

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast community of Skyview Ranch on the north side of Country Hills Boulevard NE at the corner of 60 Street NE. The site is approximately 3.25 hectares (8.03 acres) and is irregularly shaped. The area subject to this land use amendment application is undeveloped.

Surrounding development sites are characterized by a mix of commercial, institutional, and residential uses. Immediately adjacent to the site is a parcel designated Special Purpose – City and Regional Infrastructure (S-CRI) District which is intended as a future Blue Line LRT extension for the future Country Hills LRT Station. Across Country Hills Boulevard NE and 60 Street NE are lands that are currently undeveloped, some of which have been designated for future commercial and high density residential development.

## Community Peak Population Table

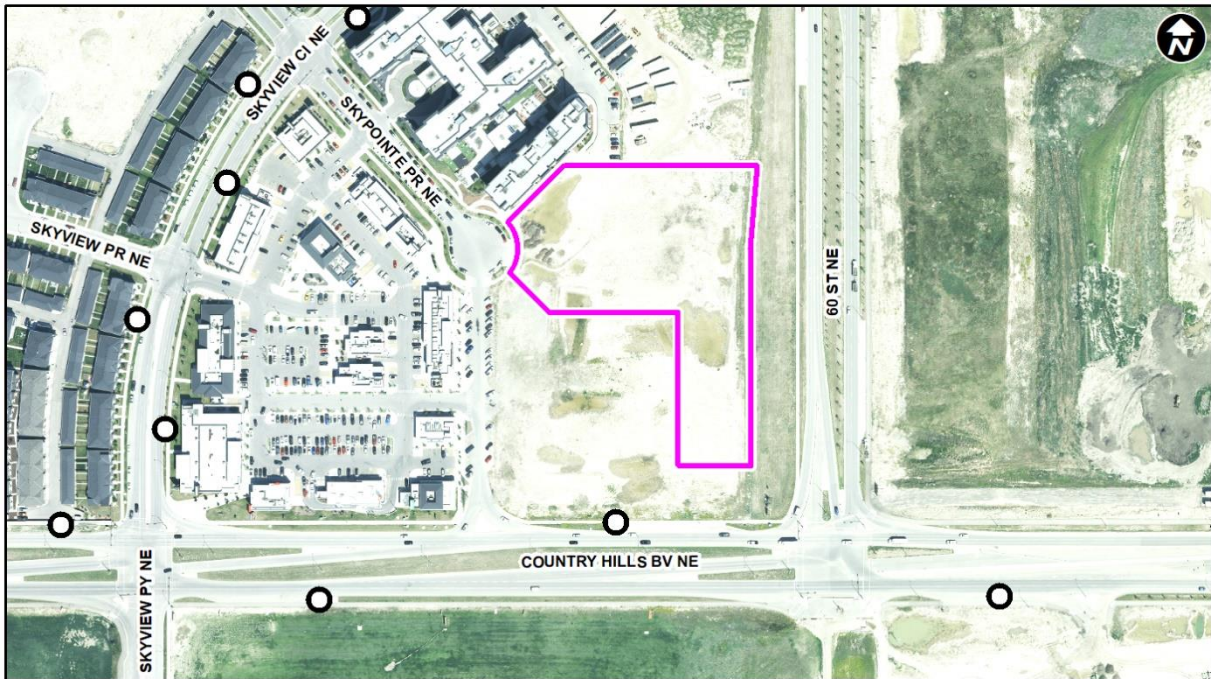
As identified below, the community of Skyview Ranch reached its peak population in 2019.

<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](#).





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing C-C2f3.0h26 District is intended to provide opportunities for large commercial developments that are comprehensively designed with several buildings that provide a range of uses and sizes. The district also contains a clause that restricts residential uses from being located on the ground floor. The current district includes modifiers that establish a maximum floor area ratio (FAR) of 3.0 and a maximum building height of 26 metres.

The proposed Multi-Residential – High Density Medium Rise (M-H2) District is intended to accommodate high density multi-residential development in a variety of forms. It allows for taller buildings that are located on strategic parcels, including landmark locations, transit and transportation corridors and nodes and employment concentrations. Finally, it includes a limited range of support commercial multi-residential uses that are restricted in size and location within a parcel of this designation. The proposed M-H2 District allows for a maximum FAR of 5.0, building height of 50 metres (about 13 storeys) and must achieve a minimum density of 150 units per hectare (286 units here).

The current C-C2 District restricts residential uses on the ground floor of any development and requires at grade commercial uses. The proposed M-H2 District includes provisions that allow for commercial uses on the ground floor, but it does not require them, which will provide the applicant and developer more flexibility from a design and use perspective on this portion of the site. The development permit application, which is under review, indicates the applicant will

maintain the ground floor commercial component of the proposed development in the portion of the site that will remain designated as the C-C2 District. This will ensure that the ground floor commercial component of the proposed development is maintained in highly visible and key pedestrian corridor areas to achieve a high quality public realm that encompasses strong pedestrian connections to surrounding development and the future LRT station. The applicant has also indicated that the proposed development will achieve a density target of 300 people/jobs per hectare, well above the minimum of 200 required by the *Municipal Development Plan* (MDP) and *Northeast Community 'A' Area Structure Plan* (ASP) for a Major Activity Centre (MAC) in the area and minimum density of 150 units per hectare required in the proposed M-H2 District.

### **Development and Site Design**

A Development Permit application (DP2023-04834) proposing a mixed use development comprised of residential, commercial, office and retail uses along with child care service has been submitted and is currently under review. The rules of the proposed MH-2 and C-C2f3.0h26 Districts will serve as the framework from which this application will be evaluated, including appropriate uses, building height and massing, landscaping, parcel coverage, and parking. Other key factors that are being considered during the review of the development permit application include the following:

- interface with the future Country Hills Boulevard NE LRT station;
- design of the public realm that focuses on the creation of specific active uses along key activity corridors;
- design of transit plaza;
- ensuring enhanced landscape features are included to create a destination;
- design for the 'high street' along the private road that flanks the development to the west;
- layout of uses within the site; and
- appropriate amenity space for the residents.

### **Transportation**

Pedestrian access to the site is available from the existing sidewalk along Country Hills Boulevard NE and the private road that flanks the development at 6004 Country Hills Boulevard NE. The site will also be accessible from a future regional pathway that will connect the future LRT Station to the rest of the MAC and community as the build out of Skyview Ranch continues.

Vehicular access to the subject parcel is available from the private roadway driveway that connects to Skyview Ranch Drive NE from Country Hills Boulevard NE. The roadway has been completed and an access easement has been registered on title to ensure public vehicles can utilize this roadway.

The site is well served by Calgary Transit with a stop directly located on the southern boundary of the site, along Country Hills Boulevard NE serving Route 136 (Corner Meadows / Cornerbrook) which provides a feeder route connection to Saddletowne LRT station and the overall Primary Transit Network. As noted, the site is also directly adjacent to the future Country Hills LRT Station which will provide high quality transit access to this important development site.

The Always Available for All Ages and Abilities (5A) Network indicates an on street bike network that runs along 60 Street NE and connects to 128 Avenue NE.

A Transportation Impact Assessment was not required as part of this application.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary and storm sewer mains are available to service the site. Specific details of site servicing, stormwater management and waste and recycling management are being reviewed in detail through the development permit application.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

Administration's recommendation aligns 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)**

Administration's 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.

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

The subject parcel is located within the Planned Greenfield area and Major Activity Centre as identified on Map 1: Urban Structure in 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 Major Activity Centre support a broad range of medium and high density housing opportunities with a minimum development intensity of 200 people and jobs per hectare.

### **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 the development of this site with applicable climate strategies will be explored and encouraged at subsequent approval stages.

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

The subject site is located within the Transit Planning Area and Major Activity Centre 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. Development should provide street-orientated active frontages that enhance the public realm. Strong pedestrian and cycling connections within and around the site are required, especially for parcels located adjacent to the future LRT station. Publicly accessible amenity spaces should be incorporated into large scale developments to enhance vibrancy of the overall area and incorporate high quality landscaping. For example, the plaza being proposed adjacent to the future LRT Station should incorporate enhanced landscape features to create a destination for visitors. 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. Development within the Major Activity Centre should achieve an intensity of 200 people and jobs per hectare.

This proposal aligns with the policies in the ASP for both the Transit Planning Area and Major Activity Centre. The proposed development is proposing a mixed use development that is comprised of a variety of uses that will exceed MAC density requirements. Public realm improvements include a privately owned publicly accessible open space, street furniture, enhanced landscape features highlighted along primary pedestrian connections.