

Background and Planning Evaluation

1.0 Project Background

In 2008, the Aurora Business Park Area Structure Plan (ASP) was approved. Portions of the Plan area adjacent to 96 Avenue NE were developed, but much of the land remains undeveloped. In 2021, changes to the Airport Vicinity Protection Area (AVPA) regulations allowed for the potential of including residential uses within the area. In 2023, Council directed Administration to review the ASP to investigate opportunities for residential development within the area.

The proposed Naato'siyinnipi ASP (the Plan) provides a new vision for a mixed-use, transit-oriented community as a path forward to support the development of a new community which integrates a variety of housing choices, jobs, a future high school site, parks and environmental and cultural resources.

2.0 Site Context

The Plan area is bound by 96 Avenue NE to the north, Beddington Trail NW to the south, Harvest Hills Boulevard to the west, and the Canadian Pacific Kansas City (CPKC) railway to the east. The site is surrounded by developed communities to the north, west and south. An existing network of arterial and skeletal roads services the Plan area.



Map 1 -

Naato'siyinnipi ASP Plan Area, location and context

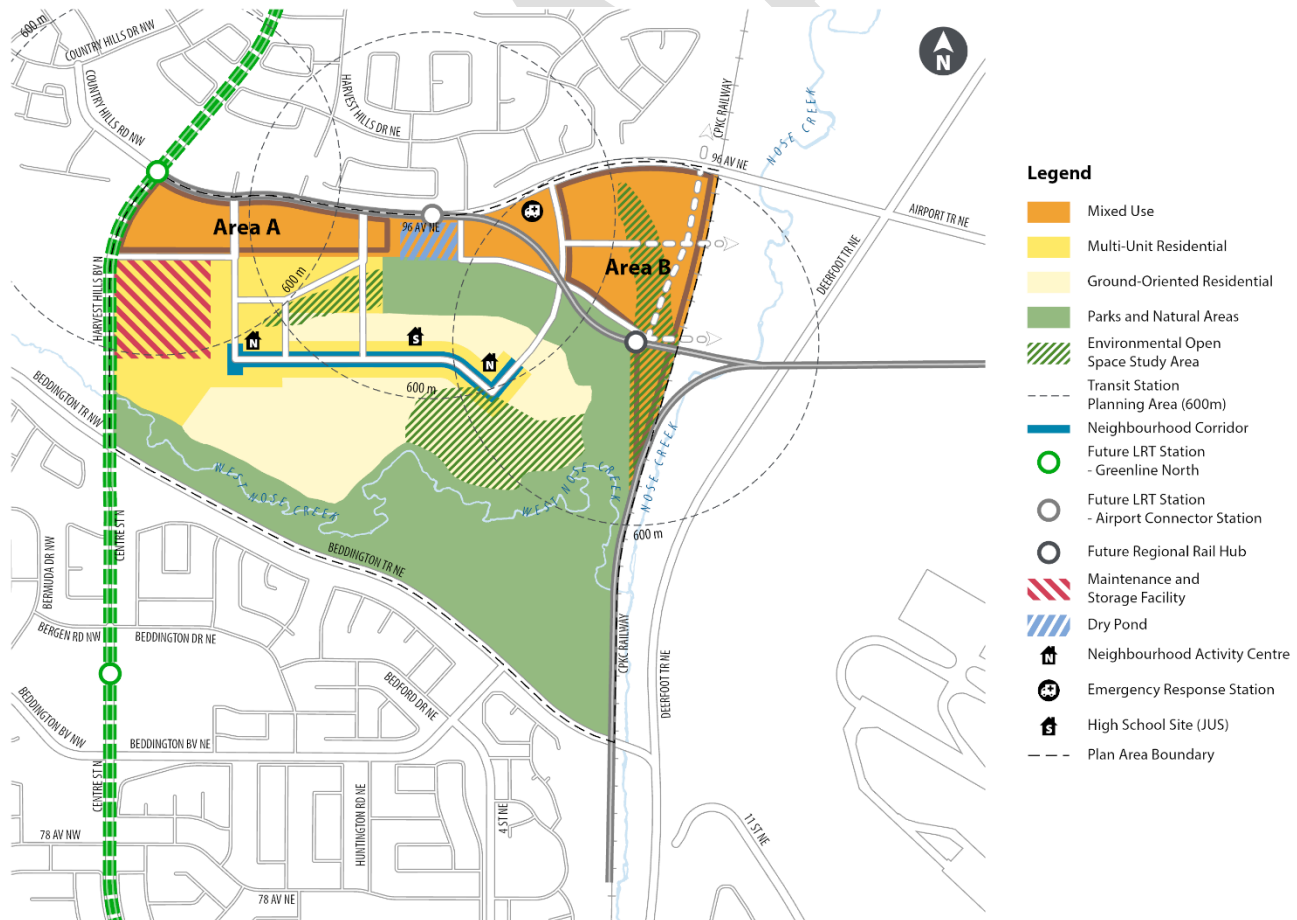
There are eight (8) landowners within the plan area. The majority landowner is the City of Calgary (Real Estate & Development Services), whose real estate holdings span 136 hectares, approximately 60 per cent of the plan area. The City's holdings include both developable and non-developable lands that were designated as Environmental Reserve (ER) in accordance with previous land use approvals in 2008.

3.0 Planning Evaluation

The Plan implements the strategic objectives of the City of Calgary's Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP). A key driver of the project is the City's *Home is Here* [The City of Calgary's Housing Strategy 2024-2030](#), which directs Administration to look at strategic areas and City owned lands to encourage new housing development.

Land Use Concept

Residential development is the primary land use in the Plan area. The Plan further enables commercial development within the mixed-use area and two designated neighbourhood activity centers (NAC's) along the Neighbourhood Corridor. Special policy areas were formulated to offer specific guidance on the future location of a transit maintenance and storage facility and the regional rail hub (Areas A and B). No additional industrial uses are proposed for the area.



Map 2 – Naato'siyinnipi Area Structure Plan Land Use Concept

Parks and Open Space Network

The plan area has unique environmental features, most notably a central wetland complex and a portion of the existing regional park: West Nose Creek Park (formerly Confluence Park). Significant lands within the plan area are marked as Environmental Open Space Study Area (or 'EOSSA'). EOSSA areas require further study and may further increase the parks and open spaces network.

The ASP identifies unique site features including sandstone cliffs, glacial erratic, slopes, wetland complex, and intermittent streams. Further analysis of the environmental site features in the eastern portion of the plan area will be reviewed as part of the Nose Creek Regional Park Strategy previously directed to Administration by Council at the 2024 October 29 Regular Meeting of Council ([EC2024-1106](#)). The work of this strategy will help to inform the feasibility of locating a regional park along the Nose Creek Valley area in the future.

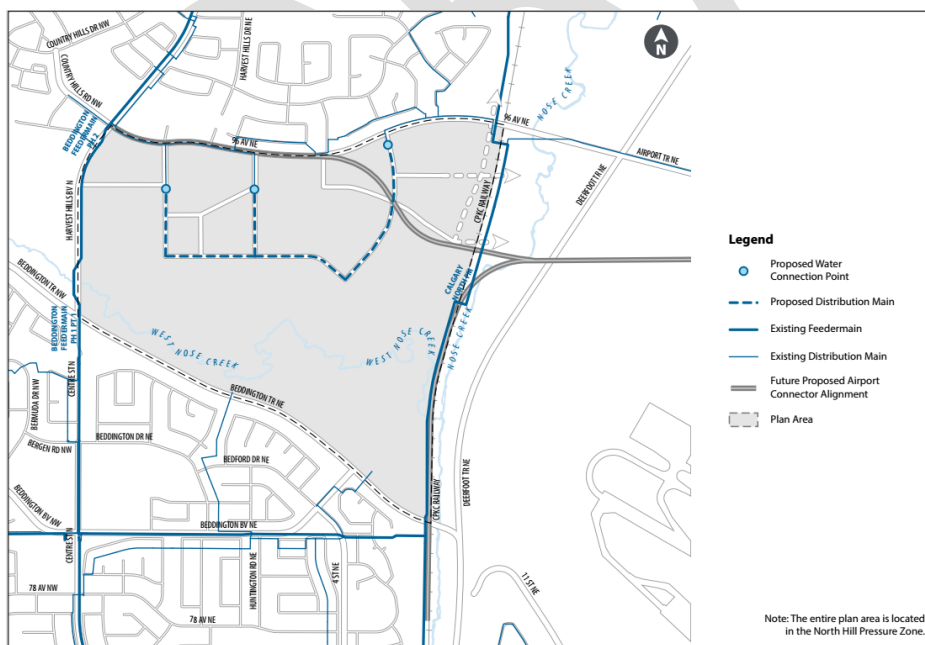
4.0 Municipal Services

Servicing concepts for the Plan are shaped by population projections, topography, land uses, and the mobility network.

The policies of the Plan ensure a potable water system and sanitary system that is safe, suitable, efficient, and integrated with these broader planning elements to support the full build-out and long-term sustainability of the plan area.

Water Services

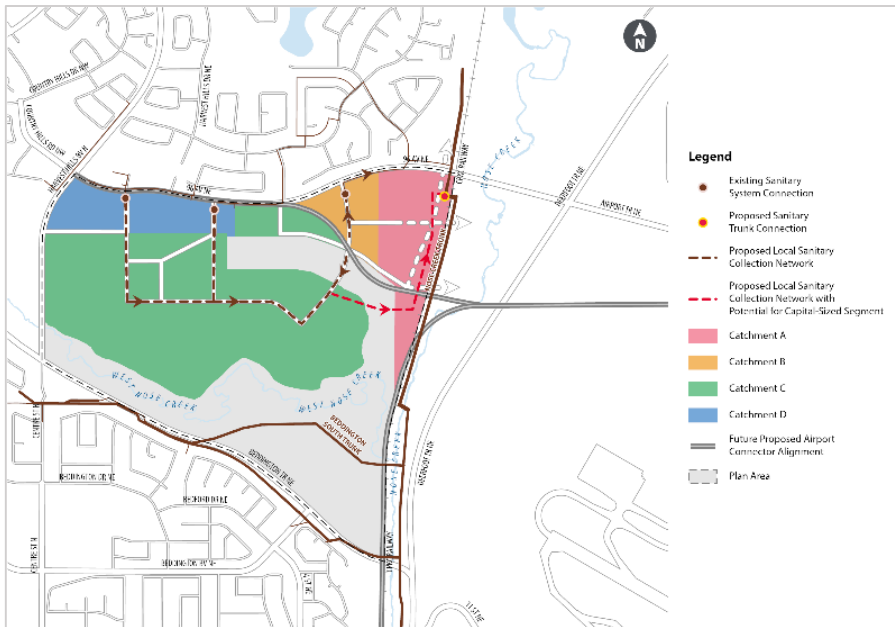
The Plan area is located within the North Hill Pressure Zone. Water will be provided through existing distribution mains located along 96 Avenue NE, which connects to the feeder mains along Harvest Hills Boulevard NE and near the CPKC Railway on the east boundary of the plan area.



Map 3 – Naato'siyinnipi Area Structure Plan Water Services

Sanitary Services

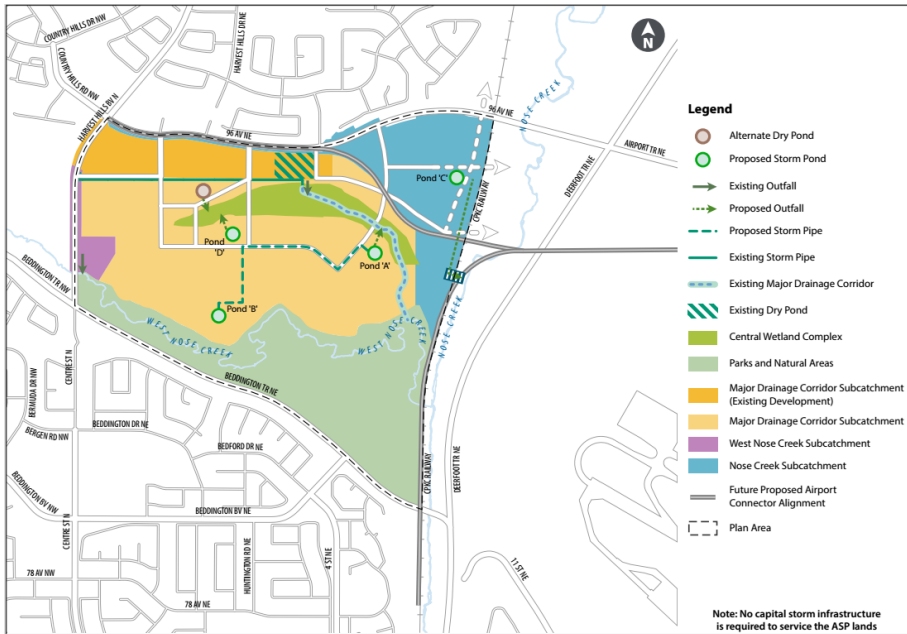
The plan area falls within the sanitary catchment of the Bonnybrook Wastewater Treatment Plant and will ultimately be serviced through the existing Nose Creek Sanitary Trunk. The Beddington Sanitary Trunk, which runs south of West Nose Creek within the plan area, is not intended to provide servicing for this area.



Map 4 – Naato'siyinnipi Area Structure Plan Sanitary Services

Storm Service

The existing conditions within the plan area are characterized by diverse hydrological systems flowing from the central wetland to West Nose Creek, and several intermittent streams discharging into either West Nose Creek or Nose Creek. A storm servicing plan has been prepared to inform the proposed Plan.

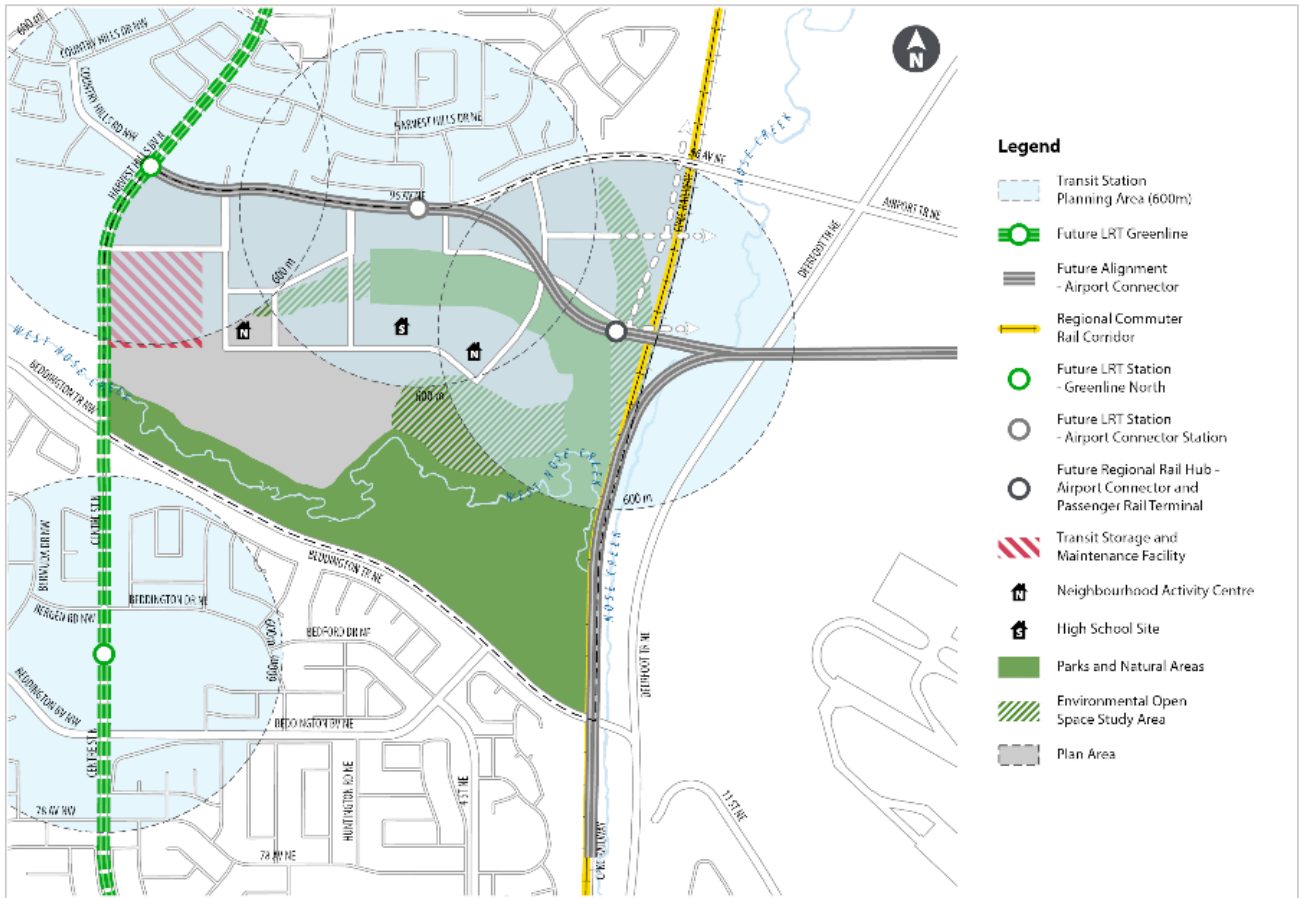


Map 5 – Naato’siyinnipi Area Structure Plan Storm Services

5.0 Transportation

The Plan provides policy guidance on mobility within the plan area, including rapid transit, road network design, active transportation and local street design.

The Plan area is currently served by the existing 300 and 301 bus rapid transit (BRT) which are rapid bus lines on 96 Avenue NE and Harvest Hills Boulevard NE. The plan also includes streets designated as the local bus route through the plan area. Three rapid transit stations are planned within the ASP area: Green Line (North), Airport Connector, and Regional Rail hub. All lands within 600 meters of these stations have been classified as Transit Station Planning Areas (TSPA). Approximately 70 percent of the developable lands fall within the 600-metre radius of the TSPA boundary.



Map 6 – Naato'siyinnipi Area Structure Plan Transit Station Planning Areas

Street Network

The plan area is surrounded by a well-established skeletal and arterial road network.

The intent of the new ASP street network is to achieve an integrated, multi-modal transportation system that supports land use, provides increased mobility choices for citizens, promotes vibrant and connected neighbourhoods, minimizes negative impacts on the natural environment and supports a local and prosperous economy.



Map 7 – Naato'siyinnipi Area Structure Plan Street Network

Active Transportation

Extensive pathway networks are provided in the ASP's neighborhood areas. The pathway network connects to West Nose Creek Park and important nodes in the plan area, namely commercial amenities, school sites and rapid transit. Further work on how the Plan will connect into the regional pathway system to the east is also planned as part of the Nose Creek Regional Park Strategy (EC2024-1106).

6.0 Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendations in this report consider and align with the policy direction of the South Saskatchewan Regional Plan, which emphasizes coordination between jurisdictions, sustainable development, supporting the growth of the regional economy, and expanding Alberta's presence and role in the global marketplace.

Municipal Development Plan (2009) and Calgary Transportation Plan (2009)

The MDP establishes overall goals and directions for decision making about growth, future land use, mobility networks, servicing, and investment for all of Calgary.

The Plan requires mapping amendments to the MDP and CTP to remove the designation of these lands as industrial. The proposed amendments are outlined in further detail in Attachment 3.