

LAND USE AMENDMENT
GREENWOOD/GREENBRIAR (WARD 1)
16 AVENUE NW AND BOWFORT ROAD NW
BYLAW 27D2015

MAP 33W

EXECUTIVE SUMMARY

This land use amendment application seeks to redesignate a currently undeveloped parcel from DC Direct Control District to Multi-Residential – Contextual Medium Profile (M-C2f2.5d42) District with a density and FAR modifier to accommodate 45 multi-residential units.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)

2014 December 18

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 27D2015; and

1. **ADOPT** the proposed redesignation of 1.05 hectares \pm (2.59 acres \pm) located at 222 Greenbriar Place NW (Plan 8211023, Block 8, Lot 7) from DC Direct Control District **to** Multi-Residential – Contextual Medium Profile (M-C2f2.5d42) District, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 27D2015.

REASON(S) FOR RECOMMENDATION:

The proposed land uses are consistent with previously approved Outline Plans, adopted land uses and the Local Area Plan.

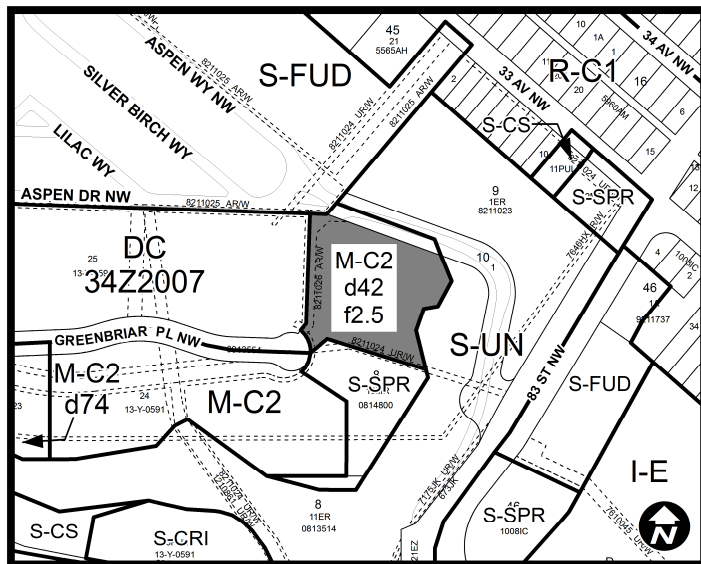
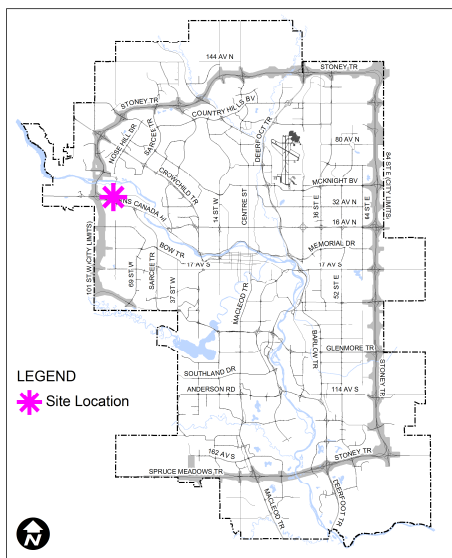
ATTACHMENT

1. Proposed Bylaw 27D2015

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 1.05 hectares \pm (2.59 acres \pm) located at 222 Greenbriar Place NW (Plan 8211023, Block 8, Lot 7) from DC Direct Control District **to** Multi-Residential – Contextual Medium Profile (M-C2f2.5d42) District.

Moved by: R. Honsberger

Carried: 9 – 0

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Applicant:

Brown & Associates Planning Group

Landowner:

Melcor Developments Ltd

Planning Evaluation Content	*Issue	Page
Density <i>Is a density increase being proposed.</i>	Yes	5
Land Use Districts <i>Are the changes being proposed housekeeping or simple bylaw amendment.</i>	No	5
Legislation and Policy <i>Does the application comply with policy direction and legislation.</i>	Yes	5
Transportation Networks <i>Do different or specific mobility considerations impact this site</i>	Yes	6
Utilities & Servicing <i>Is the site in an area under current servicing review and/or has major infrastructure (water, sewer, storm and emergency response) concerns.</i>	No	6
Environmental Issues <i>Other considerations eg. sour gas or contaminated sites</i>	No	6
Growth Management <i>Is there growth management direction for this site. Does the recommendation create capital budget impacts or concerns.</i>	No	6
Public Engagement <i>Were major comments received from the circulation</i>	No	6

*Issue - Yes, No or Resolved

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PLANNING EVALUATION

SITE CONTEXT

The subject site is located within the Greenbriar/Greenwood Community, located north of 16 Avenue NW and east of Stoney Trail NW. The site is currently undeveloped and is intended to become part of a larger redevelopment of the area previously approved under two Outline Plan and Land Use Amendment applications.

The Outline Plan for Greenbriar Stage 2 was approved by CPC on 2010 December 09 for 13.23 hectares \pm (32.69 acres \pm). The development proposed includes multi-residential, office and commercial development with municipal and environmental reserve dedications to protect the natural environment and create functional open spaces for residents and employees.

The Greenbriar Stage 1 Outline Plan was approved by CPC on 2007 March 08 for 17.77 hectares \pm (43.91 acres \pm). The development proposed multi-residential development and open space.

LAND USE DISTRICTS

This land use amendment seeks to re-designate 1.05 hectares (2.59 acres) of land from DC Direct Control District (Bylaw 7Z80) to Multi-Residential – Contextual Medium Profile (M-Cf2.5d42) District. The existing DC permits a restaurant and ancillary uses only on the site, although the parcel is currently vacant. The new proposal would accommodate 45 multi-residential units in the form of two 4-storey apartment buildings.

LEGISLATION & POLICY

The Municipal Development Plan (MDP) identifies the lands as Planned Greenfield with ASP in place.

The Bowness Area Redevelopment Plan provides policy direction for the development of these lands; specifically, section 7A Greenbriar Area Land Use. The predominant use in Greenbriar is intended to be residential with a minimum density of 21 uph (8.5 upa). The subject site is identified as Cell 4 within the Bowness ARP, which is 1.05 hectares (2.59 acres) in size and can accommodate 21-45 residential units. Given the density cap in the policy, a density modifier of 42 is recommended. APPENDIX II identifies the density limitations for each parcel in Greenbriar, which are a result of previous Transportation Analysis.

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TRANSPORTATION NETWORKS

The site is currently accessed from a private access road that extends northwest up the slope from 83 Street SW and provides physical access to the Greenwood Mobile Home Park. Once development of the Stage 1 lands occurs, ultimate access to the parcel will be provided on the southwest through the proposed collector street network in Greenbriar that extends north from Bowfort Road NW.

UTILITIES & SERVICING

Sanitary, water and stormwater servicing will be provided through extensions to the public mains located within the 83 Street SW right-of-way. This area is subject to the West Memorial Drive Sanitary Trunk upgrades that are currently underway.

ENVIRONMENTAL ISSUES

A slope stability/geotechnical evaluation was prepared by McIntosh Lalani Engineering Ltd and submitted with the application. The report identifies a Slope Stability Line along the north and east of the site and recommends a minimum building setback that varies between 6.5 metres, 8 metres and 12.5 metres. Both lines are identified on the proposed land use plan in APPENDIX III.

GROWTH MANAGEMENT

Access to the Greenbriar area is provided via Bowfort Road NW and 16 Avenue NW that is scheduled to be upgraded to a 4 lane interchange by 2017. Funds have been identified in the *Investing in Mobility Plan 2013-2022 Transportation Infrastructure Investment Plan* for the whole of the interchange.

Prior to the complete construction of the interchange, only 250 residential units may be constructed within Cell 3 and 4 as previously conditioned on the Stage 1 and 2 Outline Plans. This was a result of transportation analysis of the current operation of the Bowfort Road Interchange and accounts for existing development in the area.

The subject site is also affected by the West Memorial Sanitary Trunk upgrades, which are scheduled to be completed by the end of 2016.

PUBLIC ENGAGEMENT

Community Association Comments

The Bowness Community Association provided a letter of support for the application, attached as APPENDIX IV.

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Citizen Comments

No comments received by CPC Report submission date.

Public Meetings

No public meetings were held.

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APPENDIX I

APPLICANT'S SUBMISSION

GREENBRIAR STAGE 3 LAND -USE REDESIGNATION

The proposed land use application (1.05 hectares/2.59 acres) is located within the area of Greenbriar in northwest Calgary. These lands are situated within the Bowness Area Redevelopment Plan (ARP). The site is currently zoned (DC7Z80) for a restaurant and ancillary uses:

Land Use Guidelines (Site 6)

The land use shall be for a restaurant and ancillary uses only.

Development Guidelines.

The permitted uses shall be contained within the existing structure located on site, on the date of approval of this redesignation.

Alteration

The plan for any alteration to the exterior of the structure shall be submitted to and approved by the Development Officer.

In 2007, land use approval was obtained for Greenbriar Stage 1 (17.77 hectares/43.91 acres) by Melcor Developments Ltd. The predominant land use within this approval is residential (medium density). As part of this application and subsequent subdivision plans, all Environmental Reserve was approved and registered.

In 2011, land use approval was obtained for Greenbriar Stage 2 (12.06 hectares/29.80 acres) by Melcor Developments Ltd. The land uses within Stage 2 included: M-C2d74 (Multi-Family Contextual Residential), C-C1 (Neighbourhood Commercial), DC (C-COR2) and DC (C-O) (Office/Commercial) and S-SPR (Public Open Space).

Multi-Family Residential had been strategically located along the northern/western edges to act as a transition to the existing Greenwood Mobile Home Park. Offices have been located with exposure to the TransCanada Highway.

Access to the subject lands will be via Greenbriar View NW. Currently the site receives it access from the Juniper Drive.

LEGISLATION & POLICY

The Municipal Development Plan identifies the subject site as Planned Greenfield with ASP in place. The site lies within the Greenbriar Special study Area of the Bowness Area Redevelopment Plan, which identifies the site for residential development.

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The adjacent Greenbriar lands will function as a mixed-use, office and commercial development that is compatible with the adjacent residential developments and the Bowness Community. The Bowness ARP identifies a maximum of 45 residential units for the proposed site (Map 3C of the ARP).

The proposed land use redesignation is consistent with the approved Bowness Area Redevelopment Plan, and will not require any amendments.

SERVICING:

Sanitary sewer: Sanitary servicing will be provided through tie-ins to existing public mains on 83rd Street NW. Downstream upgrades are required as identified in the West Memorial Drive Sanitary Trunk Study (ISL, January 2013), with Phase1 of these upgrades currently underway by the City of Calgary.

Water: The subject lands fall within the Spy Hill Pressure Zone. Water servicing will be provided by tie-ins to existing 400mm diameter mains on 83rd Street NW and/or Greenbriar Boulevard NW through the adjacent future Greenbriar development.

Stormwater: On-site stormwater retention and treatment will be provided prior to ultimate discharge into the adjacent public storm sewer trunk located on 83rd Street NW. Stormwater servicing design will be in accordance with the approved Greenbriar Staged Master Drainage Plan (Urban Systems, February 2012).

TRANSPORTATION

The site will be accessed through the previously planned transportation network for the Greenbriar area. This includes street access via Greenbriar Place NW, and active modes connectivity to the adjacent regional pathway network. All prior Transportation Impact Assessments completed for Greenbriar at the Land Use and Subdivision phases have accounted for trip generation of 27-32 trips in the peak hours for 45 multi-family units on the subject lands, which is consistent with the Bowness ARP and this current proposal.

As the land uses have been previously accommodated in the Greenbriar TIAs, and fall well below the City's typical threshold of 100 vph for new studies, ISL Engineering recommends that no TIA update is warranted for this application. As such, this land use amendment is supported by the existing road network within the Bowness ARP area.

GROWTH MANAGEMENT

Transportation capacity for the subject site is constrained by the need for an interchange on the Trans Canada Highway at Bowfort Road. The interchange is currently funded and is scheduled to be complete by 2016, under the City's current Investing in Mobility Plan.

Previous transportation analyses related to the Greenbriar Stage 1 and 2 Outline Plans confirmed that, prior to construction of the interchange, up to 250 residential units can be developed in

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conjunction with minor localized improvements on the transportation network, including additional traffic signals in the area. Conditions for Stage 1 and 2 recognized that a maximum of 250 units could be developed within cells three and four of the Greenbriar Special Study Area, unless otherwise supported by updated transportation analysis examining the existing transportation network capacity. Similar conditions would be appropriate for the Stage 3 site.

Beyond the general capacity constraints already identified for the Greenbriar area in relation to the Bowfort Road interchange, the subject site has low trip generation, and has been explicitly accounted for in all previous transportation analyses for the area. As such, the conditions and constraints are well known to the applicant and the City, and additional analysis is not warranted for this application.

Sanitary Sewer service to the subject site requires the upgrade of the West Memorial Drive sanitary trunk system, as identified in the West Memorial Drive Sanitary Trunk Study (ISL, January 2013). Currently Phase 1 of the West Memorial Off-load Sanitary Trunk project is underway with an anticipated construction completion in September 2016. This will provide sufficient capacity to service the subject lands at a connection point located Bowness Road NW / 70th Street NW. In order for the subject lands to connect to the previously noted off-load sanitary trunk additional sanitary sewer upgrades are required between 83rd Street NW / 33rd Ave NW and the off-load sanitary trunk connection point at Bowness Road NW / 70th Street NW. The developer proposes to front-end this additional sanitary sewer infrastructure subject to endeavors to assist on all applicable recoveries

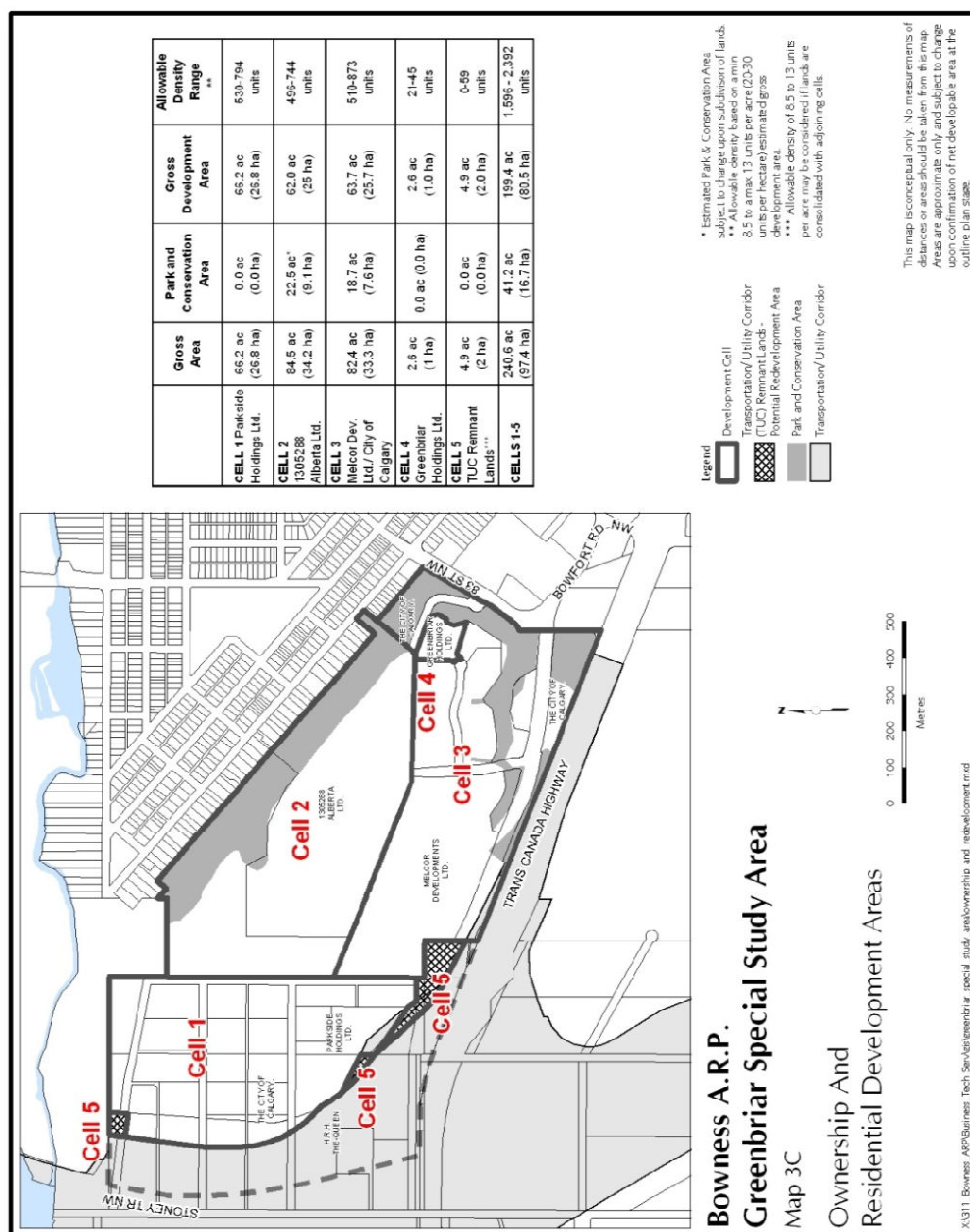
Melcor Developments is seeking the support of Administration, Calgary Planning Commission and City Council on the redesignation of this site from DC 7z80 to M-C2.

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APPENDIX II

DENSITY RESTRICTIONS

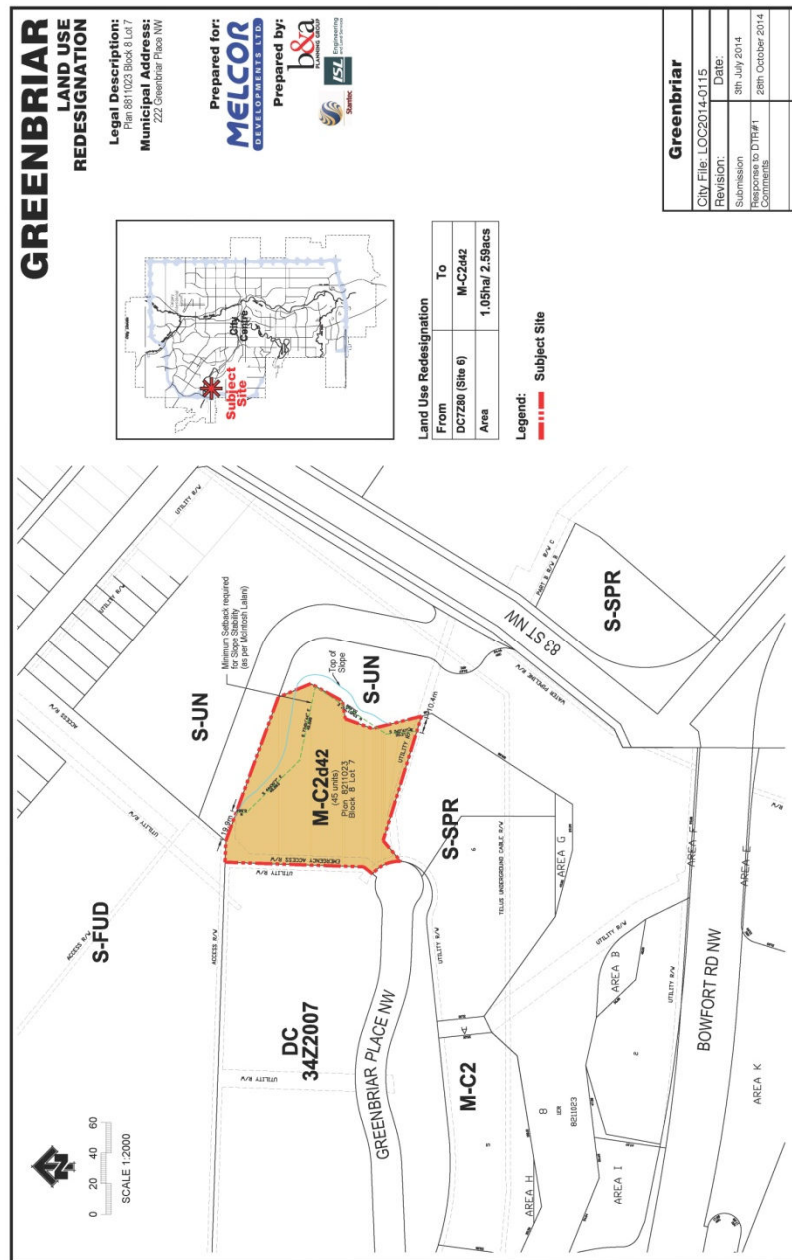


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APPENDIX III

LAND USE PLAN



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APPENDIX IV

COMMUNITY ASSOCIATION LETTER

From: [Planning & Development BCA](#)
To: [Lemmon, Kimberly](#)
Cc: [CPAG Circ](#); [Planning & Development BCA](#); [Sutherland, Ward](#); [Kathy Oberg](#)
Subject: LOC2014-0115
Date: Wednesday, July 30, 2014 1:26:05 PM

LOC2014-0115
222 Greenbriar PI NW
Land Use Amendment: DC District to Multi-Residential Contextual Medium Profile District
File Manager: Kimberly Lemmon

Dear Ms. Lemmon,

Thank you for providing the Bowness Community Association with an opportunity to comment on this application.

The BCA is in support of the concept of the development on this site and therefore supports the land use amendment.

However, we would like to point some inconsistencies in the information provided. The access road, Greenbriar View NW, is not identified on the map or concept plan. We made an assumption that it extends into the site from Greenwich Drive.

Under the topic Growth Management: In the first paragraph, at this point, it is our understanding that the proposed interchange is currently partially, not fully funded.

In the second paragraph, the statements regarding previous transportation analyses does not take into consideration the new proposed design for the interchange which does not, amongst other things, provide additional traffic signals.

Access to this site should be considered in tandem with potential traffic flows from adjacent developments.

Lastly, our comments do not reflect the opinions of the residents of Greenwood Village, and we recommend that they be contacted as they will be the most immediately impacted by the development.

Please do not hesitate to contact us if there are any questions.

Regards,
Niki

Niki Smyth



Planning & Development Committee
Bowness Community Association
7904 - 43 Ave NW | Calgary | T3B 4P9

K. Lemmon