

Background and Planning Evaluation

Background and Site Context

Royal Vista Business Park is an Industrial – Employee Intensive Area that is located in the northwest quadrant of the city adjacent to the residential communities of Royal Oak and Rocky Ridge. Royal Vista is predominately comprised of a mix of light industrial uses and office buildings. Various institutional and a limited range of commercial uses have also emerged in the area following a series of site-specific land use amendments by individual private landowners in the area.

Surrounding uses consist of, but are not limited to, the following:

- North – Calgary Remand Centre, Lafarge Aggregates Processing, and Spyhill Landfill;
- South – Natural escarpment with regional pathway and Stoney Trail NW;
- West – Retail commercial uses in a regional shopping centre (Royal Oak Center); and
- East – Northwest Auto Mall.

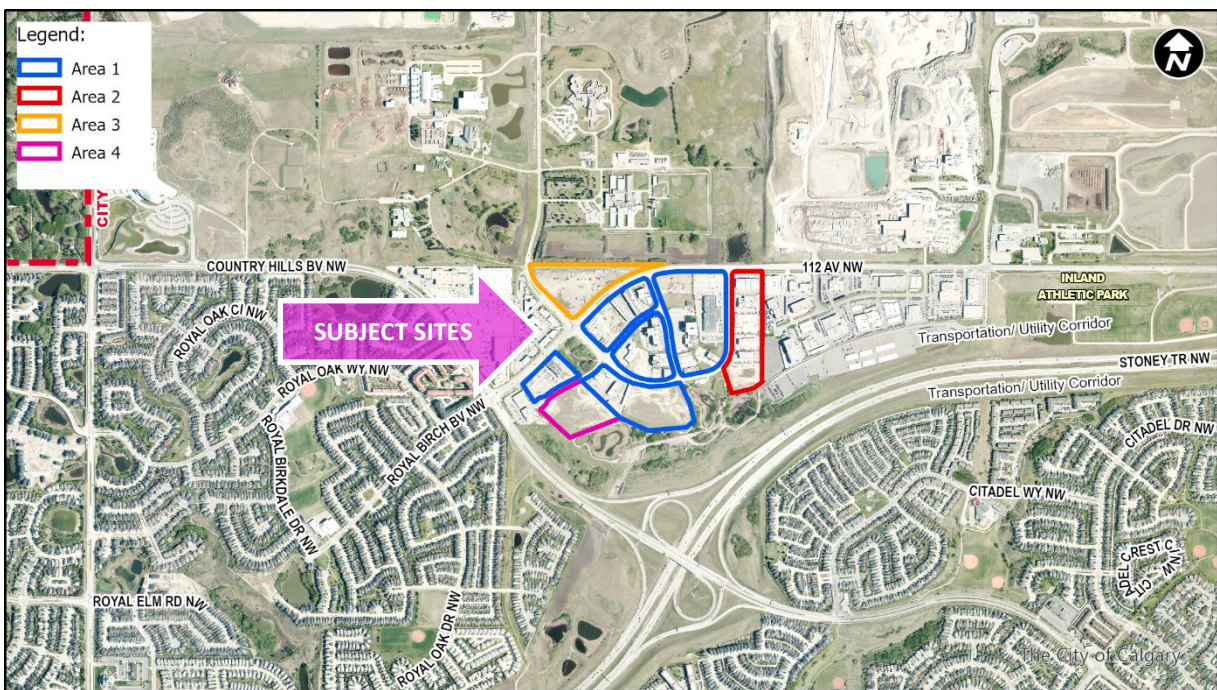
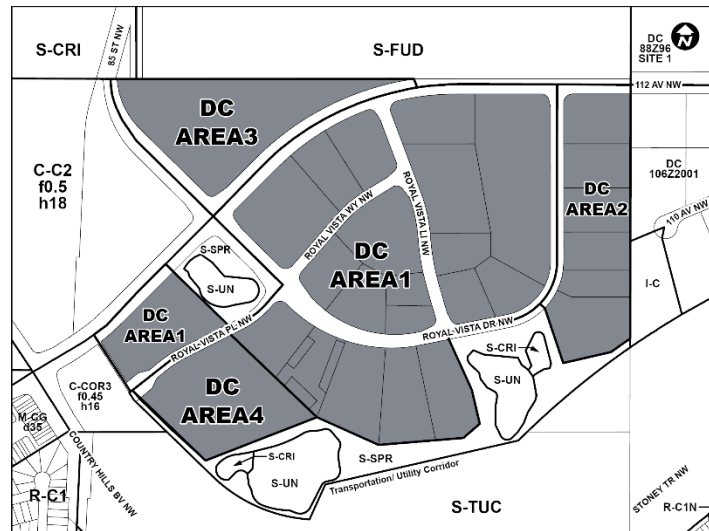
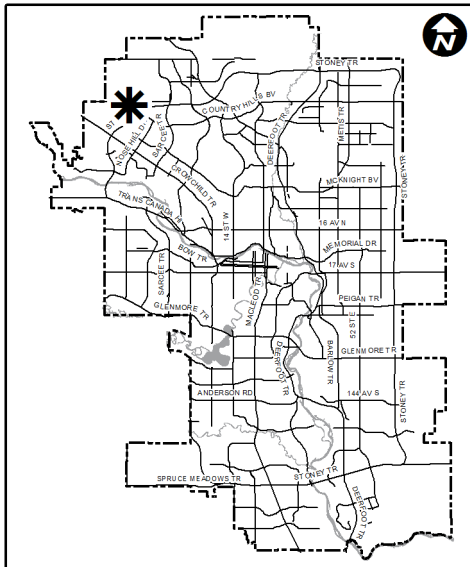
When Royal Vista Business Park was established in 2007, the approved land use district was the I-B District apart from one site that was designated as the S-CI District. The I-B District is still the predominant land use district in Royal Vista; however, the I-C District, S-CI District and various DC Districts based on the I-B District and the Industrial – General (I-G) District are also present today. These additional land use districts are due to several subsequent land use amendment applications requested by individual landowners and approved by Council over the last five years. The applications are a direct result from evolving real-estate market trends in the area. The demand for office-based uses were not seen as viable while commercial and institutional uses has seen a significant increase. The I-B District does not allow for commercial or institutional uses which has ultimately led to an influx of land use amendment applications in Royal Vista.

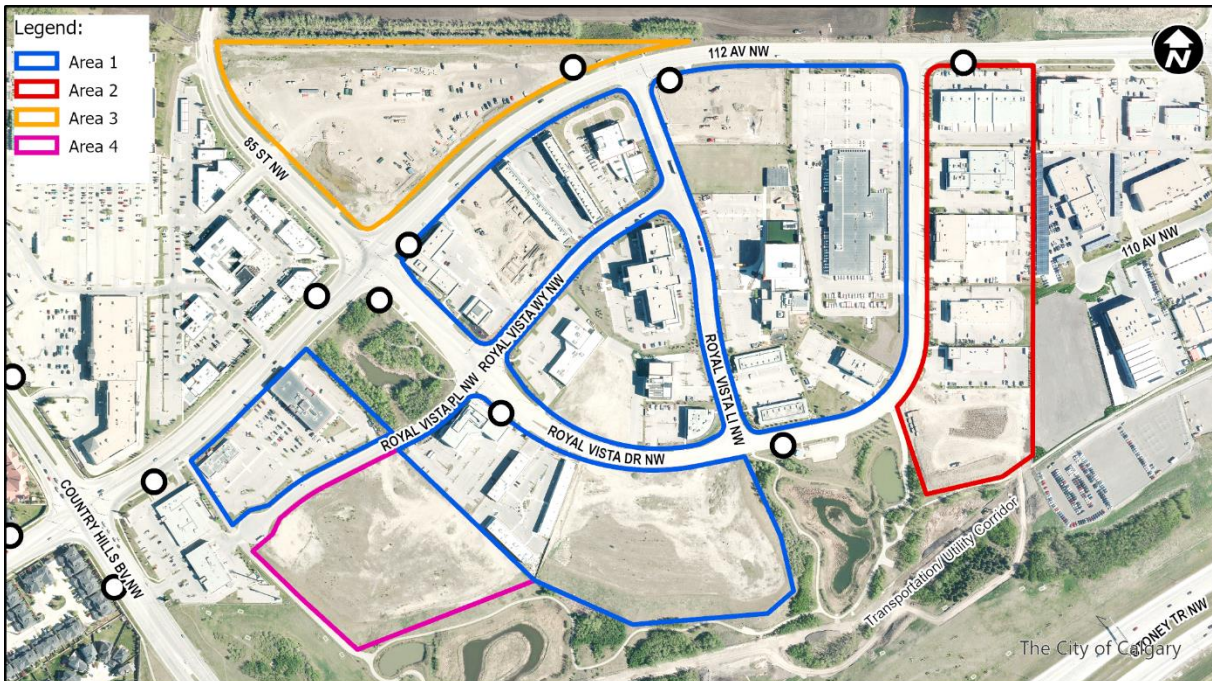
Numerous landowners have previously reached out to Administration over the years to express their concerns with the I-B District. Administration met with landowners in 2019 to conduct a workshop on the constraints of the I-B District in Royal Vista, as well as on potential solutions to support new development and additional tenants. From the workshop outcome, it was determined that additional uses in the I-B District are required for the economic health and development of the business park.

Community Peak Population Table

There are no community population statistics for the subject area as it is an industrial business park.

Location Maps





Previous Council Direction

At the 2021 April 12 Regular Meeting of Council, Council adopted a Motion Arising that directed Administration to address the historical challenges in fostering business and industrial growth within Royal Vista.

“That with respect to Report CPC2021-0106, the following Motion Arising be adopted:

Given the historical challenges in fostering business and industrial growth within the Royal Vista Business Park, Council direct Administration to do the following:

- 1) Use **Map 1**, from the Royal Vista Architectural and Development Guidelines, as the area and scope of a planning and policy review;
- 2) In collaboration with existing landowners including The City of Calgary Real Estate & Development Services, identify land use and policy constraints, including a statistical analysis of current and future employment numbers that have historically impacted development in Royal Vista Business Park;
- 3) Perform a technical review of Royal Vista Business Park in collaboration with all Corporate Planning Application Group (CPAG) partners to examine design and infrastructure considerations including but not limited to traffic studies, transit service, architectural and development design guidelines, and site servicing.
- 4) Coordinate with the City Wide Growth Strategies team to ensure alignment with the Industrial Growth Strategy Scoping report approved by Council 2021 March 22.
- 5) Following this review and consultation with the individual landowners, conduct a City initiated land use amendment application, including policy changes (if required), for consideration and approval by Council to address development constraints and create a more business friendly land use framework within the Royal Vista Business Park;

- 6) Re-prioritize the 2021 City Planning and Policy Workplan to accommodate the above noted work; and
- 7) Report back to Council by no later than the end of Q1 2022 with the corresponding amendments.”

Planning Evaluation

Background

In order to follow the direction provided by Council, Administration’s approach was to review the effectiveness and appropriateness of each individual site’s land use (in consultation with area landowners), evaluate its broader development potential, assess the contextual conditions and technical considerations, and create a new land use framework for the area. Through this process, Administration identified four distinct areas within Royal Vista based on existing uses and potential future uses. Four DC Districts are being proposed to account for each distinct corresponding area. By undertaking this approach, the proposed DC Districts may increase the development potential for each area with uses that will fit the existing context. Use of four different DC District bylaws also creates an easily amendable land use structure if needed in the future.

Administration considered implementing a stock land use district rather than DC Districts during the evaluation process. However, based on the uses currently approved and operating within Royal Vista, no stock district captures the breadth of uses that are either already approved, or considered appropriate / desirable within the area.

Land Use

DC District (Area 1)

The proposed DC District (Figure 1) for Area 1 covers a large portion (17.93 hectares / 44.30 acres) of Royal Vista Business Park. This area is primarily comprised of institutional, small-scale commercial, office, industrial, and institutional uses. The existing land use districts in Area 1 are the I-B, I-G, I-C and DC Districts respectively.

Area 1 has been developed with various industrial business office buildings but due to external factors, numerous sites have been redesignated to DC Districts to add one or more uses not initially allowed in the I-B District. All existing DC Districts in Area 1 are based on the I-B District with additional uses such as private school, veterinary clinic, place of worship, and childcare services (Bylaws [67D2017](#), [41D2019](#), [178D2019](#) and [50D2020](#)).

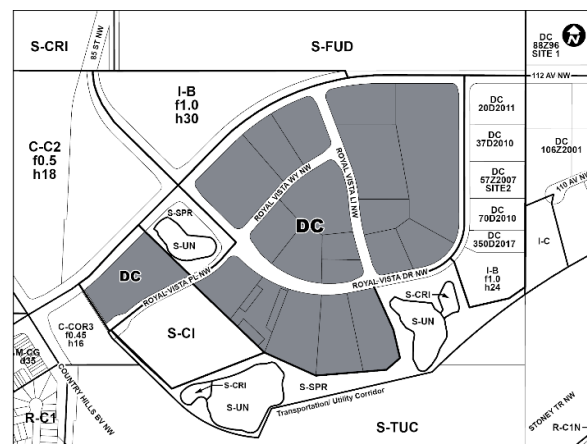


Figure 1: Proposed DC District (Area 1)

The DC District proposed for Area 1 is also based on the I-B District but is intended to add additional permitted and discretionary uses while retaining those presently allowed and operating within this area of Royal Vista. Notable proposed additions include, but are not limited to, small scale commercial food service, medical, and institutional uses (Attachment 4).

This application does not propose to increase the floor area ratio (FAR) modifier of the existing I-B District, which would remain as 1.0.

DC District (Area 2)

The proposed DC District (Figure 2) for Area 2 covers 4.89 hectares (12.08 acres) of land along the eastern boundary of Royal Vista Business Park. This area is primarily comprised of a variety of light and medium industrial uses. The existing land use district is a DC District based on the I-G District.

Area 2 has been developed as an industrial hub within Royal Vista Business Park. As was the case in Area 1, external factors led to these parcels being redesignated to DC Districts to add one or more uses not initially allowed under the I-G base district.

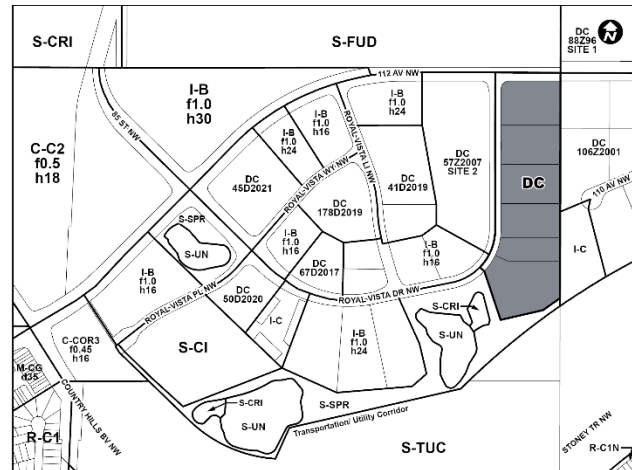


Figure 2: Proposed DC District (Area 2)

The proposed DC District for Area 2 is based on the I-G District and is intended to maintain the existing industrial uses within the area while allowing for additional commercial uses such as retail commercial uses along with health services and vehicle sales (Attachment 5).

The application does not propose to increase the FAR of the existing DC District, which would remain as 1.0.

DC District (Area 3)

The proposed DC District (Figure 3) for Area 3 covers a 7.49 hectare (18.5 acres) triangular site located at the corner of 112 Avenue and 85 Street NW. Currently, the subject site is designated as the I-B District. The parcel is presently undeveloped

The development vision for Area 3 was similar to Area 1 in terms of being envisioned as an industrial business hub.

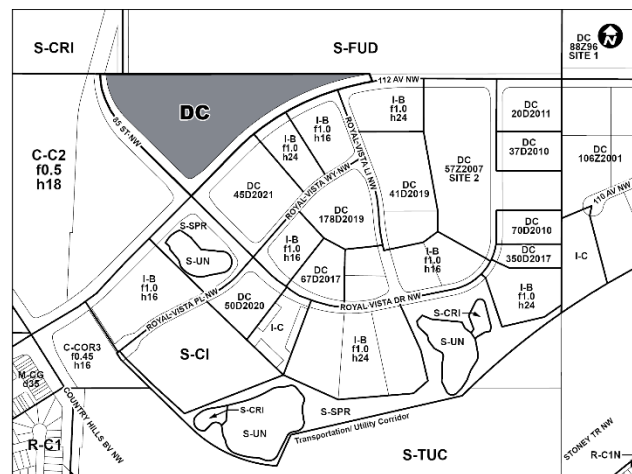


Figure 3: Proposed DC District (Area 3)

A planning review of Royal Vista Business Park indicated that this site is the most appropriate for additional commercial development due to its proximity to the existing Royal Oak Shopping Centre to the west. The 112 Avenue NW area represents an excellent transition point for larger-scale commercial uses that would be allowed in the DC District for this site to those that would be allowed south of 112 Avenue NW in Areas 1, 3 and 4.

The proposed DC District is based on the Commercial – Community (C-C2) District and is intended to provide a wide array of commercial uses that vary in types and sizes (Attachment 6).

Based on the size of the parcel, its location along a major roadway, and vicinity to existing commercial uses, Administration believes the variety of uses provided for in the C-C2 District could be added to the proposed DC.

The application does not propose to increase the floor area ratio of the existing I-B District, which would remain as 1.0.

DC District (Area 4)

The proposed DC District (Figure 4) for Area 4 covers the site located at 8 Royal Vista Place NW. Currently, this 3.20 hectare (7.97 acres) site is designated as S-CI District.

The intent of this land use district is to allow for the development of a large-scale cultural, place of worship, education, health, residential, assisted living and treatment facilities. The landowner of the subject site intends to develop a community hub / campus that is comprised of institutional, assisted living, residential and commercial development. The current land uses provided for under the S-CI District contemplated a variety of these options with the exception of the residential and assisted living land uses.

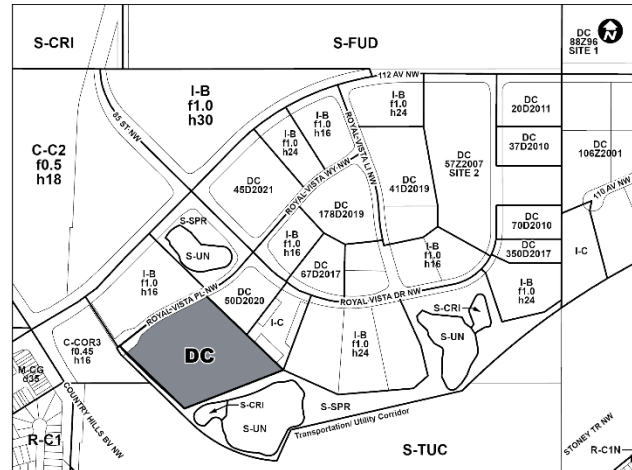


Figure 4: Proposed DC District (Area 4)

The proposed DC District is based on the I-B District and is intended to provide additional permitted and discretionary uses including Place of Worship – Community, and other cultural, educational, and health uses. The proposed DC District would also allow for a number of associated residential uses of Assisted Living, Dwelling Unit, and Residential Care, but all within the context of what is intended to be the primary use – a place of worship. Those uses were added at the request of the landowner as they have indicated to Administration that they are seeking to develop a community hub/ campus for which Assisted Living Residential Development would be constructed in conjunction with a Place of Worship. Administration reviewed this proposal in alignment with the overall development vision, the MDP and policy context and placed a clause in the proposed DC District that will only allow for these three uses on the subject site if a Place of Worship is also developed (Attachment 7).

Residential development (in the form of Assisted Living and Residential Care) in conjunction with a Place of Worship is appropriate for this area because of the unique location of this parcel in Royal Vista. The subject site is located adjacent to two major commercial shopping centres and an open space amenity in the form of a regional pathway and escarpment which is located to the south. The parcel is also located adjacent to a variety of professional services, including a medical clinic and other institutional uses which have been approved and operate in the area. Local transit service is located less than 250 metres to the west along 112 Avenue NW. Finally, Residential development is not prohibited in Royal Vista due to the business park being located outside the Spyhill Landfill setback area.

The proposed campus development will create additional employment in Royal Vista which aligns with the Employee – Intensive land use typology of the MDP.

The application does not propose to increase the floor area ratio for any of the uses approved under the I-B and S-CI Districts. The FAR for these uses would remain at 1.0.

Relaxations

The proposed DC Districts include rules that allow the Development Authority to relax certain sections in each bylaw. These sections incorporate the rules of the base district in Land Use 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 the DC District rule is to ensure that rules regulating aspects of development that are not specifically regulated can also be relaxed in the same way that they would be in a standard district.

Development and Site Design

If this application is approved by Council, the applicable land use policies of the MDP, the rules of the proposed DC Districts, and the [Royal Vista Architectural Design Guidelines](#) will provide guidance for the future redevelopment of the site including appropriate uses, height and massing, landscaping, and parking.

Transportation

Local Street Network & Mobility

Pedestrian access to the site is available via 112 Avenue NW, Royal Vista Drive NW, Royal Vista Link NW, and Royal Vista Place NW. Vehicular access into Royal Vista Business Park is via Royal Vista Drive at two intersections with arterial 112 Avenue NW. Public on-street parking is available along the local streets in the area including Royal Vista Link, Royal Vista Place, Royal Vista Way, and Royal Vista Drive (except the first block connecting to 112 Avenue NW).

The area is currently serviced by Calgary Transit Route 115 (Symons Valley Parkway) which runs through Royal Vista along 112 Avenue NW, connecting with the Tuscan Red Line LRT Station to the west and with the Sage Hill Transit Hub to the east. Route 115 is classified as a base route with service headways ranging between 35 to 40 minutes per hour during weekdays. As a result, this route fails to meet the criteria of a Primary Transit route which is defined as providing service every 10 minutes seven days a week. The 112 Avenue corridor will see enhanced transit service in the future as the area around Sage Hill expands alongside service enhancements to North Pointe (which is located along Harvest Hills Boulevard north of Country Hills Boulevard and is currently serviced by Route 301 (BRT North/City Centre) and in the future by the Green Line LRT). Royal Vista will benefit from the establishment of a high-quality northwest transit service connecting Tuscan, Sage Hill, and North Pointe.

The divergence from the original I-B District is anticipated to result in less defined peak traffic demands to and from the area. For example, the afternoon traffic peak for school uses (some of which have already occupied buildings that were originally approved as offices) is earlier than for office uses, whose peak typically coincides with the afternoon rush hour; likewise, the proposed land-use diversification which allows for more service-based commercial uses (many of which are done by appointment) will establish travel demands that are more uniform throughout the day rather than peaked at the beginning and end of the conventional office day. As development of Royal Vista Business Park progresses, the area will likely see an increase in the overall amount of traffic which can be expected with further development; however, the traffic is anticipated to be spread out more uniformly over the course of the day rather than

seeing intense demands at typical peak periods, which may result in better use of the local streets network in place.

Local Traffic Characteristics

Royal Vista, alongside the neighbouring communities Royal Oak and Rocky Ridge, connects to the skeletal road network at Crowchild Trail NW via 12 Mile Coulee Road NW and at Stoney Trail NW via Country Hills Boulevard NW. Stoney Trail NW can be accessed from Royal Vista and from Royal Oak within approximately 800 metres along Country Hills Boulevard NW. Access to Stoney Trail NW from Royal Oak, Rocky Ridge, and Royal Vista Business Park is generally constrained by a single-point access intersection at 112 Avenue NW and Country Hills Boulevard NW. It is also recognized that demands at this intersection can be notable at certain times throughout a typical week.

Administration is aware of the traffic characteristics, and challenges in the area along 112 Avenue NW and Country Hills Boulevard NW approaching Stoney Trail NW and continues to monitor the situation and adapt signal timing and intersection configuration to meet the demands as best as possible.

Over the past five years, numerous changes and upgrades have been made to the area to improve and mitigate traffic issues. This includes the full twinning of 112 Avenue NW to the east between Royal Vista and Sarcee Trail NW, upgrades to the Sarcee Trail NW – Stoney Trail NW interchange with the addition of a southbound to eastbound loop ramp to support truck traffic, upgrades to the signals at Country Hills Boulevard NW and 112 Avenue NW (installation of additional signal heads to improve visibility and ongoing review and modification to timings), and changes to operations/signage to better direct area traffic, including haul operations to/from the resources extraction and processing sites to the north. The current operations require resource haulers to use only the outside lane when turning from 112 Avenue NW onto Country Hills Boulevard NW, and also restricts right turns onto 112 Avenue NW from 85 Street NW during the morning peak hour, thereby endeavoring to remove most complex movement (large trucks making left turns) from the highest demand period.

Regional Transportation Network

To the north of the subject parcels is 85 Street NW, which is identified as an arterial roadway in the MDP. This corridor will ultimately be upgraded from a single lane in each direction to two lanes each direction as the areas to the north and east become established. This upgrade is a long-term plan and remains unfunded at this time. The City's Regional Transportation model suggests that the origin/destination locations for Royal Vista traffic may shift some traffic to the 85 Street NW routing as the *Glacier Ridge Area Structure Plan* and *Keystone Hills Area Structure Plan* areas continue to grow, resulting in some traffic destined to/from Royal Vista to be pulled away from Country Hills Boulevard NW.

Environmental Site Considerations

There are no environmental concerns with the redevelopment of this site. An Environmental Site Assessment was completed at the outline plan stage, but additional assessments may be required at future development permit applications on major site, if needed.

Utilities and Servicing

Utilities and servicing have been provided to the existing developments and there are no concerns associated with the proposed additional uses. Utilities currently have capacity within Royal Vista due to high vacancy rates and undeveloped sites within the area.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the [Calgary Metropolitan Interim Growth Plan \(IGP\)](#). The proposed land use amendment builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Industrial – Employment Intensive area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Since there is no statutory local area policy, the MDP provides guidance when making policy decisions for the area. The MDP calls for Employment – Intensive areas (such as Royal Vista Business Park) to be located on the Primary Transit Network. However, Royal Vista Business Park is not situated in close proximity to the Primary Transit Network, which has been one of the challenges in building out the business park as originally envisioned.

Industrial – Employee Intensive areas are intended for manufacturing, warehousing, and mixed industrial / office developments that have high labour concentrations that require access to the Primary Transit Network. Notwithstanding this policy, other uses that support the industrial function may be supported. Specific rules for the amount of support uses should be determined as part of the policy planning and land use application process. Administration believes a hybrid approach to the development of an employee-intensive area is the optimal approach. The subject site, while not being a major office business park can still serve as a large-scale employment hub that is comprised of a variety of commercial, industrial and institutional uses that employ a large number of people. Future improvements to the transportation infrastructure and transit service will be further refined and implemented through the development permit process and as the area builds out.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address the objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies may be explored and encouraged at subsequent development approval stages.

North Regional Context Study (Non-Statutory – 2010)

The [North Regional Context Study](#) (NRCS) applies the Industrial / Employment land use to the subject site as indicated on Map 3: Land Use and Transportation. The NRCS states that in addition to industrial uses, other uses considered to be appropriate and compatible may also be supported. This land use proposal is in alignment with the general direction and policies of the NRCS.