

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 194.81 hectares (481.38 acres) 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 Métis Trail NE.

The 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 consist of a mix of special purpose, commercial, multi-residential and low-density residential development.

YYC Calgary International Airport is located southwest of the site and is designated as Special Purpose – City and Regional Infrastructure (S-CRI). 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.

On 2025 March 04 Council approved amendments to the *Municipal Development Plan* (MDP) and *Northeast Industrial Area Structure Plan* (ASP) providing policy direction to allow for further planning of non-industrial uses in Stonegate Landing. The current proposal includes an outline plan, land use amendments and associated comprehensive policy amendments to the Northeast Industrial ASP and map amendments to the MDP.

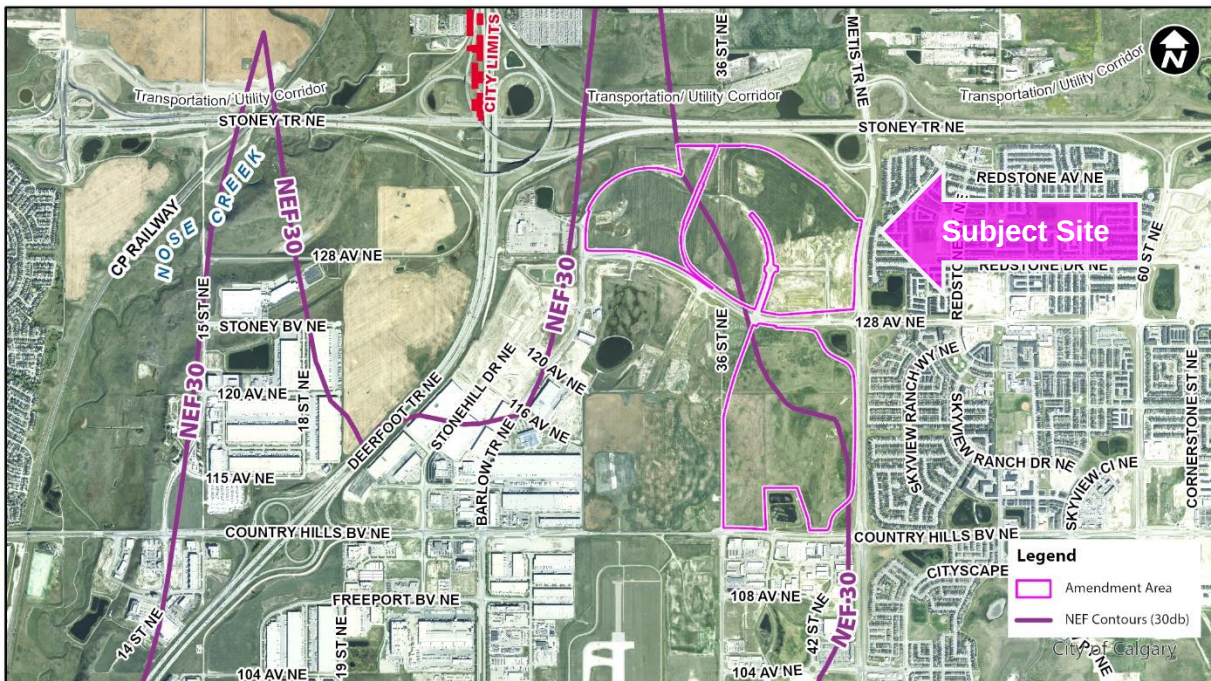
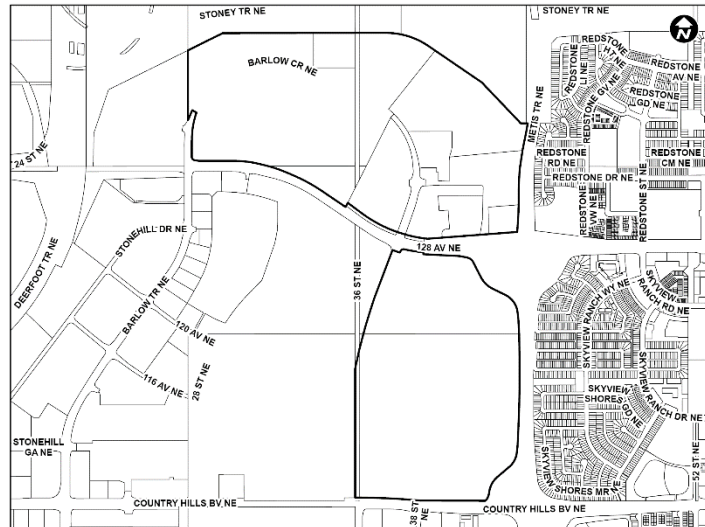
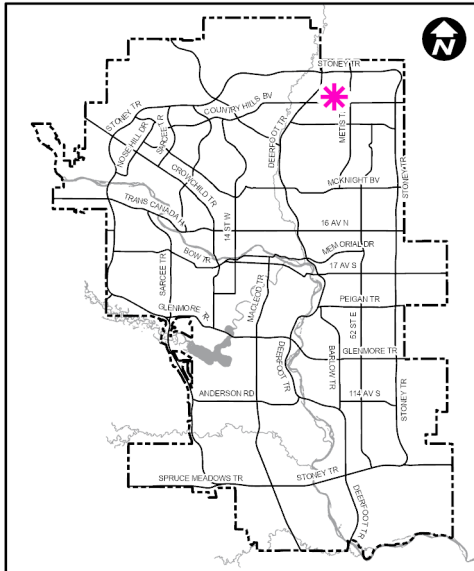
The development proposal for this site complements other development in the area. Notable features of the proposal include:

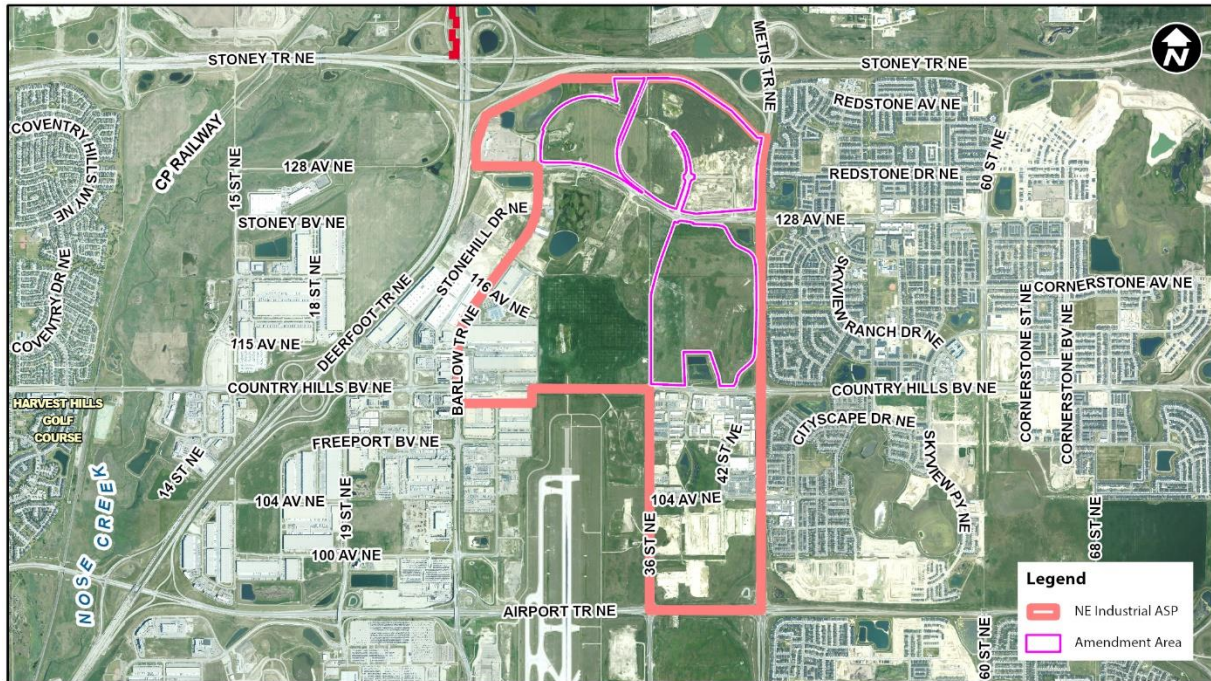
- medium and low density residential, including apartments, townhouses, rowhouses, semi-detached and single-detached homes;
- two Neighbourhood Activity Centres (NACs) that provide transit-supportive mixed-use, local commercial services and a school site;
- multi-residential and mixed-use development within easy walking distance of a future Blue Line LRT Station;
- a fire station site, supporting the needs of a safe and complete community;
- preservation of an environmentally significant wetland, along with a system of neighbourhood parks and pathways;
- a shared school site to accommodate a K-9 Calgary Board of Education School and a K-12 FrancoSud Francophone school with associated playfields; and
- a block-based grid street network that provides strong walking and wheeling connectivity.

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 MDP and the *Northeast Industrial ASP* to support 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 Meeting of Council on 2025 March 04.

On 2025 March 04, Council provided three readings to the proposed Bylaws 27P2025 and 28P2025 for amendments to the MDP and *Northeast Industrial ASP* to allow for further planning of non-industrial uses in Stonegate Landing.

On 2026 February 24, Council approved a deferral request, directing the *Northeast Industrial ASP* amendments, land use amendments and outline plan for the Stonegate Landing Development area to proceed to the 2026 April 16 Calgary Planning Commission meeting and 2026 May 12 Public Hearing Meeting of Council for consideration.

Planning Evaluation

The amendment to the MDP and the *Northeast Industrial ASP* provide comprehensive policy direction for residential, commercial, mixed-use and industrial development.

Proposed MDP Amendments

The existing land use typology for the subject lands shown in the MDP (Map 1: Urban Structure) is Standard Industrial and Developing Residential – Planned Greenfield with Area Structure Plan (ASP). Map amendments to the MDP are required to identify areas within the proposed land use and outline plan area as Developing Residential – Planned Greenfield with (ASP).

Proposed Northeast Industrial ASP Amendments

The proposed policy amendments to the *Northeast Industrial ASP* introduce residential and mixed-use land uses into the plan area. The proposed ASP amendments establish policy direction for a residential, commercial, mixed-use and industrial development including a variety of transit-supportive land uses near a future LRT station. Neighbourhood parks, a school site and future fire station site are identified in the ASP policies. Amendments to the *Northeast Industrial ASP* also include policy direction for phasing of development in alignment with updated transportation network planning and capital funding.

Land Use

The existing land uses include commercial, industrial and special purpose districts.

This application proposes several residential, mixed use, commercial, industrial and special purpose districts, including:

- Residential – Low Density Mixed Housing (R-G) District;
- Residential – Low Density Mixed Housing (R-Gm) District;
- Multi-Residential – At Grade Housing (M-G) District;
- Multi-Residential – Low Profile (M-1) District;
- Multi-Residential – High Density Low Rise (M-H1) District;
- Mixed Use – General (MU-1 f3.5h24) District;
- Commercial – Neighbourhood 1 (C-N1) District;
- Commercial – Community 2 (C-C2f2.0h24) District;
- Commercial – Regional 3 (C-R3f0.5h18) District;
- Industrial – General (I-G) District;
- Industrial – Commercial (I-C) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District; and
- Special Purpose – City and Regional Infrastructure (S-CRI) District;

Residential – Low Density Mixed Housing (R-G) District

The proposed R-G District is intended for low-density neighbourhoods in master-planned communities in suburban greenfield locations. The district is designed to support a variety of low-density residential building forms including single detached dwellings, duplex dwellings, and rowhouse buildings, along with secondary suites and backyard suites.

Residential – Low Density Mixed Housing (R-Gm) District

The proposed R-Gm District has the same intent as the R-G District but does not allow for permitted single detached dwellings. Like the R-G District, the maximum building height is 12 metres. This district is placed in locations that provide appropriate built form as a gateway into the community.

Multi-Residential – At Grade Housing (M-G) District

The proposed M-G District is intended for multi-residential development with higher numbers of dwelling units and traffic generation than low density residential dwellings. Development must be designed to provide all units with direct pedestrian access to grade, meet a minimum density of 35 units per hectare, contain at least three or more units and may be built to a maximum of 13 metres in height.

Multi-Residential – Low Profile (M-1) District

The proposed M-1 District is intended for multi-residential development of low height and medium density. It is intended for areas in proximity or adjacent to low density residential development. This district allows for a maximum building height of 14 metres. There is no listed maximum floor area ratio (FAR). It lists a minimum density of 50 units per hectare and a maximum of 148 units per hectare.

Multi-Residential – High Density Low Rise (M-H1) District

The proposed M-H1 District is intended for multi-residential development with high density. The M-H1 District is intended to be located at community nodes, transit and transportation corridors and nodes. Density is measured by floor area ratio (FAR) to provide flexibility in building form and dwelling unit size and number. The M-H1 District requires that multi-residential development achieves a minimum density of 150 units per hectare. The maximum FAR is 4.0 and the maximum height of 26.0 metres (approximately six to eight storeys). This district includes a limited range of support commercial multi-residential uses, restricted in size and location within the building.

Mixed Use – General (MU-1f3.5h24) District

The proposed Mixed Use – General (MU-1f3.5h24) District is intended for locations along commercial streets where residential and commercial uses are integrated, with active uses supported at grade fronting the street. It facilitates a blend of residential and commercial development within single or multiple buildings across an area and establishes parcel-specific maximum building heights in response to local context. The proposed MU-1f3.5h24 District allows for a maximum height of 24.0 metres (about six storeys) and a maximum floor area ratio (FAR) of 3.5, enabling a flexible built form which optimizes density within a Transit Oriented Development (TOD) context. The district may also support small-scale commercial uses. The proposed density and height are considered appropriate and will allow for more housing choice within the community and more efficient use of future infrastructure

Commercial – Neighbourhood 1 (C-N1) District

The proposed C-N1 District is intended for small scale street-oriented commercial development with opportunities for residential uses on the upper floors. The district provides for development that has limited use sizes and types. The maximum floor area ratio is 1.0 and the maximum height is 10 metres.

Commercial – Community 2 (C-C2f2.0h24) District

The proposed C-C2 District is intended to accommodate larger scale commercial development with opportunities for commercial uses to be combined with office and residential uses in the same development. Development controls include size limitations for specific uses and rules for the location of uses within buildings. The proposed C-C2f2.0h24 District allows for a maximum height of 24.0 metres (about six storeys) and a maximum floor area ratio (FAR) of 2.0.

Commercial – Regional 3 (C-R3f0.5h18) District

The proposed C-R3 District is intended to be applied on sites in the southern portion of the plan. The district is characterized by comprehensively planned and designed development of multiple buildings on multiple parcels. The proposed C-R3f0.5h18 District allows for a maximum height of 18.0 metres and a maximum floor area ratio (FAR) of 0.5.

Industrial – General (I-G) District

The proposed I-G District is intended to accommodate a wide variety of light and medium general industrial uses and a limited number of commercial uses, with no restriction on building height and floor area ratio (FAR) of 1.0.

Industrial – Commercial (I-C) District

The proposed Industrial – Commercial (I-C) District is intended for locations on the perimeter of industrial areas, along major streets and expressways, to accommodate light industrial uses and small-scale commercial uses that are compatible with and complement light industrial uses. The I-C District allows for a maximum building height of 12.0 metres and a maximum FAR of 1.0. It would facilitate the development of light industrial and small-scale commercial opportunities on the site, which are compatible with the adjacent mixture of both industrial and special purposes uses.

Special Purpose – School, Park and Community Reserve (S-SPR) District

The proposed S-SPR District is intended to provide for schools, parks, open space and recreational facilities with parcels of various sizes and use intensities. This district is to be used for land dedicated as Municipal School Reserve or other forms of Municipal Reserve (MR) pursuant to the MGA.

Special Purpose – City and Regional Infrastructure (S-CRI) District

The proposed S-CRI District is intended to provide for city and regional infrastructure necessary for the proper servicing of the development, as well as uses operated by Federal, Provincial, and Municipal levels of government. The S-CRI District is proposed for a stormwater pond, an abandoned well setback site, a fire station site, a LRT park and ride site and transit bus loop site. The stormwater pond and abandoned well setback site will be designated as Public Utility Lots (PUL) pursuant to the Municipal Government Act (MGA). Together, the S-CRI District sites comprise 14.30 hectares $\pm$ (35.33 acres $\pm$) of the proposed redesignation area.

Subdivision Design

Housing

A variety of housing options are possible in the plan area, including low density housing forms, such as single-detached, semi-detached, duplex, rowhouse and apartments. Laned and laneless parcels are supported to allow for a variety of building forms as well as the ability to intensify over time through secondary and backyard suites. Multi-residential housing forms, such as townhouses and apartments are located within the northwest portion of the plan, which is within the Transit Station Planning Area (associated with the Neighbourhood Activity Centre (NAC) located to the north). Non-industrial land uses are located between housing and industrial uses throughout the plan area. In the limited locations where housing and industrial uses are adjacent, transition and buffering will be designed at the development permit stage. The proposed land use framework of this plan area meets the requirements of the MDP and ASP.

Pathway and Street Network

An interconnected system of streets, pathways and walkway provide mobility choices to future residents while keeping road dedications within MGA requirements and working with the boundary conditions of the neighbourhood.

Transit Station Planning Area

The purpose of this area is to provide for Transit-Oriented Development (TOD) surrounding an LRT station within the Plan area. This station will be situated adjacent to a residential neighbourhood and an industrial/business park. Accordingly, multi-unit residential, mixed-use development, smaller format commercial as well as transit-supportive uses such as a park and ride and transit drop-off areas are planned close to the station. This development pattern complies with the restrictions within the Airport Vicinity NEF contours. Pedestrian connections provide community linkages within the Transit Station Planning Area.

Neighbourhood Activity Centres

The Neighbourhood Activity Centres (NAC) are designed comprehensively to create unique and attractive gathering spaces. Mixed-uses and a future LRT station are in close proximity to the north NAC. Neighbourhood commercial, mixed-uses, and a school site are next to the south NAC.

Schools and Open Space Network

The outline plan includes school sites with shared playfields plus neighbourhood parks designed with passive and active and recreational amenities. The 7.25-hectare shared school site will accommodate a K-9 Calgary Board of Education school and a K-12 FrancoSud Francophone school. Four neighbourhood parks are proposed, ranging in size from 0.59 hectares to 0.41 hectares. A regional pathway network provides connectivity throughout the outline plan area and to adjacent communities.

Density and Intensity

At build-out, the proposed outline plan is anticipated to have a total of 2,977 units and a residential density of 32.6 units per hectare (13.2 units per acre). The anticipated intensity of the plan area is 54 people and jobs per gross developable hectare.

The *Municipal Development Plan* (MDP) sets out minimum density and intensity targets for new communities at a density of 20 units per gross developable hectare (eight units per acre) and an intensity of 60 people and/or jobs per hectare. The anticipated intensity of the residential areas is 86.4 people and jobs per gross developable hectare, and the anticipated intensity of the non-residential areas is 24 people and jobs per gross developable hectare. If the non-residential areas develop with more employee intensive uses, the non-residential intensity will increase.

Transportation

The subject lands are bounded by Stoney Trail NE to the north, Métis Trail NE to the east, and Country Hills Boulevard NE to the south, with 128 Avenue NE bisecting the site.

A Transportation Impact Assessment (TIA) was submitted in support of the application and reviewed by Administration. The TIA evaluated both local and regional transportation network requirements associated with the proposed land use. The analysis confirms that Phase 1 land use (Phases 1A and 1B) can proceed without the need for upgrades to the regional transportation network, subject to required local infrastructure. Policies directing approvals of subsequent phasing (Phase 2-4) of development in alignment with updated transportation network planning and capital funding are included with the proposed ASP amendments (Attachment 7). The regional and local transportation requirements are summarized below.

Local Road Network

Access to the Phase 1 development areas will be provided primarily from 128 Avenue NE, with internal traffic distribution through the planned local road network. For Phase 1A, internal traffic circulation will be accommodated via Stone Ridge Boulevard NE, Stone Haven Drive NE, 32 Street NE, and Iron Grove NE/Shale Gate NE. For Phase 1B, access and traffic circulation will be provided via Stone Ridge Road NE and Stone Ridge Way NE.

Note that portions of the existing roads were constructed in association with previous land use designations, based on primarily industrial and commercial uses, and using superseded design standards. With this application, the road cross-sections were modified and retrofitted to meet current proposed land uses, including the addition of residential and school uses, and meeting current design standards.

Regional Road Network

For the proposed Phases 2 through 4, the TIA identifies the need for regional infrastructure upgrades, including interchanges at Deerfoot Trail/128 Avenue NE, 128 Avenue NE/Métis Trail NE and Country Hills Boulevard/Métis Trail NE, as well as the widening of Métis Trail NE, Country Hills Boulevard NE and 128 Avenue NE to six lanes. It also identifies the need to construct 36 Street NE to four lanes. Approval of land use redesignations for Phases 2 through 4 are included at this time. Subdivision and development approvals will proceed as transportation network planning, functional planning studies and the funding framework are completed.

A partial interchange at Deerfoot Trail/128 Avenue NE was identified in the *Northeast Industrial ASP* and has subsequently been included for funding consideration in the City's 10 Year Capital Plan.

In July 2013, Métis Trail NE was reclassified from a Skeletal Road to an Arterial Street between McKnight Boulevard NE and Stoney Trail NE, based on the Northeast Network Planning Study (June 2012). As part of the reclassification, several previously planned interchanges were removed, including interchanges at Métis Trail and 128 Avenue NE and at Métis Trail Country Hills Boulevard NE. Lands previously reserved for an interchange at Métis Trail and Country Hills Boulevard NE were later confirmed as surplus, and the associated road right-of-way was closed and consolidated with adjacent parcels.

Since completion of 2012 Network Planning Study, the area has experienced significant growth. The existing network planning framework no longer reflects current conditions. As a result, prior to approval of Phase 2 and subsequent Phases of development, the following are required to occur:

1. Completion of an updated Network Planning Study by The City in the northeast area to confirm regional infrastructure needs and timing for the broader mobility system.
2. Completion of Functional Planning Studies, funded by the applicant, for the interchanges at: 128 Avenue NE/Métis Trail NE; and Country Hills Boulevard/Métis Trail NE. These studies will evaluate interchange functionality and type, including public engagement, utilities, stormwater management, land requirements, staging, and cost estimates. These studies will replace previous outdated analyses and reflect current growth and network demands.
3. Update the Off-site Levies Bylaw to incorporate the Country Hills Boulevard/Métis Trail NE interchange. The 128 Avenue NE/Métis Trail NE interchange is currently included within the Off-site Levies Bylaw.

4. Securing and approval of funding for detailed design and construction of the required interchanges and associated roadway widening, including Deerfoot Trail/128 Avenue NE, 128 Avenue NE/Métis Trail NE, and Country Hills Boulevard NE/Métis Trail NE.
5. Submission of a Traffic Analysis Memo prior to approval of subsequent subdivision and development (Phases 2 to 4) to confirm infrastructure triggers, based on updated traffic volumes, development staging and plans at the time of application.

Active Modes/Always Available for All Ages and Abilities (5A) Network

The proposed transportation network incorporates wide sidewalks, multi-use pathways, and regional pathways along local, collector, and major roadways to support walking, cycling, and transit accessibility. The road network includes regional pathways along: Métis Trail NE, 128 Avenue NE, Country Hills Boulevard NE, 36 Street NE; and along the eastern and northern boundaries of the site. Multiple walkway connections are provided to connect the development to adjacent regional pathway systems and the broader Always Available for All Ages and Abilities (5A) Network.

Roadways surrounding the school site include a 3.5m mono-multiuse pathway on one side and a 2.0 metre wide sidewalk on the other side.

Traffic calming measures, including curb extensions, roundabouts, and smart channelized right-turn treatments are included to reduce vehicle speeds and enhance pedestrian and cyclist safety.

Transit

The MDP identifies 128 Avenue NE as part of the Primary Transit Network and provides access to Deerfoot Trail NE / Highway 2. Surrounding Primary Transit Network roadways include Airport Trail NE, Country Hills Boulevard NE and 60 Street NE. A future Blue Line LRT station is planned within the subject lands at a location north of 128 Avenue NE.

Transit bus routes are planned for 36 Street NE / Stone Haven Drive NE, as well as Stone Ridge Way NE and 32 Street NE. These transit routes will take riders to and from the future LRT station.

Environmental Site Considerations

A Phase I Environmental Site Assessment, Preliminary Natural Site Assessment, Historical Resources Overview Assessment and Geotechnical Evaluation Reports were submitted and accepted by Administration as part of the application review process.

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 major capital infrastructure, which is also serving other planned developments. The timing and phasing of the subject lands will need to be assessed at the subdivision stage 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 Staged Master Drainage Plan may require Water Act approval from Alberta Environment and Protected Areas to accommodate these obligations.

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 NEF areas. The proposed policy amendments are in alignment with the 2021 changes to the AVPA Regulation and align with allowing residential in the 25-30 NEF area where residences were previously 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 site is located within the "Developing Residential – Planned Greenfield with Area Structure Plan (ASP)" area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable policies promote housing diversity and choice through a wide range of housing types and densities to create diverse neighbourhoods. The proposed outline plan, land use proposal and policy amendment accommodate residential, commercial, mixed-use and industrial development that meets minimum density, and intensity targets applicable to this area. The proposed outline plan and land use proposal aligns with the applicable policies of the 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 proposal 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 proposal 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 land uses which promotes future transit ridership.

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 proposed plan complies with the intent of these guidelines.

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.

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 ASP policy amendment introduces opportunities for neighbourhood and residential land uses into the plan area while providing alignment with the proposed MDP amendments. The ASP area is envisioned to redevelop over time with connectivity to the surrounding communities. The updated ASP vision is a vibrant and successful business and residential area that provides for a complete community with employment, housing, education and recreational opportunities (Attachment 7).