

Planning & Development Report to  
Calgary Planning Commission  
2019 July 04

ISC: UNRESTRICTED  
CPC2019-0823

**Policy Amendment, Road Closure and Land Use Amendment in Residual Sub-Area 090 (Ward 9) at 10700 & 11510 – 17 Avenue SE and 1100 – 100 Street SE, LOC2018-0024**

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**EXECUTIVE SUMMARY**

This application was submitted on 2018 January 31 by ISL Engineering and Land Services on behalf of the landowners OpenGate AG Inc and Tong Lim Ear. The application proposes to redesignate approximately 78.48 hectares (193.93 acres) of land located adjacent to 17 Avenue SE between 100 Street SE and the eastern city limit with the City of Chestermere to accommodate the development of a comprehensive, mixed-use, technology hub neighbourhood with a mix of both public and private open space that could ultimately provide more than 25,000 jobs and is expected to accommodate more than 1,700 housing units.

This application also includes a minor amendment to the Growth Management Overlay (Map 4) of the *Belvedere Area Structure Plan (ASP)*, and the closure of a small portion of road adjacent to 17 Avenue SE.

An associated outline plan application and community and street name application (SN2018-0013 / CPC2019-0816) for the proposed TwinHills area have been submitted and will accompany this application for consideration by Calgary Planning Commission (for outline plan approval) and Calgary City Council (for community and street name approval). No development permit applications have been submitted at this time.

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**ADMINISTRATION RECOMMENDATION:**

That Calgary Planning Commission:

1. **DIRECT** this report (CPC2019-0823) to the 2019 July 29 Combined Meeting of Council to the Public Hearing portion of the Agenda;
2. Recommend that Council hold a Public Hearing; and
  - a) **ADOPT**, by bylaw, the proposed amendment to the Belvedere Area Structure Plan (Attachment 2); and
  - b) Give three readings to the proposed bylaw.
  - c) **ADOPT** the proposed closure of 0.16 hectares  $\pm$  (0.39 acres  $\pm$ ) of road (Plan 1911054, Area A) adjacent to 10700 – 17 Avenue SE, with conditions (Attachment 5);
  - d) Give three readings to the proposed bylaw.
  - e) **ADOPT**, by bylaw, the proposed redesignation of 66.22 hectares  $\pm$  (163.63 acres  $\pm$ ) located at 10700 and 11510 – 17 Avenue SE, 1100 – 100 Street SE and the closed road (SW 1/4, Section 17-24-28-4; a portion of SE1/4, Section 17-24-28-4; Plan 8111797, Block 1, Lot 1; Plan 1911054, Area A) from Special Purpose – Future Urban Development (S-FUD) District and Undesignated Road Right-of-Way to Residential – Low Density Mixed Housing (R-G) District, Multi-Residential – Low Profile (M-1d60) District, Multi-Residential – Low Profile Support Commercial (M-X1d70) District, Mixed Use - Active Frontage (MU-2f1.0h18) District, Mixed Use - Active Frontage (MU-2f2.0h24) District, Commercial – Office f1.0h18 (C-O f1.0h18) District, Commercial – Office f2.0h18 (C-O f2.0h18) District, Commercial – Community 1 (C-C1) District, Commercial – Community 2 f1.0h24 (C-C2f1.0h24) District, Commercial – Corridor 2 f1.0h18 (C-COR2 f1.0h18) District, Commercial – Corridor 2 f1.0h24 (C-COR2 f1.0h24) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Urban Nature (S-UN) District, Special Purpose – Recreation (S-R) District and DC Direct Control District to accommodate a prairie preserve, with guidelines (Attachment 6); and
  - f) Give three readings to the proposed bylaw.
  - g) **ADOPT**, by bylaw, the proposed redesignation of 12.26 hectares  $\pm$  (30.30 acres  $\pm$ ) located at 11510 – 17 Avenue SE (a portion of SE1/4, Section 17-24-28-4) from Special Purpose – Future Urban Development (S-FUD) District to DC Direct Control District to accommodate a data storage facility, with guidelines (Attachment 7); and
  - h) Give three readings to the proposed bylaw.

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**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2019 July 04:**

That Council hold a Public Hearing; and

1. ADOPT, by bylaw, the proposed amendment to the Belvedere Area Structure Plan (Attachment 2); and
2. Give three readings to the **Proposed Bylaw 60P2019**.
3. ADOPT the proposed closure of 0.16 hectares  $\pm$  (0.39 acres  $\pm$ ) of road (Plan 1911054, Area A) adjacent to 10700 – 17 Avenue SE, with conditions (Attachment 5);
4. Give three readings to the **Proposed Bylaw 10C2019**.
5. ADOPT, by bylaw, the proposed redesignation of 66.22 hectares  $\pm$  (163.63 acres  $\pm$ ) located at 10700 and 11510 – 17 Avenue SE, 1100 – 100 Street SE and the closed road (SW 1/4, Section 17-24-28-4; a portion of SE1/4, Section 17-24-28-4; Plan 8111797, Block 1, Lot 1; Plan 1911054, Area A) from Special Purpose – Future Urban Development (S-FUD) District and Undesignated Road Right-of-Way to Residential – Low Density Mixed Housing (R-G) District, Multi-Residential – Low Profile (M-1d60) District, Multi-Residential – Low Profile Support Commercial (M-X1d70) District, Mixed Use - Active Frontage (MU-2f1.0h18) District, Mixed Use - Active Frontage (MU-2f2.0h24) District, Commercial – Office f1.0h18 (C-O f1.0h18) District, Commercial – Office f2.0h18 (C-O f2.0h18) District, Commercial – Community 1 (C-C1) District, Commercial – Community 2 f1.0h24 (C-C2f1.0h24) District, Commercial – Corridor 2 f1.0h18 (C-COR2 f1.0h18) District, Commercial – Corridor 2 f1.0h24 (C-COR2 f1.0h24) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Urban Nature (S-UN) District, Special Purpose – Recreation (S-R) District and DC Direct Control District to accommodate a prairie preserve, with guidelines (Attachment 6); and
6. Give three readings to the **Proposed Bylaw 170D2019**.
7. ADOPT, by bylaw, the proposed redesignation of 12.26 hectares  $\pm$  (30.30 acres  $\pm$ ) located at 11510 – 17 Avenue SE (a portion of SE1/4, Section 17-24-28-4) from Special Purpose – Future Urban Development (S-FUD) District to DC Direct Control District to accommodate a data storage facility, with guidelines (Attachment 7); and
8. Give three readings to the **Proposed Bylaw 171D2019**.

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**PREVIOUS COUNCIL DIRECTION / POLICY**

At the 2018 September 10 Public Hearing, Council approved Bylaw 70P2018, which amended Map 4 of the *Belvedere Area Structure Plan* (ASP) with the removal of the Growth Management Overlay from this area.

**BACKGROUND**

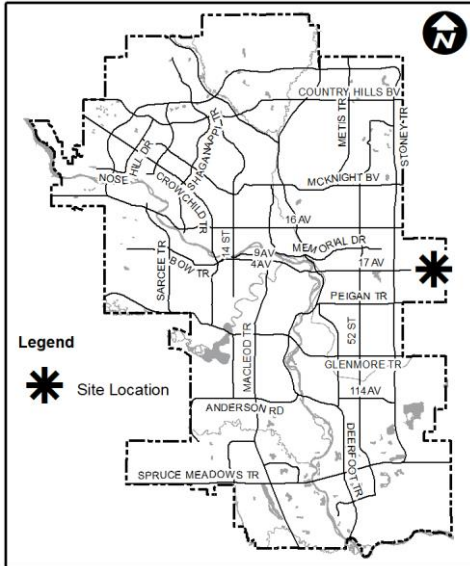
This application, submitted by ISL Engineering and Land Services on behalf of the landowners OpenGate AG Inc and Tong Lim Ear on 2018 January 31, proposes to enable the future development of a comprehensive mixed-use community with commercial, residential and high tech office uses within the 17 Avenue Southeast Transit Oriented Development (TOD) corridor.

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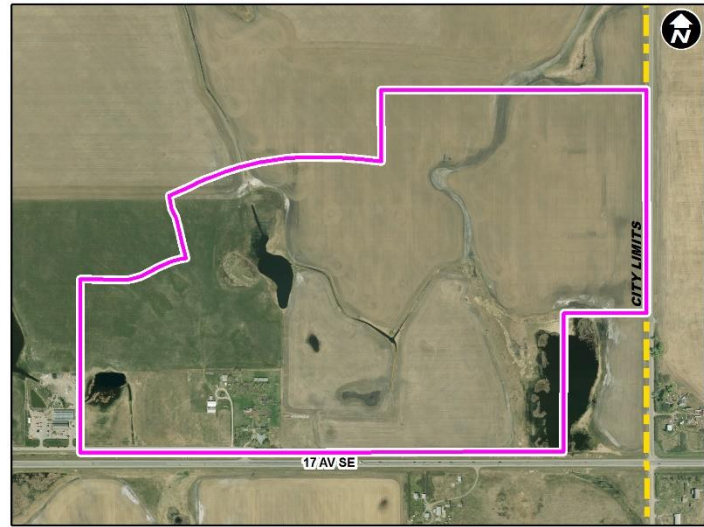
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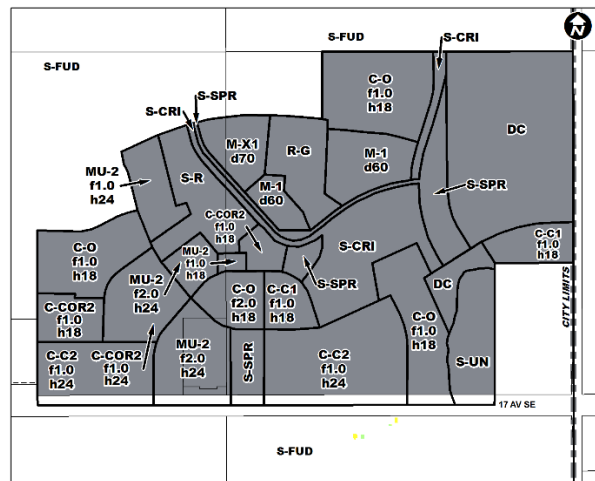
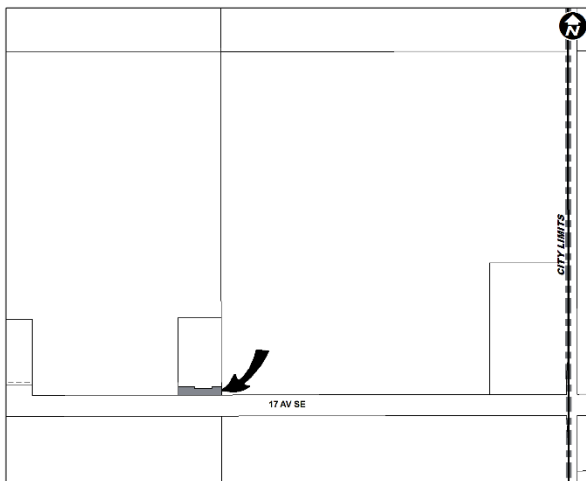
Location Maps



Road Closure Map



Proposed Land Use Map



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### **Site Context**

On 2018 December 10 Council upheld Calgary Planning Commission's 2018 October 04 recommendation of approval for the redesignation of the parcel west of the subject site from Special Purpose – Future Urban Development (S-FUD) District to a mix of primarily residential districts in the Belvedere neighbourhood.

In 2018, Chestermere City Council completed approval of both the BridgePort and Chelsea residential and commercial properties immediately east and southeast of the subject land development.

The subject site consists of three parcels in Residual Ward 9 – Sub Area 09O totaling approximately 83.96 hectares (207.47 acres) in size. The southern boundary of the site is along 17 Avenue SE, and The City of Calgary boundary with The City of Chestermere along 116 Street SE forms the eastern boundary of the plan area.

The parcel adjacent to the north boundary of this site is currently undeveloped and is anticipated to accommodate residential development in the future. The land south of 17 Avenue SE is currently undeveloped and is expected to accommodate mixed-use and residential development. The land east of this site across 116 Street SE has been approved by The City of Chestermere as the future residential neighbourhoods of BridgePort and Chelsea.

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

This application, with the proposed outline plan (Attachment 3), proposes the development of a unique technology hub community concept. The TwinHills proposal anticipates the development of an active, high tech, mixed-use community where the target Science, Technology, Engineering and Math (STEM) employees can live and work, with a variety of convenient transportation options. This unique proposal, along with the site's growth management requirements, necessitated a different approach to reviewing the application.

The original application included all of the land in the titled parcel south of the proposed TwinHills Ridge SE, as well as the area directly east of TwinHills Crescent SE, as shown on the proposed outline plan in Attachment 3. The S-FUD District portion of the plan has been excluded from the northern portion of the proposed plan.

The original proposal was to designate all of the land north of TwinHills Boulevard SE between TwinHills Lake Drive SE and TwinHills Park SE as Commercial – Office (C-O) District land. However, Land Use Concept Map 5 of the *Belvedere* ASP identifies the need for a joint use site in this location. Due to the atypical nature of the population that the applicant expects in this area, they were not supportive of providing a joint use site with this application. Administration worked with the applicant to develop an alternative solution in order to meet the applicant's needs and maintain the City's ability to satisfy the ASP requirements in the future. This resulted in the removal of the land from the outline plan where the future Calgary Catholic School

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Division (CCSD) K-6 school is expected, and the deferral of the Municipal Reserve (MR) that would be needed to accommodate the school site, to the second stage of TwinHills on the adjacent site.

The Joint Use Coordinating Committee (JUCC) within Administration approved the proposal to defer the provision of approximately 4.79 hectares (11.84 acres) of MR to the second stage of the TwinHills development. The developer anticipates that Stage 2 of the TwinHills development, directly west and north of this application area, will be primarily residential, and will be a more appropriate location for the joint use sites identified in the ASP. There are existing wetlands on the parcels that will accommodate Stage 2 that may be retained, which would result in lower municipal reserve dedication if the wetlands are claimed as Environmental Reserve (ER), since ER land is excepted from the gross developable area that reserves are collected on.

The ASP requires an additional two joint use sites in the Stage 2 area, and the potential for lower MR dedication due to ER dedication could make provision of the three total school sites quite challenging within Stage 2. Therefore, JUCC has included in their decision to defer the reserve, the stipulation that an exercise must be undertaken to review all of the joint use sites identified in the ASP, which would determine whether three sites are, in fact, required in this area. If that review results in confirmation that the CCSD site identified for this area is required, then it could still be provided in its intended location in Stage 1, since that land has been excluded from this application area.

In order to ensure that enough deferred reserve land would be available to provide a joint use site in Stage 2, some of the MR land that was originally proposed in this application was removed. The extension of the Special Purpose – Recreation (S-R) District private lake site towards TwinHills Lake Drive SE was originally proposed as public park, and was converted to become part of the network of privately-owned, publicly-accessible open space, and an extension of that open space along the south side of TwinHills Parade SE was removed in favour of a larger Commercial – Corridor 2 (C-COR2) site. Additionally, the MR spaces on the east and west sides of the Special Purpose – City and Regional Infrastructure (S-CRI) District stormwater retention pond were reduced in size. The west MR was reduced by increasing the size of the adjacent C-COR2 site as well as the S-CRI site, and the MR east of the pond was reduced by providing approximately 0.33 hectares (0.82 acres) of non-credit MR for the land that is not considered to be programmable by the Parks department.

Additional changes to the plan were negotiated throughout the course of the application, including changes to the land use of sites along 17 Avenue SE from C-COR2 to Commercial Community 2 (C-C2) District, provision of bike lanes within the plan area, and other technical amendments to satisfy Administration's policies and bylaws.

### **Planning Considerations**

The following sections highlight the scope of technical planning analysis conducted by Administration.

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***Subdivision Design***

The design of the proposed TwinHills community is sensitive to the natural contours amenities and constraints of the land, and the layout is inspired by a modified grid of connected streets and pathways, forming coherent blocks and shaping a variety of public spaces. This plan proposes a well-organized and connected street layout but prioritizes non-vehicular traffic movements with a multitude of pathways and walkways, and sidewalks on every block face.

The most prominent entry feature for this community will be approximately 0.76 hectare (1.88 acre) Market Plaza, with hard and soft landscaping to create an urban-style MR space, located directly adjacent to 17 Avenue SE. The plaza is surrounded on the east and west sides by one-way streets, with Dutch-style, separated cycle tracks on the east side and angled parking along the active frontages of the commercial developments on both adjacent streets. The cycle tracks continue one block north of the plaza to connect cyclists through the MR park and onto the Green Corridor, which runs throughout the plan area.

One residential crescent is proposed, with laned Residential – Low Density Mixed Housing (R-G) District product on the interior of the block, one small portion of R-G backing the open space, and larger Multi-Residential – Low Density (M-1) District and Multi-Residential – Low Profile Support Commercial (M-X1) District sites completing the primarily residential portion of the plan.

The plan incorporates a wide variety of compatible uses throughout the plan area, as illustrated in the proposed outline plan in Attachment 3 and detailed in the Land Use section below.

***Road Closure***

There is a portion of excess road right-of-way adjacent to 10700 – 17 Avenue SE that is proposed to be closed in conjunction with this application. The road closure plan is included as Attachment 4 of this report, and conditions of approval related to the closure of the road are included in Attachment 5.

***Land Use***

The vision for the TwinHills neighbourhood is outlined in the Applicant's Submission in Attachment 1. In order to realize the creation of this high tech, STEM-centered, flexible neighbourhood, a wide range of land uses are proposed within this plan area.

Adjacent to the Urban Corridor identified in the *Belvedere ASP* along 17 Avenue SE, a mix of land uses are proposed, including Commercial – Community 2 (C-C2) District and Mixed Use – Active Frontage (MU-2) District around a proposed S-SPR District public park. The public park, which is intended to be developed as a more urban-style open space, is referred to as the "Market Plaza" and the adjacent land uses are intended to help activate that space by fronting



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buildings onto the space, and creating one-way roads on the east and west sides of the park, with angled parking along both roads to slow traffic and create successful retail opportunities. On the east side of the park is one of three C-C2 District parcels that are proposed adjacent to 17 Avenue SE and are intended to accommodate transit-supportive commercial development. These parcels are expected to create a strong pedestrian environment by employing the policies in the ASP that call for street oriented, well designed public realm and buildings fronting onto 17 Avenue SE.

Two smaller Commercial – Community 1 (C-C1) District sites are proposed, one along the east entry into the plan area from 116 Street SE that is expected to accommodate daily needs with the potential for a neighbourhood entry feature and/or plaza at the corner. The second C-C1 District site is located in the Community Activity Centre, and is anticipated to be developed as an entertainment, technology and innovation centre with the potential for upper storey residential development.

Adjacent to the Market Plaza on the west is one of the plan's five MU-2f2.0h24 District and MU-2f1.0h18 District areas. These areas are expected to accommodate a mix of commercial and residential uses with active commercial uses and storefronts at the ground level. The developer intends to maximize the residential density on these sites and create vibrant and active streets.

Five pockets of Commercial – Office (C-O) District land are proposed throughout the plan area, covering more than approximately 11.5 hectares (28.42 acres) of land. These sites are intended to accommodate the office needs of the technology anchor companies drawn to the area for its data storage and technology amenities, as well as professional offices, advanced education, and corporate campus development.

Three C-COR2 District sites are proposed, two along the west entry point into the plan area and one just north of the Community Activity Centre and abutting the private lake. These C-COR2 District sites are intended to accommodate uses such as a grocery store, car rental facility and charging stations, retail anchors, fitness and wellness studios, hotels and apartments.

The north central portion of the plan area is primarily residential, with one main roadway lined with R-G, M-1d60, and M-X1d70 District sites. This area is expected to accommodate low density housing, such as semi-detached, townhouse, rowhouse, condominiums, and apartments, as well as focus on specialized needs, such as affordable housing assisted living for seniors.

West of the residential area, an approximately 3.32 hectare (8.20 acre) S-R District site is proposed that will accommodate a large, private lake and multi-use area. The lake is intended to serve as a publicly accessible, privately-owned recreation opportunity, with activities programmed on the water, and with development located directly adjacent to the lake.

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A linear park and pathway, designated as S-SPR runs between the private lake and the residential area, alongside an overland drainage channel that loops around the residential area and connects with a north-south drainage channel. That overland drainage channel and the main stormwater retention pond are both designated S-CRI. The linear park connects to the south with another S-SPR municipal reserve parcel leading users to the Community Activity Centre area, and also connects to another approximately 1.3 hectare (3.21 acre) MR parcel along TwinHills Park SE that is intended to accommodate active recreational space, with a tree orchard proposed in the non-credit MR to the north.

Two DC Direct Control Districts are proposed in this application, one for a prairie preserve, and one for a data storage center. The prairie preserve site is located directly east of the large pond in the southeastern corner of the application area that is being dedicated as Environmental Reserve. This area is intended to serve as a participation and research station for urban agriculture, energy, water and wildlife management. The DC District is based on the Special Purpose – Community Institution (S-CI) District in Bylaw 1P2007 and adds the additional discretionary uses of Extensive Agriculture, Food Production, Market, Outdoor Café, Power Generation Facility – Medium, Restaurant: Neighbourhood, Seasonal Sales Area, Sign – Class F, and Special Function – Class 2. The addition of these uses will enable the use of the site to grow, prepare, and sell food on site as well as providing research and educational opportunities on the area's natural amenities.

The second DC Direct Control District is in the northeastern corner of the plan area, along the Chestermere – Calgary municipal boundary road, 116 Street SE. This 10-hectare site is expected to accommodate a 1.5 million square foot data storage center, which is a critical component to the technology hub vision that the applicant is pursuing for the area. This type of use typically requires large, secured buildings, and a primary factor in the site's location was the need for easy accessibility to the high-speed fibre optic cable running along 17 Avenue SE. However, the interface with 116 Street SE and Chestermere is an important consideration, and so rules were written into the DC District to protect development along that frontage and align with the City of Calgary - Chestermere Memorandum of Understanding between Chestermere and Calgary regarding the Intermunicipal Interface with respect to 116 Street SE.

The DC for the data centre assigns specific permitted and discretionary uses to ensure that the vision for the site can be accommodated. The DC uses the rules of the Industrial – Business (I-B) District and additional rules requiring a 6.0 metre landscaped setback and/or berming along 116 Street SE, and requiring that buildings along 116 Street SE must treat that building face the same as the front of the building. These rules are intended to create a more attractive interface along 116 Street SE and the future development across 116 Street SE in the City of Chestermere. The DC District also provides for rooftop gardens to be credited as landscaped area for up to 40 per cent of the required landscaping, and sets a minimum landscaped area, which is otherwise not a requirement in the I-B District.

In addition, the DC District allows the provision of parking to be determined at the development permit stage with a parking study. The data storage centre (which would be accommodated in

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the Specialized Industrial use definition) produces a low number of vehicle trips per day, but requires a substantial amount of building space. Standard parking rates would require an excessive amount of parking, and so the DC District specifies that parking requirements for the General Industrial – Light, Office, and Specialized Industrial uses in new buildings be determined by a parking study. Due to the low trip generation rates that the Traffic Impact Assessment attributed to this site, the amount of office permitted on the site has also been limited to 10 per cent of any building. This was determined based on the trip generation rates for 1.5 million square feet of data storage centre being roughly equivalent to 150,000 square feet of office.

***Development and Site Design***

Development of this site will be reviewed by Administration through development permit and building permit applications. Development in the area will be expected to conform to the policies in the *Belvedere ASP*, such as the requirement for active frontage in an Urban Corridor along 17 Avenue SE, complete community standards, requirements for development in a Community Activity Centre, and character zone policies for welcoming visitors to the city.

***Environmental***

A Biophysical Impact Assessment (BIA) report and site contamination statement was submitted as part of this application. The Water Boundaries Unit of the Alberta Environment and Parks reviewed the existing water features outlined in the BIA. Only the wetland at the southeast corner of the plan area was found to be permanent and naturally occurring and therefore has been claimed by the Province as a crown-owned wetland. Thirty metre wide buffering land around the wetland is proposed to be protected as Special Purpose – Urban Nature (S-UN) District through Environmental Reserve dedication. The central class III wetland/dugout which was previously disturbed is proposed to be reconstructed as a recreational private lake, surrounded by public or private open space. The other smaller wetlands (mainly of lower classifications) are proposed to be removed. The outline plan proposes a couple of naturalized overland flow channels through the whole plan area, only accepting water from the channels (the Public Utility Lot (PUL) lands) and from the up-stream undeveloped lands in the region, and then ultimately tie to the Crown-owned wetland at the southeast corner. The purpose of these overland flow channels is to retain pre-development flows and function of the existing man-made drainage courses, and will be separated from the proposed private lake or the storm pond. The removal of, or changes to, the existing wetlands and drainage courses are subject to Water Act Approval from the Province.

***Transportation***

The regional street network in the vicinity of the plan consists of 17 Avenue SE bordering the south edge of the site, 100 Street SE west of the site, and 116 Street SE east of the site. Stoney Trail is west of the site and the existing Stoney Trail and 17 Avenue SE interchange provides connection from the plan area to the rest of the City. The TransCanada Highway is north of the

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site and currently there are at grade intersections at 100 Street SE and 116 Street SE. Alberta Transportation has plans for the two at-grade intersections to be merged into one interchange in the future. Additionally, as identified in the *Belvedere ASP*, Memorial Drive will serve the plan area as an east-west connector, with a flyover at Stoney Trail which will provide direct connection from the *Belvedere ASP* area to The City. This infrastructure is currently not funded.

Seventeenth Avenue SE in the vicinity of the plan area is an Urban Boulevard with dedicated Bus Rapid Transit (BRT) bus lanes down the middle of the roadway, with BRT stations planned to service the area. Dedicated cycle facility and a sidewalk is provided on both sides of 17 Avenue SE. Parking is also provided along this section of 17 Avenue SE to support the anticipated land uses in the plan area.

Administration and the City of Chestermere are currently working on the Intermunicipal Interface Policy project. The policy, when completed, will include further details related to road alignment, urban design treatments within the right-of-way and recommendations for supportive land use along the interface. 116 Street SE within the City of Calgary limits will be a 4-lane divided roadway with active modes accommodation and could accommodate parking to support land uses along the interface.

A Transportation Impact Assessment (TIA) was completed in support of this application. The TIA identified that as a result of the proposed development, intersections improvements are required along 17 Avenue SE. The TIA was reviewed by The City and has identified on-site and off-site transportation network improvements required in the interim to support all modes.

The site will be served by all modes of transportation (pedestrian, bike, public transit, auto and transport truck). The future extension the MAX Purple BRT route will run along the south boundary of the site with two stations planned adjacent to the plan area. The proposed neighbourhood plan incorporates these BRT stations as well local transit routes to connect to the BRT stops and the transit hub further west in the East Hills shopping centre. No transit service currently runs on 17 Avenue SE and Administration has been instructed by Council to undertake discussions with the City of Chestermere and Rocky View County to investigate future regional transit service. Local scale transit service has been planned for the plan area with transit stops identified on the plan.

The street network within the community is planned to accommodate the unique mix of office, retail and residential, providing mode choice options to service daily needs while balancing the need to accommodate vehicular traffic generated by large scale office development. All internal streets will accommodate pedestrian and bikes including a cycle track adjacent to the "Market Plaza" that will complement the pathway network within the plan area.

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***Utilities and Servicing***

Servicing for the outline plan area is currently not available. To facilitate development of these lands, a capital expenditure to provide the major infrastructure is required. Budget has been approved for this capital expenditure.

The 900 millimetre Belvedere East Feedermain requires a 5 kilometre extension east along Memorial Drive from 68 Street NE to 100 Street SE, and south along 100 Street SE to 17 Avenue SE. This must also be supported by a 1.3 kilometre extension of a 400 millimetre water main along 17 Avenue SE from 84 Street SE to complete a loop. Furthermore, a 4 kilometre extension of a sanitary trunk sewer is required from 84 Street SE and Peigan Trail SE east to 100 Street SE and then north to 17 Avenue SE. The developer will be responsible for local main extensions to connect their development to the above noted infrastructure.

Some portions of both of the above noted alignments require acquisition of right-of-way. The design for this infrastructure has not been completed. As a result, the schedule has not yet been confirmed to construct the required infrastructure. Administration is exploring entering into a construction agreement with the developer so that the provision of servicing can better align with their development schedule.

At this time, there are no plans to provide the stormwater infrastructure needed to service this area. Therefore, the developer has proposed to provide an interim solution which involves zero discharge of stormwater from the site. All stormwater will be contained on site within the pond noted on the plans, and the water volume will be managed through evaporation or other methods to dissipate excess water.

Emergency services will be provided from the future Belvedere Fire Station. It is anticipated that the timing of the construction of the future station will closely align with the developer's phasing schedule.

**Stakeholder Engagement, Research and Communication**

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

This application has been circulated to the City of Chestermere throughout the course of review, and discussions are ongoing between Administration and the City of Chestermere with respect to the Intermunicipal Interface Policy that affects the easternmost boundary of the plan. The most recent communication with the City of Chestermere on 2019 June 25 regarding this proposed plan confirmed the requirement for the multi-use pathway on the east side of 116 Street SE, as proposed, and confirmed the requirement for the intersection of 116 Street SE and TwinHills Lake Drive SE to align with the approved intersection in the adjacent,

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Chestermere development. Administration will continue coordinating with The City of Chestermere on any interface related matters related to this application. There is no community association in this area. The applicant has held meetings and public engagements with both Chestermere and Calgary communities.

**Strategic Alignment**

This land use amendment proposal was evaluated based on its conformance to the applicable policy documents, summarized in the following sections.

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

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan* (SSRP) which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the Interim Growth Plan by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities. In September 2018 Council removed the Growth Management Overlay on a portion of these lands to facilitate the start of land development.

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

The *Municipal Development Plan* (MDP) identifies the area along 17 Avenue SE within this plan area as an Urban Main Street, with a Community Activity Centre directly north of the Urban Main Street. Activity Centres and Main Streets are intended to act as priority locations for a greater variety of housing choices, access to the Primary Transit Network, opportunities for employment, daily retail and service needs, higher density residential and employment concentrations outside of the centre city, and walkable destinations and local gathering places for adjacent communities. This proposal has a wide range of housing options, with a variety of employment and recreation opportunities, aligning with the *Municipal Development Plan's* intent for an Urban Main Street and Community Activity Centre in this location.

The remainder of the land in this plan area is identified as Planned Greenfield with Area Structure Plan, which calls for primarily residential development and defers to the local area plans for specific policy direction on their development.

***Belvedere Area Structure Plan (Statutory – 2013)***

The *Belvedere Area Structure Plan* (ASP) identifies this area on Map 5: Land Use Concept, as Neighbourhood Area, with an Urban Corridor along 17 Avenue SE and a Community Activity

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Centre directly adjacent. A Neighbourhood Activity Centre is also noted in the north central portion of the plan area. This plan proposes MR space, M-1 and C-O parcels in the Neighbourhood Activity Centre in order to provide a mix of uses.

The ASP contains comprehensive policies guiding the development of complete communities with target intensities of 70 people and jobs per gross developable hectare and a wide range of uses. The proposed TwinHills community meets or exceeds all of the policies in place for complete communities.

Policies in the ASP for Community Activity Centres focus on their location in proximity to the Primary Transit Network, set a minimum size of 4 hectares, and target intensities of 150 people and jobs per gross developable hectare with an appropriate mix of uses. The Community Activity Centre proposed in this plan comprises more than 8 hectares and contains the Market Plaza municipal reserve, and C-C1, C-C2, MU-2, and C-O Districts uses for a wide range of employment, housing, and recreation opportunities, directly adjacent to the Primary Transit Network along 17 Avenue SE. This Community Activity Centre is expected to achieve an intensity of 353 people and jobs per gross developable hectare.

The Urban Corridor is identified in the ASP from approximately 103 Street SE to 113 Street SE, which roughly aligns with TwinHills Way SE at the western boundary of the plan area, and TwinHills Cyber Centre SE, running nearly the entire length of the plan area along both sides of 17 Avenue SE. The Urban Corridor is expected to contain a range of commercial and residential uses to accommodate a diverse population and should achieve a minimum intensity of 200 people and jobs per gross developable hectare. The Urban Corridor in this plan overlaps with the Urban Main Street and proposes three large C-C2 District sites that can accommodate a wide variety of commercial amenities, a large MU-2 District mixed-use, active frontage site which will contain commercial developments, fronting onto the Market Plaza. This Urban Corridor is expected to achieve an intensity of 288 people and jobs per gross developable hectare, exceeding the ASP target intensity, and meets all of the policies applicable at this stage. At the time of development, proposals in this area will be required to meet the policies in this section for street-oriented development with well-designed public realm and buildings oriented towards, and with building entrances on, 17 Avenue SE. Policies for this site as Character Zone 4 and a portion of 5 call for activation of 17 Avenue SE and slowing of traffic, reinforcing the need for well-designed, active frontages onto this important street at the time of development.

The ASP policies for Transit Station Planning Areas also apply to this site, calling for streets, walkways and pathways converging at stations, and with land use intensities transitioning away from the stations. The intensities in this area are highest closest to 17 Avenue SE, transitioning to lower intensity in the northern, residential portion of the plan area, in line with the policies in this section.

The ASP identifies the Green Corridor passing through the site and extending to the north, which is shown on the outline plan in Attachment 3, and two Environmental Open Space Study

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Areas, which are the sites of the Environmental Reserve and roughly the location of the proposed private lake.

Map 4 of the *Belvedere* ASP identifies the areas that are contained within the Growth Management Overlay. As noted in the Previous Council Direction/Policy section on page 3 of this report, Council removed the GMO from the majority of this plan area at its 2018 September 10 meeting. However, that removal included the land at the northern edge of this plan area that has since been removed from this application due to the joint use site concerns.

The applicant has proposed an ASP amendment to re-apply the GMO to that northern land and instead remove the GMO from the two C-O District parcels south of TwinHills Link SE. In the business case considered at the time of GMO removal, that area was anticipated to be commercial land, and the application was originally submitted with that area as C-O District development space. This amendment would essentially trade the GMO removal area from the roughly 4.3 hectare northern area to the approximately 3.3 hectare area along the western edge of the plan, resulting in a smaller net GMO removal area.

**Social, Environmental, Economic (External)**

***Social***

This application proposes a wide variety of housing options, including seniors/assisted living and potentially affordable housing options. Higher density land uses are located in close proximity to a range of services and the Primary Transit Network, and lower density housing options are available in the northern residential area. This range of housing choices, combined with the variety of employment opportunities throughout the plan area, and the combination of passive and active recreation and transportation opportunities create the potential for TwinHills to become a vibrant, complete community.

***Environmental***

The proposed TwinHills community is intended to be a LEED-ND, Carbon Zero, Transit Oriented Development community. The developer intends to encourage green roofs and rain gardens, energy savings and efficiency through passive solar orientation, and employing Low Impact Development (LID) through the reuse of snowmelt and rainwater, use of green open spaces as watershed to reduce irrigation, and reduced impermeable surfaces to absorb and recharge groundwater.

The preservation of the wetland as Environmental Reserve and the creation of the adjacent Prairie Preserve innovation and education centre also presents a unique opportunity to educate students and community members on the environmental significance of the area.



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***Economic***

The innovation and technology focus of this application presents an opportunity to attract global technology companies to Calgary and diversify the city's economy, while providing attractive job opportunities for Calgary's STEM workforce.

**Financial Capacity**

***Current and Future Operating Budget***

The majority of this plan area was included in the 2018 September 10 decision of Council to remove the growth management overlay. As noted in the Strategic Alignment section of this report, this application includes a proposed amendment to the Growth Management Overlay to remove the growth management overlay from an approximately 3.3 hectare area and concurrently add it to an approximately 4.3 hectare area. This GMO land swap is not expected to have any impact on the demands for this area.

***Current and Future Capital Budget***

The majority of this plan area was included in the 2018 September 10 decision of Council to remove the growth management overlay. Budget for the necessary infrastructure was considered in the decision to remove the growth management overlay and is outlined in the Utilities and Servicing and Transportation sections of this report.

**Risk Assessment**

As outlined in the Investigation and Alternatives section of this report, the provision of joint use/school sites in this area has been a major consideration affecting this plan review. One of the main risks associated with this application relates to the deferral of the reserve from this application to the future TwinHills Stage 2 development immediately west and north of this plan area. A shadow plan was drafted by the applicant at Administration's request to explore the potential locations of the three required school sites within the Stage 2 lands. The shadow plan illustrated that it will be challenging, if not impossible, to accommodate three full sized joint use sites within the Stage 2 lands. Compounding this issue is the fact that there are two large wetlands within the Stage 2 boundaries that may be taken as ER, which would reduce the amount of MR dedication available to accommodate those joint use sites.

The deferral of approximately 4.8 hectares of reserve from this application will somewhat alleviate the shortage of MR dedication in Stage 2 since the amount of land being deferred is larger than the size of the one standard joint use site (approximately 4 hectares) that would be required in this area.

The area in Stage 2 where the joint use sites are expected to be located is within the northwest quarter section adjacent to the application area. This is the parcel that the reserve is being deferred to, and it is owned by the same developer as this application as well as three additional

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partners. Administration has identified a risk in deferring the reserve requirement to a jointly owned parcel because all owners on title must consent to the registration of the deferral reserve caveat in order for the caveat to be registered on the title at the subdivision stage. Should any of the owners not consent to the registration of the caveat, the subdivision could not be registered and development of Stage 1 would be compromised. However, the applicant has indicated that all parties on title have agreed in principle to the deferral.

By removing the land from this plan where the joint use site is expected to be located, the possibility of locating a joint use site in that location is being preserved, and allows this application to proceed while Administration reviews the joint use site requirements in the overall ASP area. If the ASP joint use sites review does not result in any change to the number and/or location of joint use sites in this area, then the possibility of a joint-joint use site in Stage 2 may need to be considered in order to provide the necessary school sites and the provision of some neighbourhood park spaces.

**REASON(S) FOR RECOMMENDATION(S):**

This application proposes the development of an innovative, mixed-use, comprehensively planned community in a developing area at an important gateway into Calgary. The application meets or exceeds all applicable policies in place and provides unique potential investment, employment, recreational and housing opportunities.

**ATTACHMENT(S)**

1. Applicant's Submission
2. **Proposed Bylaw 60P2019**
3. Proposed Outline Plan
4. **Proposed Bylaw 10C2019**
5. Road Closure Conditions
6. **Proposed Bylaw 170D2019** (Prairie Preserve)
7. **Proposed Bylaw 171D2019** (Data Centre)
8. **Public Submissions**