

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1430

Policy Amendment, Road Closure and Land Use Amendment in Haskayne Area Structure Plan (Ward 1) at multiple addresses, LOC2017-0229

EXECUTIVE SUMMARY

This application was submitted by B&A Planning Group on behalf of 1714974 Alberta Ltd (Brookfield Residential/Brookcal) on 2017 August 09. The application proposes a land use amendment, road closure and policy amendment to provide for development of 187.85 hectares of land (464.19 acres) in NW Calgary, within the Haskayne Area Structure Plan. The development is proposed to be named Rowan Park, and it will be home to approximately 8900 residents when complete. Extensive gravel mining activities previously took place on these lands. The site is now being remediated in advance of the proposed residential development. The application provides for:

- The development of a residential neighbourhood including a variety of housing forms, a commercial retail centre, a school, and a home-owners' association site;
- An network of streets, pathways connecting the neighbourhood to amenities, open space features and future development within the Area Structure Plan area;
- A minimum of 2271 low density housing units (single detached, semi-detached and townhouse) over 103.01 hectares (R-G and R-Gm);
- A minimum of 92 units of low height and low density multi-residential development in a townhouse form (M-G);
- A minimum of 650 units of multi-residential development of low height and medium density in a variety of forms up to 3 storeys (M-1);
- Approximately 5.72 hectares for a community retail centre including small and medium format retail uses, multi-residential development, and other compatible uses (C-C1);
- Approximately 11.16 hectares of Municipal Reserve (MR) for public open space, neighbourhood parks, and pathways (S-SPR);
- Approximately 4.69 hectares of Municipal School Reserve (MSR) for a combined elementary/junior high (K-9) school with playfields (S-SPR);
- Approximately 32.53 hectares of Environmental Reserve (ER) for the protection of ecologically sensitive areas (S-UN);
- The location, size and configuration of future public roads and utilities;
- Closure of portions of the road allowance south of Bearspaw Village Road NW.

The proposed land use amendment, road closure and policy amendment serve to implement the objectives of the *Haskayne Area Structure Plan* and the *Municipal Development Plan* by providing a layout for future land uses on the site, in collaboration with the associated outline plan application CPC2018-1429, to be heard on the same agenda, along with a community and street naming application CPC2018-1420.

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ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommends that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the amendments to the *Haskayne Area Structure Plan* (Attachment 4); and,
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the road closure of a 3.04 hectare \pm (7.51 acre \pm) (Plan 1812322, Area A and Area B) adjacent to 6000, 6005, 6600 and 6815 - 133 Street NW; and,
4. Give three readings to the proposed closure bylaw.
5. **ADOPT**, by bylaw, the proposed redesignation of 187.85 hectares \pm (464.19 acres \pm) located at 12400 Bearspaw Dam Road NW, 6000, 6005, 6600 and 6815 - 133 Street NW and the closed road (Plan 7416JK, Block E; Plan 1139HJ; Block A; NE1/4 Section 1-25-3-5; Plan 5126JK Block D; SE1/4 Section 12-25-3-5; Plan 1812322, Area A and Area B) from DC Direct Control District and Undesignated Road Right-of-Way to Residential – Low Density Mixed Housing (R-G) (R-Gm) District, Multi-Residential – At Grade Housing (M-G) District, Multi-Residential – Low Profile (M-1) District, Commercial Community 1 (C-C1) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Recreation (S-R) District, Special Purpose – Urban Nature (S-UN) District and Special Purpose – City and Regional Infrastructure (S-CRI) District; and
6. Give three readings to the proposed bylaw.
7. That this report (CPC2018-1430) be directed to the 2019 January 14 Combined Meeting of Council to the public hearing portion of the Agenda.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, DATED 2018
DECEMBER 13:**

That Council hold a Public Hearing; and

1. Adopt, by bylaw, the amendments to the *Haskayne Area Structure Plan* (Attachment 4);
2. Give three readings to **Proposed Bylaw 11P2019**;
3. Adopt, by bylaw, the road closure of a 3.04 hectare \pm (7.51 acre \pm) (Plan 1812322, Area A and Area B) adjacent to 6000, 6005, 6600 and 6815 - 133 Street NW, **with conditions (Attachment 5)**;
4. Give three readings to **Proposed Bylaw 1C2019**;
5. Adopt, by bylaw, the proposed redesignation of 187.85 hectares \pm (464.19 acres \pm) located at 12400 Bearspaw Dam Road NW, 6000, 6005, 6600 and 6815 - 133 Street

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6. Give three readings to **Proposed Bylaw 39D2019**.

Excerpt from the Minutes of the 2018 December 13 Regular Meeting of the Calgary Planning Commission:

“7. Further, that Report CPC2018-1430 be directed to the 2019 January 14 Combined Meeting of Council to the public hearing portion of the Agenda.”

PREVIOUS COUNCIL DIRECTION

On 2018 July 30 at the Combined Meeting of Council, Report C2018-0585 was presented regarding growth management overlays affecting communities within several Area Structure Plans. Supplementary report PFC2018-0678 was subsequently presented at Priorities and Finance Committee. Council held a Public Hearing and gave three readings of Bylaw 57P2018, removing portions of the Haskayne Growth Management Overlay (Overlay) that affect the subject lands and lands to the east through which access to the proposed development will be taken.

BACKGROUND

B&A Planning Group, on behalf of 1714974 Alberta Ltd (Brookfield Residential/Brookcal) submitted the subject application to The City on 2017 August 09 and have provided a summary of their proposal in the Applicant's Statement (Attachment 1).

The subject lands were part of an annexation from Rocky View County in 2007. The West Regional Context Study, adopted in 2010, established a strategic framework for development of these lands and provided direction for preparation of Area Structure Plans.

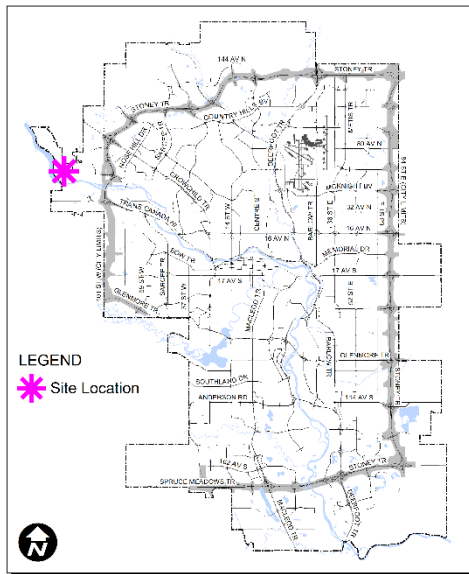
The *Haskayne Area Structure Plan* (ASP), adopted by Council in 2015, is the local area plan providing specific policy direction for development of the subject lands. The ASP is to be applied in conjunction with the policies of the *Municipal Development Plan* (MDP), and specifically, the *New Community Planning Guidebook – MDP, Volume 2, Part 1*.

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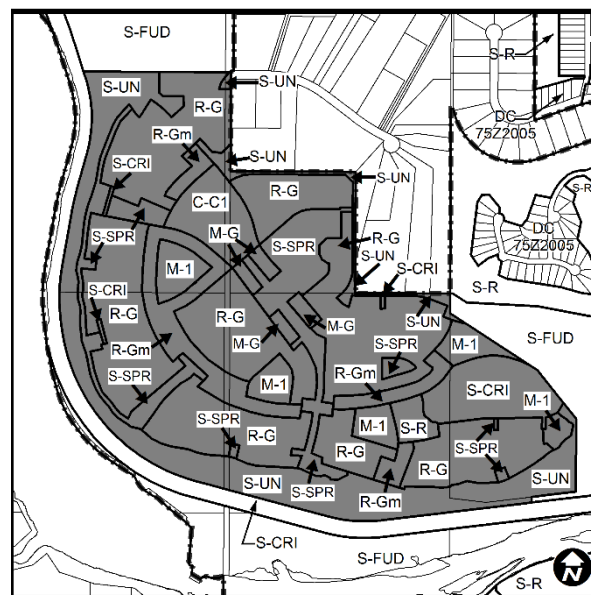
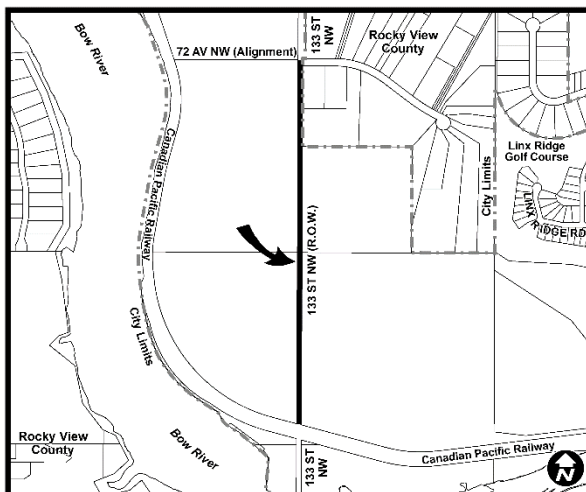
Location Maps



Road Closure Map



Proposed Land Use Map



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Site Context

The subject lands are located in the northwest quadrant of the city and comprise 187 hectares (464 acres) within the *Haskayne Area Structure Plan (ASP)*. The lands are bounded to the south and west by the Bearspaw Reservoir and the Canadian Pacific Railway. Agricultural lands within the ASP identified for future urban development extend to the northwest, with Haskayne Park forming their western boundary. The northern boundary of the site is shared with Rocky View County, where development is characterized by country residential land use. To the east and northeast are agricultural lands identified for future urban development along with the communities of Lynx Ridge and Tuscany. The City's Operations Workplace Centre and Bearspaw Water Treatment Plant area also located east of the site.

The majority of the site is an inactive gravel mine and cement mixing operation. Reclamation activities have been initiated under the oversight of Provincial authorities. Removal of debris and waste concrete and soils impacted by industrial activities that occurred on site.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use and policy amendment, and road closure, along with the associated outline plan (Attachment 3) will facilitate development of a residential neighbourhood with a mix of housing types, local commercial, community oriented, recreational and public service uses that together will create the neighbourhood of Rowan Park in the community of Haskayne.

Planning Considerations

As part of the review of this application, Administration considered several key factors including implementing the policies of the *Haskayne Area Structure Plan*, and ensuring strategic alignment with the policies of the *South Saskatchewan Regional Plan*, *Rocky View County/City of Calgary Intermunicipal Development Plan*, and the *Municipal Development Plan*.

Subdivision Design

The proposal, which comprises approximately 187 hectares (464 acres), aims to create a neighbourhood that responds to the natural features of the site and provide an inter-connected open space network. The plan demonstrates an adaptive grid street network that responds to the shape of the Bow River escarpment which frames the southern extent of the site. The overall network of streets, pathways and open spaces emphasises connectivity to the escarpment.

The street network provides for a variety of housing forms in a combination of laned and non-laned product types. Where lanes are provided on collector streets, front garages have been limited to improve pedestrian walkability and pedestrian safety, and protect the function of the collector street. A restrictive covenant will be registered against certain laned parcels through an outline plan condition to implement these restrictions.

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A mix of housing types are proposed in the plan area, including single detached, semi-detached, duplex, rowhouse, townhouse and apartments. The proposed subdivision anticipates 3137 residential units, with a maximum of 3,632 units possible. A breakdown of the statistics for the outline plan can be found in the Subdivision Data Sheet (Appendix 4).

The subdivision design generally aligns with Map 4: Land Use Concept of the Haskayne ASP. The plan contains one joint use site (K-9 school and playfields), a site for the future community association, and two Neighbourhood Activity Centres. Neighbourhood Activity Centre 1 is shown in east of the plan area and includes low-density and multi-residential land uses and portions of a resident's association site including resident amenities and open space. Neighbourhood Activity Centre 2 is integrated with the Community Retail Centre in the west of the plan area and in addition to commercial uses, includes low-density and multi-residential land uses, and an open space component. Both these Neighbourhood Activity Centres will serve as focal points for the neighbourhood and provide a mix of transit-supportive uses.

The plan provides 11.16 hectares (27.58 acres) of Municipal Reserve (MR) dedicated to public open space, and 4.69 hectares (11.69 acres) of MR dedicated to the required Joint Use Site which includes a K-9 school. In total, 15.85 hectares (39.7 acres) of land is dedicated as MR, which is 10.2 percent of the gross developable area, slightly more than the 10 percent legislated requirement. Another 1.62 hectares (4.0 acres) is provided as private open space for a resident's association site featuring a variety of amenities for the use of Rowan Park residents.

Land Use

The proposed land use map (Attachment 5) illustrates this proposal to redesignate lands from Direct Control District (DC) to:

- 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 – Low Profile (M-1) District;
- Commercial – Community 1 (C-C1) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District;
- Special Purpose – Recreation (S-R) District;
- Special Purpose – Urban Nature (S-UN) District;
- Special Purpose – City and Regional Infrastructure (S-CRI) District.

Municipal Reserve lands are also used to provide a linear buffer to sensitive portions of the Bow River escarpment. The MR provided adjacent to Environmental Reserve (ER) at the top of steep escarpment slopes enhances the *Key Wildlife & Biodiversity Zone* described in Appendix A of the ASP and described in the application's Biophysical Impact Assessment. The importance of the escarpment for wildlife connectivity is increased due to the loss of a coulee and drainage feature on the eastern edge of the plan area. Using MR to buffer ER in this location is further described in the *Environmental* section of this report.

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Overall, these districts provide for a variety of forms of residential development, a supporting parks and open space network, community commercial uses and opportunities for local employment and supporting public infrastructure. The land uses are complimentary to the outline plan and provide more certainty on densities, unit types and forms.

Density

The proposed land uses provide for development designed to achieve both the *Municipal Development Plan* and the *Haskayne Area Structure Plan* minimum density and intensity targets (population and jobs). At full build-out, the project area will be home to approximately 8900 residents.

These land uses will result in a residential unit range between 3137 and 3632 units. This equates to a minimum residential density of 20.19 units per hectare (8.17 units per acre) with a maximum residential density of 23.38 units per hectare (9.46 units per acre). This density range achieves the intent of the minimum residential density of 20 units per hectare (8 units per acre) suggested by the *Municipal Development Plan*.

The *Municipal Development Plan* and the *Haskayne Area Structure Plan* require development intensity achieve 60 to 70 people and jobs per hectare. The proposed land uses will result in an anticipated intensity range between 64 and 73 people and jobs per hectare. It will therefore meet the minimum intensity requirements of the MDP of 60 people and jobs per hectare.

Road Closure

The application proposes to close a 3.04 hectare undeveloped portion of 133 Street NW road right-of-way and consolidate the lands into the residential subdivision. As a Condition of Road Closure, legal access from the city must be maintained for lands to the west (Neighbourhood 4 within the *Haskayne ASP*). The Conditions of Road Closure (Attachment 5) require registration of new road plans based on the proposed outline plan to ensure following closure of portions of the road allowance, the necessary legal access is maintained from the city to adjacent lands to the west.

Environmental

Gravel Mining Operations and Remediation

The subject site previously operated as a gravel extraction and cement production facility under a Government of Alberta approval. As part of the development review process, the applicant has undertaken a thorough environmental assessment of the property and has submitted their findings to the Province and The City. Remediation of the site to support the proposed development is underway.

Given the size of the property and the timelines for Provincial reclamation approvals, the applicant is undertaking a “staged” reclamation and remediation of the property in conjunction

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with stripping and grading activities. Confirmation of remediation to the required standards will be provided as tentative plans of subdivision are evaluated in the planning approval process. The applicant has been working closely with Alberta Environment and Parks, and The City of Calgary's Environmental and Safety Management group, and have been providing information updates on remediation activity progress.

Geotechnical and Slope stability

A slope stability setback has been indicated along the top of the Bow River escarpment. All proposed development except a portion of the extension of Bearspaw Dam Road NW is located outside of this setback area. Additional details on the treatment of the road interface within the slope stability setback will be required at the relevant subdivision stage.

Biophysical Impact Assessment (BIA) and Environmental Reserves

A Biophysical Impact Assessment (BIA) was completed by Stantec on behalf of Brookfield and was submitted as part of the application. The plan area contains 50.9 hectares of Environmentally Significant Areas (ESAs) ranked as having High or Moderate significance. The proposed development will remove 31.2 hectares (61%) of ESAs and preserve 19.7 hectares (39 percent) as Environmental Reserve (ER) under the Special Purpose – Urban Nature (S-UN) District.

Additional S-UN (ER) designation was applied to lands on the northern extent of the plan area to address ASP objectives regarding interface planning between Rocky View County and The City of Calgary. The objective is to create an open space buffer, including additional pedestrian connections, as a transition between municipalities. This S-UN (ER) land will serve as a naturalized landscape buffer between municipalities, provide a trail connection for pedestrians, and create opportunity for enhancement of this open space corridor with future development on adjacent lands.

The majority of the land subject to this application is a decommissioned gravel pit that will largely affect non-native modified grassland and previously cleared disturbed areas with low ecological value. The BIA identified two reservoirs and one wetland within this area. The wetland is a Class III seasonally flooded marsh, and the reservoirs are man-made water bodies with no emergent vegetation evident. All three water bodies identified within the plan area were constructed or formed following grading and earthworks as part of gravel pit operations. Administration did not pursue retention of these water bodies as they are not naturally occurring; however, the applicant must comply with Provincial regulations for the removal and/or alteration of the wetland.

The BIA identified a drainage feature (Drainage C) in the northeastern extent of the subject lands, straddling the boundary with adjacent parcels. It is described as a small permanent drainage and when considered together with the adjoining upland and coulee features, was shown as having high environmental significance, containing native deciduous forest and grasslands. Most of the grassland habitat in the northern portion of this area consists of lands of

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moderate and high suitability for habitat (Stantec 2015). Drainage C and the adjoining forested coulee slopes and grasslands will be permanently altered as a result of the alignment of Nose Hill Drive NW. Administration challenged the applicant to find approaches to avoid this coulee and drainage feature. Administration ultimately accepted the alteration of this area based on rationale that:

- significant natural areas would be altered under all potential access scenarios;
- the proposed alignment would provide more efficient access to adjacent development lands and allow a more rational configuration of stormwater infrastructure; and,
- the developer's neighbourhood concept would be severely impacted by alternate alignments.

Mitigation measures will be implemented to limit residual effects and sustain flow conveyance of the altered drainage. As Drainage C and adjoining upland and coulee features provide a contiguous open space connection important for wildlife habitat and movement, efforts have been made to mitigate loss of these connections.

These mitigation efforts focused on enhancing protection of portions of The Bow River Valley escarpment found on the southern and western sides of the subject lands. This escarpment is part of a key Wildlife Biodiversity Zone identified in the ASP. It is characterized by large areas of native grassland and forested shrubs and features steep slopes greater than 33%. This area, from the property line to the slope stability line on the top of the escarpment, has been retained as S-UN (ER). Where feasible and most appropriate, S-SPR (MR) dedication was added to the escarpment frontage adjacent the steepest slopes with the objectives to:

- enhance the open space network for habitat movement;
- preserve important view sheds;
- grow the space provided for the Bow River Pathway system; and,
- boost opportunities for programming and community activation along this significant environmental feature.

There is no perfect design approach to integrate a new neighbourhood with environmentally significant areas and complex topography. Administration believe the proposed configuration of land uses and associated outline plan reflect a pragmatic and positive balance of interests, and addresses relevant policies.

The developer is required to submit a Habitat Restoration Plan for any lands designated as S-SUN (ER) that are proposed to be impacted by development activity. The scope of this plan will be determined by The City at detailed design stage.

Transportation Networks

Regional Transportation Network

Nose Hill Drive NW

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Nose Hill Drive NW is the primary regional road and initial roadway providing access to the community. Nose Hill Drive NW is proposed as a four-lane arterial roadway that connects to Stoney Trail W approximately 3 kilometres east of the plan area. The classification of the roadway transitions from an arterial to a parkway as it approaches from the east.

The four-lane section of roadway extends only to the east boundary of the community, where it diverges into a pair of smaller two-lane collector roadways. This configuration is more compatible with the future residential character of the neighbourhood; it requires less space while still providing adequate network capacity to service the community.

The required extension of Nose Hill Drive NW passes through lands owned by Marquis Developments and land owned by The City of Calgary. Implementing this road connection therefore relies on cooperation with these third parties.

A good working relationship has been established between the developer and Marquis; there has been extensive collaboration to plan the alignment of Nose Hill Drive NW and the shared utilities required for their closely integrated developments. The risk associated with this third-party's control of access is considered low.

The risk of the developer and The City of Calgary not coming to an arrangement to provide dedication of City owned lands for the future extension of Nose Hill Drive NW is also considered low as this road alignment was contemplated through the ASP and the City has established processes to work with interested parties seeking purchase or access over their lands.

To mitigate the above risks, outline plan conditions have been imposed that require the developer to facilitate the dedication of the required road rights of way.

Bearspaw Dam Road NW

Bearspaw Dam Road NW is a two-lane collector road which runs north and parallel to the CP rail alignment, north of the Bow River. An extension of Bearspaw Dam Road NW will be required to provide a critical secondary public access to the community and contain necessary utility alignments at an early stage of development.

East of the plan area, the alignment of Bearspaw Dam Road NW is owned by Transalta Corp. The Transalta parcel is approximately 180 metres long and 20 metres wide. It provides access from the end of the public portion of Bearspaw Dam Road NW to the Hydroelectric facility owned by Transalta. The southern entrance to the development lands extends from this point.

The developer has a Road Use Agreement with Transalta allowing some access to support redevelopment efforts, but a permanent and public access will be required for development in to proceed. Although the proposed development contemplates a future road and installation of utilities through the lands owned by Transalta, their necessary participation has not yet been secured.

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To mitigate the above risk, outline plan conditions of approval have been imposed that require the developer to facilitate the dedication of the required road rights of way. These conditions of approval, to be implemented at future subdivision stages, give administration the confidence that the road network proposed will ultimately be implemented, or other scenarios as deemed acceptable by administration will be determined.

Other Connections

The network ultimately will extend northwest beyond the plan area to provide access into ASP Neighbourhood 4 and will ultimately provide road connection to Haskayne Legacy Park. The regional road network also extends north into Rocky View County along the alignment of Bearspaw Village Road NW (133 Street NW). This is considered more of minor connection.

Local Transportation Network

The local transportation system includes a network of collector streets, residential streets, walkways, and trails. The shape and configuration of the parcels that make up subject land is influenced by the Bow River escarpment, the city limits, and various other environmental features. These elements presented challenges to establishing a conventional grid network within the community. Consequently, the proposal demonstrates an adaptive grid street network that responds to the shape of the parcels and defining escarpment landform to create an overall network of streets, pathways and open spaces.

The proposed local transportation network demonstrates sufficient connectivity and access opportunities and is compliant with emergency access requirements. The plan achieves the required objectives for the local transportation network with a relatively low requirement of road infrastructure, given the site constraints.

Transit Service

Adjacent, low-density country residential development and the Bow River present some challenges to establishing transit routing for the area. Despite this, the collector road network within the community was planned in a way that effective transit routing can be implemented in both the short and long-term horizons. The provision of two collector roads allows for a looped route that will provide good access to transit service for large portions of the community in the shorter term, once funding is available. In the long term, the ASP requires an extension of the collector road network to provide service to ASP Neighbourhood 4 (to the west of the plan area), with the potential to “loop” the service or possibly connect to the existing Tuscany LRT Station.

Active Transportation Network

The proposal includes provision of pathways along two critical alignments: first, the Regional Pathway network which runs along the top of the ridge on the south plan boundary overlooking the Bow River; second, a multi-use pathway along Haskayne Drive NW which extends the length of the community and connects with ASP Neighbourhood 4 and beyond into Haskayne

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Legacy Park. A series of local pathways is proposed and located within various reserve lands which provide access to amenity spaces and trailheads along the ridge.

The active transportation network will be connected to the existing City pathway network in conjunction with the initial phase of development. The existing pathway network currently runs within the north boulevard of Nose Hill Drive NW and heads north into Tuscany through Tuscany Hill NW.

The developer will subsequently provide pedestrian facilities within Bearspaw Dam Road NW in conjunction with improvements to that roadway; the local pathways within the plan area will be implemented in conjunction with the applicable phase(s) of development. This will provide connection to Baker Park Bowness to the east.

The developer will be required to implement improved pedestrian crossings and to install rapid flash beacons and/or overhead pedestrian signals at critical locations such as crossings of Regional or local pathways, mid-block crossings, and at locations with high volumes of pedestrians such as adjacent the school site.

Utilities and Servicing

The site will be serviced by extending water, sanitary and storm services from the east boundary of the plan area. Due to the unique location of Rowan Park, bounded by undeveloped lands on the south-east, north-west and north, and the Bow River and CP Rail lines to the south, the servicing solution proposed accounts for the future development of upstream and downstream lands.

Sanitary

An existing sanitary trunk east of Rowan Park within the Bearspaw Dam Road NW road right-of-way will be extended along Bearspaw Dam Road NW to service the plan area. The sanitary infrastructure is designed to extend to the northwest boundary of the plan area and will accommodate the upstream intensities as contemplated in the Area Structure Plan. The sanitary trunk is capital-sized and has been included in the One Calgary 2019-2022 budget. The remaining network is developer-sized and will be required at the relevant subdivision/development permit stage.

Water

The site will be serviced by extending the existing water network through both Bearspaw Dam Road NW and Nose Hill Drive NW. The network is designed to accommodate the upstream intensities as contemplated in the Area Structure Plan. The extensions to the Rowan Park development area are capital-sized and have been included in the One Calgary 2019-2022 budget. The remaining network is developer-sized and will be required at the relevant subdivision/development permit stage.

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Stormwater

The site will be serviced by an extension of the existing storm main through Nose Hill Drive NW to the east boundary of the plan area. An onsite stormwater management facility will accommodate all onsite drainage. Internal storm mains will be sized to accommodate the stormwater runoff from the upstream lands to the northwest of the plan area in accordance with the Haskayne Master Drainage Plan. No capital-sized infrastructure is required to support the proposed development.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

A Community Association has not yet been established for the subject area. However, the adjacent Tuscany community association provided comment on the initial circulation and were generally supportive of the project. No letters from adjacent landowners or the general public were received.

One public Open House was conducted on 2017 October 17 by the applicant in relation to this application. The event was held at the Lynx Ridge Golf Club. Roughly 200 residents of Calgary and Rocky View County attended the event. The event provided information about the proposed development and gathered feedback from attendees. Positive feedback was received about the proposed trail system, while concerns were raised related to traffic affecting county and city roads.

Following Calgary Planning Commission, notifications for Public Hearing of Council, in relation to the associated land use amendment, will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory - 2014)

Administration's recommendation has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan (SSRP)*. The SSRP shows the site as within the "City, Town" area identified on Schedule C: South Saskatchewan Regional Plan Map.

The SSRP comprises a number of strategic directions, including the efficient use of land. The objective is to minimize the amount of land require for development of the built environment over time. As the subject lands include a large brownfield component, this proposal aligns with SSRP strategies related to the efficient use of land (5.1.3, 5.1.5) that aim to increase the proportion of new development that takes place within already developed or disturbed lands

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redevelopment, and to reclaim and convert previously developed lands all to reduce development pressures on undeveloped lands.

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

These lands are subject to the *Intermunicipal Development Plan (IDP)* and were circulated to Rocky View County for comment in accordance with the requirements of the IDP. The City provided the County with additional detail regarding several items related to interface treatment, transportation and utility servicing. No further comments or objections were received within circulation period. The proposed land use and outline plan comply with the general policies regarding interface planning in the IDP.

In accordance with the transportation policies of IDP, the application has considered the impact of the proposed development through the TIA. These impacts are considered manageable within the current and future anticipated road network.

Municipal Development Plan (Statutory – 2009)

The *Municipal Development Plan*, Map 1 “Urban Structure” identifies the subject lands as “Residential – Developing - Future Greenfield”. The MDP provides guidance for development of these lands through the policies of the *Haskayne Area Structure Plan* and the policies of *The New Community Planning Guidebook* (MDP - Volume 2, Part 1), to be applied in conjunction with Local Area Plans). The proposed land use amendment is largely aligned with the policies and principles of the MDP - Volume 2, Part 1 and the ASP.

The proposed outline plan meets the following *Municipal Development Plan* objectives (Section 3.6.2):

- Providing a diversity of housing types;
- Providing daily needs and transit options within walking distance;
- Providing parks located throughout the community in walkable proximity to all residences;
- Creating an inter-connected, multi-modal street network.

Haskayne Area Structure Plan (Statutory – 2016)

The *Haskayne Area Structure Plan (ASP)* provides more detailed direction for development through specific policies and guidelines.

The core ideas of the ASP are to:

- Complement Haskayne Legacy Park and Glenbow Ranch Provincial Park.
- Preserve key natural features and vistas through a system of ecological networks.
- Have distinct, attractive Neighbourhoods that allow residents to access services and amenities locally.
- Have an interconnected, efficient, adaptive grid street network.

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The ASP vision describes neighbourhood character as being built on the unique natural features of the plan area including the escarpment top and forming a green infrastructure network, providing character and amenity value.

Drawing on this vision, the ASP provides policies and guidelines regarding the open space network, encouraging conservation and enhancement. The main natural feature – the Bow River escarpment – will be conserved through environmental reserve dedication. Portions of this escarpment will be further enhanced and protected through Municipal Reserve dedication as described earlier in this report.

The proposed outline plan comprises neighbourhoods 2 and 3 identified in the ASP, along with portions of neighbourhood 1. Neighbourhood 1 was not planned in its entirety as lands are under separate ownership. Nevertheless, key features like access and utility servicing and alignment have been planned in consultation with the adjacent landowner to ensure orderly development of neighbourhood 1.

The proposed application is generally consistent with the applicable policies and development guidelines in the plan.

ASP Amendment

An amendment to the Heavy Rail policies of the *Haskayne* ASP is proposed (Attachment 4). As the ASP predates the recent adoption of citywide policies regarding development in proximity to heavy rail, the proposed amendments ensure the rail policies of the ASP are consistent with the citywide policy.

Social, Environmental, Economic (External)

The proposed land uses enable development of a neighbourhood that provides for a mix of housing types, catering to a range of income levels and demographic groups. The proposal also provides for remediation of a brownfield site (former gravel mining operation) to a higher and better use. This aligns with policies in the MDP regarding brownfield remediation and the policies of the South Saskatchewan Regional Plan regarding the efficient use of land in the region.

Financial Capacity

Current and Future Operating Budget:

No impact to the current operating budget has been identified. As development proceeds, the provision of City services such as roads, parks and waste and recycling will have an operating budget impact when they are provided. The projected operating costs for this development during 2019-2022 have been included in the One Calgary service plans and budgets.

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Current and Future Capital Budget:

There is no impact to the current capital budget as a result of this report. The capital investment required to construct and upgrade the required local infrastructure will be funded entirely by the developer. The proposed development will require City capital investment in utilities and has been included in the 2019-2022 budget cycle. This City infrastructure was added to the Off-site Levy Bylaw through report PFC2018-0973 and approved by Council on 2018 November 12. The utilities will be funded 100 per cent through off-site levies paid by developers. While the infrastructure is funded by developer levies, the initial monetary outlay for this infrastructure is paid for by The City and debt financed.

Risk Assessment

Two risks to the proposal related to access are described in the Regional Transportation Network section of this report. For development to occur, Nose Hill Drive and Bearspaw Dam Road NW will need to be extended through lands under third-party control to provide both transportation and utility connections.

The risk associated with third-party control of lands owned The City of Calgary and lands owned by Marquis Developments is considered low. It is expected the developer will be able to secure the necessary road dedications to provide for the required extension of Nose Hill Drive NW.

Securing the extension of Bearspaw Dam Road NW through the parcel of land owned by Transalta Corp is also considered necessary for development to proceed. The developer has a Road Use Agreement with Transalta allowing some access to support redevelopment efforts; however, Transalta's necessary cooperation to dedicate lands or provide full public access has not yet been confirmed or secured.

To mitigate the above risks, outline plan conditions have been imposed that require the developer to facilitate the dedication of the required road rights of way to the City. If the required 3rd party sign-off for either of the two access scenarios is not achieved to Administration's satisfaction, limitations in proceeding to subdivision stages and/or amended outline plans could be the result.

REASON(S) FOR RECOMMENDATION(S):

The proposed land use amendment, road closure, and policy amendment will facilitate development in keeping with the direction provided by the *Municipal Development Plan* and the *Haskayne Area Structure Plan*.

The proposed land uses allow for a broad range of housing forms, commercial uses, recreational and community service uses, and protection of environmentally significant areas, advancing the objectives of the *Municipal Development Plan* and *Haskayne Area Structure Plan*.

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<p>These land uses will be implemented through the supporting outline plan application that provides the subdivision layout and conditions to realize development of a residential neighbourhood and ensure the remediation of an industrial mining operation.</p>
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ATTACHMENT(S)

1. Applicant Submission
2. Proposed Land Use District Map
3. Proposed Outline Plan
4. **Proposed Bylaw 11P2019**
5. Road Closure Conditions
6. **Proposed Bylaw 1C2019**
7. **Proposed Bylaw 39D2019**
8. **Public Submission**