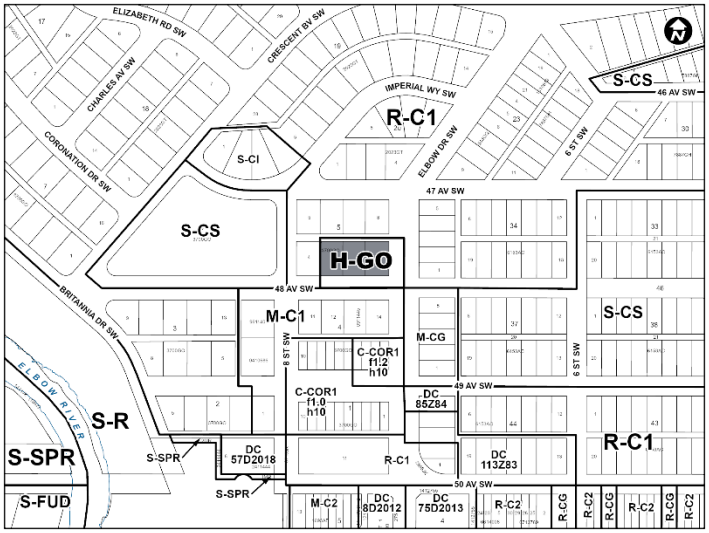
Britannia	
Peak Population Year	1968
Peak Population	1,187
2019 Population	690
Difference in Population (Number)	-497
Difference in Population (Percent)	-42%

Source: *The City of Calgary 2019 Civic Census*

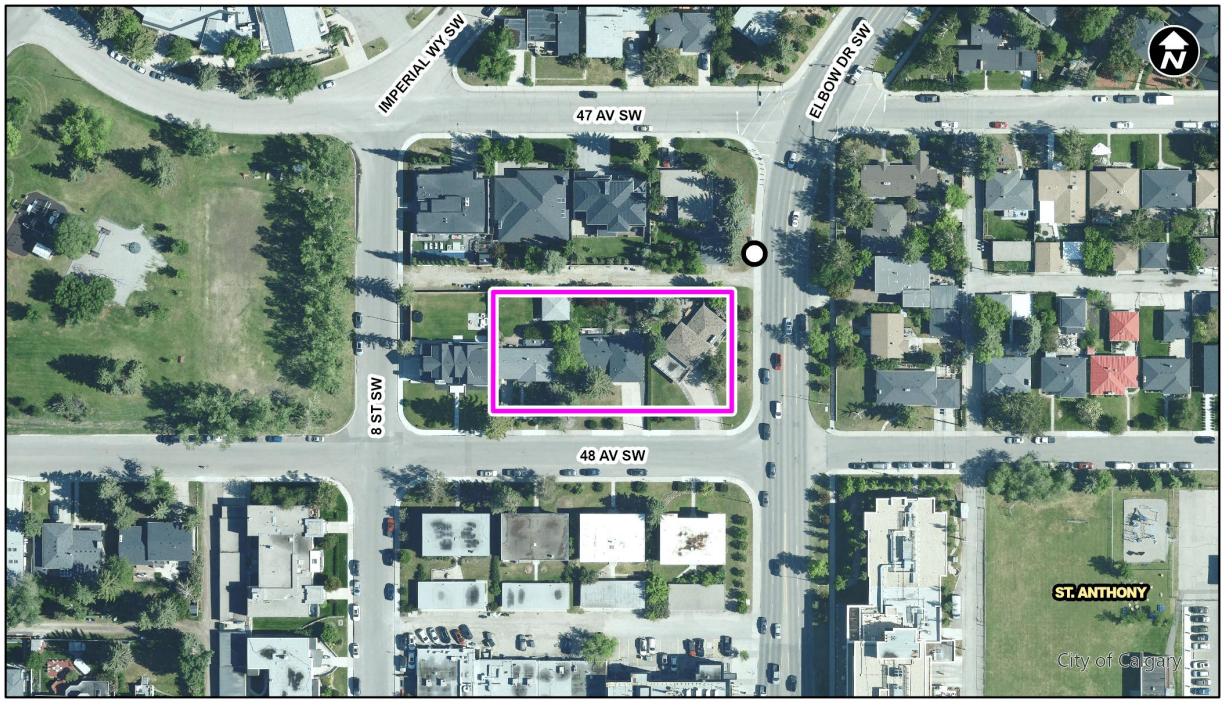
Additional demographic and socio-economic information may be obtained online through the Britannia Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing land use designation is Residential – Contextual One Dwelling (R-C1) District. The R-C1 District is intended to accommodate contextually sensitive redevelopment in the form of single detached dwellings and secondary suites in the developed areas. The maximum building height is 10.0 metres (approximately two to three storeys).

The proposed Housing – Grade Oriented (H-GO) District allows for a range of grade-oriented housing forms that may be attached or stacked within a shared building or cluster of buildings, at a scale compatible with the adjacent low density residential context.

This proposed H-GO District includes the following built-form rules:

- an increase to maximum building height, from 10.0 to 12.0 metres;
- a change to how density is calculated, from one dwelling unit and one suite per parcel to an maximum floor area ratio (FAR) of 1.5 that allows for a total developable area of 3,600 square metres based on the combined parcel area for 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 functional courtyard amenity space; and
- a minimum of 0.5 motor vehicle parking stalls per unit and per suite.

The subject lands meet the locational criteria for an H-GO District as the site is located within a Local Area Plan and is also within a Neighbourhood Connector Urban Form Category. The site is also within 200 metres of a Main Street, an Activity Centre and Primary Transit.

Several other land use districts were considered through the application processs. Given that the *Chinook Communities Local Area Plan* (LAP) allows for a building height of up to six storeys on the subject site, the following districts were contemplated by the applicant:

- Multi-Residential – Contextual Grade-Oriented (M-CG) District;
- Multi-Residential – Contextual Low Profile (M-C1) District; and
- Multi-Residential – Contextual Medium Profile (M-C2) District.

However, the applicant opted to retain the H-GO District proposal as the district best aligned with their development aspirations and if approved would provide certainty regarding a development outcome.

Development and Site Design
If approved by Council, the rules of the H-GO District will provide guidance for future development of the site, including building massing, setbacks, landscaping, parcel coverage, floor area and parking. A development permit has not been submitted at this time.

Transportation
The site is well served for pedestrians with adjacent sidewalks, proximity to a Neighbourhood Activity Centre (as identified in the LAP) and its services, nearby pathway connections and significant parks. The Always Available for All Ages and Abilities (5A) Network has pathways 160 metres (a three-minute walk) southwest of the site along 49 Avenue SW and 250 metres (a four-minute walk) away within the Elbow River Pathway System. The 5A Network also proposes a pathway adjacent to the site along Elbow Drive SW.

The site is well-served by Calgary Transit along Elbow Drive SW and 50 Avenue SW. Both Elbow Drive SW and 50 Avenue SW are indicated as part of the Primary Transit Network in the Calgary Transportation Plan. Along Elbow Drive SW, approximately 10 metres northeast of the parcel, a stop for Route 3 is available (Sandstone/Elbow Drive SW).

While the subject parcels currently have vehicular access from both 48 Avenue SW and the rear lane, future redevelopment of the site will be required to take vehicular access, including waste and recycling collection activities, from the rear lane. This supports the pedestrian-oriented public realm policies of the LAP. Upgrades to portions of the lane may be required through the development permit process.

Parking is restricted to two hour parking only on the adjacent roadway, 48 Avenue SW. Parking is not available along Elbow Drive SW. 48 Avenue SW is classified as a Residential Street and Elbow Drive SW is listed as a Parkway.

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

Utilities and Servicing
Water, sanitary and storm services exist to site at/within 48 Avenue SW. Water and sanitary services also exist to site at/within Elbow Drive SW. 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 *Municipal Development Plan* (MDP) identifies the site as being located within the Developed Residential – Established Area on the Urban Structure Map (Map 1). The proposal is consistent with the General Policies for Developed Residential Areas (Section 3.5.1) and Established Area policies (Section 3.5.3). 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 neighbourhoods.

The proposed land use application allows for the site to develop with modest intensity that is transit-oriented, well served by local amenities, and is in keeping with the MDP policies.

Calgary Climate Strategy (2022)
This application does not include any actions that specifically address the objectives of the *Calgary's 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 Connector category (Map 3: Urban Form) with a Low Scale building scale modifier (Map 4: Building Scale), which allows for up to six stories. The subject site also overlaps with a Neighbourhood Activity Centre (centred on the Britannia Plaza shops).

Neighbourhood Connectors provide for primarily residential uses with a broad range and mix of housing types, structrues and forms. Neighbourhood Activity Centres are walkable destinations and provide for moderate intensification.

The site is also close to the 50 Avenue SW Main Street (200 metres from the subject site). The LAP also speaks to buildings oriented to the street, providing improved pedestrian travel and public realm and minimizing sidewalk crossings.

The proposed land use amendment application is in alignment with the LAP.

Applicant Submission

Company Name (if applicable):
Horizon Land Surveys

LOC Number (office use only):

Applicant's Name:
Lei Wang

Date:
June 15th, 2025

On behalf of the landowner, please accept this application to redesignate a +/-0.24 hectare site from R-CG to H-GO to allow for:

- grade-oriented development in a range of housing forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings in the form and at a scale that is consistent with low density residential districts;
- 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
- the uses listed in the proposed H-GO designation.

The subject sites, 808-812 48 Ave SW & 4815 Elbow Dr SW are three continuous lots located in the community of Britannia along 48 Ave SW and Elbow Dr SW. Those three lots are currently developed with single detached dwelling built in 1950s. Surrounding houses are mostly single detached with multi-residential M-C1 lots existing directly to the south of the site cross 48 Ave. Crescent Park is to the west of the site.

The site is approximately 0.24 hectares in size. Lane exists to the north of the site. The site is well serviced by public transit along Elbow DR. Elbow DR is part of city's primary transit network where many commercial, social and recreational facilities are located. In addition, the site is also within 200 meters of 50 Ave main street.

The lot is under Chinook Communities Local Area Plan which define this lot as Neighbourhood Connector with building scale of up to 6 storeys. Neighborhood Connector areas are characterized by a broad range of housing types along higher activity streets. Development in Neighborhood Connector areas should support a higher frequency of units and entrances facing the street.

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

2026 May 7

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 808-812 48 Ave SW & 4815 Elbow DR 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 "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 May 27th, 2025, our staff did post card deliver to residents within a 100 meters radius and spoke with residents at home. Since May of 2025 to April of 2026, we have multiple correspondences with community association. CA recognize the LAP does support the proposed H-GO zoning at the location, but want to see conceptual drawing. After extensive engagement and hearing concerns from local residents, on March 30th, 2026, we provides conceptual drawing to CA and hold sit down meeting with planning committee of CA on April 23rd, 2026. CA provides further comments during the meeting. We will further incorporate those comments into our design and continue work with CA at DP stage.
We have also had meetings with both past and current councillor office for this project.

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.

Community Association recognize the location does meet H-GO criterion, aligns with LAP and is notes and corridor development. But they want to see conceptual drawing worrying DP might be fully contextual under H-GO and thus not subject to community inputs.

Other comments concerns from local residents includes increased traffic, parking, garbage bin collection, shadowing effects, tree protection

CA planning committee also raise long term issues in the area including some critical intersections within the community and how our project can help raise some awareness to resolve the issue.

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 LAP supports up to 6 storeys development at the site. However considering nearby residents cross the lane and on the west, we settle on grade oriented H-GO development. CA and residents are on board for the planning merits of H-GO for the location, but would like to see conceptual drawing as their concerns and comments are DP related.

So we spend a lot of time listening to those concerns and come up with conceptual drawing to trigger more conversations. Our design team is still actively engaging with local residents and community association in improving the design.

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

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

calgary.ca/planningoutreach

Community Association Responses

2025 July 28

Re: LOC2025-0127: 4815 Elbow DR. SW, Multiple Properties.

Land Use Redesignation from R-CG to H-GO

To: File Manager: Martin Siddles

Members of the Calgary Planning Commission

From: Mike Read,

Director, Planning & Development-Britannia

Elboya Britannia Community Association

Mr. Siddles and Members of the Planning Commission:

This redesignation is supported by The Chinook Local Area Plan. The LAP identifies Elbow Drive as a Neighborhood Connector which supports a broad range of housing types on higher activity streets. I concur with this characterization since it is in line with the "Nodes and Corridors" design philosophy.

I acknowledge that the redesignation of the subject properties from R-CG to H-GO may be an appropriate way to implement the LAP.

However, the information available publicly on the DMap provides no information or conceptual plans regarding what the H-GO development will be.

I have been in email contact with the applicant, Horizon Land Surveys, asking for more information. No data has been forthcoming.

I also suggested to the applicant that EBCA would gladly participate in community outreach as recommended on the DMap

> *Email quote "The DMap also suggests that "the applicant is encouraged to conduct community outreach. EBCA would be happy to participate in your outreach activities"*

To date, there has been no response from the applicant.

I realize that no Development Permit has been submitted. I am not asking for details. But I would expect there are some key conceptual elements that would be discussed during an appropriate community outreach, such as height and number of dwelling units.

I ask that this file's review at the planning commission be delayed until the applicant conducts the recommended Community Engagement and shares with the public the key conceptual elements of the H-GO development

Regards

Mike Read
Director, Planning & Development-Britannia
Elboya Britannia Community Association
403-809-9387 | development@elboyabritannia.com

2026 August 20

Re: LOC2025-0127 — 808 & 812 48 Avenue SW and 4815 Elbow Drive SW
Proposed Multi-Unit Development, Britannia

August 20, 2026

From: Elboya Britannia community /association: Development Committee

To: Martin Siddles, File Manager, City of Calgary Planning

Dear Mr. Siddles:

The Elboya Britannia Community Association (EBCA) Development Committee is writing to summarize our concerns regarding LOC2025-0127 and the redevelopment proposed for the three properties at 808 and 812 48 Avenue SW and 4815 Elbow Drive SW.

EBCA submitted a letter on this file in July 2025. We are submitting this letter to summarize activities since then.

We want to emphasize at the outset that **EBCA is not opposed to redevelopment of these properties or to increased density at this location**. The Chinook Communities Local Area Plan identifies Elbow Drive as a Neighbourhood Connector, and EBCA has consistently supported the principle that increased density should be directed toward appropriate nodes and corridors rather than indiscriminately into the interior of established neighbourhoods.

Our concern is therefore not whether these properties should redevelop. It is whether the **scale, density, built form and servicing of the proposed development are appropriate for this particular site and its relationship to the surrounding Britannia neighbourhood**.

1. Background

2025

LOC2025-0127 was originally submitted in 2025 to redesignate the three properties from R-CG to H-GO. At that time, virtually no information was provided about what the applicant actually intended to build.

EBCA's July 2025 submission acknowledged that H-GO might be an appropriate means of implementing the Local Area Plan at this location. Our principal concern was that neither EBCA nor neighbouring residents had been given sufficient information to assess what the proposed land-use change could actually produce.

EBCA contacted the applicant, Horizon Land Surveys, offered to participate in community outreach and requested basic information about the development concept. We subsequently asked the City to delay consideration of the application until meaningful engagement had occurred and basic information such as proposed height and unit count had been disclosed.

2026

On January 28, 2026, the new developer Circle-YYC proactively contacted EBCA to update us on the project. They said they were working on the conceptual design.

On April 8,2026, Horizon Land Surveyors (the agent for CircleYYC) forwarded a report "Britannia Multi Complex" and asked for a meeting.

On April 23,2026 we met with the Architect and representative form CycleYYC. The project was reviewed in detail. EBCA raised our many concerns. There was no discussion about how to address the concerns, no commitment look into them and a general refusal to change the design.

On July 13, 2026, there was a meeting at the EBCA Hall including representative from the EBCA Development Committee, CirclyYYC, Horizon, and Councillor Schmidt and his staff. As in previous meetings, there was a general refusal to change the design.

2. Scale and Density of the Proposed Development

The concept presented to EBCA proposes **six buildings containing 21 principal dwelling units and 21 secondary suites — 42 rental units in total**.

Three buildings would contain three principal units plus three suites, while three buildings would contain four principal units plus four suites. Building heights are proposed to be approximately 12 metres.

This is substantially more intensive than the type of townhouse redevelopment that residents might reasonably anticipate when hearing that these properties are located on a Neighbourhood Connector.

The secondary suites are particularly significant. Although the proposal can be described as a 21-dwelling development, in practical terms it creates **42 separate rental units and potentially 42 separate households**.

EBCA believes the City's assessment should consider the actual intensity and impacts of the complete development, including the secondary suites, rather than focusing only on the number of principal dwelling units.

3. Double-Row Building Configuration

The concept drawings show six buildings arranged in two rows, with principal buildings extending substantially into the interior/rear portion of the site.

We believe this configuration creates unnecessary impacts on neighbouring residential properties, including building mass, privacy, shadowing and activity adjacent to the rear lane and neighbouring yards.

EBCA has suggested a substantially different approach: **one row of principal buildings oriented toward 48 Avenue and Elbow Drive**, rather than a second row of principal buildings extending into the site.

This would, in our view, better implement the purpose of concentrating additional density along the Neighbourhood Connector while providing a more appropriate transition to the surrounding lower-density residential area.

4. Parking and Vehicle Access

The concept provides **21 parking stalls for 42 rental units**.

There is one stall for each dwelling and no dedicated parking for the 21 secondary suites. Eleven stalls are proposed to be accessed from 48 Avenue and ten from the rear lane.

We recognize that minimum parking requirements are established by the Land Use Bylaw. However, meeting a minimum regulatory requirement does not necessarily demonstrate that the parking arrangement is appropriate for this particular location.

The surrounding streets have existing parking constraints, and the addition of 21 suites without dedicated parking creates a reasonable concern about spillover into surrounding residential streets.

We also question the desirability of creating numerous additional vehicle movements and driveway crossings along 48 Avenue.

EBCA has suggested that parking be accessed from the rear lane and that a lower-density townhouse development provide **one garage for each principal dwelling**.

5. Traffic and Pedestrian Safety

Traffic impacts extend beyond the number of parking stalls.

The rear lane is narrow, and increased traffic raises concerns about visibility and vehicle movements where the lane connects with 8 Street SW and the surrounding road system.

We are particularly concerned about the area around **47 Avenue SW, Imperial Way and 8 Street SW**, including the existing playground zone and pedestrian activity associated with Crescent Park, the preschool, Elboya School and nearby community facilities.

Pedestrian access between the development and transit on Elbow Drive also needs to be considered.

At our April 22, 2026 meeting, we understood that no traffic engineering study had yet been undertaken. We believe the intensity of the proposed development warrants a proper assessment of these issues rather than relying on assumptions about the traffic generated by the development.

6. Infrastructure and Site Servicing

Our concerns are not limited to traffic.

At the April meeting we also understood that engineering studies of the site and proposed development had not yet been completed.

Before approving land use capable of accommodating a development of this intensity, EBCA believes there should be reasonable confirmation that the site and surrounding infrastructure can accommodate it.

In particular, we have requested:

- a stormwater management assessment, including provision for appropriate on-site stormwater storage;
- sanitary sewer and water servicing assessments;
- confirmation that the electrical distribution system can accommodate the development; and
- confirmation that telecommunications infrastructure can accommodate the additional demand.

Where infrastructure upgrades are required specifically because of the development, we believe those costs should be borne by the developer rather than existing residents.

it is inappropriate to approve a Land Use redesignation without first demonstrating the site has the capacity to service the eventual development. Approval of Land Use generally provides some certainty to the owner that their eventual development can be serviced without incurring any additional impact on the community.

7. Trees, Shadowing and Neighbouring Properties

The existing properties contain a number of mature trees. Residents are understandably concerned that intensive redevelopment could result in substantial loss of this tree canopy.

EBCA has requested that mature trees, particularly in public-facing portions of the site, be retained wherever reasonably possible and incorporated into the development design.

We are also concerned about shadowing and privacy impacts on immediately neighbouring properties. These impacts should be demonstrated through appropriate plans and shadow studies rather than left until late in the development process.

8. Certainty About What Will Ultimately Be Built

One of EBCA's most significant concerns throughout this application has been the separation between **land-use approval and the eventual development**.

Residents are now being shown and asked to comment upon a particular six-building concept. However, if a broadly permissive land-use designation is approved, there is no assurance that this is the development that will ultimately be constructed.

Community consultation loses much of its value if residents are consulted about one project but the land-use approval permits a materially different project afterward.

For this reason, EBCA previously suggested consideration of a **Direct Control district tied to agreed plans and development parameters**.

We remain interested in an approval mechanism that provides reasonable certainty that the development ultimately constructed will correspond substantially with the development presented to the community and evaluated by the City.

9. A Development EBCA Could Support

EBCA believes there is an opportunity for a good redevelopment of this important corner.

We have suggested consideration of a **lower-density, high-quality townhouse development**, potentially condominiumized, that would provide opportunities for Britannia residents wishing to downsize and remain within the community.

The principal elements we have suggested are:

- one row of buildings rather than the proposed double-row configuration;
- materially fewer total units;
- elimination of the 21 secondary suites;
- principal homes oriented toward 48 Avenue and Elbow Drive;

- parking primarily or entirely accessed from the rear lane;
- one garage for each dwelling;
- reduced shadowing and privacy impacts;
- retention of significant mature trees; and
- an approval mechanism providing greater certainty regarding the final development.

Such a project could provide **meaningful additional density on a designated corridor while also creating an appropriate transition to the established residential neighbourhood**.

10. EBCA's Request to the City

We respectfully ask Administration not to view this application as a choice between retaining three single-family houses indefinitely and accepting the proposed 42-unit development.

There is considerable room between those two outcomes.

EBCA supports appropriate redevelopment and additional density at this location. However, based on the concept presented to us, we do **not** support the proposed scale and configuration without substantial modification and resolution of the outstanding traffic, parking, servicing and neighbourhood-interface issues.

We therefore ask the City to work with the applicant and EBCA toward a revised proposal that:

1. reduces the overall intensity of the development, particularly the 21 secondary suites;
2. reconsiders the double-row building configuration;
3. improves parking and vehicle access;
4. demonstrates through appropriate technical work that traffic, stormwater and municipal servicing can be satisfactorily accommodated;
5. addresses shadowing, privacy and mature-tree retention;
6. provides a stronger physical transition between the Elbow Drive corridor and surrounding residential properties; and
7. provides sufficient certainty that the development ultimately constructed will substantially correspond to the project reviewed by the community and City.

EBCA remains prepared to work constructively with the applicant and Administration.

Our objective is not to prevent redevelopment. It is to help achieve a development that **adds appropriate housing along the Elbow Drive corridor while respecting its immediate residential context and addressing the practical consequences of the density being proposed**.

Sincerely,

Michael Read

EBCA Development Committee
Director, Planning & Development – Britannia
Elboya Britannia Community Association (EBCA)
development@elboyabritannia.com

September 3, 2026

LOC 2025-0127

4825 Elbow Dr. SW, 808,812 48th Ave. SW

Rationale for M-CGd37 Land Use

Introduction

The Application is located in the Chinook Communities Local Area Plan (the "LAP). This LAP indicates that the Application is within both a Neighbourhood Connector and a Neighbourhood Activity Centre. The location is highly visible from Elbow Drive and should be integrated into the local character of the neighbourhood.

The H-GO Land Use proposed does not fully consider the characteristics of the Application location, nor does it contemplate the Policies that are within the LAP. There is concern; therefore, that the Policies noted in the LAP will not be taken into account in a future Development Permit Application, thus negating the substantial effort that was undertaken to produce the LAP.

By utilizing an M-CGd37 Land Use, the design characteristics of the project can be addressed by the Developer when the Development Permit is submitted for approval. This should ultimately reduce the total amount of time that will be required to circulate and approve a Development Permit and may ultimately lead to Community buy-in to the project, reducing the chances of an appeal of the Development Permit to the Subdivision Development and Appeal Board.

LAP Policies

There are multiple policies within the LAP that are not contemplated in the H-GO Land Use District. The following are excerpts from the LAP along with commentary shown in red which indicates how the current Application is affected by those Policies. It should be noted that none of the Policies noted are within the H-GO Land Use. While all Policies are important, the items highlighted in yellow represent the items which are most relevant to this Application

2.2 Urban Form Categories

2.2.1.4 Neighbourhood Connector and Neighbourhood Local

Site, Building, and Landscape Design

In addition to the plan-wide site, building, and landscape design policies in Section 2.4, the following policies apply:

c. Development in Neighbourhood Connector and Neighbourhood Local areas should:

i. consider the local built form context; The apartment buildings to the south of the project are 2 ½ storeys in height, while there are one and two storey single family dwellings to the west and north of the Application. The Application should consider the front, rear and side yard setbacks to be considered to be in context wit the local built form

ii. be oriented towards the street; The current proposal orients some of the units to 48th Ave. but sides on to Elbow Drive

iii. consider shadowing impacts on neighbouring properties and parks: This is not written into the bylaw. There will likely be shadowing and overlooking impacts on the single-family homes to the west and north of the Application and,

iv. provide access to off-street parking and loading areas from the lane. The current concept has parking access from both 48th Ave. and the lane

e. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:

i. locate amenity spaces along the lane; The current concept does not show amenity spaces along the lane

ii. provide on-site pedestrian routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and there is limited information in the current concept to determine if this requirement has been met.

iii. provide windows with views to the street or lane. Current concept contemplates this, but it is not in bylaw

2.2.1.4.1.1 Neighbourhood Connector

Policy

Land Use

a. Development in Neighbourhood Connector areas should support a higher frequency of units and entrances facing the street.

2.3 Scale Modifiers

2.3.3 Low Scale

Policy

b. Development in Low Scale areas should:

i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,

ii. use variation in building heights, materials, rooflines, and massing to reduce building bulk, avoid long, uninterrupted building frontages, and create architectural interest.

c. Development in Low Scale areas may limit building mass above the street wall to provide separation between adjacent developments and maximize exposure to natural light

2.4 Plan-Wide Policies

2.4.2.1 Site Design

Policy

a. Development should:

i. locate buildings to frame public streets;

ii. limit the area of a site that is dedicated to vehicular movement by minimizing drive aisles, driveway width, and the number of locations where vehicles cross the sidewalk; The current concept shows six new driveway locations along 48th Ave.

iii. locate access and service areas off a lane; There are six driveways accessing 48th Ave.

iv. provide well-defined and direct pedestrian

routes to nearby transit stops and stations, or

adjacent residential areas;

v. identify a hierarchy of pedestrian routes that

connect destinations within and to the site;

vi. provide on-site pedestrian routes that

minimize conflicts with vehicles, particularly

near access and service areas; All six driveways along 48th Ave provide for conflict between vehicles and pedestrians. This road is used by pedestrians to gain access to the local transit stop. There also three existing driveway crossings which also provides for unsafe pedestrian conditions unless those are removed.

vii. position landscaped areas that enhance

and complement the interface between the

building and pedestrian routes;

viii. retain existing, healthy public trees

and landscaping on, or adjacent to,

development sites;

ix. consider retaining existing, healthy private

trees, and landscaping on development sites,

particularly in street-facing setback areas; This is not written into the bylaw

x. design and locate infrastructure in a

manner that minimizes disturbances to

existing public trees;

xi. consider design and site layouts that

accommodate snow storage and removal; and,

xii. maximize permeable surfaces and

enhance greenspace. Permeable surfaces not addressed in the bylaw

b. Where uses are located on the ground floor

along a lane, development should be designed to accommodate on-site pedestrian routes to minimize conflicts with vehicles.

e. Development should support shared-mobility options in proximity to a transit station area and in a manner that minimizes impacts on transit movement or pedestrian activity to transit infrastructure.

f. Development is encouraged to provide secure bicycle parking and other active transportation supportive amenities.

g. Development is encouraged to provide shading and cooling amenities for people on private land, especially at:

i. heavily paved areas and contiguous paved spaces, such as large parking lots and near wide roadways;

ii. high traffic pedestrian and cycling corridors; and,

iii. areas with lower tree canopy coverage

k. Development adjacent to engineered walkways are encouraged to improve the interface with the walkway by supporting passive surveillance, increasing visual permeability, and/or activating the walkway through design strategies such as:

i. orienting building entrances toward the walkway;

ii. providing windows and other transparent façade treatments facing the walkway;

iii. avoiding the use of tall fences and other opaque landscape treatments adjacent to the walkway;

iv. avoiding blank façades facing the walkway; and,

v. providing exterior building lighting adjacent to the walkway.

l. Utility upgrades should be coordinated, when feasible and appropriate, with other infrastructure improvements, particularly along Main Streets, and in transit station areas.

m. Development on streets with public space setbacks should use the setback area to provide an improved public space and create a comfortable and safe pedestrian experience. Design considerations are subject to technical feasibility and may include, but are not limited to:

i. improved sidewalks (width, surface treatment, accessibility);

ii. enhanced landscaping;

iii. street trees that meet the standards for tree planting, including the use of high-quality soil material, sufficient soil volume, and other best practices to support the growth and survival of new trees;

iv. street furniture; and,

v. integration with transit stops.

n. Development is encouraged to reduce impervious surfaces to improve water quality and reduce runoff volume by applying stormwater management practices such as low impact development. The developer and designer have noted that this was not in their site assessment and have provided written commentary to indicate that his would not be determined until the end of the design process. This should be part of the Land Use review process to avoid unnecessary redesign at the end of the design process.

2.4.2.2 Building Design

Policy

a. Development should be designed to:

i. provide a well-defined, continuous pedestrian-scale street wall of a height proportionate to the width of the street and appropriate to the scale and uses of the area to provide a sense of enclosure;

ii. use building articulation to define the street wall and improve the pedestrian experience using varied textures, change in building materials, façade articulation, and setbacks;

iii. differentiate the street wall from upper portions of a building using varied textures, change in materials, façade articulation, and setbacks;

iv. use variation in building heights, rooflines, and massing to reduce building bulk, avoid

long, uninterrupted building frontages, and create architectural interest;

v. reduce the impacts of wind at the ground floor and to optimize sunlight access to the public space, open spaces, and amenity spaces;

vi. integrate mechanical equipment as part of the overall design of the building; and,

vii. use durable and climate resilient building materials.

d. Building frontages on corner parcels should:

i. provide well-marked primary entrances along the higher activity street or at the corner; This would indicate that entrances should be oriented toward Elbow Drive

ii. provide entrances to uses on both street frontages; Entrances should therefore also be provided to Elbow Drive

iii. wrap building features and materials around a building corner; and,

iv. continue public or publicly accessible amenity space around a building corner, where provided.

e. Residential frontages on the ground floor should provide:

i. well-marked, individual entrances for units which face a public street or internal pedestrian route;

ii. windows with views to the street and access to natural light; and,

iii. setbacks that allow for a transition from the public space to residential units that incorporate landscape and design elements or amenity spaces.

f. Development should consider integrating on-site renewable energy generation and/or other alternative energy sources, such as solar photovoltaic systems like rooftop solar and solar walls and/or geothermal heating and cooling.

g. Development is encouraged to incorporate climate mitigation building features, which can include:

iii. integrating electric vehicle charging infrastructure.

h. Development is encouraged to have sufficient electrical capacity and structural stability to allow for electric vehicle charging, rooftop solar installations, and electrical heating and cooling, to enable the installation of these features at time of construction or in the future.

k. Development may require onsite stormwater retention within private land to improve community flooding resiliency. This should be addressed at both the Land Use and Development Permit stage so that designers can understand the implications of storm retention on the design. The current application does not show storm retention and also shows multiple units with primary access points that are below ground level. The designer and developer indicated that they do not contemplate servicing until the end of the design process.

m. Long blank walls are discouraged from facing a street or public sidewalk. Where they are provided,

the visual impact must be mitigated through design measures such as murals, artistic screening and/or facade articulation.

2.4.2.3 Amenity Space

Policy

c. Building façades adjacent to publicly accessible or shared private amenity spaces should:

i. complement the space using high-quality materials;

ii. be of an appropriate scale to support user comfort; and,

iii. provide windows and entrances that offer views to and from the building where it is adjacent to shared or publicly-accessible interior space.

d. Publicly-accessible and shared private amenity spaces should:

i. be adequately sized to accommodate the anticipated number of users;

ii. be flexible and adaptable to a variety of activities and programming;

iii. include lighting and furniture;

iv. consider sunlight and shade access; and,

v. provide weather protection to support year-round use.

e. Private amenity spaces should:

i. be adequately sized to accommodate furniture;

ii. consider both sunlight and shade access; and,

iii. provide weather protection to support

year-round use.

2.4.2.4 Landscape Design

Policy

a. Landscaped areas should:

i. provide a transition from the public space;

ii. enhance and complement the interface

between the building and the public space;

iii. incorporate existing, healthy trees,

and landscaping; Only one tree is contemplated to be retained in the current concept.

2.5.5 Activity Centres

2.5.5.2 Neighbourhood Activity Centres

Neighbourhood Activity Centres, identified on Map 2: Community Characteristics and Attributes, are small mixed-use areas with local catchment businesses that offer a broad range of community activities, amenities, and services within the Plan area. These Activity Centres are walkable destinations for local communities and serve as gathering spaces for social interaction while providing opportunities for local jobs and supporting moderate intensification. The Britannia Plaza Neighbourhood Activity Centre is identified on Figure 12 and the Mission Road SW Neighbourhood Activity Centre is identified on Figure 13.

Policy

a. When adjacent to a Main Street, the development

in a Neighbourhood Activity Centre should support

continuous public space connecting the two areas.

b. Public space improvements as part of

new development in Neighbourhood Activity

Centres should:

i. include sidewalks that exceed minimum width standards;

ii. provide public and private street trees to support an expanded canopy;

iii. use enhanced landscaping to delineate public spaces;

iv. consider green stormwater infrastructure;

v. include publicly-accessible amenity spaces;

vi. consider innovative weather protection elements along internal high-volume pedestrian routes;

vii. include high-quality street furniture and pedestrian-scaled lighting;

viii. implement traffic calming measures; and,

ix. consolidate driveways.

Development should create a well-defined street wall to support a human-scaled street environment in Neighbourhood Activity Centre areas. Design strategies may include, but are not limited to:

i. building stepbacks at or below the fourth storey;

ii. overall reduction of building mass at or above the fourth storey;

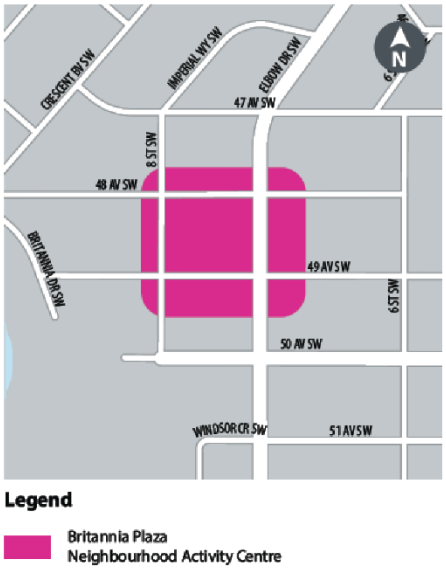
iii. building articulation using building materials, massing and projections; and,

iv. street furniture, awnings, and lighting

along the street wall to enhance

pedestrian experience.

Figure 12: Britannia Plaza Neighbourhood Activity Centre



2.5.6 Community Corridors

Community corridors are pedestrian-focused streets that are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors are higher classification streets that connect other growth areas including Main Streets, Activity Areas and transit station areas.

Community corridors serve as important links connecting services, amenities, and communities to one another. Community corridors in the Chinook Communities are identified on Map 2: Community Characteristics and Attributes and include Elbow Drive SW.

Policy

a. Development along community corridors should

be designed to:

i. front buildings onto the community corridor; This would indicate that buildings should front onto Elbow Drive.

ii. contribute to and improve mobility

connections across the streets to transit stops

and into adjacent communities;

Figure 14: Elbow Drive SW Community Corridor



2.6 Mobility

2.6.1 Pedestrian

Policy

a. Pedestrian routes should:

i. be universally accessible and provided on both

sides of the road;

ii. be wide enough for the anticipated volume of pedestrians based on the street function and context and at minimum allow pedestrians to pass one another both on foot and using accessibility aids;

iii. provide continuous, unobstructed paths of travel with reduced conflicts/crossings with vehicular access and driveways;

iv. incorporate streetscape elements, including wayfinding signage;

v. be well-lit; and,

vi. be designed to accommodate year-round use and maintenance.

2.6.3 Transit

Policy

e. Development located adjacent to transit stops is encouraged to seamlessly integrate with these stops by providing on-site transit amenities or shelters.

2.6.5 Street Network

Policy

a. Streets in residential or commercial areas should be designed to be safe, accessible and inclusive of all mobility users by incorporating:

i. pedestrian routes;

ii. cycling infrastructure;

iii. infrastructure that improves the efficiency of

transit service along primary transit network corridors; and,

iv. other improvements and upgrades, where identified elsewhere in the Plan or other applicable City policy or strategy.

b. Corner cuts are encouraged where a lane intersects a street to improve safety and to accommodate vehicle turning movements. This is not shown in the current concept

3.2.4 Mobility and Housing Choices

Elbow Drive SW

Elbow Drive SW is an important north-south corridor through the Plan area that links the communities of Britannia, Elboya, Windsor Park, Bel-Aire, Mayfair, and Meadowlark Park together. Elbow Drive SW further connects these communities to key areas outside he Plan area by providing direct access to Mission and the downtown core to the north and Fish Creek Provincial Park to the south. Map 2: Community Characteristics and Attributes shows Elbow Drive SW as community corridor.

b. To improve pedestrian spaces, cycling connectivity, and transit infrastructure, design for this mobility corridor should:

i. provide traffic calming measures that focus on reducing vehicle speed and enhanced pedestrian safety; This should also include the intersection of Imperial Way/ 8th St/47th Ave. as this route will be utilized by the residents of the project to gain access to Elbow Drive at a lighted intersection.

ii. enhance public space around transit stops that ensures accessibility;

iii. explore improved safety measures for at grade pedestrian crossings along Elbow Drive SW, particularly near Britannia Plaza and 61 Avenue SW;

iv. protect existing mature trees and their canopy, and include additional trees and landscaping along the corridor; and, This is not shown in the bylaw and several existing trees along Elbow Drive and within the site will be removed

v. explore new dedicated cycling infrastructure along Elbow Dive SW, such as multi-use pathway or cycletrack, throughout the Plan area from Glenmore Trail SW to the Elbow River and beyond to include connections further north and south.

Parking

It appears from the LAP that access to parking garages should be located off the lane. The Development Permit should indicate that parking garages should be located in this configuration.

Secondary Suites

Secondary suites should only be for the benefit of the primary unit occupant. Secondary suites must be part of and secondary to the principal dwelling unit. Renting secondary suites by the owner of the building and not the occupant of the principal dwelling unit is contrary to the principles of the definition of a Secondary Suite.

Servicing

A full servicing analysis of the sanitary, water and stormwater provisions required to service the site should be undertaken at the Land Use stage. Additionally, electrical, gas and

telecommunications utilities should be analyzed to confirm that there is capacity in the system to provide servicing to the site without affecting the existing community.

Transportation

Prior to Land Use approval, the applicant should be requested to undertake a Transportation Impact Analysis to determine the capacity of the affected intersections, roadways and any other mobility corridors. The analysis should indicate the capacity of the mobility infrastructure and show that the Developer responsibilities for any upgrades required to service the project.

Site Planning

From a site planning standpoint, it would be preferable to have principal buildings facing the street with parking garages located in the rear. This would assist in placing vehicular traffic on the lane and pedestrian traffic on the street.

Request

It is requested that the City of Calgary consider a Land Use application of M-CGd37 which takes into account the matters contemplated in the LAP as well as the other matters noted above. By doing so, the Applicant and the Community will have clarity as to the requirements for an eventual Development Permit and will also know the infrastructure required to handle the additional density being proposed for the project.

PROPOSED

CPC2026-0834
ATTACHMENT 5

BYLAW NUMBER 120D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0127/CPC2026-0834)

* *

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 _____

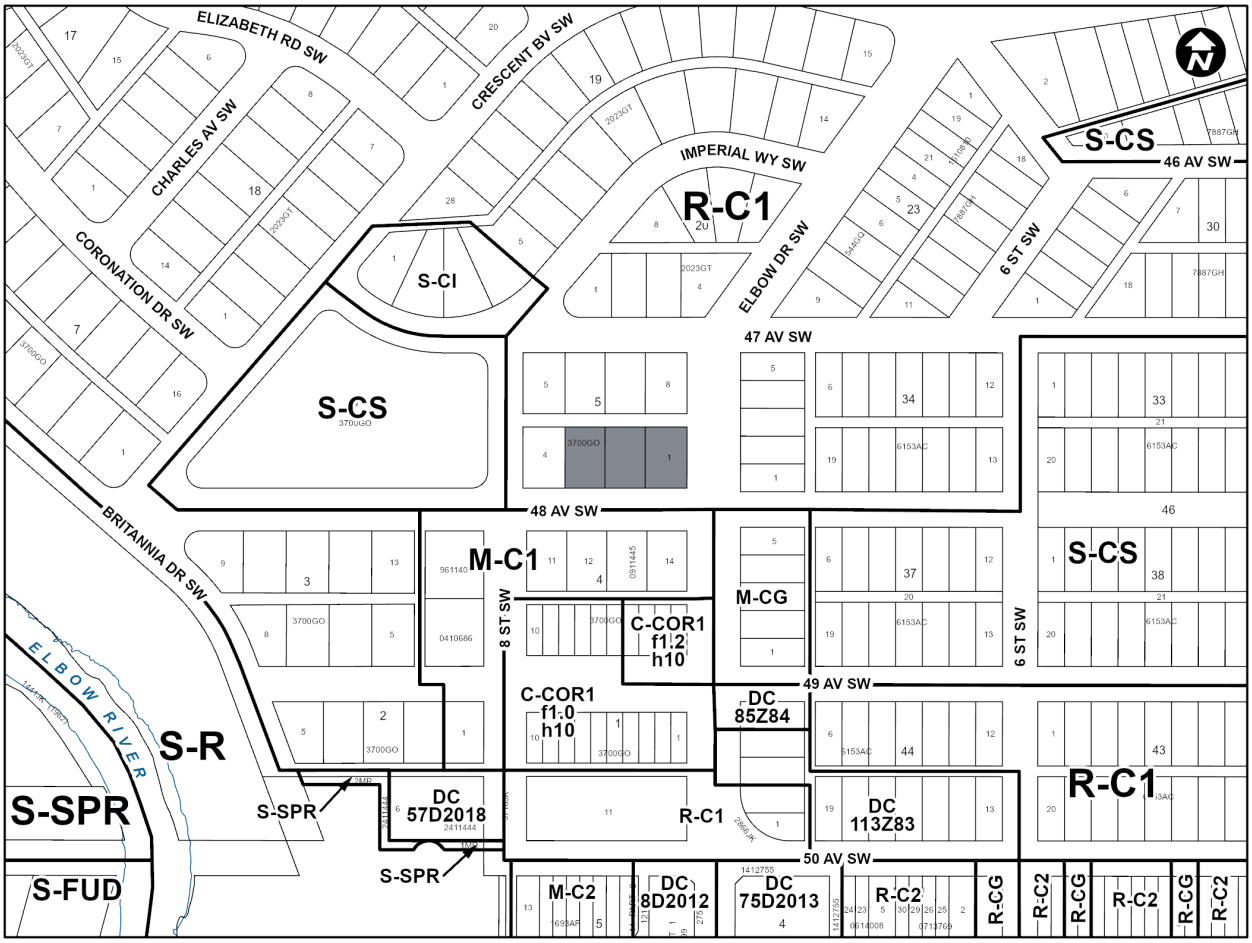
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0127/CPC2026-0834
BYLAW NUMBER 120D2026

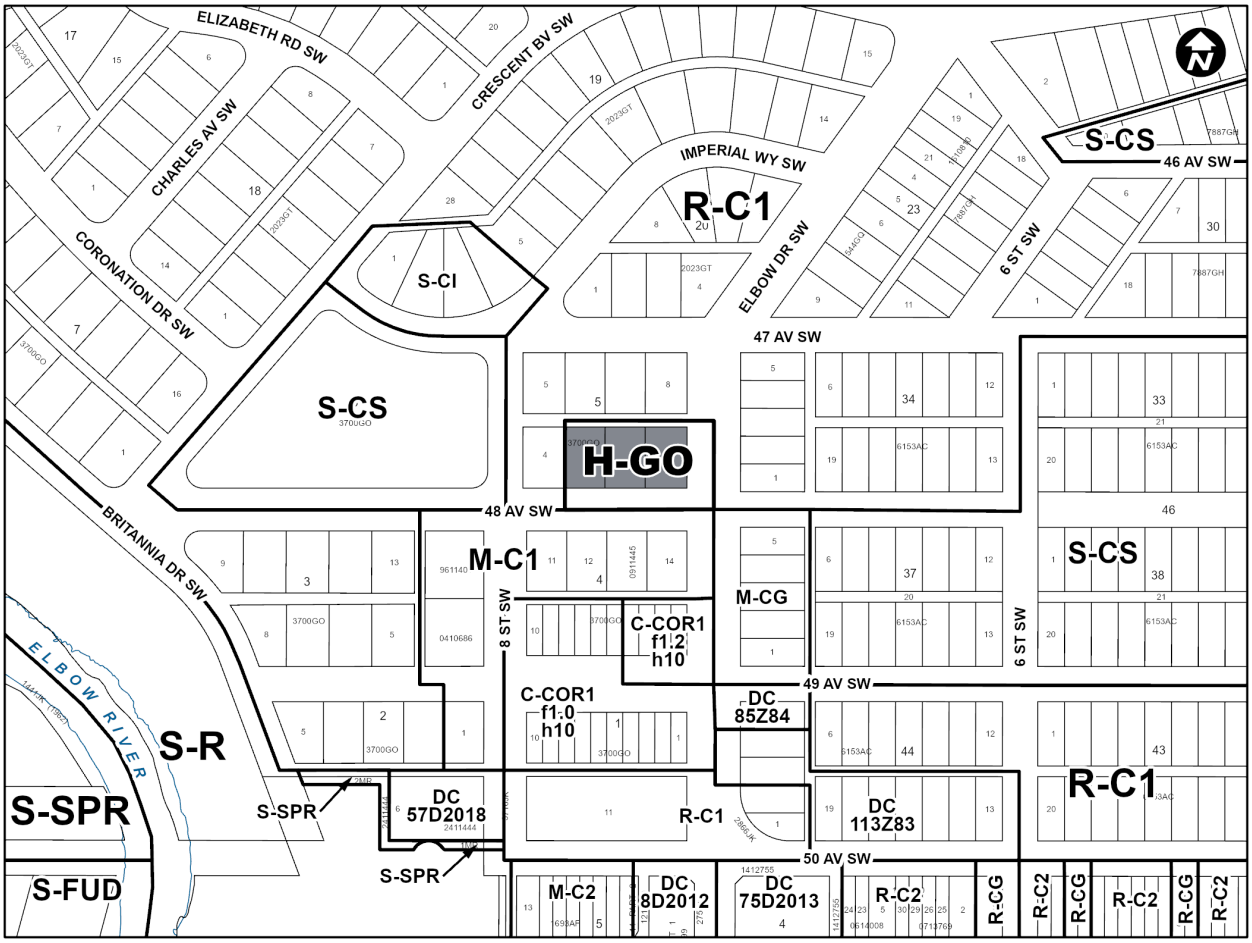
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0127/CPC2026-0834
BYLAW NUMBER 120D2026

SCHEDULE B



Land Use Amendment in Killarney/Glengarry (Ward 8) at 3232 – 30 Street SW LOC2025-0244

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.10 hectares ± (0.24 acres ±) located at 3232 – 30 Street SW (Plan 978GN, Block 3C, Lot 17) from Direct Control (DC) District to Multi-Residential – Contextual Low Profile (M-C1) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 10:

That Council give three readings to the **Proposed Bylaw 117D2026** for the redesignation of 0.10 hectares ± (0.24 acres ±) located at 3232 – 30 Street SW (Plan 978GN, Block 3C, Lot 17) from Direct Control (DC) District to Multi-Residential – Contextual Low Profile (M-C1) District.

HIGHLIGHTS

- This application seeks to redesignate the subject parcel to allow for contextual multi-residential development in an inner-city neighbourhood.
- The proposal allows for multi-residential development near transit, recreational and commercial amenities. It aligns 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 proposal would accommodate additional residential uses within a developed inner-city community and allow for more efficient use of existing infrastructure.
- Why does this matter? The proposal would allow for a broader range of residential uses in the community and greater density on a site that is well-served by transit.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding the proposal.

DISCUSSION

This application, located in the southwest community of Killarney/Glengarry, was submitted by Prime Design Solutions on behalf of the landowner, Central Western Holdings Inc., on 2025 December 16. As noted in the Applicant Submission (Attachment 2), the intent is to provide for multi-residential development near transit, open space and commercial amenities. The existing Direct Control (DC) District (Bylaw 29Z91) is based on the R-2 Residential Low Density District of the previous Land Use Bylaw 2P80. This District allows for a maximum building height of 10 metres for low-density residential uses in the form of single detached, semi-detached and duplex dwellings. The applicant is seeking to redesignate to facilitate additional housing on the site in the form of a rowhouse development that is more appropriate in scale to the site's location and the direction of the local area policy. No development permit has been submitted at this time.

Land Use Amendment in Killarney/Glengarry (Ward 8) at 3232 – 30 Street SW LOC2025-0244

The approximately 0.10 hectare (0.24 acre) site is situated at the corner of 30 Street SW and Richmond Road SW. The site is well-served by Calgary Transit and is located approximately 220 metres (a four-minute walk) north of the nearest bus stop (Route 22 – Richmond Rd SW) on Sarcee Road. Surrounding development is characterized by a mix of single detached dwellings, semi-detached dwellings and rowhouse buildings. Nearby amenities include Killarney School, neighbourhood-scale commercial developments on 26 Avenue SW and Richmond Road SW, the Killarney/Glengarry Community Association and Richmond Green Park.

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

ENGAGEMENT AND COMMUNICATION

☒ Outreach was undertaken by the Applicant

☒ Public/interested parties were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant reached out to the Killarney/Glengarry Community Association (CA) and the Ward 8 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 did not receive comments from the Killarney/Glengarry CA and received 57 letters from the public that were in opposition of the application and two that were neither in opposition nor support of the application. The letters of opposition expressed concerns about density, parking, community character, traffic Impacts, shadowing and offsite impacts (noise and construction air pollution). The letters were primarily concerned that the site might be developed to the maximum height and density allowed in the proposed land use district. The applicant provided a concept plan (indicating five dwelling units) that demonstrated the site constraints and requirements (parking, amenity space, access, etc.) that would limit its developability to much less than the maximum density the land use allows.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposed land use is in alignment with statutory policy guidance for the site regarding density, height and location. The building and site design, traffic safety and on-site parking considerations will be reviewed and determined as part of the review of the future development permit.

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.

Land Use Amendment in Killarney/Glengarry (Ward 8) at 3232 – 30 Street SW LOC2025-0244

IMPLICATIONS

Social
The proposal provides for diversification of housing choice available in proximity to amenities and services in the Killarney/Glengarry 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 the development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Economic
This application enables a more efficient use of land as well as existing infrastructure, services, and amenities in the surrounding 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 117D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is a single lot located at the southern edge of the Killarney/Glengarry community. The site is an irregular triangular shape and located at the corner of 30 Street SW and Richmond Road SW, with vehicular access from a rear lane to the east. The site is 0.10 hectares (0.24 acres) in size, measuring approximately 45 metres deep and 31 metres wide along the 30 Street SW frontage, narrowing to 10 metres wide at the eastern edge abutting the lane. It is currently developed with a single-storey bungalow and garage.

Surrounding development is characterized by a mix of residential development that is one to two storeys in height. The site is 550 metres (an eight-minute walk) southeast of Killarney School/ Gladmere Baseball field and the Killarney Glengarry Community Association (KGCA) amenity space. It is 750 metres (an 11-minute walk) east of the Holy Name School and 900 metres (a 14-minute walk) northeast of A.E. Cross School. The site is also 700 metres (a 10-minute walk) northeast of Rutland Park and 750 metres (a 10-minute walk) west of a park / playground community reserve area. It is 800 metres (an 11-minute walk) west of large open recreation spaces including the Currie Reservoir Disc Golf Course park/ baseball diamond/ and Richmond Green tennis courts.

The site is also located in close proximity to a number of transit options including bus stops for the Route 22 (Richmond Rd SW) at approximately 220 metres (a four-minute walk) away off 32 Avenue SW to the southeast of the site, Route 66 (Lakeview) at approximately 400 metres (a seven-minute walk) to the south of the site off Sarcee Road, and bus stops for Route 09 Dalhousie Station located to the northeast at approximately 850m (a 13-minute walk) off 37 Street SW.

Community Peak Population Table

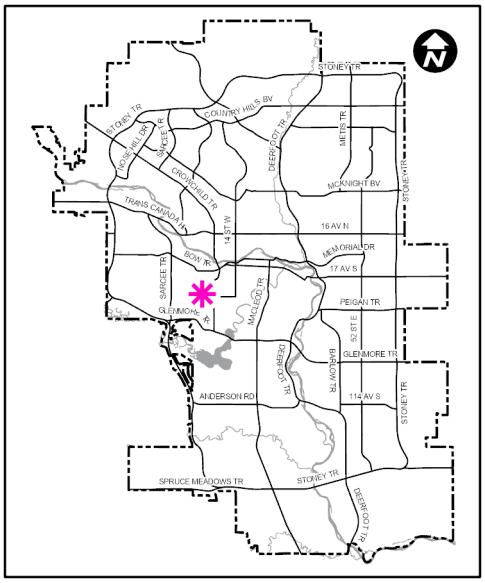
As identified below, the community of Killarney/ Glengarry reached its peak population in 2019.

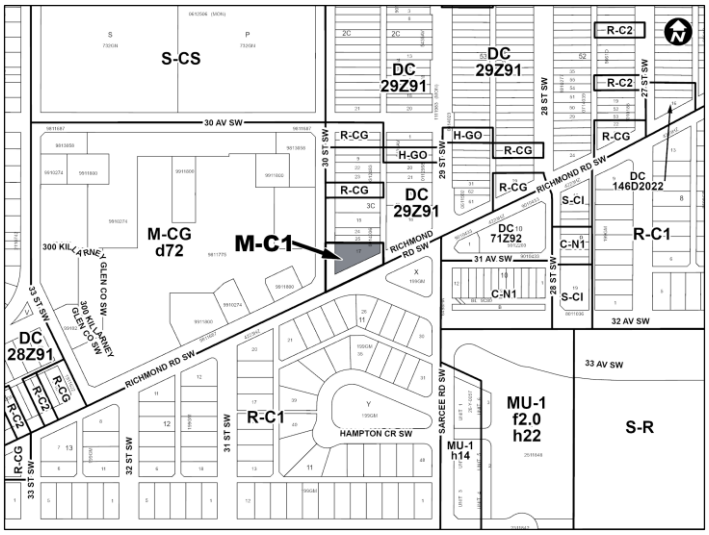
Killarney/ Glengarry	
Peak Population Year	2019
Peak Population	7685
2019 Current Population	7685
Difference in Population (Number)	0
Difference in Population (Percent)	0%

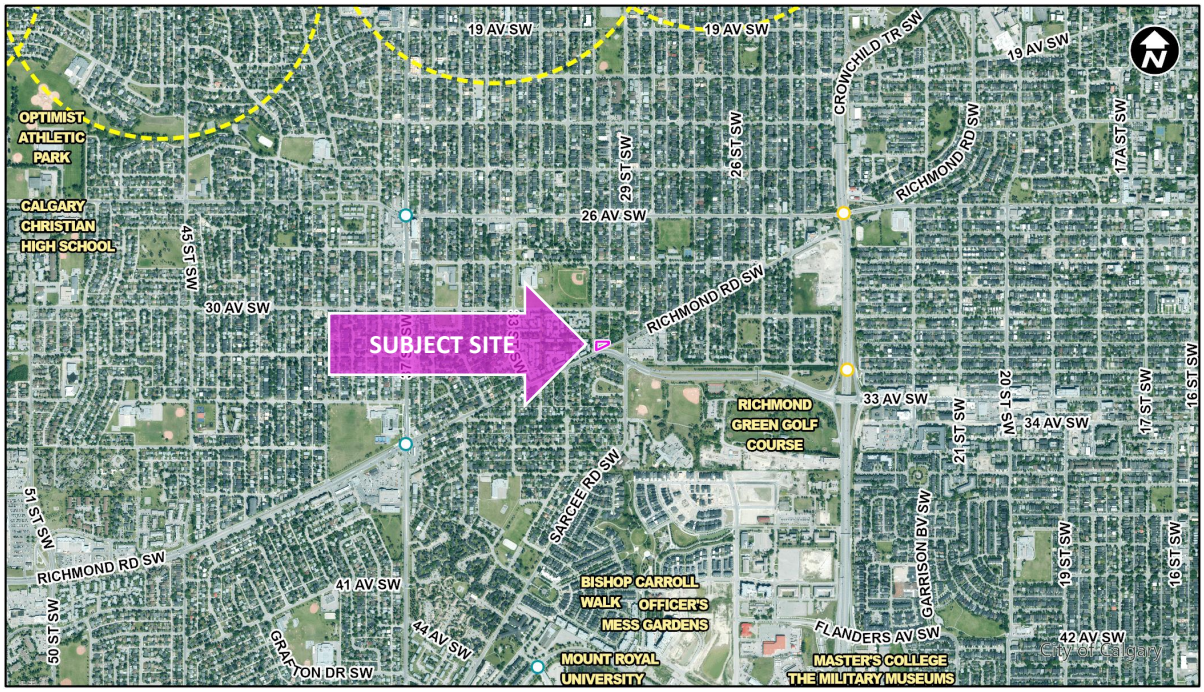
Source: *The City of Calgary 2019 Civic Census*

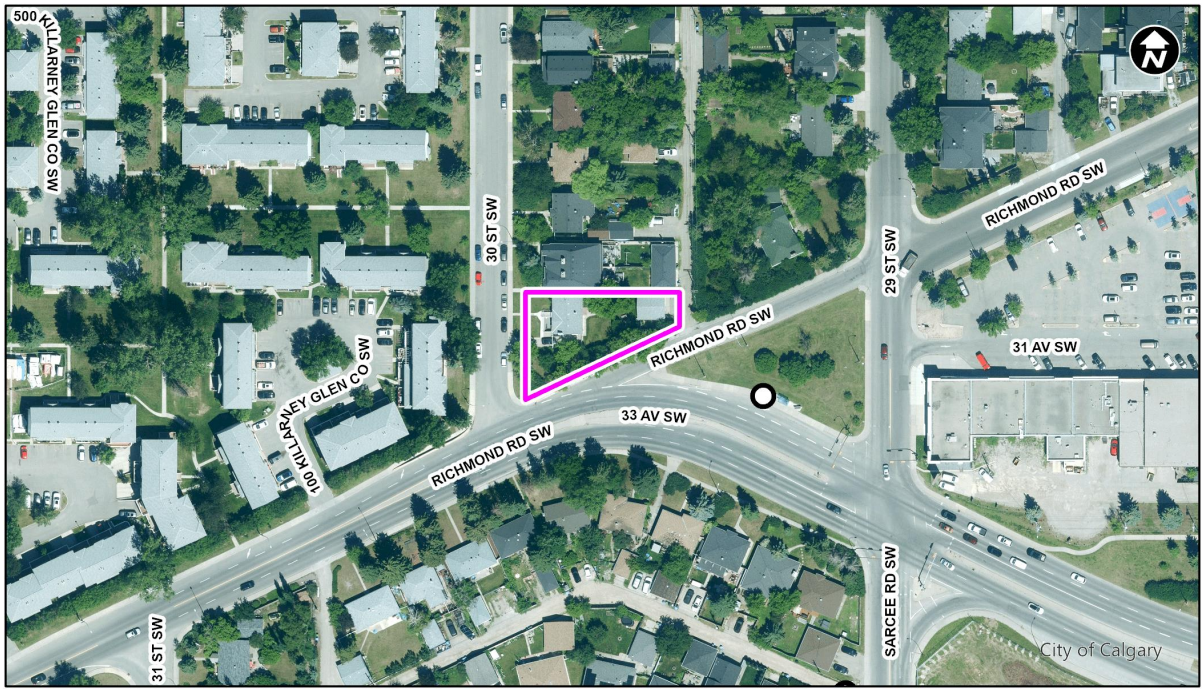
Additional demographic and socio-economic information may be obtained online through the Killarney/Glengarry Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing Direct Control (DC) District (Bylaw 29Z91) comprises the rules of section 20 of the former Land Use Bylaw 2P80 and the Permitted and Discretionary Use Rules of the R-2 Residential Low-Density District. This allows for a maximum building height of 10 metres and allows for low-density residential uses in the form of single detached, semi-detached and duplex dwellings allowing up to two dwelling units.

The proposed Multi-Residential – Contextual Low Profile (M-C1) District allows a maximum building height of 14 metres (up to three storeys), which is an increase from the current maximum of 10.0 metres or approximately two storeys. This is in accordance with the direction of LAP, which sets a maximum building height of four storeys for this area and supports a broad mix of housing types under the Neighbourhood Connector category. The M-C1 District allows for a maximum density of 148 units per hectare, which would result in a maximum of 14 units for this parcel. The proposed M-C1 district is intended to apply to the Developed Area. It will typically have higher numbers of residential units than low density residential development and requires landscaping and other mitigating measures to screen and buffer impacts on residents or nearby parcels.

The applicant initially planned a higher density development than currently proposed, however following receipt of community concern in their initial investigations, the developer decided to modify the proposal to reduce the unit count. The proposed M-C1 District represents an appropriate balance between accommodating additional housing opportunities and maintaining compatibility with the surrounding low-rise residential context. Other multi-

residential districts had specific purpose statements that were not an ideal fit for this irregular parcel configuration. For example, the Multi-Residential – Contextual Grade-Oriented (M-CG) District is suited primarily for grade-oriented housing forms. The M-C1 District provides greater flexibility to accommodate a broader range of low-profile multi-residential housing while still retaining contextual controls respecting adjacent development. This is important in the later stages of the development permit stage where detailed design may require flexibility on this large but irregularly shaped parcel.

Development and Site Design
If this application is approved by Council, the rules of the M-C1 District would provide guidance for the design of the development, including appropriate building height and massing. No development permit has been submitted at this time. Additional items that will also be considered through any future development permit will include but are not limited to providing appropriate pedestrian interfaces and the accommodation of vehicle parking.

Transportation
The site is served by a variety of mobility options that include several bus routes, as well as strong vehicular and pedestrian access routes. The nearest bus stop is for the Route 22 (Richmon Rd SW) at approximately 220 metres (a four-minute walk) off 32 Avenue SW to the southeast of the site. In addition, Route 66 (Lakeview) is approximately 400 metres (a seven-minute walk) to the south of the site off Sarcee Road, and bus stops for Route 9 Dalhousie Station are located to the northeast at approximately 850 metres (a 13-minute walk) off 37 Street SW. Pedestrian access to the site is from sidewalks adjacent to the site along Richmond Road SW and 30 Street SW. On-street parking is available on 30 Street SW. Vehicular access to the site is via the rear lane at the site's eastern edge.

Environmental Site Considerations
There are no known outstanding environmental concerns associated with the site. Given the year of construction of the existing building and its addition (circa 1954), there is a potential for asbestos-containing materials (ACMs) to be present. This issue would need to be identified and resolved at later stages of the permitting process.

Utilities and Servicing
Public water, sanitary and storm utilities are available. Specific details of site servicing, stormwater management and waste and recycling management will be reviewed in detail through the future development permit application.

Legislation and Policy

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

Municipal Development Plan (Statutory – 2009)
The *Municipal Development Plan* (MDP) identifies the site as part of the Developed Area - Inner City area on the Urban Structure Map (Map 1). The proposal is consistent with the policies from the MDP found in Sections 2.2, Shaping a More Compact Urban Form and 3.5.2 Developed Residential Area – Inner City Area. The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit and deliver small and incremental benefits to climate resilience. These policies generally support the proposed form of moderate intensification within

the Inner City to make more efficient use of existing infrastructure, public amenities, and transit. This delivers small and incremental benefits to climate resilience. At development permit stage key test of the suitability of the development is how the design responds to the surrounding context of the site and adjacent residential developments. As such, the proposed land use is in alignment with the applicable policies in the MDP.

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

The Westbrook Communities Local Area Plan (Statutory – 2025)
The *Westbrook Communities Local Area Plan* (LAP) identifies the subject site in Map 3: Urban Form as being part of the Neighborhood Connector Urban Form category. Neighbourhood Connector areas are intended to accommodate primarily residential uses and support a broad range and mix of housing types, unit structures and forms. Development in Neighbourhood Connector areas should consider the local built form context, consider shadowing impacts on neighbouring properties, provide access to off-street parking and loading areas from the lane, where possible and support a higher frequency of units facing the street. Map 4: Building Scale identifies the site within the Low – Modified category which allows for developments that are four storeys or less. The maximum building height of the proposed M-C1 District is in alignment with the LAP's direction on building scale.

The proposed land use amendment is in alignment with the applicable policies of the LAP.

Applicant Submission

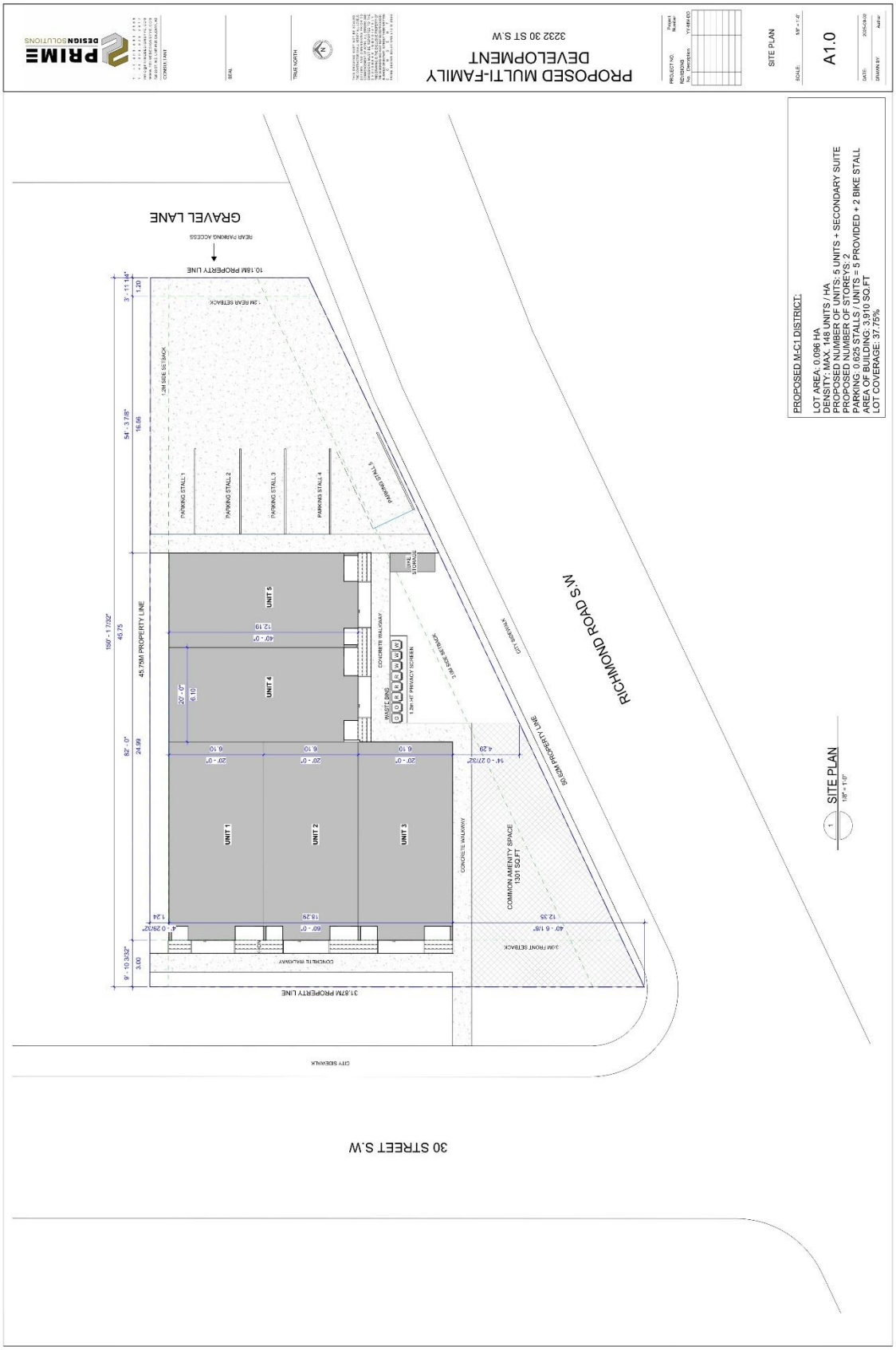
Company Name (if applicable):
PRIME DESIGN SOLUTIONS LTD

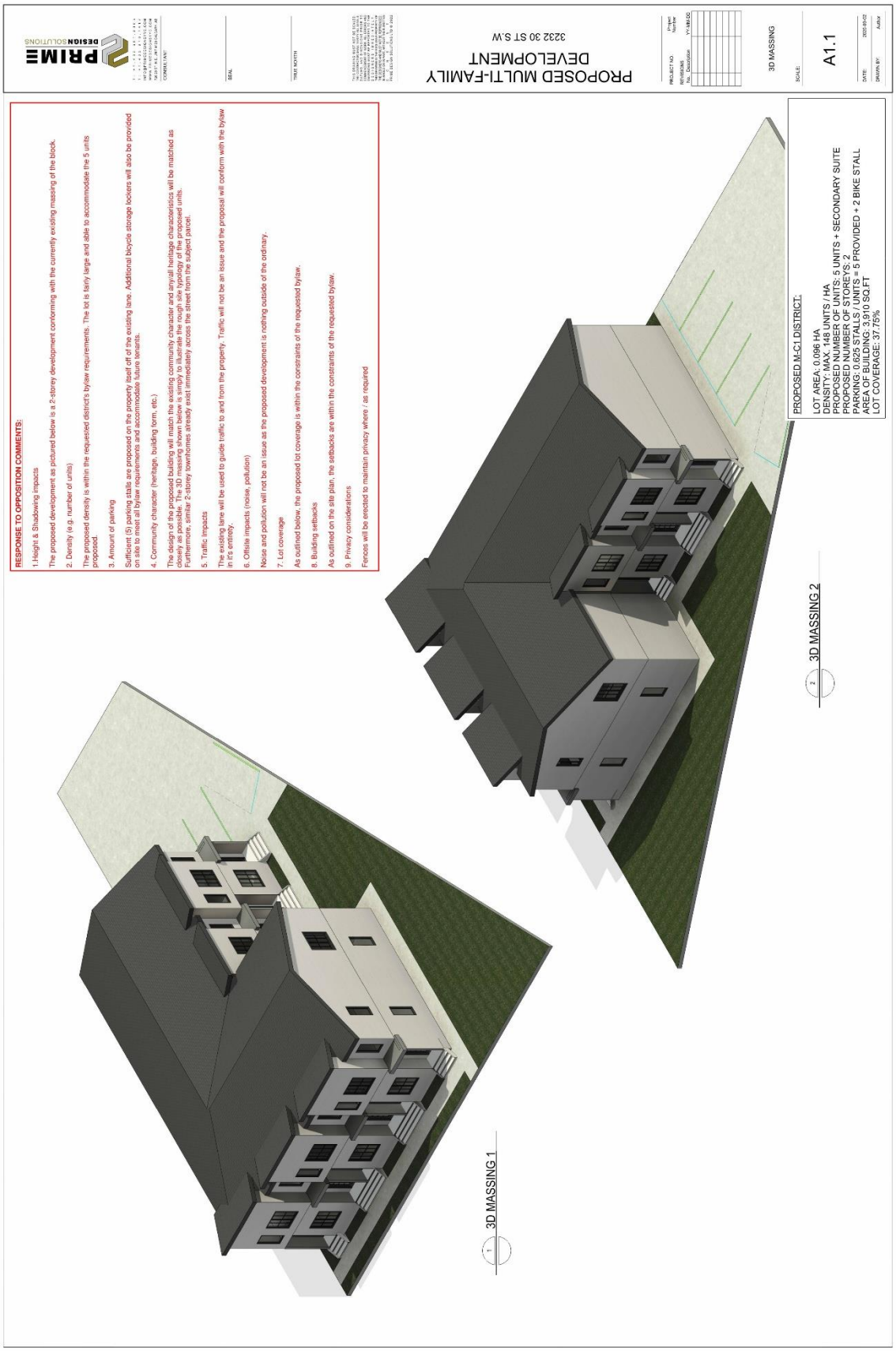
LOC Number (office use only):

Applicant's Name:
MUSA RAIMI

Date:
2025-12-10

The proposed land use re-designation at 3232 30 SW Calgary will enable additional dwelling units, advancing affordable housing goals and diversifying options for residents. By intensifying residential use, the lot makes efficient use of existing infrastructure and aligns with Calgary's sustainable growth policies. New units will revitalize the neighborhood, supporting local businesses and fostering inclusivity. The re-designation allows for varied housing types to meet the needs of families, seniors, and individuals. Consistent with the Municipal Development Plan, it promotes infill development, reduces sprawl, and builds complete communities. Existing transit and utilities can accommodate the modest density increase without strain.


PROPOSED MULTI-FAMILY DEVELOPMENT
3232 30 ST S.W
SITE PLAN
A1.0
PROPOSED M-C1 DISTRICT:
LOT AREA: 0.096 HA
DENSITY: MAX. 148 UNITS / HA
PROPOSED NUMBER OF UNITS: 5 UNITS + SECONDARY SUITE
PROPOSED NUMBER OF STOREYS: 2
PARKING: 0.825 STALLS / UNITS = 5 PROVIDED + 2 BIKE STALL
AREA OF BUILDING: 3,910 SQ.FT
LOT COVERAGE: 37.75%
GRAVEL LANE
REAR PARKING ACCESS
10.18M PROPERTY LINE
7.2M REAR SETBACK
1.2M SIDE SETBACK
PARKING STALL 1
PARKING STALL 2
PARKING STALL 3
PARKING STALL 4
PARKING STALL 5
UNIT STORAGE
UNIT 5
UNIT 4
UNIT 1
UNIT 2
UNIT 3
CONCRETE WALKWAY
WASTE BINS
1.8m HT PRIVACY SCREEN
45.75M PROPERTY LINE
RICHMOND ROAD S.W
CITY SIDEWALK
30.63M PROPERTY LINE
COMMON AMENITY SPACE
1301 SQ.FT
3.0M FRONT SETBACK
31.87M PROPERTY LINE
CITY SIDEWALK
30 STREET S.W
SITE PLAN


RESPONSE TO OPPOSITION COMMENTS:
1.Height & Shadowing impacts
The proposed development as pictured below is a 2-storey development conforming with the currently existing massing of the block.
2. Density (e.g. number of units)
The proposed density is within the requested district's bylaw requirements. The lot is fairly large and able to accommodate the 5 units proposed.
3. Amount of parking
Sufficient (5) parking stalls are proposed on the property itself off of the existing lane. Additional bicycle storage lockers will also be provided on site to meet all bylaw requirements and accommodate future tenants.
4. Community character (heritage, building form, etc.)
The design of the proposed building will match the existing community character and any/all heritage characteristics will be matched as closely as possible. The 2D context drawing below shows how the proposed development will match the existing context. Furthermore, similar 2-storey townhomes already exist immediately across the street from the subject parcel.
5. Traffic Impacts
The existing lane will be used to guide traffic to and from the property. Traffic will not be an issue and the proposal will conform with the bylaw in it's entirety.
6. Offsite impacts (noise, pollution)
Noise and pollution will not be an issue as the proposed development is nothing outside of the ordinary.
7. Lot coverage
As outlined below, the proposed lot coverage is within the constraints of the requested bylaw.
8. Building setbacks
As outlined on the site plan, the setbacks are within the constraints of this requested bylaw.
9. Privacy considerations
Fences will be erected to maintain privacy where / as required
PROPOSED M-C1 DISTRICT:
LOT AREA: 0.096 HA
DENSITY: MAX. 148 UNITS / HA
PROPOSED NUMBER OF UNITS: 5 UNITS + SECONDARY SUITE
PROPOSED NUMBER OF STOREYS: 2
PARKING: 0.625 STALLS / UNITS = 5 PROVIDED + 2 BIKE STALL
AREA OF BUILDING: 3,910 SQ.FT
LOT COVERAGE: 37.75%
3D MASSING 2
3D MASSING 1
PROPOSED MULTI-FAMILY DEVELOPMENT
3232 30 ST S.W
3D MASSING
A1.1
PRIME DESIGN SOLUTIONS

Applicant Outreach Summary

2026 May 28

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 3232 30 St 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)

We conducted door-to-door public outreach to the surrounding properties, including the four adjacent residences to the east, two properties across the street to the front, and two properties to the rear. Project notices and details were delivered directly to each residence to inform occupants of the proposed development and zoning change.

Affected Parties

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

All neighbouring properties directly to the front, rear and side of the property. Total of 8 households.

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.

Outreach participants identified parking and traffic circulation as key areas of interest. Concerns focused on avoiding spillover street parking and minimizing traffic congestion. In response, the project is designed to accommodate parking on site and provide a one-way in/one-way out access configuration.

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 process did not generate any comments, concerns, or alternative ideas from surrounding properties. In the absence of identified issues, the project has proceeded as proposed, with the design and zoning request remaining unchanged.

How did you close the loop ?

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

Outreach outcomes and final project details were shared with the same surrounding properties that were included in the initial outreach. Updated written notices summarizing the proposed development, zoning request, and next steps in the review process were distributed to the neighbouring residences. No formal responses were received at the time of distribution.

calgary.ca/planningoutreach

PROPOSED

CPC2026-0761
ATTACHMENT 4

BYLAW NUMBER 117D2026

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2025-0244/CPC2026-0761)**

* *

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 _____

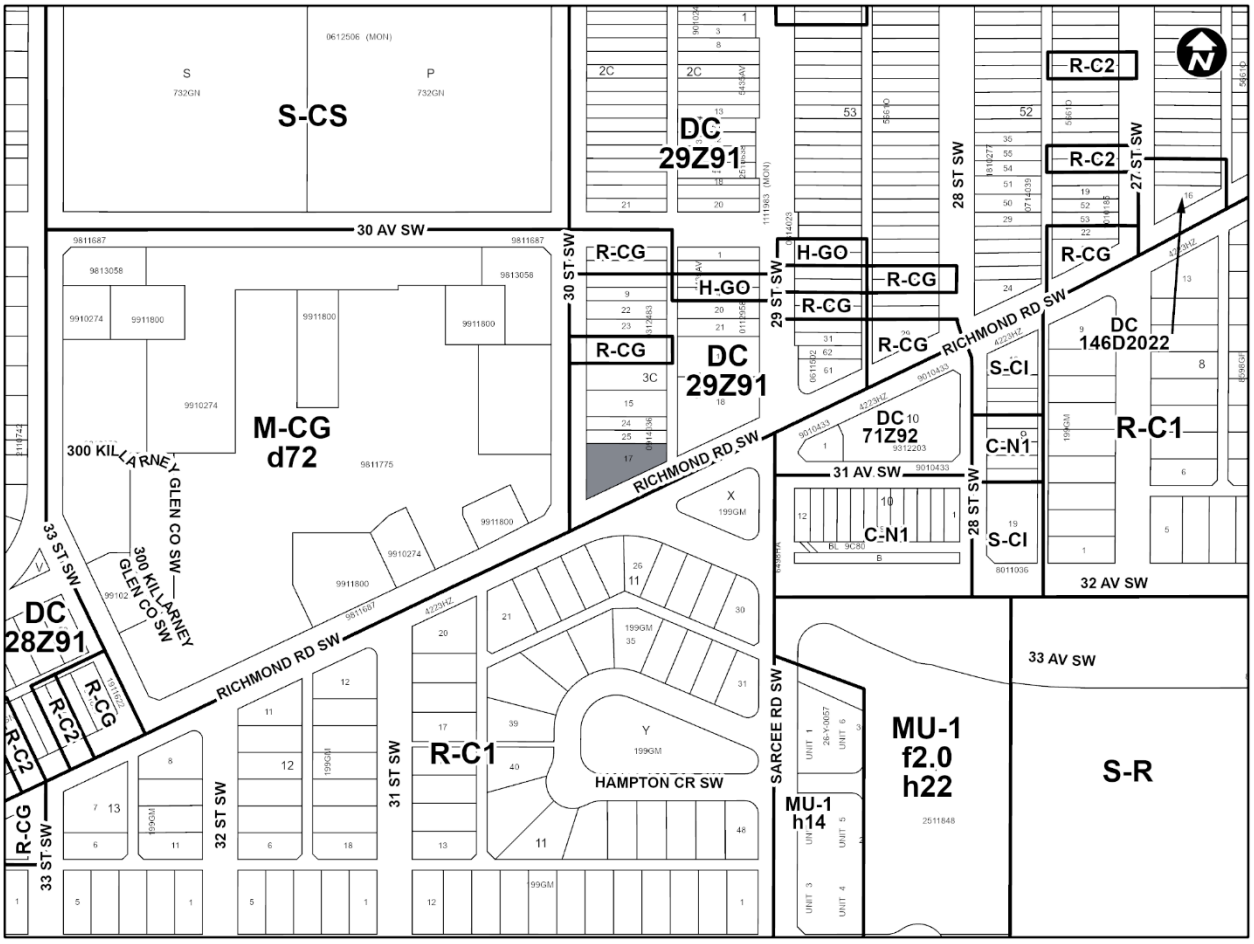
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0244/CPC2026-0761
BYLAW NUMBER 117D2026

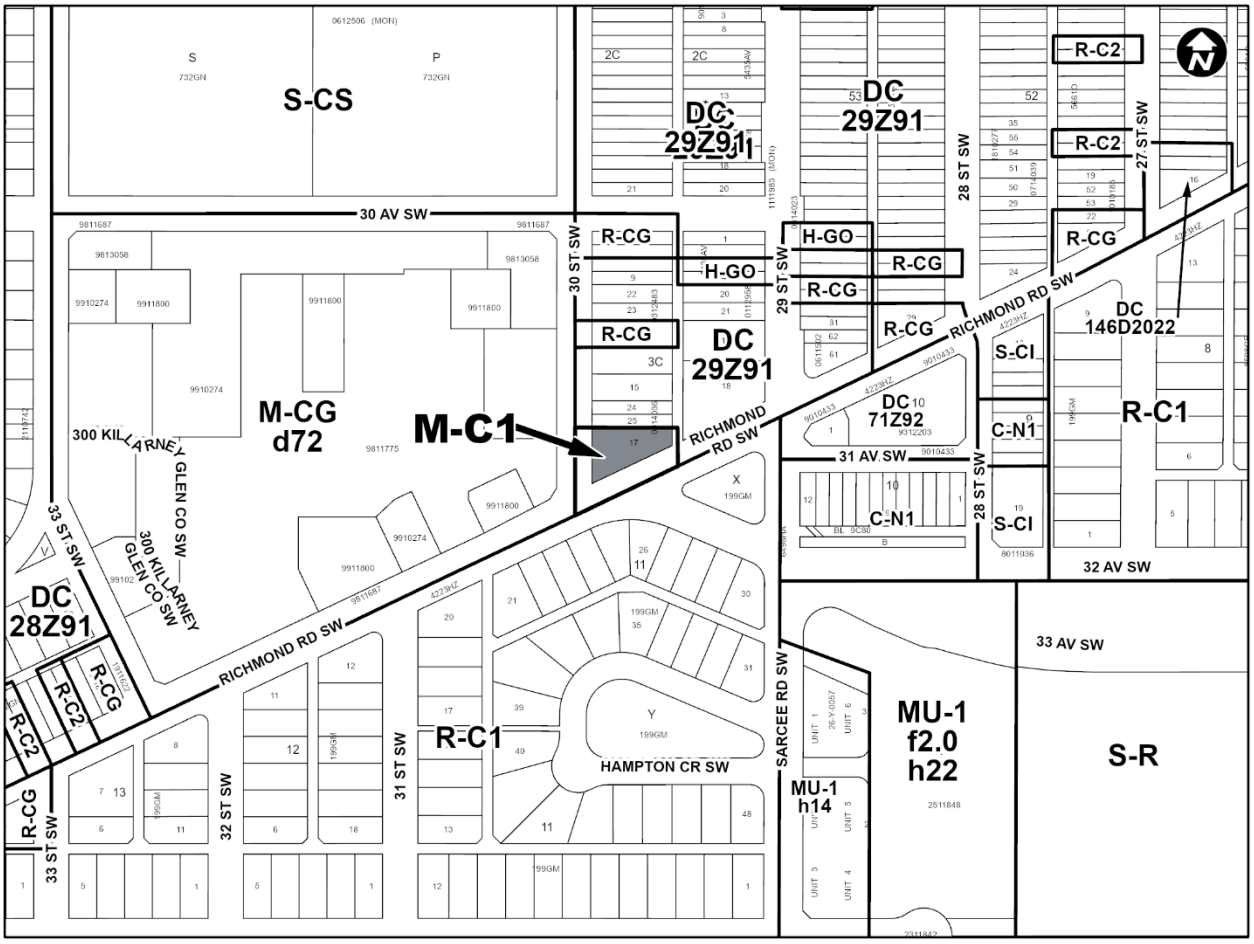
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0244/CPC2026-0761
BYLAW NUMBER 117D2026

SCHEDULE B



Land Use Amendment in South Calgary (Ward 8) at multiple properties, LOC2025-0010

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.24 hectares ± (0.60 acres ±) located at 2224, 2230, 2234, 2236 and 2240 – 34 Avenue SW (Plan 4479P, Block 71, Lots 11 to 15 and Lots 18 to 20; Condominium Plan 7711614, Units 1 to 4) from Mixed Use – General (MU-1f3.0h16) District to Mixed Use – General (MU-1f6.0h35) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 24:

That Council give three readings to **Proposed Bylaw 127D2026** for the redesignation of 0.24 hectares ± (0.60 acres ±) located at 2224, 2230, 2234, 2236 and 2240 – 34 Avenue SW (Plan 4479P, Block 71, Lots 11 to 15 and Lots 18 to 20; Condominium Plan 7711614, Units 1 to 4) from Mixed Use – General (MU-1f3.0h16) District to Mixed Use – General (MU-1f6.0h35) District.

Opposition to Recommendation: Commissioner Weber

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for a mid-rise, mixed-use development comprising of commercial/retail uses or residential uses at grade with additional residential uses above.
- The proposal represents an appropriate density increase on the 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? The application would allow for greater flexibility in the housing options within an inner-city area with access to transit and would allow for more efficient use of existing infrastructure.
- Why does this matter? The proposal would enable additional residential densification adjacent to a Neighbourhood Main Street and promote commercial and employment opportunities in this part of South Calgary.
- 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 South Calgary, was submitted by O2 Planning and Design on behalf of the landowner, 2392396 Alberta Limited (Bill Truong), on 2025 January 17. The subject site is located at the northeast corner of 34 Avenue SW and 22 Street SW and comprises five residential parcels that are currently developed with four single-storey residential buildings. There is no vehicular rear lane access onto the site and each of the existing buildings

have individual driveway accesses from 34 Avenue SW to the south. As indicated in the Applicant Submission (Attachment 2), the intent of the application is to allow for a mixed-use development comprising commercial/retail spaces on the first and second storey with residential dwelling units on the third storey and above. No development permit has been submitted at this time.

The proposed Mixed Use – General (MU-1f6.0h35) District would allow for a maximum building height of 35 metres (approximately 10 storeys) and a maximum parcel to floor area ratio (FAR) of 6.0 (approximately 14,400 square metres of building floor area). Initially, the applicant proposed to redesignate the subject site to a Direct Control (DC) District, based on the MU-1 District that would increase the maximum building floor area to 21,600 square metres (9.0 FAR) and increase the maximum building height to 60 metres (approximately 18 storeys). However, following feedback from the public outreach conducted by the applicant, this application was revised to the currently proposed MU-1f6.0h35 District in July 2026. The revised proposal was also re-advertised and re-notice posted by Administration.

The LAP identifies 34 Avenue SW as part of the Neighbourhood Main Street area and is envisioned to provide commercial opportunities that complement the Main Street activities on 33 Avenue SW which is located one block to the north. The revised land use proposal is also supported by the LAP.

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

ENGAGEMENT AND COMMUNICATION

☒ Outreach was undertaken by the Applicant

☒ Public/interested parties were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant hand delivered postcards containing the proposal information to adjacent residents within approximately a 310-metre radius of the subject site (400 postcards for the initial proposal and 650 postcards for the revised proposal) and launched an information website that allowed for feedback. The applicant also reached out to the Marda Loop Communities Association (CA) and the Marda Loop Business Improvement Area (BIA) to share the project information. Further outreach undertaken by the applicant includes open house sessions held on 2025 May 22 and 2026 June 16. The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

In keeping with Administration's practices, the initial and revised applications were individually circulated to the public/interested parties, notice posted on-site and published online. The Notification letters for each application were also sent to adjacent landowners.

Land Use Amendment in South Calgary (Ward 8) at multiple properties, LOC2025-0010

For the initial proposal, Administration received 104 letters of opposition and one letter of support from the public, including a petition in opposition that includes 80 signatures. Following the revised proposal, Administration received 33 letters of opposition from the public and another petition letter in opposition that includes 349 signatures.

The opposition comments noted the following areas of concern:

- the proposed number of storeys is disruptive, does not fit into the neighbourhood character and is suited for the downtown or the Beltline area;
- the proposed height presents shadowing and privacy issues and that a proposal with up to six or eight storeys in height is considered more appropriate;
- potential negative impacts on the quality of life, property values, green spaces and tree canopy due to the proposal, including disruptions due to construction;
- potential increase in traffic volumes and vehicle parking congestion on nearby streets, noise, including impacts to walkability and pedestrian safety due to density increase;
- additional strain on existing public infrastructure and services due to density increase (e.g., school capacity, roads, water, and sanitary services);
- potential for commercial uses on the subject site to negatively impact surrounding commercial spaces that are vacant;
- the proposal does not align with the policies of the MDP and the LAP; and
- the existing six-storey allowance under the previous policy document for the area (i.e., Marda Loop Area Redevelopment Plan) should be respected because residents were not heard after being consulted during the LAP process.

The letter of support indicated the following:

- the proposal will bring more density near existing commercial amenities and the MAX Yellow Bus Rapid Transit (BRT) route; and
- preference for a concurrent development permit application that would clarify the complete vision for the subject site.

The Marda Loop CA provided response letters on 2025 June 12 and 2026 July 30 (Attachment 4) indicating concerns about the initial proposal and subsequently indicating support for the revised proposal. The CA also added that their concerns regarding potential traffic impacts at the corner of 34 Avenue SW and 22 Street SW remain, including concerns about the unavailability of a concurrent development permit design.

The Marda Loop BIA provided response letters on 2025 August 5 and 2026 August 6 (Attachment 5) indicating concerns about the scale of the initial proposal and subsequently indicating support for the revised proposal. The BIA also noted that the site has vehicular access constraints and potential for traffic issues adjacent to 22 Street SW.

Administration considered the relevant planning issues specific to the proposed development and has determined the proposal to be appropriate. The site is located within an MDP-identified Neighbourhood Main Street and the proposed land use aligns with the local context of redevelopment envisioned for the site in the LAP (located in the Core Zone of the Marda Loop Transit Station Area). The building and site design, number of units, location of commercial uses, shadowing, landscaping, including transportation and mobility concerns, will be reviewed

further in detail at future development permit application stages.

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

IMPLICATIONS

Social
The proposed land use district would allow for additional housing options and may better accommodate the housing needs of different age groups, lifestyles and demographics that will contribute to the creation of a more inclusive community.

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 subsequent development approval stages.

Economic
The proposed land use amendment would enable more efficient use of land and infrastructure through the development of additional residential dwelling units and commercial spaces in the Core Zone of a BRT Station Area. The proposal would provide opportunities to support local business and employment opportunities within South Calgary 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. Marda Loop Community Association Response
5. Marda Loop Business Improvement Area Response
6. **Proposed Bylaw 127D2026**

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 South Calgary, at the northeast corner of 34 Avenue SW and 22 Street SW. The site is approximately 0.24 hectares (0.60 acres) in size, with dimensions of approximately 73 metres wide and 34 metres deep. The site comprises of five residential parcels that are currently developed with four single-storey residential buildings. There is no vehicular rear lane access into the site and each of the existing buildings have individual driveway accesses from 34 Avenue SW to the south.

The subject site is near the western gateway into the area known as Marda Loop, which is characterized by commercial and multi-residential developments of varied forms and intensities. Immediately adjacent developments include a gas station to the north (Petro-Canada), designated as Commercial – Corridor 2 (C-COR2f2.0h12) District allowing for a maximum building height of 12.0 metres. To the east is a four-storey residential building (Marda Station) designated as Multi-Residential – Contextual Medium Profile (M-C2d189) District. Across 34 Avenue SW to the south is a three-storey multi-residential development with accessory commercial uses at-grade, which is designated as Direct Control (DC) District (Bylaw 26Z2008 and Bylaw 110Z99 Site 3). Also across 22 Street SW to the west is a three-storey commercial/office building designated as Commercial – Corridor 1 (C-COR1f2.5h16) District.

The site is within a Neighbourhood Main Street area and is envisioned to provide commercial opportunities that complement the Main Street activities on 33 Avenue SW which is located one block to the north. The site is also within approximately 350 metres (a six-minute walk) east of the Bus Rapid Transit (BRT) Station for Route MY (MAX Yellow Woodpark/City Centre) located on Crowchild Trail SW.

Nearby amenities include various retail and commercial uses located within walking distance of the subject site. A major grocery store (Safeway) is located approximately 150 metres (less than a three-minute walk) west of the subject site. Other amenities include the Garrison Square Park located within 180 metres (a three-minute walk) south and Dr. Oakley School which is about an 11-minute walk further south of the subject site.

Community Peak Population Table

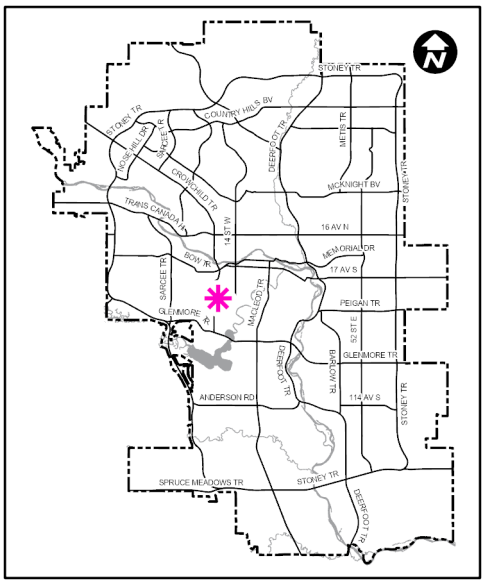
As identified below, the community of South Calgary reached its peak population in 2019.

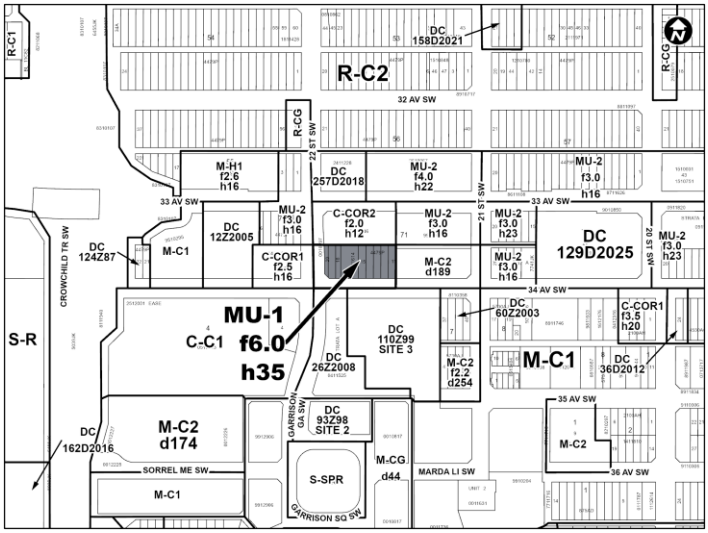
South Calgary	
Peak Population Year	2019
Peak Population	4,442
2019 Current Population	4,442
Difference in Population (Number)	± 0
Difference in Population (Percent)	0%

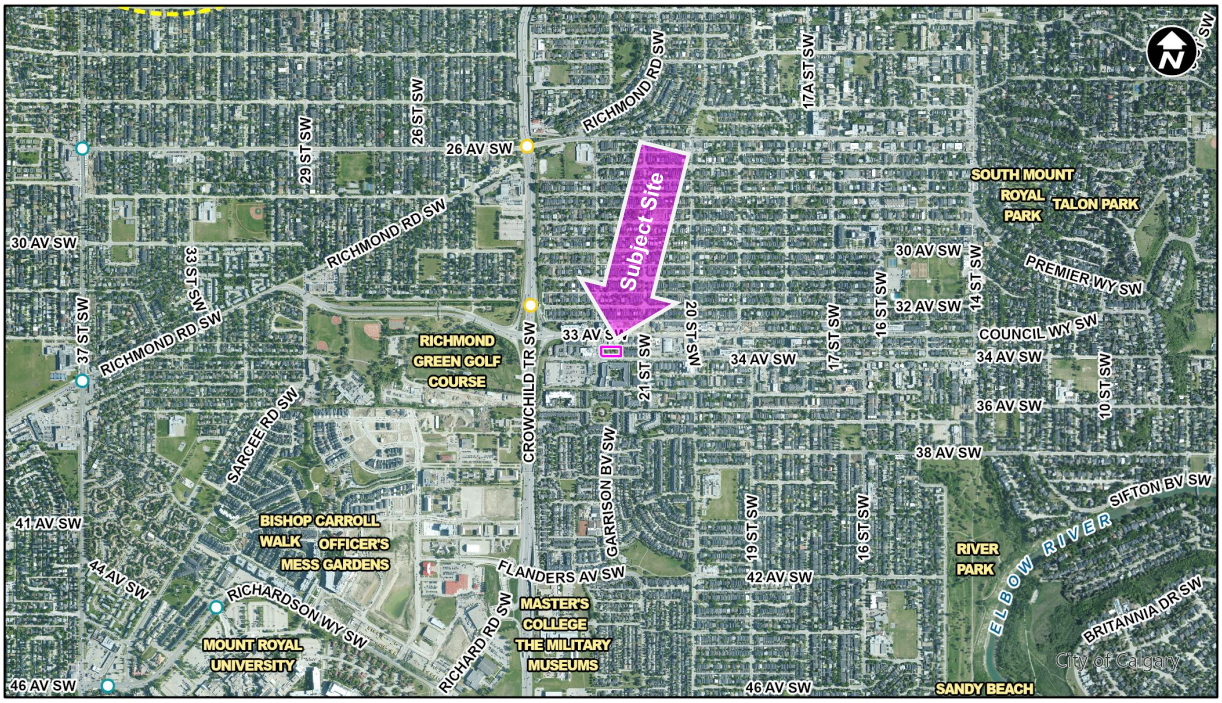
Source: *The City of Calgary 2019 Civic Census*

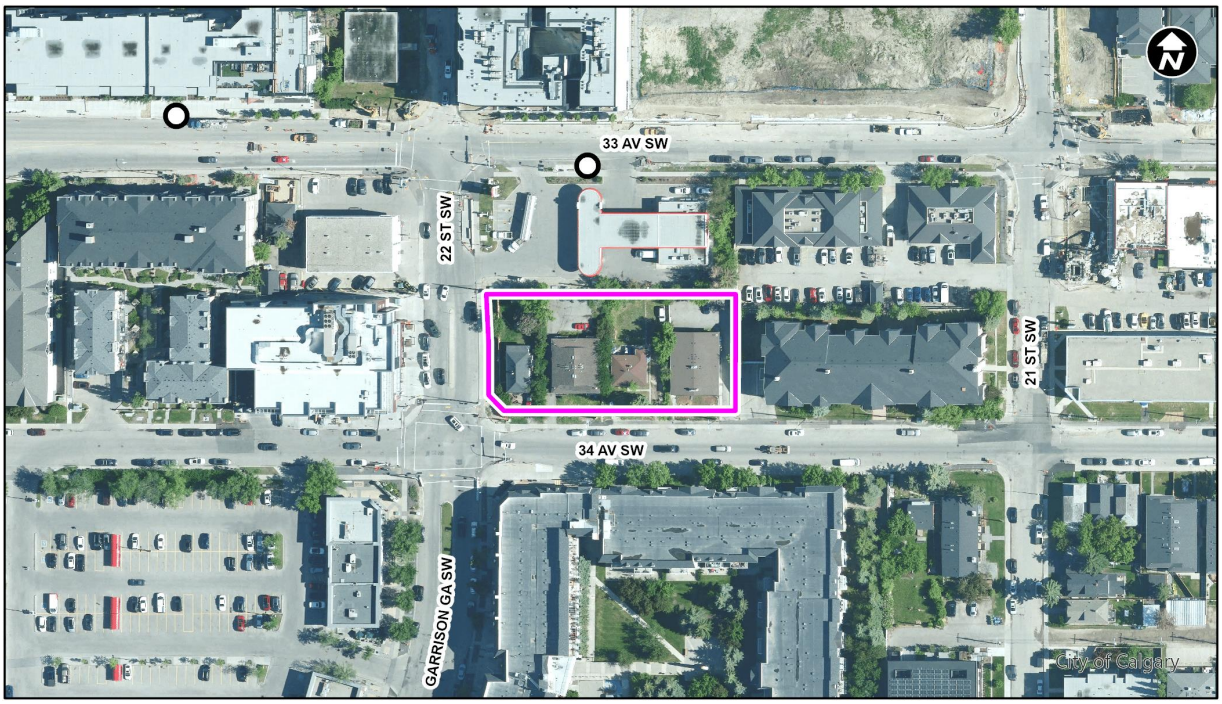
Additional demographic and socio-economic information may be obtained online through the South Calgary Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing Mixed Use – General (MU-1f3.0h16) District primarily allows for a mixed-use development comprising commercial, retail and residential uses on the ground floor with residential dwelling units above. The district allows for a maximum parcel to floor area ratio (FAR) of 3.0 (approximately 7,200 square metres of building floor area) and a maximum building height of 16.0 metres (about four to five storeys).

The proposed Mixed Use – General (MU-1f6.0h35) District is intended to adjust the rules of the existing district and allow for additional residential and commercial development opportunities by increasing the maximum building floor area to 14,400 square metres (6.0 FAR) and increasing the maximum building height to 35 metres (about 10 storeys).

The applicant initially proposed to redesignate the subject site to a Direct Control (DC) District, based on the MU-1 District, that would increase the maximum building floor area to 21,600 square metres (9.0 FAR) and increase the maximum building height to 60 metres (approximately 18 storeys). The maximum height allowance was increased from 16 to 18 storeys in exchange for the provision of affordable housing units. However, following public outreach conducted by the applicant, this application was revised to the currently proposed MU-1f6.0h35 District in July 2026.

Administration has reviewed the proposal and has determined that it is appropriate, as it allows additional opportunity for the future development of the site, while also responding to the local area context. 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 site is adjacent to 34 Avenue SW which is an identified Neighbourhood Main Street within the *Municipal Development Plan* (MDP) and the *West Elbow Communities Local Area Plan* (LAP). The proposed land use also aligns with the local context of redevelopment envisioned for the site, being within the Core Zone of the Marda Loop Transit Station Area in the LAP.

Development and Site Design
If this redesignation is approved by Council, the rules of the proposed MU-1f6.0h35 District will provide guidance for future site development including appropriate uses, building configuration, parcel coverage, building massing and height, landscaping, waste management and parking.

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

- articulation of built form and physical separation from adjacent sites;
- mitigating shadowing, overlooking, and privacy concerns to adjacent developments;
- appropriate location of landscaping and amenity space;
- integrating a pedestrian-oriented built interface and streetscape design along the adjacent streets; and
- vehicle access and parking provision.

Transportation
Pedestrian access to the site is available from the existing sidewalks along 34 Avenue SW to the south and 22 Street SW to the west. A multi-use pathway is also available directly adjacent to the site along 22 Street SW and across the street along the south edge of 34 Avenue SW. The site is well served by Calgary Transit Route 22 (Richmond Road SW) with a bus stop located within less than a two-minute walk to the north on 33 Avenue SW, part of the Primary Transit Network. The bus route provides service through South Calgary, Bankview and into the Downtown core. This is in addition to the MAX Yellow BRT (Woodpark/City Centre) bus stop on Crowchild Trail SW, which is also within a short walking distance from the subject site.

At a future redevelopment stage, vehicle access to the subject site is to be provided from 34 Avenue SW. Also, the subject site is not located within a Residential Parking Permit (RPP) Zone permit zone, but there are on-street parking restrictions on the western edge of 22 Street SW (for two hours between 9:00 a.m. and 6:00 p.m. from Monday to Saturday) and on the south side of 34 Avenue SW (for one hour between 7:00 a.m. and 7:00 p.m. daily).

A Transportation Impact Assessment (TIA) was provided along with the land use redesignation application. The study was accepted by Administration and no off-site improvements were identified to be required.

Environmental Site Considerations
No environmental concerns were identified at this time. However, an Environmental Site Assessment (ESA) prepared by a qualified professional will be required at a future development permit stage.

Utilities and Servicing
Water, sanitary, and storm sewer mains are available to service the site from 34 Avenue SW. Specific details of site servicing, stormwater management and waste and recycling management are being reviewed in detail through a 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)
Map 1: Urban Structure of the *Municipal Development Plan* (MDP) identifies the subject site as being within the 'Neighbourhood Main Streets' land use typology. The applicable policies encourage ground-oriented housing, low-scale apartments and mixed-use retail buildings, with the highest densities occurring near transit stops and as defined through a local area plan. The policies also indicate that building transitions should be sensitive to the scale, form and character of surrounding areas, while still creating opportunities to enhance the connectivity within the community.

The proposed land use aligns with the MDP policies. With the proposed mid-rise building height to be located on the south portion of the block, this will minimize shadow cast of development onto the north side of 33 Avenue SW.

Calgary Climate Strategy (2022)
This application does not include any specific actions that address the objectives of *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 portions of the subject site at the street intersection on Map 3: Urban Form as 'Neighbourhood Commercial' and as 'Neighbourhood Flex' for the balance of the site facing 34 Avenue SW. On Map 4: Building Scale, the site is classified as 'Modified' building scale modifier, which allows for up to 16 storeys or less. The applicable policies support commercial or residential uses on the ground floor, with commercial uses facing the higher activity street, while residential uses on the ground floor face the lower activity street or lanes.

This site is located within a Neighbourhood Main Street Area (Figure 13: 33 Avenue SW Neighbourhood Main Street), where commercial uses are encouraged to locate at-grade 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. Applicable Main Streets policies under Section 2.5.1 and Section 2.5.2.3 also speak to minimizing shadow impacts onto the north sidewalk of 33 Avenue SW street through tower orientation, dimensions and location, reduced floor plates and stepbacks. And where there is no lane, the LAP policies for the site allow for vehicular access from either the side street or from 34 Avenue SW.

In addition, this site is located within the Core Zone of the BRT Station Area (Figure 23: Marda Loop Transit Station Area), where developments that promote pedestrian connections from transit stops are encouraged.

The proposed land use is in alignment with the LAP as it would enable pedestrian/street-oriented mixed-use development.

Applicant Submission

2026 August 31

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

Revised Applicant Submission - June 2026

On behalf of 2392396 Alberta Ltd., O2 Planning & Design has prepared a revised land use application for the five (5) parcels located at 2224, 2230, 2234, 2236, and 2240 34 Avenue SW in the community of Marda Loop. The application seeks to amend the site's existing 'Mixed-Use – General' district (MU-1) in response to stakeholder feedback from the original application of a Direct Control based on Mixed-Use General with a maximum density of 9.0 Floor Area Ratio (FAR) and a maximum building height of 60 metres(MU-1f9.0h60) to the stock district of Mixed-Use General with a maximum density of 6.0 FAR and a maximum building height of 35 metres(MU-1f6.0h35). The amended application will still enable a transit oriented, mixed-use development that will revitalize underutilized parcels while activating a section of 34 Avenue with ground floor retail commercial and providing multi-residential housing in Marda Loop.

Application Revisions

The original development vision proposed an 18-storey multi-residential building with a 6-story podium and 4 levels of below grade parking. Commercial/retail was proposed on the ground floor and half of the second storey, with private laneway to support site circulation. The land use application proposed a Direct Control District (based on MU-1f9.0h60) to achieve higher density and building height by outlining bonus density provisions of affordable housing and publicly accessible private open space.

Community Outreach took place from January-March 2025 where the original application was presented to a variety of stakeholders including area residents, the Marda Loop Community Association and the Marda Loop Business Improvement Association. Through stakeholder feedback, the application was viewed as out of character for the area with significant concerns with the proposed height, density and parking/traffic on the site. The project team collected all feedback and prepared a revised application that was presented back to those same groups demonstrating how the application has responded to community feedback.

The revised development vision proposes a 10-storey building with a two-storey podium to support commercial/retail space (approx. 26,000 sq. ft) and 8 levels of multi-residential units for a total of approximately 168 units with 3 levels of underground parking. The reduction in overall unit count enabled the project to increase the parking ratio for a 1:1 residential rate plus twelve additional stalls for commercial use (5 at grade and 7 below grade). The revised land use application now proposes the existing stock district MU-1 with a maximum density of 6.0 FAR and a maximum building height of 35 metres. The revised application is now well below the maximum built form policies of the West Elbow Communities Local Area Plan (LAP) which envisions a maximum of 16 storeys on the site.

Table 1 below presents a chart identifying the changes to the application from the Original Submission in 2025 to the Revised Submission in 2026.

Table 1: Changes Between Original and Revised Application

Building Element/Metric	Original Application	Revised Application	Change Between Original and Revised
Land Use District	Direct Control (DC) District MU-1f9.0h60	Stock Mixed-Use General (MU-1) District	No longer a DC District.
Commercial Area	26,000 ft² GFA and 1.5 floors of commercial	26,000 ft² GFA and two full levels of commercial	Now two (2) full floors of commercial uses.
Height	18-storeys (60-metres)	10-Storeys (35 metres)	Decreased by 8-storeys (25 metres).
Podium Height	6-Storeys	2-Storeys	Decreased by 4-storeys.
Density	9.0 FAR	6.0 FAR	Reduced density (FAR) by 33%.
Proposed Residential Dwellings	+/- 260 units	+/- 168 units	Reduced total dwellings by 92 units.
Proposed Parking Stalls	Four (4) levels of underground parking. 260 residential stalls. 0 commercial stalls Total: 260 stalls.	Three (3) levels of underground parking. 168 residential stalls, 12 commercial stalls Total: 180 stalls	Decreased total parking stalls as a result of decreased total residential dwellings. Increased residential parking ratio to 1.0 stalls per dwelling plus providing 12 commercial parking stalls.

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Site Context

The subject site is located on the north side of the 34 Avenue Neighbourhood Main Street, east of Crowchild Trail SW and west of 21 Street SW. The site consists of five (5) low-density residential buildings characterized as three (3) single-detached dwellings, one (1) duplex dwelling and vacant land. Surrounding developments include low and medium-density residential uses, mixed-use buildings, and commercial spaces concentrated along 22 Street SW and 33 & 34 Avenue SW.

The site benefits from excellent road connectivity, located just 250 metres from Crowchild Trail SW and 1 kilometre from 14 Street SW, providing future residents and patrons with convenient access to major roadways. The site also supports transit-oriented development with a MAX Yellow BRT terminal situated 350 metres west of the site. Additional bus routes along 33 Avenue SW offer connections to key destinations such as Downtown Calgary, Rockyview General Hospital, and Mount Royal University. Active transportation options in the area include on-street cycling along 20 Street SW and proposed multi-use pathways on 34 Avenue SW as part of the Main Streets program. The site is further supported by several nearby amenities, including Dr. Oakley School, South Calgary Park, and the Giuffre Family Library, which provide a range of services and recreational opportunities. The combination of transportation accessibility, diverse services, and community amenities highlights the site's suitability for intensification and its potential to provide future residents with a well-supported living environment.

Envisioned design features include:

Interface with 34 Avenue and 22 Street SW: This edge is envisioned to include two (2) levels of active retail and commercial spaces. The ground floor, running along the 22 Street SW and 34th Avenue frontages, will feature five (5) at-grade commercial/retail units consisting of a variety of retail opportunities to enhance street-level activity and vibrancy. The second floor is envisioned to be a flex space that accommodate uses such as office, daycare, or additional retail offerings, creating a multifunctional and engaging space. A dedicated commercial lobby is proposed at the northwest corner of the building along 22nd Street SW to provide elevator and stairwell access to the second floor of the building. All ground floor commercial retail units will have individual entrances, creating a welcoming and engaging environment for patrons.

Interface with 34 Avenue and East Boundary: This edge is envisioned to include a single ground-floor retail and commercial space, transitioning into a 10-storey residential tower. The building steps back above the 2-storey podium level to minimize visual and massing impacts on the surrounding area. A dedicated residential entrance along 34 Avenue SW is proposed to provide private access for residents.

Envisioned Parking and Access:

Access: To reduce vehicular disruptions and impact on pedestrian and wheeling traffic, a new one-way, 6.0-metre-wide private laneway is proposed for the site. The laneway extends from the southeast corner of the site at 34th Avenue SW, wraps the east and north sides of the building, and exits onto 22nd Street SW west of the site. This private laneway will provide vehicular access to underground parking, at-grade commercial parking at the north side of the building, and two (2) at-grade loading stalls that facilitate loading and waste pickup.

Parking: The Land Use Bylaw requires a minimum residential parking ratio of 0.85 stalls per dwelling (inclusive of visitor parking) and no commercial parking stalls. The development proposes 168 residential parking stalls (1.0 stalls per residential dwelling inclusive of visitor) and 12 commercial parking stalls (for employees and CRU patrons) for a total of 180 parking stalls. Five (5) commercial parking stalls are proposed at-grade along the north side of the building with the remainder of the commercial and residential parking stalls located within three (3) levels of underground parking designed to exceed the City's Bylaw requirements. Two (2) above-ground loading stalls are located at the north side of the site to facilitate waste pickup and commercial/residential loading.

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Traffic Impact Assessment

City of Calgary Mobility Staff requested that a Traffic Impact Assessment (TIA) be prepared for the original proposal in 2025. At their request, the project team retained Bunt & Associates, a qualified Transportation engineering firm to prepare a TIA. The TIA was prepared in consultation with City of Calgary Mobility Staff and conducted a conservative analysis of 26,000 ft2 of commercial GFA, and 300 dwelling units (being 40 dwelling units greater than the original proposal of 260 dwelling units). The revised application reduces the proposed unit count down to 168 residential units and maintains the same amount of commercial GFA; therefore, the conclusions of the initial TIA remain sufficient for the revised proposal. The time horizon that was factored into the TIA analysis is to the year 2048.

The TIA provided the following conclusions and recommendations:

- A new, signalized intersection was previously recommended for the 21st Street SW and 33rd Avenue SW intersection for the nearby Marc and Mada development (LOC2024-0265). This signalization upgrade is not a result of the proposed development on the subject site;
- No additional mitigation measures are recommended for the proposed development;
- The net increase in traffic from the proposed development will not significantly impact future network operations;
- Existing pedestrian, cycling, and transit infrastructure meets the capacity needs of the proposed development; and
- No external pedestrian improvements are required at the Land Use stage.

Policy Framework

The site is located within the West Elbow Communities LAP which was approved by Council on May 7, 2025. The LAP applies two (2) urban form designations to the site: Neighbourhood Commercial at the corner of 22 Street SW and 34 Avenue SW and Neighbourhood Flex for the remainder of the site. Both designations support a range of uses in stand-alone or mixed-use buildings (Policy 2.2.1.1). Neighbourhood Commercial is intended for street-oriented buildings with commercial uses on the ground floor along higher-activity streets, with other uses located behind or above (Policy 2.2.1.2). Neighbourhood Flex allows for a mix of street-oriented commercial and residential uses, which may be integrated horizontally or vertically within a building or block (Policy 2.2.1.3). The proposed mixed-use development aligns with these designations providing street-oriented commercial uses on the ground floor and residential units above, activating key streets and offering a diverse mix of uses.

The West Elbow Local Area Plan also identifies the subject site as being within an “Modified Building Scale Area”, specifically, the “34 Avenue SW Neighbourhood Main Street.” This designation is intended to preserve and enhance Neighbourhood Main Streets as vibrant, pedestrian-friendly commercial corridors and community gathering spaces. While most policies under this designation guide development permit-level design, a maximum building height of 16 storeys is generally envisioned along this segment of 34 Avenue SW.

The site is well supported by a range of nearby amenities, fostering an active and connected community environment. The proposed mixed-use development provides street-oriented commercial uses on the ground and second floor, activates key streets, and offers a offers a mix of uses. Furthermore, shadow studies confirm that the proposed development, featuring a building height of up to 10-storeys, does not shadow 33rd Avenue during the Summer Solstice or Spring/Fall Equinox’s. As such, the proposal is consistent with the urban form categories, building height modifiers, and area-specific policies outlined in the LAP.

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Land Use Amendment

The subject parcels are currently designated Mixed Use – General (MU-1f3.0h16), allowing for a maximum floor area ratio (FAR) of 3.0 and a maximum building height of 16 metres. To support the proposed development vision, a revised land use application is proposed to increase the FAR to 6.0 and the maximum building height to 35 metres (MU-1f6.0h35). Retaining the MU-1 District ensures compatibility with the intended mixed-use character of the site, supporting an animated public realm with active, ground-floor commercial uses.

The revised application proposes a height and density more aligned with feedback received from various stakeholders and enables a built form less than the policies of the Local Area Plan. Increased density along this corridor aligns with the intent of 34 Avenue as a Main Street , an area intended to accommodate high-density, mixed-use development. The location benefits from existing and planned amenities, public realm improvements, and strong transit connectivity. Together, these factors make the site well-suited for intensification and ensure that the proposed development capitalizes on surrounding investments in infrastructure and community-building. The enhanced building modifiers also support the City's broader objectives related to housing supply and affordability.

Conclusion

In summary, the proposed land use amendment enables a development that will:

- Support increased residential growth in the inner city, leveraging its proximity to existing transportation infrastructure and community amenities;
- Contribute to the activation and density targets outlined for the 34 Avenue Neighbourhood Main Street, fostering a vibrant and lively urban environment;
- Align with the policies of the West Elbow Local Area Plan, including proposing density below the maximum area specific policies; and
- Provide a diverse range of housing options, supporting the evolving housing needs of Calgarians.

Applicant Outreach Summary

2026 August 31

REVISED OUTREACH SUMMARY – JUNE 30TH, 2026

O2 implemented a comprehensive engagement strategy to share details of the proposed Land Use Application and receive feedback from interested stakeholders. Community outreach has been a continuous effort throughout the Land Use Application to ensure information was up to date, and project updates were shared. Public outreach and engagement began in early 2025 and included the following strategies and activities:

- Dedicated Project Website;
- Notice Postings on-site, from the initial application in January 2025, to date;
- In-person meetings with the Marda Loop Community Association (CA) on February 19th, 2025, and June 9th, 2026;
- In-person meetings with the Marda Loop Business Improvement Area (BIA) on March 11th, 2025, and June 9th, 2026;
- In-person Open Houses with adjacent neighbours and the broader community at the Marda Loop Community Association (CA) on March May 22nd, 2025, and June 16th, 2026. This included hand-delivering 400 postcards to adjacent residents for the 2025 Open House and 650 postcards for the 2026 Open House to nearby residents and the surrounding community;
- Digital meetings with immediate neighbours throughout the application process; and
- Reviewing a summary of comments provided by the application File Manager.

Dedicated Project Website - https://www.engage34avenue.com/

A dedicated project website was launched to provide accessible and up-to-date information about the proposed development, including project details, the Land Use Amendment process, and opportunities for public engagement. The website was updated regularly as the application progressed. A built-in comment portal enabled visitors to share feedback directly with the project team. The website received over 200 views and over 30 public comments.

The following concerns were provided through the dedicated project website portal:

- Height of the proposed building;
- Shadowing impacts on adjacent properties;
- Increased traffic, particularly along 22 Street SW and 33 Avenue SW;
- Construction fatigue in the community; and
- Questions regarding the timing and status of a development permit.

One (1) online submission expressed support for the application, citing its potential to expand housing options near transit and existing amenities.

Public Notice Posting

Two (2) public notice signs were posted on the subject site in compliance with the City of Calgary notice posting standards. The posting included contact information for the project team, enabling the public to provide direct feedback on the proposed Land Use Application to the applicant. Updated decals were applied to the signs after the formal resubmission was completed to update the public on the change of the application from the Direct Control District to a stock MU-1 District with reduced density and building height.

In-Person Meetings with the Marda Loop CA

February 19th, 2025, and June 9th, 2026

The project team hosted two (2) in-person meetings with the Marda Loop CA: one on February 19th, 2025, prior to the original Land Use Application, and another on June 9th, 2026, prior to the revised Land Use Application being submitted. Attendees at both meetings included the Committee Director and members of the MLCA board. The project team presented an overview of the proposed/revised Land Use Application, the development vision, project timeline, and contextual integration within the neighbourhood. At the 2026 meeting, the project team also presented a summary of feedback received throughout the process and the changes made to the revised Land Use Application.

The Marda Loop CA board raised the follow concerns and considerations at the 2025 meeting:

- Potential traffic congestion on 22 Street SW and 33rd Avenue SW;
- Proposed building height and it's fit within the existing neighbourhood context;
- Shadowing impacts on properties along 33 Avenue SW;
- The need for adequate on-site parking;
- Whether the development would include any publicly accessible amenities;
- Continued construction fatigue within the community; and
- A preference for an in-person public engagement event.

Feedback received at the 2026 Meeting:

The revised application was well-received by the Marda Loop CA. Attendees expressed that the revised application was a significant improvement from the original application and provided the following additional feedback:

- The reduction in overall height, density, and podium height presents a better built form and decreases shadowing impacts;

- The more refined architectural concepts provided a better visual for what may potentially be there;
- While decreasing the total overall parking and providing dedicated commercial spaces improves the development, there are still concerns with traffic congestion along 22nd Street SW and 33rd Avenue SW; and
- Consider providing landscaping, planting, and outdoor seating along 22nd Street SW and 33rd Avenue SW at detailed design.

In-Person Meetings with the Marda Loop BIA

March 11th, 2025, and June 9th, 2026

The project team hosted two (2) in-person meetings with the Marda Loop BIA: one on March 11th, 2025, prior to the original Land Use Application, and another on June 9th, 2026, prior to the revised Land Use Application submission. Attendees at both meetings included the President of the BIA and several other BIA Board Members. The project team presented an overview of the proposed/revised Land Use Application, the development vision, project timeline, and contextual integration within the neighbourhood. At the 2026 meeting, the project team also presented a summary of feedback received throughout the process and the changes made to the revised Land Use Application.

At the first meeting with the Marda Loop BIA in 2025, the board expressed general support for the initial development, but noted a few concerns including:

- The importance of providing adequate customer and employee parking;
- Impact of ongoing construction on traffic and business operations; and
- Provide dedicated commercial parking for commercial tenants.

In our second meeting with the Marda Loop BIA in 2026, the board provided the following additional comments:

- Loading needs to be sized properly and located appropriately to accommodate both commercial and residential occupants;
- The proposed decrease in height and density is more appropriate;
- Appreciated providing dedicated commercial tenant parking;
- Decreased shadowing is more favourable; and
- Most of the BIA's concerns have been addressed in the revised application.

The revised application was well-received, and the board expressed support for the application. The group acknowledged that the project team had done a good job and addressed the BIA's concerns regarding height, density, architectural style, built form, and commercial parking aspects.

In-Person Open Houses with the Marda Loop Community

May 22nd, 2025, and June 16th, 2026

Two (2) Open Houses were conducted with the Marda Loop community, including the hand delivery of 400 postcards for the May 22nd, 2025, Open House, and 650 postcards for the June 16th, 2026, Open House. Postcards included event details, a link to the project website, and contact information for the project team, and were mailed out to addresses within +/- 310 metres of the site. Postcards were also shared with the Marda Loop CA and posted on the Community Association's social media channels, including Instagram and Facebook.

May 22nd, 2025, Open House – Initial Application

The first Open House in 2025 was hosted by the project team to share information and gather feedback on the initial Land Use Amendment application. This session included a representative from Bunt & Associates, the project's transportation engineering consultant, who addressed technical questions related to the Traffic Impact Assessment. The Ward 8 Councillor's office and City of Calgary's File Manager were invited, but unable to attend. A total of 42 residents attended this Open House.

The following key feedback was provided at the first Open House:

- Concerns that the proposed 18-storey district is out of character with the surrounding neighbourhood;
- Shadowing and privacy impacts on adjacent properties;
- A preference for a reduced building height (4 to 6 storeys);
- Concerns about construction-related disruptions and long-term effects on quality of life, property values, green spaces, and the existing tree canopy;
- Anticipated increases in local traffic and on-street parking pressure;
- Potential strain on existing public infrastructure and services (e.g., school capacity, road network, utilities); and
- Disagreement with the Draft West Elbow Communities Local Area Plan, despite the application's alignment with its policies.

June 16th, 2026, Open House – Revised Application

The second Open House in 2026, also hosted by the project team, provided information and gathered feedback on the revised Land Use Amendment application. A representative from Bunt & Associates attended this event, as well as the Ward 8 Councillors Office. The City of Calgary's File Manager was invited, but unable to attend. A total of 36 residents attended the 2026 Open House.

The following key feedback was provided at the second Open House:

- A large majority of attendees were pleased to see significant improvements and an overall reduction in the proposed height and density in response to feedback provided on the initial proposal;
- Providing more detailed, conceptual renderings were greatly appreciated and helpful for envisioning what may be feasible;
- Although less parking than the initial proposal, there was still concern with increased traffic, particularly along 22nd Street SW;

- Several different maximum heights were proposed by various residents, ranging from 3-storeys in height to 8-storeys in height;
- Concern with the single lane one-way access and exit onto 22nd Avenue given congestion at the Petro Canada;
- Suggestion to consider building materials that reflect the existing character of the neighbourhood; and
- Suggestion to create an inviting "mom and pop" ground floor commercial retailers.

How the Application Responds to Comments

Application Changes Resulting from Engagement

Through stakeholder feedback, the application was viewed as out of character for the area with significant concerns with the proposed height, density, parking, and traffic on the site. The project team collected all feedback and prepared a revised application that was presented back to those same groups demonstrating how the application has responded to community feedback.

The revised development vision proposed a 10-storey building with a two-storey podium to support commercial/retail spaces (approximately 26,000 sq^2) and eight (8) levels of multi-residential units above for a total of approximately 168 residential dwellings with three (3) levels of underground parking. The reduction in overall unit count enabled the project to increase the parking ratio to 1.0 parking stalls per residential dwelling, plus twelve (12) additional stalls for commercial use (5 at-grade and 7 below-grade). The revised Land Use Application now proposes the existing MU-1 stock District with a maximum density of 6.0 FAR and a maximum building height of 35 metres (MU-1f6.0h35). The revised application is now well below the maximum built form policies of the LAP, which envisions a maximum of 16 storeys on the site.

Building Height, Density, and Neighbourhood Fit

Concerns were raised regarding the proposed building height, density, and compatibility with the surrounding neighbourhood. While some residents commented on the suitability of the revised 10-storey building, other residents suggested exploring anything between 3 and 8-storeys in height.

The proposed redesignation is consistent with the policy direction of the West Elbow Communities Local Area Plan (LAP), which identifies the subject site as a Neighbourhood Commercial and Neighbourhood Flex. The Neighbourhood Commercial designation intends to support street-oriented buildings with commercial uses on the ground floor along high-activity streets, with other uses located behind or above. The Neighbourhood Flex designation allows for a mix of street-oriented commercial and residential uses, integrated horizontally or vertically within a building or block. Additionally, the LAP applies a "Modified Building Scale" to the site, allowing development up to 16-storeys. The revised Land Use Application reduces the proposed height to 10-storeys – far below the maximum permitted height of 16-storeys of the Local Area Plan.

The proposed development vision reflects this policy direction by providing a 10-storey mixed-use building using a stock Mixed Use – General (MU-1) District. This revision improves compatibility with adjacent properties by reducing overall building height by 8-storeys, reducing density by 50% from 9.0 FAR to 6.0 FAR, and decreasing the podium height from 6-storeys to 2-storeys.

Privacy, Overlook, and Interface Conditions

Residents expressed concerns regarding privacy, overlook, and the relationship between the proposed development and adjacent homes. Additionally, residents suggested that the ground floor commercial space should provide an inviting, welcoming environment that encourages patrons to enjoy the public realm and interact with these commercial/retail units.

Further opportunities to address privacy and overlook through building design, landscaping, screening, and the placement of amenity spaces will be explored through the Development Permit process. However, in response to these comments, the concept design includes: decreasing the podium down to 2-storeys from 6-storeys and providing a stepback above the second storey to reduce the perceived mass of the building. A proposed curvi-linear design was prepared and presented to the community to demonstrate how building architecture can integrate into the existing community. A proposed rooftop amenity space was also shown to ensure on-site residents have amenity space to enjoy.

Shadowing

Residents expressed concern that the proposed building would cause significant shadowing throughout the year, reducing the quality of the public realm north of the site on 33rd Avenue SW and directly south to the existing multi-residential building fronting 34th Avenue SW.

Shadowing impacts were carefully evaluated through detailed shadow studies, prepared in accordance with the LAP. The revised application reduces the maximum height to 10-storeys (35 metres), which complies with the LAP's shadow policies, and causes no shadowing onto 33rd Avenue SW in the Spring/Fall Equinox or Summer Solstice time periods. The analysis demonstrates that any shadowing along 33rd Avenue SW is primarily caused by the buildings along the southern side of 33rd Avenue SW. Final building design and shadowing impacts will be reassessed at the Development Permit stage to ensure continued alignment with applicable City policies and guidelines.

Parking, Traffic, and Mobility

Parking, traffic, and mobility were among the most frequently discussed topics during engagement. Residents expressed concerns that the original proposal did not provide sufficient parking, that there would be too much traffic generated by the proposed development, and the need for dedicated commercial parking stalls for commercial/retail units.

The revised proposal includes:

- A one-way lane on-site, extending from 34th Avenue SW to 22nd Street SW;
- Two (2) on-site loading spaces at the rear of the building, accessible by the private lane; and

Three (3) levels of underground parking, accommodating a total of 180 parking spaces consisting of 168 residential stalls (1.0 stalls per dwelling unit) and 12 dedicated commercial stalls, including five (5) at-grade spaces and seven (7) underground spaces.

A Traffic Impact Assessment (TIA) was completed by Bunt & Associates, a certified transportation engineer, and submitted with the application. The TIA analyzed a proposed development consisting of 26,000 ft^2 of gross commercial area, 235 parking spaces, and 300 residential dwelling units. This report conducted a conservative analysis that included a greater amount of parking spaces, residential dwellings, and traffic demand far above the revised proposal and was accepted by the City of Calgary's Mobility Engineering team. The TIA the following conclusions and recommendations:

- A new, signalized intersection was previously recommended for the 21st Street SW and 33rd Avenue SW intersection for the nearby Marc and Mada development (LOC2024-0265). This signalization upgrade is not a result of the proposed development on the subject site;
- No additional mitigation measures are recommended for the proposed development;
- The net increase in traffic from the proposed development will not significantly impact future network operations;
- Existing pedestrian, cycling, and transit infrastructure meets the capacity needs of the proposed development; and
- No external pedestrian improvements are required at the Land Use stage.

Construction Disruption and Timelines
Questions arose regarding timelines for construction and what kind of disruptions were to be expected for the future development. At this time, only a Land Use Application is being proposed.

No Development Permit has been submitted or is currently planned. Should the redesignation be approved, any future Development Permit will undergo a detailed technical review and public notification process to ensure that it meets all City of Calgary requirements. We understand that construction can cause temporary disruptions. While the Land Use Application itself does not involve construction, we have shared these concerns with the property owner to help inform future planning and communication. When construction proceeds in the future, all work must comply with the City of Calgary bylaws related to noise, debris, and hours of operation. Ongoing communication with the community, the Marda Loop CA, and the Marda Loop BIA will be encouraged to ensure timely updates and maintain transparency throughout any future construction process.

Garbage Collection and Site Operations
Residents raised concerns regarding waste collection, noise, and operational impacts. The concept plan locates waste collection and storage areas at the rear of the site. Detailed waste management, servicing, and operational considerations will be further reviewed and refined through the Development Permit process.

Community Infrastructure
Questions were raised regarding the capacity of schools and community infrastructure to accommodate additional residents. Planning and delivery of school infrastructure is the responsibility of the applicable school boards and the Province of Alberta. The subject site is located within an established urban area that is already serviced by existing municipal infrastructure, including transportation, water, sanitary, and stormwater systems.

Types and Tenure of Commercial/Retail Units and Residential Dwellings
Residents expressed desire for knowing what types of commercial units would be located on the ground floor and second floor, if the residential dwellings would be rental or ownership, and what types of residential dwellings were proposed. Some residents also expressed concern for the quantity of rental residential dwellings in the community and if the proposed development would create additional, vacant rental residential units.

The future Development Permit application will confirm the final mix and tenure of the proposed commercial and residential uses. The current concept envisions five (5) ground-floor commercial/retail units and a flexible second-floor commercial space, providing a total of approximately 26,000 ft^2 of commercial gross floor area (GFA). At this stage, the developer has not determined whether the residential units will be rental or ownership tenure, nor has an exact unit mix been finalized. However, the proposed 10-storey building is anticipated to contain approximately 168 residential dwelling units.

Marda Loop Community Association Response

Marda Loop Communities Association

June 12, 2025

The City of Calgary Planning Services
Attention: File Manager, Quadri Adebayo
Re: Application LOC2025-0010 – Land Use Amendment for 2224–2240 34 Avenue SW

Dear Quadri,

We are writing on behalf of the Marda Loop Communities Association (MLCA) Planning & Mobility Committee to provide comments on **Application LOC2025-0010**, a proposed land use amendment at 2224, 2230, 2234, 2236, and 2240 34 Avenue SW.

We appreciate the applicant's intent to contribute to Calgary's housing supply and support the vibrancy of 34 Avenue SW. We also recognize The City's policy objectives in promoting mixed-use, transit-oriented development and economic vitality within the Marda Loop Main Street area.

However, after reviewing the proposal and hearing from residents directly affected by it, we have **significant concerns regarding the appropriateness of the proposed height**, potential impacts on **traffic** and **safety**, and the cumulative effect of frequent upzoning that risks eroding trust in local area planning processes. **We also do not have enough information to effectively evaluate the appropriateness of the application and its suitability for the local contex**t.

We would like an understanding of what regulations the proposed Direct Control District will contain, as that information has not been shared with us, as well as the ability to see a detailed concept plan that outlines the site layout, building form, number of units, amount of commercial space, and circulation pattern. Ideally, the Land Use Amendment application would be accompanied by a concurrent Development Permit application, allowing for us and other community members to properly assess the suitability of a future building of this scale at this location.

Given the lack of information available to us, our points of concern are outlined below:

1. Lack of Meaningful Information Shared with the Community

At the May 22nd open house hosted by the applicant, a high-level concept plan was shared. These drawings could best be described as "generic," lacking specificity in terms of architecture, building form, building layout, and circulation. To provide a more informed opinion on the application, we would like to understand:

- **The proposed Direct Control District regulations.** We understand that a Direct Control District is being sought for the site. What is the reason for this? Why is this "base" for this District MU-1 and not MU-2? Does this signal an intent to not provide commercial development at-grade? What site-specific regulations are under consideration?
- The **number of residential units,** as well as **the amount and nature of commercial space** that would be accommodated by this development.
- The results of a **Transportation Impact Assessment** conducted to evaluate the proposed development and its impact on the surrounding mobility network.

For comparison, Co-op's "Marc and Mada" application, which is for a site just east of this two blocks,

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Marda Loop Communities Association

includes concurrent Land Use Amendment and Development Permit applications. This has allowed for the review of detailed building information alongside the Land Use Amendment process. It would be appreciated if the applicant could provide a concurrent Development Permit application alongside the Land Use Amendment for this development, as it is a very significant development for the local area.

2. Site Constraints

The proposed Land Use Amendment would enable an **18-storey building** on a relatively small and constrained site in a very busy activity zone. The site does not have a lane to serve it, and it backs onto a gas station that has recently undergone renovations, signaling an intent for the gas station to remain in this location for the longer term. Even if the applicant were to construct a lane behind the proposed future development, all access onto 22 Street SW would presumably be "right-in, right-out" only, potentially resulting in an overload of traffic along 34 Avenue SW.

This portion of 34 Avenue SW already experiences issues related to traffic flow and pedestrian safety, which would likely be exacerbated by this potential new development. More information about traffic circulation and local improvements to the mobility network is needed to properly assess the application.

3. Concerns about Height and Scale

We recognize that the West Elbow Local Area Plan identifies this site as being appropriate for buildings up to 16 storeys tall. However, without additional information regarding the details of the development, we feel that any building above 12-storeys is excessively tall in this location. Newer surrounding development is only up to six-storeys in height, with the buildings immediately adjacent to the site being four-storeys in height. We understand that Marda Loop is a desirable inner-city area, and the site is in close proximity to the BRT network. However, it is still not a "downtown" context, whereby an 18-storey building would be considered more appropriate. Without Development Permit-level drawings to provide comfort that an appropriate transition will be implemented; we feel that 18-storeys is an inappropriate height for this location.

4. Planning Certainty and Community Trust

We have received significant feedback from area residents about this application. Nearby properties—including Gateway Garrison Woods at 2233 34 Avenue SW—are low-rise residential buildings whose residents have now submitted a letter signed by **80 individuals**, expressing **deep concern about the impact of such a large departure from existing planning frameworks**.

In addition, one of the most consistent themes in resident feedback is a sense of development **fatigue and uncertainty**. The area has already undergone a comprehensive *upzoning* process through the blanket rezoning and the recently passed West Elbow Local Area Plan which many residents saw as a compromise that balanced growth with community character.

We believe it is critical that **any significant height increases in this location be grounded in clear policy rationale and supported by the infrastructure and context of the area**. In this case, we are not convinced that an 18-storey tower meets that test.

In summary, with the information we have available to us now, **we are not in support of the**

Marda Loop Communities Association
3130 - 16th Street SW, Calgary, Alberta T2T 4G7
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Marda Loop Communities Association

proposed Land Use Amendment. We encourage the applicant, and/or The City, to share more information with the local community, including the proposed Direct Control District regulations, the number of anticipated residential units and the anticipated amount of commercial space, and the results of a Transportation Impact Assessment. We also encourage the applicant to signal their intention to develop this site to a high standard of design through the submission of a concurrent Development Permit application. It is possible that, with more information and certainty, the applicant could demonstrate the suitability of this future building for the local context.

We thank the City Administration and the applicant for their engagement on this file. We hope our input will support a constructive, collaborative process as this application moves forward. We remain open to dialogue and willing to work toward solutions that support both growth and the long-term success of our community.

Sincerely,

Planning & Mobility Committee

Marda Loop Communities Association

Marda Loop Communities Association
3130 - 16th Street SW, Calgary, Alberta T2T 4G7
(403) 244-5411 info@mardaloopca.org www.mardaloopca.org

2026 July 30

Outlook

[External] Marda Loop response to LOC2025-0010

From MLCA Development <development@mardaloop.com>
Date Thu 2026-07-30 9:11 AM
To Adebayo, Quadri <Quadri.Adebayo@calgary.ca>
Cc MLCA President <president@mardaloop.com>

1 attachment (192 KB)
Marda Loop Communities updated response to LOC2025-0010.pdf;

This Message Is From an External Sender
This message came from outside your organization.
ATTENTION: Do not click links or open attachments from external senders unless you are certain it is safe to do so. Please forward suspicious/concerning email to spam@calgary.ca

Report Suspicious

Hi Quadri,
Here is our response to LOC2025-0010 the updated proposal at 34th avenue and 22nd st SW.
It would be easier to comment if there was a concurrent DP so we could get a sense of the scope of the building.
Our main concern remains the intersection at 34th Ave SW and 22nd St SW especially the east side near the proposed building. We want to see the City of Calgary's transportation review of that area. There is also an alley behind Petro Canada that will be awkward. This intersection is a huge issue for safety and timing now
As you know there is a petition south of the proposed site and they are still concerned with the height.
I am copying our President Lee Willis if you have additional questions.
Thanks,
Rita

MARDA LOOP COMMUNITIES ASSOCIATION www.mardaloop.com

*The MLCA is successful because of its members. If you are already a member, thank you for your support. If you are not currently a member, please **join now**.*

To submit comments on development permits and LOC's go here Dmap with the City of Calgary
https://developmentmap.calgary.ca

July 29, 2026

The City of Calgary Planning Services
Attention: File Manager, Quadri Adebayo

Re: Application LOC2025-0010 — Land Use Amendment for 2224—2240 34 Avenue SW

SENT BY EMAIL

RE: Revised Application LOC2025-0010 — Land Use Amendment for 2224—2240 34 Avenue SW

Dear Quadri,

On behalf of the Marda Loop Communities Association (MLCA) Executive and the Planning & Mobility Committee, we are writing to update our prior submission about Application LOC2025-0010. We have reviewed the revised application submitted and met with O2 Planning on behalf of their applicant. They have made substantial improvements to the proposal in direct response to community feedback but we do still have concerns about the traffic issues at the corner and the lack of building designs.

The integration of the updated metrics and Local Area Plan (LAP) policy alignment is evaluated below:

1. Land Use District and LAP Urban Form Alignment

The decision to abandon the Direct Control (DC) District in favour of the Stock Mixed-Use General (MU-1) District provides the planning certainty and transparency our community requested. By utilizing stock zoning rather than site-specific regulations, the developer and O2 Planning have restored a high degree of predictability to the local area planning process.

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Furthermore, this revised framework aligns seamlessly with the dual urban form designations applied to the site under the West Elbow Local Area Plan as it fits into the Neighbourhood Flex.

2. Height, Massing, and Scale Reductions

The reductions in overall building scale completely change the project's relationship with the surrounding neighbourhood:

- Height Reduction: Decreasing the height from 18 storeys (60 metres) to 10 storeys (35 metres) brings the project well under the LAP maximum threshold of 16 storeys.
- Podium and Density Adjustments: Lowering the podium from 6 storeys to 2 storeys creates an inviting, human-scale interface.
- Unit Count: Reducing the total dwellings by 92 units down to +/- 168 units significantly lessens the overall physical impact on the immediate area.

3. Infrastructure and Parking Adjustments

Parking and vehicle management were among our primary concerns. The revised transportation strategy addresses thes:

- Residential Parking: The applicant has achieved the community's requested 1.0 stall per dwelling minimum ratio, providing 168 residential stalls.
- Commercial Parking: Adding 12 dedicated commercial visitor stalls directly mitigates potential parking spillover onto local streets.
- While the physical constraints of the site and the lack of a rear lane remain, the reduced unit count and optimal parking ratios significantly lower the overall operational burden on the intersections of 34 Avenue SW and 22 Street SW.

We note that there are still concerns about the traffic signal timing at this intersection. Also there is a laneway from Petro Canada on the northeast side of the building that may be difficult to adjust. We request that the City of Calgary conducts a comprehensive review of the intersection at 22nd st SW and 34th Avenue SW.

Summary

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The MLCA Planning Committee commends the applicant and O2 Planning for listening to area residents and restructuring this application to align with the urban form designations of the West Elbow LAP. With these specific revisions secured under the stock MU-1 framework, the MLCA shifts from our original position to offering support of this Land Use Amendment. We do still have concerns about the mobility issues around this corner at 34th ave and 22nd st SW and would like to see a concurrent Development Permit like the Marc and Mada development.

We thank City Administration, the applicant, and O2 Planning for the opportunity to engage on the file.

Sincerely,

Planning & Mobility Committee
Marda Loop Communities Association

CC:
Councillor Nathaniel Schmidt, Ward 8 Councillor
Bob Van Wegen, Marda Loop BIA
Vanessa Develter, O2 Planning

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Marda Loop Business Improvement Area Response

MARDA LOOP
where life connects

August 5, 2025

To: File Manager Quadri Adebayo, Quadri.Adebayo@calgary.ca
CPAG Circulation Controller, CPAGCirc@calgary.ca

Re. : LOC2025-0010 (2224 to 2240 34th Avenue SW)

In our view the proposal is too large for that location.

This is a constrained area, limited by the capacity of 34th Avenue and the intersections of 22nd and 21st Streets, by the dead-ending of 34th Avenue to the west, and by the limitations of Garrison Gate and 22nd Street. 22nd Street, between the close-by intersections of 33rd and 34th Avenues, handles virtually all access between the Garrison Gate area and Crowchild Trail, and would be encumbered by a development of this scale.

The site is a half-block depth (the narrow way) with no lane access, so no option to split lane access to the site between two side streets. The applicant proposes a one-way private lane with access on 34th Avenue and 22nd Street; the impact on 22nd Street, where the egress would be side-by-side with the Petro-Canada access, and across the multi-use path, would further encumber a very challenging segment of 22nd Street.

The 9 FAR proposed is 50% more than the 6 FAR at the nearby Marc and Mada site, which was considered very dense for the community. The envisioned six storey podium with a tower atop seems both overly bulky and overly tall. A slim tower with a two-storey podium or a shorter building without a tower might be a better fit. In any case, there should be a pedestrian-scale street wall.

We ask Administration to take a close look at the impact and practicality of a project of this scale at this location. We want to thank 02, the representatives of the applicant, for meeting with our volunteer board this spring.

We look forward to what's next for this important site.

Sincerely,

Bob van Wegen
Executive Director
Marda Loop BIA
bob@visitmardaloop.com

MARDA LOOP
where life connects

August 5, 2026

To: File Manager Quadri Adebayo, Quadri.Adebayo@calgary.ca
CPAG Circulation Controller, CPAGCirc@calgary.ca

Re. : LOC2025-0010 (2224 to 2240 34th Avenue SW)

The Marda Loop BIA notes the significant changes in this land use application from the original circulation. In our view the proposed density, height and units in the revised application is the maximum that could be accommodated on the site.

Regarding the West Elbow Plan's ambitions, the BIA was not supportive of what was put in place for this site, and believes the amended application is closer to the practical maximum.

See the postscript below on the site constraints, per our letter on the initial application.

We support the 1:1 residential parking ratio and the commercial parking now proposed. We are always welcoming of more commercial parking if it can be provided, and ask that the interior parking arrangements be made flexible so that over time more commercial/public parking could be made available if the residential parking use is undersubscribed.

In terms of form, a two-storey podium is desirable for a pedestrian-scale street wall. In terms of use, two storeys of commercial with many ground floor storefronts (important for an active and lively streetscape), and a flexible space upstairs for various commercial uses, is also desirable.

Access to the site remains a challenge. Regarding the one-way private lane, the main issue is the egress on 22nd Street, which would be side-by-side with the Petro-Canada access, and across the multi-use path. Even under current conditions there are significant traffic issues on 22nd Street; in the short term these might be remediated by traffic light timing and other measures such as different management of Petro Can access. The management of 22nd Street needs to be investigated and resolved to the extent possible, regardless of this development. But access alternatives for this development should also be considered in this context.

Thanks for the opportunity to comment.

Sincerely,

Bob van Wegen
Executive Director
Marda Loop BIA
bob@visitmardaloop.com

CC: MLCA, Ward 8 office, the Applicant

P.S. on next page:

MARDA LOOP
where life connects

Note on the constraints of the site:

- This is a constrained area, limited by the capacity of 34th Avenue and the intersections of 22nd and 21st Streets, by the dead-ending of 34th Avenue to the west, and by the limitations of Garrison Gate and 22nd Street. 22nd Street, between the close-by intersections of 33rd and 34th Avenues, handles virtually all access between the Garrison Gate area and Crowchild Trail.
    - For comparison, the "Marc and Mada" site, of the same density, is in the center of the road grid.

- The site is a half-block depth (the narrow way) with no lane access, so no option to split lane access/traffic to the site between two side streets.
    - For comparison, the "Marc and Mada" site is 2/3 of a full block, bordering three roads, and with lane access to a fourth road.

Marda Loop Business Improvement Area 1638 - 30th Ave SW Calgary, AB T2T 1P4

403.685.5667 | www.visitmardaloop.com

PROPOSED

CPC2026-0819
ATTACHMENT 6

BYLAW NUMBER 127D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0010/CPC2026-0819)

* *

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 _____

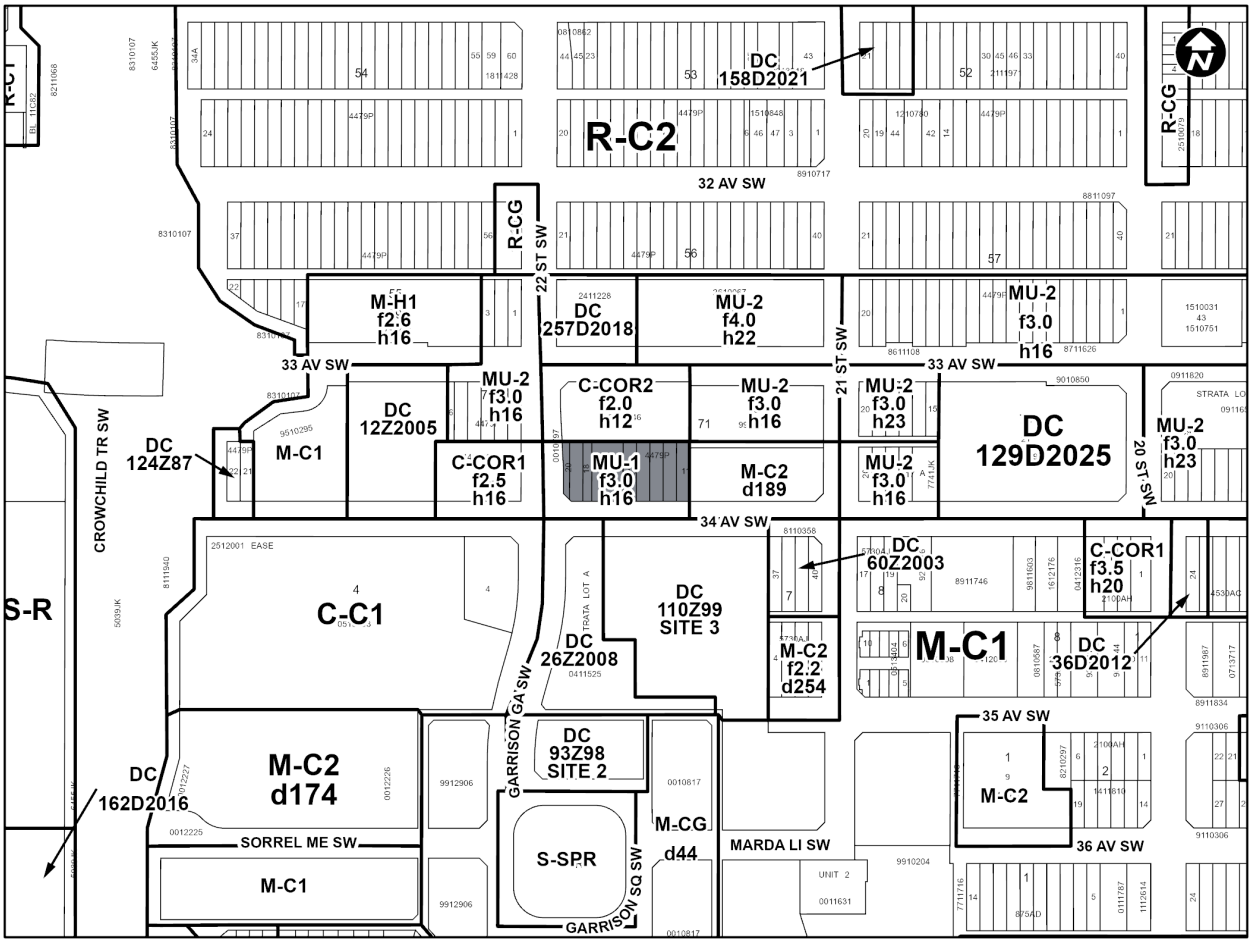
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0010/CPC2026-0819
BYLAW NUMBER 127D2026

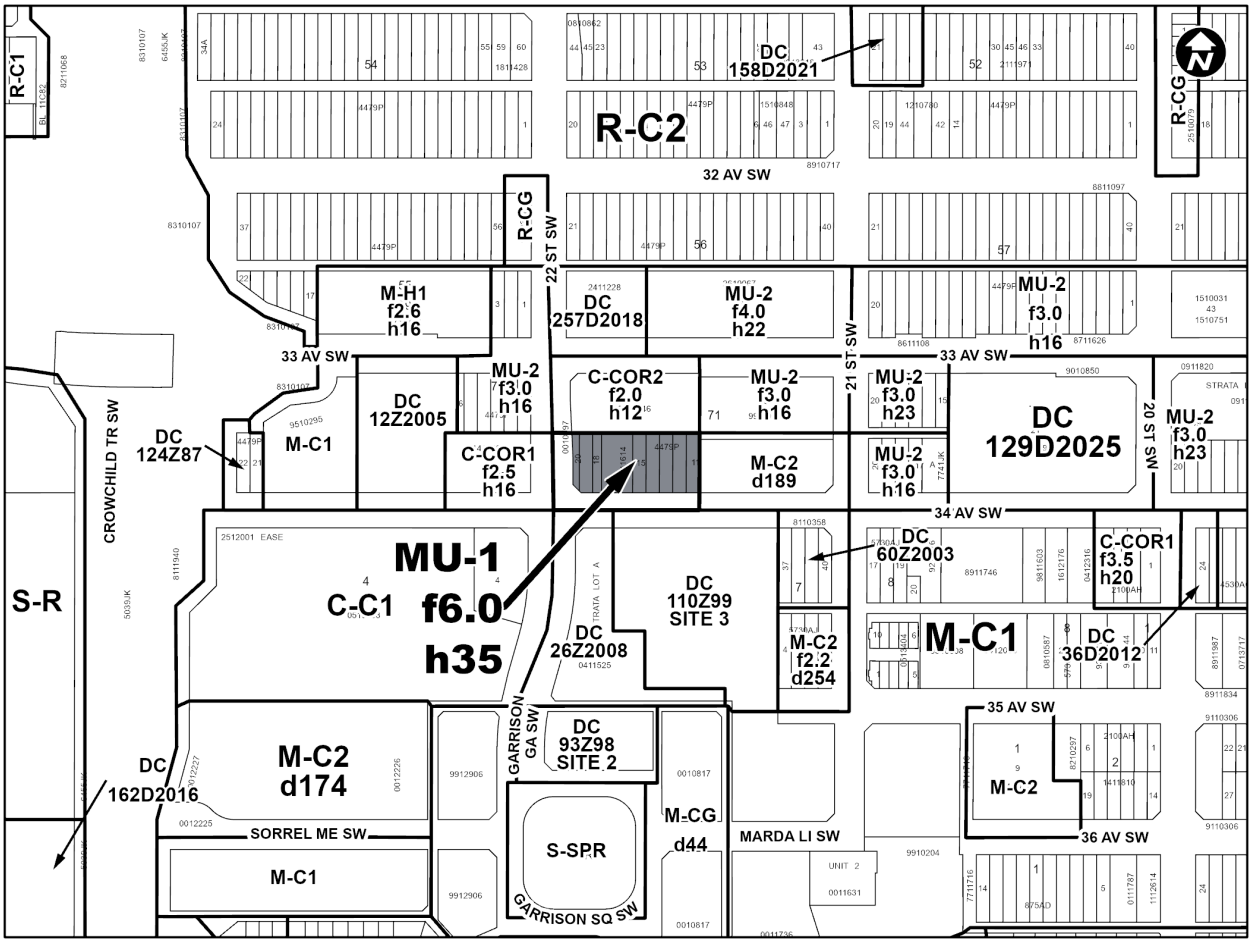
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0010/CPC2026-0819
BYLAW NUMBER 127D2026

SCHEDULE B



Land Use Amendment in Lower Mount Royal (Ward 8) at 1801 – 8 Street SW, LOC2026-0041

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.06 hectares ± (0.15 acres ±) located at 1801 – 8 Street SW (Plan 4453L, Block 14, Lot 10) from Direct Control (DC) District to Commercial – Neighbourhood 1 (C-N1) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 SEPTEMBER 10:

That Council give three readings to the **Proposed Bylaw 118D2026** for the redesignation of 0.06 hectares ± (0.15 acres ±) located at 1801 – 8 Street SW (Plan 4453L, Block 14, Lot 10) from Direct Control (DC) District to Commercial – Neighbourhood 1 (C-N1) District.

HIGHLIGHTS

- This land use amendment application seeks to redesignate the subject property to the Commercial – Neighbourhood 1 (C-N1) District to allow for small-scale retail uses in an existing two-storey office building.
- This application allows for the adaptive reuse of an existing building and aligns with the policies of the *Municipal Development Plan* (MDP) and the *West Elbow Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would enable small-scale retail use that is accessible by multiple modes of transportation while supporting the reuse of an existing building.
- Why does this matter? The proposed C-N1 District will allow for non-residential land use that is in keeping with the existing form, scale and adaptive reuse of the existing building and surrounding residential development.
- No development permit application 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 Lower Mount Royal was submitted by Jordan Allen on behalf of the landowner, Lenora Mei Property Corp., on 2026 March 27.

The approximately 0.06 hectares (0.15 acres) corner site is located on the southwest corner of 8 Street SW and 18 Avenue SW, approximately one block south of the 17 Avenue SW Neighbourhood Main Street. The site contains a two-storey building with a detached garage accessed from the rear lane. The site is currently being used as an office. The subject site is surrounded by parcels that are primarily designated as the Multi-Residential – Contextual Medium Profile (M-C2) District comprising of residential development in the form of single detached dwellings and low-rise apartment buildings ranging from two to four storeys in height.

Land Use Amendment in Lower Mount Royal (Ward 8) at 1801 – 8 Street SW, LOC2026-0041

The parcel immediately west of the site is designated as a Direct Control (DC) District and is developed with a single detached dwelling.

As noted in the Applicant Submission (Attachment 2), the purpose of the application is to redesignate the site from a DC District (Bylaw 208Z81) to the Commercial – Neighbourhood 1 (C-N1) District to allow for a retail use in the existing building. The land use change is intended to maintain the established and existing residential character of the site while allowing for a broader range of context-sensitive uses. No development permit application has been submitted at this time. A change of use development permit will be required to allow for the retail use.

The proposed land use amendment is consistent with applicable policies in the MDP and the LAP.

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach
As part of the review of the proposed land use amendment application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant hand-delivered postcards containing details of the application to addresses within a 60-metre radius of the site. The applicant also met with the Mount Royal Community Association (CA) and adjacent neighbours and provided the CA with a written response to their comments. The Applicant Outreach Summary can be found in Attachment 3.

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

Administration received four responses in opposition from the public. The responses noted the following areas of concern:

- the proposed C-N1 District would be far too permissive in terms of the allowable commercial uses for a residential street;
- the proposed C-N1 District may create a precedent for commercial expansion along 8 Street SW and adjacent residential blocks;
- support for the property owner's intent for a small-scale neighbourhood-serving retail use in the existing building but a preference for this to be accommodated using a DC District to exclude sensitive uses (i.e. Addiction Treatment, Cannabis store, Liquor Store); and
- including retail development south of 17 Avenue SW and on 8 Street SW has the

potential to negatively impact the existing fabric and character of the neighbourhood.

The CA provided a letter on 2026 May 6 (Attachment 4) indicating the following comments and concerns:

- the C-N1 District is generally appropriate in terms of scale, massing, and other contextual issues; however, the range of uses is too broad for the location.
- a DC District, based on the C-N1 District, would be preferred; and
- the CA also discussed the broader role of 8 Street SW and the potential for limited commercial uses between 18 Avenue SW and Royal Avenue SW to help create a walkable transition between 17 Avenue SW and the residential community.

The community's preference for a DC District to limit the range of commercial uses is acknowledged. However, discretionary uses under the C-N1 District remain subject to the development permit process and appeal provisions. A DC District proposal does not meet the criteria for a DC District. As such, the C-N1 District is considered the most appropriate District for the site.

Administration also considered the site-specific context and the concern that the application could contribute to commercial expansion along 8 Street SW. Administration determined that the proposed C-N1 District is appropriate for this parcel based on the site context and the applicable policies of the MDP and LAP.

The on-site parking will be reviewed at the time of a development permit application.

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 date of the Public Hearing will be advertised.

IMPLICATIONS

Social

This application would accommodate the adaptive reuse of an existing building within an inner-city community and enable neighbourhood-scale commercial uses approximately 130 metres (a two-minute walk) from the 17 Avenue SW Neighbourhood Main Street.

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 while supporting small business development within an inner-city neighbourhood.

Land Use Amendment in Lower Mount Royal (Ward 8) at 1801 – 8 Street SW, LOC2026-0041

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 118D2026**

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 Lower Mount Royal, on the southwest corner of 8 Street SW and 18 Avenue SW and is one block south of the 17 Avenue SW Neighbourhood Main Street. The site is approximately 0.06 hectares (0.14 acres) in size and has dimensions of approximately 15 metres wide by 36 metres deep. It is developed with a two-storey office building and a detached garage with access from the rear lane. The building was constructed in 1912 and is currently being used as an office, a discretionary use under the existing Direct Control (DC) District (Bylaw 208Z81). The building is not designated as a heritage building.

Surrounding development is primarily characterized by single detached dwellings and low-rise apartment buildings ranging from two to four storeys in height on parcels designated as the Multi-Residential – Contextual Medium Profile (M-C2) District. The parcel immediately west of the site is developed with a two-storey building and is designated as a DC District (Bylaw 56Z94). The neighbouring building is being used as an office.

The parcel is approximately 130 metres (a two-minute walk) south of 17 Avenue SW, a designated Neighbourhood Main Street. The local area is served by multiple transit stops.

Community Peak Population Table

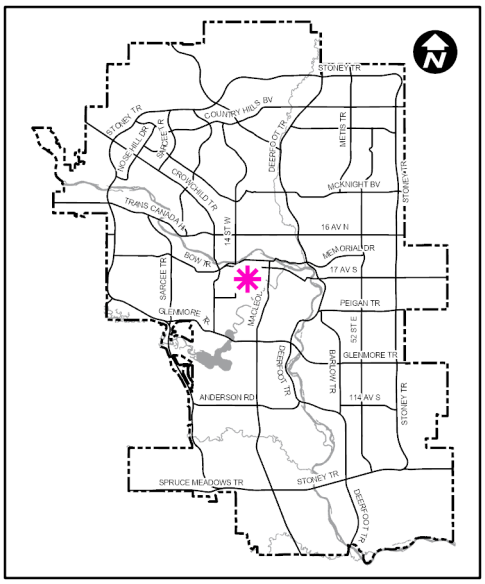
As identified below, the community of Lower Mount Royal reached its peak population in 1970.

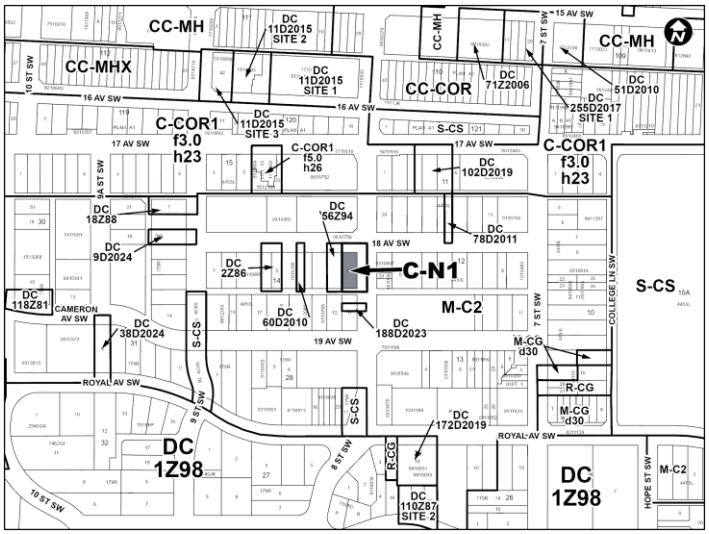
Lower Mount Royal	
Peak Population Year	1970
Peak Population	3,594
2021 Current Population	2,990
Difference in Population (Number)	-604
Difference in Population (Percent)	-17%

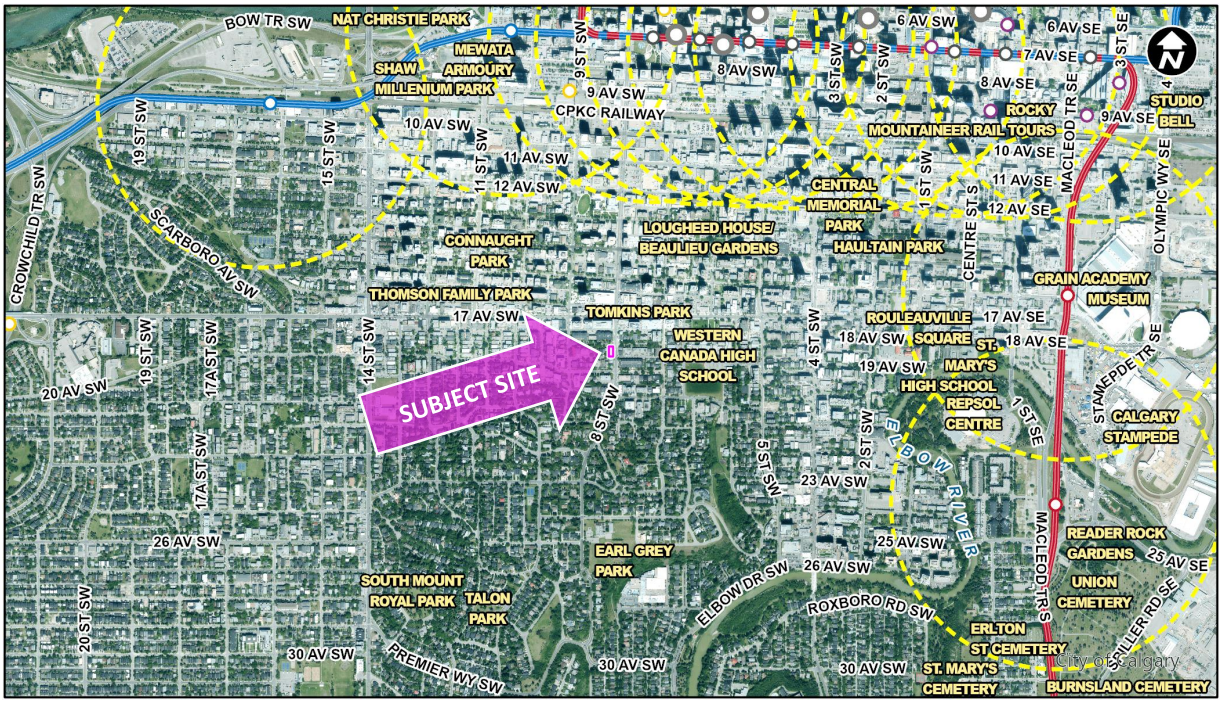
Source: *The City of Calgary 2021 Civic Census*

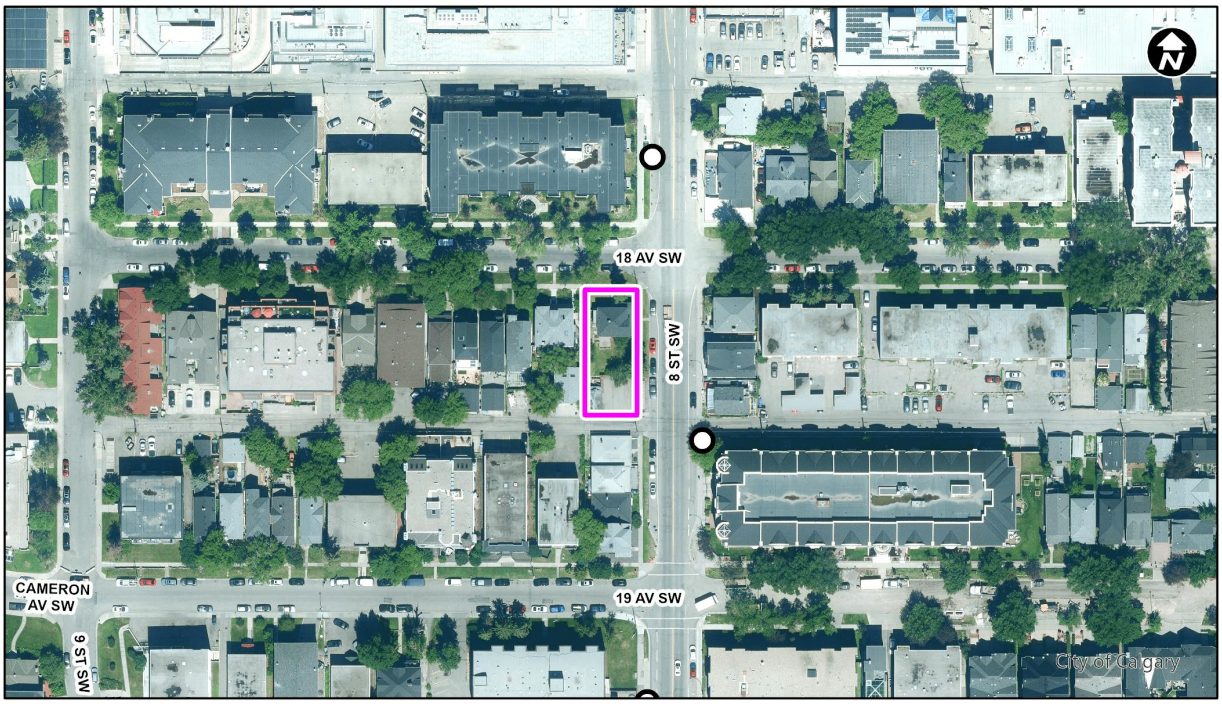
Additional demographic and socio-economic information may be obtained online through the Lower Mount Royal Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing DC District (Bylaw 208Z81) for the parcel is based on the RM-5 Medium Density Multi-Dwelling District of the previous Land Use Bylaw 2P80. The DC District maintains the general rules for residential districts contained in Section 20 of Bylaw 2P80 and the permitted and discretionary uses for the RM-5 District with the addition of professional offices being permitted. The RM-5 District allows for maximum building height of 12 metres (approximately four storeys).

The proposed C-N1 District allows for small-scale commercial development intended to serve surrounding neighbourhoods, with buildings oriented toward the street and public sidewalk, and is compatible in scale with nearby residential development. The C-N1 District also allows for residential uses on upper floors, a maximum floor area ratio (FAR) of 1.0 and maximum building height of 10 metres. The proposed redesignation is required to facilitate the applicant's proposed retail use, as retail is not allowable under the existing DC District (Bylaw 208Z81).

A DC District based on the C-N1 District was not considered appropriate by City Administration, as the proposed development can be appropriately regulated through the standard C-N1 District and the development permit process. Further, discretionary uses proposed under the C-N1 District would be subject to a full development permit review and applicable appeal process, providing an opportunity for consideration of site-specific impacts. As there are no site-specific

circumstances identified that would warrant the additional regulatory framework of a DC District, the standard C-N1 District is considered appropriate for this site.

Development and Site Design
If approved by Council, the rules of the proposed C-N1 District, along with policies of the LAP, will provide guidance for the future development of the site, including heritage guidelines, appropriate uses, building height and massing, landscaping and parking.

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

- ensuring an engaging and active interface along 8 Street SW; and
- mitigating access and traffic concerns.

Transportation
Pedestrian access to the site is available along 8 Street SW, a residential street. There is an existing on-street bikeway along 8 Street SW, providing bicycle connections to the Greater Downtown Area to the north and communities of Upper Mount Royal and Elbow Park to the south.

The site is well served by Calgary Transit bus service:

- bus stops for Route 2 (Mount Pleasant / Killarney – 17 Avenue SW) are located 150 metres (two-minute walk) from the subject parcel;
- bus stops for Route 6 (Killarney / 26 Avenue) are located 170 metres (two-minute walk) from the subject parcel;
- bus stops for Route 7 (Marda Loop) are located 150 metres (two-minute walk) from the subject parcel; and
- bus stops for Route 13 (Altadore) are located 40 metres (one-minute walk) from the subject parcel.

Vehicular access to the parcel is from the rear lane where a detached garage exists. On street parking is presently restricted under Residential Parking Permit zone “P” and where there are two-hour parking restrictions on 8 Street SW and 18 Avenue SW from 8:30 a.m. to 6:00 p.m. and 7:00 a.m. to 5:00 p.m. from Monday to Friday respectively.

Environmental Site Considerations
No environmental concerns have been identified.

Utilities and Servicing
Public water and sanitary main utilities exist within the adjacent public right-of-way. Development servicing will be determined at the future development permit stage.

Legislation and Policy

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

Municipal Development Plan (Statutory – 2009)
The subject parcel is located 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 deliver small and incremental benefits to climate resilience. The proposed land use amendment seeks to accommodate a retail use of modest scale within an existing building which is in alignment with applicable MDP policies.

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

West Elbow Communities Local Area Plan (Statutory – 2023)
The *West Elbow Communities Local Area Plan* (LAP) identifies the subject site as a Neighbourhood Connector on Map 3: Urban Form and is designated as Mid-Scale on Map 4: Building Scale, which allows up to twelve storeys. Development in Neighbourhood Connector areas is characterized by a broad range of housing types along higher activity, predominantly residential streets and may include local commercial uses to serve nearby residents such as cafes, corner stores, personal service uses, work-live units or home-base businesses. The proposal is consistent with the applicable planning policies in the LAP.

The property lies within the Heritage Precinct Area 2, which contains valued historic character and contextual architectural patterns. Policies for this precinct emphasize compatible massing, high-quality materials, and reinforcing the existing block pattern and pedestrian scale. Although the site contains a building constructed in 1912, it is not a designated heritage resource. The proposed C-N1 District will be compatible with the Heritage Guidelines as it allows for a street oriented small-scale development within the existing building on the site that can respond to adjacent neighbourhood context and character through limited height and scale.

Applicant Submission

PLANNING RATIONALE

24 MAR 2026

THE CITY OF CALGARY
BUILDING & DEVELOPMENT APPROVALS

To Whom it May Concern,

Please find below the planning rationale and summary for the application for a land use redesignation at 1801 8 Street SW in Calgary, Alberta. The application seeks to modify the use of the land from its current DC zoning to a typified C-N1 (Commercial - Neighbourhood 1) zone.

1. Purpose of the Application
The purpose of this rezoning application is to revise the existing Direct Control Provision governing the subject property at 1801 8 Street SW. The proposed C-N1 zone would continue to permit a street-oriented commercial development along 8 Street SW while maintaining the scale and character of the existing and adjacent development. The purpose of the application is to introduce the use of 'retail' to an already existing commercial use. This change is intended to maintain the established and existing residential character of the site while allowing for a broader range of context-sensitive use.

2. Existing Zoning Context; Municipal Development Plan
The current DC was enacted to include commercial office use within the existing development. The revision from the current DC to the C-N1 zone only seeks to introduce a retail use to the same structure that currently exists.

As written, the existing DC1 does not allow retail or other commercial uses, creating regulatory limitations that are inconsistent with contemporary development or city objectives and land use policies. These outdated restrictions limit the site's ability to accommodate modest, low-impact development and do not reflect current City-wide approaches to managing growth within the established urban fabric.

The site is located within the Inner City area on Map 1 of the Municipal Development Plan. Inner city areas are intended to accommodate moderate intensification and mixed-use developments that support walk-ability and transit service. Redevelopment should enhance the pedestrian environment and provide context-sensitive transitions to adjacent low-density areas.

The proposed redesignation to C-N1 aligns with these objectives by enabling mixed-use and commercial development that permits street oriented commercial uses at grade which is consistent with the MDP's goals for renewed and diversified inner-city communities.

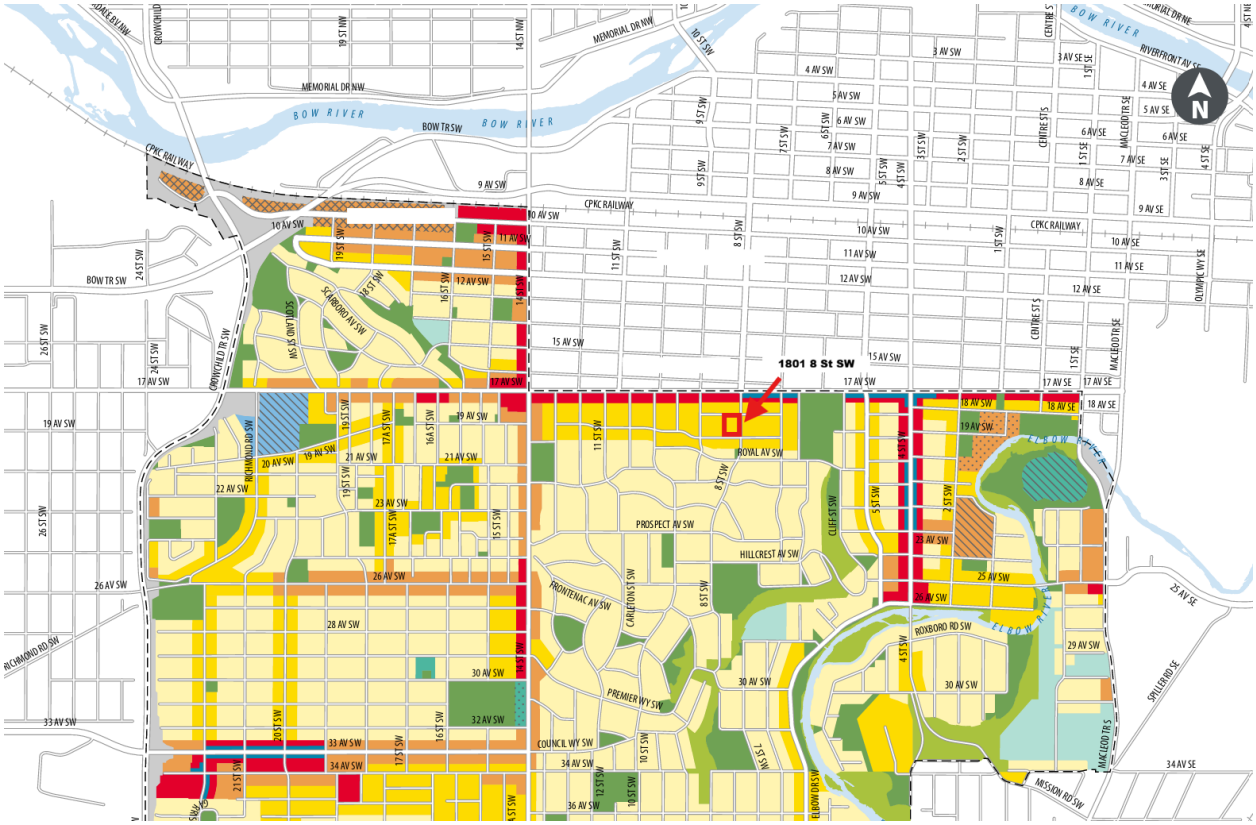
3. West Elbow LAP - Urban Form (Map 3)
The site is identified as Neighbourhood Connector, which applies to corridors intended to support a blend of residential and small-scale commercial uses in a street-oriented form. These connectors serve as local activity streets that provide everyday amenities, pedestrian-oriented frontages, and increased development opportunities. 8 Street SW is specifically identified as a connector corridor where mixed-use development and small-format commercial uses are appropriate. Specifically, policy 2.2.1.5(b) notes that retail is acceptable development use within the area. This establishes the street as a suitable location for the type of commercial activity envisioned in the C-N1 district, which blends low scale commercial development with lower scale adjacent residential development, reinforced by 2.2.1.5(e) noting that non-residential development should consider the scale of the adjacent residential context. The height and FAR limits of the C-N1 zone are directly referential to a residential scale of development.

PLANNING RATIONALE

24 MAR 2026

THE CITY OF CALGARY
BUILDING & DEVELOPMENT APPROVALS

3. West Elbow LAP - Urban Form (Map 3)



Map 3: Urban Form

Legend

Urban Form
- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local
- Commercial Corridor
- Natural Areas
- Parks and Open Space
- City Civic and Recreation
- Private Institutional and Recreation
- Regional Campus
- No Urban Form Category

Additional Policy Guidance
- Comprehensive Planning Site
- Industrial Transition
- Special Policy Area
- Active Frontage
- Plan Area Boundary

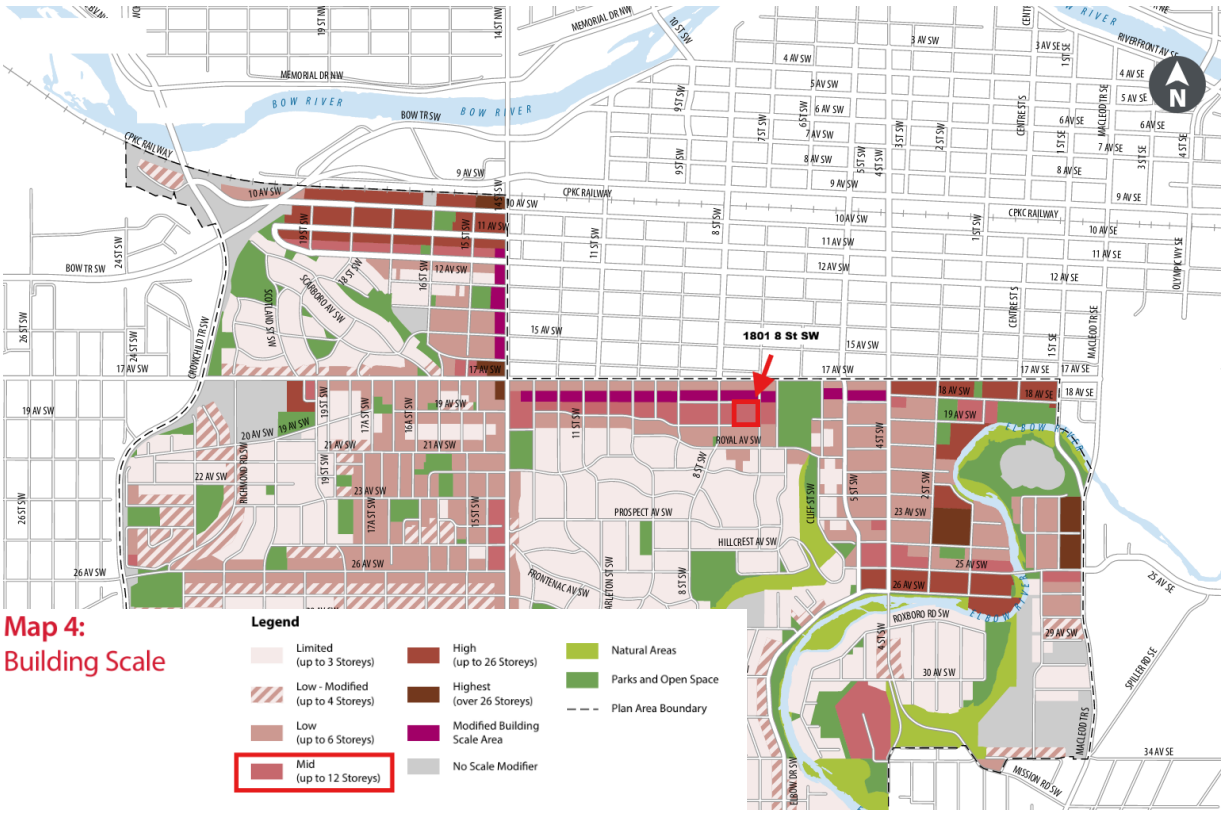
PLANNING RATIONALE

24 MAR 2026

THE CITY OF CALGARY
BUILDING & DEVELOPMENT APPROVALS

4. West Elbow LAP - Building Scale

The site is designated Mid Scale, supporting development up to 12 stories. Mid-scale areas concentrate growth along key corridors and require careful massing transitions and high-quality built form. In this particular case though, we seek to maintains the existing character house that exists on the site, and re-purpose it for use as retail. We also propose the revision to C-N1, which limits possible development height to 10m which is more in keeping with the adjacent character residential dwellings. By preserving the existing home and the existing scale, we can accommodate a commercial retail use, in line with city planning policies, but withing the C-N1 framework, we can also limit the impact to adjacent parcels and maintain the character of the streetscape. This accommodates the MDP and the West Elbow LAP's intent for increased street-oriented development along the 8th Street SW connector street.



Map 4:
Building Scale

PLANNING RATIONALE

24 MAR 2026

THE CITY OF CALGARY
BUILDING & DEVELOPMENT APPROVALS

5. Heritage Alignment
The subject parcel lies within the Heritage Precinct Area 2. This specific application seeks to maintain the existing character home already present on the site, and re-purpose the existing development from commercial - office use to commercial - retail. The proposed revision to C-N1 would be compatible with the heritage guidelines, as it allows for street oriented small scale development that can respond to adjacent character through limited height and scale.

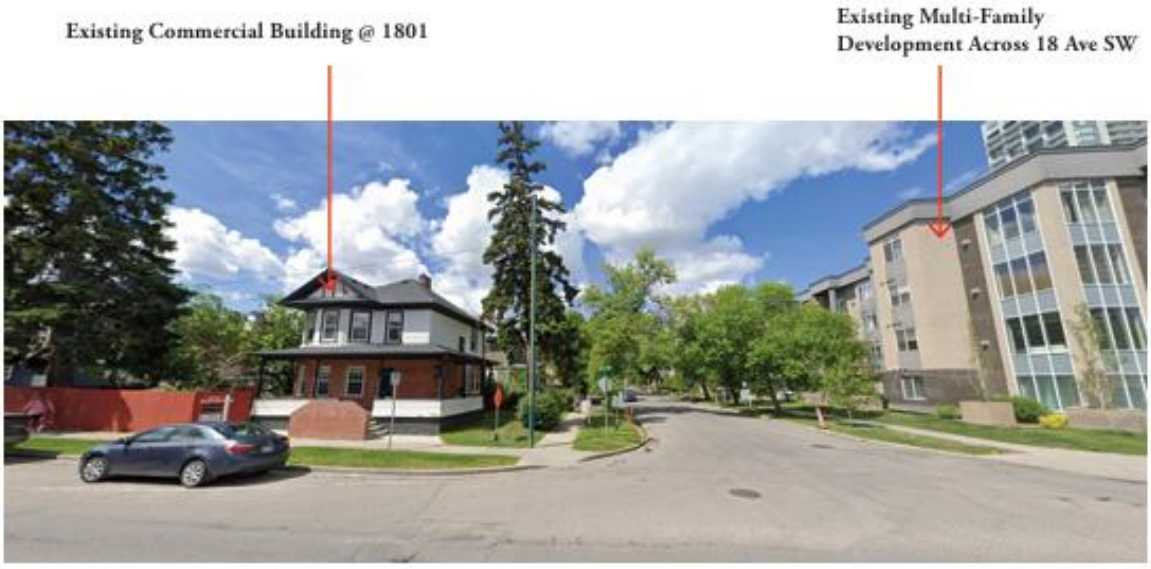
The proposed commercial use perpetuates the existing use on site, as well as the adjacent commercial uses along 8 Street SW. The commercial use is contextual and lower scale which does not introduce an impediment or modification to the existing streetscape or contextual community character.

6. Context
The subject parcel is a corner parcel that fronts 8 Street SW and 18 Avenue SW. The LAP has identified 8 Street SW is a neighbourhood connector and as such is a corridor explicitly intended for local commercial uses and active frontages. This application seeks to bolster the site with small scale local commercial use while retaining the existing character home on site. The parcel immediately adjacent to the subject parcel is zoned with a DC zone (DC 56Z94) which permits for commercial use. Similarly, the other properties that front 8 Street SW to the south of the subject parcel have existing commercial uses as well. The current DC for the subject site also permits for commercial use, but limits its uses to offices, which arguably are not indicative of the active frontages sought for neighbourhood connectors as defined within the LAP.

The proposed shift in land use to include a retail commercial use is congruent with the existing contextual uses of the commercial adjacencies while bolstering the guidelines and goals for the area as stated within the WEC LAP.

7. Conclusion
The proposed rezoning represents a technical and policy-aligned update to the existing DC zone.
It enables modest and appropriate forms of development that align with current City policy, support local commercial uses, and most importantly preserve neighbourhood character. Utilization of the C-N1 zone will permit low scale development through street-oriented commercial uses the reinforce the established city planning policies and guidelines within the pertinent LAP.

We have also reviewed the prior application for this site (from the prior owner and a third party), and believe that this revision to C-N1 is more closely aligned with the community context, and should be received as a more reasoned and rational modification than the prior application.



Subject Site - Context Photo, 8 St & 18 Ave SW, Looking West



Subject Site - Context Photo, 8 St & 18 Ave SW, Looking South



Subject Site - Context Photo, 18 Ave SW, Looking South East



Subject Site - Context Photo, 8 St & 18 Ave SW



Subject Site - 8 St SW frontage



Subject Site - Context Photo, 8 St SW, South of Subject Site

Applicant Outreach Summary

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Please complete this form and include with your application submission.

Project name: 1801

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

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)

Postcards that outlined a summary of the application, and specifically highlighted aspects that most people contextual to any parcel were printed and delivered by hand. These were circulated the week of April 15, which should allow potential respondents enough preemptive warning that the application will be circulated. Given the relatively minor revision, the postcard noted that commentary should be directed to the planner to avoid duplication of responses.

Prior to that, we were able to connect with the Mount Royal Community Association. We provided a summary of the proposed application to them directly.

Following the initial postcard and email outreach, a follow-up meeting was held with representatives of the Mount Royal Community Association and adjacent neighbours together. The councillor's development representative also attended. The meeting covered the proposed zoning in detail, including a discussion of the discretionary uses under the C-N1 district and how the development permit process would apply to any future use changes.

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

- Mount Royal Community Association
- Immediate neighbours and properties within 60m of the subject parcel
- Councillor's office (development representative)

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

Overall, the community association and adjacent neighbours were largely supportive of the application. Concerns were raised regarding some of the discretionary uses listed under the proposed C-N1 zoning, specifically the possibility that a future owner could pursue a use that current neighbours would find undesirable. We explained the distinction between rezoning and

the development permit process, noting that any discretionary use would still require a separate DP application, which allows for further public input if and when such a use is ever proposed. We also confirmed that our client, the current landowner, has no intention of pursuing any of the uses raised as concerns.

We noted that the discretionary uses under C-N1 are already present as discretionary uses in the MC-2 district, which governs the adjacent sites. Some attendees asked why a Direct Control (DC) zone was not used instead. We explained that this had been considered, but that the City prefers to apply existing standard zones wherever possible rather than site-specific DC zones, and that this preference had also been reiterated to us directly by City planners. The councillor's development representative confirmed this same position at the meeting.

The community association separately raised the idea of the 8 St corridor developing into a small-scale commercial area similar to Marda Loop. This was noted as a broader community interest but falls outside the scope of this 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.

No changes were made to the application as a result of this feedback. The concerns raised were minimal in scope, and the existing proposed zoning is consistent with the surrounding context and supported by sound planning rationale. The DP process itself was identified as the appropriate mechanism to address any future concerns regarding specific discretionary uses, should they arise.

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 advised the community association that we will follow up with them directly on any subsequent development permit applications, where more detailed feedback would be relevant. Given that no material changes resulted from this round of engagement, no further communication is planned at this stage unless the application itself changes substantially.

Community Association Response

mount royal
COMMUNITY ASSOCIATION

May 6, 2026

To: Sean Conway and the CPAG Team

Re: LOC2026-0041

I am writing on behalf of the Mount Royal Community Association Planning and Development Committee (PDC) regarding the above noted land use application. We called a meeting for May 5, invited neighbours and the applicant to attend. It was a good and robust meeting with a lot of collaborative engagement with all parties.

There was general agreement to support the proposal, but with some suggested modifiers until such time as more detailed Area Specific Policies for this precinct are included in the Local Area Plan. Therefore, it is requested that:

1. **Appropriate Land Use District**
   The CN-1 District is generally appropriate in terms of scale, massing and other contextual issues. However, the range of uses is far too broad for the location. It is requested the land use be changed to a DC District, based on the CN-1 District. The intent is to eliminate those uses, both as Permitted and Discretionary that conflict with the WELAP policies that suggest "…may include local commercial uses to serve existing residents…". Those eliminated uses include those Permitted uses of financial institutions, information and service provider, print centre, protective and emergency service. The following discretionary uses should also be removed from the new DC District: addiction treatment, brewery, winery and distillery, cannabis store, computer games facility, custodial care facility, food production, liquour store, power generation facility. Many of those identified uses belong on the adjacent Mainstreet district of 17th Ave. and will not contribute to the vision of scaled down local enclave that the #2 statement outlines as an addendum to the WELAP.

2. **8th St. in a Broader Policy Context**
   The group brainstormed ideas of how this portion of 8th St. from 18th Ave. to the north side of Royal Ave could transition to a "commercial light" district. be developed. The LAP is very general and does not provide much direction for such a small sub-set of the greater plan area. This area may qualify for a detailed design as outlined in a number of Precincts or Comprehensive Planning Sites elsewhere in the Plan. It is part of a heritage precinct and many of the houses flank onto 8th St. which provides a scaled and heritage atmosphere. The notion of creating a walkable and intimate streetscape as a bridge between the active 17th Ave BIA and the residential community of Mount Royal excited everyone. Topic raised included narrowing the roadway, creating park space at Royal and 8th by reducing the intersection width, possibly running a median down the centre of 8th St and planted with trees, and including park style benches along both sides of the sidewalks, and finally design guidelines for any business or mixed use project within this precinct.

These changes, coupled with deep infrastructure upgrades, which have been discussed for years, would create the sort of niche environment that makes placemaking desirable. These concepts, changes and funding mechanisms should be incorporated as an amendment to the LAP, with a robust engagement of residents to further expand on the initial ideas outlined above.

In closing the PDC supports the application with the suggested changed to a DC District as outlined above, and further, that work be undertaken to incorporate the concepts of a walkable and local precinct to be included in WELAP.

Yours truly

Roy Wright RPP, MCIP

Co-Chair PDC

Cc: Ward 8 Cllr. office, PDC, Jordan Allen (Anonymous Architecture)

PROPOSED

CPC2026-0788
ATTACHMENT 5

BYLAW NUMBER 118D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2026-0041/CPC2026-0788)

* *

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 _____

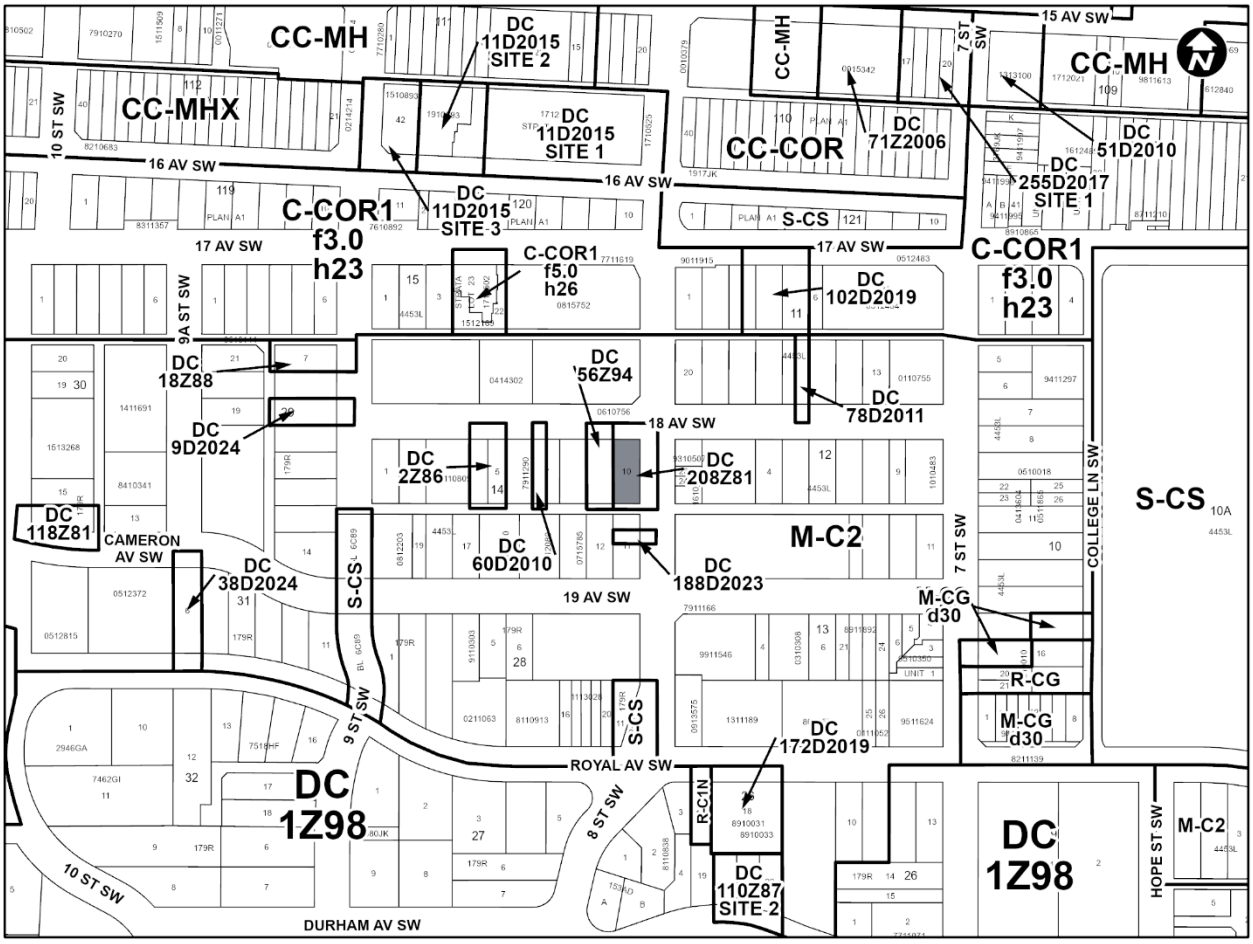
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2026-0041/CPC2026-0788
BYLAW NUMBER 118D2026

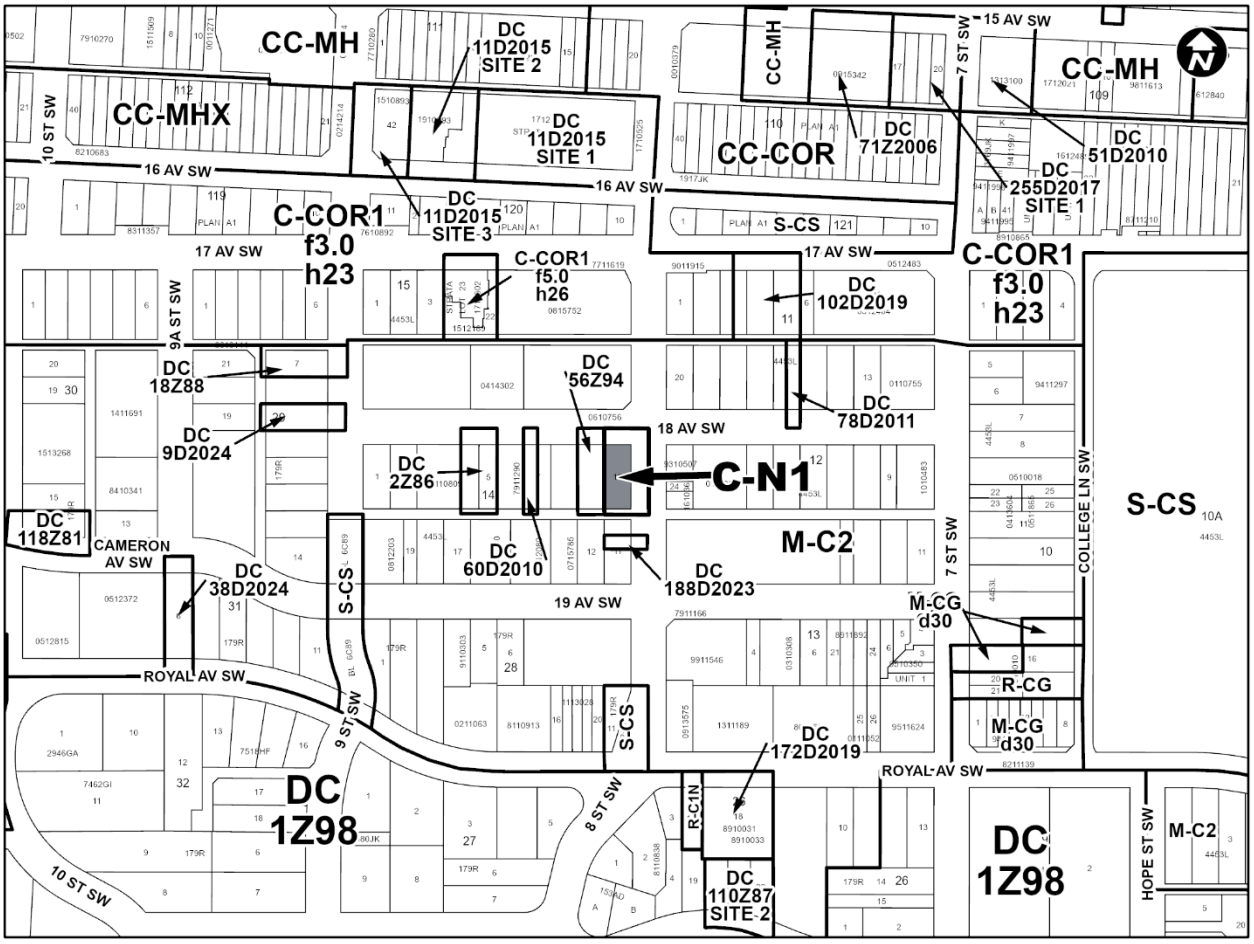
SCHEDULE A



PROPOSED

AMENDMENT LOC2026-0041/CPC2026-0788
BYLAW NUMBER 118D2026

SCHEDULE B



Policy Amendments in Beltline and Chinatown (Ward 8 and 9), CPC2026-0829

RECOMMENDATIONS:

That Calgary Planning Commission:

1. Forward this report (CPC2026-0829) to the 2026 November 09 Public Hearing Meeting of Council; and

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the amendments to the Beltline Area Redevelopment Plan (Attachment 3);

3. Give three readings to the proposed bylaw for the amendments to the Chinatown Area Redevelopment Plan (Attachment 4); and

4. Give three readings to the proposed bylaw for the amendments to Land Use Bylaw 1P2007 (Attachment 5).

RECOMMENDATIONS OF THE CALGARY PLANNING COMMISSION, 2026 OCTOBER 8:

That Council:

1. Give three readings to **Proposed Bylaw 45P2026** for the amendments to the Beltline Area Redevelopment Plan (Attachment 3);
2. Give three readings to **Proposed Bylaw 46P2026** for the amendments to the Chinatown Area Redevelopment Plan (Attachment 4); and
3. Give three readings to **Proposed Bylaw 47P2026** for the amendments to Land Use Bylaw 1P2007 (Attachment 5).

HIGHLIGHTS

- This report proposes amendments to Parts 1 and 2 of the Beltline ARP, the Chinatown ARP and related Centre City Districts of Land Use Bylaw 1P2007 to update planning policies and reflect current development conditions.
- The proposed amendments enable additional development intensity at strategic locations within Beltline and respond to site-specific conditions along the downtown freight-rail corridor and 17 Avenue S.
- The proposed amendments strengthen and clarify heritage conservation policies in Beltline and Chinatown, helping support the conservation of heritage resources while providing greater certainty for development.
- The proposed amendments make policies clearer and more consistent, helping improve the planning application process and provide greater certainty for applicants and communities.
- The proposed amendments align with the objectives of Calgary's Greater Downtown

Plan by providing regulations that are current, simplified, and support a wide range of public and private investment.
- The Greater Downtown is the economic and cultural heart of Calgary. It is the central hub for business, innovation, and creativity. A thriving downtown means a thriving Calgary. Continued implementation and evolution of our downtown policies and regulations will contribute to a vibrant and thriving downtown.

DISCUSSION

The purpose of this report is to provide recommendations to amend the *Beltline Area Redevelopment Plan* (ARP), Part 1 and Part 2, and the *Chinatown Area Redevelopment Plan* and the related Centre City Districts of Land Use Bylaw (LUB) 1P2007 to update and align these documents with contemporary building codes, planning applications, and development best practices. An Administration review identified several policies within these Area Redevelopment Plans that require improvement to support more effective application processing and the implementation of the intended planning outcomes of these Plans. The proposed amendments would, on the ground, enable additional development intensity at strategic locations, help new development address site-specific and contextual challenges, improve policy language related to the conservation of heritage properties, and remove barriers to downtown investment.

Proposed Area Redevelopment Plan Amendments

The review identified several areas where changes to the Beltline ARP would provide greater flexibility and support development:

- 17 Avenue South: adjust the amount of development allowed in selected areas to support six-storey wood-frame buildings and align the plan with recent development approvals and the West Elbow Local Area Plan.
- Development next to the freight rail corridor: allow some parking area floor space to be excluded when calculating the amount of development allowed. This would help new buildings respond to sound and vibration requirements associated with the rail corridor without reducing the amount of development that can be provided on the site.
- Heritage properties: update the rules for additional development earned through the restoration and dedication of a heritage property. The changes would allow this additional development to remain on the same site as the heritage property, providing greater flexibility for property owners to invest in heritage conservation.
- Policy clarity: correct errors and update unclear references in the Beltline Area Redevelopment Plan so the policies are easier to understand and apply.

Most of the proposed changes apply to the *Beltline ARP*. The *Chinatown ARP* is also included because it contains similar heritage conservation policies and is being amended at the same time. The proposed Chinatown changes would allow additional development earned through heritage restoration and dedication to remain on the same site as the heritage property.

The Beltline and Chinatown Community Associations were consulted as part of this work. A complete summary of the proposed amendments is included in Attachment 2.

Proposed Land Use Bylaw 1P2007 Amendments

Changes to the Centre City Districts in LUB 1P2007 are also proposed to ensure its rules are

consistent with the recommended amendments to the *Beltline ARP*. The proposed changes would update the rules that apply to the Beltline community and align the amount of development allowed, the heritage conservation incentives, and the proposed parking floor area exemption near the freight rail corridor. The changes apply to the four Centre City districts and the rules that govern additional development through the Centre City bonus system.

If Council approves the recommendations, the approved changes will provide clearer and more flexible rules for development while supporting investment, heritage conservation, and continued growth in the Greater Downtown.

ENGAGEMENT AND COMMUNICATION

- ☐ Public engagement was undertaken
- ☒ Dialogue with interested parties was undertaken
- ☒ Public/interested parties were informed
- ☐ Public communication or engagement was not required

Following the guidance of the Community Outreach Assessment Tool, Administration used a direct (1A,1B) engagement strategy, conducting targeted outreach with applicants with active development applications on sites adjacent to the freight rail corridor and 17 Avenue S in Beltline, while also informing community associations and business improvement areas of the relatively low impact of the proposed policy changes.

As part of this engagement strategy, Administration attended a public engagement event for a development application on a site that would be affected by the proposed amendments. The event provided an opportunity for members of the public to learn about the proposed changes and provide feedback. Administration also created a project webpage with information about the proposed amendments and consulted directly with the Beltline Neighbourhoods Association.

Overall, Administration heard general support for the proposed amendments. Feedback supported proceeding with the proposed changes and did not include any major issues requiring modifications to the approach. Feedback received through public engagement and discussions with the Beltline Neighbourhoods Association was considered in developing the proposed amendments. However, no significant changes to the proposed approach were required as a result.

IMPLICATIONS

Social

The proposed amendments will support the delivery of additional housing in Beltline. They will also provide greater flexibility to conserve historic and cultural assets by making it easier to retain additional development potential on sites where heritage properties are restored and protected.

Environmental

The proposed amendments support the ARP's goal of a compact, complete and climate-resilient neighbourhood. Removing barriers to redevelopment supports more efficient use of existing infrastructure and encourages development close to services, amenities and transportation,

helping reduce building and transportation-related greenhouse gas emissions.
The amendments also support the integration of climate change mitigation and risk reduction into development decisions in Beltline.

Economic
The Greater Downtown is the economic and cultural heart of Calgary. Its success depends on downtown communities being places where people want to live, visit and operate businesses. The proposed amendments remove barriers to investment and provide greater flexibility for new development, supporting the continued revitalization of the Greater Downtown. This aligns with Calgary's economic strategy, which identifies livability as one of five connected drivers of a future-proof and sustainable economy.

Service and Financial Implications
There are no anticipated financial impacts associated with this report.

RISK
There are no known risks associated with this proposal.

ATTACHMENTS
1. Background and Planning Evaluation
2. Summary of Proposed Amendments
3. **Proposed Bylaw 45P2026**
4. **Proposed Bylaw 46P2026**
5. **Proposed Bylaw 47P2026**
6. Applicant Outreach Summary
7. Beltline Neighborhoods Association Comments

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background

The recommended amendments respond to trends identified through recent development proposals in the Greater Downtown, as well as correcting errors and inconsistencies in existing policies. They address specific challenges in the area, support development and investment, and advance the goals of the Greater Downtown Plan.

The *Beltline Area Redevelopment Plan* (ARP) was adopted by Council in 2006 May, establishing the vision for a vibrant, high-density and mixed-use community. Subsequently, the Centre City Districts and density bonus options were added to the Land Use Bylaw 1P2007 in 2008 to implement the vision and policies of the *Beltline ARP*. Comprehensive updates to the *Beltline ARP* were approved in 2024 and the *Chinatown ARP* was approved in 2023.

These plans guide planning decisions for residents, investors, Administration and Council. Regular updates help ensure they continue to reflect changing community needs and development conditions. Both ARPs, along with the *Greater Downtown Plan*, support ongoing review and updates.

Beltline and Chinatown are part of the Greater Downtown, which is guided by the *Greater Downtown Plan*. Approved by Council in 2021, the Plan provides a roadmap for downtown economic recovery and stability, including actions to improve policies and regulations that support investment. The proposed amendments provide a practical and low-cost way to advance these objectives and reduce barriers to development.

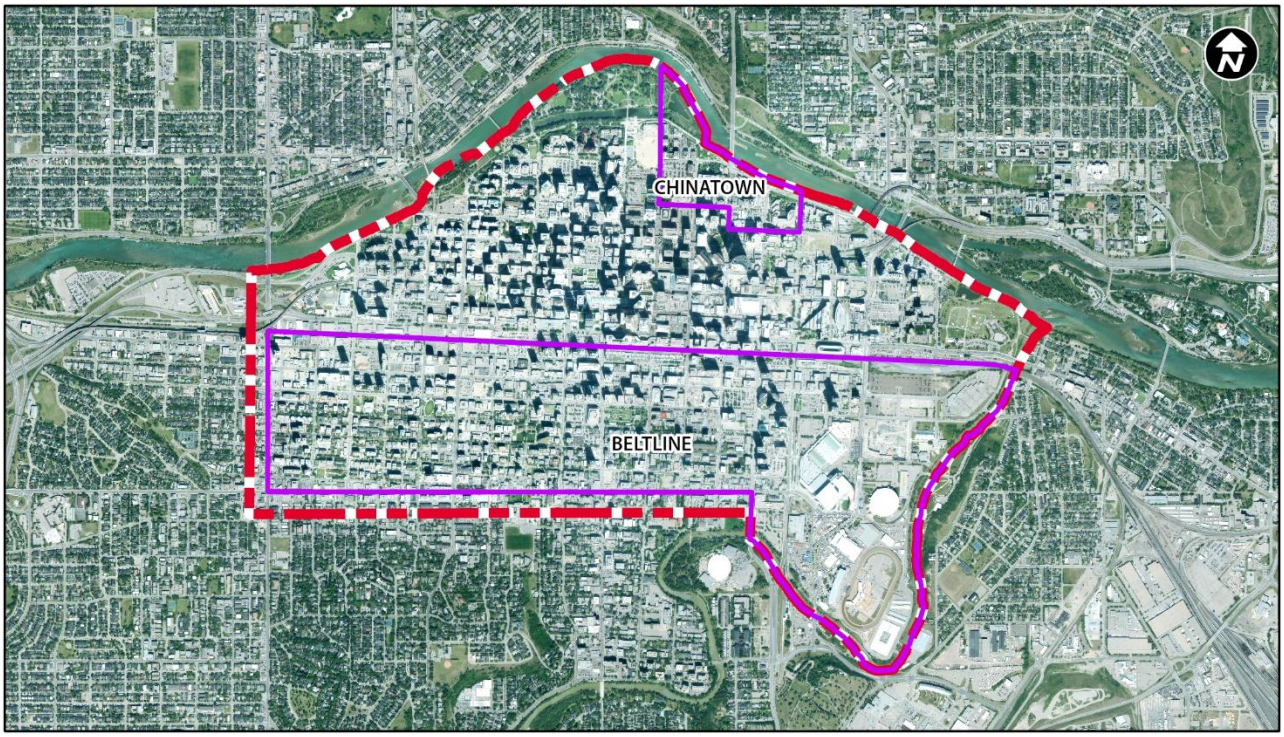
The proposed amendments update both the *Beltline* and *Chinatown ARP*s and were informed by industry professionals, a review of recent planning applications, and engagement with Downtown community associations.

Community Context

The Greater Downtown is Calgary's economic and cultural centre. The downtown is a hub for business, innovation, culture and creativity. Continued implementation and refinement of our policies and regulations will support a vibrant and thriving downtown.

The Downtown communities, including Beltline and Chinatown, are the densest and most populous in Calgary. Demographic and socio-economic information may be obtained online through the Beltline and Chinatown community profiles.

Location Map



Previous Council Direction

None.

Planning Evaluation

In response to ongoing and recent applications, legislative changes and policy consistency, amendments are proposed to policy as well as the Land Use Bylaw to bring consistency and viability to development in the Greater Downtown.

Future development will continue to be required to comply with the existing rules of the ARP and Land Use Bylaw. Where additional density is enabled through the proposed policy amendments, development applications will still need to meet applicable site design, building design and public realm requirements. These requirements will continue to guide how additional intensity is accommodated and help ensure that new development remains consistent with the vision and objectives of the ARP.

<u>Proposed Policy Amendments:</u>

17 Avenue South Density Areas
The proposed amendments would update the density area map and table, including changes to the amount of floor area allowed in specific areas. A new Density Area E will also be introduced to simplify the map and table.

Two changes are proposed along 17 Avenue South:

- 4 Street SW to 12 Street SW: Increase the maximum floor area ratio (FAR) from 3.0 to 4.0. This will support six-storey wood-frame construction, which is now allowed under the Alberta Building Code. The current 3.0 FAR generally supports the four-storey wood-frame construction that was previously allowed. This amendment will also align the FAR with the West Elbow LAP which allows for six-storey buildings on the south side of 17 Avenue S.
- 4 Street SW to 1 Street SE: Introduce a new density area with a maximum FAR of 12.0. This will align the area with an existing site-specific 12.0 FAR and support active development applications proposing up to 12.0 FAR.

These amendments would support additional development intensity in areas well served by primary transit and near significant City investments, including the 17 Avenue extension and Stampede Station platform improvements. The proposed changes will also align development intensities with the *West Elbow LAP*, approved in 2025, supporting greater consistency between current planning policy and the intended future growth of the area.

Freight Rail Corridor Parking Area Floor Area Exclusion
The proposed amendment would exclude up to 2.0 FAR for above-grade structured parking areas adjacent to the freight rail corridor. This will allow buildings to respond to sound and vibration requirements associated with the rail corridor without reducing the amount of development that can be provided on a site. The exclusion would apply only where parking is part of a comprehensive development.

Heritage Density Transfer Updates
The proposed amendment would update the rules for additional development earned through the conservation and dedication of a heritage property. The changes would allow this additional development to remain on the same site as the heritage property, providing greater flexibility for property owners to invest in heritage conservation.

Policy Corrections
The proposed amendments would correct errors and clarify references in the ARP to make the policies easier to understand and apply.

The proposed policy changes along 17 Avenue and heritage conservation may require a site-specific land use amendment application to implement, depending on the proposed development.

Proposed Land Use Bylaw Amendments

To support the policy amendments for the “downtown freight rail corridor” described above, amendments to the *Land Use Bylaw* are required. The proposed amendments would allow up to 2.0 floor area ratio (FAR) of above-grade parking to be excluded from the floor area calculation on parcels adjacent to the freight rail corridor. This will help buildings address sound and vibration challenges without reducing the development potential of 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 – 2006)
The *Municipal Development Plan* (MDP) identifies the Greater Downtown as Calgary's primary hub for business, employment, living, culture, recreation and entertainment. It supports a high concentration of jobs and office space, a broad range of cultural activities, and high-density, mixed-use residential communities.
The proposed amendments support this vision by updating policies that enable continued growth and investment in the Greater Downtown.

Chinatown Area Redevelopment Plan (Statutory – 2023)
The *Chinatown Area Redevelopment Plan* was adopted by Council in April 2023. It establishes a new vision for one of Calgary's most historic and culturally distinctive communities. A cultural plan informed the ARP and helped address Chinatown's unique historical and cultural character. The proposed minor text amendments will improve the ARP's support for the conservation of historically and culturally significant properties in Chinatown.

Beltline Area Redevelopment Plan (Statutory – 2006)
The *Beltline Area Redevelopment Plan* (ARP) was adopted by Council in May 2006. It established a vision for a vibrant, high-density, mixed-use community. In 2008, Centre City land use districts and the density bonus system were added to Land Use Bylaw 1P2007 to implement the vision and policies of the *Beltline ARP*.

Over the past 20 years, Beltline has experienced significant growth and evolved into a diverse and vibrant community. New planning policies, development applications and changes to the Alberta Building Code have also created new planning considerations. The *Greater Downtown Plan* and *West Elbow Local Area Plan* (LAP) provide additional policy direction that informs the proposed amendments.

Greater Downtown Plan (Non-Statutory – 2021)
The *Greater Downtown Plan* establishes a future vision and strategic moves to support the reinvention of the Greater Downtown. It takes a coordinated approach across neighbourhoods and builds on their shared assets and connections.

One of its strategic moves is to future-proof and innovate the Greater Downtown for the next generation. This includes supporting investment by improving downtown policies and regulations. The proposed ARP and Bylaw amendments align with this direction by updating policies to respond to current development trends and opportunities.

Calgary Climate Strategy (Non-Statutory – 2022)
The proposed amendments do 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.

Development Next to Freight Rail Corridor Policy (Non-Statutory – 2018)
The *Development Next to Freight Rail Corridor Policy* provides guidance for development near active fright rail corridors. It identifies potential impacts such as noise, vibration and derailment risk and provides design and mitigation measures to reduce these impacts. The policy is important when considering additional development intensity near freight rail because larger or more sensitive developments may require additional mitigation.

The proposed amendments align with this policy which supports incorporating mitigation into building design and site planning, including setbacks, building orientation, noise attenuation, structural measures and emergency response measures. Providing additional developable floor area can help enable these measures where they create additional building costs or reduce the amount of developable area available on a site. This approach can support appropriate development near freight rail while ensuring the impacts of increased development intensity are addressed through building and site design.

Summary of Proposed Amendments

Beltline Area Redevelopment Plan: Part 1			
Section	**Deleted**	**Inserted**	**Rationale**
4.4.6 Building Massing: Policy 17	"Table 4.3: Tower Separation Regulations"	"Table 4.2:Tower Separation Regulations"	Incorrect table number
4.4.6 Building Massing: Policy 18	"Table 4.3"	"Table 4.2"	Incorrect table number
4.4.6 Building Massing: Policy 19	"Table 4.3"	"Table 4.2"	Incorrect table number
Table 5: Density Areas	Delete and replace all of Table 5	New Table 5 added to add new 'Density Area E'	New Area E added improve map legibility and allow additional floor area on specific sites.
Map 5: Density Areas	Delete and replace all of Map 5	New Map 5 added to add new 'Density Area E'	New Area E added improve map legibility and allow additional floor area on specific sites.
5.2 Density Exclusion for Provision of Three- or More Bedroom Units	Delete and replace all of Section 5.2	New Section 5.2 added to update section title to 'Density Exclusions' and add new section 5.2.2 Density Exclusion for Above Grade Park along Rail Corridors	New Section 5.2 added to update section title and add new policy to enable above grade parking areas adjacent to the freight rail corridor.
5.3.2 Bonus Schedule: Policy 4.Heritage Designation and Conservation	Delete and replace all of 5.3.2(4)	New Section 5.3.2(4) added to revise entire section	New Section 5.3.2(4) added to update section to allow additional floor area obtained through heritage conservation to be transferred to the same site as the protected heritage property. Section wording updated where required.
5.4 Density Transfer: Policy 1.Density Transfer for Heritage Conservation	Delete and replace all of 5.4.1	New Section 5.4.1	New Section 5.4.1 added to update section to allow additional floor area obtained through heritage conservation to be transferred to the same site as the protected heritage property. Section wording updated where required.

Beltline Area Redevelopment Plan: Part 2			
Section	**Deleted**	**Inserted**	**Rationale**
3.3.4 Warehouse District: Policy 1	No deletions	Add “iii. Density generation through conservation work”	To enable additional density through the conservation of heritage buildings.
3.5 Methods for Increasing Density	No deletions	Add “heritage conservation work” to the bulleted list	To enable additional density through the conservation of heritage buildings.
3.5 Methods for Increasing Density	Delete and replace policy 1 and policy 2	Add new policy 2: “Heritage density transfers shall be done pursuant to the process set out in Policy 5.4 of the Beltline ARP: Part 1”.	Deleted and refined to remove redundancy and refer to a similar policy in Part 1.
NEW 3.6 Density Exclusions	No deletions	New section “3.6 Density Exclusions” added to include new “3.6.1 Density Exclusion for Above Grade Parking along the Rail Corridor”.	New Section 3.6 added to create new section and add new policy to enable above grade parking areas adjacent to the freight rail corridor.

Chinatown Area Redevelopment Plan			
Section	**Deleted**	**Inserted**	**Rationale**
3.2.2.2 Bonus Schedule: Policy d.	Delete and replace all of 3.2.2.2(d)	New section 3.2.2.2(d)	New Section 3.2.2.2(d) added to update section to allow additional floor area obtained through heritage conservation to be transferred to the same site as the protected heritage property. Section wording updated where required.

PROPOSED

CPC2026-0829
ATTACHMENT 3

BYLAW NUMBER 45P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE BELTLINE AREA REDEVELOPMENT PLAN BYLAW 2P2006 (CPC2026-0829)

* *

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, Section 4.4.6 Building Massing, policy 17, in the second sentence delete the words 'Table 4.3: Tower Separation Regulations' and replace with 'Table 4.2: Floor Plate Size Restrictions'.

   (b) In Part 1, Section 4.4.6 Building Massing, policies 18 and 19, delete the words "Table 4.3" and replace with "Table 4.2".

   (c) In Part 1, Section 5.1 Density Areas, delete Table 5: Density Areas and replace with the following:

"Table 5: Density Areas

Density area	Base density (in FAR)	Maximum density with bonuses and transfers of density (in FAR)	Additional FAR exceptions
A	5.0	7.0	The Maximum Density with bonuses and transfers of density may be exceeded in the areas indicated in this Table by up to: 1. 10% through the transfer of heritage density from a Municipal Historic Resource within the Plan Area; 2. an additional 1.0 FAR for sites that fall within the Commercial Concentrations Policy Areas on **Map 3B: Policy Areas**, where new development includes a designated Municipal Heritage Resource on-site and heritage conservation to the satisfaction of the Development Authority; and 3. an additional: • 2.0 FAR for sites located adjacent to a current or future LRT station and where a transit stop or LRT station entrance is included in an application for a development permit to the satisfaction of the Development Authority (refer to policies contained in **Section 7.1.3 Transit)**; or • 1.0 FAR for sites located adjacent to a current or future BRT station and where a transit stop or BRT station entrance is included in an application for a development permit, to the satisfaction of
B	3.0 for Commercial West of Macleod Trail (Subject to a land use redesignation, the maximum allowable commercial floor area may be exceeded when commercial uses are combined with arts and culture uses.) 5.0 for Commercial East of Macleod Trail 5.0 for Residential/mixed-use	3.0 for Commercial West of Macleod Trail (Subject to a land use redesignation, the maximum allowable commercial floor area may be exceeded when commercial uses are combined with arts and culture uses.) 8.0 for Commercial East of Macleod Trail 9.0 for Residential/mixed-use (11.0 for the total area encompassing the parcels legally described as Plan A1, Block 106, Lots 24-30)	
C	5.0 for Commercial 8.0 for Residential/mixed-use	8.0 for Commercial 12.0 for Residential/mixed-use	
D	4.0	4.0	
E	5.0 7.0 for Special Policy Area 2	12.0	

			the Development Authority (refer to policies contained in **Section 7.1.3 Transit**). • an additional 6.86 FAR for the parcel legally described as Plan C, Block 100, Lots 19 and 20, in accordance with the policies contained in **Section 5.3.2.6**.

"

(d) Delete the existing Map 5 entitled "Density Areas" and replace it with the revised Map 5 entitled "Density Areas" as shown in Schedule A.

(e) In Part 1, delete Section 5.2 Density Exclusion for Provision of Three-or More Bedroom Units, and replace with the following:

"**5.2 Density Exclusions**

5.2.1 Density Exclusions for Provision of Three-or More Bedroom Units

To encourage developers to incorporate a variety of housing options in Beltline without compromising existing development potential, the provision of three- or more bedroom units are incentivized through density (FAR) exclusion.

As per the policies under **Section 4.1.11, Creating Housing Options in Beltline**, the Development Authority shall exclude the gross floor area of three- or more bedroom units from the gross FAR calculation at the time of Development Permit, up to a maximum of 15 per cent of the total units proposed.

- Any three- or more bedroom units proposed above the 15 per cent shall be included in the gross floor area ratio calculation.

5.2.2 Density Exclusion for Above Grade Parking along Rail Corridors

The Beltline Neighbourhoods are uniquely positioned alongside key freight rail corridors that play a critical role in the movement of goods and the city's economy vitality. As intensification and redevelopment continues adjacent to these corridors, new challenges emerge related to public safety, land use compatibility, construction challenges, and quality of life.

To enable the incorporation of freight rail corridor mitigation measures, including vibration, sound attenuation, and other building design

responses into new developments, the Development Authority should exclude the gross floor area of above grade parking structures from gross FAR calculation at the time of development permit for parcels between 10 Avenue N and the CPKC Railway freight rail corridor, up to a maximum of 2.0 FAR."

(f) In Part 1, section 5.3.2, delete item 4 in its entirety and replace with the following:

"**4. Heritage Designation and Conservation**

Description:
A building, or portion of a building, that is designated as a Municipal Historic Resource and conserved in accordance with **The Standards and Guidelines for the Conservation of Historic Places in Canada.**

Rationale:
As allowable density increases, the pressure to redevelop heritage sites also increases. To counterbalance this situation, incentives are required to preserve and reuse heritage resources.

Eligibility:
A heritage resource on a proposed development site must be designated a Municipal Historic Resource. Conservation work shall be consistent with **The Standards and Guidelines for the Conservation of Historic Places in Canada** and to a degree that will allow for the retention and/or integration of the heritage resource into new development. Any cost estimates for the preservation, rehabilitation or restoration shall be submitted by the applicant and prepared by a consultant with demonstrated experience in heritage conservation. Agreement on the cost estimates shall be determined through negotiations with the applicant and Heritage Planning.

Bonus Rate:
The amount of additional floor area that may be earned through the conservation of heritage resources is based on the overall cost of the preservation, rehabilitation, or restoration and any other related costs, depending on the specific circumstances of each building. Any bonus FAR will be determined through the land use and development permit approval process. The floor area bonus will relate to the average land value per square metre of buildable floor area for the area. For example, if the total cost of retention is determined to be $500,000 and the average land value per square metre of buildable floor area for the area is $270, then the amount of the bonus floor area will be calculated as follows:

Total cost/(Average land value x 75%) = Allowable Bonus Floor Area
$500,000/($270 x 75%) = 2,469 square metres

Where the owner of the Municipal Historic Resource has received a grant from The City in relation to the proposed conservation work, the amount

of the grant must be subtracted from the total conservation cost for the purpose of the above calculation.

Any bonus floor area over and above the maximum allowable FAR for the subject property shall be secured through an agreement acceptable to The City and, where possible, registered on title, and may be transferred or sold to other sites within Beltline in accordance with the procedures set out in Policy 5.4.1.

Designated Municipal Historic Resources that are not part of a development may also execute approved conservation work and generate transferable density using the calculation above. Unused density generated via this incentive shall be secured through an agreement acceptable to The City and, where possible, registered on title, and may be transferred or sold to other sites within the Beltline in accordance with the procedures set out in Policy 5.4.1."

(g) In Part 1, section 5.4 Density Transfer, delete section 5.4.1 in its entirety and replace with the following:

"**5.4.1 Density Transfer for Heritage Conservation**

1. Source Sites:
Unused or excess density rights on an individual heritage site, created as a result of the formal designation of a building as a Municipal Historic Resource or through conservation work on a Municipal Historic Resource in accordance with Policy 5.3.2.4, may be transferred to another development site or sites within Beltline. Except as otherwise provided in this policy 5.4, no limit shall be placed on the amount of density rights that can be assigned to, or transferred from, a designated site.

At a minimum, the unused density created through as a result of formal designation of the Municipal Historic Resource shall be determined by subtracting the existing developed floor area from the total maximum allowable floor area. For example, for a 1,500 square metre site in Density Area A that contains a 6,000 square metre heritage resource, the minimum unused density upon formal designation would be calculated as follows:

(Site Area x Maximum Density) – Existing Floor Area = Minimum Unused Density
(1,500 square metres x 7.0 FAR) – 6,000 square metres = 4,500 square metres

Unused excess density created through conservation work on a Municipal Historic Resource shall be the amount set out in the agreement referenced in policy 5.3.2.4.

Unless otherwise explicitly provided in this ARP, when unused or excess density rights are transferred or sold to another site, the source site is no longer eligible to earn bonus density to be used on the source site.

Where the Municipal Historic Resource on the source site is part of a redevelopment, once it has generated density through conservation work as part of the redevelopment, as contemplated in policy 5.3.2.4, it is not eligible to generate additional transferable density through additional conservation work on the Municipal Historic Resource.

Where the Municipal Historic Resource on the source site is not part of a redevelopment, at the discretion of Heritage Planning, it may continue to generate transferable density through additional conservation work on the Municipal Historic Resource for the life of the Municipal Historic Resource.

2. Receiving Sites:
Sites receiving heritage density transfers may exceed their maximum allowable floor area by up to 10 per cent, provided the additional 10 per cent is entirely the result of a heritage density transfer and subject to a comprehensive evaluation through a Land Use Amendment. The additional density must be appropriate and supportable for the site context. For example, if a site in Density Area A with a maximum allowable density of 7.0 FAR can achieve a floor area of 10,000 square metres, the development could achieve 11,000 square metres provided the additional 1,000 square metres is the result of a heritage density transfer. A Direct Control District shall be required for both Source and Receiving Sites to track the transfer of heritage density."

(h) In Part 2, Section 3 Land Use, subsection 3.3.4 Warehouse District, under policy 1, after bullet ii add the following :

"iii. Density generation through conservation work."

(i) In Part 2, Section 3 Land Use, subsection 3.5 Methods for Increasing Density, at the end of the list, add the following bullet:

"• heritage conservation work"

(j) In Part 2, Section 3 Land Use, subsection 3.5 Methods for Increasing Density, subsection 3.5.1 Heritage Density Transfer, delete policy 2 and policy 3, and add the following:

"2. Heritage density transfers shall be done pursuant to the process set out in Policy 5.4.1 of the Beltline ARP: Part 1".

(k) In Part 2, Section 3 Land Use, after subsection 3.5 Methods for Increasing Density, add the following new subsection:

"**3.6 Density Exclusions**

The following density exclusion policies apply to any parcel located within East Beltline.

3.6.1 Density Exclusion for Above Grade Parking along the Rail Corridor

The Beltline Neighbourhoods are uniquely positioned alongside key freight rail corridors that play a critical role in the movement of goods and the city's economic vitality. As intensification and redevelopment continue adjacent to these corridors, new challenges emerge related to public safety, land use compatibility, construction challenges, and quality of life.

To enable the incorporation of freight rail corridor mitigation measures, including vibration, sound attenuation, and other building design responses into new developments, the gross floor area of above grade parking structures should be excluded from the gross FAR calculation up to a maximum of 2.0 FAR at the time of development permit for parcels between 10 Avenue N and the CPKC Railway freight rail corridor."

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 _____

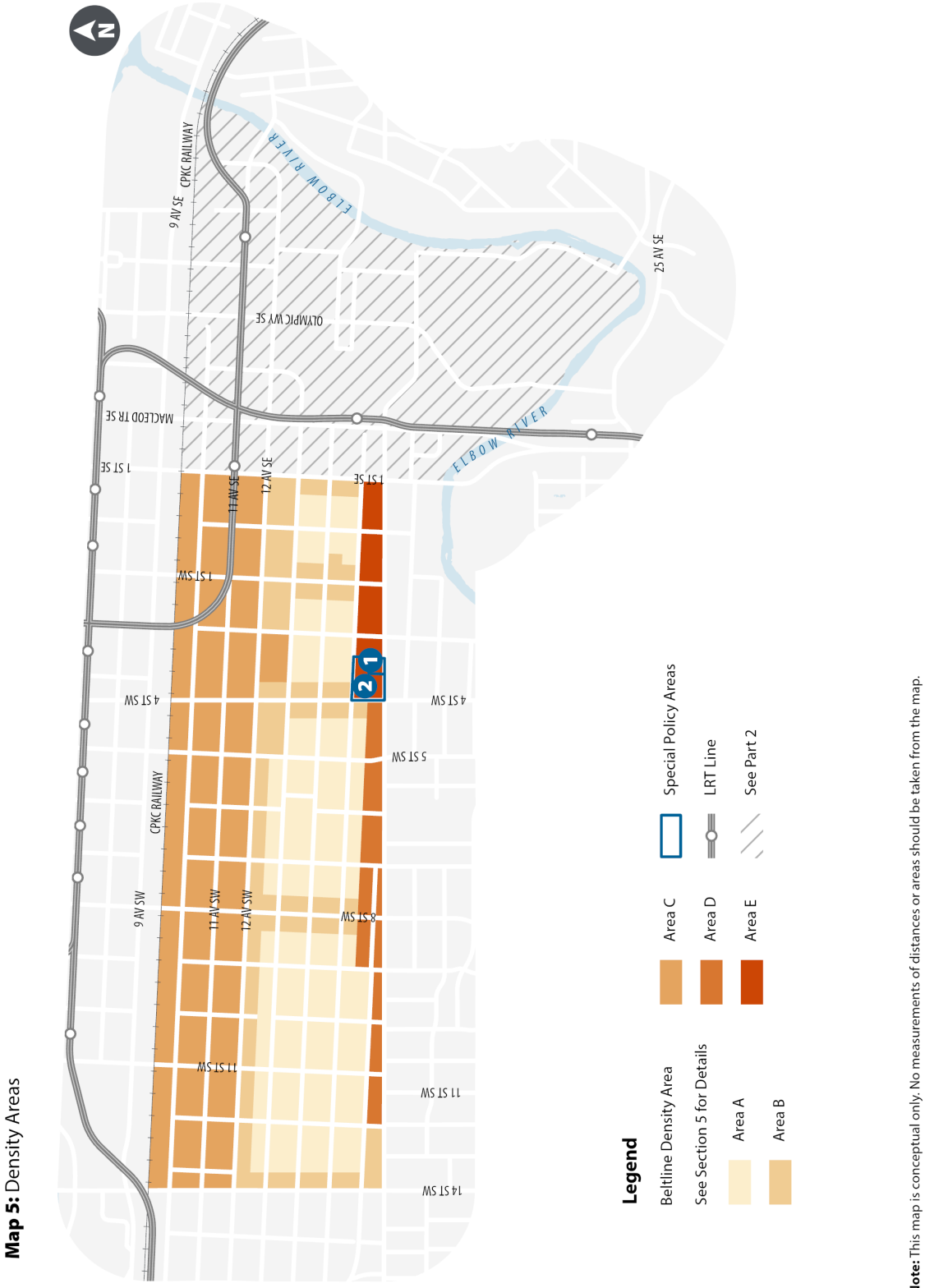
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MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

BYLAW NUMBER 45P2026

SCHEDULE A



Map 5: Density Areas

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

PROPOSED

CPC2026-0829
ATTACHMENT 4

BYLAW NUMBER 46P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE CHINATOWN AREA REDEVELOPMENT PLAN BYLAW 64P2022 (CPC2026-0829)

* *

WHEREAS it is desirable to amend the Chinatown Area Redevelopment Plan Bylaw 64P2022;

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

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

1. The Chinatown Area Redevelopment Plan attached to and forming part of Bylaw 64P2022, is hereby amended as follows:

   (a) In Section 3.2.2 Density bonusing, subsection 3.2.2.2 Bonus schedule, delete item d. Heritage designation in its entirety and replace with the following:

   "**d. Heritage designation**

   Description

   A building, or portion of a building, that is designated as a Municipal Historic Resource and conserved in accordance with **The Standards and Guidelines for the Conservation of Historic Places in Canada.**

   Rationale
   As allowable density increases, the pressure to redevelop heritage sites also increases. To counterbalance this situation, incentives are required to conserve and re-use heritage resources.

   Chinatown's heritage resources are important to both the neighbourhood and all of Calgary. They help sustain the living legacy of Chinatown and the Chinese community in Calgary and can unlock triple-bottom-line benefits recognized by the Municipal Development Plan and Calgary Heritage Strategy. Where heritage resources have been identified by the Inventory of Evaluated Historic Resources, they warrant protection and conservation wherever possible.

Eligibility
A heritage resource on a proposed development site must be designated as a Municipal Historic Resource. Conservation work shall be consistent with **The Standards and Guidelines for the Conservation of Historic Places in Canada** and to a degree that will allow for the retention and/or integration of the heritage resource into new development. Any cost estimates for the preservation, rehabilitation or restoration shall be submitted by the applicant and prepared by a consultant with demonstrated experience in heritage conservation. Agreement on the cost estimates shall be determined through negotiations with the applicant and Heritage Planning.

Bonus Rate
The amount of additional floor area that may be earned through the conservation of heritage resources is based on the overall cost of the preservation, rehabilitation, or restoration and any other related costs, depending on the specific circumstances of each building. Any bonus FAR will be determined through the land use and development permit approval process.

The floor area bonus will relate to the average land value per square metre of buildable floor area for the area. For example, if the total cost is determined to be $500,000 and the average land value per square metre of buildable floor area for the area is $270, then the amount of the bonus floor area will be calculated as follows:

Total conservation cost / (Average land value x 75%) = $500,000 / ($270 x 75%) = 2,469 m²

Where the owner of the Municipal Historic Resource has received a grant from The City in relation to the proposed conservation work, the amount of the grant must be subtracted from the total conservation cost for the purpose of the above calculation.

Any bonus floor area over and above the maximum allowable FAR for the subject property will reside with the property, shall be secured through an agreement acceptable to The City and, where possible, registered on title, and may be transferred to other sites within the plan area."

(b) In Section 3.2.2 Density bonusing, subsection 3.2.2.2 Bonus schedule, delete subsection e. Heritage density transfer and replace with the following:

"**e. Heritage density transfer**

Description
Heritage density transfer is the transfer of unconstructed gross floor area from a parcel designated by bylaw as a Municipal Historic Resource (source site) to a development parcel (receiving site). Density transfer is available both where the source site is part of a proposed development

that does not use all of its earned bonus density as contemplated in Section 3.2.2.2d, and where the source site is not part of a proposed development. The City establishes the policy and procedure for density transfer, which requires a Land Use Amendment for both source and receiving parcels. The transaction for density is a market agreement between property owners, and The City is not involved in pricing or negotiations as to the payment terms and timeline(s) for the density.

Groups looking to acquire additional density engage directly with the owner of a designated (legally protected) heritage resource in the same plan area as their project site, and the two parties will reach a private agreement. The City has no responsibility to ensure payment or fulfillment of the conditions of the private agreement between the parties.

Rationale
As allowable density increases, the pressure to redevelop heritage sites also increases. To counterbalance this situation, incentives are required to conserve and re-use heritage resources.

Chinatown's heritage resources are important to both the neighbourhood and all of Calgary. They help sustain the living legacy of Chinatown and the Chinese community in Calgary and can unlock triple-bottom-line benefits recognized by the **Municipal Development Plan** and Calgary Heritage Strategy. Where the Inventory of Evaluated Historic Resources identifies heritage resources, they warrant protection and conservation wherever possible.

Eligibility
Unused density rights on an individual lot, created as a result of the formal designation of a building as a Municipal Historic Resource, and excess density rights set out in an agreement referenced in Policy 3.2.2.2d, may be transferred to another development site or sites within Chinatown.

At a minimum, the unused density created as a result of formal designation of the Municipal Historic Resource shall be determined by subtracting the existing floor area from the total maximum allowable FAR as outlined in Table 1: Density concept.

Unused excess density created through conservation work on a Municipal Historic Resource shall be the amount set out in the agreement referenced in Policy 3.2.2.2d.

Bonus Rate
Maximum allowable density as shown in Table 1: Density concept may be exceeded through a land use amendment on a receiving parcel by up to a maximum of 10 per cent for the purposes of accommodating a heritage density transfer. Additional density must be appropriate and supportable given the local site context.

Heritage density, calculated as gross floor area, may be transferred from a parcel that is legally protected as a Municipal Historic Resource (source parcel) to a receiving parcel located within the plan area. Both the source parcel and the receiving parcel will require a Direct Control Land Use District to track the transfer of heritage density, as per standardized practice throughout Calgary's Greater Downtown. Unless otherwise explicitly provided in this ARP, when unused density rights are transferred or sold to another site, the source site is no longer eligible to earn bonus density.

Sites receiving heritage density transfers may exceed their maximum allowable floor area by up to 10 per cent, provided the additional 10 per cent is entirely the result of a heritage density transfer."

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

CPC2026-0829
ATTACHMENT 5

BYLAW NUMBER 47P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (CPC2026-0829)

* *

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

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

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

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

   (a) Add a new subsection 13(57.1.1) following subsection 13(57.1) as follows:

   "**(57.1.1)** "***downtown freight-rail corridor***" means a right-of-way for a freight rail operation in the greater downtown, as illustrated on Map 2.2:"

   (b) Insert a new "Map 2.2: Downtown Freight-Rail Corridor" following the new subsection 13(57.1.1.) as shown in Schedule A.

   (c) Add a new subsection 1126(4):

   "**(4)** Unless otherwise referenced in subsections (1) to (3), the ***development authority*** may exclude the ***gross floor area*** of ***motor vehicle parking stalls***, ***visitor parking stalls***, and ***bicycle parking stalls – class 1*** from the ***floor area ratio*** calculation, up to a maximum of 2.0 ***floor area ratio***, in a ***development*** where the ***development*** is located on a ***parcel*** that is ***adjacent*** to the ***downtown freight-rail corridor***."

   (d) Add subsection 1136(4):

   "**(4)** Unless otherwise referenced in subsections (1) to (3), the ***development authority*** may exclude the ***gross floor area*** of ***motor vehicle parking stalls***, ***visitor parking stalls***, and ***bicycle parking stalls – class 1*** from the floor area ratio calculation, up to a maximum of 2.0 ***floor area ratio***, in a ***development*** where the ***development*** is located on a ***parcel*** that is ***adjacent*** to the ***downtown freight-rail corridor***."

(e) Add a new subsection 1166(5):

"**(5)** Unless otherwise referenced in subsections (1) to (4), the ***development authority*** may exclude the ***gross floor area*** of ***motor vehicle parking stalls***, ***visitor parking stalls***, and ***bicycle parking stalls – class 1*** from the ***floor area ratio*** calculation, up to a maximum of 2.0 ***floor area ratio***, in the ***development*** where the ***development*** is located on a ***parcel*** that is ***adjacent*** to the ***downtown freight-rail corridor***."

(f) Add a new subsection 1183(5):

"**(5)** Unless otherwise referenced in subsections (1) to (4), the ***development authority*** may exclude the ***gross floor area*** of ***motor vehicle parking stalls***, ***visitor parking stalls***, and ***bicycle parking stalls – class 1*** from the ***floor area ratio*** calculation, up to a maximum of 2.0 ***floor area ratio***, in a ***development*** where the ***development*** is located on a ***parcel*** that is ***adjacent*** to the ***downtown freight-rail corridor***."

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 _____

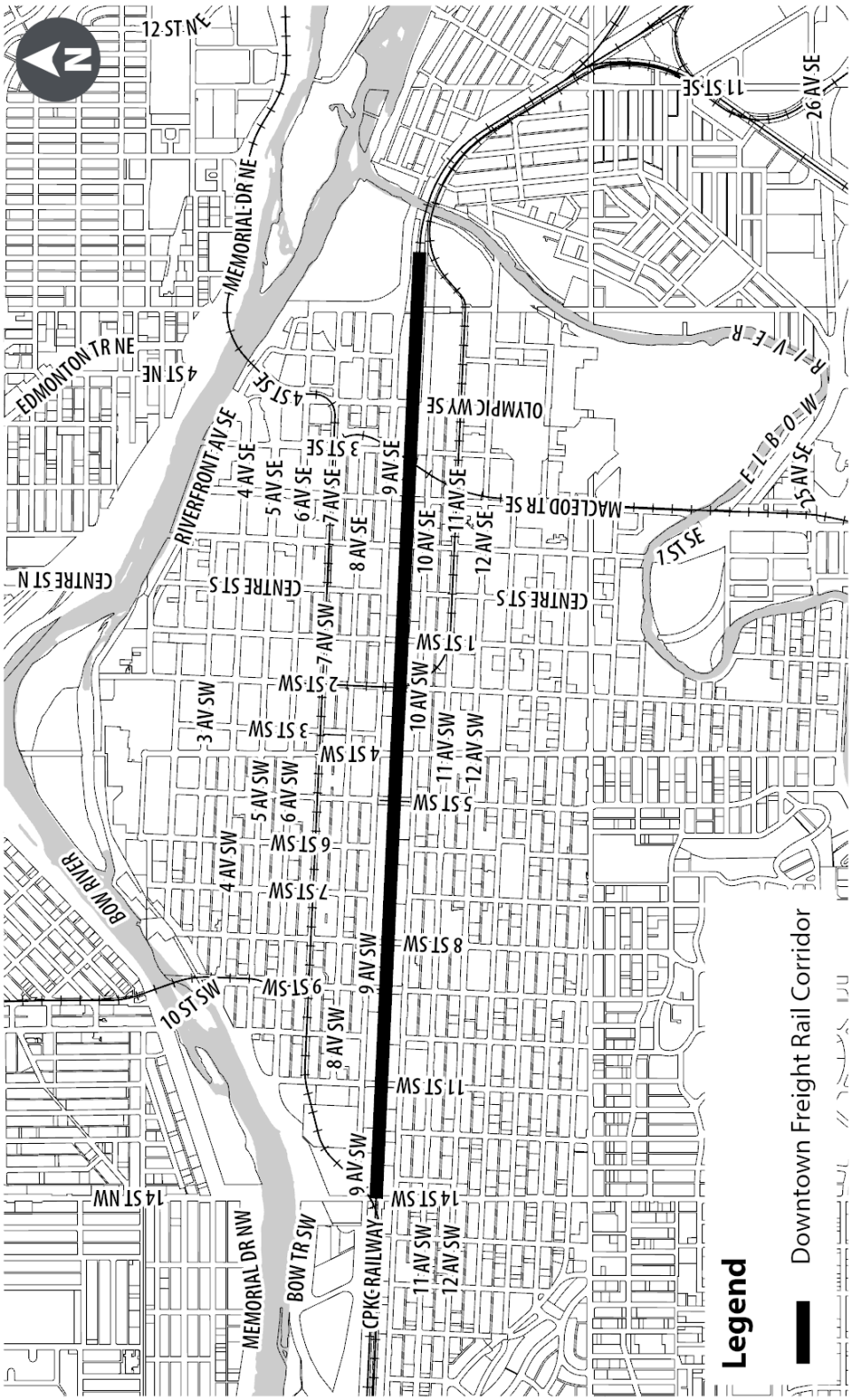
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MAYOR
SIGNED ON _____

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CITY CLERK
SIGNED ON _____

PROPOSED

BYLAW NUMBER 47P2026

SCHEDULE A



Applicant Outreach Summary

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Policy Amendments in Beltline and Chinatown

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)

Following the principles and guidance from Community Outreach on Planning and Development and using the Community Assessment Tool, the level of outreach for this work was determined to be Direct Approach (1A, 1B). Through targeted outreach the following actions were taken:
- A project webpage was created to provide public information.
- Downtown Strategy attended a community engagement event for a development proposal within the amendment area on April 11, 2026.
- The Beltline, 4 Street, 17 Avenue, Chinatown and Victoria Park business improvement areas were informed of the project by email on May 23, 2026.
- On July 28, 2026, Downtown Strategy met with the Beltline Neighbourhoods Association planning committee to discuss the proposed amendments.
- On August 12, 2026, Downtown Strategy met with the Victoria Park Business Improvement Area to discuss the proposed amendments.

Affected Parties

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

Beltline Business Improvement Area
4 Street Business Improvement Area
17 Avenue Business Improvement Area
Victoria Park Business Improvement Area
Chinatown Community Association
Beltline Neighbourhoods Community Association
Developers and Industry professionals with active applications in the plan area

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 generally supported the proposed density increases, while emphasizing the importance of maintaining the established character and pedestrian scale of 17 Avenue. Participants also highlighted the importance of continuing to consider shadow impacts on parks and public spaces and requested stronger policy language to reinforce the area's established character.

Participants indicated that the proposed rail corridor mitigation measures are sensible, while emphasizing that they should not come at the expense of street-oriented, active uses at grade.

The proposed changes to heritage density transfers were viewed as providing a meaningful and effective incentive to support heritage and cultural conservation.

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 the issues raised, Administration revisited the proposed amendments and relevant area redevelopment plans to confirm how concerns related to character, public realm, and street orientation could be addressed through future planning and development applications.

Administration concluded that these considerations can be appropriately reviewed through the development permit process, where the specific design and context of individual proposals can be assessed.

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)

Administration responded to all feedback received. A response was provided to the Beltline Neighbourhood Association in response to their written comments.

calgary.ca/planningoutreach

Beltline Neighbourhoods Association Response

September 4, 2026

The City of Calgary
Community Planning, Planning and Development Services
800 Macleod Tr. SE
Calgary, Alberta T2P 2M5

ATTN: Joshua de Jong, Leader, Development and Client Services – Downtown Strategy, City of Calgary

RE: Proposed Amendments to the Beltline ARP and Land Use Bylaw 1P2007 Centre City Districts – Residential Policy and Best Practices Alignment

On behalf of the Beltline Neighbourhoods Association (BNA) and our Beltline Urban Development Committee (BUDC), we are writing in response to the above-noted proposed amendments to the Beltline ARP changes. The BUDC has reviewed the materials presented to our committee and is appreciative of the opportunity to review the proposed amendments with you. The BNA generally supports amendments that modernize the ARP, facilitate continued high quality investment in the community, and advance the continued evolution of the Beltline as a vibrant place to live and work.

Increasing the maximum floor area ratio on 17 Avenue west of 4 Street SW
We understand that the proposed increase is broadly aligned with the policies adopted in the West Elbow Local Area Plan and is partially in response to recent development pressure along the 17 Avenue corridor. In this context, the proposed amendment appears sensible.

Beltline Neighbourhoods believes that development along 17 Avenue should be of exceptional quality and contribute meaningfully to the corridor's unique public realm. With the understanding that the proposed amendments and increased development potential are intended to enable better and more impactful projects while incentivizing high-quality ground-floor uses, amenities, and the urban design, then we would support the proposed density increase.

However, increased density should not come at the expense of the established character and pedestrian scale of 17 Avenue. We encourage the City to consider complementary policy language designed to ensure an appropriate human-scaled interface with 17 Avenue while protecting the quality, comfort, and continuity of the pedestrian environment.

Shadow impacts on parks and public spaces north of 17 Avenue also remain important. Currently, the Land-Use Bylaw and ARP shadow-protection provisions appear to omit or overlook several existing and planned public spaces that would benefit from this consideration. We would request that the City consider these provisions as part of this amendment and identify whether additional public spaces (such as Humpy Hollow Park) should be formally protected.

Increasing the base floor area on 17 Avenue to accommodate six-storey wood-frame construction
We understand that this amendment would increase the base FAR on 17 Avenue to accommodate six-storey wood-frame construction and support more cost-effective housing delivery. While we recognize these benefits, construction methodology alone should not determine built form or planning outcomes on one of Calgary's most important urban main streets.

Development along 17 Avenue should meet a very high standard of architectural quality and urban design. We would be concerned if the amendment encouraged standardized, marginal-quality development more typical of suburban areas, characterized by generic architecture, low-quality materials and finishes, limited ground-floor activation, or a weak relationship with the street.

We would support the proposed increase in base FAR only if it is accompanied by stronger policy language and guidance aimed at ensuring that these projects reinforce the established character and scale of 17 Avenue, incorporate high-quality, durable materials and details, and contribute positively to the corridor's public realm and architectural identity.

The objective should be to enable contemporary approaches to construction without lowering expectations for design quality or diminishing the distinctive urban character of 17 Avenue.

Exempting up to 2.0 FAR for above-grade parkades along the freight rail corridor
We support the intent of this amendment. The proposed exemption is an appropriate response to the practical constraints associated with development adjacent to the CPKC freight rail corridor, including the need to mitigate noise and vibration. We also recognize that 10 Avenue can support greater development intensity and will benefit from continued investment.

The policy should include language to ensure that a proliferation of above-grade structured parking does not negatively impact the public realm or create inactive and inhospitable urban spaces. Parking structures should not marginalize or reduce the importance of maintaining strong street-oriented active uses along the corridor. The exemption should be tied to required rail corridor mitigations and should not become a general incentive for additional above-grade parking where other appropriate building programming or design strategies are viable.

Retaining heritage density on the same site
We support this amendment, particularly where there is demonstrated evidence that allowing earned heritage density to remain on the source site will provide a meaningful and effective incentive for heritage and cultural conservation while still enabling high-quality development.

Several recent Beltline applications may have benefited from a clearer and more flexible policy of this kind. Allowing density to be retained on site could reduce the need for site-specific Direct Control districts and help integrate heritage conservation more predictably into redevelopment proposals.

Closing
Generally, the BNA is supportive of these amendments and is open to the inclusion of strategies that facilitate appropriate and thoughtful intensification and continued investment in the community. At the same time, additional development potential should be coupled with clear expectations for architectural quality, prioritization of pedestrian-oriented active uses, and exceptional urban design.

Sincerely,

Tyson Bolduc
Director of Planning and Urban Development
Beltline Neighbourhood Association

LOCAL AREA PLAN AMENDMENTS TO ALIGN LIMITED SCALE POLICY - C2026-0917

AMENDMENT TO THE NORTH HILL COMMUNITIES LOCAL AREA PLAN BYLAW 38P2026

This policy amendment to the North Hill Communities Local Area Plan is to add limitations on where rowhouses and townhouses can be supported in Neighbourhood Local, Limited Scale areas. For further information, please contact 587-578-2274.

AMENDMENT TO THE EAST CALGARY INTERNATIONAL AVENUE COMMUNITIES LOCAL AREA PLAN BYLAW 39P2026

This policy amendment to the East Calgary International Avenue Communities Local Area Plan is to add limitations on where rowhouses and townhouses can be supported in Neighbourhood Local, Limited Scale areas. For further information, please contact 587-578-2274.

AMENDMENT TO THE RILEY COMMUNITIES LOCAL AREA PLAN BYLAW 40P2026

This policy amendment to the Riley Communities Local Area Plan is to add limitations on where rowhouses and townhouses can be supported in Neighbourhood Local, Limited Scale areas. For further information, please contact 587-578-2274.

AMENDMENT TO THE SOUTH SHAGANAPPI COMMUNITIES LOCAL AREA PLAN BYLAW 41P2026

This policy amendment to the South Shaganappi Communities Local Area Plan is to add limitations on where rowhouses and townhouses can be supported in Neighbourhood Local, Limited Scale areas. For further information, please contact 587-578-2274.

AMENDMENT TO THE CHINOOK COMMUNITIES LOCAL AREA PLAN BYLAW 42P2026

This policy amendment to the Chinook Communities Local Area Plan is to add limitations on where rowhouses and townhouses can be supported in Neighbourhood Local, Limited Scale areas. For further information, please contact 587-578-2274.

AMENDMENT TO THE WEST ELBOW COMMUNITIES LOCAL AREA PLAN BYLAW 43P2026

This policy amendment to the West Elbow Communities Local Area Plan is to add limitations on where rowhouses and townhouses can be supported in Neighbourhood Local, Limited Scale areas. For further information, please contact 587-578-2274.

ATTACHMENTS

1. Proposed Bylaw 38P2026
2. Proposed Bylaw 39P2026
3. Proposed Bylaw 40P2026
4. Proposed Bylaw 41P2026
5. Proposed Bylaw 42P2026
6. Proposed Bylaw 43P2026

PROPOSED

C2026-0917
ATTACHMENT 1

BYLAW NUMBER 38P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE NORTH HILL COMMUNITIES LOCAL AREA PLAN BYLAW 18P2020 (C2026-0917)

* *

WHEREAS it is desirable to amend the North Hill Communities Local Area Plan Bylaw 18P2020, 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 North Hill Communities Local Area Plan attached to and forming part of Bylaw 18P2020, as amended, is hereby further amended as follows:

   (a) In Section 2.2.1.6, under "Limited Scale Policies", delete polices "a" through "d" and replace with the following:

   "a. Secondary suites are supported where already allowed by the existing land use designation and are not considered a unit in the following policies.

   b. Building forms that contain one or two residential units are supported in Neighbourhood Local, Limited Scale.

   c. Building forms that contain three or more residential units should be supported on parcels with rear lanes in the following areas:

      i. within **transit station area Core Zones** and **Transition Zones**;

      ii. along a street identified as a **Main Street** or separated by a lane from a parcel along a **Main Street**;

      iii. on corner parcels; or,

      iv. adjacent to or separated by a road or lane from a school, park or open space greater than 0.5 hectares in size with no dimension less than 25 metres.

   d. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:

i. access to sunlight and shade on adjacent parcels; and,

ii. protection of existing, healthy trees or landscaping on the parcel, where appropriate."

(b) In Section 2.2.1.6, under the new "Limited Scale Policies", after Policy "c", add a new policy "c.1" as follows:

"c.1 The policies in Section 2.2.1.6.c. do not apply to parcels that had land use designations that allowed for 3 or more units on August 5, 2024."

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 _____

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CITY CLERK
SIGNED ON _____

PROPOSED

C2026-0917
ATTACHMENT 2

BYLAW NUMBER 39P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE EAST CALGARY INTERNATIONAL AVENUE COMMUNITIES LOCAL AREA PLAN BYLAW 67P2024 (C2026-0917)

* *

WHEREAS it is desirable to amend the East Calgary International Avenue Communities Local Area Plan Bylaw 67P2024, 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 East Calgary International Avenue Communities Local Area Plan attached to and forming part of Bylaw 67P2024, as amended, is hereby further amended as follows:

(a) In Section 2.2.1.6, under “Limited Scale Policies”, delete the entire “Policy" Section and replace with:

“**Policy**

a. Secondary suites are supported where already allowed by the existing land use designation and are not considered a unit in the following policies.

b. Building forms that contain one or two residential units are supported in Neighbourhood Local, Limited Scale.

c. Building forms that contain three or more residential units should be supported on parcels with rear lanes in the following areas:

i. within **transit station area Core Zones** and **Transition Zones**;

ii. along a street identified as a **Main Street** or separated by a lane from a parcel along a **Main Street**;

iii. on corner parcels; or,

iv. adjacent to or separated by a road or lane from a school, park or open space greater than 0.5 hectares in size with no dimension less than 25 metres.

d. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:

i. access to sunlight and shade on adjacent parcels; and,

ii. protection of existing, healthy trees or landscaping on the parcel, where appropriate.

e. Multi-residential building forms should not be supported within areas shown in Map 3: Urban Form as Neighbourhood Local and Map 4: Building Scale as Limited Scale."

(b) In Section 2.2.1.6, under the new "Limited Scale Policies", after Policy "c", add a new policy "c.1" as follows:

"c.1 The policies in Section 2.2.1.6.c. do not apply to parcels that had land use designations that allowed for 3 or more units on August 5, 2024."

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 _____

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MAYOR
SIGNED ON _____

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CITY CLERK
SIGNED ON _____

PROPOSED

C2026-0917
ATTACHMENT 3

BYLAW NUMBER 40P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE RILEY COMMUNITIES LOCAL AREA PLAN BYLAW 25P2025 (C2026-0917)

* *

WHEREAS it is desirable to amend the Riley Communities Local Area Plan Bylaw 25P2025, 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 Riley Communities Local Area Plan attached to and forming part of Bylaw 25P2025, as amended, is hereby further amended as follows:

   (a) In Section 2.2.1.6, under "Limited Scale Policies", delete the entire "Policy" Section and replace with:

   "**Policy**

   a. Secondary suites are supported where already allowed by the existing land use designation and are not considered a unit in the following policies.

   b. Building forms that contain one or two residential units are supported in Neighbourhood Local, Limited Scale.

   c. Building forms that contain three or more residential units should be supported on parcels with rear lanes in the following areas:

      i. within **transit station area Core Zones** and **Transition Zones**;

      ii. along a street identified as a **Main Street** or separated by a lane from a parcel along a **Main Street**;

      iii. on corner parcels; or,

      iv. adjacent to or separated by a road or lane from a school, park or open space greater than 0.5 hectares in size with no dimension less than 25 metres.

   d. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:

i. access to sunlight and shade on adjacent parcels; and,

ii. protection of existing, healthy trees or landscaping on the parcel, where appropriate.

e. Multi-residential building forms should not be supported within areas shown in Map 3: Urban Form as Neighbourhood Local and Map 4: Building Scale as Limited Scale."

(b) In Section 2.2.1.6, under the new "Limited Scale Policies", after Policy "c", add a new policy "c.1" as follows:

"c.1 The policies in Section 2.2.1.6.c. do not apply to parcels that had land use designations that allowed for 3 or more units on August 5, 2024."

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 _____

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MAYOR
SIGNED ON _____

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CITY CLERK
SIGNED ON _____

PROPOSED

C2026-0917
ATTACHMENT 4

BYLAW NUMBER 41P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE SOUTH SHAGANAPPI COMMUNITIES LOCAL AREA PLAN BYLAW 29P2025 (C2026-0917)

* *

WHEREAS it is desirable to amend the South Shaganappi Communities Local Area Plan Bylaw 29P2025, 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 South Shaganappi Communities Local Area Plan attached to and forming part of Bylaw 29P2025, as amended, is hereby further amended as follows:

(a) In Section 2.2.1.6, after Policy "a", add new subsection as follows:

"**Limited Scale Policies**
The policies in this section only apply to Neighbourhood Local areas with the Limited Scale modifier. Limited Scale policies recognize that single- detached housing may be developed anywhere within Neighbourhood Local, Limited Scale areas.

b. Secondary suites are supported where already allowed by the existing land use designation and are not considered a unit in the following policies.

c. Building forms that contain one or two residential units are supported in Neighbourhood Local, Limited Scale.

d. Building forms that contain three or more residential units should be supported on parcels with rear lanes in the following areas:

i. within **transit station area Core Zones** and **Transition Zones**;

ii. along a street identified as a **Main Street** or separated by a lane from a parcel along a **Main Street**;

iii. on corner parcels; or,

iv. adjacent to or separated by a road or lane from a school, park or open space greater than 0.5 hectares in size with no dimension less than 25 metres.

e. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:

i. access to sunlight and shade on adjacent parcels; and,

ii. protection of existing, healthy trees or landscaping on the parcel, where appropriate."

(b) In Section 2.2.1.6, under the new "Limited Scale Policies", after Policy "d", add a new policy "d.1" as follows:

"d.1 The policies in Section 2.2.1.6.d. do not apply to parcels that had land use designations that allowed for 3 or more units on August 5, 2024."

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 _____

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MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

C2026-0917
ATTACHMENT 5

BYLAW NUMBER 42P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE CHINOOK COMMUNITIES LOCAL AREA PLAN BYLAW 36P2025 (C2026-0917)

* *

WHEREAS it is desirable to amend the Chinook Communities Local Area Plan Bylaw 36P2025;

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 Chinook Communities Local Area Plan attached to and forming part of Bylaw 36P2025 is hereby amended as follows:

(a) In Section 2.2.1.6, after Policy "a", add new subsection as follows:

"**Limited Scale Policies**
The policies in this section only apply to Neighbourhood Local areas with the Limited Scale modifier. Limited Scale policies recognize that single- detached housing may be developed anywhere within Neighbourhood Local, Limited Scale areas.

b. Secondary suites are supported where already allowed by the existing land use designation and are not considered a unit in the following policies.

c. Building forms that contain one or two residential units are supported in Neighbourhood Local, Limited Scale.

d. Building forms that contain three or more residential units should be supported on parcels with rear lanes in the following areas:

i. within **transit station area Core Zones** and **Transition Zones**;

ii. along a street identified as a **Main Street** or separated by a lane from a parcel along a **Main Street**;

iii. on corner parcels; or,

iv. adjacent to or separated by a road or lane from a school, park or open space greater than 0.5 hectares in size with no dimension less than 25 metres.

e. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:

i. access to sunlight and shade on adjacent parcels; and,

ii. protection of existing, healthy trees or landscaping on the parcel, where appropriate."

(b) In Section 2.2.1.6, under the new "Limited Scale Policies", after Policy "d", add a new policy "d.1" as follows:

"d.1 The policies in Section 2.2.1.6.d. do not apply to parcels that had land use designations that allowed for 3 or more units on August 5, 2024."

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

C2026-0917
ATTACHMENT 6

BYLAW NUMBER 43P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE WEST ELBOW COMMUNITIES LOCAL AREA PLAN BYLAW 42P2025 (C2026-0917)

* *

WHEREAS it is desirable to amend the West Elbow Communities Local Area Plan Bylaw 42P2025;

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 Elbow Communities Local Area Plan attached to and forming part of Bylaw 42P2025 is hereby amended as follows:

   (a) In Section 2.2.1.6, after the "Land Use" Section, add new subsection as follows:

   "**Limited Scale Policies**
   The policies in this section only apply to Neighbourhood Local areas with the Limited Scale modifier. Limited Scale policies recognize that single- detached housing may be developed anywhere within Neighbourhood Local, Limited Scale areas.

   d. Secondary suites are supported where already allowed by the existing land use designation and are not considered a unit in the following policies.

   e. Building forms that contain one or two residential units are supported in Neighbourhood Local, Limited Scale.

   f. Building forms that contain three or more residential units should be supported on parcels with rear lanes in the following areas:

      i. within **transit station area Core Zones** and **Transition Zones**;

      ii. along a street identified as a **Main Street** or separated by a lane from a parcel along a **Main Street**;

      iii. on corner parcels; or,

      iv. adjacent to or separated by a road or lane from a school, park or open space greater than 0.5 hectares in size with no dimension less than 25 metres.

g. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:

i. access to sunlight and shade on adjacent parcels; and,

ii. protection of existing, healthy trees or landscaping on the parcel, where appropriate."

(b) In Section 2.2.1.6, under the new "Limited Scale Policies", after Policy "f", add a new policy "f.1" as follows:

"f.1 The policies in Section 2.2.1.6.f. do not apply to parcels that had land use designations that allowed for 3 or more units on August 5, 2024."

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 _____

Repeal of Blanket Rezoning Exemptions Q4 2026, LOC2026-0010 - C2026-0776

AMENDMENTS TO LAND USE BYLAW NUMBER 1P2007BYLAW
BYLAW 48P2026

To redesignate parcels at various addresses listed in the table below from the:

a. Residential – Contextual One Dwelling (R-C1) District and Residential – Contextual One / Two Dwelling (R-C2) District **to** District to Residential – Grade Oriented Infill (R-CG) District;
b. Residential One Dwelling (R-1) District **to** Residential – Low Density Mixed Housing (R-G) District; and
c. Residential – Contextual One Dwelling (R-C1), Residential – Contextual One / Two Dwelling (R-C2) District and Residential – Grade Oriented Infill (R-CG) District **to** Housing – Grade Oriented (H-GO) District.

Bylaw 48P2026 would continue to implement Council's direction on the repeal of blanket rezoning including additional Council direction from the 2026 July 21 Public Hearing Meeting of Council (Public Hearing). Parcels meeting the following criteria are proposed to be exempt from the repeal of blanket rezoning:

- received a decision of approval on any one of development permit, subdivision or building permit under the R-CG, R-G or H-GO land use districts prior to the effective date of the amending bylaw;
- have received approval of a land use redesignation by Bylaw, through an applicant-initiated land use redesignation after August 6, 2024;
- received approval for a development permit that was not overturned by the Calgary Subdivision and Development Appeal Board;
- had a development permit that met the exemption criteria and was not subsequently cancelled, withdrawn or refused by the Development Authority.

AMENDMENTS TO LAND USE BYLAW NUMBER 1P2007BYLAW
BYLAW 49P2026

To redesignate parcels at various addresses listed in the table below from the:

a. Residential – Grade Oriented Infill (R-CG) District **to** Residential – Contextual One Dwelling (R-C1) District and Residential – Contextual One / Two Dwelling (R-C2) District;

Bylaw 49P2026 would continue to implement Council's direction on the repeal of blanket rezoning including additional Council direction from the 2026 July 21 Public Hearing Meeting of Council (Public Hearing).

- parcels that were cancelled, withdrawn or had an approval decision overturned by the Subdivision and Development Appeal Board (SDAB) are proposed to be reverted back to their pre-blanket rezoning districts.
- any errors that were discovered are also proposed to be reverted back to their pre-blanket rezoning districts.

ATTACHMENTS

1. Proposed Bylaw 48P2026
2. Proposed Bylaw 49P2026

PROPOSED

C2026-0776
ATTACHMENT 1

BYLAW NUMBER 48P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (C2026-0776)

* *

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 replacing the portions of the Land Use District Maps with those shown as shaded on Schedule "A" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "A".

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

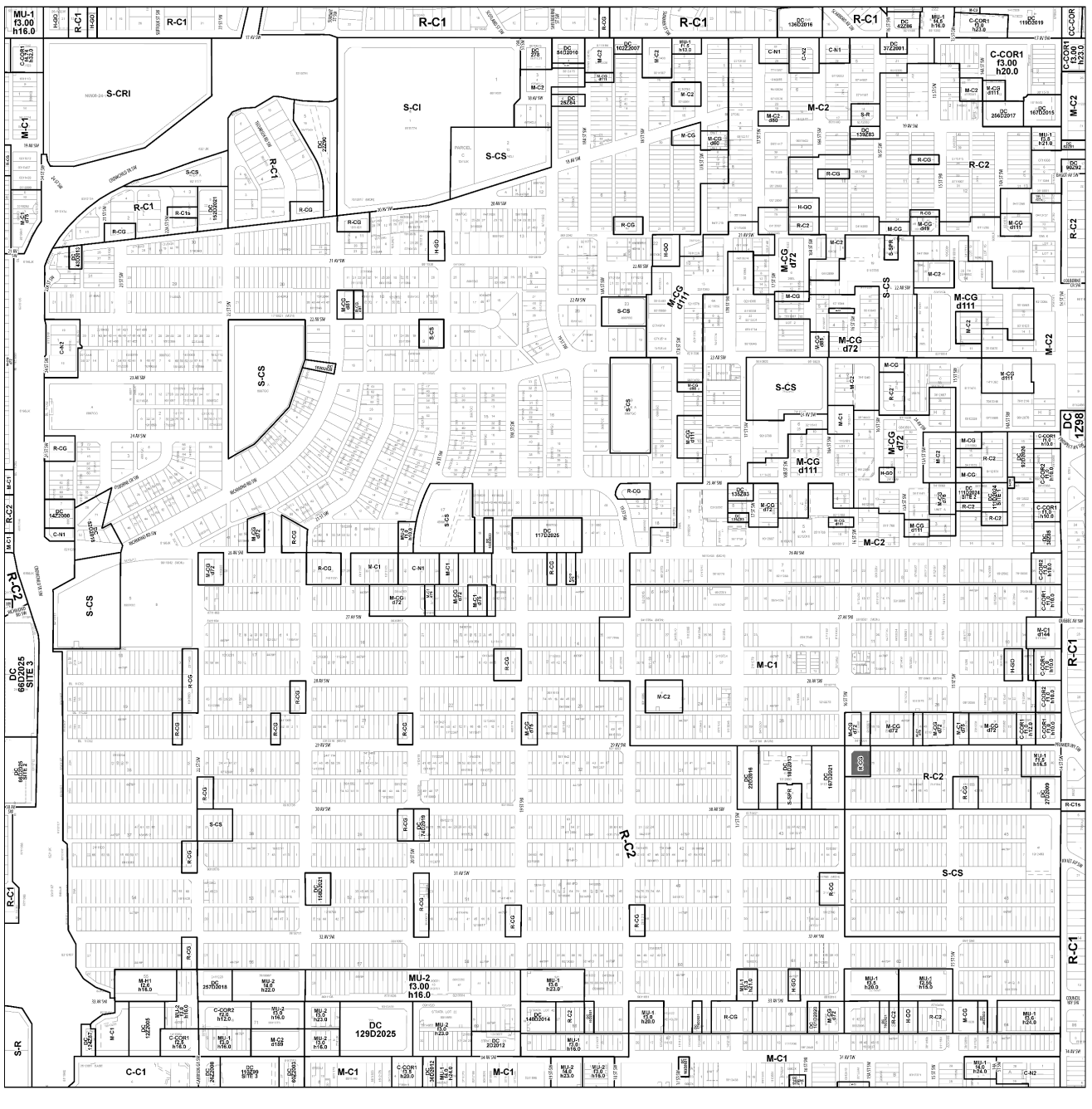
BYLAW NUMBER 48P2026

SCHEDULE A

Section Map 3C



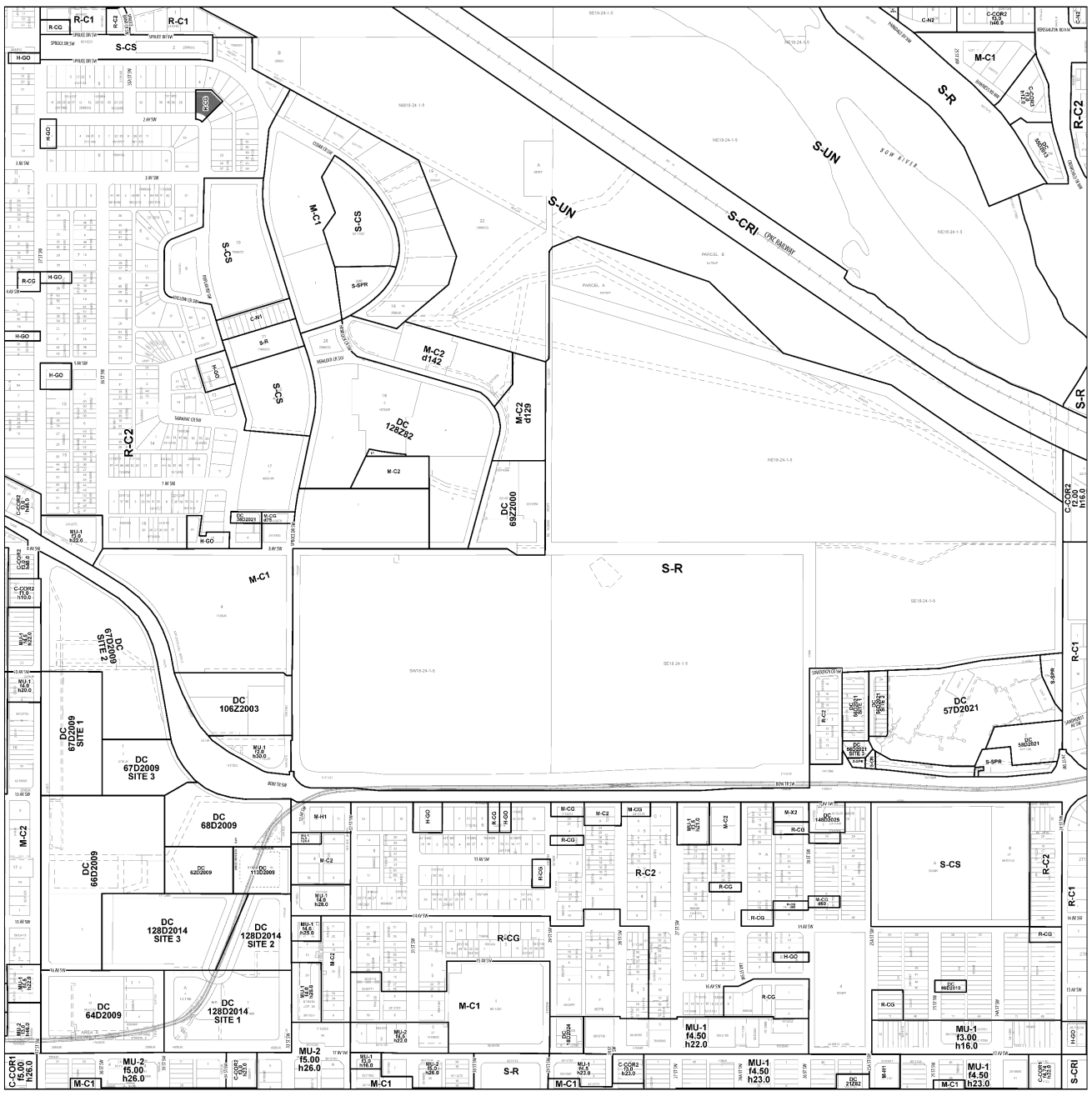
Section Map 8C



PROPOSED

BYLAW NUMBER 48P2026

Section Map 18C



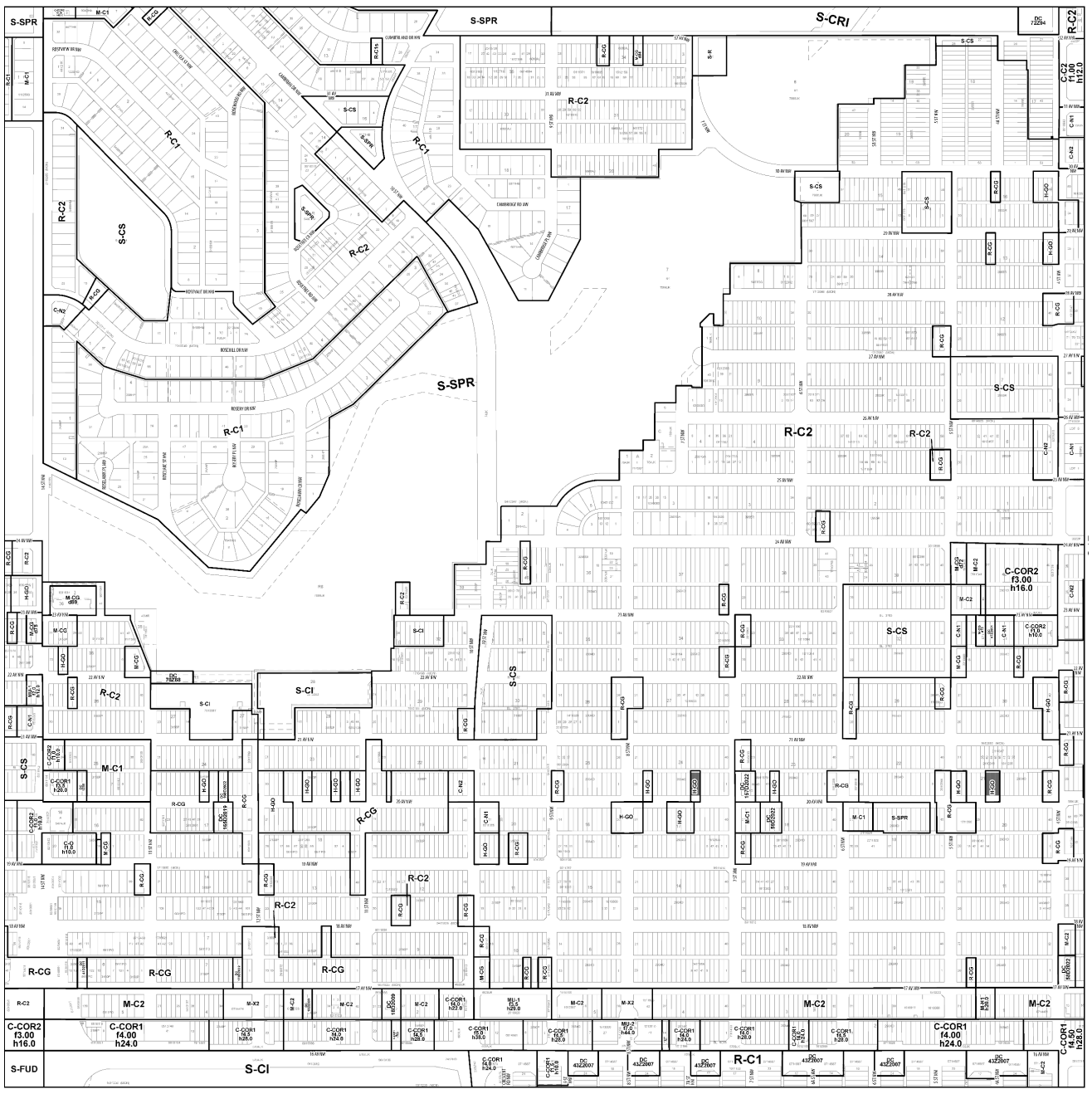
Section Map 19C



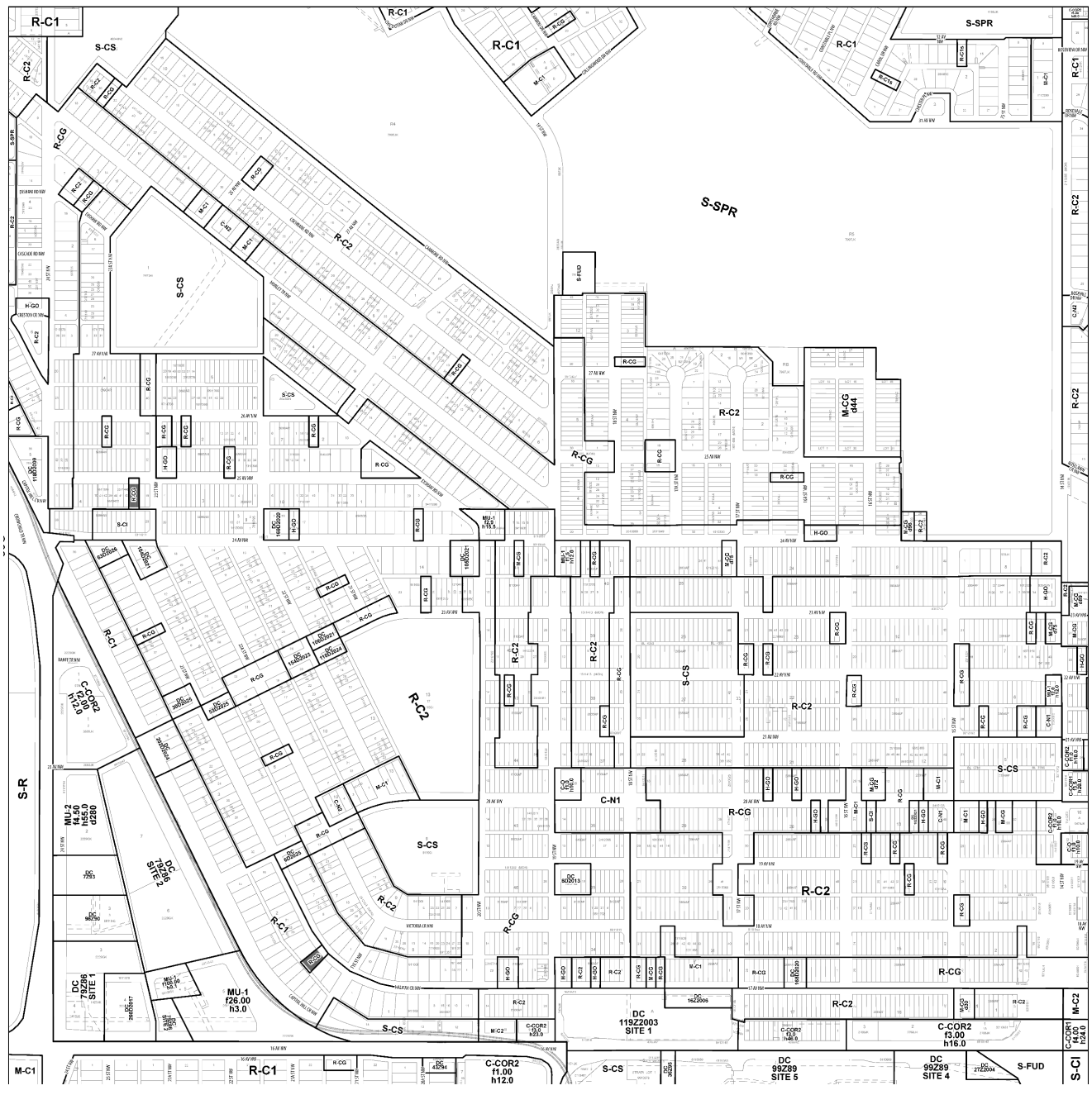
PROPOSED

BYLAW NUMBER 48P2026

Section Map 28C



Section Map 29C



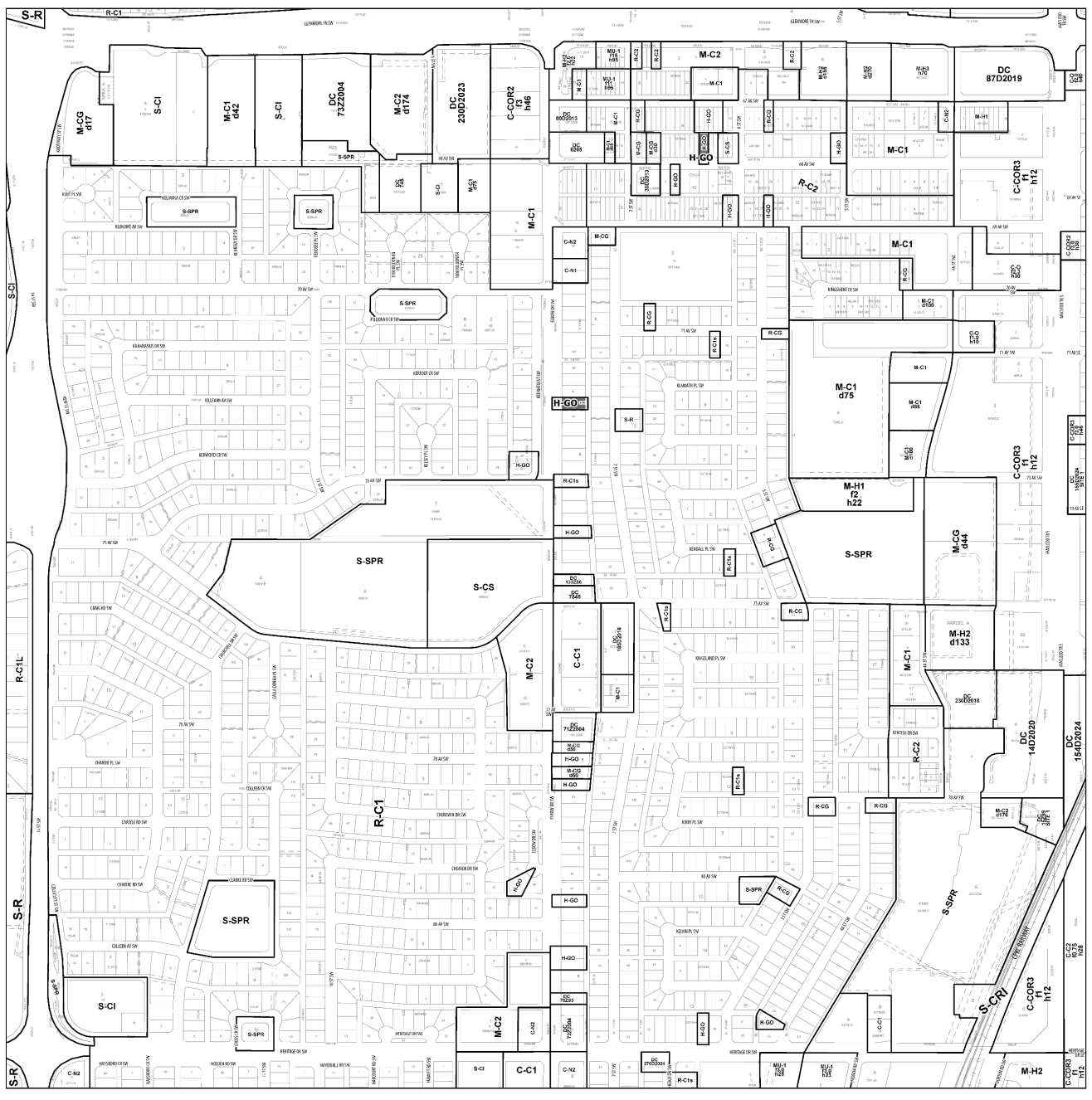
PROPOSED

BYLAW NUMBER 48P2026

Section Map 22S



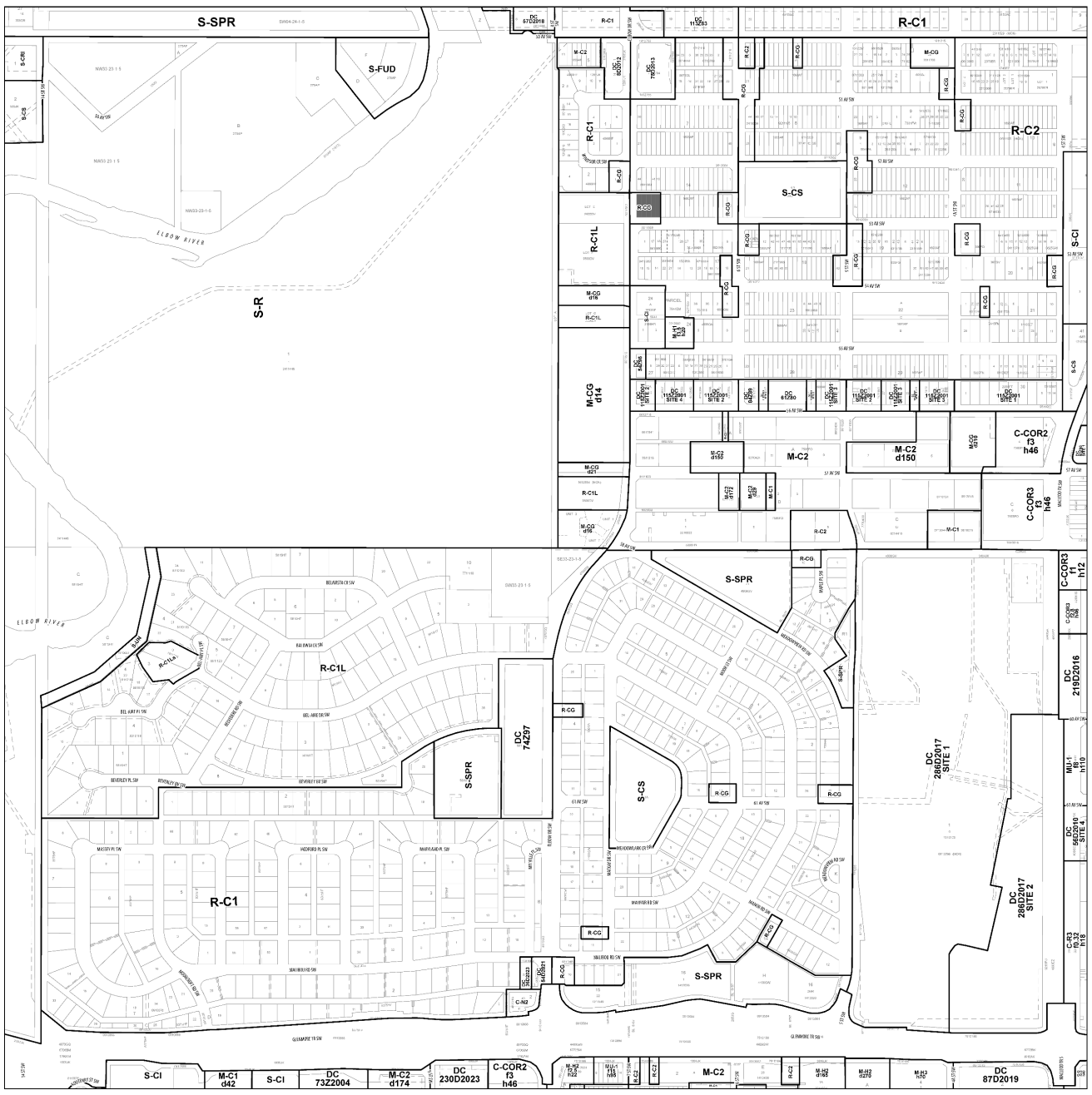
Section Map 28S



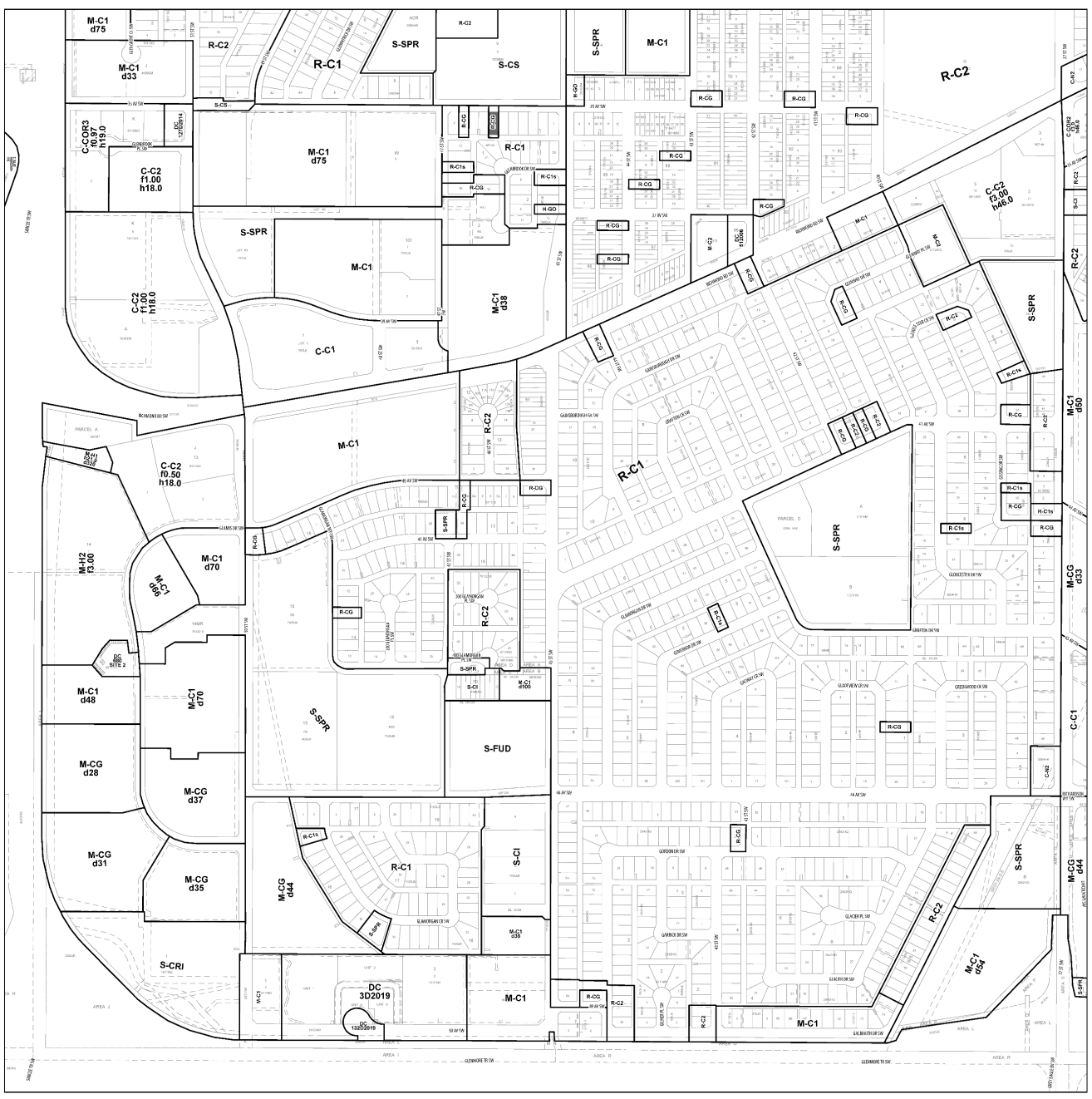
PROPOSED

BYLAW NUMBER 48P2026

Section Map 33S



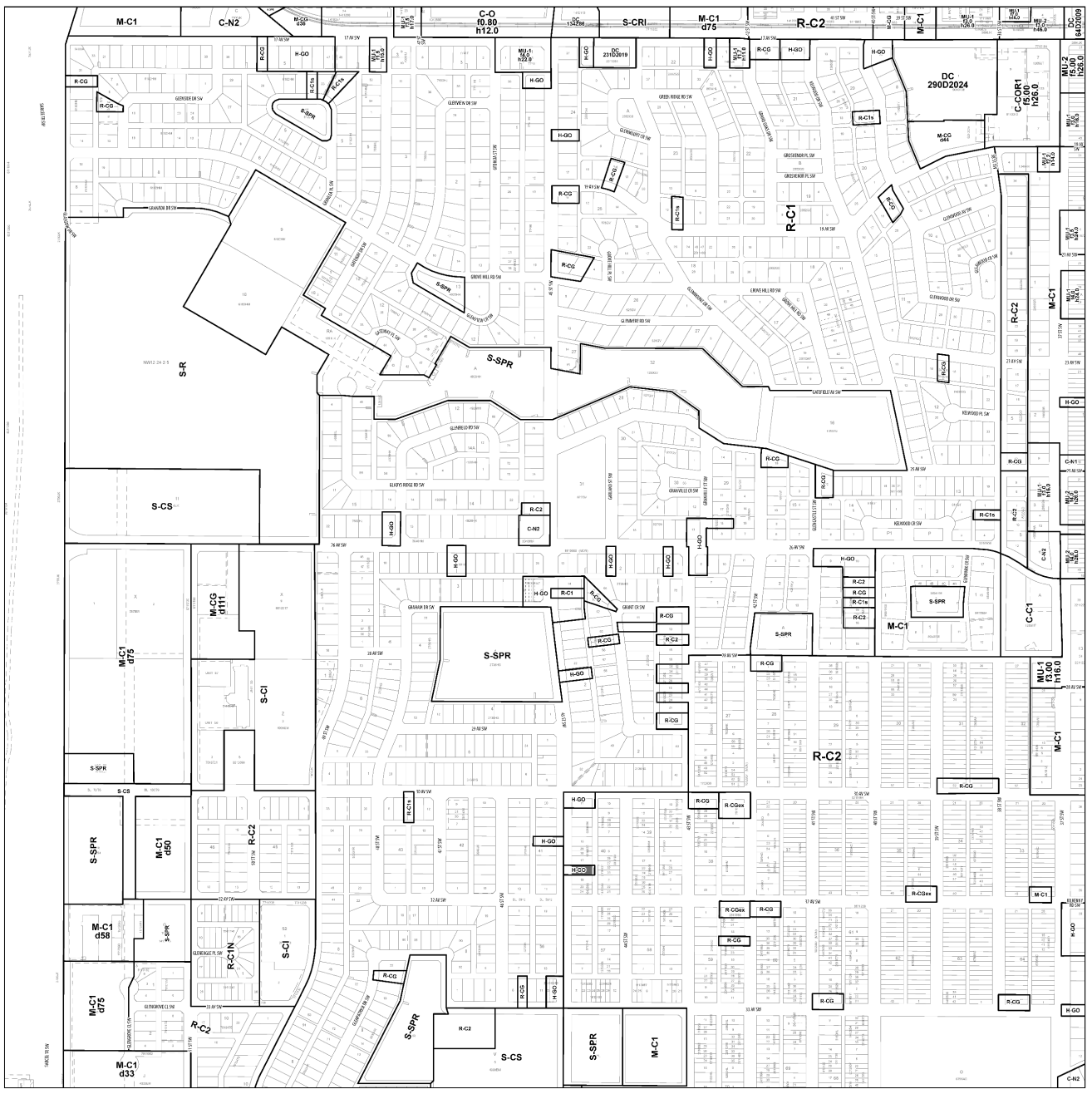
Section Map 1W



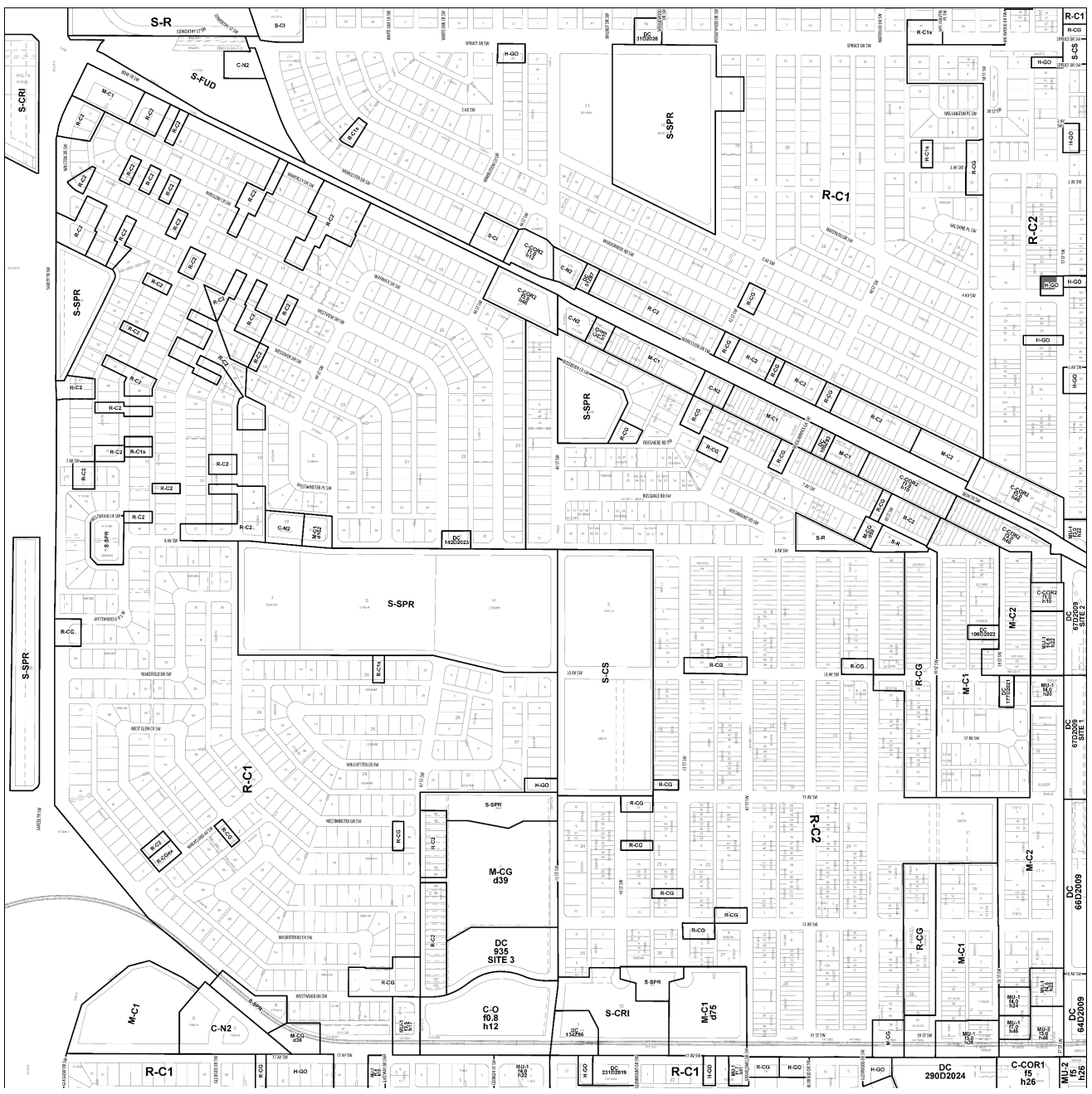
PROPOSED

BYLAW NUMBER 48P2026

Section Map 12W



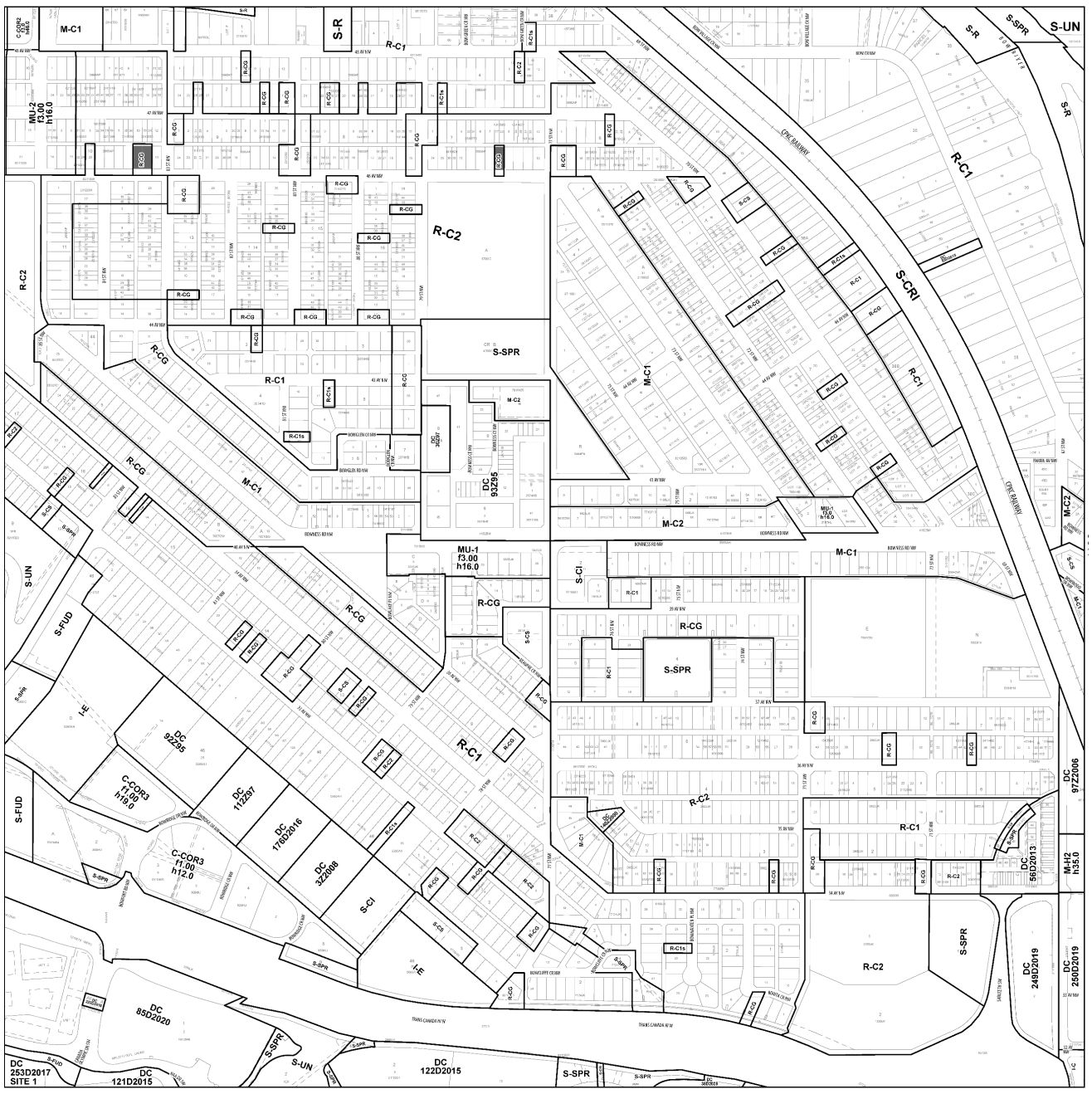
Section Map 13W



PROPOSED

BYLAW NUMBER 48P2026

Section Map 34W



Section Map 34E



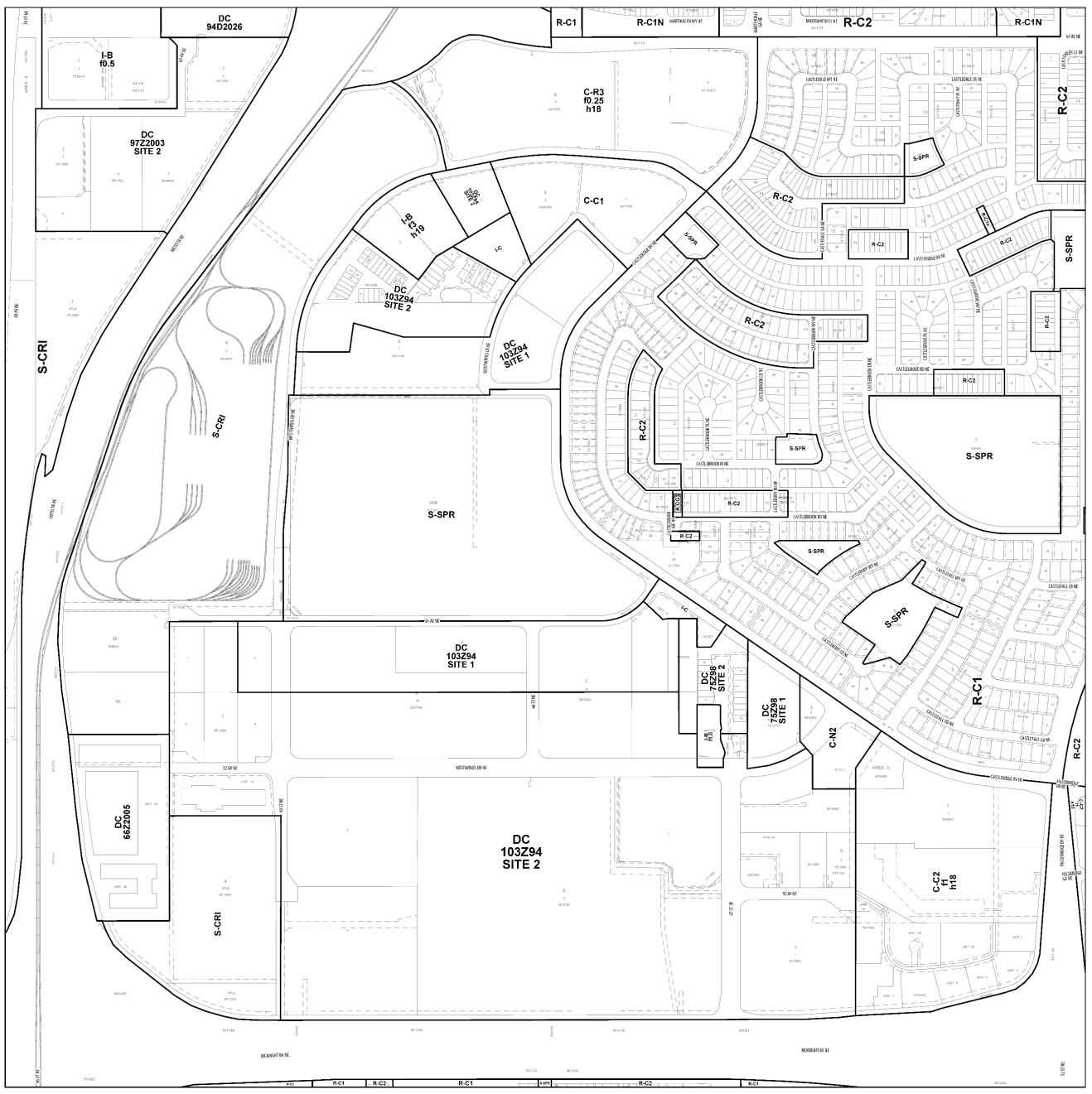
PROPOSED

BYLAW NUMBER 48P2026

Section Map 22SSE



Section Map 3NE



PROPOSED

C2026-0776
ATTACHMENT 2

BYLAW NUMBER 49P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (C2026-0776)

* *

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 replacing the portions of the Land Use District Maps with those shown as shaded on Schedule "A" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "A".

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 _____

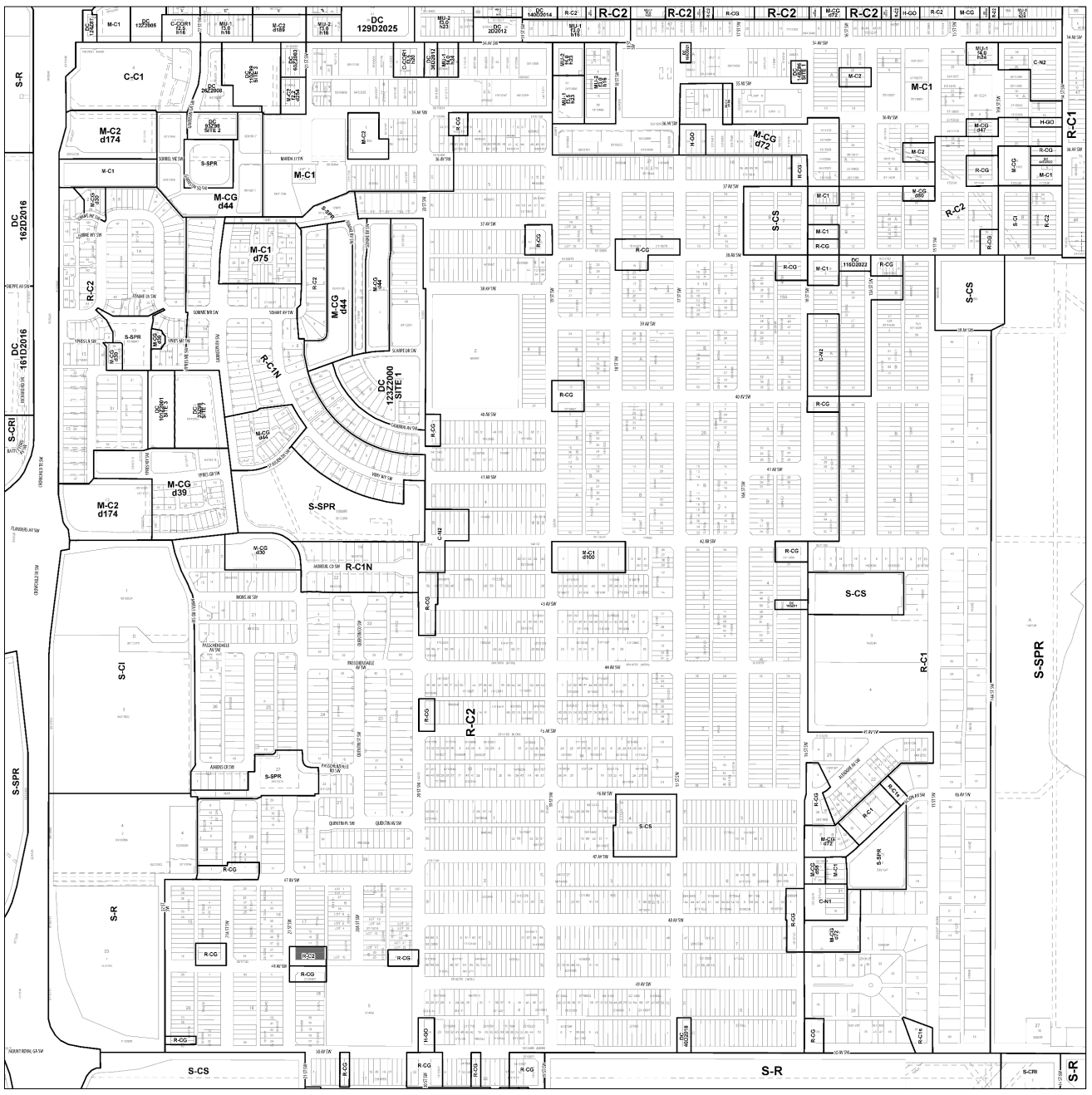
_____
CITY CLERK
SIGNED ON _____

PROPOSED

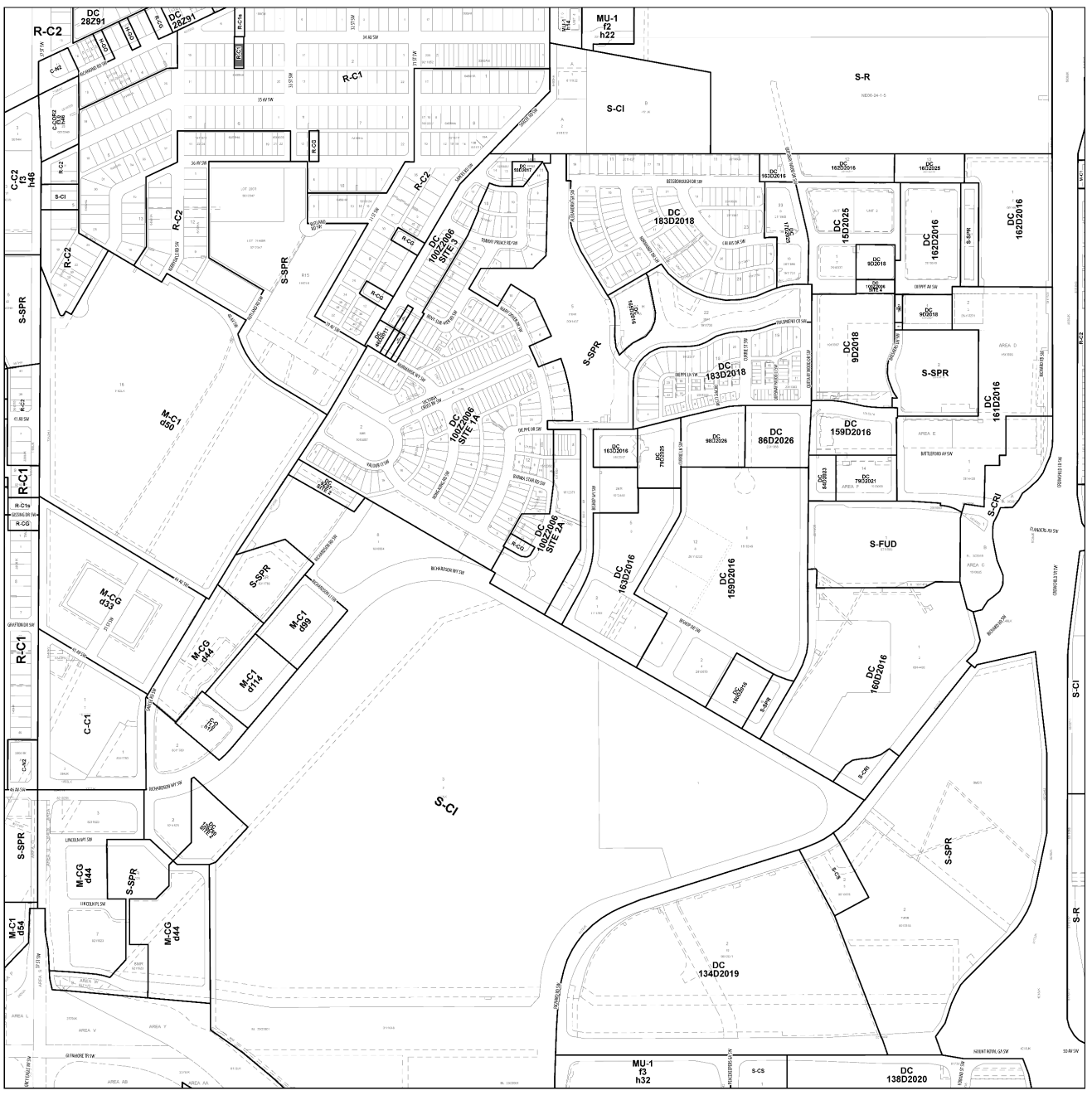
BYLAW NUMBER 49P2026

SCHEDULE A

Section Map 5C



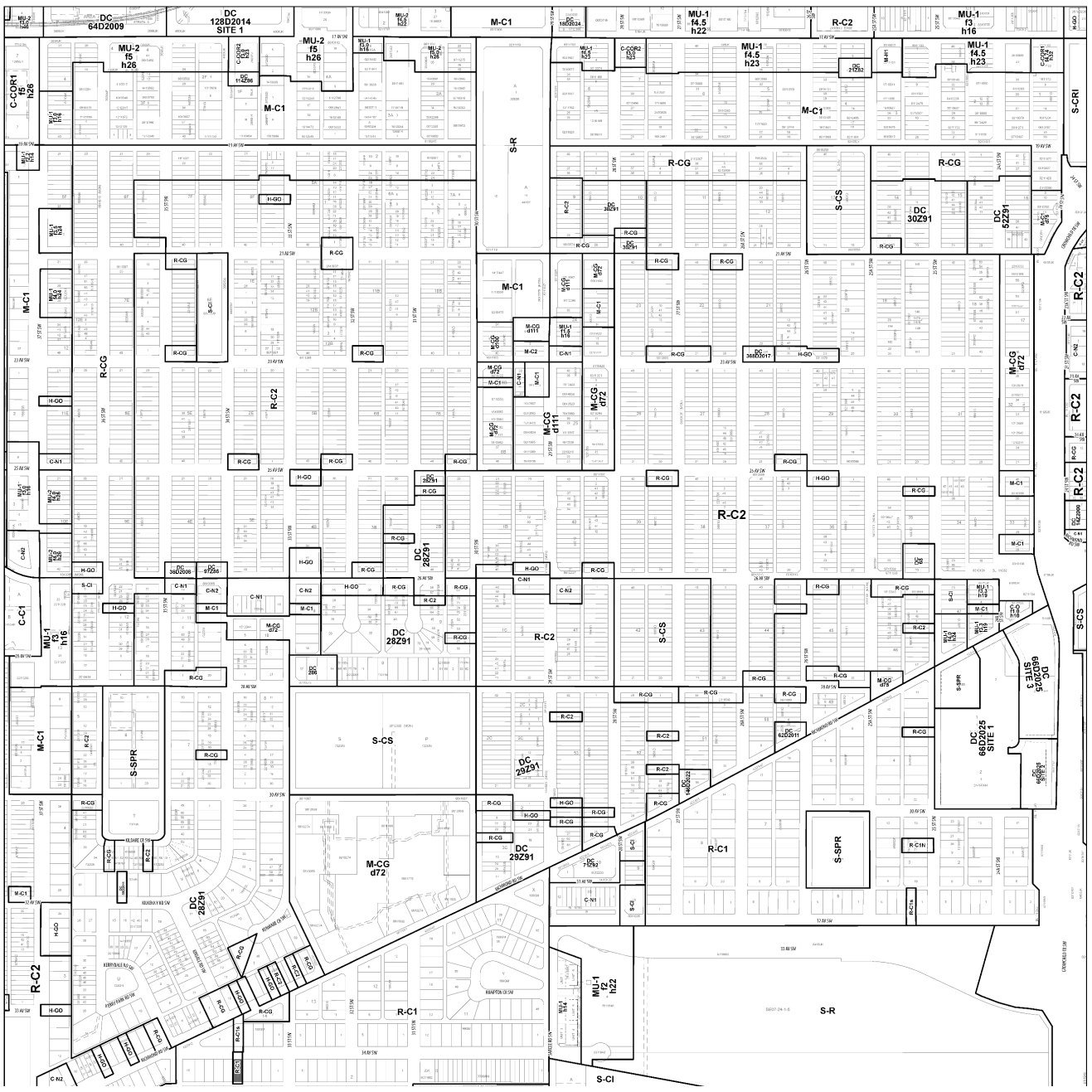
Section Map 6C



PROPOSED

BYLAW NUMBER 49P2026

Section Map 7C



Section Map 10C



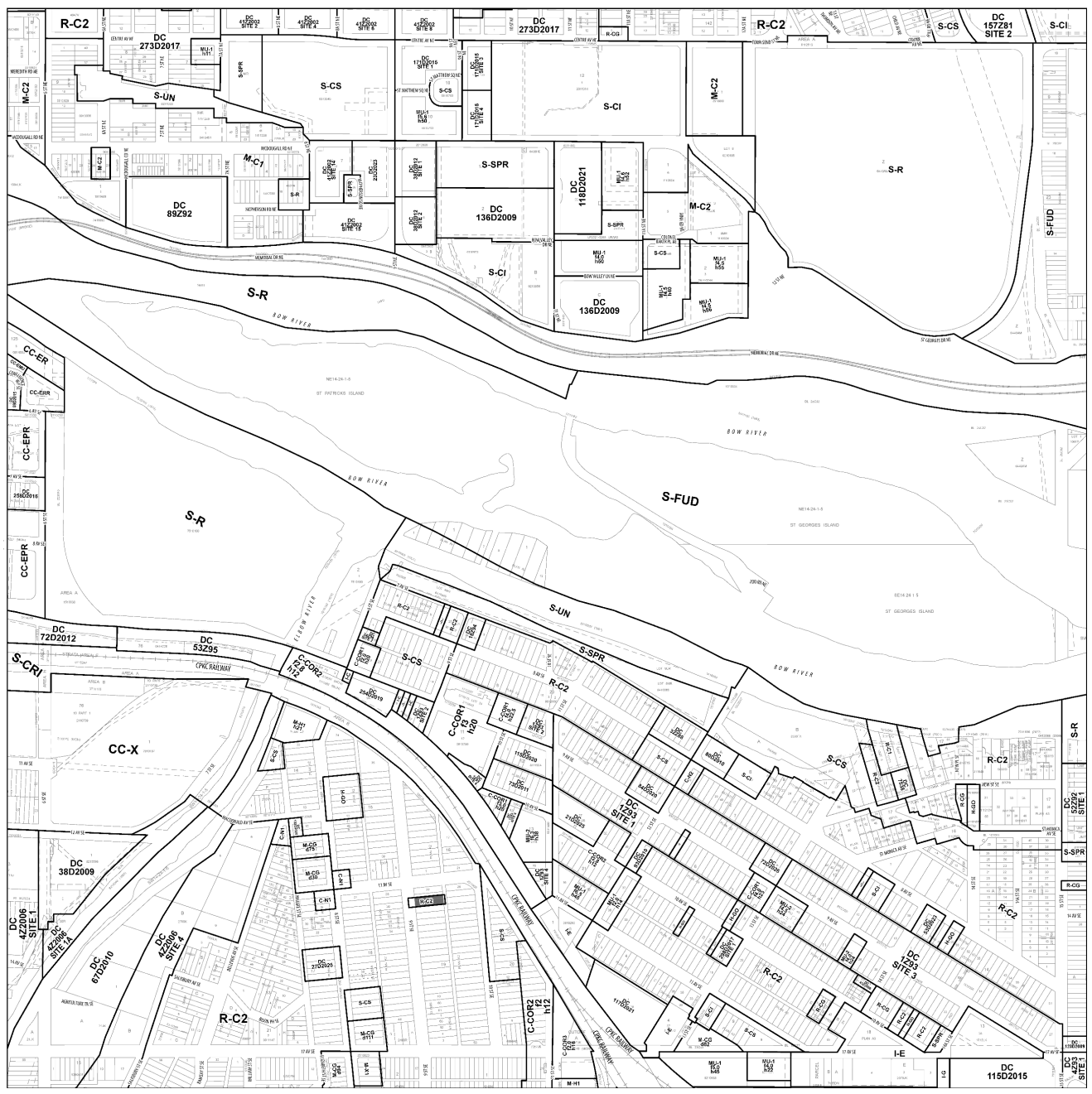
PROPOSED

BYLAW NUMBER 49P2026

Section Map 11C



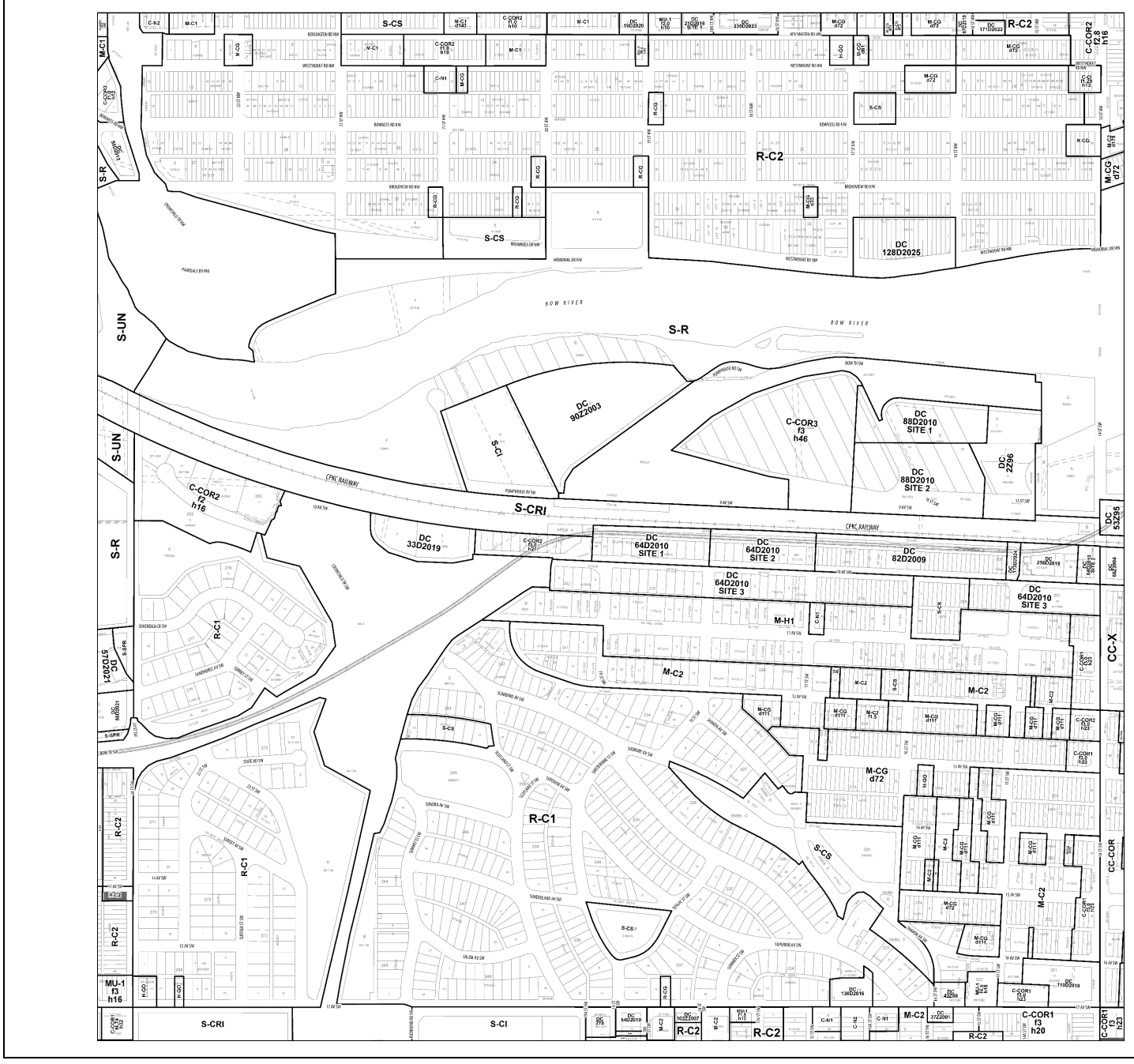
Section Map 14C



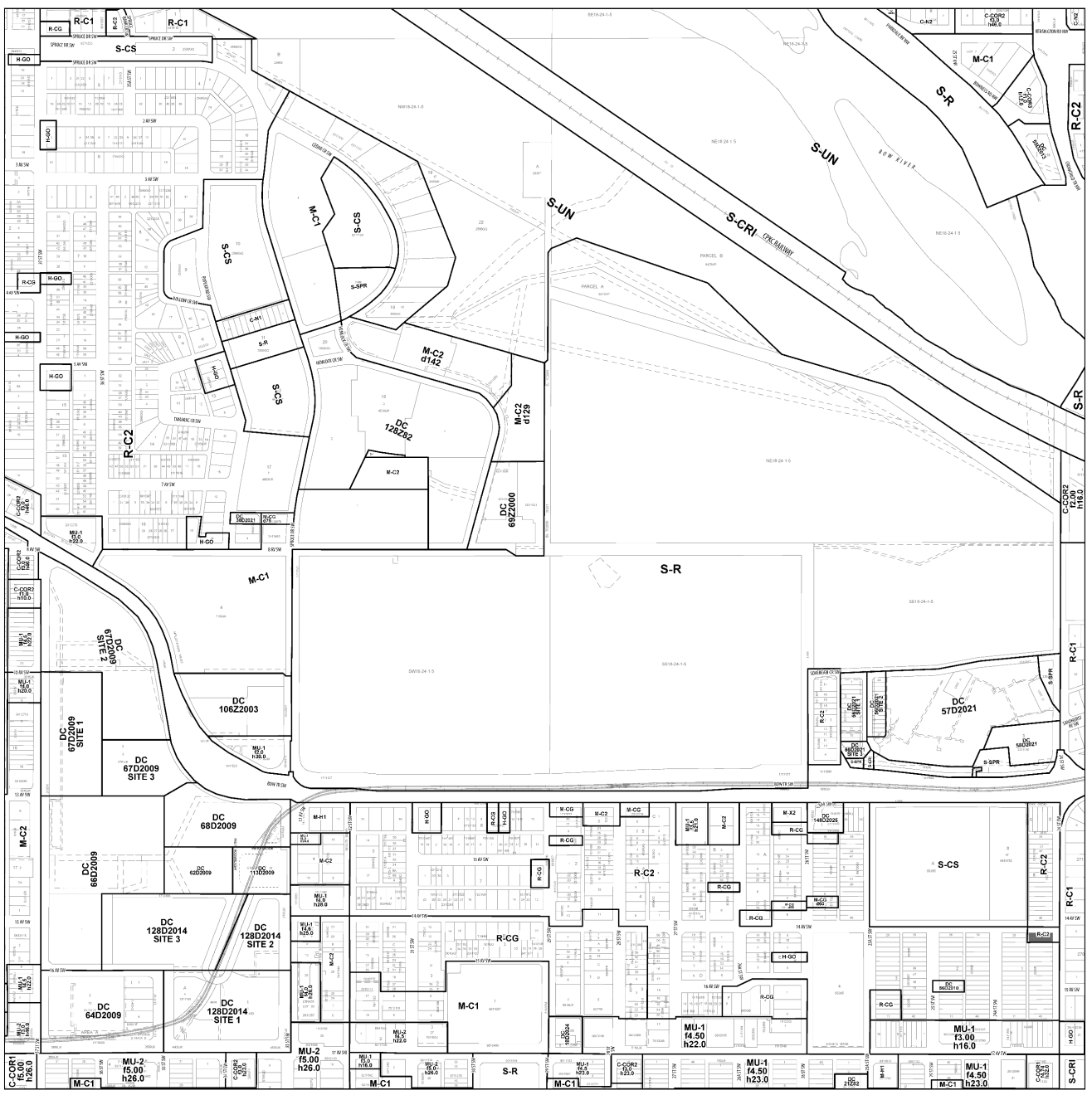
PROPOSED

BYLAW NUMBER 49P2026

Section Map 17C



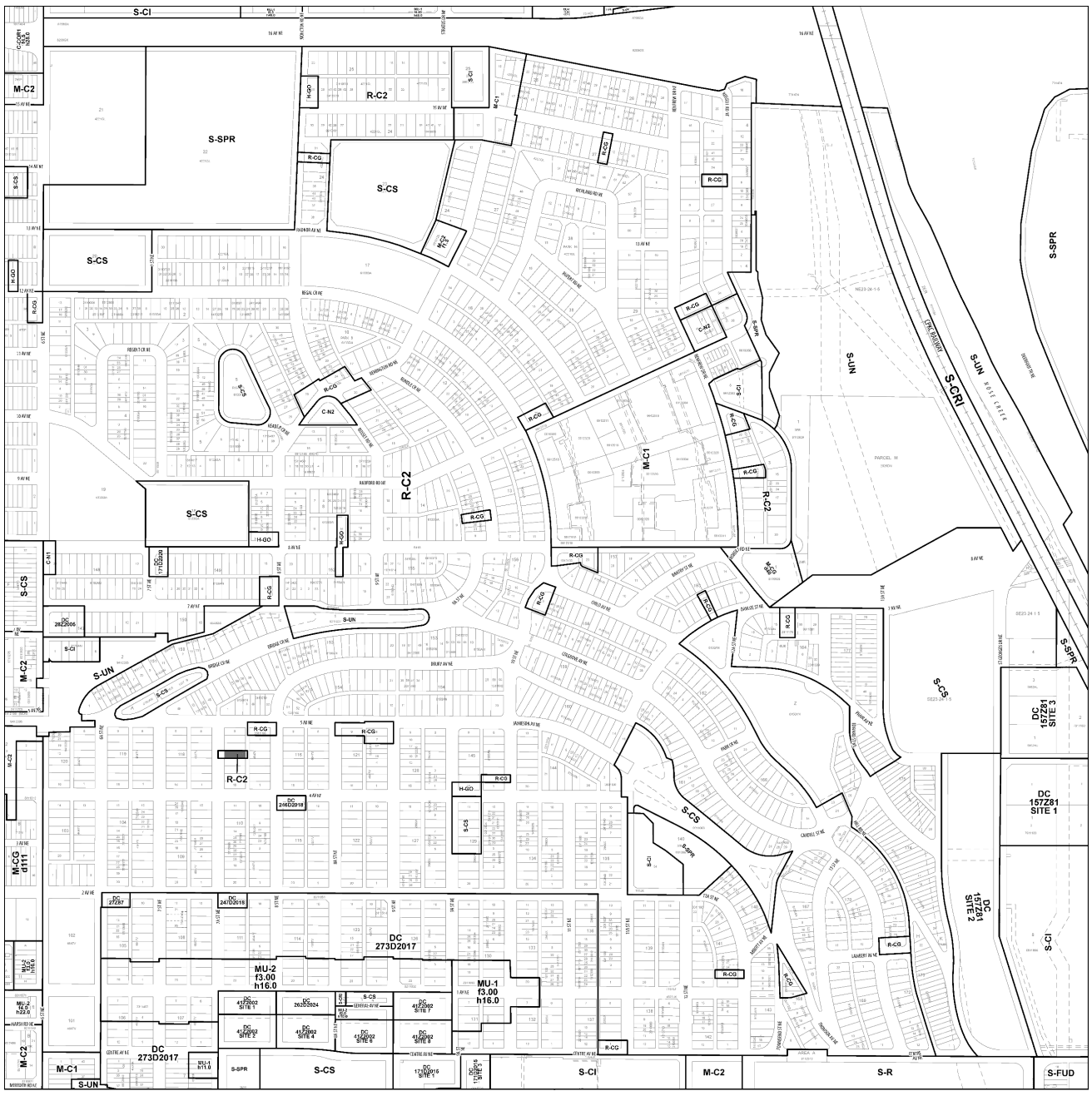
Section Map 18C



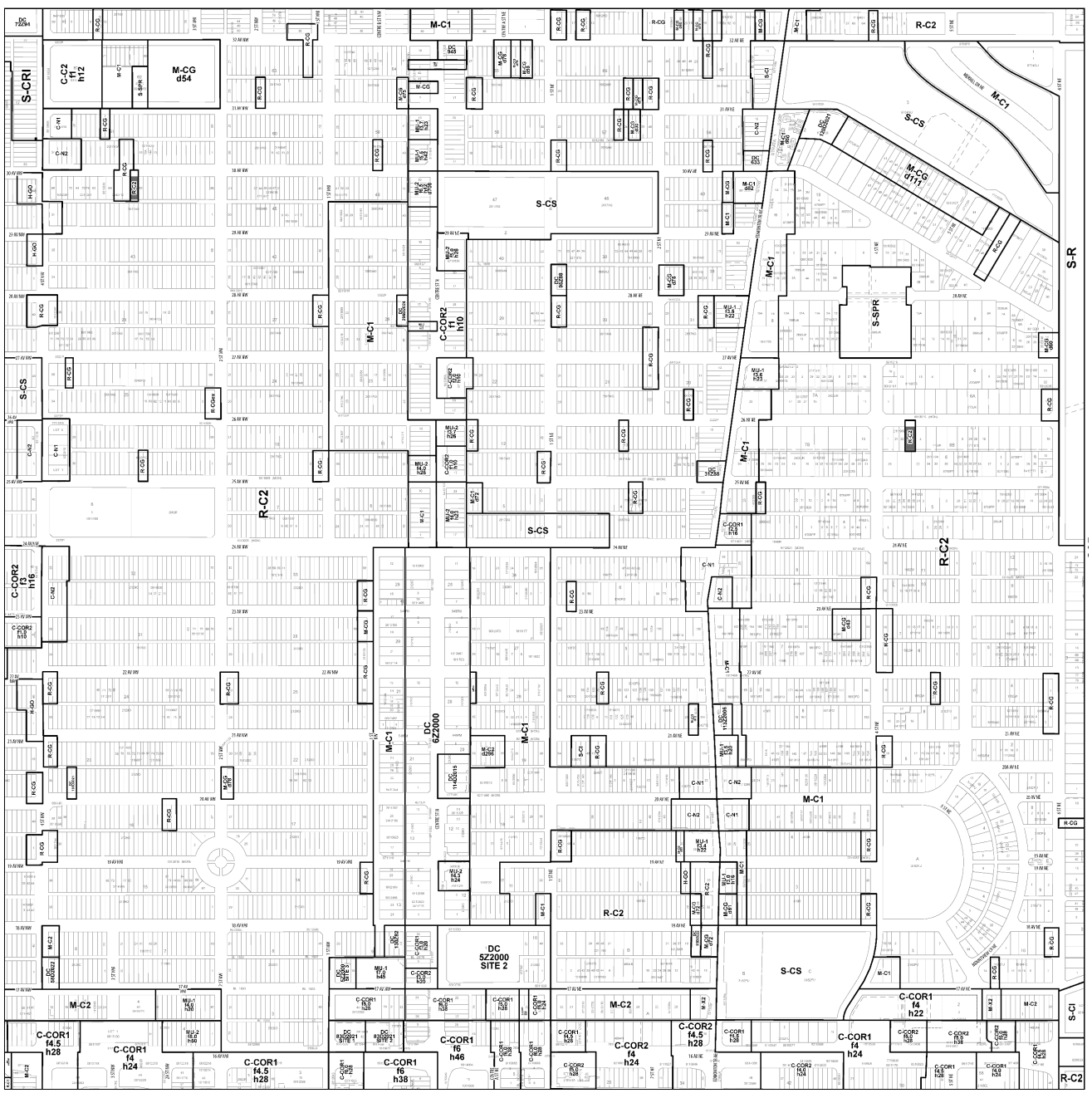
PROPOSED

BYLAW NUMBER 49P2026

Section Map 23C



Section Map 27C



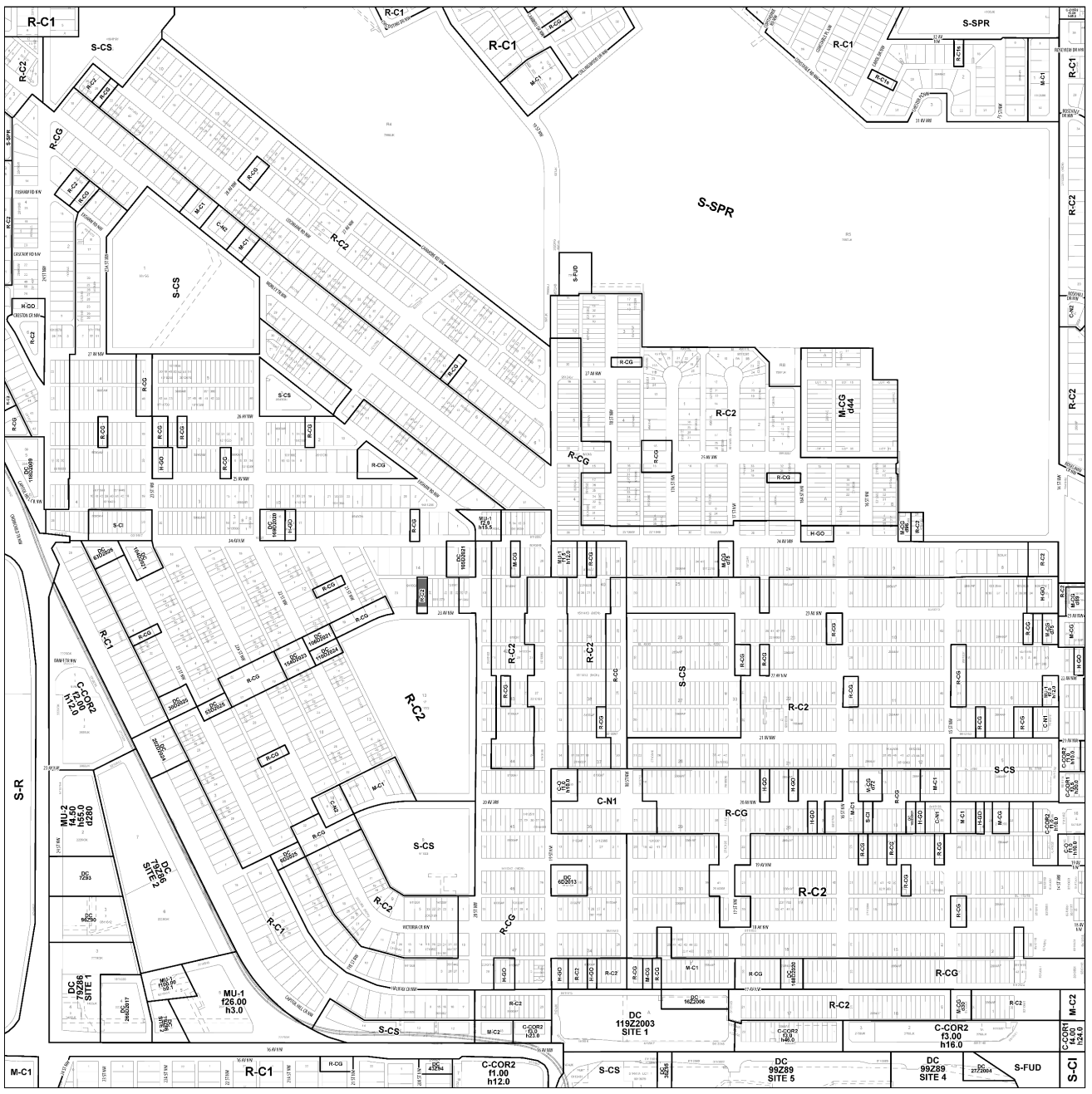
PROPOSED

BYLAW NUMBER 49P2026

Section Map 28C



Section Map 29C



PROPOSED

BYLAW NUMBER 49P2026

Section Map 30C



Section Map 25S



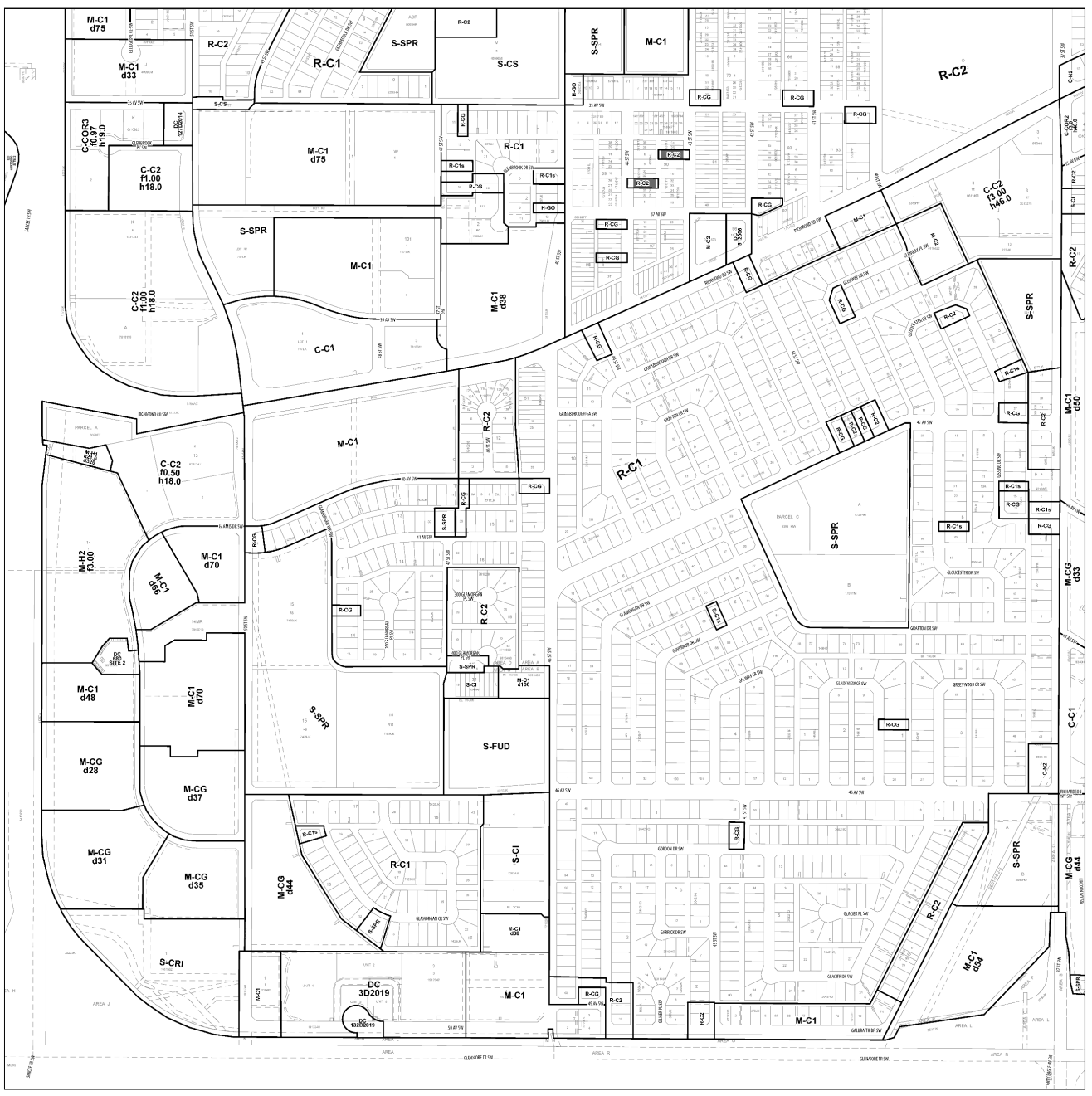
PROPOSED

BYLAW NUMBER 49P2026

Section Map 31S



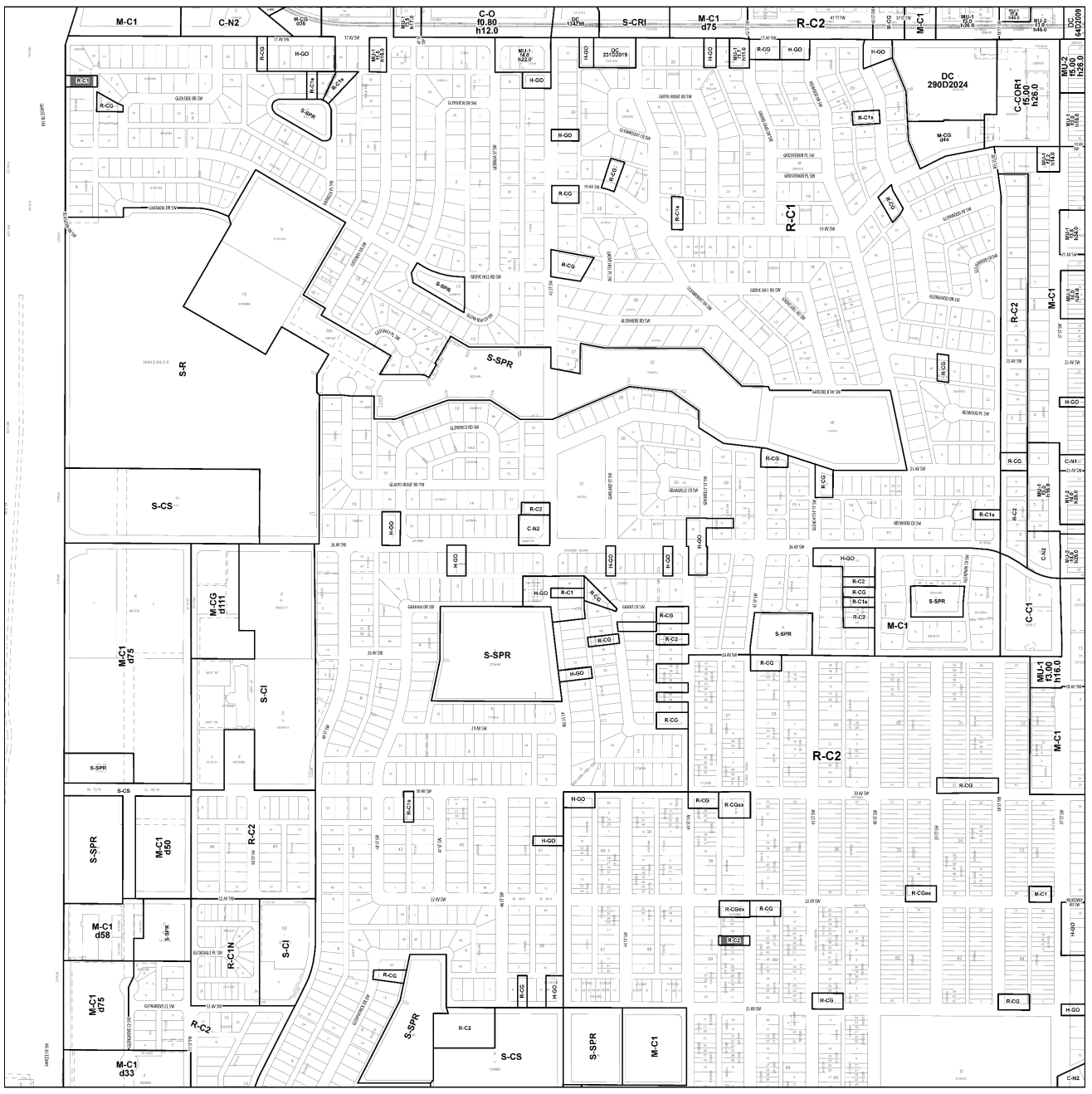
Section Map 1W



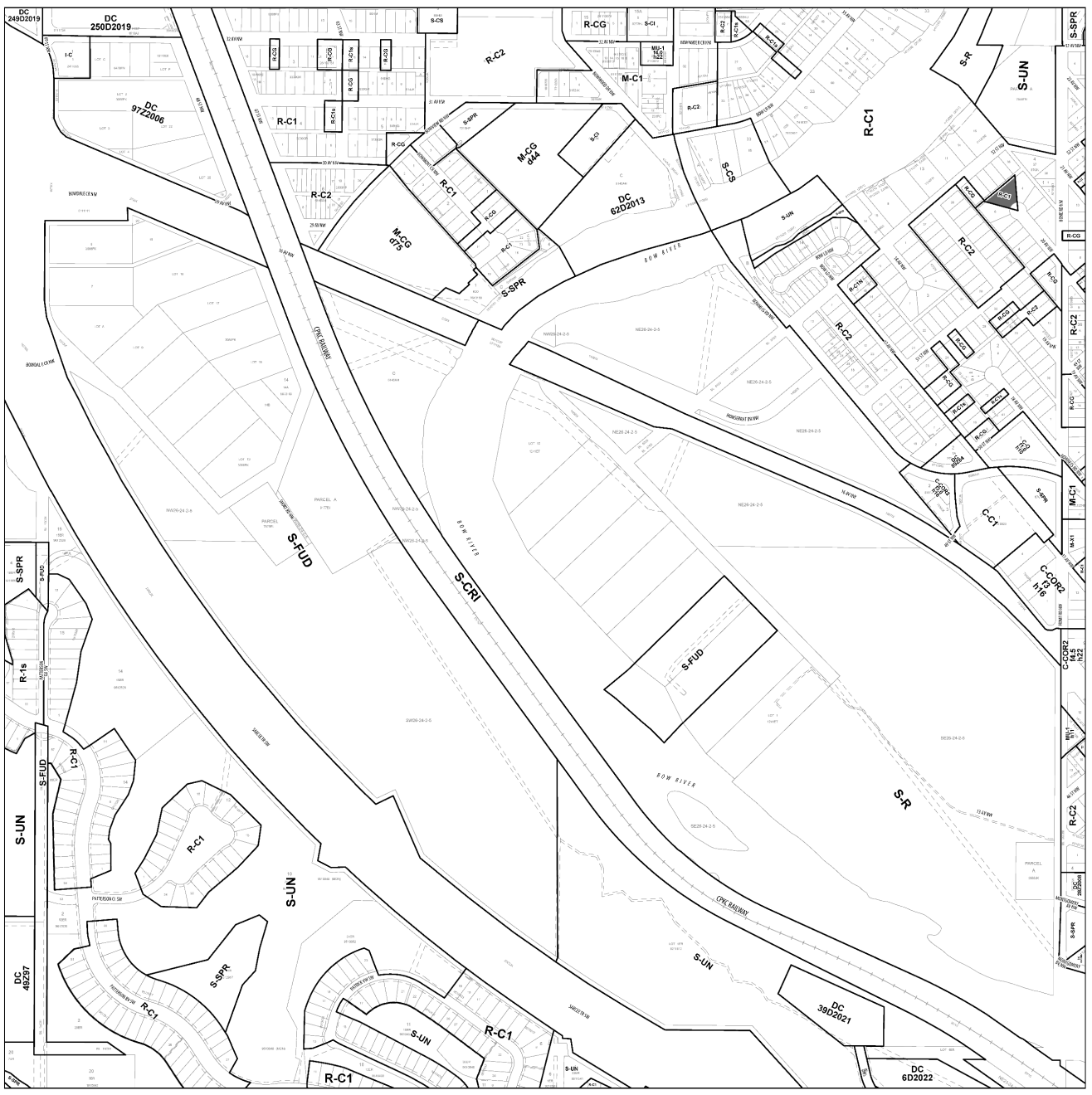
PROPOSED

BYLAW NUMBER 49P2026

Section Map 12W



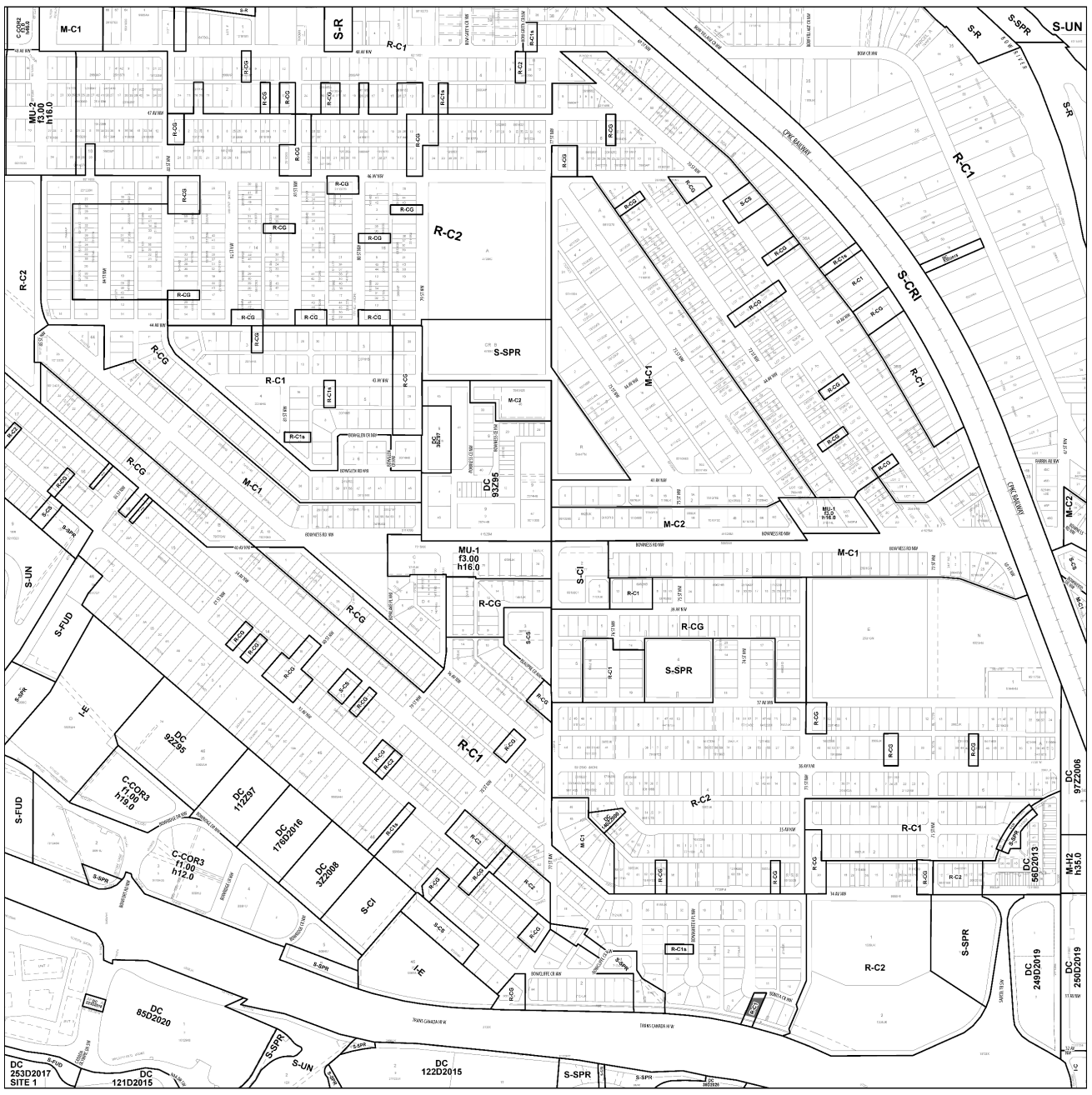
Section Map 26W



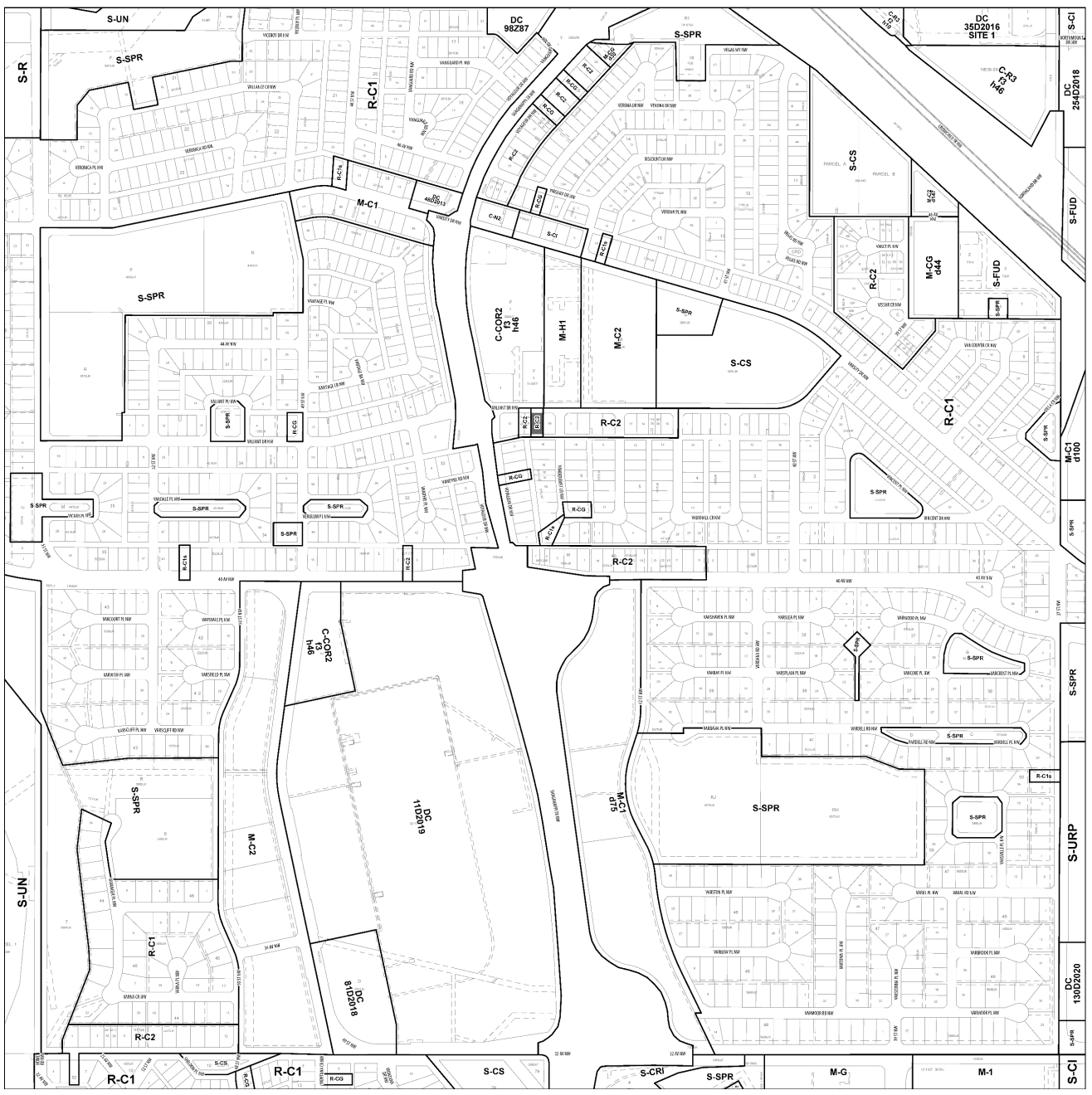
PROPOSED

BYLAW NUMBER 49P2026

Section Map 34W



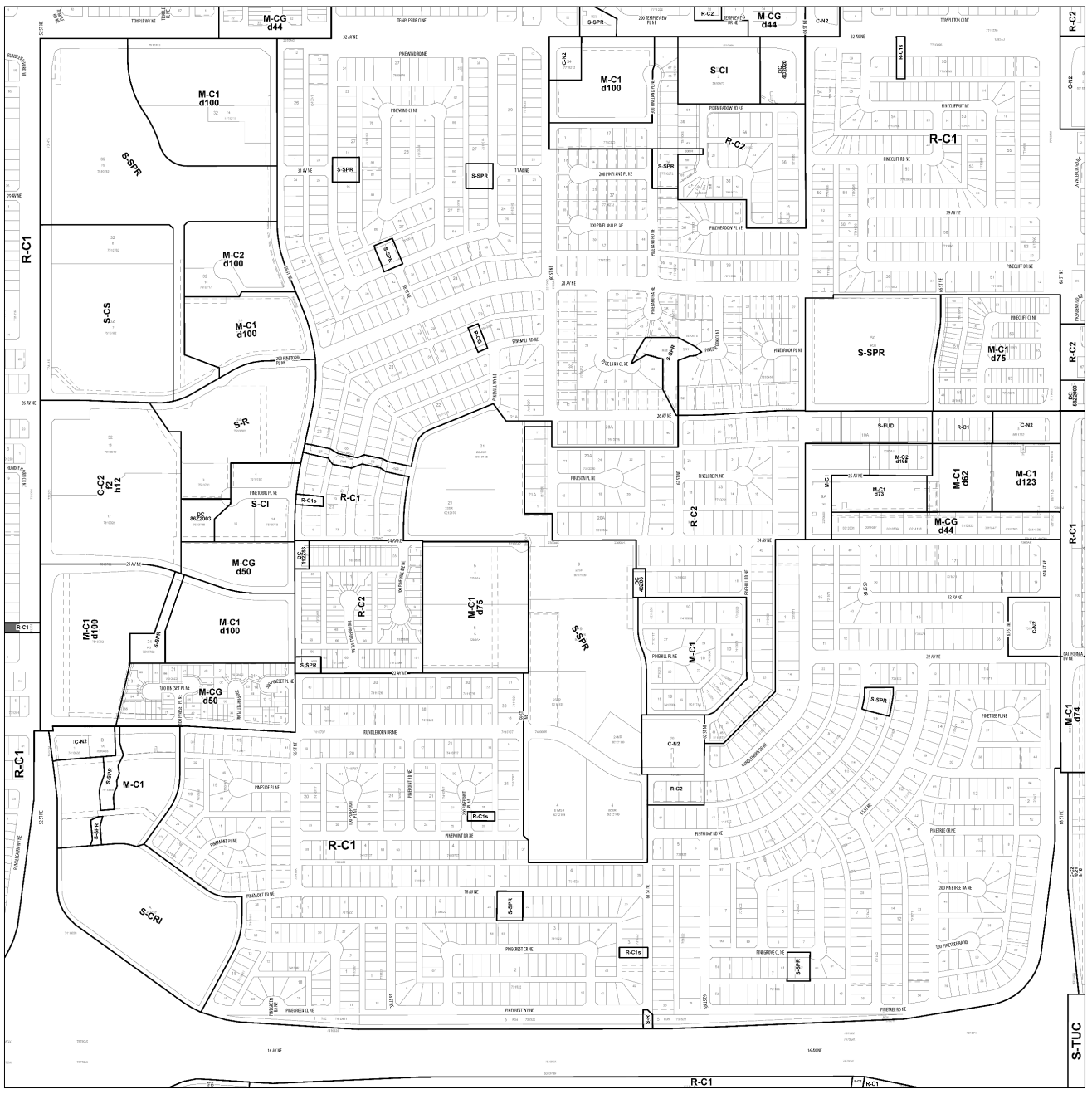
Section Map 36W



PROPOSED

BYLAW NUMBER 49P2026

Section Map 26E



Section Map 27E



PROPOSED

BYLAW NUMBER 49P2026

Section Map 28SE



Section Map 3NW



PROPOSED

BYLAW NUMBER 49P2026

Section Map 10NW



Section Map 11NW

