

Planning & Development Report to  
Calgary Planning Commission  
2019 November 21

ISC: UNRESTRICTED  
Corrected CPC2019-1375

**Road Closure and Land Use Amendment in Cityscape (Ward 05) at multiple addresses, LOC2018-0249**

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**EXECUTIVE SUMMARY**

This application was submitted by B&A Planning Group on behalf of Mattamy (Northpoint) Limited and the City of Calgary, the landowners, on 2018 November 15. This application proposes to close a portion of Cityscape Drive NE, and to redesignate approximately 71.83 hectares (177.50 acres) of land in the Northeast community of Cityscape. The land use amendment seeks to redesignate a range of land use districts that were previously designated under LOC2006-0156 (CPC2007-093). Specifically, the application provides for:

- a number of land uses to accommodate a low density residential development with an open space network that provides for a logical extension and completes the Cityscape neighbourhood;
- approximately 36.3 hectares (89.70 acres) for an anticipated mix of single detached and semi-detached dwellings (R-G);
- approximately 3.47 hectares (8.57 acres) for anticipated rowhouse dwellings (DC (R-Gm)) which will allow for Live Work units;
- approximately 2.30 hectares (5.68 acres) of mid-rise multi-residential development (DC(M-2)) which will provide for approximately 285 dwelling units in a multi-residential built form of up to 21 metres in height;
- maintaining a large central wetland complex through Environmental Reserve (ER) dedication as a focal point of the community (S-UN);
- dedicating approximately 0.42 hectares (1.04 acres) as Public Utility Lot (PUL) for pipeline and stormwater infrastructure within the plan area (S-CRI); and
- approximately 0.71 hectares (1.75 acres) of open space land dedicated Municipal Reserve (MR) (S-SPR); and
- a joint use school site between the Calgary Catholic School District and the Calgary Board of Education for an elementary/junior high school and an elementary school respectively totaling 7.54 hectares (18.63 acres) of Municipal School Reserve (MSR) dedication (S-SPR).

This application has been applied for with the support of a related outline plan application (CPC2019-1391) to provide the future subdivision layout for the site's development. Conditions have been incorporated into the outline plan to effectively address the site's development. The proposed land use amendment has been developed in accordance with the policies of the Northeast Community 'A' Area Structure Plan.



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**ADMINISTRATION RECOMMENDATION:**

1. Direct this report (CPC2019-1375) to the 2019 December 16 Combined Meeting of Council to the Public Hearing portion of the Agenda;
2. Recommend that Council hold a Public Hearing; and
  - a) **ADOPT**, by bylaw, the road closure to close a 0.017 hectare  $\pm$  (0.042 acre  $\pm$ ) adjacent to 5555 Country Hills Boulevard NE (Plan 1912254, Area 'A') , with conditions (Attachment 1); and
  - b) Give three readings to proposed closure bylaw.
  - c) **ADOPT**, by bylaw, the proposed redesignation of 64.76 hectares  $\pm$  (160.03 acres  $\pm$ ) located at 10010 and 10011 – 52 Street NE, 5299 and 5555 Country Hills Boulevard NE and the closed road (Portion of SW1/4 Section 23-25-29-4; Portion of SE1/4 Section 22-25-29-4; Portion of Plan 0712654, Lot B; Portion of NW1/4 Section 23-25-29-4; Plan 1912254, Area 'A') from Residential – Narrow Parcel One Dwelling (R-1N) District, Residential – One Dwelling (R-1) District, Residential – One / Two Dwelling (R-2) District, Residential – Low Density Multiple Dwelling (R-2M) District, Multi-Residential – Low Profile (M-1) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Medium Rise (M-H2) 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, Special Purpose – Future Urban Development (S-FUD) District, DC Direct Control District and Undesignated Road Right-of-Way to Residential – Low Density Mixed Housing (R-G) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Urban Nature (S-UN) District; and
  - d) Give three readings to proposed bylaw.
  - e) **ADOPT**, by bylaw, the proposed redesignation of 3.42 hectares  $\pm$  (8.45 acres  $\pm$ ) located at 10010 – 52 Street NE and 5555 Country Hills Boulevard NE (Portion of SW1/4 Section 23-25-29-4; Portion of NW1/4 Section 23-25-29-4) from Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Future Urban Development (S-FUD) District, to DC Direct Control District to accommodate multi residential development, with guidelines (Attachment 2); and
  - e) Give three readings to proposed bylaw.

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- f) **ADOPT**, by bylaw, the proposed redesignation of 6.50 hectares  $\pm$  (16.06 acres  $\pm$ ) located at 10011 – 52 Street NE, 5299 and 5555 Country Hills Boulevard NE (Portion of SE1/4 Section 22-25-29-4; Portion of NW1/4 Section 23-25-29-4; Portion of Plan 0712654, Lot B) from Residential – Narrow Parcel One Dwelling (R-1N) District, Residential – Low Density Multiple Dwelling (R-2M) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Medium Rise (M-H2) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, and DC Direct Control District to DC Direct Control District to accommodate low density development with Live Work, with guidelines (Attachment 3); and
- g) Give three readings to proposed bylaw.

**PREVIOUS COUNCIL DIRECTION / POLICY**

None.

**BACKGROUND**

B&A Planning Group submitted the application to The City of Calgary on 2018 November 15 on behalf of the landowners Mattamy (Northpoint) Limited and the City of Calgary and has provided a summary of their proposal in the Applicant's Submission (Attachment 4).

In 2007 July, the *Northeast Community 'A' Area Structure Plan* (ASP) was adopted by Council. This plan contained detailed land use policies for the communities of Redstone, Skyview Ranch and Cityscape. Concurrent with the adoption of the ASP, an outline plan and land use amendment application (LOC2006-0156) for lands owned by Walton International Group was approved for the subject site contained within this application. The application comprised over 460 hectares (1,100 acres) of land and included the majority of the Cityscape community. The lands remained undeveloped and were eventually purchased by Mattamy Homes from the Walton International Group in late 2011. Mattamy Homes had a different vision for development of the lands than that which was originally proposed, including unique housing forms and different street standards. As such, new land use districts and revisions to the previously approved outline plan design are required. Mattamy Homes received outline plan and land use amendment approvals for Cityscape Stage 1 (February 2013) and Cityscape Stage 2 (July 2014) to redesign the area in better alignment with Mattamy Homes' vision for the area.

This proposed land use amendment application and corresponding outline plan (CPC2019-1391) represents the third and final stage of Mattamy Homes' Cityscape lands, thereby completing the remaining portion of the community. The proposed land use amendment, and corresponding outline plan application, integrate the site with the existing approved Cityscape Stage 1 and 2 to the west, and the future land use and outline plan to the east (Skypointe South, LOC2014-0165 brought forward for approval at the November 07, 2019 CPC).



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**Site Context**

The plan area, is located in Calgary's northeast, approximately 12 kilometers northeast of Calgary's city centre and approximately three kilometers east of the Calgary International Airport. The subject site, which comprises of an area totaling approximately 74.68 hectares (184.53 acres) of land, is located between Country Hills Boulevard NE and Airport Trail NE. The land has historically been natural grassland and wetland, and was later used for farming and ranching operations. A wetland exists within the central portion of the community, the area of which is not included in this application, and was previously designated as Special Purpose – Urban Nature as part of LOC2006-0156 (CPC2007-093).

Directly north of the subject site, across Country Hills Boulevard NE, is the developing community of Skyview Ranch. Commercial and higher density residential uses are planned near the future LRT station at the intersection of Country Hills Boulevard NE and 60 Street NE. Directly to the south of the subject site. Across the future Airport Trail NE alignment, is the developing largely low-density community of Savanna.

The first two stages of Cityscape have already largely undergone development with a total of 2,811 people living within the currently constructed portions of the community. *Figure 1* provides an overview of the population statistics for the community of Cityscape.

*Figure 1: Community Peak Population*

<b>Cityscape</b>	
Peak Population Year	2018
Peak Population	2,811
2018 Population	2,811
Difference in Population (Number)	0
Difference in Population (Percent)	0%

*Source: The City of Calgary 2018 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Cityscape](#) community profile.

**INVESTIGATION: ALTERNATIVES AND ANALYSIS**

This road closure and land use amendment, along with the corresponding outline plan, will facilitate the development of a range of residential and recreational developments that will contribute to the growth of the Cityscape community as envisioned by the policies of the *Municipal Development Plan* (MDP) and the *Northeast Community 'A' Area Structure Plan* (ASP).

***Planning Considerations***

The following sections highlight the scope of technical planning analysis conducted by Administration.



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***Road Closure***

A 0.017-hectare portion of the Cityscape Drive NE right-of-way is proposed to be closed with this application (Attachment 1) with conditions found in Attachment 5. The to-be-closed road right-of-way is proposed to be redesignated to Special Purpose – School, Park and Community Reserve (S-SPR) District, and consolidated with the adjacent school site.

***Land Use***

The subject lands were previously designated under application LOC2006-0156. Due to this previous redesignation, the land areas of this land use redesignation and the associated outline plan (CPC2019-1391) are not aligned. Approximately 2.83 hectares (6.99 acres) of land is not being redesignated in this application because the designation from the previous application (LOC2006-0156 (CPC2007-093)) is being retained. The existing land use districts on the subject site are:

- Residential – Narrow Parcel One Dwelling (R-1N) District;
- Residential – One Dwelling (R-1) District;
- Residential – One / Two Dwelling (R-2) District;
- Residential – Low Density Multiple Dwelling (R-2M) District;
- Multi-Residential – Low Profile (M-1) District;
- Multi-Residential – Medium Profile (M-2) District;
- Multi-Residential – High Density Medium Rise (M-H2) 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;
- Special Purpose – Future Urban Development (S-FUD) District; and
- DC Direct Control District (Bylaw 83Z2007 based on RM-4 Residential Medium Density Multi-Dwelling District of Land Use Bylaw 2P80.

The proposed land use amendment proposes to redesignate the lands from the list of districts above, to:

- Residential – Low Density Mixed Housing (R-G) District;
- DC Direct Control District based on Residential – Low Density Mixed Housing (R-Gm) District;
- DC Direct Control District based on Multi-Residential – Medium Profile (M-2) District;
- Special Purpose – City and Regional Infrastructure (S-CRI) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District; and
- Special Purpose – Urban Nature (S-UN) District.

The proposed districts are located strategically throughout the plan area, with districts that allow for higher densities located in proximity to those that can provide for commercial, recreational and community service uses. Transit routes were also considered in the placement of districts. The proposed land use maps are provided in Attachment 6.

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Low density housing forms will be provided by both the R-G and DC Direct Control District based on the R-Gm District. The R-G District and the DC Direct Control District based on the R-Gm District will accommodate a wide range of low density residential development in the form of cottage housing cluster, single detached, semi-detached, duplex dwellings and rowhouse buildings. Secondary suites are also permitted within all of these housing forms.

Two DC Direct Control District designations are proposed within the plan area, in order to accommodate low density residential uses on shallow lots with the live work use as well as mid-rise multi-residential on two multi-residential parcels.

DC Direct Control District – Mid-Rise Multi-Residential

The second proposed DC District (Attachment 2) is based on the M-2 District and is intended to allow for a mid-rise multi-residential built form with special height rules and increasing the maximum height from 16 metres to 21 metres.

DC Direct Control District – Shallow Lots with Live Work

The proposed DC District (Attachment 3) is based on the R-Gm District and is intended to allow for a variety of low density residential development on lots that are served by rear lanes and are shallower than a standard parcel in Land Use Bylaw 1P2007, as well as the introduction of live work units to the low density residential housing type.

Throughout the planned neighbourhood, non-residential land uses include the S-UN District that will allow for the dedication of reconstructed wetlands as Environmental Reserve (ER), as well as other natural areas bordering the large central wetland area. The S-SPR District is proposed to accommodate a 7.54-hectare (18.63 acre) joint use site (school site) which will be dedicated as Municipal School Reserve (MSR). The S-SPR District will also accommodate neighbourhood parks and open space—which will be dedicated as Municipal Reserve (MR). The S-CRI District will accommodate the storm water maintenance access easements that are required to service the subject plan area, as well as a portion of a utility right-of-way and will be dedicated as a Public Utility Lot (PUL).

***Subdivision Design***

The proposed subdivision design (Attachment 7), which comprises approximately 74.68 hectares (184.53 acres), embraces a comprehensive open space system which is central to the plan area and creates a continuous user experience by incorporating passive and active, formal and informal areas for learning, playing, and living.

The proposed design generally follows a modified grid street pattern that allows for a variety of housing forms with a combination of laned and non-laned product types. Where a lane exists, front garages have been generally limited to improve the residential street interface and access conditions. A restrictive covenant will be registered against certain laned parcels through an outline plan condition. The block layout also supports the intensification of the neighbourhood over time by accommodating a variety of built forms. Anticipated lot widths vary from 5.0 to 7.0

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metres for rowhouse buildings in the Residential – Low Density Mixed Housing (R-G) District to an average lot width of 12.2 metres for single detached dwellings in the R-G District.

The modified grid pattern has been adopted due to the open space corridor that is centrally located within the plan area. The central wetland is the iconic place making feature of the community and as such, several large publicly accessible access points to the wetland exist within the plan area. This will allow for everyone in the community to view the wetland and interact with it in a number of different passive and active ways.

Overall, the grid-based subdivision design provides a framework to accommodate a diversity of housing types and densities, open spaces, an integral naturalized storm pond, neighbourhood focal points, and community amenities. The subdivision design is tied together by an efficient system of multi-modal pathways and road networks. The proposed subdivision anticipates 1,645 units, with a maximum of 2,982 units possible.

There is a total of 7.54 hectares (18.63 acres) of Municipal School Reserve (MSR) dedicated to the required Joint Use Site (one elementary school and one elementary/junior high school), and 0.71 hectares (1.75 acres) of Municipal Reserve (MR) dedicated to open space. In total, 8.25 hectares (20.39 acres) of land is dedicated to MSR and MR, which is 11.6 percent of the gross developable area. Additional land has been dedicated above the required 10 percent through a deferred reserve caveat (DRC 111 100 837) transferred from Skyview Ranch and registered on title of the West ½ of the NW ¼ Sec. 23, Twp. 25, Rge. 29 W4M of the subject lands.

### ***Density***

Policy 7.2 of the *Northeast Community 'A' Area Structure Plan* (ASP) identifies that the minimum residential density of 17.5 units per hectare (7 units per acre) is required in each neighbourhood outside of the identified transit areas. The proposed mix of land uses allows for a maximum of 2,982 dwelling units. The corresponding outline plan proposes an anticipated total of 1,645 residential units. These unit counts equate to an anticipated density of 23.0 units per hectare (9.3 units per acre) with a maximum density yield of 41.7 units per hectare (16.9 units per acre), exceeding the requirements of the ASP.

The ASP also identifies a Neighbourhood Node in the south portion of the plan area that requires a minimum density of 50 units per hectare (20 units per acre). The proposal provides an anticipated density of 52.08 units per hectare (20.83 units per acre) and therefore exceeding the ASP requirement within this Neighbourhood Node area.

During the review of the application, it was determined that the broader community was over saturated with commercial development and that a commercial component would not be feasible within the Neighbourhood Node. For this reason, the live work component of the proposed DC Direct Control District found within the Neighbourhood Node is intended to satisfy the demand for local services provided within the node. The proposed outline plan and land use designations provide for development that exceeds both the MDP and the ASP minimum density and intensity targets within the identified Neighbourhood Node.



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***Environmental***

A Biophysical Impact Assessment was completed in conjunction with the original outline plan approval (LOC2006-0156) and Environmental Reserve (ER) boundaries were determined at that time. Two reconstructed stormwater wetlands were identified in the original approval to satisfy the wetland compensation agreement, one of which is in this stage 3 area. The reconstructed stormwater wetland in the subject plan area has been modified from the original design but the size of the associated ER has not been reduced. Updates to the original BIA findings were provided in a Preliminary Natural Site Assessment in support of this application and no additional recommendations or actions were required.

***Transportation***

**Street and Mobility Network**

The subject site is within the section of land bound by Country Hills Boulevard NE to the north, 60 Street NE to the east, Airport Trail to the south, and Metis Trail to the west. The internal road system will complete Cityscape Drive, the main circulatory collector within the subject area, and contains a modified grid network that connects with this collector road network.

Cityscape is partially built-out with existing community entrance roads (Cityscape Boulevard and Cityscape Gate) that connect Cityscape drive to Metis Trail NE and Country Hills Boulevard NE, respectively. New community entrances to Country Hills Boulevard and to 60 Street NE are planned as a component of this application.

The pathway within the west boulevard of 60 Street NE is part of the Rotary Mattamy Greenway system. The Greenway is planned to traverse the community, entering via the newly created community entrance road at 100 Avenue NE. The greenway, in combination with the planned regional pathway and local pathways, provide a comprehensive pathway system around the wetlands in the community. The Greenway itself continues to the north into the adjacent community of Skyview Ranch. A multi-use pathway is also planned for Cityscape Drive, providing connectivity to the future LRT Station located at Country Hills Boulevard NE and 60 Street NE.

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 of Calgary is currently constructing the extension of Airport Trail between Metis Trail NE and 60 Street NE. This roadway is anticipated to open by end 2019. The connection of 60 Street between Country Hills Boulevard and Airport Trail by area developers is required to tie into the Airport Trail extension and is currently being designed with an anticipated opening of end-2021. These connections represent the only remaining missing links in the network for northeast Calgary. Once each of these projects are complete, residents of this and surrounding communities will benefit from having a comprehensive regional roadway network.

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Transit

The Blue Line LRT extension from Saddletowne 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 LRT Station via 80 Avenue. The construction of 60 Street NE between Country Hills Boulevard NE and Airport Trail NE 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.

In addition to the local transit service and the future Blue Line LRT extension, *RouteAhead* (Calgary Transit long-term strategic plan) identifies Primary Transit service along 52 Street NE between the Saddletowne LRT Station and the future (Green Line LRT) Seton Station. 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 servicing for the plan area will be provided via extensions of the water distribution systems installed within Cityscape Stage 1 and Stage 2, as well as ties to adjacent developments.

Sanitary servicing for the north portion of the plan area will be provided via extensions of the Sanitary sewer installed as part of Cityscape Stage 1. Sanitary servicing for the south portion of the plan area will be provided via construction of a sanitary main in 60 Street NE which will flow north to the existing sanitary trunk in Country Hills Boulevard.

Overall stormwater servicing for the Cityscape development area will be provided via connections to two reconstructed wetlands located in the northwest (existing Pond F) and southeast corners of the development. Stormwater servicing for the north portion of the plan area will be provided via extensions of the storm sewer installed as part of Cityscape Stage 1 and will drain towards the northwest Pond F. Stormwater servicing for the south portion of the plan area will be provided via construction of the proposed southeast reconstructed wetland.

Further water, sanitary, and storm servicing details for the plan area will be resolved at the tentative plan, construction drawing, and development permit stages.

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**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.

Administration received no comments in relation to the application. Currently, there is no community association for the area.

No public meetings were conducted by the applicant or Administration in relation to this application. Applicant-led public engagement was not deemed to be necessary given the greenfield nature of the plan area.

Following Calgary Planning Commission, notifications for Public Hearing of Council, in relation to the land use amendment and road closure, will be posted in developed areas near the subject site and mailed out to adjacent land owners. In addition, Commission's recommendation and the date of Public Hearing will 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.

***Calgary International Airport Vicinity Protection Area Regulation (Statutory – 2009)***

A portion of the subject site is located within the 25-30 Noise Exposure Forecast (NEF) contour of the Airport Vicinity Protection Area (AVPA) land use regulations. The proposed list of uses within the proposed land use districts are allowable within the 25-30 NEF contour area. Future development permits will be circulated to NAV Canada and reviewed against the applicable regulations to ensure alignment and compliance.

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

The *Municipal Development Plan* (MDP) identifies the plan area as Planned Greenfield with Area Structure Plan, referring to the *Northeast Community 'A' ASP*. Planned greenfield areas have generally been planned since 1990 and are low density residential in nature, with pockets of commercial land uses. It is noted that the site is located in proximity to a Major Activity Centre

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as identified in the MDP. As it was approved prior to adoption of the MDP, the *Northeast Community 'A' ASP* is recognized as appropriate policy to direct growth in the area.

***The Northeast Community 'A' Area Structure Plan***

The *Northeast Community 'A' ASP* designates the application area for future residential development and includes an LRT alignment and associated stations. The proposed application meets the requirements of this Plan.

The proposed *Northeast Community 'A' ASP* identifies the plan area as Predominantly Residential Area with the following major components:

- two Joint Use Sites (JUS);
- one Neighbourhood Node;
- a portion of a Transit Station Planning Area (TSPA);
- one pedestrian overpass located over Airport Trail NE;
- a Wetland Conservation Area; and
- a regional Pathway system.

The subject application contains the required land uses and components as required by the ASP.

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

The proposed land use designations and associated outline plan will enable the continuation of development in the community of Cityscape and provide a future framework for a mix of housing types to support a broad cross section of the population. The development of these lands will enable a more efficient use of land and infrastructure, including the future Blue Line LRT Station, supporting surrounding uses and amenities while introducing additional amenities to the area.

**Financial Capacity**

***Current and Future Operating Budget***

There are no known impacts to the current and future operating budgets at this time.

***Current and Future Capital Budget***

There are no known impacts to the current and future operating budgets at this time.

**Risk Assessment**

There are no risks associated with this proposal.

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

The proposed road closure and land use redesignation is aligned with the policies of the *Northeast Community 'A' Area Structure Plan* and the *Municipal Development Plan*, creating the foundation for a complete community. The proposed land uses will accommodate residential, support commercial, educational and recreational development throughout the plan area.

**ATTACHMENTS**

1. Road Closure Plan
2. Proposed DC Direct Control District (M-2)
3. Proposed DC Direct Control District (R-Gm)
4. Applicant's Submission
5. Proposed Road Closure Conditions
6. Proposed Land Use District Map
7. Proposed Outline Plan