

**POLICY AMENDMENT AND LAND USE AMENDMENT
SKYVIEW RANCH (WARD 3)
COUNTRY HILLS BOULEVARD NE AND 60 STREET NE
BYLAWS 22P2015 AND 106D2015**

MAP 26NE

EXECUTIVE SUMMARY

This application is a Land Use Amendment for several parcels of land located in the community of Skyview Ranch, northwest of Country Hills Boulevard NE and 60 Street NE. The application proposes reconfiguring the approved land uses to bring the area into alignment with the developer's current vision for the area.

In addition, a major policy amendment to the Northeast Community "A" Area Structure Plan (ASP) is proposed. This amendment would remove Part II of the ASP and provide new policy to better align the plan with the Major Activity Centre (MAC) policies of the Municipal Development Plan (MDP) and city-wide Transit Oriented Development policies.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)

2015 May 21

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendments and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 22P2015 and 106D2015; and

1. **ADOPT** the proposed amendments to the Northeast Community "A" Area Structure Plan, in accordance with Administration's recommendation, as amended; and
2. Give three readings to the proposed Bylaw 22P2015.
3. **ADOPT** the proposed redesignation of 25.33 hectares \pm (62.59 acres \pm) located at 11600 – 52 Street NE (Portion of SW 1/4 Section 26-25-29-4) from Multi-Residential – At Grade Housing (M-G) District, Multi-Residential – High Density Medium Rise (M-H2) District, Multi-Residential – Medium Profile (M-2d210) District, Multi-Residential – Medium Profile (M-2d320) District, Commercial – Corridor 1 f3.0h18 (C-COR1f3.0h18) District, Commercial – Corridor 1 f8.0h80 (C-COR1f8.0h80) District, Commercial – Corridor 2 f3.0h18 (C-COR2f3.0h18) District and Commercial – Corridor 2 f4.5h24 (C-COR2 f4.5h24) District **to** Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Low Rise (M-H1) District, Multi-Residential – At Grade Housing (M-G) District, Commercial – Community 2 (C-C2f3.0h26) District and Special Purpose – City and Regional Infrastructure (S-CRI) District, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 106D2015.

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REASON(S) FOR RECOMMENDATION:

This application proposes reallocating density across the subject lands. The proposed land uses and policy amendment are compatible with the MAC policies of the MDP as well as Transit Oriented Development guidelines. The proposal can provide for a variety of medium and high density housing types that support the goals of both the ASP and the MDP.

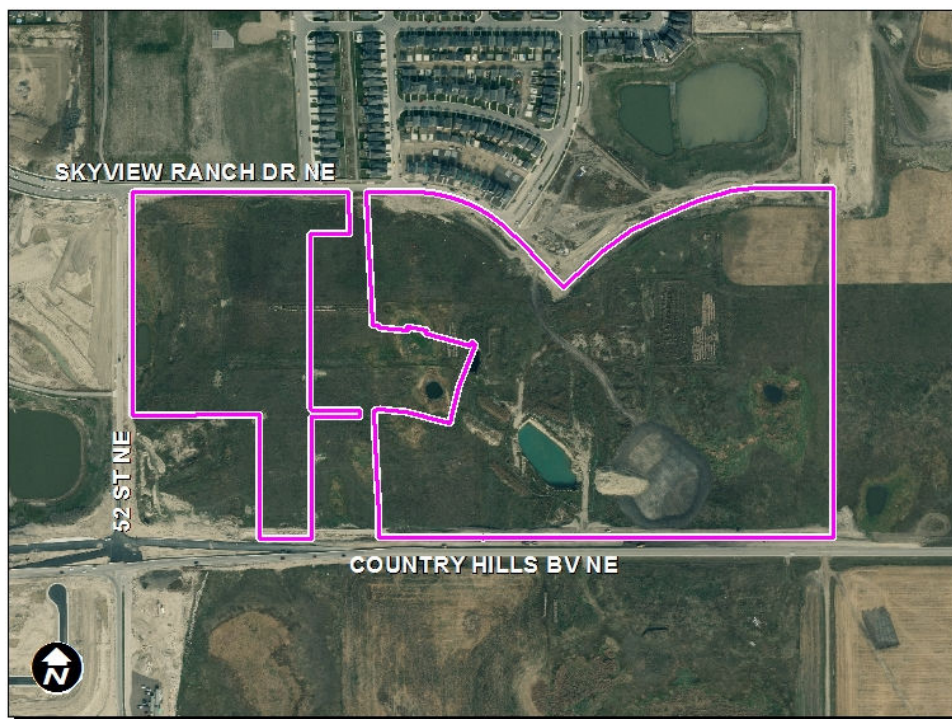
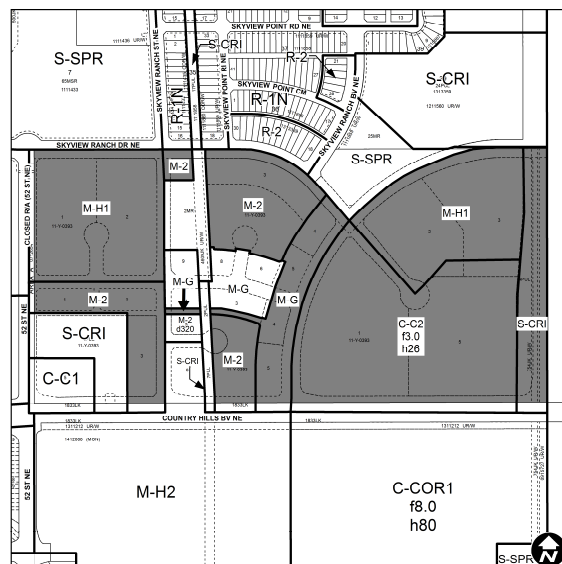
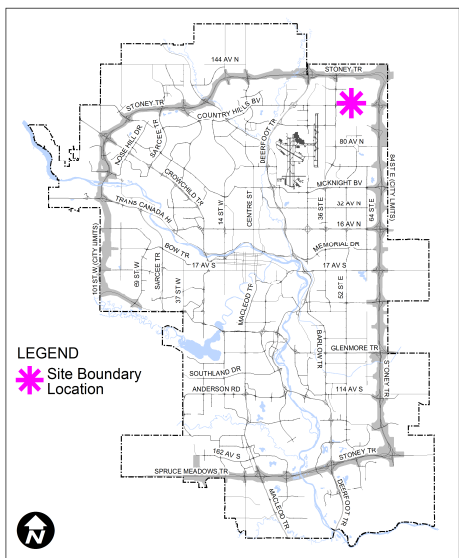
ATTACHMENTS

1. Proposed Bylaw 22P2015
2. Proposed Bylaw 106D2015

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Northeast Community “A” Area Structure Plan (APPENDIX II-IV)

Moved by: J. Gondek
Absent: R. Wright

Carried: 6 – 1
Opposed: G. Morrow

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 25.33 hectares \pm (62.59 acres \pm) located at 11600 – 52 Street NE (Portion of SW 1/4 Section 26-25-29-4) from Multi-Residential – At Grade Housing (M-G) District, Multi-Residential – High Density Medium Rise (M-H2) District, Multi-Residential – Medium Profile (M-2d210) District, Multi-Residential – Medium Profile (M-2d320) District, Commercial – Corridor 1 f3.0h18 (C-COR1f3.0h18) District, Commercial – Corridor 1 f8.0h80 (C-COR1f8.0h80) District, Commercial – Corridor 2 f3.0h18 (C-COR2f3.0h18) District and Commercial – Corridor 2 f4.5h24 (C-COR2 f4.5h24) District **to** Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Low Rise (M-H1) District, Multi-Residential – At Grade Housing (M-G) District, Commercial – Community 2 (C-C2f3.0h26) District and Special Purpose – City and Regional Infrastructure (S-CRI) District.

Moved by: J. Gondek
Absent: R. Wright

Carried: 4 – 3
Opposed: G. Morrow, M. Wade and
G.-C. Carra

Reasons for Opposition from Ms. Wade:

- Opposed to the land use amendment. Need to understand why the amendment and what does it result in.
- There are no concepts and recommend an outline plan to come forward with the land use amendments to understand the changes being considered and the impacts how it fits the new Community Guidebook.

Reasons for Opposition from Mr. Morrow:

- There is no reasonable way to understand what will result from this land use. TOD areas should be considered comprehensively in this case, only a quarter of the TOD is being considered. The densities proposed are too low and I have no confidence that Phase 1 will set the tone for the area. More likely, it will result in conventional development, not TOD. The connection to the “Main Street” is poor and the proposed pedestrian overpasses suggest anything but a robust pedestrian environment.

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AMENDMENT: Amend (2) Composition, d) to read:
“Automobile focused uses shall not be permitted within the Major Activity Centre, unless fully screened behind mid-block pedestrian-oriented built form.”

Moved by: G.-C. Carra **NO VOTE**

AMENDMENT: Amend Cllr. Carra’s amendment to delete “unless fully screened behind mid-block pedestrian-oriented built form”.

Moved by: M. Logan **Carried: 6 – 1**
Absent: R. Wright Opposed: J. Gondek

AMENDMENT: Amend (2) Composition, d) to read:
“Automobile focused uses shall not be permitted within the Major Activity Centre.”, as amended.

Moved by: G.-C. Carra **Carried: 4 – 3**
Absent: R. Wright Opposed: G. Morrow, M. Wade
and J. Gondek

Reasons for Approval from Mr. Friesen:

- This seemed to be a clearer and simpler way to regulate a use that was deemed inappropriate in the pedestrian oriented commercial area that was planned.

The Calgary Planning Commission recommended that Council:

- A. 1. **ADOPT**, by bylaw, the proposed amendments to the Northeast Community “A” Area Structure Plan, in accordance with Administration’s recommendation, as amended; and
2. Give three readings to the proposed Bylaw; and

Moved by: J. Gondek **LOST: 3 – 4**
Absent: R. Wright Opposed: G.-C. Carra,
R. Honsberger,
G. Morrow and M. Wade

- B. 1. **ADOPT**, by bylaw, the proposed redesignation of 25.33 hectares ±(62.59 acres ±) located at 11600 – 52 Street NE (Portion of SW 1/4 Section 26-25-29-4) from Multi-Residential – At Grade

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Housing (M-G) District, Multi-Residential – High Density Medium Rise (M-H2) District, Multi-Residential – Medium Profile (M-2d210) District, Multi-Residential – Medium Profile (M-2d320) District, Commercial – Corridor 1 f3.0h18 (C-COR1f3.0h18) District, Commercial – Corridor 1 f8.0h80 (C-COR1f8.0h80) District, Commercial – Corridor 2 f3.0h18 (C-COR2f3.0h18) District and Commercial – Corridor 2 f4.5h24 (C-COR2 f4.5h24) District **to** Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Low Rise (M-H1) District, Multi-Residential – At Grade Housing (M-G) District, Commercial – Community 2 (C-C2f3.0h26) District and Special Purpose – City and Regional Infrastructure (S-CRI) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw.

Moved by: J. Gondek

Absent: R. Wright

LOST: 3 – 4

Opposed: G.-C. Carra,
R. Honsberger,
G. Morrow and M. Wade

RECONSIDERATION: To **RECONSIDER** the vote on the Policy Amendment and Land Use Amendment to vote on the motions individually.

Moved by: M. Logan

Absent: R. Wright

Carried: 6 – 1

Opposed: G. Morrow

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Applicant:

IBI Group

Landowner:

La Caille North Point Inc

Planning Evaluation Content	Issue	Page
Density <i>Is a density increase being proposed.</i>	No	6
Land Use Districts <i>Are the changes being proposed housekeeping or simple bylaw amendment.</i>	No	6
Legislation and Policy <i>Does the application comply with policy direction and legislation.</i>	Yes	6
Transportation Networks <i>Do different or specific mobility considerations impact this site</i>	No	8
Utilities & Servicing <i>Is the site in an area under current servicing review and/or has major infrastructure (water, sewer, storm and emergency response) concerns.</i>	No	8
Environmental Issues <i>Other considerations eg. sour gas or contaminated sites</i>	No	8
Growth Management <i>Is there growth management direction for this site. Does the recommendation create capital budget impacts or concerns.</i>	No	8
Public Engagement <i>Were major comments received from the circulation</i>	No	8

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PLANNING EVALUATION

SITE CONTEXT

The subject site is located in the northeast quadrant of the city and consists of 25.33 hectares \pm (62.59 acres \pm) of land at the northwest corner of Country Hills Boulevard NE and 60 Street NE. The subject lands are predominately flat with some low lying depressions and are currently undeveloped.

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

A separate Outline Plan and Land Use Amendment application is currently under review by Administration for the lands south of Country Hills Boulevard NE that seeks to reconfigure Municipal Reserve dedication and land use. The proposed Policy Amendments will apply to those lands as well.

Relevant Planning History

On 2009 July 13, Council redesignated the subject lands from Special Purpose – Future Urban Development (S-FUD) District to Multi-Residential – Medium Profile (M-2d210, M-2d320) District, Multi-Residential – High Density Medium Rise (M-H2) District, Multi-Residential – At Grade Housing (M-G) District, Commercial – Corridor 1 (C-COR1f3.0h18, C-COR1f8.0h80) District and Commercial – Corridor 2 (C-COR2f4.5h24, C-COR2f3.0h18) District. This redesignation was part of a larger Land Use Amendment and Outline Plan application (LOC2008-0049) that affected neighbouring lands, including the lands to the south adjacent to 60 Street NE for a total area of 34.59 hectares \pm (85.47 acres \pm).

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 LRT station. 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 Saddle Towne 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. This 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.

In late December 2014, administration approved an application to subdivide the subject lands. This subdivision included minor revisions to property lines and rear lanes from the previously approved Outline Plan.

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LAND USE DISTRICTS

This application proposes redesignating several parcels previously approved under LOC2008-0049 to bring the area into better alignment with the developer's current vision for the area. The lands to be redesignated are divided between medium to high density residential parcels located to the west of Skyview Centre NE, and four large commercial and high density residential parcels located on the northwest corner of the future LRT station at Country Hills Boulevard NE and 60 Street NE.

For the lands west of Skyview Centre NE, the proposed redesignation would reallocate residential densities across the area and align the land use with the approved subdivision lines. The proposed residential districts allow for a range of multi-residential built-forms including row/townhouses and apartment buildings of up to 8 storeys. All of the proposed multi-residential districts have minimum residential densities ranging from 35 units per hectare in the M-G District to 150 units per hectare in the M-H1 District. Minimum density for the M-2 District is 60 units per hectare.

An M-H1 district would be applied to the two large parcels located in the northwest corner of the subject lands. This would harmonize the land use across these two approved legal parcels. The three parcels southwest of Skyview Parade NE and Skyview Ranch Street NE presently designated M-G and M-H2 would be redesignated to M-2. The M-H2 parcels located between Skyview Ranch Street NE and Skyview Centre NE would be redesignated to M-2. Finally, the C-COR2f3.0h18 and C-COR1f3.0h18 would be redesignated M-G along Skyview Centre NE. Conditions placed on the approved subdivision application restrict front drive access to single entry points with rear garages for these parcels.

The large block at the corner of Country Hills Boulevard NE and 60 Street NE would be redesignated from C-COR1f8.0h80 to C-C2f3.0h26, M-H1, and S-CRI. The proposed Policy Amendment would identify this block as a Major Activity Centre (See Legislation & Policy section). The C-C2 lands are intended to accommodate mixed-use and retail/commercial buildings while the M-H1 lands are intended to accommodate residential buildings in the form of apartments. The S-CRI land will accommodate the future LRT station and line along 60 Street NE.

LEGISLATION & POLICY

Municipal Development Plan – Statutory / Approved by Council, 2009

The MDP identifies the eastern portion of the subject lands as a MAC and the lands west of Skyview Centre 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,

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- Major institutional uses, business and employment, high and medium density residential, retail and supporting services.

The proposed Policy Amendments described below would align the ASP with the goals and objectives of the MDP policy.

Northeast Community “A” Area Structure Plan – Statutory / Approved by Council, 2007 (Part II 2009)

The ASP identifies the lands east of Skyview Centre NE as the Core Centre Area. The purpose of the Core Centre is to create a community oriented, institutional, residential, and commercial development that is anchored by the future LRT station. In addition, a Main Street Retail Area policy applies to a portion of the Core Centre Area and aims to create a high-quality, pedestrian-oriented, mixed-use area that is well integrated in the greater Core Centre Area.

All lands within 600 metres of the future LRT station also fall within the Transit Planning Area. Policy 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.

This application proposes a major amendment to the ASP. The proposed amendment maintains the overall vision and general principles established in the present Core Centre Area policy. Key elements of the proposed Policy Amendment are as follows:

- Removal of Part II Country Hills Station Area Plan from the ASP;
- Replacement of current “Core Centre Area” policy with MAC policy to better align the ASP with MDP objectives and the New Community Guidebook;
- Design policy to ensure street-oriented building, active building frontages along roads, and pedestrian and cyclist oriented design;
- Requirements for minimum mix of uses and intensities around the LRT station;
- Removal of automobile focused uses within 250 metres of the LRT station; and,
- Clarifying amount of land required for future recreation centre and encouraging its integration with a future library.

Transit Oriented Development Policy Guidelines – Non-statutory / Adopted by Council, 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.

This Land Use Amendment, in conjunction with the proposed Policy Amendment, is in keeping with the TOD Development Policy Guidelines.

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TRANSPORTATION NETWORKS

A Transportation Impact Assessment (TIA) was reviewed and approved for the approved subdivision application that affected the subject lands. An update to this TIA was not required for the present application; however, all conditions of that subdivision approval still apply.

UTILITIES & SERVICING

Utilities and servicing will be extended from the adjacent lands to the subject lands. The cost for extending the utilities and servicing is the responsibility of the developer.

ENVIRONMENTAL ISSUES

None

ENVIRONMENTAL SUSTAINABILITY

None

GROWTH MANAGEMENT

This site is not subject to any growth management concerns.

PUBLIC ENGAGEMENT

Community Association Comments

This application was circulated to the Skyview Ranch Community Association and no comments were received.

Citizen Comments

This application was circulated to adjacent landowners and no comments were received.

Public Meetings

No public meetings were held for this application.

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APPENDIX I

APPLICANT'S SUBMISSION

LOC2015-0044

**LAND USE REDESIGNATION APPLICATION 11600 52 STREET NE; NORTHEAST
COMMUNITY "A" ASP AND COUNTRY HILLS STATION AREA PLAN**

On behalf of La Caille North Point Inc., IBI Group hereby submits the required information for the land use redesignation for the lands located north of Country Hills Blvd., at the address indicated above.

In the interest of advancing first-generation development in lands north of Country Hills Blvd., where approved subdivision and tentative plans are already in place, the applicant requested the split of application LOC2014-0165 between lands north of Country Hills Blvd. and lands south of it, resulting in application LOC2015-0044.

La Caille North Point Inc. has secured development opportunities in parcels north of Country Hills Blvd. and the approach of a split application allows development in these parcels to proceed. LaCaille North Point Inc. is prepared to move forward with LOC2015-0044 for the subject lands to allow for DP2014-6008 to proceed with its due review process. La Caille North Point will continue to work with Administration in LOC2014-0165 to be brought forward for CPC and Council consideration in coming months.

The referred lands are meant to become part of a transit-oriented development node and include the commercial town centre, adjacent mixed use area and two residential neighborhoods in the growing northeast sector of the City of Calgary. The revised development concept retains the intent for a major activity centre for the station area as indicated in the Municipal Development Plan (MDP) and meets intensity targets of the City of Calgary's MDP

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APPENDIX II

**PROPOSED AMENDMENTS TO THE NORTHEAST
COMMUNITY "A" AREA STRUCTURE PLAN**

- (a) Delete in its entirety, the Northeast Community 'A' Area Structure Plan - Part II Country Hills Station Area Plan.
- (b) Delete, in its entirety, Section 1.8 entitled, "Parts I and II of the Plan".
- (c) In Section 2.1 entitled, "Application of the Plan", delete the second paragraph.
- (d) Delete the existing Map 1 entitled "Plan Area" and replace with the revised Map 1 entitled "Plan Area" as attached as Appendix III.
- (e) In Section 3.1, entitled "Vision of the Future", delete the existing text and replace with the following:

"The Northeast Area Structure Plan area is comprised of three pedestrian oriented neighbourhoods and a successful vibrant and diverse Major Activity Centre (MAC) that functions as the social hub of the community where commercial, employment and residential uses converge .

The area is well served by the regional road network, including Stoney Trail NE, Airport Trail NE, Métis Trail NE, 60 Avenue NE, 128 Avenue NE, and Country Hills Boulevard NE, which provide for movement within the Plan area and beyond to other city destinations. In addition, internal roads intersect the Plan area, creating efficient access and connections both to and from the residential area, the MAC and the surrounding residential, industrial and gateway commercial areas.

Transit is an easy and convenient travel option within the Plan area and beyond. Extending from the southern boundary of the Plan area is the Light Rail Transit (LRT) extension line. The LRT service extends to a station located within the MAC and provides convenient service to the residential area. A second LRT station is planned further to the north, along 128th Avenue NE, linking this residential area to the future light industrial and commercial area to the west of the Plan area. The stations and associated park and ride facilities are connected with transit feeder bus routes that serve the residential areas, neighbourhood nodes and MAC Area.

The residential neighbourhoods are diverse, containing a variety of housing forms that serve varying income groups and lifestyles. The Residential Area contains an internal road network that links schools, neighbourhood nodes, parks, local commercial centres and other neighbourhood amenities.

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The MAC is the heart of the Plan area, providing residents with shopping, recreational and employment opportunities within, or in close proximity to their community. The MAC is anchored by an LRT Station, community facilities, including a recreation centre, library, and a commercial area integrated with multi-family housing. Within the MAC Area is a range of retail and commercial uses, multi-family residential development, and other community amenities and facilities. Integral to the success of the MAC is its connection to surrounding residential areas by pedestrian, bicycle and transit networks. The range of uses and opportunities within the MAC provides people with the opportunity to access services and community facilities in close proximity to where they live, necessary for the creation of a complete and successful community where residents can live, work and play.

The Plan area contains numerous natural wetlands that have been conserved and integrated into the overall design and development of the Plan area. The natural wetlands, along with the associated upland grassland habitat, combine to create larger ecological systems unique to the Plan area. A focal point for these natural features has been established, and conserving the largest wetland area and grassland habitat provides for a unique, regional scale natural area in this quadrant of the City.

An extensive regional pathway system provides direct connections through the residential areas, to the MAC, wetland area, parks, transit nodes, the surrounding residential and industrial areas and to the City wide regional pathway network. On-street bikeways also assist in providing bicycle connections within the community and to the rest of the city.

Overall, the community is a well-planned, complete living and working environment containing natural features and integration of services and amenities. Residents are able to meet their needs closer to home creating a strong sense of community and contributing to the vitality of the area as a whole.”

- (f) In Section 3.3, under “Commercial Vitality” delete the words “core centre” and replace with “MAC”.
- (g) In Section 4.2 entitled “Community Structure”, in the notes, delete the words “Core Centre” and replace with “MAC”.
- (h) In Section 4.4, delete the title “Core Centre Area Characteristics” and replace with “Major Activity Centre Characteristics”.

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- (i) In Section 4.4, delete the existing text and replace with following:
- “The MAC commercial uses will possess a number of characteristics that support its function including:
- A location that is both in close proximity to the LRT station and acts as the major hub to the community.
 - A mixed use composition that includes retail, residential, office, and institutional uses.
 - A strong transit-oriented design that supports LRT and bus transit ridership.
 - An efficient and pedestrian and bicycle friendly road network, regional pathway, walkway and bikeway system.”
- (j) In Section 4.6, under “Character Areas” delete the words “Core Centre Area” and replace with “MAC”.
- (k) In Section 4.7, entitled “Community Adaptability”, in the third paragraph, delete the words “Core Centre Area” and replace with “MAC”.
- (l) Delete the existing Map 3 entitled “Land Use Concept” and replace with the revised Map 3 entitled “Land Use Concept” (APPENDIX IV).
- (m) In Subsection 6.1.2 (4) (iv), delete the words “Core Centre Area” and replace with “MAC”.
- (n) In Subsection 6.2.2 (1) (a)(iii), delete the words “Core Centre Area” and replace with “MAC”.
- (o) In Section 6.4, delete the title “Core Centre” and replace with “Major Activity Centre”.
- (p) In Section 6.4.1, entitled “Purpose” delete the words “Core Centre” and “Core Centre Area” and replace with “MAC”, throughout.
- (q) In Section 6.4.2, entitled “Policies”, delete the existing text and replace with the following:
- “ (1) Size and Location**
- a) The MAC will be located as shown on Map 3: Land Use Concept.

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- b) The MAC will comprise of the area within a 400 m radius of the LRT station.

(2) Composition

- a) No more than 60% of the land use intensity should be achieved with any one general land use type (e.g., residential, office, commercial retail, institutional, etc.) to ensure an appropriate mix of uses.
- b) The MAC shall include the following land uses: multi-residential in medium and high density forms; commercial (office) in medium and high density forms; retail in a pedestrian scaled and street oriented retail form; and two year round programmable amenity plazas, one to be located on the north and one on the south side of Country Hills Boulevard NE.
- c) Commercial uses shall be integrated vertically and/or horizontally with other uses.
- d) Automobile focused uses shall not be permitted within 250 metres of the LRT station. These uses include, but are not limited to:
- auto service shops;
 - multi-vehicle car washes;
 - drive throughs;
 - gas bars; and
 - vehicle sales.

(3) Intensity

- a) Development within the MAC shall achieve an intensity of 200 people and jobs per hectare.
- b) The highest intensity of development should be located closest to the LRT station, framing the intersection of Country Hills Boulevard NE and 60 Street NE.
- c) The intensity of the MAC shall not count towards the overall intensity of a Community.

(4) Interface

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- a) All development within the MAC shall be street-oriented and have active frontages with primary public entryways facing the public sidewalk, including Country Hills Boulevard NE.
- b) Development adjacent to the amenity plazas should frame the plazas on at least two sides to provide an appropriate sense of enclosure for the space and to activate the plazas, using such strategies as incorporating step-backs on buildings fronting the plazas, locating retail on the main floor of buildings fronting the plazas, providing building facades with public entrances and architectural detailing and ensuring optimal sunlight penetration onto the plazas.
- c) Multi-residential developments should be designed to provide ground floor units with individual entryways to the public sidewalk.
- d) Large expanses of uniformly built structures shall be avoided unless the visual quality, exterior and design enhance the pedestrian environment.

(5) Site Design

- a) Convenient pedestrian and cycling connections shall be provided between the parcels within the MAC, and through to the adjacent residential areas.
- b) High quality and well-connected pedestrian routes should be provided within all sites, between development sites and to adjacent open space areas, to ensure clear, safe, comfortable, and well landscaped pedestrian connections from parking areas to buildings and between the individual buildings within the sites.
- c) The design of the streetscape shall accommodate elements such as street trees, sidewalks, street furniture, bicycle parking and appropriate lighting to enhance the experience of cyclists and pedestrians.
- d) Public or private art should be incorporated at prominent locations along streets to provide points of interest and to serve as landmarks for local residents, business patrons and visitors.
- e) The height of an exposed retaining wall should not exceed one (1.0) metre unless it can be demonstrated to the satisfaction of the Approving Authority that the design enhances the surrounding environment.

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- f) To limit visual impact and to address Crime Prevention Through Environmental Design (CPTED) issues, retaining walls should be designed using methods such as smaller scale, stepped-up structures, attractive naturalized slope retention methods, (such as earth walls), and intensive planting of trees and shrubs.
- g) All fencing in highly visible locations should be coordinated in both design and detail as it relates to the overall development.
- h) Landscaping should provide shelter from the elements in the form of shade and wind breaks.
- i) Publicly accessible amenity spaces should be incorporated into large scale developments to enhance the vibrancy within the development. In addition, these amenity spaces should be integrated into the overall pedestrian circulation pattern and be located at focal points of the development and designed for year round use.
- j) Plazas located near the transit stations should include enhanced landscape features including, but not limited to, site furnishings, lighting, canopies and soft landscaping.

(6) Parking and Loading

- a) Surface parking shall be located away from transit and pedestrian areas as well as active frontages to enhance the pedestrian function of the streetscape and to reduce conflict between active modes of travel and automobile traffic.
- b) Parking and loading areas should be designed to provide safe, direct, and convenient sidewalk and pathway connections for pedestrians and cyclists to access building entrances and to reduce conflict between active modes of travel and automobile conflicts.
- c) All loading and service areas should be located and screened year round to minimize the visibility of all loading and service areas from pedestrian areas and streets and to avoid interference with pedestrian movement or the exterior design character of buildings.
- d) Applicants should provide only the minimum number of parking spaces required by the Land Use Bylaw. If parking stalls exceed the minimum requirements established by the Land Use Bylaw and the policies contained in this Plan, they shall be accommodated in a structured and/or underground parking facility, unless otherwise determined by the Approving Authority.

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- e) Relaxations of the minimum parking requirements of the Land Use Bylaw are encouraged and shall be reviewed at the time of the development permit application.
 - f) Shared parking for mixed use projects may be subject to a further parking reduction in addition to any transit parking reduction in accordance with a shared parking analysis to be submitted at the development permit stage.
 - g) Above-grade parking structures shall be screened from view or contain other uses along the ground floor up to the four-storey level to the satisfaction of the Approving Authority.”
-
- (r) Delete the existing Map 4 entitled “Core Centre Area” and renumber the remaining maps accordingly.
 - (s) Delete Section 6.5 in its entirety.
 - (t) In Section 6.6.1, entitled “Purpose”, delete the words “Core Centre” and replace with “MAC”.
 - (u) In Subsection 6.6.2 (2), entitled “Size of Recreation Centre”, delete the existing text and replace with the following:

“The Recreation Centre Site shall be approximately 4.9 hectares (12 acres) in size. Consideration should be given to integrating the Library referred to in Section 6.7.2(2) into the Recreation Centre Site.”
 - (v) In Subsection 6.6.2 (3) (b), delete the words “Core Centre” and replace with “MAC”.
 - (w) In Subsections 6.6.2 (4)(c) and (d)(ii), delete the words “Core Centre” and “Core Centre Area” and replace with “MAC”.
 - (x) In Section 6.7.1, entitled “Purpose”, delete the words “Core Centre” and replace with “MAC”.
 - (y) In Section 6.7.2(2), entitled “Size of Library”, delete the existing text and replace with the following:

“The Library will require a parcel of land, approximately 0.4 hectares (1.0 acre) in size. Consideration should be given to integrating the Library into the Recreation Centre Site referred to in Section 6.6.2(2).”

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- (z) In Subsections 6.7.2(3)(a)(i) and (b), delete the words “Core Centre” and “Core Centre Area” and replace with “MAC”.
- (aa) In Section 6.9, entitled “Regional Pathway”, delete the words “Core Centre” and replace with “MAC”.
- (bb) In Section 6.10 entitled “Transit Planning Area”, delete the second paragraph in its entirety.
- (cc) Delete Section 6.10.1(6) entitled “Transit Planning Area at Country Hills Blvd and 60 Street NE” in its entirety.
- (dd) In Subsection 7.2.2(1)(b), delete the words “Core Centre Area” and replace with “MAC”.
- (ee) In Subsection 8.1.2(3)(a)(i), delete the words “Core Centre Area” and replace with “MAC”.
- (ff) In Subsection 10.1.2(1)(c), delete the words “Core Centre Area” and replace with “MAC”.
- (gg) In Subsection 12.2.2(2)(b)(v), delete the words “Core Centre Area” and replace with “MAC”.
- (hh) In Subsection 12.2.2(2)(c), delete the words “Core Centre” and replace with “MAC”.
- (ii) In Subsection 12.3.2(2)(a)(i), delete the words “Core Centre Area” and replace with “MAC”.
- (jj) In Subsection 12.4.2(2)(a)(i), delete the words “Main Street” and “core”.
- (kk) In Subsection 15.1.2(2)(b), delete the words “Core Centre Area” and replace with “MAC”.
- (ll) In Section 16.1 entitled “General Definitions” after subsection (7), add the following text and renumber the remaining accordingly:
 - “Major Activity Centres (MAC) – Major Activity Centres are areas of high job and population growth located in strategic areas central to larger residential catchment areas and linked city-wide by the Primary Transit Network.”
- (mm) In Section 6.11, entitled “Wetland Conservation Area”, delete the words “Map 6” and replace with “Map 5”.
- (nn) In Subsection 6.11.1(1)(a)(ii), delete the words “Map 6” and replace with “Map 5”.
- (oo) In Subsection 6.11.1(2)(b), delete the words “Map 6” and replace with “Map 5”.

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- (pp) In Section 7.1, entitled "Density Map", delete the words "Map 5" and replace with "Map 4".
- (qq) In Section 7.4.1, entitled "Purpose", delete the words "Map 5" and replace with "Map 4".
- (rr) In Subsections 7.4.2(1)(a) and (b), delete the words "Map 5" and replace with "Map 4".
- (ss) In Subsections 7.4.2(2)(a) and (b), delete the words "Map 5" and replace with "Map 4".
- (tt) In Subsection 9.1.2(1)(a), delete the words "Map 6" and replace with "Map 5".
- (uu) In Subsection 9.1.2(4), entitled "Development of Wetlands", delete the words "Map 6" and replace with "Map 5".
- (vv) In Section 11.1.1, entitled "Purpose", delete the words "Map 7" and replace with "Map 6".
- (ww) In Section 11.2.1, entitled "Purpose", delete the words "Map 7" and replace with "Map 6".

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SKYVIEW RANCH (WARD 3)
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APPENDIX III

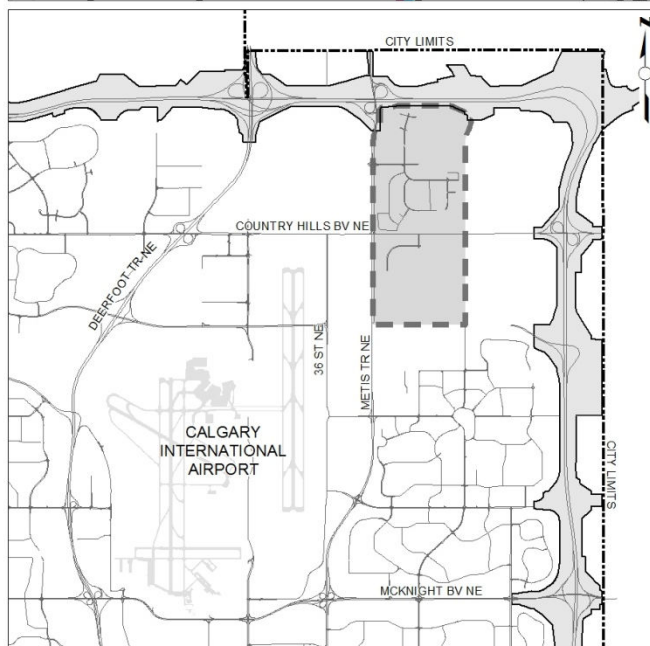
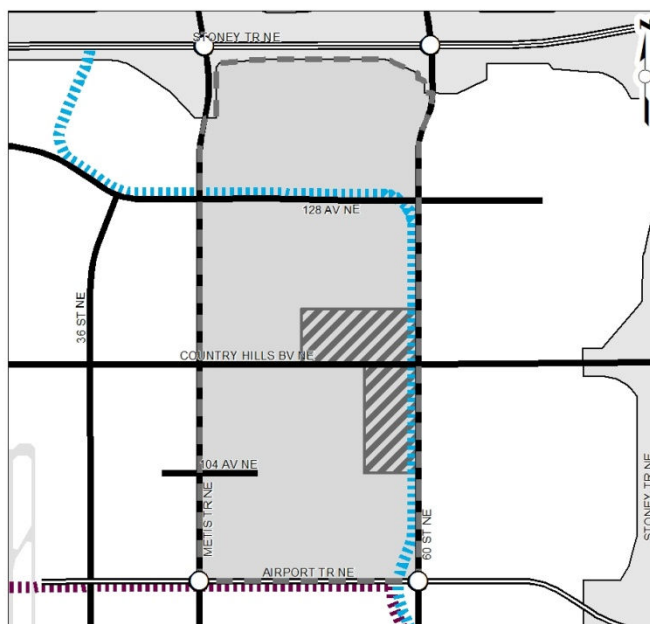
Existing Map 1: Plan Area

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

Map 1

Plan Area

- Legend**
-  Plan Boundary
 -  Transportation/Utility Corridor
 -  Freeway (Skeletal Road)
 -  Expressway (Skeletal Road)
 -  Major Road (Arterial Street)
 -  Interchange
 -  L.R.T. Alignment
 -  Airport Transit Connection (Technology TBD)
 -  Country Hills Station Area Plan



This map is conceptual only. No measurements of distances or areas should be taken from this map.

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SKYVIEW RANCH (WARD 3)
COUNTRY HILLS BOULEVARD NE AND 60 STREET NE
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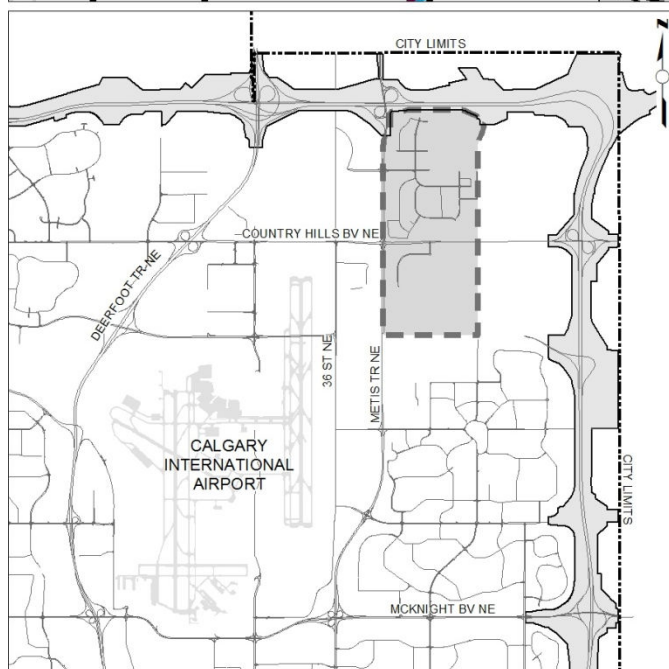
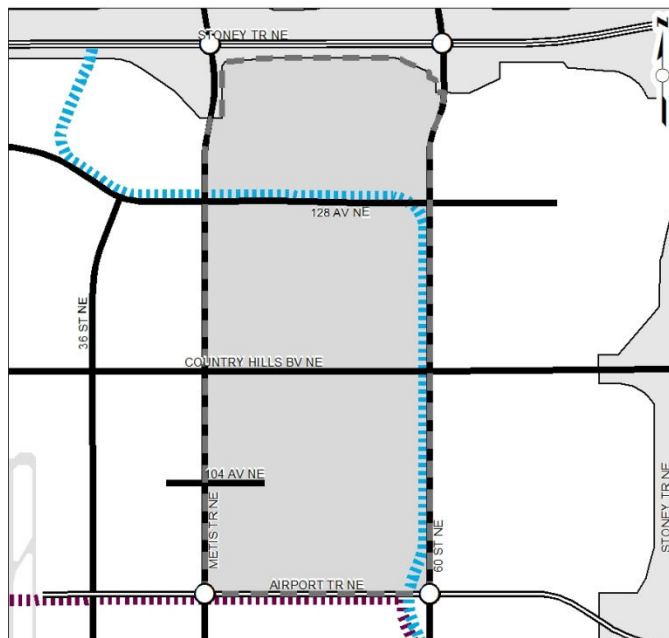
Revised Map 1: Plan Area

Northeast
Community 'A'
Area Structure Plan

Map 1

Plan Area

- Legend**
-  Plan Boundary
 -  Transportation/Utility Corridor
 -  Freeway (Skeletal Road)
 -  Expressway (Skeletal Road)
 -  Major Road (Arterial Street)
 -  Interchange
 -  L.R.T. Alignment
 -  Airport Transit Connection (Technology TBD)



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POLICY AMENDMENT AND LAND USE AMENDMENT
SKYVIEW RANCH (WARD 3)
COUNTRY HILLS BOULEVARD NE AND 60 STREET NE
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APPENDIX IV

Existing Map 3: Land Use Concept

Northeast
Community 'A'
Area Structure Plan

Map 3

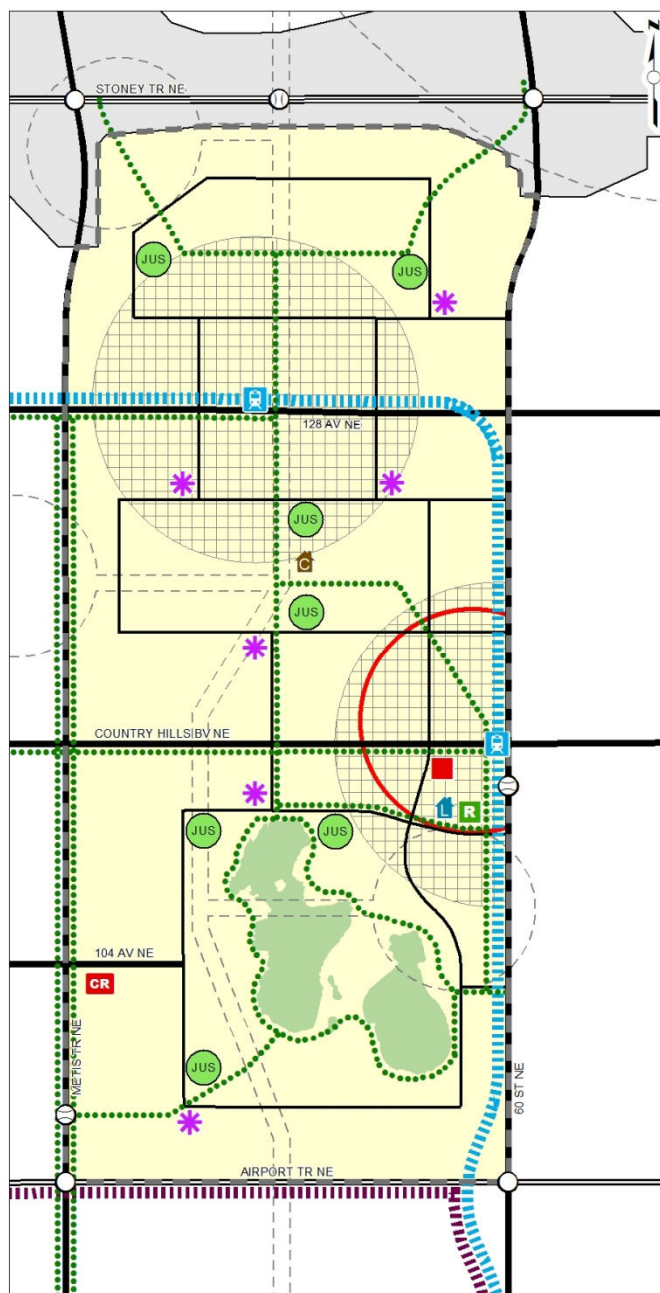
Land Use Concept



Legend

- Plan Boundary
- Transportation/Utility Corridor
- Main Street Retail
- Neighbourhood Node
- Community Retail Centre
- Community Hall Site
- Recreation Centre Site
- High School Site
- Library Site
- Tri Services Site
- Joint Use Site
- Regional Pathway
- Predominantly Residential Area
- Core Centre
- Freeway (Skeletal Road)
- Expressway (Skeletal Road)
- Major Road (Arterial Street)
- Collector Road
- Interchange
- Potential Pedestrian Overpass
- L.R.T. Line
- L.R.T. Station
- Airport Transit Connection (Technology TBD)
- Transit Planning Area
- Wetland Conservation Area

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POLICY AMENDMENT AND LAND USE AMENDMENT
SKYVIEW RANCH (WARD 3)
COUNTRY HILLS BOULEVARD NE AND 60 STREET NE
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MAP 26NE

Revised Map 3: Land Use Concept

Northeast
Community 'A'
Area Structure Plan

Map 3

Land Use Concept



Legend

- Plan Boundary
- Transportation/Utility Corridor
- Major Activity Centre
- Neighbourhood Node
- Community Retail Centre
- Community Hall Site
- Recreation Centre Site
- Library Site
- Joint Use Site
- Regional Pathway
- Predominantly Residential Area
- Freeway (Skeletal Road)
- Expressway (Skeletal Road)
- Major Road (Arterial Street)
- Collector Road
- Interchange
- Potential Pedestrian Overpass
- L.R.T. Line
- L.R.T. Station
- Airport Transit Connection (Technology TBD)
- Transit Planning Area
- Wetland Conservation Area

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