

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Alpine Park and consists of approximately 14.21 hectares (35.11 acres). The site is situated west of Stoney Trail SW and south of 154 Avenue SW.

The north boundary of the subject site includes land within 'Stage 3A' of the Alpine Park community, designated for future residential uses and parks and open spaces. Adjacent residential land uses to the north include Residential – Low Density Mixed Housing (R-G) District and Direct Control (DC) District ([Bylaw 228D2024](#)). Further north of the site is a Direct Control District ([Bylaw 137D2021](#)) intended as a Centre for Sport and Wellbeing, including a future private secondary learning centre with opportunity for large-scale sporting facilities, convention and meeting space, offices and commercial spaces. Also located to the north and west of the Centre for Sport and Wellbeing is the approved Village Centre (Stage 2), a mixed-use commercial village with surrounding medium and high-density residential uses. On the east side of the proposed outline plan area is Storm Park, an approved stormwater management facility and regionally accessible public open space. Undeveloped land to the west of the site currently has outline plan approval but not land use approval. The No. 6 Enmax substation (containing high voltage electrical equipment, transformers, breakers and associated devices) and transmission lines are located directly south of the subject site. Other undeveloped land to the south of the site does not currently have planning approvals.

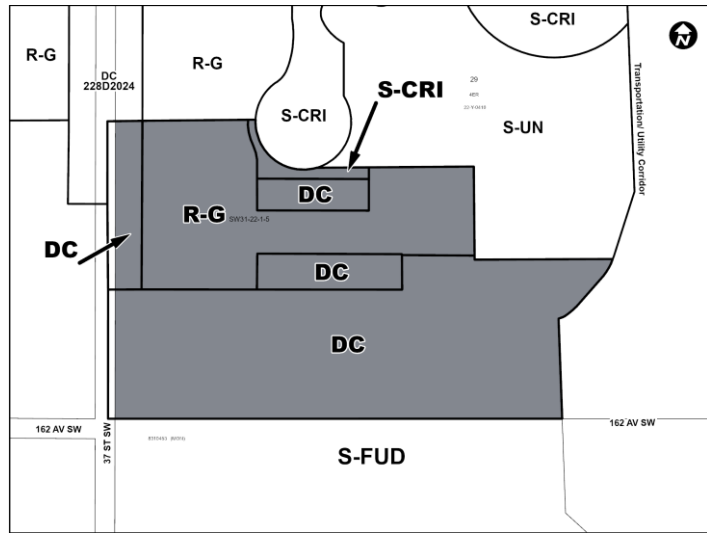
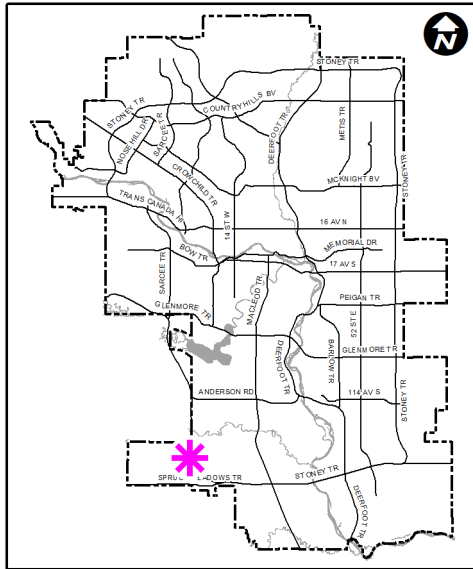
The plan area is currently accessible via Stoney Trail SW and 154 Avenue SW and 37 Street SW. Additional future access to the plan area is to be provided by the future 162 Avenue SW to the south.

The proposed application aims to establish a subdivision framework that integrates well with the surrounding Alpine Park community, providing both residential and commercial uses in an interconnected grid system. The outline plan area was previously included within the Stage 3A outline plan (LOC2022-0225), however, the area was removed prior to going to Calgary Planning Commission to allow further discussions and ensure the existing Enmax Substation No. 6 and its supporting infrastructure could be accommodated along with the requirements for 162 Avenue SW.

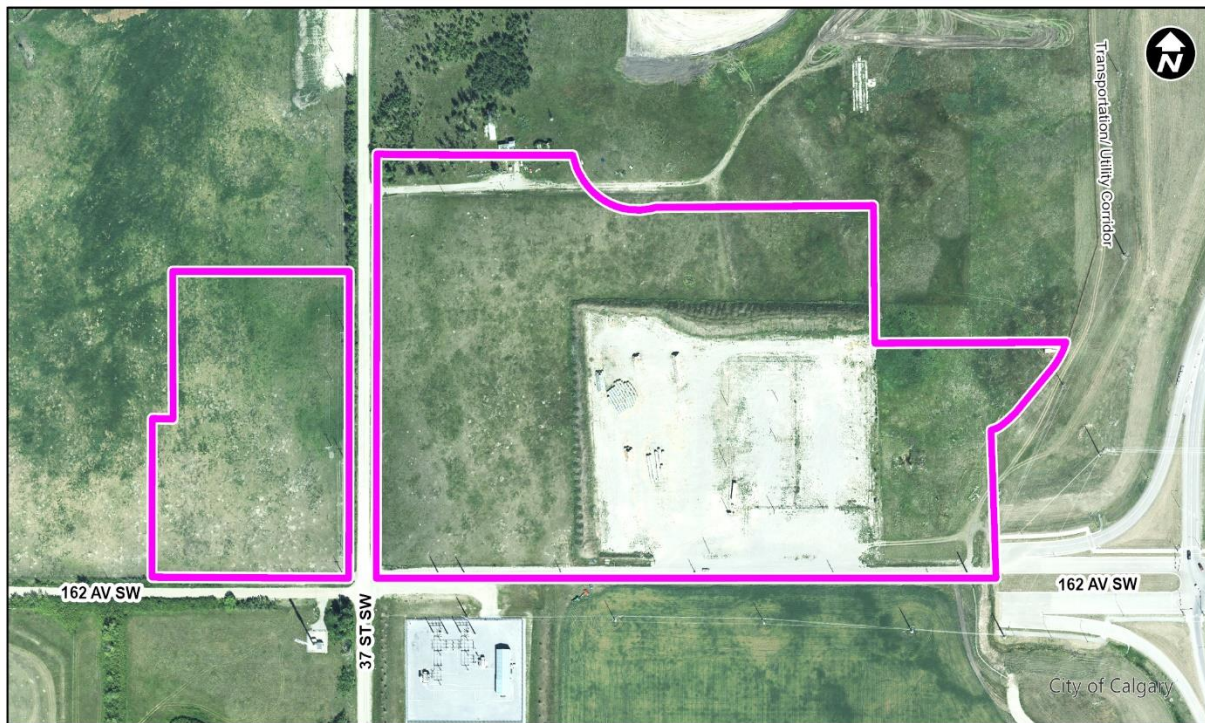
Community Peak Population Table

The community of Alpine Park is an actively developing community. No population data is available.

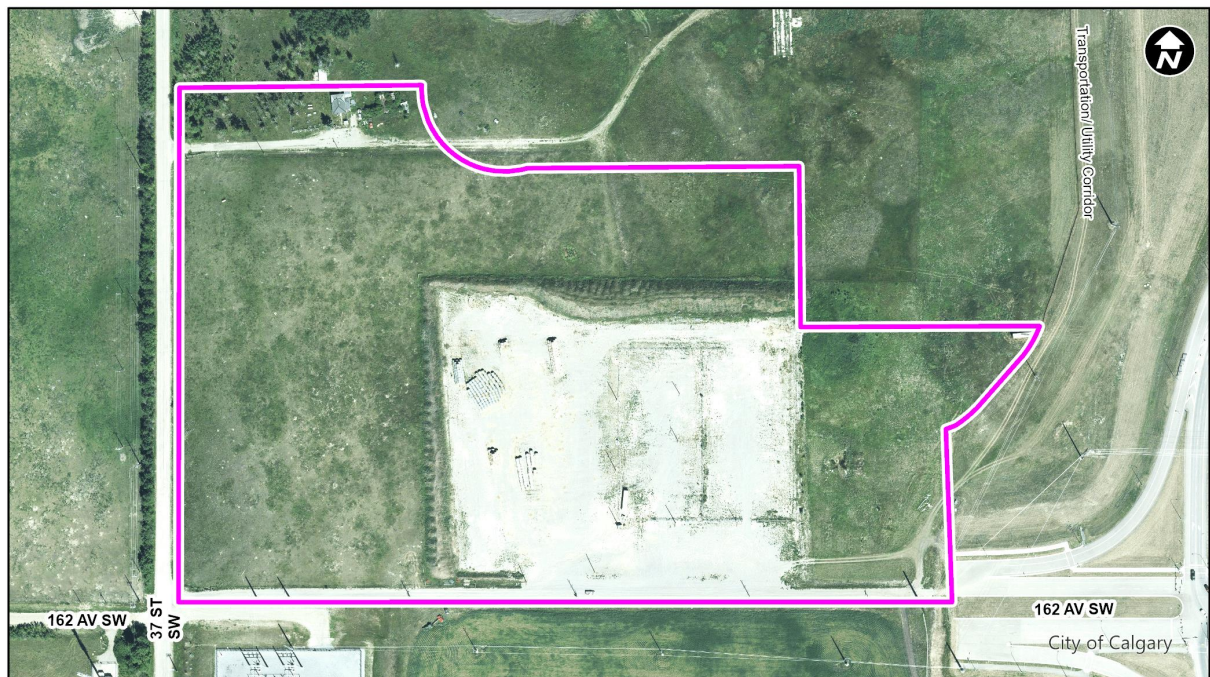
Location Maps



Outline Plan Boundary



Land Use Amendment Boundary



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing land use within the plan area is Special Purpose – Future Urban Development (S-FUD) District. This district is applied to lands that are awaiting urban development and utility servicing.

The total proposed land use redesignation area is approximately 11.84 hectares (29.26 acres) and is a portion of the total outline plan area (14.21 hectares/35.11 acres). The difference between the outline plan area and land use redesignation area is because land west of 37 Street SW can be included in the outline plan but cannot be considered for land use approval until a new community Growth Application has been approved by Council. A Growth Application is an evaluation process by The City (Administration, Infrastructure and Planning Committee, and Council) to review and make decisions on new growth and associated capital and operating investments. While an outline plan may be approved by Calgary Planning Commission, a land use application may not proceed to Council prior to Growth Application approval.

This application proposes Residential – Low Density Mixed Housing (R-G) District, a Direct Control District based on the Residential – Low Density Mixed Housing (R-Gm) District, a Direct Control (DC) District based on the Commercial – Corridor 2 (C-COR2) District and Special Purpose – City and Regional Infrastructure (S-CRI) District.

The R-G District accommodates a range of low-density residential development including single-detached, semi-detached and rowhouse buildings with a maximum building height of 12 metres.

The S-CRI District is intended to provide for infrastructure and utility facilities. The S-CRI District is applied to a parcel of land to provide the appropriate buffer around the stormwater management facility, previously approved as part of Stage 2 (LOC2020-0163).

The proposed residential Direct Control (DC) District is based on the R-Gm District. The intent of the DC District is to accommodate rowhouses on smaller lots, with minimal rear yard setbacks. The maximum building height of 12 metres and all other rules of the R-Gm District apply.

The proposed commercial Direct Control (DC) District is based on the C-COR2 District. The intent of the DC District is to accommodate car dealerships that may sell and/or rent vehicles with a gross vehicle weight more than 4,536 kilograms. This weight specification is included within the land use bylaw definition of Vehicle Sales - Major; however, current design of electric vehicles (addition of batteries) has pushed many of the larger passenger vehicles over this weight limit. The DC District allows for heavier vehicles to be sold and also provides specific regulations to ensure the site is compatible with surrounding development. This additional rule includes higher landscaping requirements within most setback areas and a maximum building setback from 37 Street SW to ensure the building helps frame the street. Additional requirements regarding building façade length and façade treatment along 37 Street SW assist with creating a more pedestrian friendly environment along the western edge of the site.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, the application for both DC Districts have been reviewed by Administration and the use of a DC District is necessary to provide for the applicant's proposed development due to the unique characteristics of each development:

- DC (R-Gm) - reduced parcel area for rowhouse buildings, minimal building setback from a rear property line and rules for outdoor amenity space that may be located within a building setback area or located above grade.
- DC (C-COR2) - higher vehicle weight requirements than currently allowed in the Land Use Bylaw 1P2007, a higher maximum parcel area, higher landscaping requirements in setback areas and specific treatment along 37 Street SW.

The same results could not be achieved through the use of a standard district in the Land Use Bylaw 1P2007.

The proposed DC Districts each include a rule that allows the Development Authority to relax Section 6 or 7 of the respective DC District bylaw. In the proposed DC Districts these sections incorporate the rules of the R-Gm base district (Section 6) or C-COR2 base district (Section 7) in Bylaw 1P2007 where the DC District does not provide for specific regulation. 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 District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in these DC Districts can also be relaxed in the same way that they would be in a standard district.

Subdivision Design

The Outline Plan proposes a mixed-use neighbourhood that provides a variety of housing options and commercial development that is strongly connected with the larger community of Alpine Park.

A future Bus Rapid Transit (BRT) stop is intended at the intersection of 37 Street SW and 162 Avenue SW. A Transit Station Planning Area (TSPA) is located within a 400 metre radius of this BRT station. The TSPA is identified in the ASP as a concentration of higher-density, walkable development near transit infrastructure. A Community Activity Centre (CAC) is located on the northwest corner of 162 Avenue SW and 37 Street SW. The CAC is characterized in the ASP as accommodating residential, commercial, and public amenity space with direct access to BRT stations. In addition, the portion of 162 Avenue SW located west of 37 Street SW is identified as a Neighbourhood Corridor, connecting the communities within Providence through a transit-oriented, pedestrian-friendly environment. The Neighbourhood Corridor should provide for higher intensity mixed uses with a strong focus on walking, cycling and transit along a linear land use form.

The proposed subdivision layout provides for compact medium and high density residential and mixed-use development surrounding the BRT station to the west of 37 Street SW. Direct pedestrian connections are provided from the future BRT station on 162 Avenue through the CAC to the broader open space system. Primarily lower density development in both laned and laneless configurations are proposed throughout the remaining outline plan area.

While the proposed commercial DC District intended for car dealerships is proposed within the 400 metre TSPA, Administration considered several factors for this location:

- The site is bordered by two major vehicle corridors – Stoney Trail SW (skeletal road) and 162 Avenue SW (arterial road) compromising the pedestrian environment and making the site more conducive to auto-oriented uses.

- The existing Enmax substation south of 162 Avenue SW and the future relocation of the transmission lines to the north side of 162 Avenue SW, within south boundary of the proposed DC District, limits the ability for a pedestrian-activated public realm on 162 Avenue at this location. Street-oriented development is considered west of 37 Street SW (within the CAC and Neighbourhood Corridor portion of 162 Avenue SW)
- The significant slope of the site and surrounding elevation considerations means the western portion of the DC site will need to be lower than the 37 Street SW intersection grade and the eastern corner of the site will be higher than the 162 Avenue SW/Stoney Trail interchange (an approximately eight-metre high retaining wall along the eastern portion of 162 Avenue SW), preventing buildings from being street-oriented.
- The proposed Village Centre to the north of this outline plan area (located in Stage 2) is anticipated as a mixed-use commercial village with surrounding medium and high-density residential uses. This Village Centre will accommodate the smaller retail and commercial uses within an urban format and will be a pedestrian-focused commercial destination within the Alpine Park community. The Village Centre does not have the same topographical challenges or issues of proximity to major road or electric utility infrastructure. The proposed DC District provides a different type of commercial development within Alpine Park that responds to its context.

Open Space

The 10 percent (1.42 hectares/3.51 acres) municipal reserve (MR) owed for this outline plan area was provided in the previous Stage 3A outline plan approval, LOC2022-0225. This outline plan area is well-connected to approved open space amenities including Storm Park to the east and a future central open space system to the west.

Density and Intensity

The total outline plan area is anticipated to have a total of 579 units and a density of 40.8 units per hectare (16.5 units per acre). This exceeds the 20 units per hectare density requirement for Neighbourhood Areas set out in the ASP and the minimum density of 25 units per gross developable residential hectare identified in the Calgary Metropolitan Region Board's *Growth Plan*. This outline plan was required to meet the Growth Plan density requirements since the approved policy amendment to the ASP to convert a portion of employment lands to residential lands occurred after the approval of the Growth Plan.

The portion of the Community Activity Centre (CAC) located within this outline plan (2.41 hectares/ 5.96 acres) anticipates an intensity of 410 people and jobs per gross developable hectare. This exceeds the ASP intensity target of 150 people and jobs per gross developable hectare.

The portion of the Transit Station Planning Area (TSPA) (400 metre radius from BRT station) located within this outline plan achieves an intensity of 122 people and jobs per gross developable hectare, exceeding the intensity target of 100 people and jobs set out by the ASP.

Transportation

The regional road network for this outline plan consists of Stoney Trail SW (skeletal road), 162 Avenue SW (arterial road) and 37 Street SW (collector road). The internal road network within the outline plan matches what was presented as a shadow plan for Alpine Park Stage 3A, LOC2022-0225.

The proposed road network offers a high degree of connectivity for all modes to the regional road network and to the amenities within the overall Alpine Park area. Regional pathways and sidewalks form a comprehensive pedestrian network and are located throughout the outline plan area.

Local transit routes have been accounted for as per the ASP and will be implemented as the area builds out and population numbers are high enough to create appropriate ridership for the introduction of transit service. A dedicated Bus Rapid Transit (BRT) route is planned along 162 Avenue SW, with the design of 162 Avenue SW providing a median large enough to accommodate dedicated transit lanes. The BRT will be implemented as a future City of Calgary project and the timing is not known at this time.

The cross-section for 162 Avenue SW remains as envisioned under the Stage 3A outline plan, with updated details on interim and ultimate line assignments for the Enmax transmission lines. The existing location of the north transmission lines will remain in place, in the median of 162 Avenue SW, until such time as the 162 Avenue SW BRT project is implemented. Once the BRT project is implemented, the transmission lines will be moved to the north side of 162 Avenue SW in an established utility easement.

A Transportation Impact Assessment (TIA) was not required for this application, as the road network and land uses match what was proposed and analyzed as part of the Alpine Park Stage 3A outline plan and TIA (LOC2022-0225).

Utilities and Servicing

Servicing details will be reviewed in greater detail at the subdivision and development permit stage of development. Servicing will be available for lands east of 37 Street SW, which have Growth Application approval.

For the outline plan area west of 37 Street SW without Growth Application approval:

- an approved Growth Application is required prior to land use approval;
- additional water infrastructure including reservoir, feeder mains and pump stations are required to service these lands. Land purchase is required for the new City reservoir site. This additional infrastructure is currently unfunded;
- additional sanitary trunk and sanitary servicing study updates are required to service the lands within the West Pine Creek Sanitary trunk catchment. The future Sanitary trunk is currently unfunded and preliminary design is required and will commence Q1 2025; and
- no additional infrastructure is required for stormwater servicing.

Stormwater Servicing

Storm servicing is within the Providence Offsite Stormwater Trunk and is in service. Storm pond is in construction. Stage 2 Staged Master Drainage Plan (SMDP) and Pond Report are approved.

Water Servicing

This outline plan is within two pressure zones, Starlight and Westview. Water servicing will be provided by the permanent Starlight Dual Zone Pump Station and new dual water mains with pressure reducing valves to service the two zones. This infrastructure is being commissioned.

Sanitary Servicing

Sanitary servicing is within the 162 Avenue Trunk catchment area. An approved sanitary servicing study is required prior to the first tentative plan to confirm the 162 Avenue Trunk can support maximum density and flow.

Environmental Site Considerations

A Phase 1 Environmental Site Assessment and Soil Report were reviewed, and no significant issues were identified. Additional investigation is not required at this time.

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 outline plan and land use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure and establishing strong, sustainable communities. The proposed outline plan meets the density targets set out in the Growth Plan.

Foothills County Intermunicipal Development Plan (2017)

The subject site is within an area covered by the [Intermunicipal Development Plan for the Municipal District of Foothills and City of Calgary](#) (IDP). The proposed application, including the outline plan and the proposed amendments to the ASP, was circulated to Foothills County for review and Foothills County Administration responded with no objection.

Municipal Development Plan (Statutory – 2009)

The site is located within the Developing Residential – Planned Greenfield with Area Structure Plan (ASP) area as identified on map 1 in the [Municipal Development Plan](#) (MDP). The applicable policies promote housing diversity and choice through a wide range of housing types and densities to create diverse neighbourhoods. The proposed redesignation accommodates both multi-residential and low-density development and meets minimum density targets.

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.

Providence Area Structure Plan (Statutory – 2020)

The [Providence Area Structure Plan](#) (ASP) identifies the subject site within the Neighbourhood Area and Employment Area. The subject area also includes a Community Activity Centre (CAC) and a Transit Station Planning Area (TSPA).

The proposed outline plan meets the density and intensity targets of the ASP set out for the Neighbourhood Area, CAC, and TSPA. The proposed commercial DC District site is in alignment with the uses and intent of the Employment Area.

An amendment to the ASP in July 2024 (part of LOC2022-0225) reclassified a portion of the subject site from Employment Area to Neighbourhood Area and removed a collector road and intersection on 162 Avenue SW. This amendment permitted the development of residential uses on the east side of 37 Street SW, as shown in this proposed outline plan.