Background and Planning Evaluation

Background and Site Context

The subject site is located primarily within the northwest community of Greenwood/Greenbriar with a small portion located within the official boundary of Bowness. As the westernmost undeveloped site in the area, the approximately 26.15 hectare (64.62 acre) site provides an opportunity for a comprehensively planned neighbourhood, with a variety of residential densities that is closely integrated with its natural surroundings.

Surrounding development consists of the Greenwood Village mobile home park immediately to the east, and vacant land to the southeast intended to be developed as a mixed-use urban village. The site is bounded by Stoney Trail to the west, Trans-Canada Highway (16 Avenue NW) to the south, and the Bow River escarpment defines the site's northern edge. Other than the escarpment, the site is relatively flat.

The site is not located close to any major transit routes and vehicular access is limited to one major point of access in the short-to-medium term. Retail is available within a short drive to the Medicine Hill community, as are recreational facilities at Canada Olympic Park. Pedestrians and cyclists will be able to connect via the Wood's Douglas Fir Tree Sanctuary to the Bow River valley and Bowness Park.

Community Peak Population Table

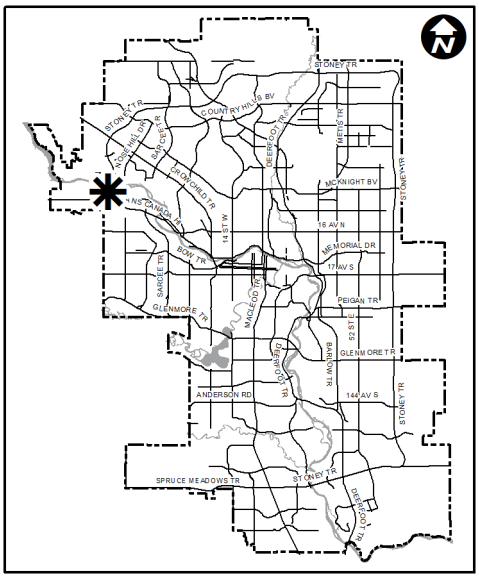
As identified below, the community of Greenwood/Greenbriar reached its peak population in 1980 after initial construction of the mobile home park. Since then the population has decreased but is expected to rebound as the community develops west of from 85 Street NW.

Greenwood/Greenbriar	
Peak Population Year	1980
Peak Population	1,308
2019 Current Population	896
Difference in Population (Number)	-412
Difference in Population (Percent)	-31%

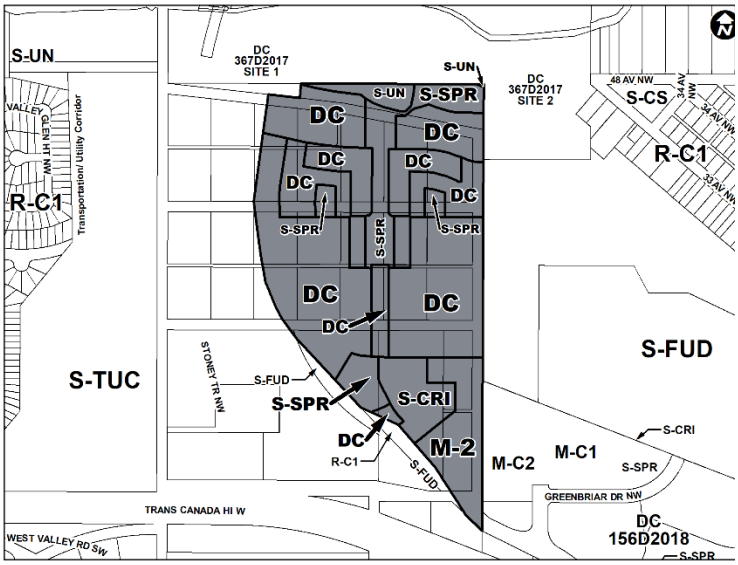
Source: *The City of Calgary 2019 Civic Census*

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

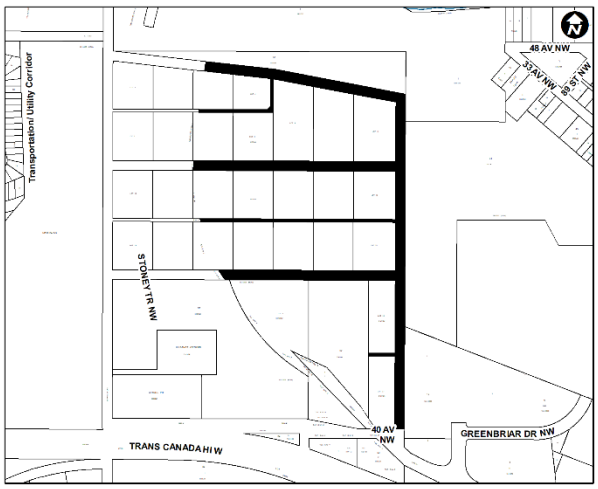
Location Maps



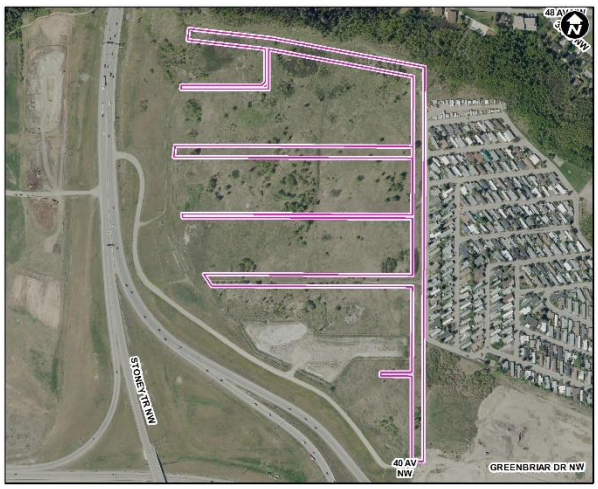
Proposed Land Use

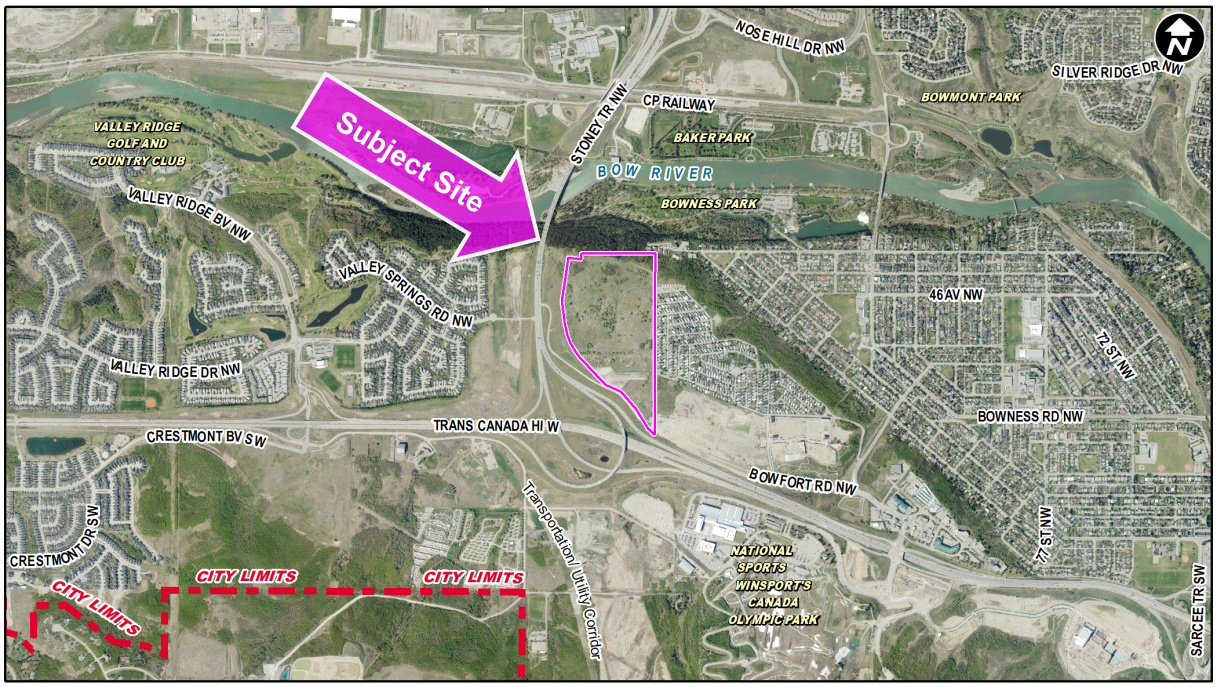


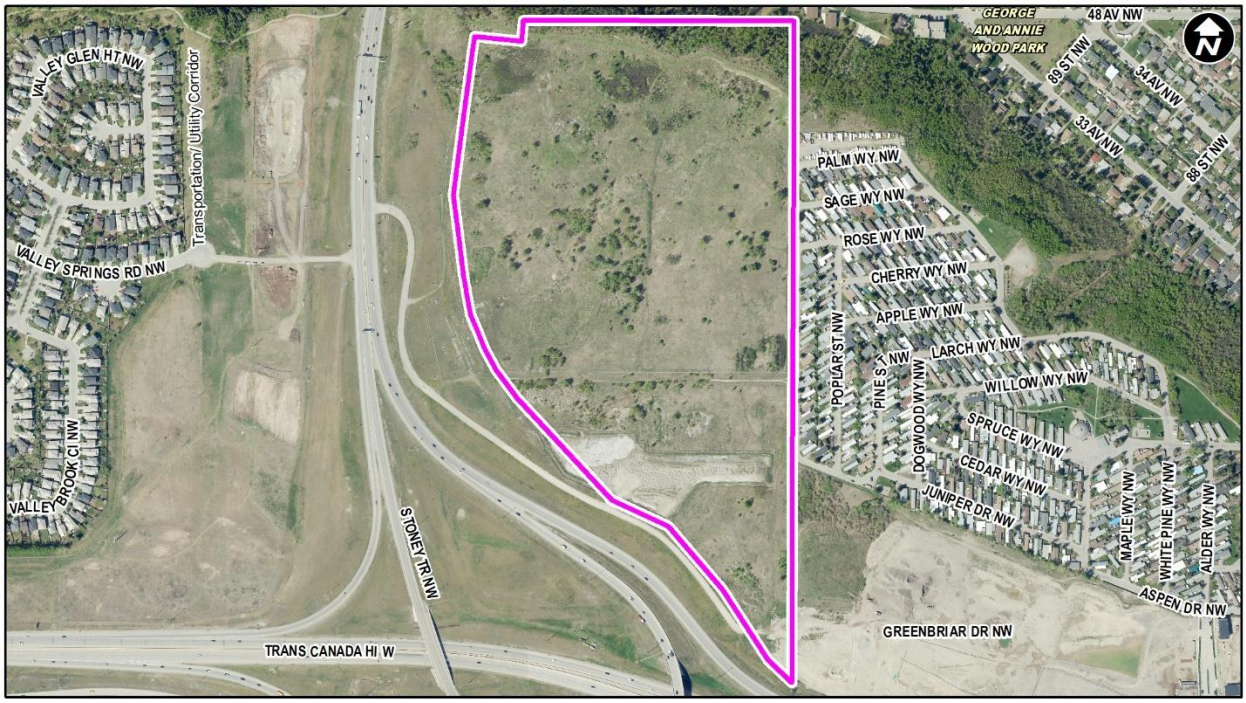
Road Closure Map



Proposed Road Closure Locations




Subject Site
NOSE HILL DR NW
SILVER RIDGE DR NW
CP RAILWAY
STONEY TR NW
BOWMONT PARK
BAKER PARK
BOW RIVER
BOWNESS PARK
VALLEY RIDGE GOLF AND COUNTRY CLUB
VALLEY RIDGE BV NW
VALLEY SPRINGS RD NW
46 AV NW
72 ST NW
VALLEY RIDGE DR NW
TRANS CANADA HI W
BOWNESS RD NW
CRESTMONT BV SW
BOWFORT RD NW
Transportation/ Utility Corridor
CRESTMONT DR SW
77 ST NW
CITY LIMITS
CITY LIMITS
CITY LIMITS
NATIONAL SPORTS WINSPORTS CANADA OLYMPIC PARK
SARCEE TR SW


GEORGE AND ANNIE WOOD PARK
48 AV NW
89 ST NW
34 AV NW
33 AV NW
88 ST NW
VALLEY GLEN HT NW
Transportation/ Utility Corridor
PALM WY NW
SAGE WY NW
ROSE WY NW
CHERRY WY NW
VALLEY SPRINGS RD NW
APPLE WY NW
LARCH WY NW
POPLAR ST NW
PINE ST NW
WILLOW WY NW
DOGWOOD WY NW
SPRUCE WY NW
CEDAR WY NW
VALLEY BROOK CI NW
JUNIPER DR NW
MAPLE WY NW
WHITE PINE WY NW
ALDER WY NW
ASPEN DR NW
STONEY TR NW
GREENBRIAR DR NW
TRANS CANADA HI W

Previous Council Direction

None.

Planning Evaluation

Road Closure

The proposed road closure includes approximately 4.46 hectares (11.02 acres) of the existing road right-of-way located throughout the site. The purpose of the road closure is to utilize the right-of-way land as part of the overall development site and allow for a new road network to be created. Currently, the configuration of the roadways is in a grid pattern that enforces a strict block pattern; the modified grid pattern proposed by the applicant allows for more creative community design around a central amenity axis. This road closure will help complete the open space (Municipal Reserve) area being dedicated through the tentative and outline plan applications.

The registered road closure plan can be found in Attachment 10 and the proposed road closure conditions of approval can be found in Attachment 11.

Land Use

The western half of the site is currently designated as S-FUD District. The eastern portion of the site is currently designated as a mix of R-C1, R-C2, and S-SPR Districts. These districts work together in concert to support a traditional low-density suburban community. However, the boundaries of these land use districts support a community design that is different from what is now proposed.

This application proposes the following land uses, including three Direct Control Districts and three special purpose districts:

- DC District based on the R-G and S-R Districts;
- DC District based on the R-G District;
- DC District based on the M-2 District;
- Special Purpose – City and Regional Infrastructure (S-CRI) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District; and
- Special Purpose – Urban Nature (S-UN) District.

This application proposes a more urban community with higher density, using DC Districts to support a comprehensive design. Because the site and its surroundings are at the edge of the Developed Areas and are largely undeveloped, it is reasonable to utilize suburban land use districts more suited to suburban development rather than the contextual districts meant to guide infill projects. Administration supports the use of non-contextual Developing Area land use districts as a base for the DCs.

As proposed, the new land use concept for the site uses these districts to create a residential community featuring low-density housing, mid-rise apartment buildings, rowhouses fronting park spaces, and a community water feature. The proposed rules for these districts can be viewed in Attachments 7, 8 and 9 while their locations are depicted in Attachment 2.

The first proposed DC (Attachment 7) covers the majority of the low-density development, expected to be primarily developed with single detached dwellings but with some rowhouses fronting the community water feature. A DC is needed to ensure that the proposed structures

are approved by Administration through a development permit, as this is the only means of recovering off-site levies in this location as per the Off-site Levy Bylaw.

Site 2 of this DC will apply the base district of S-R to the community water feature to allow for commercial use of the plaza space and a total reduction in soft landscaping to reflect the amenity's urban character. The S-R District was deemed appropriate as a base because of the site's non-essential purpose and intended private ownership, meaning neither S-CRI nor S-SPR would be an appropriate designation.

The second proposed DC (Attachment 8) is intended to support rowhouses on shallow parcels directly fronting municipal park space. This DC defines the new use of Rowhouse Building – Open Space specifically to be used here and enables secondary suites in the basement to further develop the site's urban village feel.

The third proposed DC (Attachment 9) includes the northern multi-residential sites based on the M-2 District. This bylaw also includes the stock M-2 District proposed to the southeast that is intended to be a multi-residential area with mid-rise buildings up to 16 metres tall, or approximately five storeys. The DC(M-2) area however will push the maximum height of the M-2 District up to 36 metres to allow for ten-storey buildings along the north edge of the site. This is intended to allow for tall buildings with large units. The M-H1 District was considered but ultimately rejected as it requires a minimum unit density of 300 units per hectare; however, the development vision for this site is substantially lower in density. In addition, the M-H1 District allows for commercial uses which are not desired in this location.

All three proposed DC Districts include a rule that allows the Development Authority to relax rules of the base districts in Bylaw 1P2007 where the DC District does not provide for specific regulations. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC, can also be relaxed in the same way that they would be in a standard district.

The proposed S-CRI District is intended to provide for city and regional infrastructure, such as LRT stations, maintenance depots, or land used by other levels of government. In this case, the stormwater pond is needed to control runoff and shall be taken as a Public Utility Lot (PUL) as per the *Municipal Government Act* (MGA).

The proposed S-SPR District is intended to provide for schools, parks, open space, and recreational facilities, and may have parcels of various sizes and use intensities. This District should only be applied to land dedicated as reserve pursuant to the MGA. Municipal Reserve (MR) dedication is proposed for all S-SPR land within the plan area.

The proposed S-UN District in intended to provide for natural landforms, vegetation and wetlands. This District should only be applied to land dedicated as environmental reserve pursuant to the MGA. Environmental Reserve (ER) dedication is proposed for all S-UN land within the plan area**.** The proposed redesignations to S-CRI, S-SPR and S-UN are included in the first DC encompassing the majority of the plan area (Attachment 7).

Development and Site Design

If this application is approved by City Council, the rules of the proposed land use designations along with the policies of the *Bowness ARP* will provide guidance for future site development including building massing, height, landscaping and parking. Given the specific context of this

site, additional items that will be considered through the development permit and subdivision processes include, but are not limited to:

- overall site configuration including building form and placement;
- street character and relationship to adjacent land uses;
- details regarding phasing of emergency access routes; and
- post-development slope stability reports.

Subdivision Design
After removing undevelopable Environmental Reserve (ER), the proposed outline plan (Attachment 12) comprises approximately 25.58 gross developable hectares (63.21 acres). The site is a relatively flat plateau, sloping down from the Stoney Trail SW property line down toward the steep slope of the river valley in the northeast.

The design of the community is oriented around a central amenity space with a water feature and community park. The central open space, along with two smaller parks, are to be fronted by rowhouse units with narrow road rights-of-way used for sidewalks rather than vehicles. Streets and lanes arranged in a modified-grid road network will provide vehicular access throughout the community. Several couplets of one-way streets are included to create a more urban feel throughout and will be used along either side of the water feature. A perimeter collector road will allow traffic to use the single access point in the short term, but will also offer opportunities in the future for additional connection points to other communities to the east. Over the long term, a transit bridge to the west across Stoney Trail NW is planned to connect this community to Valley Ridge.

Pedestrian and cyclist connections through the site will follow similar patterns to the road network by following a modified grid with a perimeter collector, but will also offer additional opportunities to connect through the central open space and down into the river valley. A 3.0-metre multi-use pathway is proposed along the perimeter collector road. On-street bike lanes are proposed along the one-way couplets.

As proposed, the plan would provide approximately 8.11 hectares (20.04 acres) of land for low-density development in the form of single detached housing. Laned lots would be larger at approximately 8.0 metres by 35 metres; whereas laneless lots are intended to be smaller at approximately 5.5 metres by 30 metres. A further 1.78 hectares (4.40 acres) is intended for street-oriented rowhouses on lots approximately 5.5 metres by 24 metres. These units are to be closely integrated with adjacent public open spaces to create an impression of an urban village and communal gathering space. Multi-residential development is planned for 4.63 hectares (11.44 acres) of land split between the southeast of the site and its northern boundary.

The plan provides approximately 2.56 hectares (6.32 acres) of Municipal Reserve (MR) land, equating 10.0 per cent of the outline plan area. The MR will have an S-SPR land use designation and is intended to connect the central public open space to the top of the river valley. Smaller MR areas will be integrated with rowhouses in the northeast and northwest of the plan area, with a much larger component in the far northeast of the plan area along the slope.

The north-central MR area is also to be used as a gateway to trails through the Wood's Douglas Fir Tree Sanctuary below the site down the slope into the river valley. Portions of the plan area with greater potential for slope instability are to be dedicated as ER. The MGA states "a subdivision authority may require the owner of a parcel of land that is the subject of a proposed

subdivision to provide part of that parcel of land as environmental reserve if it consists of a gully, ravine, coulee or is in the opinion of the subdivision authority the land is unstable." The proposed ER land fits the criteria of being potentially unstable. As such, it is intended to be designated S-UN district to restrict development to only those improvements which facilitate passive recreational use.

The proposed road closure areas will be included in the subdivision design as portions of internal roadways, development sites and open space.
A breakdown of the statistics for the outline plan can be found in the Outline Plan Data Sheet (Attachment 14).

Density and Intensity
The proposed land uses provide for development designed to achieve the MDP minimum density and intensity targets for population and jobs. The MDP requires that new communities achieve minimums of both 20 units and 60 persons and/or jobs per gross developable hectare.

At a minimum, this plan supports a total of 925 units for an overall density of 36.2 units per hectare (14.6 units per acre). At maximum build-out of 1396 dwelling units, the density would increase to 54.6 units per hectare (22.1 units per acre). This range is expected to produce a population intensity of between 80 to 120 persons per gross developable hectare, well in excess of MDP minimums.

Transportation

Site Access
Because of the site's location, access to the community is severely constrained. One main access into the community will be provided through the south, connecting through Greenwich to Bowfort Road SW. Emergency access for the first phase of development will be provided out to the Stoney Trail NW on-ramp, with another emergency access to be created by development of the adjacent Melcor land designated M-C2.

The first phase emergency access will be sufficient for up to 600 units in the plan area; afterwards the second access will be required. Administration has reviewed the proposed access points from a safety perspective and supports the proposed phasing.

Transit
The site is located within approximately 800 metres (a ten-minute walk) of Calgary Transit bus service via Routes 1 and 53. The design of the community's perimeter collector road makes it well-suited to a community transit loop in the future as Greenwich develops.

Environmental Site Considerations
Geotechnical and slope stability studies were submitted with the application. Based on these reports, the proposed development is feasible from a slope stability standpoint. Land directly adjacent to the top of the escarpment slope are subject to development setbacks in order to maintain an acceptable factor of safety and to align with applicable setback policies. An additional post-development slope stability study for the multi-residential sites will be required at the development permit stage.

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 with the future tentative plan and at the development permit stage.

Stormwater Servicing
A storm pond is proposed within the outline plan area to detain runoff. The potential need for additional measures may be reviewed through a development site servicing plan at a later approval stage.

Sanitary Servicing
A sanitary servicing study was submitted with the application that examined the existing and anticipated sanitary flow rates of the outline plan area. This area will be required to connect to a 250 mm sanitary stub located in Greenbriar phase 1. Sanitary flows from the entirety of Greenwood/Greenbriar will be accommodated by the 450 mm sewer located at Bowfort Road NW and 83 Street NW.

Water Services
The plan area is located within the Spyhill West pressure zone and will be serviced from the existing water mains running along the southwestern boundary of the site. A local water network design may be required with the future tentative plan.

Legislation and Policy

South Saskatchewan Regional Plan (2014)
The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan* which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Interim Growth Plan (2018)
The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's *Interim Growth Plan* (IGP). The proposed outline plan builds on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)
The subject site is located within the Developing – Residential – Planned Greenfield with ASP area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). Communities within this area are guided by their existing local area plan as they develop, however any major changes to the local area plan must align with the MDP.

The proposal is in keeping with relevant MDP policies as the outline plan and land use allows for development that is relatively dense with opportunities for diverse housing options.

Climate Resilience Strategy (2018)
This application does not include any specific actions that address objectives of the *Climate Resilience Strategy*. Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.

Bowness Area Redevelopment Plan (Statutory – 1995)
The subject site is within the Greenbriar Special Study Area as identified on Map 4 in the *Bowness Area Redevelopment Plan* (ARP). Policies for this area support a primarily residential community with a mix of housing types and densities, well-integrated with surrounding open spaces. The ARP also supports preservation of the Bowness Escarpment by requiring development be set back 18.0 metres from either the slope stability line or top of slope whichever is greater. Policy for this area limits the overall density for Greenbriar to a maximum of 32 units per hectare across the balance of the plan area. Because density in this location is a function of the transportation capacity of the roadways, this maximum is proposed to be removed.