

Planning & Development Report to  
Calgary Planning Commission  
2019 November 07

ISC: UNRESTRICTED  
CPC2019-1133

## Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165 (OP)

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### EXECUTIVE SUMMARY

This outline plan was originally part of a larger application submitted by IBI Group on behalf of the landowner, LaCaille North Point Inc, on 2014 October 22. A revised application was submitted by B&A Planning Group on behalf of the landowner on 2018 May 04. The current application proposes an outline plan for approximately 35.09 hectares (86.71 acres) of land within portions of the communities of Skyview Ranch and Cityscape. Specifically, the application provides for:

- a framework for the future subdivision and buildout of a transit oriented development area serviced by a future LRT station at Country Hills Boulevard NE and 60 Street NE;
- a regional recreation centre site with the potential for an integrated recreation/transit parking facility [S-SPR, DC(MU-1), DC(M-G)];
- a walkable residential neighbourhood with a commercial component and varied housing options;
- an anticipated total of 1,170 residential units with a maximum yield of 1,516 units (M-H1, M-2, M-G, R-G);
- an overall anticipated density of 49.2 units per hectare (19.9 units per acre);
- a portion of the anticipated Major Activity Centre (MAC) intensity of 220 people and jobs per gross developable hectare, exceeding the overall policy requirement of 200 people jobs per gross developable hectare;
- approximately 3.47 hectares (8.57 acres) of constructed wetland for stormwater management and approximately 0.66 hectares (1.62 acres) wetland within the southwest portion of the plan area (S-UN);
- approximately 4.60 hectares (11.37 acres) of land dedicated as Municipal Reserve for a Regional Recreation Centre (S-SPR); and
- the location of future local and major roadways, utilities and services.

The proposed outline plan serves to implement the policies of the *Municipal Development Plan* and the *Northeast Community 'A' Area Structure Plan* and supports the efficient utilization of land and infrastructure by providing a framework for the future subdivision of new residential districts, commercial districts and an open space network recommended in the associated land use applications (CPC2019-1367).

#### ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed outline plan located at 6011 Country Hills Boulevard NE (NW1/4 of Section 23-25-29-4) to subdivide 35.09 hectares  $\pm$  (86.71 acres  $\pm$ ), with conditions (Attachment 1).

### PREVIOUS COUNCIL DIRECTION / POLICY

None.

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### BACKGROUND

This outline plan was originally part of a larger application submitted by IBI Group on behalf of the landowner, LaCaille North Point Inc, on 2014 October 22. A revised application was submitted by B&A Planning Group on behalf of the landowner on 2018 May 04. They have provided a summary of their proposal (Attachment 4). The current application proposes an outline plan for approximately 35.09 hectares (86.71 acres) of land within portions of the communities of Skyview Ranch and Cityscape.

On 2009 July 13, Council redesignated a portion of the subject lands from Special Purpose – Future Urban Development (S-FUD) District to Commercial – Corridor 1 f8.0h80 (C-COR1f8.0h80) District and Special Purpose – School, Park, and Community Reserve (S-SPR) District.

This redesignation was part of a larger land use amendment and outline plan application (LOC2008-0049) that affected neighbouring lands to the north adjacent to 60 Street NE for a total area of approximately 34.59 hectares (85.47 acres). At that time, a significant portion of the current application boundary was excluded due to a sour gas well that had yet to be decommissioned.

As part of LOC2008-0049, Council also approved a major policy amendment to the *Northeast Community 'A' Area Structure Plan (ASP)* that created Part II of the ASP and introduced a suite of form-based controls to guide development around the future Blue Line (extension) LRT station at 60 Street/ Country Hills Boulevard NE. This plan included a main street, pedestrian mall, and transit plaza to be located adjacent to the future LRT station. A C-COR1 land use with high floor area ratio (FAR) and building height modifiers was applied to areas closest to the future station to allow for subdivision flexibility at later stages of development.

In September 2012, The City completed a Functional Study for the alignment of the northeast LRT from Saddletowne Circle at 60 Street NE to Stoney Trail North via 128 Avenue NE. In addition to determining alignment considerations (both horizontal and vertical), this study established the locations of future LRT stations along this line. The study resulted in shifting the future LRT station from an at-grade mid-block location south of Country Hills Boulevard NE to its present proposed location below grade at the intersection of Country Hills Boulevard NE and 60 Street NE.

On 2015 July 20, along with a combined land use amendment (LOC2015-0044) for the lands to the north, Council approved a major amendment to the ASP, affecting the subject land. Key elements of the policy amendment included:

- Removal of Part II Country Hills Station Area Plan from the ASP;
- Replacement of Core Centre Area policy with Major Activity Centre (MAC) policy to better align the ASP with MDP objectives and the New Community Guidebook;
- Inclusion of design policy to ensure street-oriented building, active building frontages along roads, and pedestrian and cyclist oriented design;

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- Requirements for minimum mix of uses and intensities around the LRT station;
- Restrictions for automobile focused uses within the MAC; and,
- Clarification on the amount of land required for the future recreation centre, and encouraging its integration with a future library.

In 2015, due to a number of constraints on the south side of Country Hills Boulevard NE, a land use amendment and outline plan application for the subject site was split to allow lands north of Country Hills Boulevard NE to undergo a separate land use redesignation (LOC2015-0044) while solutions to the constraints on south side were developed. As noted above, the separated land use amendment application also included policy amendments to the ASP affecting the subject site which were approved on 2015 July 20.

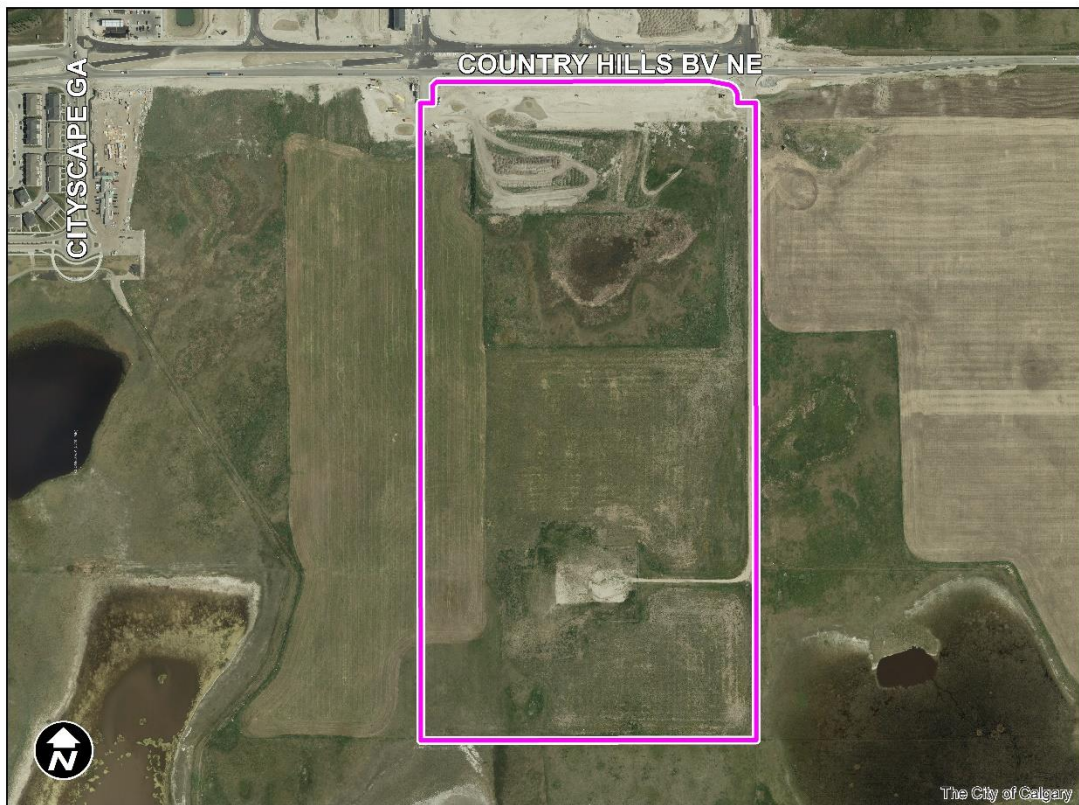
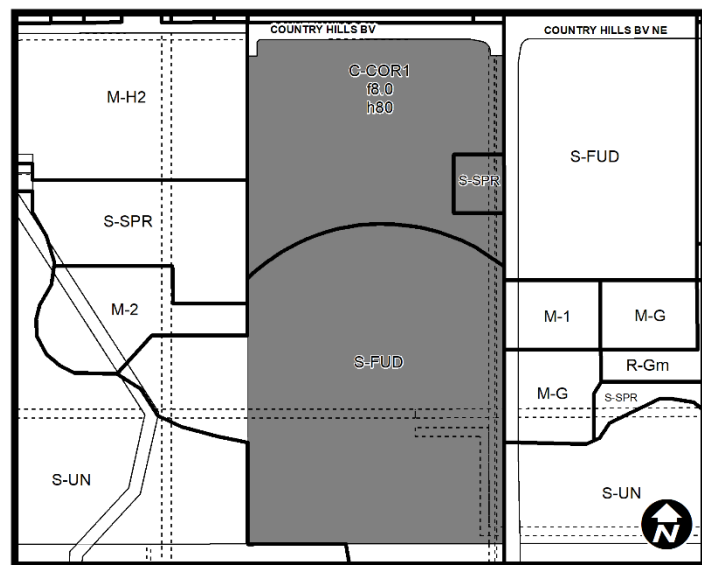
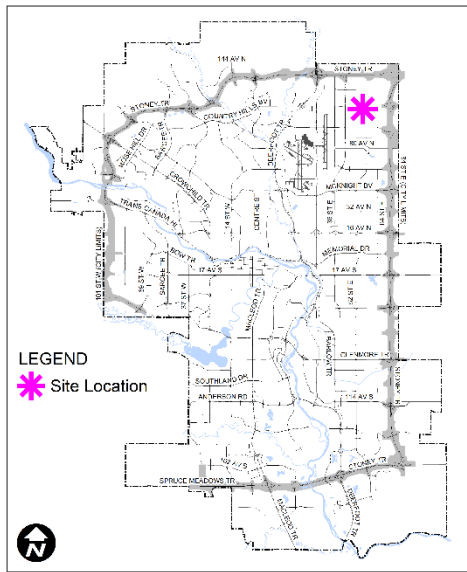
On 2018 April 04, B&A Planning Group submitted the subject outline plan and associated land use amendment as a revised application for the remaining lands under the original application number on behalf of the landowner, LaCaille North Point Inc.

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**Location Maps**



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### Site Context

The subject site, referred to as “Sky Pointe South”, is located in the northeast quadrant of The City and consists of approximately 35.09 hectares (86.71 acres) of land. The site is bound to the north by Country Hills Boulevard NE. North of Country Hills Blvd NE is the proposed north access to the future LRT station with approved commercial and residential uses that form the north half of the Major Activity Centre (MAC) and Transit Oriented Development (TOD) areas identified in the *Northeast Community ‘A’ Area Structure Plan* (ASP). To the south and west are undeveloped lands that are currently part of an active land use and outline plan application (LOC2018-0249) for Cityscape Stage 3. To the east is the proposed alignment for the Northeast LRT (Blue Line) and 60 Street NE, followed by undeveloped multi-residential and special purpose district lands within the *Cornerstone ASP*.

A future LRT station for the Northeast LRT line is planned and will be located below-grade at the intersection of Country Hills Boulevard NE and 60 Street NE.

While this application, including all roads, residential, commercial and recreational uses will fall within the community of Skyview Ranch, a constructed wetland located within the adjacent community of Cityscape will be utilized for stormwater management.

The subject lands are predominately flat with some low-lying depressions and are currently undeveloped.

As identified in *Figure 1* below, the community of Skyview Ranch reached its current (peak) population of 11,707 residents in 2019.

*Figure 1: Community Peak Population*

<b>Skyview Ranch</b>	
Peak Population Year	2019
Peak Population	11,707
2019 Current Population	11,707
Difference in Population (Number)	0
Difference in Population (Percent)	0

Source: The City of Calgary 2019 Civic Census

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As identified in *Figure 2* below, the community of Cityscape reached its current (peak) population of 3,100 residents in 2019.

*Figure 2: Community Peak Population*

Cityscape	
Peak Population Year	2019
Peak Population	3,100
2019 Current Population	3,100
Difference in Population (Number)	0
Difference in Population (Percent)	0

*Source: The City of Calgary 2019 Civic Census*

Additional demographic and socio-demographic information can be obtained online through the [Skyview Ranch](#) and [Cityscape](#) community profiles.

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

The recommended outline plan (Attachment 2), and associated land use framework (Attachment 3), will facilitate a wide range of residential, commercial and recreational development that will contribute to the growth of the community as envisioned by the policies of the *Municipal Development Plan* (MDP) and the *Northeast Community 'A' Area Structure Plan* (ASP). The following analysis considers the appropriateness of the proposed community design, range of uses and intensities in the context of these policies.

### Planning Considerations

Given the nature of this application, several key factors were considered and are outlined in the following technical analysis.

#### ***Subdivision Design***

The proposed outline plan design follows a modified grid street pattern. The block layout supports the intensification of the area over time by providing for flexibility in the built forms that can be accommodated. This pattern also provides for simplified pedestrian connections and abundant opportunities to access public transit.

#### **Mixed-Use Retail**

Notably, there are two larger parcels [C-C2 and DC(MU-1)] at the north end of the plan area intended for mixed-use commercial development. These two parcels will be broken down further via public access easements required to connect Skyview Parkway NE and the future LRT station at the tentative plan stage. This is to allow for more flexibility in the comprehensive design of the two sites which has yet to be finalized, while still ensuring future connections throughout these sites to the future transit station.

Approval(s): T. Goldstein concurs with this report. Author: J. Ross

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### Pathways and Bikeways

Multi-use pathway systems provide east-west and north-south active modes of connectivity in addition to sidewalks and dedicated bike lanes along the street network. Pathways will be constructed along both sides of the adjacent arterial roadways (60 Street NE and Country Hills Boulevard NE), as well as along 108 Avenue NE connecting across 60 Street NE into Cornerstone and along Skyview Parkway NE connecting into Cityscape. An additional pathway connection between 108 Avenue NE and the future LRT Station will be provided through the MU-1 and M-H1 lands located along the easterly edge of the plan area. The internal pathway connections to the regional pathway in the south portion of the plan provide direct access to the Rotary Mattamy Greenway system which runs through reserve parcels and around wetlands in Cityscape, eventually connecting further south to the community of Saddle Ridge.

### Recreation Centre - Municipal Reserve

Located on the south side of 108 Avenue SE serving as a focal point for the region, is the recreation centre site. In accordance with the ASP, the site is comprised of 4.50 hectares (11.12 acres) of Municipal Reserve and has been suitably sized to accommodate a recreation centre and its related facilities, including a library. In addition to the required 10 percent of the net developable area of the plan, the site utilizes a deferred Municipal Reserve of 1.56 hectares (3.85 acres). No further Municipal Reserve is owed.

### Facility & Service Integration

Administration through Facility Management is currently working with service owners from across Business Units to perform a facility planning exercise to determine the potential for an integrated park and ride/recreation centre parking facility within the plan area. As described below, the land uses for two parcels adjacent to the proposed recreation site have been developed to accommodate either purchase by The City or alternative mixed-use/medium density residential development scenarios. The end result of the planning exercise is expected to be completed by Q1 2020. It will assist service owners in making an informed decision as to which of these two sites will be suitable for acquisition in a future integrated planning scenario. The final decision will be dependent on the integrated scenario meeting the needs of all service owners, and the availability and approval of funding for land acquisition. Each of the Business Units are vested in ensuring that all city assets are planned considering the future cost/benefit of an integrated approach.

### Built Form

As described in the Applicant's Submission (Attachment 4), development on the north portion of the site will include a mixed-use retail centre adjacent to the south side LRT station access, surrounded by medium and high density residential uses. Residential density will be highest in close proximity to the future LRT station, with complimentary commercial development intended to service the needs of the immediate and surrounding areas that will provide a focal point for the entire community. The north-south roadway through the mixed-use centre will allow for

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angled street parking in front of retail shops, promoting a local “main-street” feel and a streetscape consistent with pedestrian oriented objectives.

Offices will be developed as part of the second generation of development following extension of the LRT line to the adjacent station location. A 3.0 acre parcel directly north of the regional recreation site, strategically located within close walking distance to the LRT station is intended to provide for either a City-owned park and ride with a land use that will allow for future intensification or a privately-owned mixed-use parcel in the event the site is not acquired by The City.

An adjacent land use (DC Direct Control), south of the proposed Municipal Reserve / recreation facility is provided that will allow for residential or recreational uses giving The City the option of purchasing additional land to expand the open space to 13.0 acres in size. Surrounding residential is envisioned to include four storey apartments, as well as conventional and back-to-back townhouses. Only limited single detached housing product is proposed furthest from the station at the south end of the plan within the Residential – Low Density Mixed Housing (R-G) District designated area.

### ***Land Use***

Concurrent with the proposed outline plan is a land use amendment application (Attachment 3) that proposes to redesignate the subject site from Special Purpose – Future Urban Development (S-FUD) District, Commercial – Corridor 1 f8.0h80 (C-COR1f8.0h80) District and Special Purpose – School, Park, and Community Reserve (S-SPR) District to:

- Multi-Residential – High Density Low Rise (M-H1) District;
- Multi-Residential – Medium Profile (M-2) District;
- Multi-Residential – At Grade Housing (M-G) District;
- Residential – Low Density Mixed Housing (R-G) District;
- Commercial – Neighbourhood 2 (C-N2) District;
- Commercial – Community 2 f3.0h30 (C-C2f3.0h30) District;
- Special Purpose – City and Regional Infrastructure (S-CRI) District;
- Special Purpose – Urban Nature (S-UN) District; and
- Special Purpose – School, Park and Community Reserve (S-SPR) District.

In addition to the stock districts noted above, the proposed land use amendment also includes three DC Direct Control Districts.

The first proposed DC District is located adjacent to the proposed LRT station. Based on the Mixed Use - General (MU-1) District, the DC District proposes to reduce required façade length requirements and outlines rules for commercial uses facing a street in order to accommodate multiple buildings and private access connections along the commercial street, as well as allow for contextual sensitivity for building design that may front both Country Hills Boulevard NE and internally to the site. In addition, the proposed land use requires that a concept plan be



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submitted at the development permit stage for permanent structures on site in order to ensure that the LRT station area is designed in a comprehensive manner.

The second proposed DC District, located on the south side of the proposed Multi-Residential – High Density Low Rise (M-H1) District, is also based on the Mixed Use – General (MU-1) District. The intent of the proposed DC is to provide flexibility for the site to accommodate a transit park and ride facility with uses for future intensification, or in event that the site is not acquired by The City, the ability for the land owner to build the site out as a mixed-use development.

The third proposed DC District is located adjacent to the southwest side of the proposed Special Purpose – School, Park and Community Reserve (S-SPR) District site where the future regional recreation facility will be accommodated. The intent of the DC District is to accommodate the base Multi-Residential – At Grade Housing (M-G) District with added Special Purpose – Recreation (S-R) District uses in the event of need for acquisition by The City for an expanded recreation facility site.

The above districts are located strategically throughout the plan area. In accordance with the ASP, higher densities and intensities are located closest to the proposed LRT station, transitioning to lower densities and intensities as one moves further away.

#### ***Density***

Policy 6.10.1(5) of the ASP identifies that a minimum residential density of 9.5 units per acre is required over the entire 600 metre Transit Planning Area. The policy also identifies target unit counts within specified distances from the future LRT Station, as well as minimum intensity targets within the 400 metre MAC radius. As shown in the following tables, minimum density and intensity targets for both the entire MAC and Transit Planning areas will be exceeded with this application.

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*Figure 3: Density within the Transit Planning Area*

Radius from LRT Station	City Target (Minimum)	By LaCaille	Others	TOTAL
200 metres	450 units (North and South of LRT Station)	564 units (138 in North and 426 in South)	-	564 units
600 metres (TOD Boundary)	1,330 units (23.4 units per hectare/9.5 units per acre)	2,024 units (854 in North and 1170 in South)	166 units Mattamy	2,190 units (37.7 units per hectare per 15.3 units per acre)

*Figure 4: Overall Density of Outline Plan*

		Anticipated	Maximum
DENSITY	Total Number of Units	1170 units	1516 units
	Overall Density of Outline Plan	49.2 units per hectare (19.9 units per acre)	63.7 units per hectare (25.8 units per acre)

*Figure 5: Intensity within the Major Activity Centre*

	Radius from LRT Station	City Target (Minimum)	Anticipated
INTENSITY	400 m (MAC Boundary)	200 population & jobs hectares	220 population & jobs per hectares

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### ***Environmental***

There are several retained wetlands within a large natural area to the south and west of the plan area. A Biophysical Impact Assessment (BIA) was completed in conjunction with the prior adjacent approvals which resulted in the S-UN designation on adjacent lands and the small portion of Environmental Reserve on the south of the plan area. This application proposes a constructed wetland/stormwater management facility within the future ER/natural area into which the subject lands will drain. This stormwater facility is located outside of the 30 metre setback of the adjacent natural wetlands and will be designed to mitigate impacts on the existing natural wetlands and to complement the natural characteristics of the area.

A Phase I Environmental Site Assessment (ESA) of the plan area was completed by IBI Group in October 2007 and was reviewed by the City of Calgary Environmental & Safety Management group. The ESA noted that the plan area includes an active gas well, as well as corridors for pipelines. Prior to approval of stripping and grading and/or the first affected tentative plan, documentation confirming that the identified sour gas well has been decommissioned and that the plan area land is appropriate for the intended uses as related to environmental concerns will be required to the satisfaction of the Environmental & Safety Management group.

### ***Transportation***

#### **Street and Mobility Network**

The subject site is bounded by Country Hills Boulevard NE to the north, 60 Street NE to the east, and by future phases of the community of Cityscape to the south and west. The internal road system is laid out in a modified grid network, providing convenient and direct access for pedestrians, cyclists, vehicles throughout the community.

Community entrances are available from Country Hills Boulevard via Skyview Road NE and Skyview Parkway NE, as well as from 60 Street NE via 108 Avenue NE. Skyview Road NE bisects the MAC with an angled parking configuration intended to support street-oriented developments within the mixed-use centre. Skyview Parkway NE spans the length of the community and provides connections to Skyview Ranch to the north and to Cityscape to the south. Spanning the length of the community, 108 Avenue NE intersects with 60 Street NE and provides connections to Cornerstone to the east and to Cityscape to the west.

As noted above, pathways will be constructed along both sides of the bounding arterial roadways, as well as along 108 Avenue NE and along Skyview Parkway NE. An additional pathway connection between 108 Avenue NE and the future LRT station is to be provided through the MU-1 and M-H1 lands located along the easterly edge of the plan area. A private street connection will be provided connecting Skyview Parkway NE to the future LRT station. The internal pathway connections to Cityscape provide direct access to the Rotary Mattamy Greenway system which runs through reserve parcels and around wetlands in Cityscape.

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The plan area is well-connected to the regional transportation network and is in close proximity to both Stoney Trail NE and Airport Trail NE. In support of ongoing development in the area, The City is currently constructing the extension of Airport Trail between Metis Trail NE and 60 Street NE. This roadway is anticipated to open by the end of 2019. The connection of 60 Street NE between Country Hills Boulevard NE and Airport Trail by area developers is required to tie into the Airport Trail extension and is currently being designed with an anticipated opening by the end of 2021. These connections represent the only remaining missing links in the transportation network for northeast Calgary, and once the projects are complete, residents of this and surrounding communities will benefit from having a comprehensive regional roadway network.

### Transit

The Blue Line LRT extension from Saddletowne LRT Station to Country Hills Boulevard is currently unfunded.

Skyview Ranch and Cityscape are currently serviced by Route 145, which provides connection to the Saddletowne LRT Station. The subject lands planned under this application could potentially be serviced by a slight modification to this route. The adjacent communities of Cornerstone and Redstone are currently serviced by Route 128.

The existing routes currently use Metis Trail as the north-south connection to Saddletowne Station via 80 Avenue NE. The construction of 60 Street NE between Country Hills Boulevard NE and Airport Trail by area developers will provide significant benefit to the subject lands and neighbouring communities in terms of travel time and convenience for transit service, as it will reduce the distance required to connect to the existing Blue Line LRT station at Saddletowne.

In addition to the local transit service and the future Blue Line LRT extension, *RouteAhead* (the Calgary Transit long-term strategic plan) identifies Primary Transit service along 52 Street NE between Saddletowne Station and the future (Green Line LRT) Seton Station in the SE. This service would connect to other cross-town Primary Transit services including MAX Orange (Rundle), MAX Purple (17 Avenue), and MAX Teal (future – 114 Avenue).

### **Utilities and Servicing**

Water connections to service the plan area are available from Country Hills Boulevard NE and Skyview Centre NE. A sanitary connection to service the plan area is available from Country Hills Boulevard NE and Skyview Ranch Boulevard NE.

Stormwater within the plan area will be directed towards a 2.80 hectare constructed wetland within the southwest corner of the plan. An oil and grid separator will remove pollutants prior to discharging to the pond. Discharge from the pond will be controlled and will tie to the existing Nose Creek storm trunk in Country Hills Boulevard with an existing outfall to Nose Creek.

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Further utility and servicing details will be resolved at the subdivision, construction drawings, and development permit stages.

### **Stakeholder Engagement, Research and Communication**

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

No letters were received from the Skyview Ranch Community Association, adjacent landowners or the general public, and no public meetings were held by Administration or the applicant.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. Commission's recommendation and the date of the Public Hearing will also be advertised.

### **Strategic Alignment**

#### ***South Saskatchewan Regional Plan (2014)***

The recommendation by Administration in this report has considered and is aligned with the policy directions of the *South Saskatchewan Regional Plan* which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed application builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

#### ***Municipal Development Plan (Statutory – 2009)***

The MDP identifies the north portion of the subject lands as a Major Activity Centre (MAC) and the lands primarily south of 108 Avenue NE as Planned Greenfield Community with Area Structure Plan. MACs are intended to serve as major mixed-use destinations that provide for a high intensity of jobs and population to support the highest levels of transit service. Key characteristics that define a MAC include:

- a minimum intensity of 200 jobs and population per hectare;
- a primary transit station; and
- Major institutional uses, business and employment, high and medium density residential, retail and supporting services.

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The proposed application exceeds minimum intensity targets, includes provisions for a future LRT station and includes a land use framework that will support the necessary uses identified in the policy.

### ***Northeast Community 'A' Area Structure Plan (Statutory – 2007)***

The ASP identifies land within a 400 metre radius of the future LRT station as falling within a Major Activity Centre (MAC). MAC policies address land use composition, development intensity, as well as overall site design including building interface, and provide direction on parking and loading.

#### Major Activity Centre (MAC)

The boundary of the MAC is located on the north half of the subject site and is comprised of the area within a 400 metre radius from the proposed LRT station. In keeping with the policies in the ASP, the MAC will include the following elements:

- multi-residential development in medium and high density forms;
- commercial uses integrated vertically and or horizontally with other uses;
- a year round programmable amenity plaza;
- street-oriented development with active frontages for all development;
- an anticipated intensity of 220 people and jobs per gross developable hectare, exceeding the policy requirement of 200 people and jobs per hectare;
- convenient cycling and pedestrian connections; and
- no single use exceeding 60 percent of the land area.

All lands within 600 metres of the future LRT station also fall within the Transit Planning Area. Policies within this area address overall design of the area, including ensuring pedestrian and cyclist oriented design and street-oriented buildings, as well as minimum density requirements around the LRT station.

#### Transit Planning Area

The Transit Planning Area is contained within a 600 metre radius from the proposed LRT station. In alignment with ASP policy, the area includes:

- LRT station access;
- land use provisions for a park and ride facility;
- multi-family residential development;
- land use provisions for transit supportive commercial and employment uses; and
- pedestrian connections to both the regional pathway and to the surrounding community.

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### ***Transit Oriented Development Policy Guidelines (Non-statutory – 2004)***

The Transit Oriented Development (TOD) Policy Guidelines are intended to establish broad, city-wide policies and guidelines for the future intensification and development of land within 600 metres of an existing or future LRT station. Key policies relevant to this application include ensuring transit supportive land uses, increased density around transit stations, pedestrian oriented design, and making each station area a place to live, work, shop and play.

### **Social, Environmental, Economic (External)**

The recommended land use framework and associated outline plan will provide for a diversity of housing choices to meet the needs of various household sizes, lifestyles and income levels in the developing area.

### **Financial Capacity**

#### ***Current and Future Operating Budget***

A large portion of operating costs required to service the proposed development are included within the current operating budget. As development proceeds, the provision of other City services such as roads, transit, parks and waste and recycling would have an operating budget impact at such time as they are provided. Projected operating costs for the continued development of this community during 2019-2022 have been included in the One Calgary service plan and budget.

#### ***Current and Future Capital Budget***

There is no impact to the current capital budget as a result of this report. The proposed amendments do not trigger capital infrastructure investment

### **Risk Assessment**

There are no significant risks associated with this proposal.

### **REASON(S) FOR RECOMMENDATION(S):**

The proposed outline plan achieves the *Municipal Development Plan* and the *Northeast Community 'A' Area Structure Plan's* policy objectives by contributing to the minimum density and intensity targets for the MAC and TOD areas. It provides for a range of housing types, commercial development and community amenities, and establishes a conditions framework that accounts for the infrastructure components necessary to facilitate development in the area.

### **ATTACHMENT(S)**

1. Conditions of Approval
2. Proposed Outline Plan

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3. Proposed Land Use District Map
4. Applicant's Submission
5. Subdivision Data Sheet