

Background and Planning Evaluation

Background and Site Context

The subject site is located in the developing community of Livingston at the northwest corner of 144 Avenue NE and Livingston Hill NE. The site is approximately 1.61 hectares in size and is irregularly shaped. Grade changes are present on the site with the northwest corner of the site approximately five metres higher than the southeast. The parcel is currently vacant. A rear lane is present at the northern boundary of the parcel, which is shared with low density residential development (single detached homes).

The surrounding area is largely characterized by low density residential development in the form of single and semi-detached homes, with Residential – Low Density Mixed Housing (R-G and R-Gm) District parcels located to the north and west. A site designated Special Purpose – School, Park and Community Reserve (S-SPR) is located to the east. Immediately to the south is 144 Avenue NE, which is designated as an arterial road in the *Calgary Transportation Plan* (CTP). A previous outline plan and land use amendment application was approved in 2014 (LOC2013-0028), which designated the subject site M-1d60 District.

Community Peak Population Table

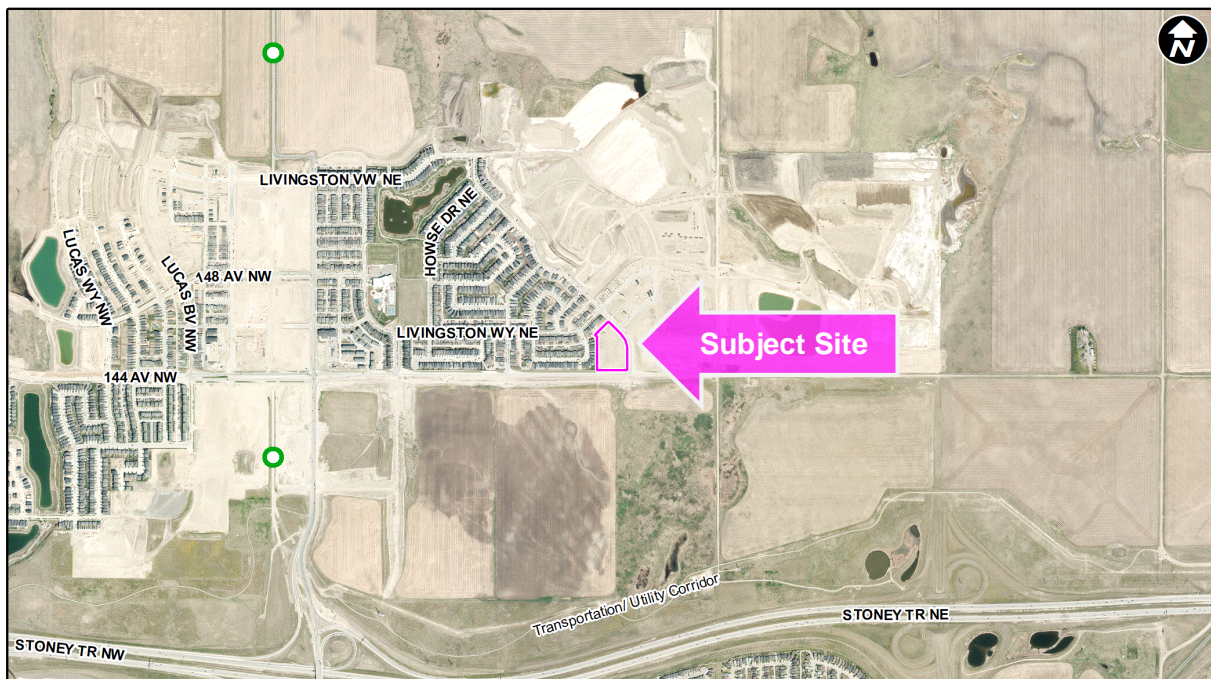
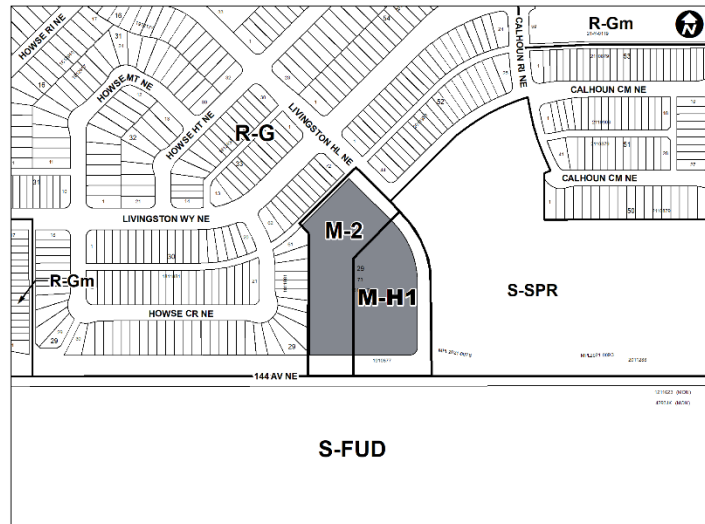
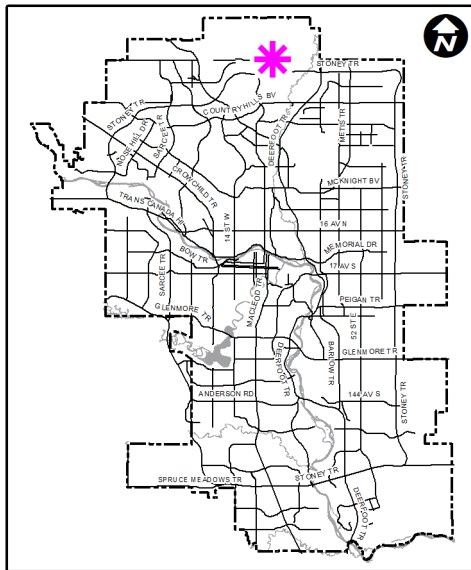
As identified below, the community of Livingston reached its peak population in 2016.

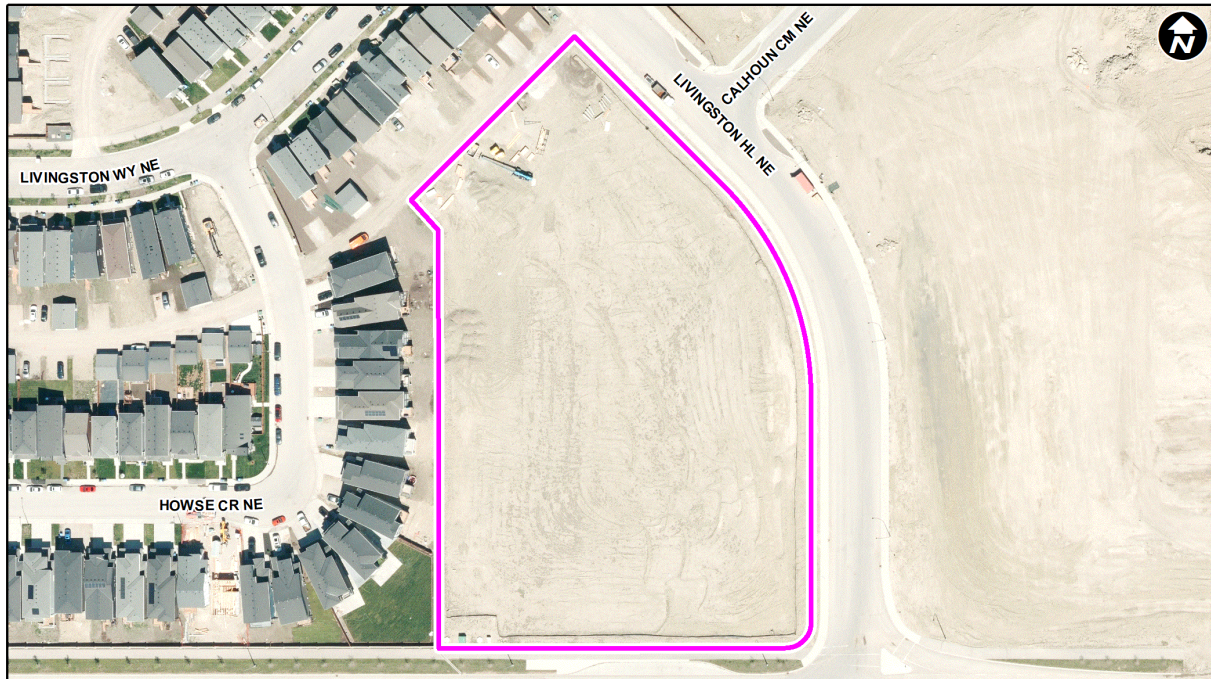
Livingston	
Peak Population Year	2019
Peak Population	1,477
2019 Current Population	1,477
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information is not yet available for the community of Livingston.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-1d60 District is a multi-residential district that is typically intended for apartment buildings, townhouses and rowhouses. The maximum building height allowed in the District is 14 metres which would allow up to four storeys on the site. The M-1 District includes a density modifier of 60 units per hectare which would allow a maximum of 96 dwelling units on the 1.61 hectare site.

The land use amendment application proposes two new land use districts on the site. On the western portion, approximately 0.89 hectares in area, the M-2 District is proposed. On the eastern portion of the site, approximately 0.72 hectares in area, the M-H1 District is proposed. Future subdivisions are planned for the site and would follow the proposed land use districts. On the M-2 site, seniors' housing is envisioned in apartment buildings and stacked townhouses. On the M-H1 site, multi-residential development is envisioned approximately six storeys in height.

The proposed M-2 District is primarily intended for apartment buildings. The M-2 District allows for a maximum height of 16 metres, approximately five storeys, a minimum density of 60 units per hectare and a maximum floor area ratio (FAR) of 3.0. Similarly, to the existing M-1 District, the M-2 District is intended to be located adjacent to low-density residential development and rules regarding setbacks and height step backs to adjacent development are included in the Land Use Bylaw. The proposed M-2 District provides a land use district that better accommodates the seniors' housing development.

The proposed M-H1 District is intended for multi-residential development with a higher number of dwelling units in a variety of forms, and includes a limited range of support commercial uses. The M-H1 District is to be typically located at transit and transportation corridors and community nodes. A maximum FAR of 4.0 is allowed in the District. The District allows for a maximum height of 26 metres, approximately eight storeys. The Land Use Bylaw includes rules regarding transitioning building height and the interface with lower density development, including the M-2 District.

The proposed land uses are arranged logically to transition their form and intensity from the low-density residential uses to the west. The modest density increase proposed in this application takes advantage of the features and capacity in the mobility network as described in the Transportation section below.

Development and Site Design

If approved by Council, the rules of the proposed M-2 and M-H1 Districts will provide guidance for future development including appropriate uses and number of units, building massing, height, interface with adjacent development, landscaping, parcel coverage, and parking.

Transportation

The proposed development is located in the southeast corner of Livingston. The site is bounded by Livingston Hill NE to the east and 144 Avenue NE to the south.

Development of Livingston continues to progress with continuous pathway and road connections that span the community from east to west. Once complete, the community will have multiple entryways that connect to the surrounding regional mobility network including 144 Avenue NE, Centre Street N, and the Green Line LRT corridor. The comprehensive nature of the mobility network provides sufficient residual capacity, and modest increases in intensity are supportable because they represent a more efficient use of the community infrastructure.

The site itself is well-situated for the proposed land uses because it is directly adjacent to 144 Avenue NE, identified as part of the Primary Transit Network in the *Calgary Transportation Plan*. Calgary Transit supports the modest increase in intensity as it has the potential to increase the ridership in the area.

The existing community is served by Calgary Transit's on-demand service which is currently being piloted in the Livingston area. The on-demand service provides transportation to the North Pointe Transit Terminal (located next to the Vivo for Healthier Generations) at which point users can transfer to the Route 301 bus rapid transit, as well as to various other routes. As transit demand in Livingston increases, conventional bus service will be introduced. Bus pads have already been constructed at the intersection of Livingston Hill NE/Livingston Way NE to the north, and a transit layby has been constructed on 144 Avenue NE at the southeast corner of the site.

The initial development concepts provided for the M-2 lands which abut the adjacent residential lane to the north do not propose any direct connections to the lane. This design was intentional as consideration ensures that all traffic and servicing related to the subject lands will utilize Livingston Hill NE and not impose unduly on any of the local streets or alleyways in the vicinity.

Overall, the proposed amendments are in alignment with the *Calgary Transportation Plan* and with the applicable local mobility policies and as such they are supportable from a mobility perspective.

Environmental Site Considerations

An Environmental Site Assessment (ESA) was not required as part of this application. There are no known environmental concerns associated with the site or proposed scope.

Utilities and Servicing

Public water, sanitary and storm exist within the adjacent public right-of-way. Development servicing will be determined at the development permit and development site servicing plan (DSSP) stage.

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 Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment builds on the principles of the IGP by promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Planned Greenfield with ASP area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The MDP notes that specific policies for this area can be found in the applicable ASP, which in this case is the *Keystone Hills Area Structure Plan* (ASP).

Though there are no policies within the MDP specifically related to this parcel, the creation of affordable housing is encouraged in Section 2.3.1 Housing including that affordable housing should be located in all areas of the city with a built form contextually appropriate to the area and that affordable housing should be visually indistinguishable from market housing.

The proposed development aligns with the MDP and the corporate strategy to build a stronger, more resilient Calgary to make citizens' lives better. The proposal would provide increased supply of affordable housing in Calgary, which is currently significantly lower than the national average.

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

The site is within the Policy Area as per Map 1: Plan Area of the [Rocky View County/City of Calgary Intermunicipal Development Plan](#) (IDP). The application was circulated to Rocky View County for their review and no concerns were identified. The proposal is consistent with the policies of the IDP as it does not propose any land use conflicts across municipal borders and opportunities for collaboration and communication were provided through application circulation to Rocky View County.

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.

Keystone Hills Area Structure Plan (Statutory – 2012)

The subject site is located in the Neighbourhood Area of the [Keystone Hills ASP](#), as indicated on Map 5: Land Use Concept. The proposal aligns with ASP policies that encourage a variety of housing forms and affordability levels throughout the neighbourhood area. The ASP notes that affordable housing should be dispersed at suitable locations through the community and should be visually indistinguishable in quality from market housing and well-integrated within the Neighbourhood areas. Additionally, the ASP notes that multi-residential development should be located in close proximity to transit stops and open space. The proposal is in alignment with the ASP.