

Background and Planning Evaluation

Background and Site Context

The subject sites are in the southwest community of Currie Barracks, on the west side of Crowchild Trail SW and south of Richmond Green Park. The sites consist of three separate sites with an approximate combined size of 2.24 hectares (5.54 acres).

Site One (approximately 1.30 hectares in size) is the middle parcel and bounded by Quesnay Wood Drive SW to the west and Dieppe Ave SW to the south. This parcel is mostly vacant with some portions currently developed with a parking lot and a one-storey industrial-style warehouse building. This parcel is currently designated as a Direct Control (DC) District ([Bylaw 163D2016](#)).

Site Two (approximately 0.42 hectares in size) is located northeast of Site One. This parcel is mostly vacant with the east area occupied by a vehicle storage yard. This parcel is currently designated as a Direct Control (DC) District ([Bylaw 162D2016](#)). Included within Site Two is a portion of undedicated road right-of way (approximately 0.07 hectares in size) on the north side of Site One. This portion of the road right-of-way will no longer continue north into the future development of Richmond Green because the parcel adjacent to the north of Site Two will become part of the Richmond Green Park. As the road portion has not been dedicated, a road closure by bylaw is not required.

Site Three (approximately 0.52 hectares in size) is located west of Site One and bounded by Quesnay Wood Drive SW to the east. This site is also designated as Direct Control (DC) District ([Bylaw 163D2016](#)) and currently vacant with two development permit applications currently under review for affordable housing projects. The north portion of Site Three (208 Calais Drive SW) is proposed to be developed with a 62-unit four-storey multi-residential building (under DP2024-02974) with accessible units, while the south portion (203 Calais Drive SW) is proposed to be developed with a 10-unit residential townhouse development (under DP2024-02975).

The Currie Barracks community is home to remnants of the former military base and has yet to fully build out. Ongoing redevelopment has occurred with a mix of residential building types that are either occupied, under construction, approved or planned. New development is taking place in the context of several existing military barracks buildings, the officer's mess hall, and Parade Square – a large open space west of Crowchild Trail SW used for military drills, parades and celebrations on the base for decades. Many of the existing buildings and open spaces on the former base have been adaptively reused for a variety of commercial, institutional, and light industrial purposes since the 1998 closure. The existing land use in the area is generally characterized by DC Districts which allow for greater flexibility for ongoing commercial and light industrial uses on an interim basis, while keeping the provisions for ultimate redevelopment in line with the *Revised Currie Barracks CFB West Master Plan* (the Master Plan).

Nearby amenities within walking distance of the subject sites include the Alexandria Park, Richmond Green Park and Clear Water Academy. Further south of the sites are Bishop Carroll High School and Mount Royal University. Various retail and commercial uses are also available within the adjacent communities of Rutland Park, Killarney/Glengarry, South Calgary, Lincoln Park, Glamorgan and Glenbrook.

Community Peak Population Table

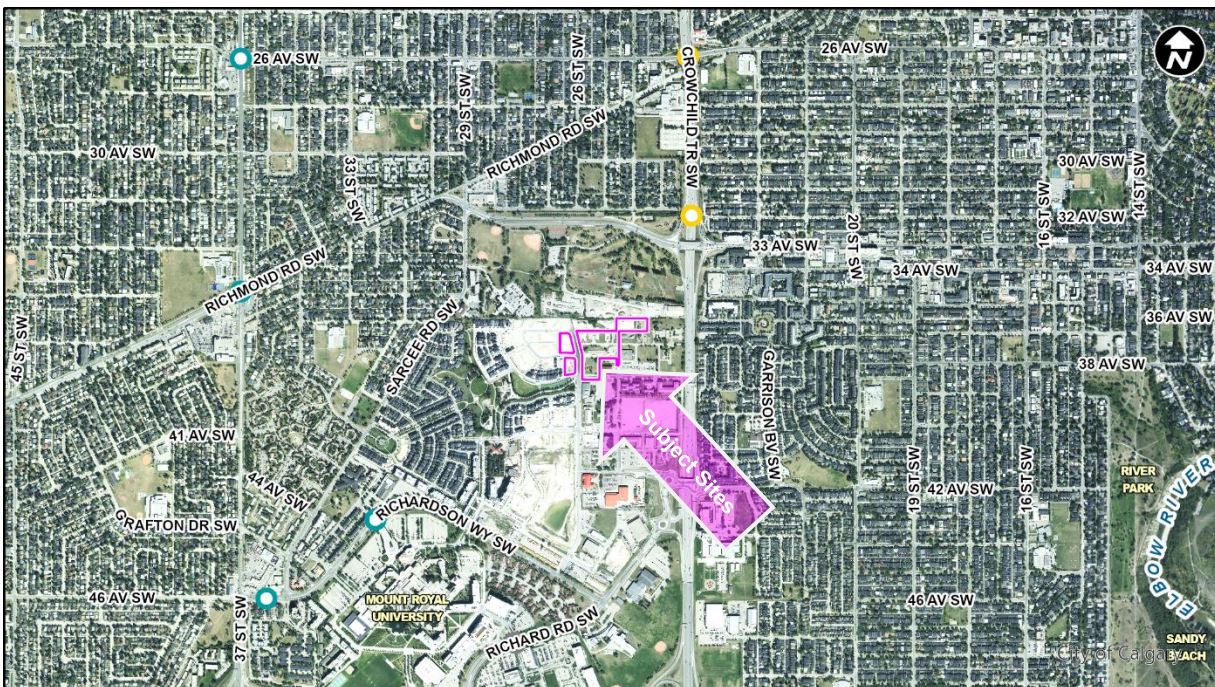
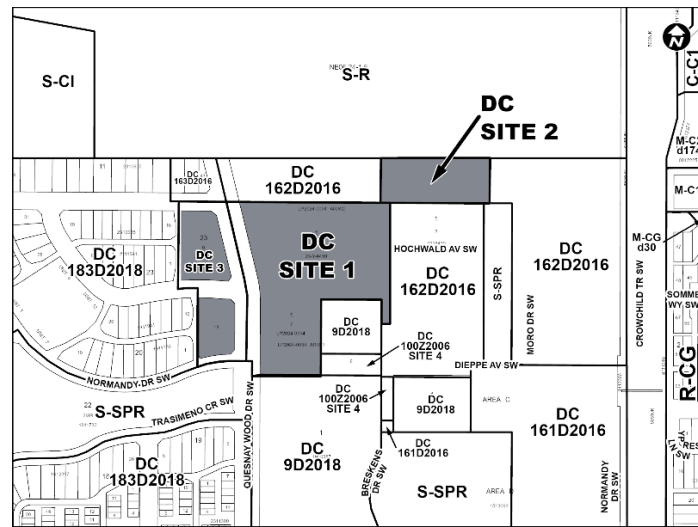
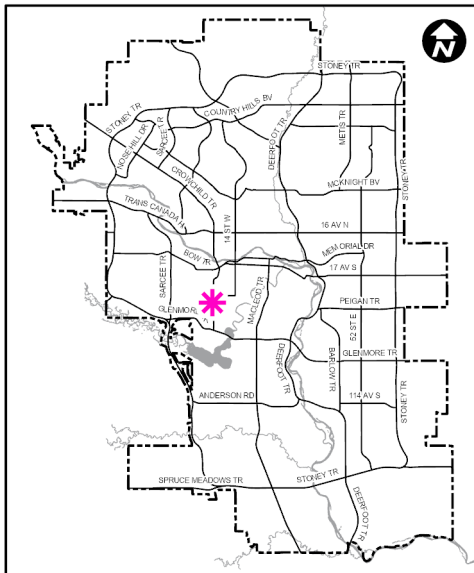
As identified below, the community of Currie Barracks reached its peak population in 2019.

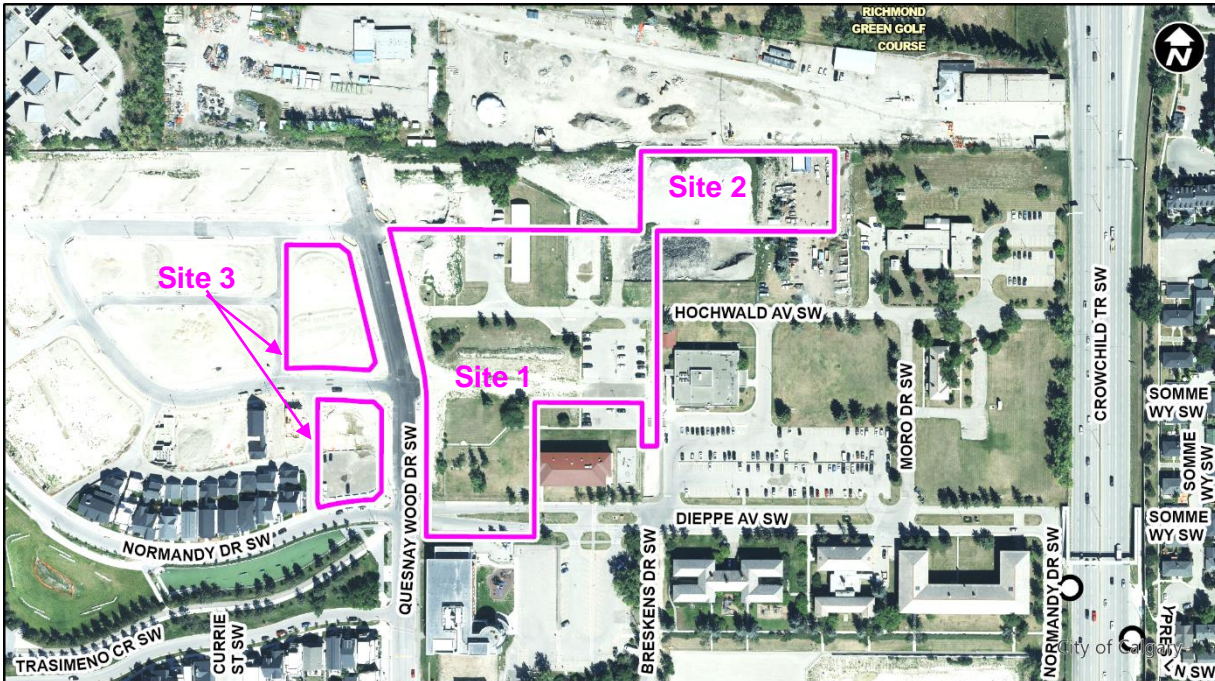
Currie Barracks	
Peak Population Year	2019
Peak Population	1,262
2019 Current Population	1,262
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing DC Districts primarily allow for interim uses (teaching and learning uses, commercial uses and light industrial uses) and for ultimate redevelopment to occur in accordance with the aims of the Master Plan, which envision a mix of residential, commercial and institutional uses in various forms. The existing DC Districts do not have a base district. The permitted and the discretionary uses allowed through redevelopment include a range of residential building forms (single detached dwellings, semi-detached dwellings, duplex dwellings, carriage house, townhouse, rowhouse buildings and multi-residential development) and limited range of support commercial uses. The DC Districts allow a minimum building setback area of 3.0 metres and 5.0 metres from specified streets. The allowed maximum building height is 30.0 metres (Sites One and Three) and 42.0 metres (Site Two).

The proposed DC Districts are intended to maintain most of the of the rules and entitlement of the existing DC Districts but include the following changes:

- deletion of the carriage house use and associated rules;
- deletion of the centralized motor vehicle parking rules which are no longer required;
- deletion of the minimum building height rule;
- addition of building setback area rules from a lane and from an adjacent property line;
- addition of the general multi-residential district rules of the Land Use Bylaw 1P2007;
- Site One, a revised list of interim uses to exclude interim uses that no longer exist and that are not currently operational on site;
- Site Two and Three, deletion of all interim uses and associated rules;

- Sites One and Two, a minimum building setback area of 3.0 metres from a street (a decrease of 2.0 metres);
- Site Three, a minimum building setback area of 3.0 metres and 2.25 metres from a street (a reduction of 2 metres and 0.75 metres respectively) and including the allowance for projections into the setback area (i.e., wheelchair ramps, landings, stairs, patios, decks, balconies and eaves);
- Sites One and Two, addition of street wall stepback rules to enable a consistent façade and articulation within the streetscape for adjacent buildings taller than 18.0 metres; and
- Site Three, a maximum building height of 25.0 metres (a decrease of 5.0 metres).

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for DC Districts have been reviewed by Administration and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to the following reasons:

- unique characteristics: Quesnay Wood Drive SW will no longer function as a Bus Rapid Transit (BRT) route. A reduction in the setback requirement from the street (Site One and Three) will bring the buildings closer to Quesnay Wood Drive SW, creating a more comfortable pedestrian environment whilst implementing the policies of the Master Plan. The DC is still required to implement the vision of the Master Plan; and
- unusual site constraints: due to the topographic challenges on Site Three, the finished floor height of the units closest to grade cannot meet the minimum requirement of 0.4 metres above grade. Allowing a reduced setback area and projections into the setback area will accommodate the accessible units proposed under DP2024-02974, making Currie Barracks a more inviting community for residents of all abilities.
- innovative idea: the proposal allows flexibility for a development design that can accommodate the applicant's intended development plans while maintaining the policy aims and urban design vision of the Master Plan. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC Districts also include a rule that allows the Development Authority to grant relaxations within the DC District Bylaws (specifically, the sections for setback areas, building design, amenity spaces, landscaping and parking). Although there is no base district in the DC District Bylaws, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of the DC Districts' relaxation rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. The relaxation rule is unavailable in the existing DC Districts. The addition of a relaxation rule in the proposed DC District Bylaws will align with the Master Plan. The Master Plan supports relaxation considerations where a policy guide is not feasible or to facilitate the development of non-market or special needs housing units.

Development and Site Design

If this redesignation is approved by Council, the rules of the proposed DC Districts will provide guidance for future site development including appropriate uses, site layout and design, landscaping, parcel coverage and parking. Other key factors that are being considered during the review of the development application include the following:

- interface with Quesnay Wood Drive SW;
- building massing and relationship with the adjacent residential parcels; and
- appropriate amenity space for the residents.

Transportation

Pedestrian access to the site is available from existing and future sidewalks along the adjacent streets. The Calgary Transit bus Route 20 (Heritage/Northmount) is available within 400 metres (a seven-minute walk) east of the subject site, with a bus stop located adjacent to Crowchild Trail SW. Direct vehicular access to the subject sites will be required to come from the rear lane. There are currently no parking restrictions on the adjacent streets.

A Transportation Impact Assessment or parking study was not required for the proposed land use amendments.

Environmental Site Considerations

There are no known environmental concerns with the proposed land use amendment application.

Utilities and Servicing

Water, sanitary and storm sewer mains are available to service the site from the adjacent streets. Specific details of site servicing, stormwater management and waste and recycling management will be reviewed in detail through the development permit application.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

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 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 the Developed Residential – Established Area land use typology as identified on Map 1 (Urban Structure) of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established areas to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience. Such redevelopment is intended to occur in a form and nature that respects the scale and character of the neighbourhood context. The proposed land use amendment aligns with the relevant policies of the MDP.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has committed to providing four climate measures as part of the development permit applications currently under review in support of Program 9: Developing New Climate-Resilient Buildings:

- the installation of electric-vehicle-ready wiring/conduit for three vehicle stalls;
- the installation of electric-vehicle-capable wiring/conduit for 14 vehicle stalls;
- solar-ready buildings that can accommodate roof panels for electric power generation;
- and

- installation of impact resistant rated roofing for protection against natural hazards such as hail stones.

Revised Currie Barracks CFB West Master Plan (Non-Statutory – 2015)

The [Revised Currie Barracks CFB West Master Plan](#) the Master Plan identifies the subject site as being part of the Residential Area and Policy Area B land use classification (Figure 4: General Development Concept). The applicable the Master Plan policies indicate that this area will accommodate low, medium and high-density residential developments, including accessory uses which are compatible with and supportive of the local residential community. A limited range of neighbourhood supporting commercial uses are also anticipated to be integrated within the area such as services, professional offices, food and beverage uses. The proposed land use amendment is in alignment with the applicable policies in the Master Plan.