

Background and Planning Evaluation

Background and Site Context

The subject site is located within the northeast community of Stonegate Landing and comprised of two site areas that are divided by 128 Avenue NE. The site consists of 18 parcels, totaling approximately 200 hectares \pm (495 acres \pm) of undeveloped land. The site is well served by transportation options with access to major transportation routes including Deerfoot Trail NE, Stoney Trail NE, Country Hills Boulevard NE, Barlow Trail NE, Airport Trail NE, and Metis Trail NE.

Surrounding land use is characterized by residential, commercial and industrial development. The subject site is ideally located south of Stoney Trail NE, which is designated as Special Purpose – Transportation and Utility Corridor (S-TUC) District. Residential communities are located east of the site, including Redstone and Skyview Ranch, and they consist of a mix of special purpose, commercial, multi-residential and low-density residential development.

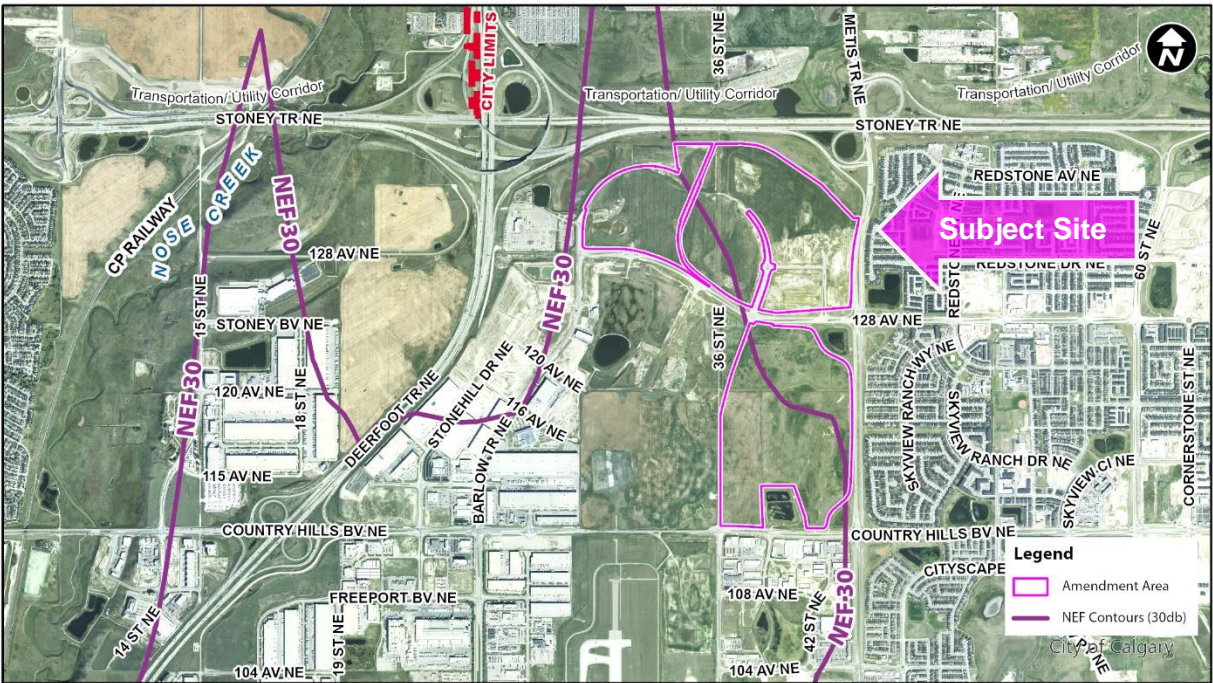
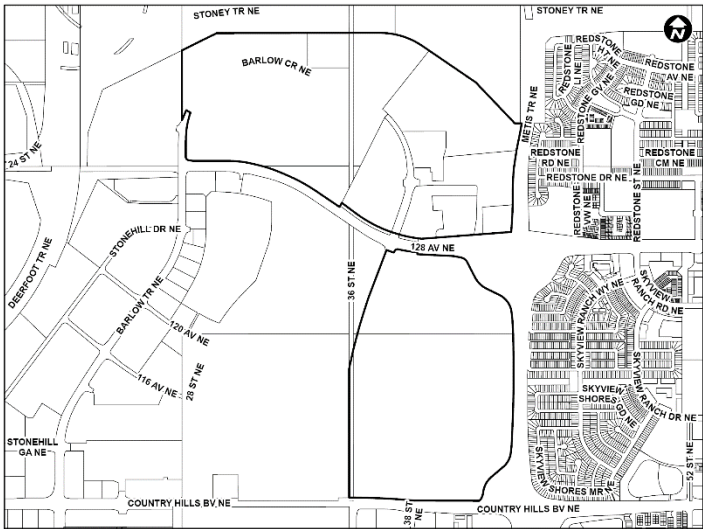
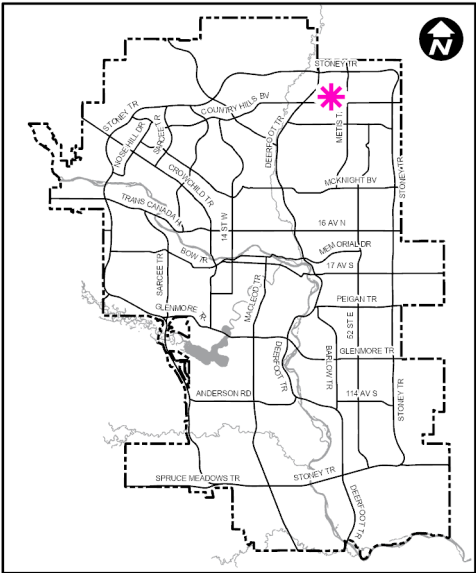
The Calgary International (YYC) Airport is located southwest of the site and is designated as Special Purpose – City and Regional Infrastructure (S-CRI) and parcels surrounding the southern and western boundaries consist of industrial and commercial developments designated as Industrial – Commercial (I-C) and Industrial – General (I-G) Districts.

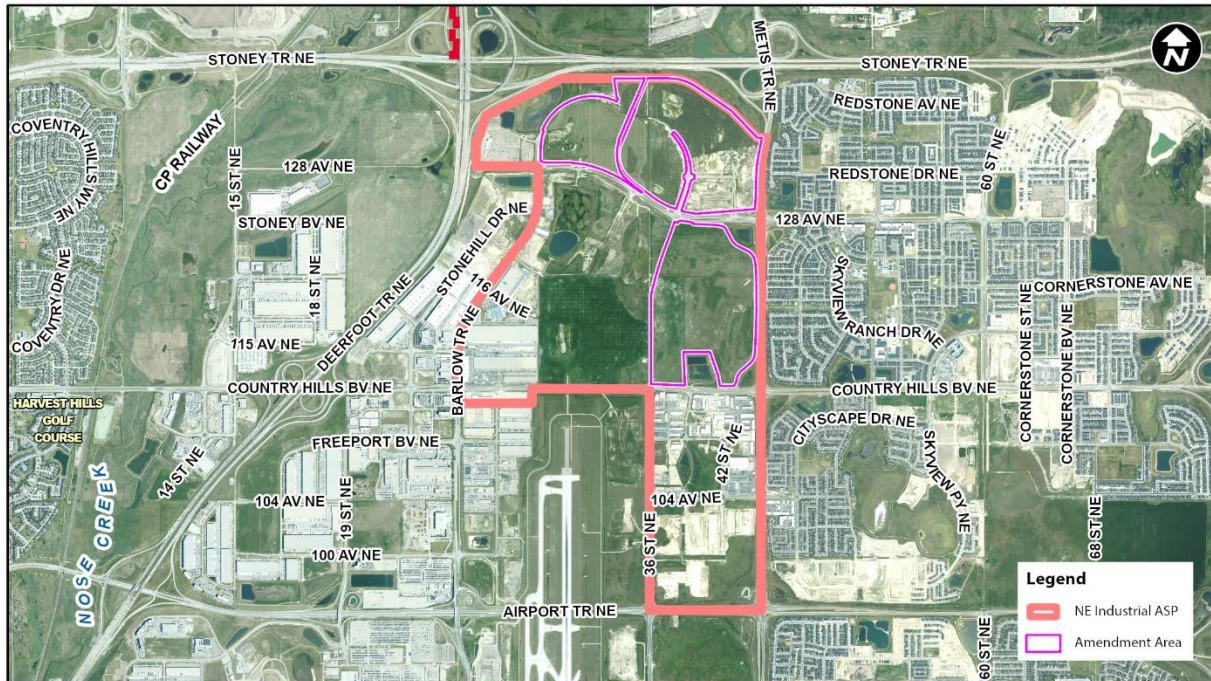
As Administration's standard practice, outline plan and land use amendment applications are combined with any associated policy amendment applications and are reviewed concurrently by Calgary Planning Commission (CPC) for a recommendation. For the subject lands, Administration has proceeded forward with reviewing the policy amendment application. This approach provided the path towards understanding outstanding questions regarding policy compliance resolved first, using the Comprehensive Planning site typology within the ASP which requires a future comprehensive amendment, while also accommodating the applicant's timelines.

Community Peak Population Table

There is no population data available for Stonegate Landing.

Location Maps





Previous Council Direction

On 2025 January 28, Administration was directed to prepare amendments to the *Municipal Development Plan* (MDP) and *Northeast Industrial Area Structure Plan* (ASP) to enable adding the additional use of residential within the Stonegate Landing lands through a Comprehensive Planning Overlay and to bring those amendments directly to the Public Hearing of Council on 2025 March 04.

Planning Evaluation

This policy amendment application proposes to amend the *Municipal Development Plan* (MDP) and the *Northeast Industrial Area Structure Plan* (ASP) to change the future development vision for the subject lands from standard industrial to residential area (Attachments 3 and 4).

Proposed MDP Amendments

Within the MDP (Map 1: Urban Structure) the existing land use typology for the subject lands is “Industrial – Standard Industrial”. The Standard Industrial area consists of planned industrial areas that contain a mix of industrial uses at varying intensities.

The proposed land use typology for the subject lands is “Developing Residential – Planned Greenfield with Area Structure Plan (ASP)”. Planned Greenfield areas comprise residential communities that have been planned and are still being developed. Accordingly, all MDP maps referencing subject land as “Industrial – Standard Industrial” including Map 1: Urban Structure and Volume 3, Map 5: Primary Goods Movement Network are proposed to be amended. The proposed MDP amendments defer the detailed development vision for the subject lands to the *Northeast Industrial ASP*.

Proposed Northeast Industrial ASP Amendments

The existing *Northeast Industrial ASP* includes Business/Industrial and Gateway Commercial land use areas. The Business/Industrial Area provides for the development of a variety of light industrial uses within the context of a fully serviced industrial/business park. The Gateway Commercial Area allows for commercial centre development in predetermined locations.

The proposed policy amendments to the *Northeast Industrial ASP* (Attachment 4) introduce a Comprehensive Planning Overlay for the subject lands shown on Map 3: Land Use Concept. The policies for the proposed Comprehensive Planning Overlay identify additional planning needed to introduce residential uses into the plan area. An amended Map 5: Land Use Constraints is proposed to show the updated AVPA Regulation Noise Exposure Forecast contour lines approved in August 2021. More detailed amendments to the Northeast Industrial ASP to include residential land use areas will be needed in the future when the land use amendment and outline plan applications proceed for decision.

Transportation

The subject lands are bound by Stoney Trail NE to the north, Metis Trail to the east, Country Hills Boulevard to the south. 128 Avenue NE bisects the subject lands. The MDP identifies 128 Avenue NE as part of the Primary Transit Network and provides access to Highway 2. Surrounding Primary Transit Network roadways include Airport Trail NE and Country Hills Boulevard NE. A future Blue Line LRT station is planned within the subject lands at a location north of 128 Avenue NE.

A Preliminary Transportation Progress Memorandum has been submitted for the outline plan and land use amendment applications and is currently under review. Through the review of the outline plan and land use amendment, transportation impacts will be assessed and any capital upgrades and costs will be identified.

Environmental Site Considerations

A Phase I Environmental Site Assessment, Preliminary Natural Site Assessment, Historical Resources Overview Assessment and Geotechnical Evaluation Report were submitted as part of the outline plan and land use amendment applications and are currently under review.

Utilities and Servicing

Water and sanitary servicing will be provided by connecting to the existing water and sanitary mains at 128 Avenue NE located in the plan area. The proposed development is supported by existing capital infrastructure, which is also serving other planned developments. The timing and phasing of the subject lands will need to be assessed to determine when new off-site water and sanitary infrastructure investments are required to support the development. Stormwater will be managed through existing area ponds however the lands ultimately discharge to Nose Creek which has release rate targets. Revisions to the Master Drainage Plan and related approval of the Staged Master Drainage Plan, may require Water Act approval from Alberta Environment and Protected Areas to accommodate these obligations.

A Utility Servicing Brief has been submitted as part of the outline plan and land use amendment applications and is currently under review. Through the review of the outline plan and land use amendment, servicing impacts will be assessed and any capital upgrades and costs will be identified.

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.

Calgary International Airport Vicinity Protection Area (2009)

The Calgary International Airport Vicinity Protection Area (AVPA) identifies the subject site as being located within the 25-30, 30-35 and 35-40 Noise Exposure Forecast (NEF) of the AVPA. The [AVPA Regulation](#) was created to ensure that only compatible land uses are developed near airport flight paths. The AVPA Regulation establishes prohibitive uses in certain locations, identified within Noise Exposure Forecast (NEF) areas. The proposed policy amendments are in alignment with the 2021 changes to the AVPA Regulation and propose residential in the 25-30 NEF area where residences are not prohibited. Future outline plan, land use amendment and development permit applications would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

Rocky View/Calgary Intermunicipal Development Plan (2012)

The site is within the Policy Area on (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 goals of the Rocky View County/City of Calgary IDP.

Municipal Development Plan (Statutory – 2009)

The proposed policy amendments align with the key directions of the [Municipal Development Plan](#) (MDP).

Within Section 1.1.1, the MDP identifies sustainability principles including creating a range of housing opportunities and choices, mixing land uses and providing transportation services in a safe, effective, affordable and efficient manner that ensures reasonable accessibility to all areas of the city for all residents. The proposed policy amendment is in alignment with the policies of the MDP by integrating residential uses into the plan area to assist in achieving a complete community.

Within (Map 2: Primary Transit Network) it shows 128 Avenue NE running through the site area being a part of the Primary Transit Network and the location of the proposed future alignment of the Blue Line LRT. Section 2.2.2 describes developing a transit supportive land use framework that consists of elements including density, diversity, design and distance to help promote transit-oriented development. The proposed policy amendment is in alignment with the policies of the MDP in supporting a transit supportive land use framework by introducing a variety of land uses in close proximity to future transit including residential density which promotes future transit ridership.

Within Section 3.7.1 (f), policy states portions of Standard Industrial Areas may be appropriate for redevelopment as non-industrial or mixed-residential business areas if they are in close proximity to existing communities and the Primary Transit Network. The proposed policy amendment is in alignment with the MDP policy in proposing residential uses near the Primary Transit Network and existing residential communities along the eastern boundary of the subject site.

In consideration of the policies and sustainability principles outlined above, locating residential uses on the subject lands may be considered suitable based upon creating a complete community near to a future LRT station, promoting transit-oriented development and proposing residential near the Primary Transit Network and existing communities.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas within 600 metres of an existing BRT or LRT station or an existing future LRT station. The Guidelines encourage development that creates a higher density, walkable, mixed-use environment within station areas in order to optimize use of transit infrastructure, create mobility options for Calgarians, and benefit local communities.

The policy amendment meets key objectives of the Guidelines by ensuring transit supportive land uses, providing ridership through residential land use, as well as creating density adjacent to a future LRT station which will support this future public investment. While acknowledging that further review will be required at subsequent outline plan, land use amendment and development permit approval stages.

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 outline plan, land use amendment and development approval stages.

Northeast Industrial Area Structure Plan (Statutory – 2007)

The proposal seeks to amend the [Northeast Industrial Area Structure Plan](#) (ASP) as current policy states that residential development is prohibited within the Northeast Industrial Area. The subject site is within two land use policy categories, including Business/Industrial and Gateway Commercial, that currently enables light industrial and retail commercial uses.

The proposed policy amendment to the ASP consists of a Comprehensive Planning Overlay that will introduce opportunities for neighbourhood and residential land uses into the plan area while providing alignment with the proposed changes to the MDP. The Comprehensive Planning Overlay is being used to identify and provide direction for one or more parcels where additional planning or supplementary site design will be needed to support future planning applications. These sites are envisioned to redevelop over time and are expected to integrate with the surrounding community, where feasible. Future policy amendments to the ASP will be pursued at subsequent outline plan and land use amendment stages to provide specific policy direction within the Comprehensive Planning Overlay.