



Previous Council Direction

None.

Planning Evaluation

Land Use

This proposed land use redesignation application is not supported by Administration as it contemplates a permanent use within the area in advance of planning having been completed for the area. The proposal is not in line with the MDP which emphasizes that appropriate guiding policy should exist prior to any development occurring. Without an existing local area plan, an analysis has not been completed to understand the costs, transportation networks, neighbourhood design, future servicing and road alignment. Administration did work with the applicant to provide some of the site specific servicing requirements, but it is important to note that Administration does not have the latitude to disregard the requirement for additional planning for the site prior to approving new, permanent applications in the area. Administration routinely reviews and recommends approval of interim or temporary uses in circumstances such as this, but without the presence of growth planning for the area, the application is considered premature.

The existing S-FUD District is intended for parcels that are awaiting development and are not yet serviced. A very limited number of uses are included in this District, including Vehicle Storage – Recreational, Single Detached Dwelling and Utility Building. The uses included are intended to be interim and easily removed when land is redesignated in the future to allow for urban forms of development. There is no maximum height or floor area ratio (FAR) for buildings within the S-FUD District.

The proposed DC District is based on the existing S-FUD District with the additional uses of Place of Worship – Small, Medium, and Large, Service Organization, Social Organization and Child Care Service. The owners have expressed a desire to develop the site with a child care service and place of worship to serve the surrounding area. A maximum height of 16 metres is included in the DC District, as well as additional rules for setbacks to adjacent properties.

The setback rules proposed in the DC District are included as minimums. This adds some needed flexibility depending on the timing of development on the site. As described in the Transportation section of this report, the road network for the area has yet to be determined through the planning process. Should development occur prior to planning of the future road network, discretion will be used to ensure the setback accommodates development, as well as future road widening. Should development occur after the road network is determined, the setbacks proposed will help to ensure consistency of development in the area.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 through 10 of the DC District. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC District can also be relaxed in the same way that they would be in a standard district.

Development and Site Design

If approved by Council, the rules of the proposed DC District will provide guidance for the future development of the site including appropriate uses, building height, landscaping and parking. Other key factors that would be considered through the development process include, but are not limited to:

- ensuring building and site design allows for a future extension of Centre Street and the transit corridor (future Green Line) in a manner that facilitates a sustainable development format and allows for continuation of the Urban Corridor;
- location of uses on the site;
- parking lot design;
- site servicing including stormwater management;
- how a proposed development will transition in the future to a fully serviced site; and
- how a proposed development addresses green building and climate resilience considerations.

Transportation and Transit

Site Access and Traffic

The interim access for the site would be taken directly from Centre Street N. Future access will likely need to be relocated to accommodate extension of the Green Line LRT and Urban Corridor and to ensure a safe/operable access and pedestrian network can be established.

A traditional Transportation Impact Assessment was not required in support of this application; the Applicant and Administration instead elected to focus the efforts on a site placement exercise. The concept plan (Attachment 4) was established based on this exercise. Although the exercise was constructive in terms of confirming that extensions of the Green Line corridor northward are possible, it is not considered a replacement for an ASP and the accompanying studies that are required in support of local area planning, and does not provide any additional details on how this area would be planned in relation to the adjacent parcels or wider community in the future.

In conjunction with a future ASP, a regional level transportation study is recommended to establish the regional transit network, community layout, and road network requirements to service broader urbanization of the area.

Transit

The *Calgary Transportation Plan (CTP)* identifies future extensions of the LRT and Primary Transit Network northwards to the City Limits and potentially beyond. The current planned terminus Green Line station would be located along Centre Street N at approximately 160 Avenue N. Calgary Transit's long-term strategic plan, *Route Ahead*, does not identify a station or associated transit-oriented development area north of the currently planned *Keystone Hills ASP*. If the Green Line is extended north of 168 Avenue N, it is most likely that a future station may be planned for either or both at 168 Avenue or 176 Avenue location(s) based on current operational requirements and planning principles.

The applicant group and Administration coordinated a location for the proposed 2.2 hectare development within the larger 8 hectare site that hypothetically could align with the future community layout and transportation network. To this end, the concept plan (Attachment 4)

provides guidance that places the proposed building, associated parking areas, and interim stormwater management facilities.

The longitudinal layout illustrated in the concept plan would allow for an extension of the Urban Corridor (i.e. LRT alignment extension and the “Streets” network) based on the same pattern that is being established in the *Keystone Hills ASP*; alternatively it could also allow for reversion to historic/conventional patterns such as those existing along the established sections of Red Line and Blue Line LRTs. Additionally, Administration recognizes that the provision of surface parking and interim stormwater management facilities may provide added development flexibility in the future, as these areas can potentially be redeveloped or infilled once the ultimate urban format for the region is planned and established.

Conversely, the placement of the site does not have the benefit of understanding how the larger area would be developed in the future, essentially locking in a permanent use within an area that has not been directed for growth. Administration has tried to balance these different elements when reviewing the application. This is the main reason that this proposal is viewed as premature from a land use and mobility perspective and thus not supported at this time. The proposed location within the larger 8 hectare site may fundamentally influence the alignment of future avenues in a manner that constrains individual sites, may limit pedestrian crossing locations and opportunities (for example, based on the length of LRT vehicles), and may negatively affect transit operations in terms of headways, service time, and capacity.

For the reasons outlined above, the best approach to establishing land use for the proposed uses would be to plan the site concurrently with the broader community and transportation network.

Environmental Site Considerations

A Phase I Environmental Site Assessment was completed for the site. No areas of potential environmental concern were identified, and further investigation is not required.

Utilities and Servicing

The ultimate storm, sanitary, and water infrastructure required to service the area is not available and is not expected to be constructed in the near future. As a result, interim servicing including an onsite zero release storm pond, onsite storage and trucking of sanitary, and a water well or trucked-in water would need to be utilized until the ultimate infrastructure is in place. Further servicing details will be determined at the development permit stage and would be at the developers’ expense.

The subject site lies within the City of Calgary Fire Department 10-minute response time. Public water mains are not anticipated to be available to service the site in the near future, therefore, a proposed onsite wet pond will be utilized to provide the required fire flows. Further fire access details and the design for the onsite wet pond will be completed as part of the future Development Permit application.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The proposal is not in alignment with the policy direction of the [South Saskatchewan Regional Plan](#) which promotes the efficient use of land. Appendix I of the Plan includes Efficient Use of Land Principles including locating development where the need for new infrastructure is minimized. This proposal does not meet the principles.

Interim Growth Plan (2018)

The proposal is not in alignment with the overarching policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment does not follow the principles of the IGP with respect to promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities. The proposal could likely align with the IGP in the future when additional planning has occurred in the area including the adoption of an ASP.

Rocky View/Calgary Intermunicipal Development Plan (2012)

The site falls within the policy area of the [Rocky View/Calgary Intermunicipal Development Plan](#) (IDP), and has been circulated to Rocky View County, who had no objection to the proposal. Rocky View County will be further engaged should the proposal reach the development permit stage.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Future Greenfield Area as identified Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). This area is intended for large land areas that have been identified for future urban development and do not yet have an approved ASP in place.

Future Greenfield Area policies state that these areas should be protected for future urban development by restricting premature development. It is also emphasized in the MDP that plans for these areas are to be established through an ASP, a process that has not been initiated for this area. Though the MDP notes that a limited range of uses that will not compromise the developability of the land may be accommodated, the uses proposed in this application are outside of that scope and approval may negatively impact the future development of the area.

The policies in Part 5 – Framework for Growth and Change also apply to this site. This area of the MDP does not recommend facilitating urban growth beyond those areas that have a local area plan in place and have had removal of the Growth Management overlay as future issues may arise in providing efficient urban growth and servicing. The proposal does not comply with the policies of the MDP.

Climate Resilience Strategy (2018)

This application does not include any features that specifically address objectives of the [Climate Resilience Strategy](#) though the applicant was asked to consider more innovative site servicing options including Low Impact Development during the application review. Further opportunities to align development of this site with applicable climate resilience strategies will be explored should the application proceed to subsequent development approval stages.

North Regional Context Study (Non-Statutory – 2010)

The subject site is included in the Future Planning Area of the [North Regional Context Study](#) (NRCS) and is shown on Map 3: Land Use & Transportation as part of the Urban Corridor. The NRCS is a non-statutory plan intended to provide a level of strategic planning between the MDP and CTP and subsequent Area Structure Plans. Each of the future planning areas identified in the NRCS are subject to detailed local area planning in the form of ASP in the future. The NRCS identifies that until such time that an ASP is approved for a future planning area, approval of a land use amendment, outline plan, subdivision or development permit application submitted within the planning area is considered to be premature. Exceptions to this may be made for low intensity or temporary uses that will not compromise future urban growth. Administration does not consider the proposal to be of low intensity or temporary in nature and as such, it does not comply with the applicable policies of the NRCS. The proposal is intended to be permanent and development in advance of detailed planning could impact future growth.