

# Background and Planning Evaluation

## Background and Site Context

The site is located in the developing northeast community of Skyview Ranch, south of Country Hills Boulevard NE and east of Skyview Parkway NE. The site is approximately 2.14 hectares (5.29 acres) and is approximately 130 metres wide by 170 metres deep. The original outline plan and land use amendment applications for this area were approved in 2019. The subject site has not yet been subdivided and is directly surrounded by undeveloped land with existing low density residential located farther to the west. The site is surrounded by Commercial – Community 2 (C-C2) District to the north, Multi-Residential – At Grade Housing (M-G) District to the south, Multi-Residential – Medium Profile (M-2) District and Commercial – Neighbourhood 2 (C-N2) District to the east and a Direct Control District that allows for a six storey multi-residential development to the west. The site is located within 400 metres of the future LRT station located at Country Hills Boulevard NE and 60<sup>th</sup> Street NE and a portion of the site is located within a Major Activity Centre.

## Community Peak Population Table

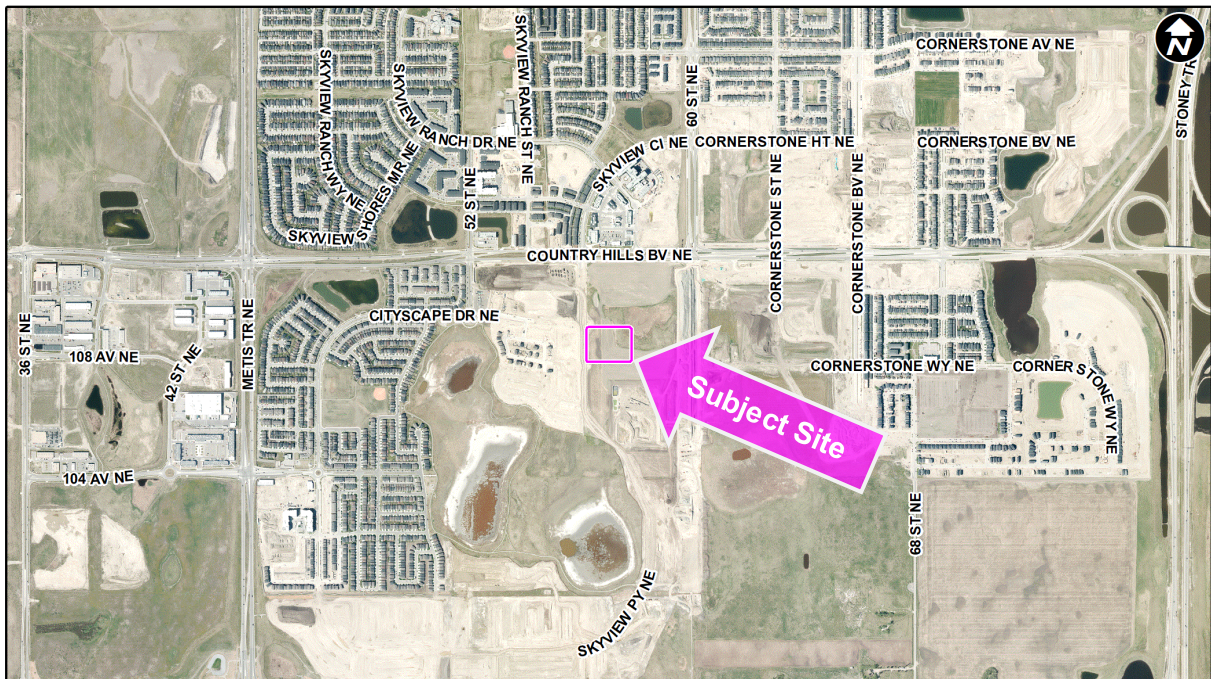
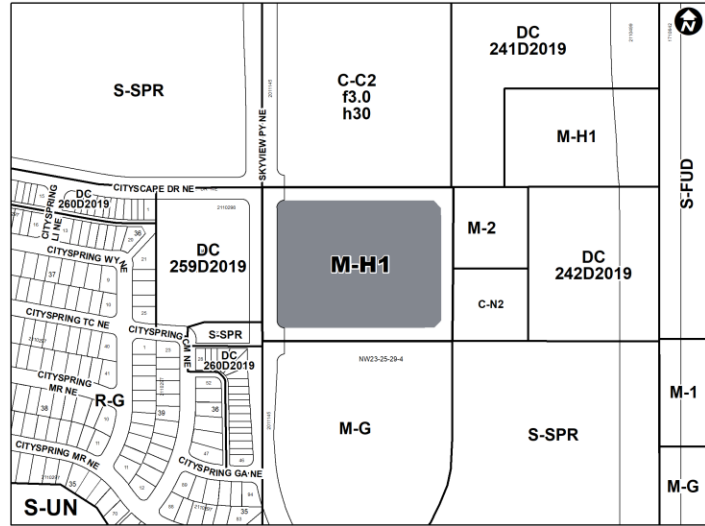
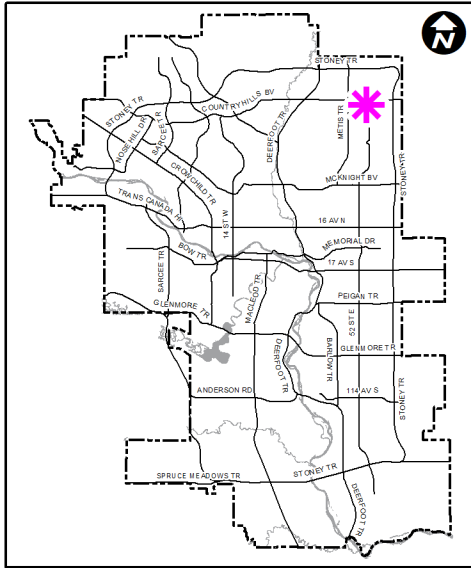
As identified below, the community of Skyview Ranch reached its highest population in 2019 and, due to the community still developing, most likely has not yet reached its peak population.

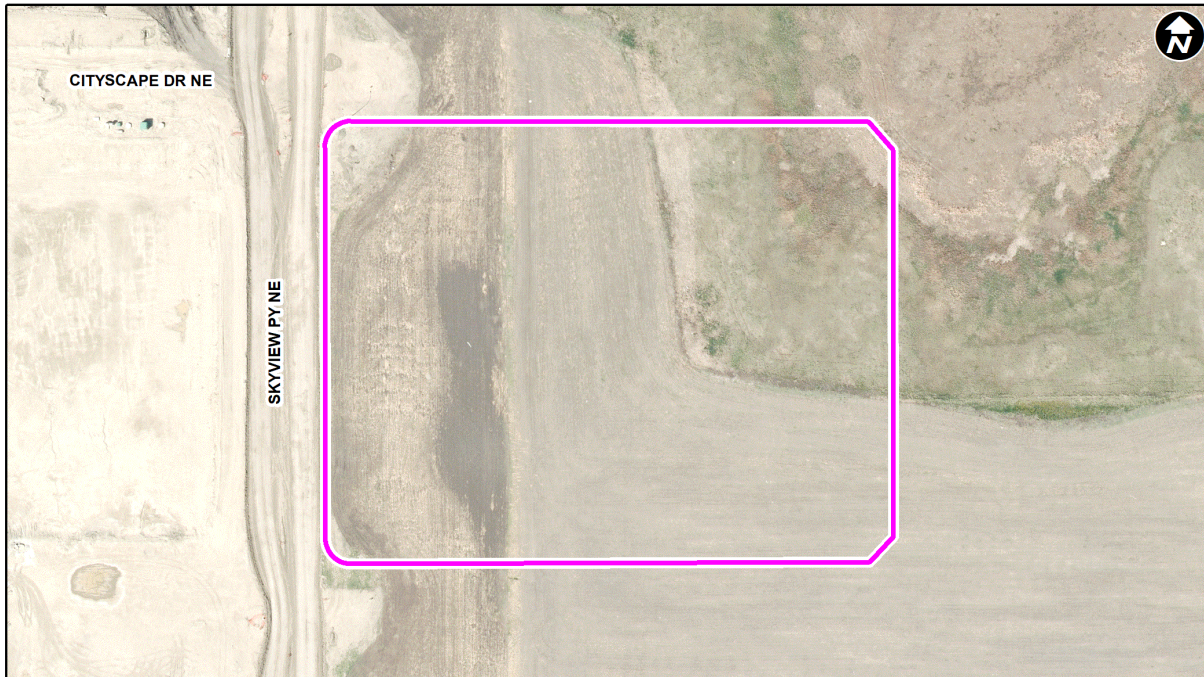
<b>Skyview Ranch</b>	
Peak Population Year	2019
Peak Population	11,707
2019 Current Population	11,707
Difference in Population (Number)	± 0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Skyview Ranch Community Profile](#).

## Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The site is currently designated Multi-Residential – Medium Profile (M-2) District. This provides for multi-residential development in a variety of forms of medium height and medium density. The existing M-2 District allows for a maximum height of 16.0 metres, a maximum floor area ratio of 3.0 and requires a minimum density of 60 units per hectare.

This application proposes to change the site to Multi-Residential – High Density Low Rise (M-H1) District. This allows for high density, multi-residential development in a variety of forms. The proposed M-H1 District will allow for a multi-residential development with a maximum height of 26.0 metres, a maximum floor area ratio of 4.0 and requires a minimum density of 150 units per hectare. This land use district would also allow for a limited range of support commercial uses which are not currently allowed in the current M-2 District.

The proposed M-H1 District is anticipated to result in a density of 186 units per hectare (75 units per acre) compared to the existing M-2 District's anticipated density of 168 units per hectare (68 units per acre).

### Transportation

The proposed density increase was measured against the performance of the adjacent intersections indicated in the original approved outline plan's TIA. The recent TIA indicated that the intersections are expected to perform at a good level of service with the initially proposed

density, and that there would be enough capacity at them to accommodate this increase, without negatively impacting the proposed street and mobility networks. Bus stops for Route 128 (Cornerstone/Redstone) are located on Country Hills Boulevard NE approximately 300m (a 4 minute walk) from the site. This site is also located within 400 metres (a 5 minute walk) of the future LRT station located at Country Hills Boulevard NE and 60 Street NE.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

The overall utilities and servicing for this development area were previously planned with the original approved outline plan. The proposed land use amendment does not significantly impact the proposed services for 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.

### **Growth Plan (2022)**

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

### **Calgary Climate Strategy (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

### **Calgary International Airport Vicinity Protection Area (2009)**

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies the subject site as being located between the 25 Noise Exposure Forecast (NEF) contour and the boundary of the AVPA. The AVPA Regulation was created to ensure that only compatible land uses are developed near airport flight paths by establishing prohibitive uses in certain locations, identified within NEF areas. The uses contained in the proposed M-H1 District are generally allowed between the 25 NEF contour and the boundary of the AVPA. Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

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

The subject site is located within the Planned Greenfield Area and a portion of the site is located within a Major Activity Centre (MAC) as identified in Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). Policies for the Planned Greenfield Area recognize the Area Structure Plan (ASP) as appropriate to provide direction for development of the local community. Policies for the MAC support a broad range of medium and high density housing

opportunities. The proposed land use amendment is anticipated to result in a higher density development which would better align with the MAC's intensity target of 200 people and jobs per gross developable hectare. This proposal aligns with the policies in the MDP for both the Planned Greenfield Area and MAC by providing for a development with higher density and the potential for a greater mix of uses.

**Northeast Community 'A' Area Structure Plan (Statutory - 2007)**

The subject site is located within the Transit Planning Area and a portion of the site is located in the MAC as identified in Map 3: Land Use Concept of the [Northeast Community 'A' Area Structure Plan](#) (ASP). Policies of these areas support land uses that provide for multi-residential in medium and high density forms as well as mixed-use development. This proposal aligns with the policies in the ASP for both the Transit Planning Area and MAC.