

Background and Planning Evaluation

Background and Site Context

The site is in the eastern developing community of Huxley and is comprised of two cells; a northern and southern cell. It is within the northwest portion of the *Belvedere Area Structure Plan* (ASP). The northern cell is bordered by low density residential development to the east, the Transportation and Utility Corridor (TUC) to the south and west (Stoney Trail NE) and the Canadian National Railway to the north. The southern cell is bordered by primarily low density residential to the east, regional commercial to the south, an existing aggregate business to the west and the TUC to the north.

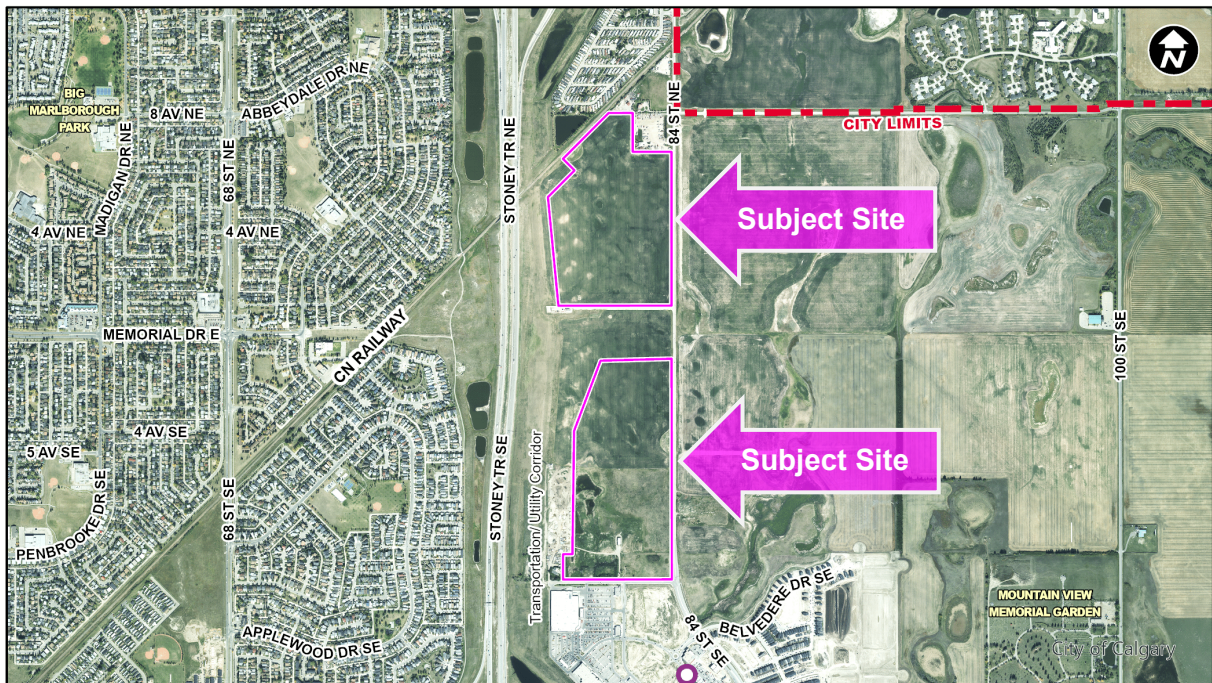
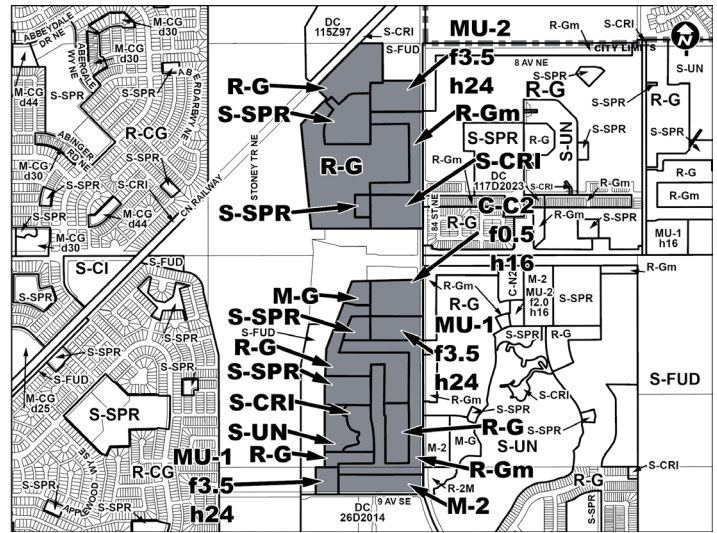
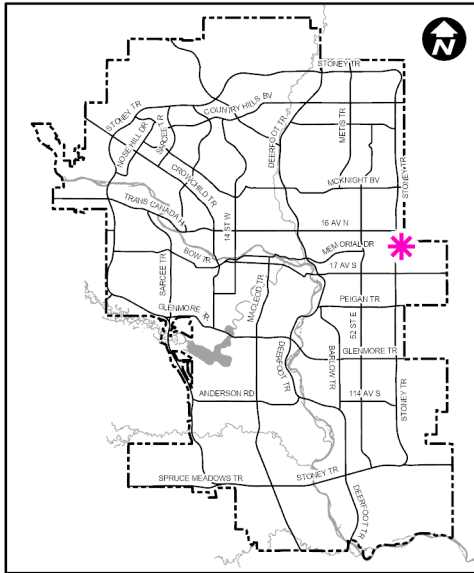
The subject site is approximately 53.83 hectares (133.01 acres) in combined area with dimensions of roughly 560 metres by 445 metres in the north and 360 metres by 800 metres in the south. The site is undeveloped agricultural land. The topography is mostly flat with the southern cell sloping slightly downward to the southeast. Memorial Drive E will be constructed between the two cells, with an overpass across Stoney Trail NE. Access to the wider regional transportation network is provided via 84 Street SE and 17 Avenue SE.

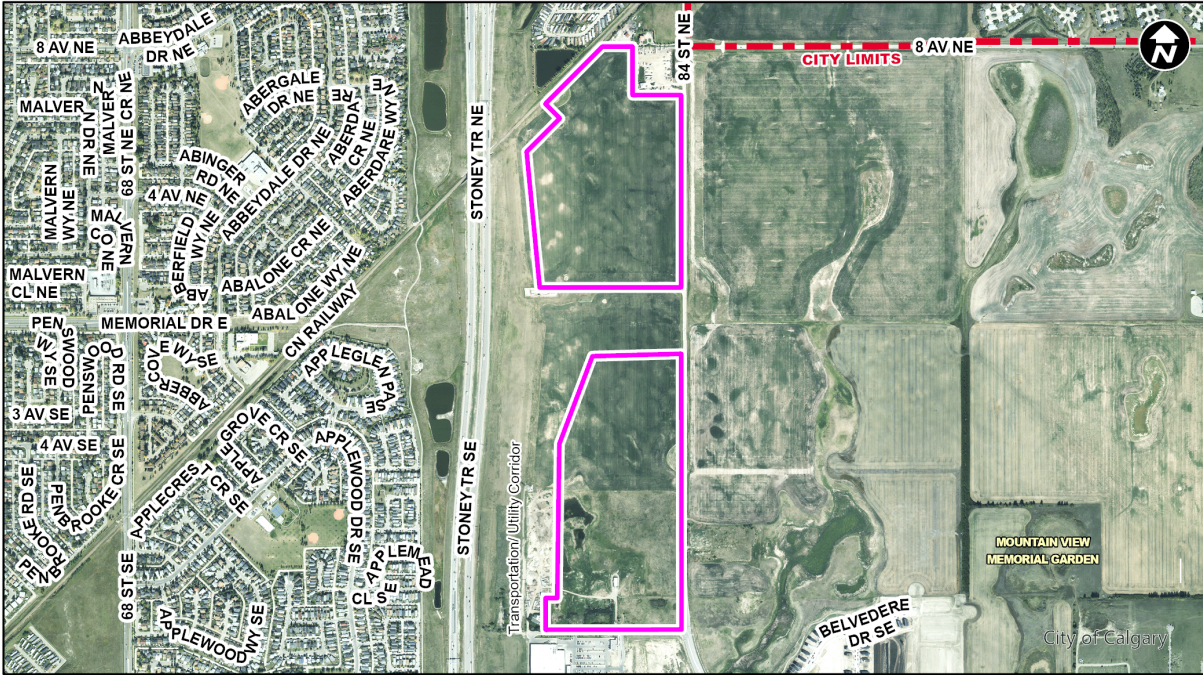
The site is not located within an area requiring a growth management application.

Community Peak Population Table

Not available because the subject area is a newly developing community.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing land use of the site is Special Purpose – Future Urban Development (S-FUD) District. This application proposes an outline plan and land use amendment for the following:

- Residential – Low Density Mixed Housing (R-G) District;
- Residential – Low Density Mixed Housing (R-Gm) District;
- Multi-Residential – At Grade Housing (M-G) District;
- Multi-Residential – Medium Profile (M-2) District;
- Mixed Use – General (MU-1 f3.5h24) District;
- Mixed Use – Active Frontage (MU-2 f3.5h24) District;
- Commercial – Community 2 (C-C2 f0.5h16) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District;
- Special Purpose – Urban Nature (S-UN) District;
- Special Purpose – City and Regional Infrastructure (S-CRI) District;

The proposed R-G District is intended for low-density neighbourhoods in master-planned communities in suburban greenfield locations. This district is designed to support a variety of low-density residential building forms including single detached dwellings, duplex dwellings and rowhouse buildings, along with secondary suites and backyard suites. The maximum building height in this district is 12 metres. The application proposes a mix of both laned and laneless R-G parcels, which have been located to work with the topography of the land.

The proposed R-Gm District has the same intent as the R-G District but does not allow for single detached dwellings. As with the R-G District, the maximum building height is 12 metres.

This district is placed in locations that provide an appropriate built form as a gateway into the community.

The proposed M-G District is intended for multi-residential development with higher numbers of dwelling units and traffic generation than low density residential dwellings. Development must be designed to provide all units with direct pedestrian access to grade, meet a minimum density of 35 units per hectare, contain at least three or more units and may be built to a maximum building height of 13.0 metres.

The proposed M-2 District is intended for multi-residential development of medium height and density, where intensity is measured by floor area ratio to provide flexibility in building form and dwelling unit size and number. This district is intended to be in proximity or adjacent to low density residential development and to be located at community nodes or transit and transportation corridors and nodes. The maximum floor area ratio is 3.0, the minimum required density is 60 units per hectare and the maximum building height is 16.0 metres.

The proposed MU-1 District is intended for a mix of residential and commercial uses in the same or multiple buildings along commercial streets, where commercial uses are at grade facing the street. This would allow a variety of retail and consumer service uses, cafes, restaurants and other uses. The maximum building height and floor area ratio are established through use of modifiers; in this case the applicant has proposed a building height modifier of 24 metres and a floor area ratio modifier of 3.5. Maximum façade width rules apply to specific commercial uses to prioritize active uses.

The proposed MU-2 District is intended to promote active commercial uses located at grade to promote activity at the street level. This would be characterized by developments with storefronts along a continuous block face on the commercial street, where a mix of commercial and residential uses may exist in the same building. The applicant has proposed a height modifier of 24 metres and a floor area ratio modifier of 3.5. Non-commercial uses are restricted from locating on the ground floor of a building facing the commercial street and façade width rules apply to specific commercial uses to prioritize active uses. The intent is for this district to meet the Neighbourhood Activity Centre (NAC) policy requirements for a minimum of 300 square metres of non-residential floor area located in the north planning cell, along Hollins Gate NE. The vision is for this to be a gateway that leads to the cricket pitch and may offer local commercial uses for visitors and residents.

The proposed C-C2 District is intended for large commercial developments with a wide range of use sizes and types, while ensuring building height is compatible with nearby low density residential developments. Development controls include size limitations for specific uses, rules for the location of uses within buildings, and district modifiers for floor area ratio and maximum building height. The applicant is proposing a floor area ratio of 0.5 and a building height modifier of 16 metres.

The proposed S-UN District is intended for lands that provide for natural landforms, vegetation and wetlands and is used for lands dedicated as environmental reserve (ER) pursuant to the *Municipal Government Act* (MGA). This district limits development to improvements that facilitate passive recreational use. For this application, the district will be applied to reconstructed wetlands, which will be surrounded by pathways and decorative landscaping.

The proposed S-SPR District is intended to provide for schools, parks, open space and recreational facilities with parcels of various sizes and use intensities. This district is to be used for land dedicated as municipal school reserve (MSR) or other forms of MR pursuant to the MGA. This applies to the multiple parks throughout the plan area.

The proposed S-CRI District is intended to provide for city and regional infrastructure necessary for the proper servicing of the development. This district is proposed for the two stormwater ponds, including the high-performance facility located in the south planning area. Surrounding this facility are pathways and decorative landscaping, which connects to the adjacent wetland and park with bio-swales and programmed public use areas. The stormwater ponds and associated infrastructure will be dedicated as public utility lot (PUL) pursuant to the MGA.

Subdivision Design

This 53.83-hectare (133.01 acre) outline plan forms a logical northward extension of the adjacent lands. In the north plan area, the subdivision design incorporates one of Calgary's first regulation-sized cricket pitches, along with additional, programmed park spaces. A Neighbourhood Activity Centre (NAC) includes a mixed-use site and a portion of the park that contains the cricket pitch. The remainder of the lands are low density residential with both laned and laneless lots and a conventional stormwater pond.

The southern subdivision design includes a large commercial site on the south side of the future extension of Memorial Drive east and on the west side of 84 Street SE. Beside this commercial site is a multi-residential site and a mixed-use site. Further to the south land uses transition to laned and laneless low density residential and park space. Central to this area is a large park space, which incorporates low impact development principles by including bio-swales and landscaping. This site is adjacent to a reconstructed Class III wetland and nautilus pond. Medium density residential districts and a mixed-use district border 9 Avenue SE, which provide a suitable interface with the adjacent commercial developments located across 9 Avenue SE to the south (e.g. Costco, a bottle depot and future commercial development).

Housing

A variety of housing options are possible in the plan area, including low density housing forms, such as single detached, semi-detached, duplex and rowhouse dwellings. Laned and laneless parcels are provided to allow for a variety of building forms as well as the ability to intensify over time through secondary and backyard suites. Multi-residential housing forms, such as townhouses and apartments are located adjacent to commercial land uses within the southern plan area, as well as in the NAC located in the north plan area. Residential – Low Density Mixed Housing (R-Gm) District, which are intended for attached dwelling forms line 84 Street SE and gateways into the neighbourhood. The proposed land use framework of this plan meets the requirements of the *Municipal Development Plan* (MDP) and ASP.

Pathway and Street Network

An interconnected system of streets, pathways and walkways provide mobility choices to future residents. Collector streets connect the plan area to the surrounding street network, which includes an Urban Boulevard along 84 Street NE.

Transit stops are planned along 84 Street NE, which will connect to a future Bus Rapid Transit (BRT) stop located on 17 Avenue SE (approximately 800 metres (a 13-minute walk) southeast of the plan area. Within the plan area, most residents will be within a five-minute walk of transit stops.

Laned blocks ensure pedestrian-friendly development fronts onto adjacent streets, which also enhances the urban design and pedestrian safety of the adjacent streetscapes. Multi-use pathways are located to reduce interruption and provide convenient connections to community gathering point, such as the NAC, parks, wetland and stormwater pond.

This outline plan area provides 10 percent MR dedicated to the city, in accordance with the MGA. This includes the cricket pitch and other parks. Road and PUL dedications are slightly over the MGA maximum of 30 percent (proposed 31.4 percent) and The City pays \$1 for over dedication.

Neighbourhood Activity Centre

The NAC is in the north portion of the plan area. The site provides a location for higher density residential development adjacent to or incorporated in mixed use, local commercial development. The NAC includes a portion of the park space to the west, associated with the cricket pitch. The vision for this area is that both residents and visitors of the cricket pitch may enjoy small-scale commercial uses within the NAC.

Open Space Network

As introduced above, the open space network spans the entire plan area. A variety of pathways link all open spaces to adjacent lands. Included in the open space network is a reconstructed wetland area, a high-performance stormwater pond (nautilus pond) and park that incorporates low impact development features. Surrounding the wetland and pond are pathways and decorative landscaping, which connects to the adjacent park with bio-swales and programmed public use areas. The nautilus pond and associated infrastructure will be dedicated as PUL pursuant to the MGA, while the wetland will be ER and the park will be MR. Together, these areas provide a central amenity space for the community.

A reconstructed wetland is supported by Administration in principle and complies with the *Belvedere Master Drainage Plan*. During the review process, Administration identified concerns with the conceptual design. The vegetated slopes around the main wetland pond are too steep and vegetation may not survive without an engineered system that requires long-term operation and maintenance. The applicant requested that any further analysis be delayed to the detailed design stage and Administration accepted this deferral. Please see Attachment 2, conditions of approval numbers **36 and 37**, which will ensure the outcome of a functional, ecologically significant reconstructed wetland at the detailed design stage.

Density and Intensity

The proposed outline plan provides a land use framework that will provide an anticipated density of 27.9 units per gross developable hectare and an intensity of 84.4 people and jobs per hectare, exceeding the MDP target of 20.0 units per hectare and an initial intensity of 60 people and jobs per hectare.

The *Belvedere ASP* shows most lands to be within a Neighbourhood Area, intended for residential development, along with amenities, such as parks. A portion of the southern plan area, along the south boundary is within a Community Retail 2 Centre area, which is intended for small and medium format retail uses and other compatible uses. A Community Retail 2 Centre should not compromise the viability of competing commercial development in an Urban Corridor or Community Activity Centre. Administration considers this policy statement to extend to the adjacent Super Regional Retail Centre located to the south. Rather than propose additional commercial lands, which could compete with the Super Regional Retail Centre, the applicant is proposing primarily multi-residential uses, which Administration believes is appropriate, because it provides additional population density within walking distance of commercial uses to the south and closer to the MAX Purple BRT line along 17 Avenue SE and provides a good transition between the Super Regional Retail Centre and low density residential uses to the north.

Transportation

The north site is bounded by a railway to the northwest, adjacent lands to the north and west, 84 Street NE to the east and Memorial Drive E to the south. The arterial road, 84 Street NE provides regional access to east Calgary and downtown Calgary. The proposed outline plan design includes a modified grid internal street network, consistent with the intent of the *Belvedere ASP*.

The south site is bounded by Memorial Drive E to the north, adjacent lands to the west, 84 Street SE to the east and 9 Avenue SE to the south. 84 Street SE provides regional access, including transit service to the future BRT along 17 Avenue SE, located approximately 750 metres (a 13-minute walk) to the south. The proposed outline plan design includes a modified grid internal street network, consistent with the intent of the *Belvedere ASP*.

A transportation impact assessment (TIA) was provided, reviewed and approved by Administration.

The proposed active transportation network includes regional pathways and local multi-use pathways, which provide excellent bicycle and pedestrian connectivity throughout the plan areas. There are two north/south regional/multi-use pathways, one runs along 84 Street SE and the other along Hollins Street NE, across Memorial Drive E and continues along Halstead Boulevard SE. Customized road cross-sections have been utilized to accommodate unique circumstances and requirements, such as multi-use pathways in the boulevard and a modified urban boulevard street type along 84 Street SE.

Future transit service for the community will be provided along 84 Street SE and will connect to a future BRT station located approximately 750 metres (a 13-minute walk) to the southeast.

Environmental Site Considerations

There are no environmentally significant lands within the north plan area; however, in the south area an existing Class III wetland will be reconstructed and dedicated as ER. This area will be connected via the regional pathway system and will be enhanced with restored plantings and provide opportunities for education and natural interactions.

Utilities and Servicing

Administration reviewed and approved the sanitary servicing study and reviewed the staged master drainage plan (SMDP) submitted for this outline plan application. Developer constructed stormwater, sanitary and water servicing is available from 84 Street SE and 9 Avenue SE.

Stormwater management for the plan area will adhere to the SMDP submitted with this application. Stormwater will be directed towards an engineered stormwater management pond in the north and a nautilus pond in the south. Discharge from these ponds is directed to the 84 Street SE storm trunk, which ultimately discharges to the Forest Lawn Creek.

To support the applicant's request to complete detailed design of the reconstructed wetland later, Administration is also recommending a condition to defer the approval of the SMDP. The proposed condition would ensure that a suitable design outcome is reached prior to subdivision approval.

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.

Rocky View County/City of Calgary Intermunicipal Development Plan (Statutory – 2012)

The site is within the Policy Area on Map 1: Plan Area of the [Rocky View County/City of Calgary Intermunicipal Development Plan](#) (IDP). The application was circulated to Rocky View County for their review and no concerns were identified. The proposal is consistent with the policies of the IDP.

Municipal Development Plan (Statutory – 2009)

The subject lands are identified as 'Future Greenfield with Area Structure Plan (ASP)' according to the [Municipal Development Plan](#), (MDP) Map 1 Urban Structure. The proposal meets the MDP's policies by providing a variety of dwelling types (housing choice) and mix of land uses, transit-supportive development, a mixed-use NAC central to the northern neighbourhood, a grid-based pattern of complete streets, reconstructed wetland and access to a variety of public spaces, parks and recreational space, and ensuring appropriate transition between different residential densities. This application aligns with the applicable MDP policies.

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 green infrastructure, which includes retention and reconstruction of a wetland, construction of stormwater ponds, including a nautilus pond, and inclusion of bio-swales in the design of a park.

Belvedere Area Structure Plan (Statutory – 2013)

The site is located within the [Belvedere Area Structure Plan](#) (ASP). The ASP identifies the site as predominantly residential with a NAC in the north plan area and a Community Retail 2 Centre within the south plan area. This application fulfills the policy objectives for the area by providing a range of housing forms within the community, a NAC and open spaces that are sufficiently sized and spread throughout the plan area. However, the primarily multi-residential land uses proposed in the Community Retail 2 Centre do not align with policy.

This application proposes an amendment to the ASP to remove the Community Retail 2 Centre designation and replace it with Neighbourhood Area and designate Community Retail 2 Centre in the location of the proposed C-C2 District.

Administration supports this proposal, because it results in a more efficient distribution of commercial lands and accommodates a greater variety of multi-residential dwellings to meet Calgary's growing need for housing that is in proximity of the Super Regional Retail Centre.

Development Next to Freight Rail Corridor Policy (Non-Statutory – 2018)

The [Development Next to Freight Rail Corridor Policy](#) provides guidance for development in proximity to the freight rail corridors to mitigate risk, ensure quality of life, and facilitate responsible development. This policy applies to parcels that are partially or entirely within 30 metres to freight rail corridors property line. The north plan area is within 30 metres and R-G District is proposed within this area. Building setbacks and other mitigations will be considered during at the development permit application stage.