

Background and Planning Evaluation

Background and Site Context

The subject site is located in the Quarry Park area of the southeast community of Douglasdale/Glen. The site is within a Community Activity Centre (CAC) as defined by the *Municipal Development Plan* (MDP). The fully funded Quarry Park Green Line LRT Station is 400 metres (a six-minute walk) northeast of the subject site and therefore the site is also within a Transit Oriented Development (TOD) area. A minor amendment to the *Barlow Area Structure Plan* (ASP) is required to realize the potential of the site as envisioned by the MDP and supported by the future Green Line Station.

The approximately 8.13 hectare (20.09 acre) outline plan area is bound by 18 Street SE to the west and 24 Street SE to the east. The undeveloped site is currently accessed via Quarry Park Road SE at the northwest edge of the site. There is office development located to the north, industrial development to the east and residential development to the south and west of the site. The majority of the site falls within the flood fringe as per current Council approved flood mapping.

The proposal evolved throughout the review specifically with respect to the proposed land use on the east side of the site. Several land use districts were explored as part of the review of the application including Commercial – Community 2 (C-C2) and Direct Control (DC), but ultimately Mixed-Use – General (MU-1) District is proposed as it will allow the applicant to achieve their development vision for this site and is in keeping with MDP policies (specifically regarding CACs) as well as TOD Policy Guidelines.

The proposal is anchored by Mixed-Use – General (MU-1) District on the east and west, with Multi-Residential High Density Low Rise (M-H1) to the central north portion of the site and Multi-Residential High Density Medium Rise (M-2) District to the central south portion of the site. At the subdivision and development permit stage, the applicant may be required to apply for a variance to exempt the site from the Waste Management Facility restricted uses ([Waste Management Facility and Setback Variance Guide](#)). At the time of writing this report, the active face of the ECCO Waste Management Facility does not place the subject site within the setback requirement for a variance, however, there is an application under review to permit reclamation activities. ECCO’s existing permit is set to expire in 2027.

Community Peak Population Table

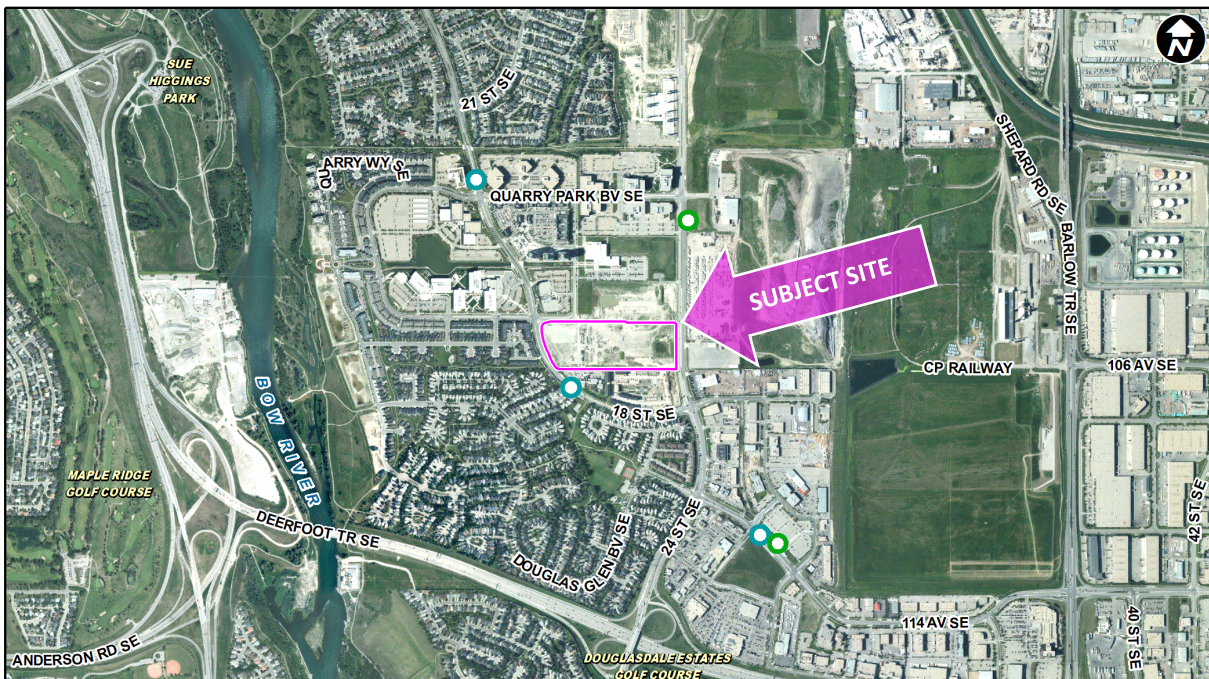
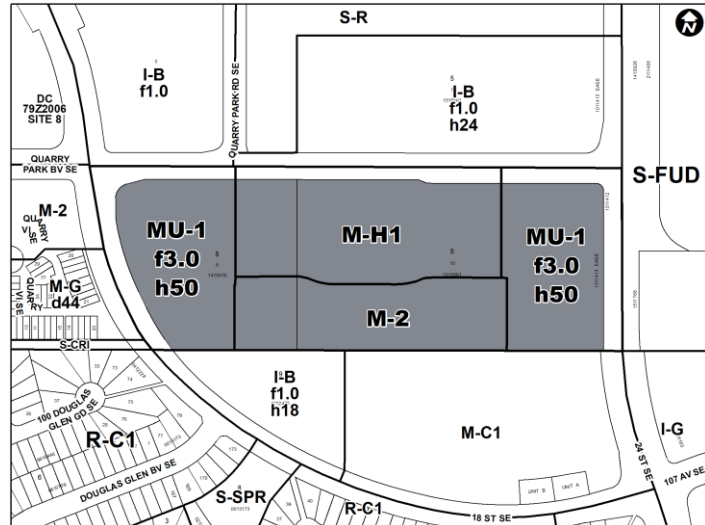
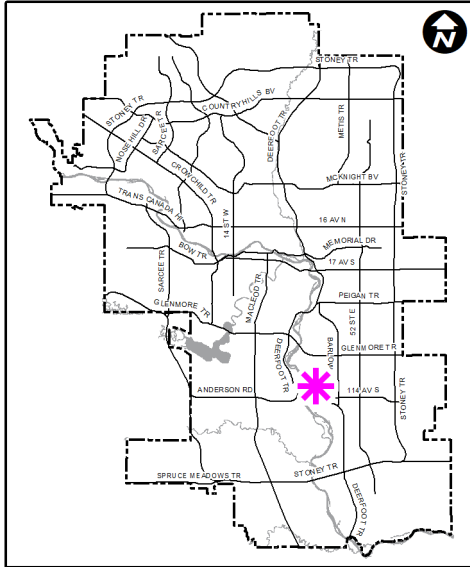
As identified below, the community of Douglasdale/Glen reached its peak population in 2014.

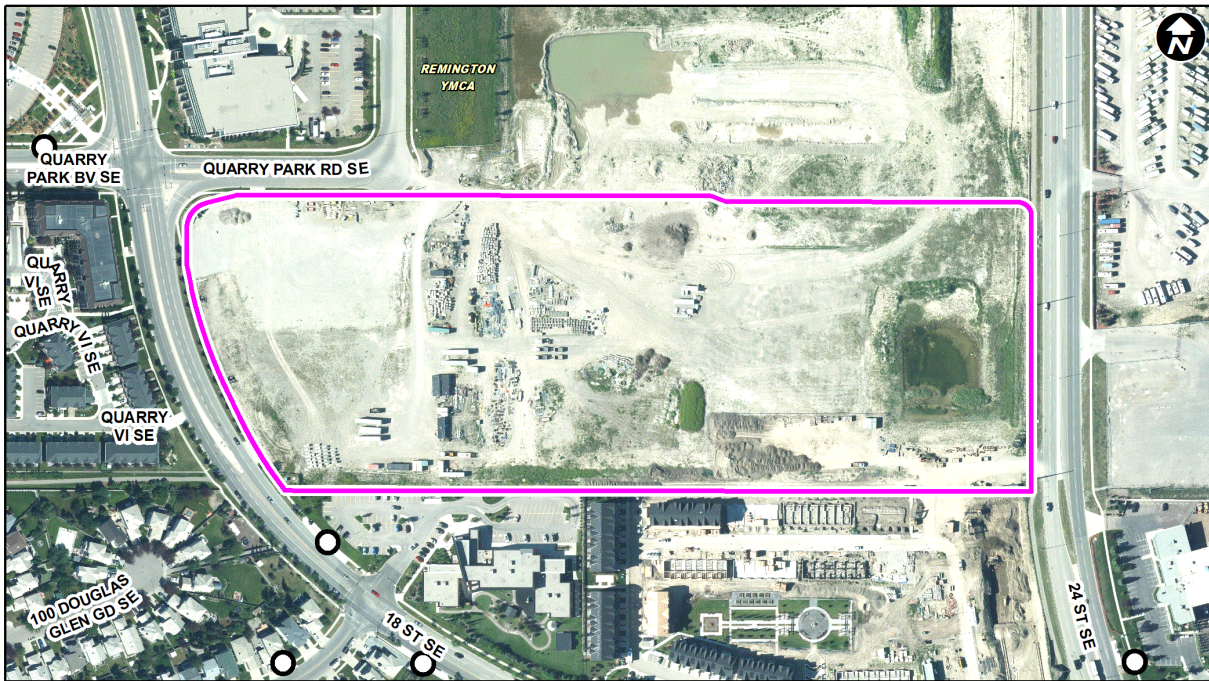
Douglasdale/Glen	
Peak Population Year	2014
Peak Population	12,952
2019 Current Population	12,881
Difference in Population (Number)	- 71
Difference in Population (Percent)	-0.5%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The land use amendment area is for 8.13 hectares \pm (20.09 acres \pm) of land in the southeast community of Douglasdale/Glen. As noted in the Applicant Submission, the purpose of this application is to facilitate a mixed-use urban village.

The site is currently designated Industrial – Business f1.0h24 (I-Bf1.0h24) District. The existing I-B District is intended to be characterized by prestige, high quality, manufacturing, research and office developments. Although industrial areas should generally resist the encroachment of non-industrial uses, given the surrounding context and the adjacency to the future Quarry Park LRT Station, the proposal for a multi-residential mixed-use development outweighs the loss of business industrial land.

The application proposes multi-residential and mixed-use districts including:

- Multi-Residential – High Density Low Rise (M-H1) District
- Multi-Residential – Medium Profile (M-2) District; and
- Mixed Use – General (MU-1f3.0h50) District.

The proposed M-H1 District is intended to provide for multi-residential development with high density. The M-H1 District is intended to be located at community nodes and transit and transportation corridors and nodes. Density is measured by floor area ratio to provide flexibility

in building form and dwelling unit size and number. The M-H1 District requires that multi-residential development achieve a minimum density of 150 units per hectare. The maximum floor area ratio is 4.0 and the maximum height is 26.0 metres (six to eight storeys). This district includes a limited range of support commercial multi-residential uses, restricted in size and location within the building. The M-H1 District also provides outdoor space for social interaction and provides landscaping to complement the design of the development and to help screen and buffer elements of the development that may have impacts on residents of nearby parcels.

The proposed M-2 District is intended to provide for multi-residential development in a medium profile building form. The M-2 District accommodates multi-residential development where intensity is measured by floor area ratio to provide flexibility in building form and dwelling unit size and number and is intended to be in close proximity, or adjacent to, low density residential development. The District has a maximum building height of 16.0 metres (approximately five storeys). The M-2 District is intended to be located at community nodes or transit and transportation corridors and nodes. The M-2 District provides for outdoor space for social interaction and provides landscaping to complement the design of the development and to help screen and buffer elements of the development that may have impacts on residents or nearby parcels.

The MU-1f3.0h50 District is intended to be located along commercial streets where both residential and commercial uses are supported at grade facing the commercial street. The MU-1f3.0h50 District accommodates a mix of residential and commercial uses in the same building or multiple buildings throughout an area and responds to local area context by establishing maximum building height for individual parcels. The MU-1f3.0h50 District has a maximum floor area ratio of 3.0 and a maximum height of 50 metres (13 to 16 storeys).

Subdivision Design

The proposal is in keeping with goals and policies of the *Municipal Development Plan*, specifically those relating to Community Activity Centres, and will facilitate investment in the fully funded Quarry Park Green Line LRT Station. The proposed MU-1f3.0h50 District allows for a diversity of uses and the highest scale adjacent to the future LRT station and existing BRT stops, while the proposed M-H2 District provides a sensitive response to the grade-oriented multi-residential development to the south of the site. The relatively higher density M-H1 area, which is proposed in the central north portion of the site, is accessed on all 4 sides by proposed Quarry Park Crescent SE and Quarry Park Boulevard SE. Proposed Quarry Park Crescent SE is aligned with access to the north. There is no municipal reserve owing for this site as it was provided as part of the original subdivision.

Pathways

The proposal includes a pathway that runs east-west along the southern edge of the plan area. An access easement will be registered along the south edge of the site to facilitate active modes of transportation connecting to existing infrastructure. Special consideration of desire lines within the site to LRT and nearby bus stops will be required at subsequent Subdivision and Development Permit stages.

Density and Intensity

The proposal anticipates 159 jobs and a minimum of 1,221 units over 8.13 hectares for an anticipated combined intensity 287 jobs and people per hectare. The proposal exceeds the MDP's minimum intensity threshold of 150 jobs and population per gross developable hectare. The subject site falls within a Community Activity Centre (CAC) as indicated in the MDP. The

MDP defines CACs as areas of moderate job and population growth, near one or more communities and supported by the Primary Transit Network.

Transportation

The surrounding road network consists of 18 Street SE along the western edge of the plan area, and 24 Street SE along the eastern boundary of the plan area. Both roads are classified as arterial roadways and have been constructed to their full width. Primary vehicular access to the plan area will be provided with the extension of Quarry Park Boulevard SE between Quarry Park Road SE and 24 Street SE. A new internal loop road accessed off Quarry Park Boulevard SE, and Quarry Park Crescent SE, will provide access to all parcels.

The location is well served by Calgary Transit and is considered a transit-oriented development (TOD) due to the funded Quarry Park Green Line LRT station being located approximately 350 metres north of this site on 24 Street SE at Quarry Park Boulevard SE. BRT Route 302 currently provides service along 24 Street SE. The site is also served by the MAX Teal BRT, with stations 50 metres south of the site on 18 Street SE at Douglas Glen Boulevard SE. Local routes 24 (Ogden), 117 (McKenzie Towne Express), 131 (East Bow Express) and 151 (New Brighton Express) also serve the area.

A Transportation Impact Assessment (TIA) was submitted to evaluate the proposed impacts on the regional road network, as well as to determine the internal road network and cross-sections. This parcel had a previously approved outline plan (LOC2011-0045) which included an older standard design of Quarry Park Boulevard SE as a 4-lane divided primary collector. This outline plan updates the design to narrow the vehicle lanes and widen the sidewalks to better reflect current complete streets standards. Quarry Park Crescent SE is a modified collector roadway with two driving lanes and parking on one side only. Removal of on-street parking was requested by the applicant, and given that the site is in a TOD area, Administration supported the change as it allows for a narrower right-of-way and dedicates less asphalt surface area to vehicle parking.

Pedestrians within the plan area will be accommodated by 2.0 metre sidewalks on both sides of all roadways within the plan area and will connect with the existing sidewalk and pathway network in Quarry Park. Cyclists will be accommodated via the existing regional pathways in the area, with a new regional pathway connection along the south boundary of the plan area, completing a missing link in the network, by connecting to the pathway on the west side of 18 Street SE. This will provide access to the Bow River pathway network via the existing pathway on 24 Street SE. Connections to this new regional pathway through the adjacent multi-family sites will be required at the development permit stage, with public access easements registered on title to ensure access for all residents in the plan area.

Environmental Site Considerations

Environmental Site Assessments (ESAs) Phase 1 and Phase 2 were submitted and reviewed for this application. At this time, there are no known concerns that would prevent support of the proposed land uses shown in the plan area. The applicant will be required to adequately address the recommendations outlined in the Phase 2 ESA prior to the approval of a future Subdivision or Development Permit application.

The majority of the plan area is located within the flood fringe, as per current Council approved regulatory maps. Future development on/within the lands will be subject to any design regulations outlined in the Land Use Bylaw.

The easterly portion of the plan area is situated within the setback of the private ECCO landfill. A variance will be required for any restricted uses proposed within the required setback.

Utilities and Servicing

Existing public (deep) and private (overhead and shallow) utilities reside within and immediately adjacent to the plan area. Utility relocations or utility protection, by way of utility right-of-way and or easement will be at the developer's expense, and to the satisfaction of the relevant utility owners.

The developer will be responsible to construct and/or extend public water, sanitary and storm main extensions, as to adequately service the plan area. Said work will be subject to the terms and conditions of a Development Agreement prior to the endorsement of the future Subdivision (SB) application.

Water Servicing

Water is immediately available to service the plan area. Multiple connections to the existing/proposed public mains that border the plan area will be constructed by the developer to create an adequate looped system within/throughout the proposed plan area. A Water Network Plan was required (and accepted) to support the subject proposal.

Sanitary Servicing

Sanitary is immediately available to service the plan area. Sanitary mains will be constructed by the Developer within/through the plan area and connected to the public mains that border the plan area. A Sanitary Servicing Study (SSS) was required (and accepted) as to support the subject proposal.

Stormwater Servicing

Storm is immediately available to service the plan area. Storm infrastructure will be constructed by the developer in the plan area and connected to existing public infrastructure which borders the plan area. A Staged Master Drainage Plan (SMDP) was not required, as the plan area is located within the boundary of an existing SMDP. Storm pond infrastructure exists southwest of the plan area. This infrastructure was previously designed to accommodate runoff from the plan area. Prior to the approval of the subdivision a Stormwater Management Report (SWMR) will be required. The SWMR shall adequately coincide with any/all overarching or governing reports at that time.

Fire Access

A Fire Access Concept plan was submitted by the consultant and accepted. The proposed roadways (and associated cross sections) within and bordering the outline plan area are anticipated to provide reasonable (unobstructed) fire access into, through, and out of, the plan area. At the subdivision stage, the consultant will ensure that sufficient fire access, maneuvering and/or egress is shown/clarified on/within the detailed design (construction) drawings. No parking signage will be required to ensure there is sufficient unobstructed fire access at all times. Future development of/for each proposed land use block shall be to current fire access standards, then.

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.

Growth Plan (2022)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use and policy amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located within a Community Activity Centre as defined on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The MDP states that Activity Centres should contain a mix of medium and higher density employment and residential uses with environments that prioritize pedestrian convenience, safety, comfort and enjoyment. Community Activity Centres (CACs) should achieve a minimum intensity threshold of 150 jobs and population per gross developable hectare. The proposal anticipates a combined intensity of 287 jobs and population and therefore exceeds the MDP's development intensity requirements. The MDP states that Community Activity Centres should contain a broad range of ground-oriented and medium to high density apartment housing and a mix of housing tenure and affordability levels to accommodate a diverse range of the population. The proposal is in keeping with all applicable MDP policies.

Calgary Climate Strategy (2022)

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

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development 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 site is exceptionally well-served by transit, and 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.

Barlow Area Structure Plan (Statutory – 1980)

The subject site is currently identified as 'High Standard Light Industrial' in the [Barlow Area Structure Plan](#) (ASP). An amendment to this statutory plan is required to support the proposal. This includes an amendment to Map 2 – Land Use to change the applicable land use policy for the site from 'High Standard Light Industrial' to 'Residential'. The proposed amendment aligns with the MDP's direction for this site to be included within the Community Activity Centre.