

Policy Amendment in Keystone Hills (Ward 3), LOC2021-0219

RECOMMENDATIONS:

That the Infrastructure and Planning Committee recommend that Council:

1. Refuse the proposed bylaw for the amendments to the Municipal Development Plan (Attachment 3); and
2. Refuse the proposed bylaw for the amendments to the Keystone Hills Area Structure Plan (Attachment 4).

RECOMMENDATIONS OF THE INFRASTRUCTURE AND PLANNING COMMITTEE, 2022 MARCH 31:

That Council:

1. Refuse **Proposed Bylaw 28P2022** for the amendments to the Municipal Development Plan (Attachment 3);
2. Refuse **Proposed Bylaw 29P2022** for the amendments to the Keystone Hills Area Structure Plan (Attachment 4);
3. Direct Administration to prepare a flexible land use policy approach that will provide a framework allowing both employment and residential land uses for the subject lands in a comprehensively-planned manner and report back to Council through Calgary Planning Commission with a concurrent recommendation for both a policy amendment, if required and the related outline plan and land use amendment application (LOC2021-0184). This flexible policy approach should consider:
 - a. providing appropriate mix of employment, residential and other complementary uses that maintains the employee-intensive industrial development vision for the subject lands;
 - b. providing appropriate transition from residential to non-residential uses;
 - c. alignment with the Citywide Growth Strategy: Industrial recommendations including the Industrial Action Plan;
 - d. engaging the school boards and other stakeholders to plan for a complete community and explore any school sites, open spaces, and/or community services future residents/users may require;
 - e. providing transportation and transit infrastructure and utility servicing that balances needs of both employment and residential land uses;
 - f. incorporating community design best practices such as designing for active transportation modes and safety, block-based and connected mobility network, and street-oriented and transit-supportive development; and
 - g. enabling development that addresses objectives of the Climate Resilience Strategy.

Opposition to Recommendations: Councillor Spencer and Councillor McLean

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Excerpt from the Minutes of the Infrastructure and Planning Committee, dated 2022 March 31:

“**Moved by** Councillor Mian

That with respect to Report IP2022-0340, the following be approved, **after amendment:**

That the Infrastructure and Planning Committee forward this Report (IP2022-0340) to the 2022 May 10 Combined Meeting of Council; and

That the Infrastructure and Planning Committee recommend that Council:

1. Refuse the proposed bylaw for the amendments to the Municipal Development Plan (Attachment 3);
2. Refuse the proposed bylaw for the amendments to the Keystone Hills Area Structure Plan (Attachment 4);
3. **Direct Administration to prepare a flexible land use policy approach that will provide a framework allowing both employment and residential land uses for the subject lands in a comprehensively-planned manner and report back to Council through Calgary Planning Commission with a concurrent recommendation for both a policy amendment, if required and the related outline plan and land use amendment application (LOC2021-0184). This flexible policy approach should consider:**
 - a. **providing appropriate mix of employment, residential and other complementary uses that maintains the employee-intensive industrial development vision for the subject lands;**
 - b. **providing appropriate transition from residential to non-residential uses;**
 - c. **alignment with the Citywide Growth Strategy: Industrial recommendations including the Industrial Action Plan;**
 - d. **engaging the school boards and other stakeholders to plan for a complete community and explore any school sites, open spaces, and/or community services future residents/users may require;**
 - e. **providing transportation and transit infrastructure and utility servicing that balances needs of both employment and residential land uses;**
 - f. **incorporating community design best practices such as designing for active transportation modes and safety, block-based and connected mobility network, and street-oriented and transit-supportive development; and**
 - g. **enabling development that addresses objectives of the Climate Resilience Strategy.**

For: (4) Councillor Carra, Councillor Demong, Councillor Mian, and Councillor Chabot
Against: (2) Councillor Spencer, and Councillor McLean

MOTION CARRIED”

Policy Amendment in Keystone Hills (Ward 3), LOC2021-0219

HIGHLIGHTS

- An applicant-initiated policy amendment application (LOC2021-0219) seeks to amend the *Municipal Development Plan (MDP)* and the *Keystone Hills Area Structure Plan (ASP)* to change 38 hectares (94 acres) of land (the subject lands) on the eastern portion of the community of Keystone Hills from an employee-intensive industrial area to a residential neighbourhood.
- After considering three recommendation options (Attachment 1), Administration recommends refusal as this proposal:
 - runs counter to The City's economic development efforts to attract and retain industrial development;
 - reduces planned employment opportunities supporting planned residential areas in proximity;
 - may create land use conflicts with adjacent developments;
 - does not plan for the necessary school site;
 - is premature, as it comes ahead a planned effort to build an evaluation process for such conversions through The City's Industrial Action Plan; and
 - does not align with the *MDP's* objective and policies to protect industrial lands from encroachment of non-industrial uses.
- What does this mean to Calgarians? A refusal of this proposal would allow the future communities in this area to have access to nearby employment opportunities, and it would protect to our industrial land supply.
- Why does this matter? It is important to protect existing industrial land supply in the *Keystone Hills ASP* area to provide employment opportunities serving the residential development envisioned in north Calgary.
- In 2021 August, *Calgary International Airport Vicinity Protection Area Regulation (AVPA)* was amended by the Province of Alberta in response to a joint request made by The City of Calgary and the Calgary Airport Authority. The purpose of the *AVPA Regulation* amendment was to modernize the Noise Exposure Forecast (NEF) contour areas to properly reflect the noise impacts that have changed through advancements in technology and airport operations and to support the continued development in Calgary through appropriate regulation. The NEF contours no longer prohibit residential development on the subject lands, except for a small triangular portion to the southeast (Attachment 5).
- An outline plan and land use amendment application (LOC2021-0184) has been submitted and was placed on hold to resolve the outstanding policy amendment questions first.
- If Council decides to approve this application, these policy amendments will need to advance to the Calgary Metropolitan Region Board (CMRB) for their approval.
- Council adopted the *MDP* in 2009 and updated it in 2020. Council approved the *Keystone Hills ASP* in 2012. In 2018, Council approved a business case, added associated investments to the 2019-2022 service plan and budget, and amended the *Keystone Hills ASP* to lift the Growth Management Overlay (GMO) for an area that includes the subject lands as future employment lands.
- Strategic Alignment to Council's Citizen Priorities: A prosperous city.

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DISCUSSION

The policy amendment application was submitted on 2021 December 16 by B&A Planning Group, on behalf of the landowners, Pacific Investments and Development Ltd. and Ozlo Industries Inc (the Applicant). An outline plan and land use amendment application (LOC2021-0184, Attachment 11) to allow for residential development was submitted on 2021 November 4 and was placed on hold in 2021 December to allow focus and resolution of the outstanding policy amendment questions first.

The subject lands have an approximate area of 38 hectares (94 acres) and are located within the developing community of Keystone Hills. The subject lands are bounded by 144 Avenue NE to the north, 15 Street NE to the west, Stoney Trail NE to the south and Canadian Pacific Railway Tracks to the east. In proximity to the west, [Stoney Trail / 11 Street NE interchange](#) is currently under construction with an expected Fall 2022 completion date. The funding for this interchange was approved in the 2019-2022 service plan and budget when Council approved a business case and removed the GMO for an area that included the subject lands.

As noted in the Applicant Submission (Attachment 2), this policy amendment application proposes to amend the [MDP](#) and [Keystone Hills ASP](#) to support their outline plan and land use amendment application and convert the subject employee-intensive industrial lands to residential development. On 2022 March 2, the Applicant proposed exploring an additional option - a flexible land use - that would consider both employment and residential uses within the subject lands.

A detailed planning evaluation of the application, alternative recommendations considered, location maps and site context, is provided in Attachment 1, Background and Planning Evaluation.

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- Public Engagement was undertaken
- Public Communication or Engagement was not required
- Public/Stakeholders were informed
- Stakeholder dialogue/relations were undertaken

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the Applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with public stakeholders was appropriate. The Applicant used this toolkit and decided that no outreach would be undertaken. Please refer to the Applicant Outreach Summary, Attachment 6, for rationale why outreach was not conducted.

City-Led Outreach

This application was circulated to stakeholders and notification letters were sent to adjacent landowners. No comments were received from adjacent landowners by the report submission date.

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The Calgary Board of Education (CBE) and the Calgary Catholic School District (CCSD) provided a joint letter in opposition on 2022 January 12 (Attachment 7) identifying that the CBE and CCSD lack sufficient school sites within the *Keystone Hills ASP* area. The subject lands will require a new 4.8-hectare (12-acre) school site if developed as residential.

The Federation of Calgary Communities (FCC) provided a letter in opposition on 2022 January 25 (Attachment 8) identifying the lack of a community centre site for the subject lands and the need for new analysis for community centre sites for the entire *Keystone Hills ASP* area.

On 2022 February 24, Administration presented the policy amendment application to Calgary Planning Commission (CPC) for feedback through a closed workshop-style session. This workshop generated a wide range of conversation, questions, and comments directly on the proposal. Commission supported Administration's refusal recommendation. Commission members commented on the specifics of the proposal and cited concerns around: 1) impacts on the north Calgary population and employment numbers; 2) maintaining a long-term outlook opportunity for industrial lands; 3) interface issues with adjacent lands and features and orphaning of this proposed neighborhood; and 4) lack of innovative design elements from what is already in the area. Detailed CPC commentary on the proposed policy amendments has been included in (Attachment 9).

Following Infrastructure and Planning Committee, notifications for Public Hearing of Council will be mailed to adjacent landowners. In addition, Committee's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social

The proposed policy amendments defer examining: 1) locations of a future school site, 2) future connectivity, 3) convenient access to schools, and 4) open space to the outline plan and land use amendment stage. These details are important considerations in building complete communities. The subject lands may not have adequate Municipal Reserve allocation remaining to provide for a school site if it is needed.

Environmental

This policy amendment application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of the subject lands with applicable climate resilience strategies may be explored and encouraged at subsequent outline plan, land use amendment, and development permit approval stages.

Economic

The subject lands are close to highways and freight rail and offer excellent site selection criteria for future industrial development. Converting these lands from industrial to residential will reduce planned employment areas within the *Keystone Hills ASP* area requiring more residents to commute to other areas of the city / region for work.

While the proposed policy amendment application enables creation of residential tax base in the short-term, this conversion of industrial lands to residential diminishes the long-term non-residential tax base – having significant impact on the tax revenue for the City. The non-

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residential tax rate is approximately 3.5 times higher than the residential tax rate per dollar of assessed value.

Service and Financial Implications

Other:

In 2018, Council approved a business case and amended the *Keystone Hills ASP* to lift the Growth Management Overlay (GMO) for an area that included the subject lands as future employment lands. The necessary infrastructure to fund the lands as they are currently approved (non-residential) have been included in the City's budget. It is likely there will be similar costs to service if the subject lands are transitioned to residential, except for the necessary school facilities requested for the area. Broadly, on a per hectare basis, industrial development will trigger a smaller operating cost burden than residential because of fewer lane kilometres and lower municipal reserve area. If this proposal is approved then Administration would determine if any operating cost changes are necessary and would include them for the next budget cycle.

RISK

By Q4 2022, as part of the *2022 Industrial Action Plan (IP2022-0080)*, The City intends to update and strengthen industrial policies in the *MDP* and develop evaluation criteria for policy exercises that impact industrial areas such as AVPA-related projects. Currently, there is no comprehensive planning or strategic approach to evaluate the conversion of industrial lands within the *Keystone Hills ASP* and the *Nose Creek ASP* or elsewhere that are no longer constrained with the NEF contours. While this is a single application for conversion that represents a small portion of the overall employment lands in north central Calgary, if this application is approved, it has the potential to put additional pressure on the conversion of other industrial lands to the north and west for non-industrial development, further eroding the future employment and non-residential tax base opportunities planned for the area.

ATTACHMENTS

1. Background and Planning Evaluation
2. Applicant Submission
3. **Proposed Bylaw 28P2022**
4. **Proposed Bylaw 29P2022**
5. Provincially approved changes to NEF Contours
6. Applicant Outreach Summary
7. Calgary Board of Education and Calgary Catholic School District Comments
8. Federation of Calgary Communities Comments
9. Calgary Planning Commission Comments
10. Existing Outline Plan and Land Use Amendment (LOC2014-0107) Approval
11. Proposed Outline Plan and Land Use Amendment (LOC2021-0184) Application

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Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Stuart Dalgleish	Planning & Development Services	Approve

Background and Planning Evaluation

Background and Site Context

The subject lands have an approximate area of 38 hectares (94 acres) and are within the developing community of Keystone Hills. This area is bounded by 144 Avenue NE to the north, 15 Street NE to the west, Stoney Trail NE to the south, and Canadian Pacific Railway Tracks to the east. The subject lands are strategically located at the corner of Stoney Trail NE and Deerfoot Trail NE junction, near key transportation and logistics networks including highways, freight rail and are in proximity to the airport. In proximity to the west, [Stoney Trail / 11 Street NE interchange](#) is currently under construction with an expected Fall 2022 completion date.

The subject lands have minor topographical variations, with one notable drainage channel cutting diagonally across from the north to the southeast where it eventually connects with the Nose Creek watershed. The subject lands slope down from 15 Street NE and 144 Avenue NE to the edges of the drainage channel by an approximate average of 3 percent. The subject lands and the surrounding area are currently undeveloped and have been used as grazing pasture and cultivated for agriculture. Across 15 Street NE to the west, an outline plan and land use amendment application (LOC2016-0234) was approved in 2019 to allow for industrial-commercial uses and a regional retail centre.

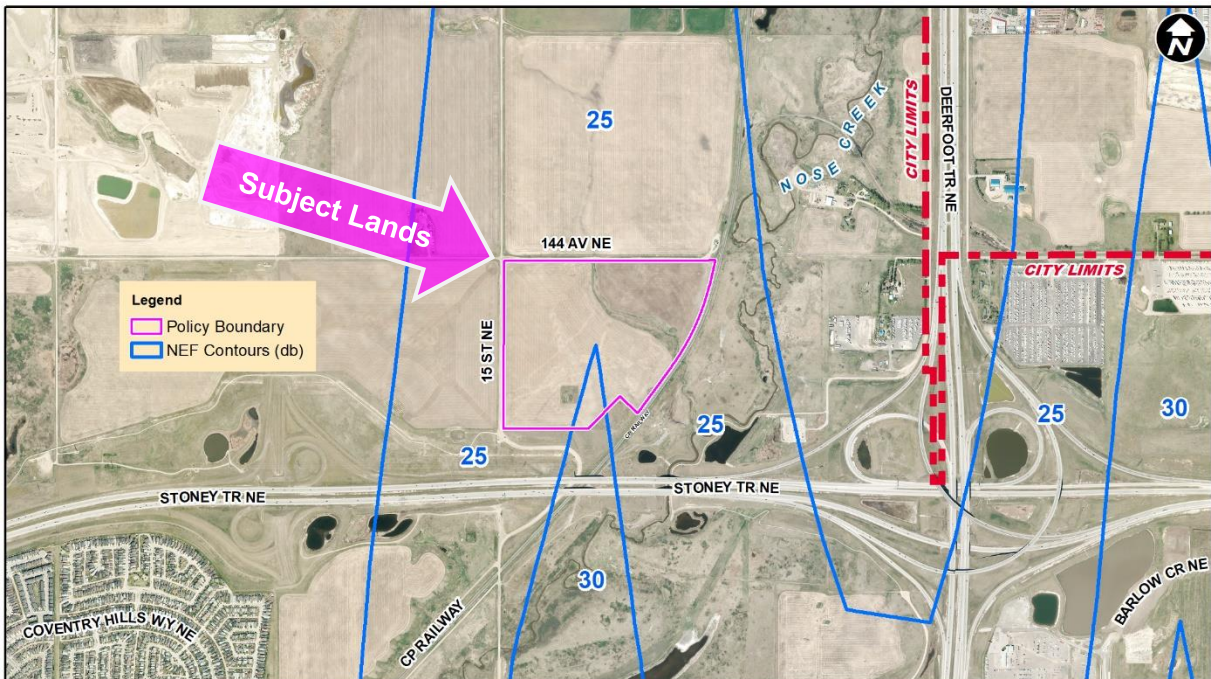
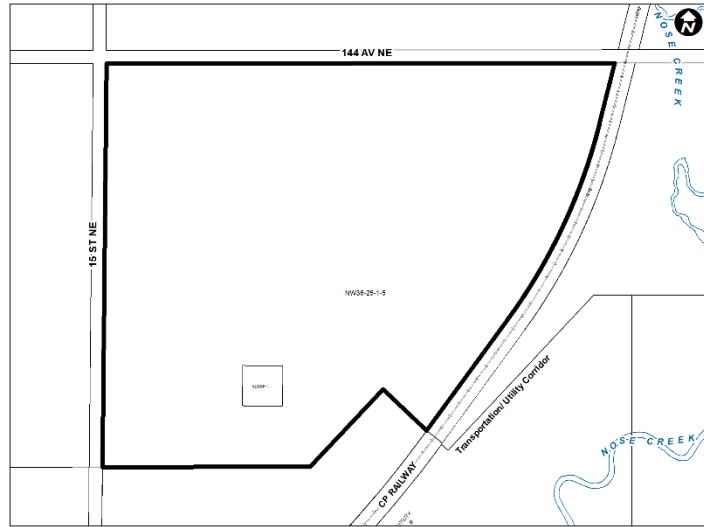
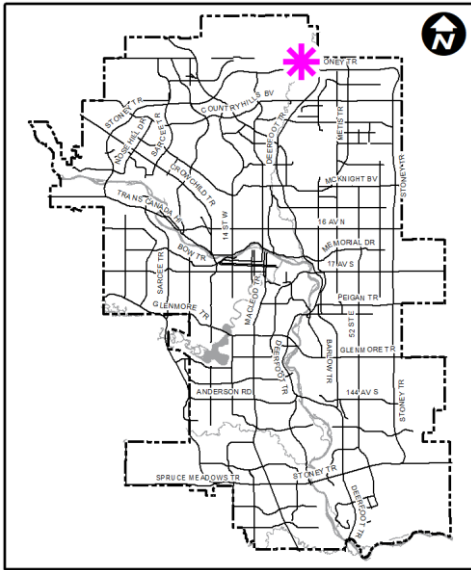
In 2018, Council approved a business case, approved associated City investments, and amended the *Keystone Hills Area Structure Plan (ASP)* to lift the Growth Management Overlay (GMO) for an area (73 hectares) that includes the subject lands. At that time, the business case envisioned a 'complete community' and proposed a mix of uses for the total land area subject to the GMO removal. The subject lands were intended to be developed industrially complementing the commercial and residential lands located to the west – to create this envisioned complete community. Council added associated investments to the 2019-2022 service plan and budget to fund the necessary infrastructure for the subject lands to be developed industrially. In 2019, an outline plan and land use amendment application were approved for the subject lands establishing non-residential, industrial land use districts (LOC2014-0107, Attachment 10). At that time, the Noise Exposure Forecast (NEF) Contours prohibited residential development on these lands.

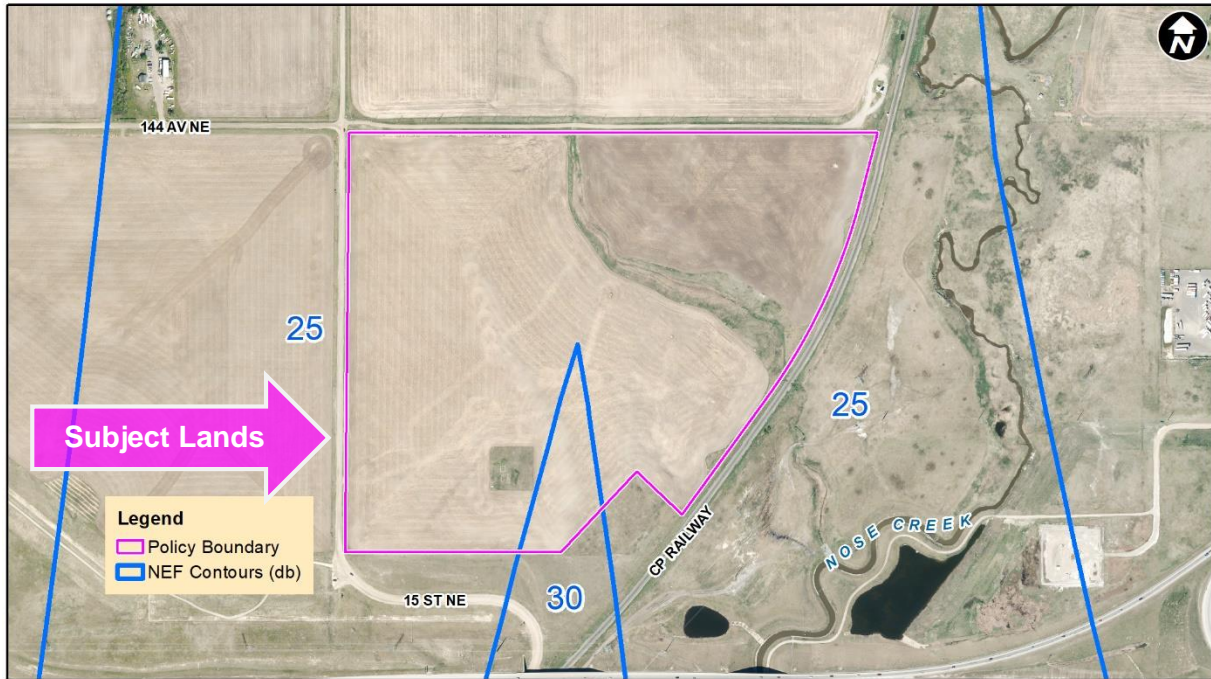
In 2021 August, *Calgary International Airport Vicinity Protection Area Regulation (AVPA)* was amended by the Province of Alberta in response to a joint request made by The City of Calgary and the Calgary Airport Authority. The purpose of the *AVPA Regulation* amendment was to modernize the NEF contour areas to properly reflect the noise impacts that have changed through advancements in technology and airport operations and to support the continued development in Calgary through appropriate regulation. The NEF contours no longer prohibit residential development on the subject lands, except for a small triangular portion to the southeast (Attachment 5). An outline plan and land use amendment application (LOC2021-0184, Attachment 11) to allow for residential development was submitted on 2021 November 4 and was placed on hold in December 2021 to allow resolution of the outstanding policy questions first. If Council decides to approve this application, these policy amendments will be required to advance to the Calgary Metropolitan Region Board (CMRB) for their approval.

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 preceded forward with reviewing the policy amendment application ahead of processing the outline plan and land use amendment application. This approach provided the quickest path to get the outstanding questions concerning policy compliance resolved first, while also best accommodated the Applicant's business needs.

Location Maps





Previous Council Direction

Council adopted the *MDP* in 2009 and updated it in 2020. Council approved the *Keystone Hills ASP* in 2012. In 2018, Council amended the *Keystone Hills ASP* to lift the Growth Management Overlay (GMO) for an area that included the subject lands as future employment lands.

Planning Evaluation

Options considered by Administration

On 2022 March 2, the Applicant proposed exploring an additional option - a flexible land use - that would consider both employment and residential uses within the subject lands.

Administration considered and analyzed: 1) approval, 2) refusal, and 3) a flexible land use policy approach for this proposal. Administration did not recommend approval because this application does not advance the *MDP*'s objective and policies (see details below under reasons for refusal).

For the flexible land use policy approach option, there may be merits to exploring this approach which adds the flexibility to have some non-industrial uses. However, a comprehensive review of that proposal has not been completed due to the recency of this flexible land use policy approach. The Applicant did not want to postpone this policy amendment application to allow comprehensive review of their new flexible policy approach. There remain risks to this flexible policy approach as the Applicant desires the subject lands to be predominantly residential and the built outcome may differ from the expected policy outcome. Administration did not recommend this flexible land use policy approach option due to the lack of analysis. Should

Council want to pursue this option, it could be further explored and a comprehensive review could be conducted concurrent with the outline plan and land use amendment application.

Administration recommends refusal to this policy amendment application because the proposed amendments:

1. Do not advance the *MDP's* objective and policies to protect industrial lands from encroachment of non-industrial uses:
 - a. The *MDP* recommends protecting industrial lands in proximity to highways, freight rail, and the airport from encroachment of non-industrial uses. The subject lands meet these criteria and are strategically located in proximity to Stoney Trail NE, Alberta Provincial Highway No. 2, and Canadian Pacific Railway Tracks. With such locational advantage, the subject lands are an appropriate location for industrial development despite the NEF contour changes.
 - b. The [Calgary Goods Movement Strategy](#) recommends reserving lands around freight facilities for complementary land uses and avoid proposals for incompatible residential developments. The subject lands are in proximity to the Main and Supportive Goods Movement Corridors.
 - c. As part of the Citywide Growth Strategy: Industrial work, Council has approved [2022 Industrial Action Plan \(IP2022-0080\)](#). Action A.3 of this Industrial Action Plan is to “*Characterize and identify the importance of industrial development to internal and external stakeholders during policy exercises that impact industrial areas such as Airport Vicinity Protection Area (AVPA) related projects, and local area plans in support of Action A.1, A.2, and B.1.*” Action A.2 is to “*Update and strengthen industrial policies in the MDP to reinforce that industrial uses be the primary use within industrial areas.*” Actions A.3 and A.2 have anticipated report back dates of Q2 2022 and Q4 2022 respectively. Before the completion of Actions A.3 and A.2, there is no strategic or policy direction for conversion of subject lands to non-industrial uses in general. Administration believes any decision on this application in absence of the findings and recommendations of the Industrial Action Plan work is premature.
2. Reduce planned employment areas within the *Keystone Hills ASP* and may create land use conflicts and future implications on the transportation network:
 - a. The subject lands contribute to providing existing employee-intensive industrial land supply in the *Keystone Hills ASP* area and are intended to provide employment opportunities serving north Calgary. The proposed conversion to residential will reduce planned employment areas within the *Keystone Hills ASP* area, requiring more residents to commute to other areas of the city and region for work.
 - b. The proposed residential area on the subject lands will create land use conflicts with adjacently-planned industrial areas, particularly to the north where the proposed residential area abuts [Nose Creek Area Structure Plan](#) (ASP) industrial lands without any buffer. Any conversion of industrial lands requires a comprehensive review and analysis of both *ASPs*.
3. Does not contribute to creating a complete community providing services future residents require. The subject lands do not have adequate credit Municipal Reserve left to provide for a necessary school site should additional population be introduced in this area.

Policy Amendment Overview

This policy amendment application proposes to amend the *Municipal Development Plan* (MDP) and the *Keystone Hills ASP* to change the future development vision for the subject lands from employee-intensive industrial area to residential area (Attachments 3 and 4).

Proposed MDP Amendments

The proposed MDP amendments are included in Attachment 3. On *MDP* Map 1: Urban Structure, the existing land use typology for the subject lands is “Industrial – Employee Intensive” which is intended for manufacturing, warehousing and mixed industrial/office developments that have high labour concentrations and require access to the Primary Transit Network. The proposed land use typology for the subject lands is “Developing Residential - Planned Greenfield with Area Structure Plan (ASP).” Accordingly, all *MDP* maps referencing subject lands as “Industrial – Employee Intensive” are proposed to be amended. The proposed MDP amendments defer the detailed development vision for the subject lands to the *Keystone Hills ASP*.

The following housekeeping amendment would be required to amend the *MDP*:

- Map 6: Major Development Influences – the NEF Contours are updated to reflect changes to *AVPA Regulation* approved by the Province in April 2021.

Proposed Keystone Hills ASP Amendments

For the *Keystone Hills ASP*, the proposed policy amendments (Attachment 4) consider residential areas within the east portion of Community D and propose a new neighbourhood (Neighbourhood D) for the subject lands reflected on Map 6: Community & Neighbourhood Concept. The proposed new Section 6.4.2 includes policies for Neighbourhood D size, composition, intensity, and an internal street and pathway network. On Map 5: Land Use Concept, the existing land use typology for the subject lands is “Industrial/Employment Area” which is intended to provide for a variety of office and industrial uses which will provide for non-retail jobs in the *Keystone Hills ASP* area. The proposed land use typology for the subject lands is “Neighbourhood Areas” which is to provide primarily residential uses. Accordingly, the existing boundary and size for the “Industrial/Employment Area” noted in Section 6.11 are proposed to be amended by limiting it to the west portion of Community D.

The following housekeeping amendment would be required to amend the *Keystone Hills ASP*:

- Map 3: Constraints – the NEF Contours are updated to reflect changes to *AVPA Regulation* approved by the Province in April 2021.
- Map 13: Transportation – the 144 Avenue NE and 15 Street NE alignments are updated to align with Road and Street Network shown in the MDP. Accordingly, all *Keystone Hills ASP* maps referencing 144 Avenue NE and 15 Street NE are updated.
- Map 14: Transit – the BRT Routes are updated to align with the Primary Transit Network shown in the MDP. Accordingly, all *Keystone Hills ASP* maps referencing BRT Routes are updated.

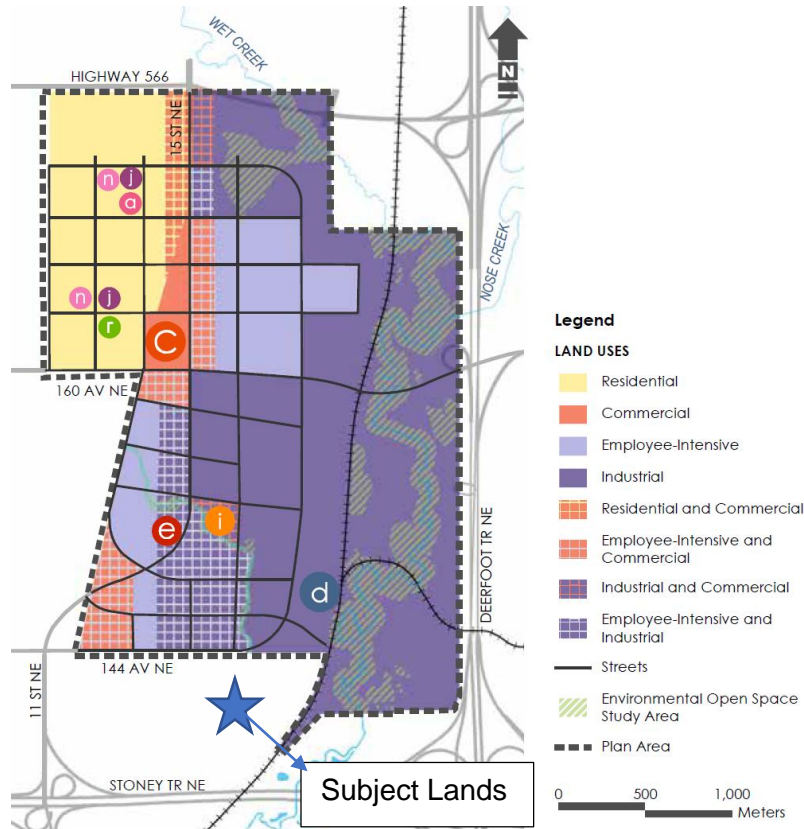
Amendments to both the *MDP* and *ASP* are limited to those directly resulting from the proposal.

Interface with the Nose Creek ASP

The proposed policy amendments will potentially create land use conflicts between residential and industrial areas; particularly, to the north where there is no major roadway to buffer the

more-intensive industrial uses from the *Nose Creek ASP* from residential uses proposed within the *Keystone Hills ASP* (see *Nose Creek ASP Map 3: Land Use Concept*).

Nose Creek ASP Map 3: Land Use Concept Map



Jobs/Population Balance and Land Supply Considerations

An analysis of the jobs to population ratio shows that Calgary’s north planning sector, which is made up of the north central communities, has the lowest number of jobs when compared to the population than any other sector in Calgary.

Planning Sector	Jobs (2016)	Population (2019)	Job Population Ratio
Centre	297,265	202,097	147%
East	43,486	58,844	74%
North	20,119	164,437	12%
Northeast	116,777	188,618	62%
Northwest	53,745	175,736	31%
South	74,607	230,245	32%
Southeast	47,385	140,274	34%
West	31,644	125,460	25%

On 2022 February 15, Council accepted [2021 Citywide Growth Strategy Monitoring Report \(IP2021-1668\)](#). This report notes that Calgary’s north sector has 18 to 25 years of serviced and funded residential land supply (based on data from 2020). At a minimum, serviced and funded lands have their GMO removed and The City has committed to fund the required infrastructure. Calgary’s north sector’s residential serviced and funded land supply is the second highest among Calgary’s planning sectors, slightly less than Calgary’s northwest sector.

Table 1: Sector Breakdown of Growth in 2020-2021 and Projected Land Supply

Sector	Units Applied For in 2021 (to September)	Serviced and Funded Land Supply (Hectares)	Years of Serviced and Funded Land Supply
North	1,493	1,191	18 to 25
Northeast	1,415	612	9 to 14
East	75	202	8 to 9
Southeast	1,279	1,028	15 to 22
South	1,119	1,200	16 to 23
West	598	203	8 to 12
Northwest	118	106	19 to 27
Total	6,097	4,542	15 to 20

The subject lands contribute to providing existing industrial land supply in the area and are intended to provide employment opportunities serving the residential development envisioned to the west. This will allow for a more balanced population and employment growth in Calgary’s North sector, as seen in Calgary’s other sectors. If this application is approved, it has the potential to put pressure on the conversion of other industrial lands to the north and west for non-industrial development. The proposed conversion to residential will reduce planned employment areas within area requiring more residents to commute to other areas of the city and region for work.

While the proposed conversion of industrial land to non-industrial uses contemplated in this report has minimal impact on overall citywide vacant industrial land supply, the cumulative impact of multiple conversions in the north central area will have significant impact on the overall industrial land supply.

Transportation

One key mobility concept to consider when planning transportation networks is the origin and destination of travel. The type of travel that generates the largest demand on the mobility network is from residential to employment during the morning peak period, and to residential from employment during the afternoon peak period.

Establishment of employment lands, specifically in the lands north of Stoney Trail and west of Deerfoot Trail, facilitates a balanced travel demand on the area mobility network including the east-west regional roads within Keystone Hills, and at the interchanges with Stoney Trail and Deerfoot Trail. This balance is also vital to creating two-way demand for transit that contributes to The City’s ability to realize better fair-recovery and provide a higher quality and frequency of transit service.

If the subject lands are converted to residential, a further increase in the one-directional travel demand is expected. This magnifies the need for larger infrastructure along already burdened corridor and network elements including to/from Stoney Trail (largely via 144 Avenue) in the morning/afternoon and inbound/outbound Green Line in the morning/afternoon. This in turn reduces efficiency and utilization of infrastructure and services in the area. The pattern of land use that's being proposed is common in the city and in many urban areas across North America. By establishing additional residential lands in the *Keystone Hills ASP* and by reducing the amount of industrial and employment lands, this proposal will be contributing to auto-dependence, and reducing the viability of active and communal modes of travel.

Mobility requirements and traffic characteristics are a function of the lands they border and support. This is important to note for the segment of 144 Avenue between 11 Street (provides connection to Stoney Trail) and 160 Avenue (provides connection to Deerfoot Trail).

The traffic characteristics along the segment of the corridor east of 11 Street will reflect a network that services the industrial lands currently planned for the area. As a result, the mobility network that provides access and active connections for Community D will see a higher proportion of logistics-related users relative to Communities A, B, C.

The segment of 144 Avenue directly adjacent Neighbourhood D is identified as Industrial Arterial within the *MDP*. If introduction of a residential community in this location is pursued, the transition to the Industrial version of the roadway should be shifted to occur east of Neighbourhood D. The result of this change will be an extension of pathways along 144 Avenue across the entire length of Community D and the introduction of median-left turn bays which can provide some additional definition and refuge for residents from the logistics users anticipated to be more present along this segment of the corridor.

Overall, the subject lands are not suited to residential land use from a mobility perspective. Not only does the regional network adjacent the lands facilitate a different mobility function, but the community itself may become segregated based on the need to travel to the adjacent communities west of 11 Street to access the types of services and amenities normally provided directly within a residential environment.

Environmental Site Considerations

A Phase I Environmental Site Assessment was completed and approved for the subject lands with the previous outline plan and land use amendment approval in 2019. An updated Phase I Environmental Site Assessment will be required with the outline plan and land use amendment application for residential development (LOC2021-0184).

A Biophysical Inventory Assessment (BIA) was submitted and approved as part of the previous outline plan and land use amendment approval in 2019. The conclusions of the approved BIA identified a vegetated draw with an ephemeral drainage course traveling through the subject lands in a north to southeast direction. The proposed policy amendments do not appear to impact the environmental open space study areas within the subject lands.

Historical Resources

The subject lands are located near sites of First Nations activity, east of the Canadian Pacific Railway tracks, with the subject site being identified as potential areas for historic resources. A Historical Resource Impact Assessment (HRIA) was determined to be required by Alberta Culture and Tourism pursuant to the *Historical Resources Act*. This is provincially required ahead of any land surface disturbance activities.

Utilities and Servicing

Water servicing will be provided by connecting to the existing water feedermain at 144 Avenue NE located on the east side of the plan area, and by extending the existing watermain through the adjacent lands to the west and across Stoney Trail NE. Sanitary servicing will be provided by connecting to the existing sanitary trunk within the Transportation and Utility Corridor at the south-east of the plan area. Stormwater will be managed through a proposed stormwater facility adjacent to the existing ravine, then through a controlled discharge into Nose Creek.

At this policy amendment stage, the preliminary review shows that the required utility servicing could be accommodated at the future outline plan and land use amendment stage. Furthermore, the proposed Neighbourhood D policies (new Section 6.4.2) allow utility servicing to be determined through the outline plan and land use amendment process.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The proposed policy amendments are in alignment 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.

Interim Growth Plan (2018)

The proposed policy amendments align with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). These amendments build on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities. If Council decides to approve this application, these policy amendments will need to advance to the CMRB for their approval.

Calgary International Airport Vicinity Protection Area (2009)

The [Calgary International Airport Vicinity Protection Area Regulation](#) (AVPA) identifies the subject lands as being located mostly within the 25–30 NEF Contour, except a southeast portion located within the 30–35 NEF Contour of the AVPA.

Should Council move forward with the policy amendment application, this application includes a housekeeping amendment to update NEF Contours on the *MDP* and the *Keystone Hills ASP* maps to reflect 2021 August amendment to the *AVPA regulation*. At the outline plan and land use amendment stage, location of residential land use districts could be further reviewed, in collaboration with Calgary Airport Authority, in the context of applicable *AVPA regulation* to ensure further compliance.

Rocky View County/City of Calgary Intermunicipal Development Plan (Statutory – 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 proposal is consistent with the goals of the *Rocky View County/City of Calgary IDP*.

Municipal Development Plan (Statutory – 2009)

The application is not consistent with the [Municipal Development Plan](#) (MDP). Map 1: Urban Structure of *MDP* includes the subject lands within the “Industrial – Employee Intensive” typology which is intended for manufacturing, warehousing and mixed industrial/office

developments that have high labour concentrations and require access to the Primary Transit Network.

The *MDP* city-wide policies under Section 2.1.2 highlight supporting industrial area and uses as the key drivers of the local economy. These policies suggest ensuring the availability of competitively priced, easily serviceable, and developable land for industrial purposes. Furthermore, the *MDP* industrial area policies under Section 3.7 recognize that industrial areas contribute to a strong and prosperous economy for Calgary and should be maintained as a major economic driver for the City. These industrial area policies suggest protecting industrial lands in proximity to highways, freight rail and the airport from encroachment of non-industrial uses.

In consideration of the policies and objectives outlined above, locating residential uses on the subject lands are not recognized by the *MDP* as strategic in the long-term. Therefore, the proposed policy amendments to convert the employee-intensive industrial area to a residential neighbourhood is not consistent with the *MDP*'s citywide policies and objectives.

Climate Resilience Strategy (2018)

This policy amendment application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of the subject lands with applicable climate resilience strategies may be explored and encouraged at subsequent outline plan, land use amendment, and development permit approval stages.

Keystone Hills Area Structure Plan (Statutory – 2012)

The subject lands are located within the area covered by the [Keystone Hills Area Structure Plan](#) (ASP). The proposed Neighbourhood D on subject lands will potentially create land use conflicts with adjacent planned industrial areas, particularly to the north where proposed Neighbourhood D residential area abuts within *Nose Creek ASP* industrial lands without any buffer.

Citywide Growth Strategy: Industrial (Industrial Action Plan) (ongoing 2022)

The purpose of the Industrial Action Plan is to increase Calgary's economic and business competitiveness and enable the development of Calgary's industrial areas.

In 2021 February, An [Industrial Area Growth Strategy Consulting Report](#) was prepared by Cushman & Wakefield to conduct a quantitative and qualitative analysis of the industrial lands and sector in Calgary. This report recommends resisting conversion requests for large industrial-designated sites, particularly those that offer superior access to arterials and highways. The subject lands are in the strategic growth corridor of the city and offer exceptional site selection criteria for future industrial development in the long-term. In 2021 March, Council approved the Industrial Action Plan that articulated specific actions that could help enable industrial growth and focused organizational efforts to implement them.

On 2022 February 15, Council approved an update to [Industrial Action Plan \(IP2022-0080\)](#). Action A.3 of this Industrial Action Plan is to "Characterize and identify the importance of industrial development to internal and external stakeholders during policy exercises that impact industrial areas such as Airport Vicinity Protection Area (AVPA) related projects, and local area plans in support of Action A.1, A.2, and B.1." Action A.2 is to "Update and strengthen industrial policies in the MDP to reinforce that industrial uses be the primary use within industrial areas."

Actions A.3 and A.2 have anticipated end dates of Q2 2022 and Q4 2022 respectively. Before the completion of Actions A.3 and A.2, there is no strategic or policy support for conversion of

subject lands to non-industrial uses. Administration believes any decision on this application in absence of the Industrial Action Plan work is premature.

Development Next to Freight Rail Corridor Policy (Non-Statutory – 2018)

The subject lands are subject to [Development next to Freight Rail Corridors Policy](#). This policy applies to Rail Proximity Envelope on parcels adjacent to freight rail corridors. Rail Proximity Envelope is the area within 30 metres of the freight rail corridor property line. This policy only applies to high density residential, commercial, and sensitive uses. The policy amendment application would enable residential areas adjacent to the freight rail corridor to the east. At the outline plan and land use amendment stage, land use districts could be further reviewed, in the context of *Development next to Freight Rail Corridors Policy* to ensure further alignment.

Improving Calgary’s Entraceways (Non-statutory – 2012)

The subject lands are subject to the *Improving Calgary’s Entraceways* policy. This policy applies to all roads designated as Entraceway and Entraceway Routes which include Stoney Trail and Deerfoot Trail, north of Stoney Trail to the city limits. The development envisioned adjacent or in areas immediately visible from entraceways need to provide for high quality designed sites and buildings. At the outline plan and land use amendment stage, land use districts could be further reviewed, in the context of *Improving Calgary’s Entraceways* policy to ensure further alignment.

The Calgary Goods Movement Strategy (2018)

The [Calgary Goods Movement Strategy](#) recognizes the critical importance of goods movement to both Calgary’s economy and quality of life. Appendix C, Recommended Goods Movement Network from the Calgary Goods Movement Strategy recognizes Stoney Trail NE, Alberta Provincial Highway No. 2, and eastern portion of future 160 Avenue NE as Main Goods Movement Corridors. It recognizes future 11 Street NE and 15 Street NE as Supportive Goods Movement Corridors.

The Calgary Goods Movement Strategy, Action 3.4 is to “develop freight-supportive land use planning guidelines that protect complementary land use near major freight hubs and corridors.” Within this action, this strategy recommends “reserving lands around freight facilities for complementary land uses and avoiding proposals for incompatible residential developments around critical freight facilities such as the airport, rail terminals or major activity hubs.” The policy amendment application is not in alignment with the Calgary Goods Movement Strategy as it does not protect industrial lands near Main and Supportive Goods Movement Corridors.

Applicant Submission

2022 March 11

Keystone Hills – Partners Development Group/Pacific Investments

Prepared by: B&A Planning Group

The Keystone Hills proposed amendment is located in north Calgary within the Keystone Hills Area Structure Plan (ASP). The subject area is located north of Stoney Trail and the Community of Panorama Hills, east of 15 Street NE, south of 144 Avenue NW, and west of the Canadian Pacific Railway tracks.

In 2019 the subject lands were redesignated from S-FUD to I-B and I-C and supportive S-UN, S-SPR and C-CRI land uses. This application was in alignment with the Keystone Hills Area Structure Plan. **In August 2021 the Province of Alberta accepted the request from the City of Calgary and Calgary Airport Authority to revise the 25-30 NEF contours across the City. This approval has removed restrictions on a number of sectors within the City, including the subject lands. The City of Calgary fought for these revisions as they provide greater flexibility across the City.**

Due to the inability for the subject site to be realized as small lot industrial, it is the desire of Partners Development Group and Pacific Investments and Development Ltd to revise the land uses to residential. These uses would better support the mixed use regional commercial/employment area directly west and under development by Melcor Developments and future employment to the north – offering closer proximity to live, work and play. They feel confident that these lands are better suited to residential uses as the City of Calgary still contains a large supply of undeveloped industrial areas around the City, in both City and privately owned lands.

The application is for a revision to the Municipal Development Plan and the Keystone Hills Area Structure Plan. The desired outcome is to change the mapping from Industrial to Residential.

A combination of low density residential and multi-family parcels are being proposed for the subject lands, in conjunction with new municipal reserve parcels that will enhance the previous approvals and connect directly into the natural features of the lands and the Rotary Mattamy Greenway to the south.

During the application process it was noted by Administration and from Calgary Planning Commission that offering a more diverse mix of land uses, to better transition with the lands to the north, might be better suited on the lands. The applicant team has considered this request and have proposed revisions to the application (see attached). These revisions were not able to be fully considered by Administration, due to timing, but are agreeable by the Applicant and we would like the support of Committee and Council for their consideration and approval for the subject lands. This would now update our desired outcome to be a revision from Industrial to a Flex District and Residential.

WHY SHOULD THESE LANDS BE CHANGED FROM INDUSTRIAL TO RESIDENTIAL?

- These lands, at the time of the ASP, had restrictions on Residential Land Uses - its common that we support Regional Employment Centres with Residential Development in close proximity. If Planning today - would these be Industrial?
- These lands contain some topographical constraints and large format distribution and logistics sites will not fit on these lands. Market demand for 2-5 acre lots is not a desired Industrial type - for example the City of Calgary themselves not been able to sell or develop their Aurora Business Park and Shepard Industrial Park containing these lot types.
- Cushman Wakefield prepared a study in 2021 for the City of Calgary - the trend for industrial buildings is getting larger, taller, and the demand is for large parcels of land and warehousing space. Within their report they identified that the NEF revisions might preclude better uses for lands that were once restricted, but large lands with direct and near adjacency to the Airport remain valuable. The Sites designated Industrial that move to a lower NEF could be supported (eg residential) which are not contiguous to established industrial uses. These lands meet that criteria.
- Pacific investigated the viability of large format users in relation to location, shape and topography of the approved plan, and concluded large format warehousing and logistics were more cost effective on parcels that were large and already flat (East Balzac and SE Calgary). They have marketed these lands for 5 years unsuccessfully. During the Land Use and Outline Plan Application the City of Calgary had identified the NE corner of these lands for a potential Multi-Department Depot Site (hence the reason it was zone as one parcel) and subsequently have decided to move their site further north, even the City wants these lands for industrial.
- Marketing signage has been on the site for approximately 3 years, with no uptake. It has been identified that businesses are not finding these lands to be suitable to meet current market demands. It has been identified that the subject lands are not competitive and viable for Industrial development.
- The subject lands would remove 5 parcels from the inventory and would result in a minimal change to the City Industrial Inventory.
- Feel strongly that a better use for these lands, given the location and adjacency to the Regional Centre to the West, is residential. These lands can be built now which will repay the City's 11th Street investment quicker. This interchange is due to open this year.

The previous anticipated intensity for the subject lands were between 61 and 73 people and jobs per ha, if revised to residential the land are anticipated to generate 87 people and jobs per hectare.

The Municipal Development Plan has a number of policies to enable and protect industrial lands, in addition to, Standard Industrial Areas policy **identifying that it may be appropriate for redevelopment as non-industrial or mixed-residential business area if in proximity to an existing community and Primary Transit Network.**

The subject lands do contain employment uses and would remove this from the Keystone Hills ASP, however, the Nose Creek ASP (directly north) contains hundreds of acres of Industrial and Employment. In comparison to other sectors of the City, when these ASPs are combined, this area far exceeds the employment to residential ratio.

The Subject Lands do not have the ability to access Deerfoot Trail directly, CN Rail line nor are they directly adjacent to the Supporting Goods Movement Corridor. Lands in direct adjacency of the Airport and within the Southeast have increased accessibility the prioritized corridors. There is no ability for these lands to access the Main Rail Line, and there is no opportunity to utilize this corridor for any movement of goods and services from the subject lands.

PARTNERS GROUP

For over 20 years, Partners Group has been creating thoughtfully planned communities built with wellness in mind. Communities where pathways, playgrounds, green spaces and local businesses bring neighbours together to enjoy life and make meaningful connections. Where home styles suit a variety of lifestyles, and where families of all backgrounds and life stages can plant roots and thrive.

Their focus on wellness is also why all Partners homes are certified Built Green® and constructed using environmentally friendly and sustainable materials that make them healthier, cleaner and more efficient. But that's just the start. Their industry leading QuietWall™ system reduces sound transfer between townhomes by up to 23% more than even single-family homes. Their European-designed Molok waste, compost and recycling systems look better and reduce CO2 emissions. They also recycle all construction disposals to help protect the environment.

Why do they care so much? They are your neighbours. They live and work in the cities where they build, and they want families to enjoy them for generations to come. Think of them as your partner in wellness, building homes and communities that encourage healthy living and enhance family well-being.

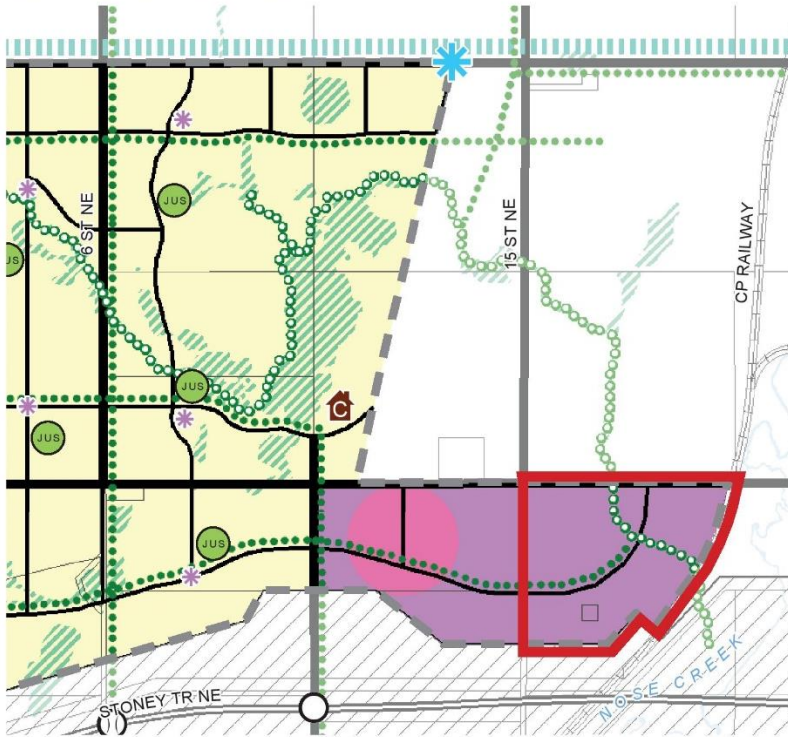
We are seeking the support of Committee and City Council for an MDP and ASP Amendments.

Attachment 1: Proposed ASP Amendments

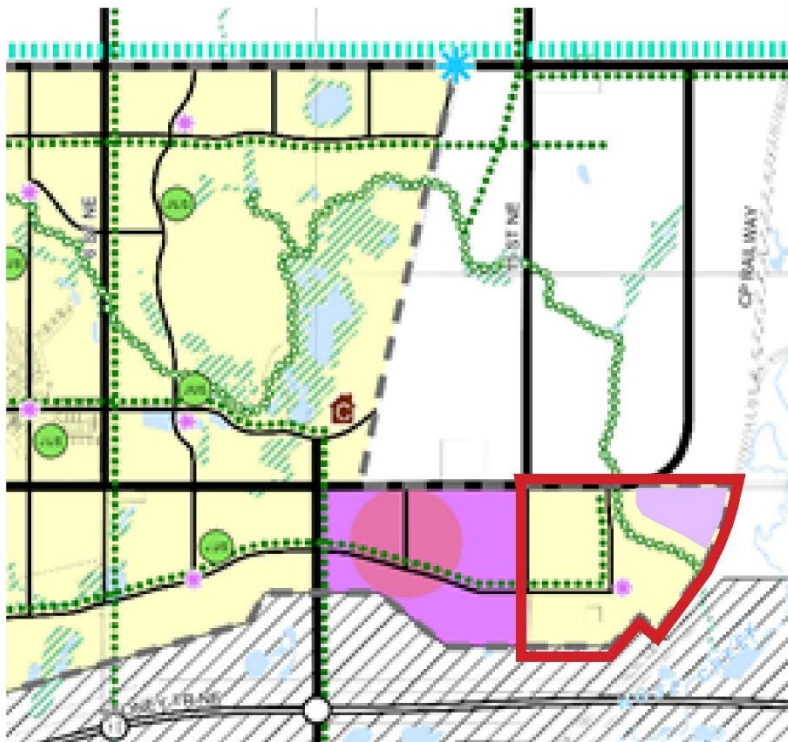
Attachment 2: New Proposed ASP Flexible District Policy

ATTACHMENT 1

EXISTING ASP



PROPOSED ASP REVISION



Legend

- Transportation/Utility Corridor
- Plan Area Boundary
- Neighbourhood Area
- Special Study Area (Major Activity Centre & Urban Corridor)
- Regional Retail Centre
- Community Retail Centre
- Industrial/ Employment Area
- Environmental Open Space Study Area
- Transit Station Planning Area
- Emergency Response Station
- Community Activity Centre
- Neighbourhood Activity Centre
- High School
- Joint Use Site
- Community Centre
- Green Corridor
- Regional Pathway
- Skeletal Road
- Arterial Street
- Urban Boulevard
- Primary Collector/Collector
- Full Interchange
- Pedestrian Overpass
- BRT Route
- LRT Alignment
- LRT Station

NEW

Proposed Flexible Employment/ Residential Area

The Keystone Hills Employment/Residential Area serves as an important opportunity for the Keystone Hills Community. These lands have the opportunity to contain, light industrial, commercial, institutional and housing uses. Uses range from auto oriented shops, retail and restaurants to places of worship, seniors housing and residential housing forms.

The following policies are intended to support the continued diversity and evolution of Keystone Hills by encouraging opportunities for job-intensive and innovative uses closer to the adjacent industrial to the north and greater integration of residential uses along the coulee and natural areas.

ATTACHMENT 2

DRAFT SUGGESTED POLICIES FOR APPROVAL

NE CORNER OF KEYSTONE HILLS

Flexible Employment/Residential Area

The Keystone Hills Employment/Residential Area serves as an important opportunity for the Keystone Hills Community. These lands have the opportunity to contain, light industrial, commercial, institutional and housing uses. Uses range from auto oriented shops, retail and restaurants to places of worship, seniors housing and residential housing forms.

The following policies are intended to support the continued diversity and evolution of Keystone Hills by encouraging opportunities for job-intensive and innovative uses closer to the adjacent industrial to the north and greater integration of residential uses along the coulee and natural areas.

Policy

- a. Light industrial, commercial, institutional or office uses would be supported if the lands directly adjacent developed into non-residential uses.
- b. Non-residential uses have the ability to generate employment and are encouraged within the Flexible Zone.
- c. Development should provide for a well connected street network with sidewalks and pathways connecting into the natural ravine area.
- d. Development adjacent to the coulee and the Flexible Employment/Residential Area should be residential and include landscape buffering if designed for industrial uses, no additional buffering if commercial, institutional or office.
- e. Development should provide adequate screening along any industrial/residential interface to reduce visual impacts of industrial uses.

PROPOSED

IP2022-0340
ATTACHMENT 3

BYLAW NUMBER 28P2022

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE MUNICIPAL DEVELOPMENT PLAN BYLAW 24P2009 (IP2022-0340)

WHEREAS it is desirable to amend the Municipal Development Plan Bylaw 24P2009, as amended;

AND WHEREAS Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. The Municipal Development Plan attached to and forming part of Bylaw 24P2009, as amended, is hereby further amended as follows:
 - (a) Delete the existing Municipal Development Plan: Volume 1, Map 1 entitled 'Urban Structure', and replace it with the revised Map 1 entitled 'Urban Structure' as shown in Schedule A.
 - (b) Delete the existing Municipal Development Plan: Volume 1, Map 2 entitled 'Primary Transit Network', and replace it with the revised Map 2 entitled 'Primary Transit Network' as shown in Schedule B.
 - (c) Delete the existing Municipal Development Plan: Volume 1, Map 3 entitled 'Road and Street Network', and replace it with the revised Map 3 entitled 'Road and Street Network' as shown in Schedule C.
 - (d) Delete the existing Municipal Development Plan: Volume 1, Map 6 entitled 'Major Development Influences', and replace it with the revised Map 6 entitled 'Major Development Influences' as shown in Schedule D.
 - (e) Delete the existing Municipal Development Plan: Volume 3 (Calgary Transportation Plan), Map 2 entitled 'Primary Transit Network', and replace it with the revised Map 2 entitled 'Primary Transit Network' as shown in Schedule E.
 - (f) Delete the existing Municipal Development Plan: Volume 3 (Calgary Transportation Plan), Map 5 entitled 'Primary Goods Movement Network', and replace it with the revised Map 5 entitled 'Primary Goods Movement Network' as shown in Schedule F.
 - (g) Delete the existing Municipal Development Plan: Volume 3 (Calgary Transportation Plan), Map 6 entitled 'Primary HOV Network', and replace it with the revised Map 6 entitled 'Primary HOV Network' as shown in Schedule G.

PROPOSED

BYLAW NUMBER 28P2022

- (h) Delete the existing Municipal Development Plan: Volume 3 (Calgary Transportation Plan), Map 7 entitled 'Road and Street Network', and replace it with the revised Map 7 entitled 'Road and Street Network' as shown in Schedule H.

2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

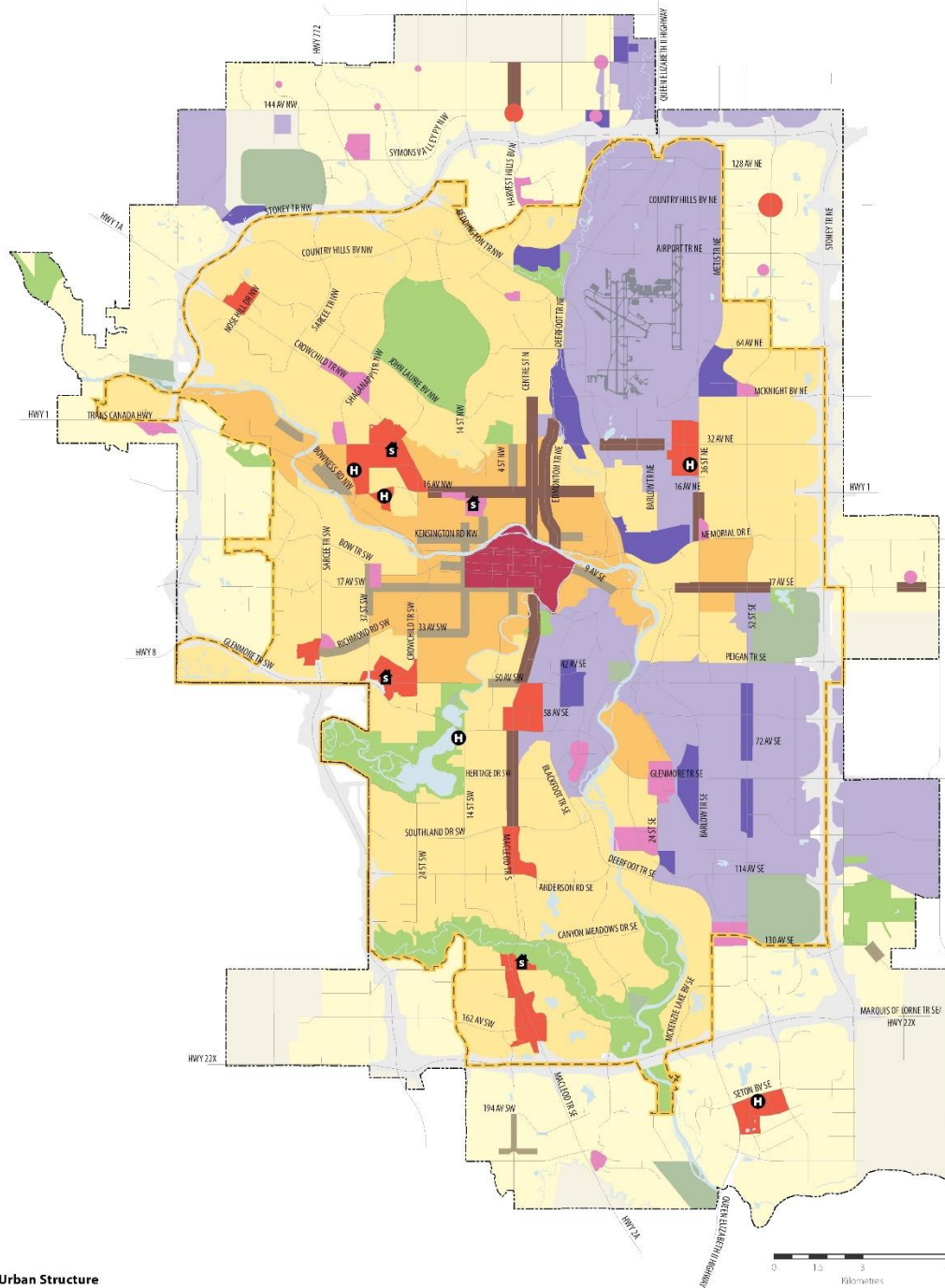
CITY CLERK

SIGNED ON _____

PROPOSED

BYLAW NUMBER 28P2022

SCHEDULE A



Urban Structure
(By Land Use Typology)

Activity Centres

- Greater Downtown
- Major Activity Centre
- Community Activity Centre

Main Streets

- Urban Main Street
- Neighbourhood Main Street

Developed Residential

- Inner City
- Established

Developing Residential

- Planned Greenfield with Area Structure Plan (ASP)
- Future Greenfield

Industrial

- Industrial - Employee Intensive
- Standard Industrial

- Major Public Open Space
- Public Utility

- Balanced Growth Boundary

H Hospital

- U** University

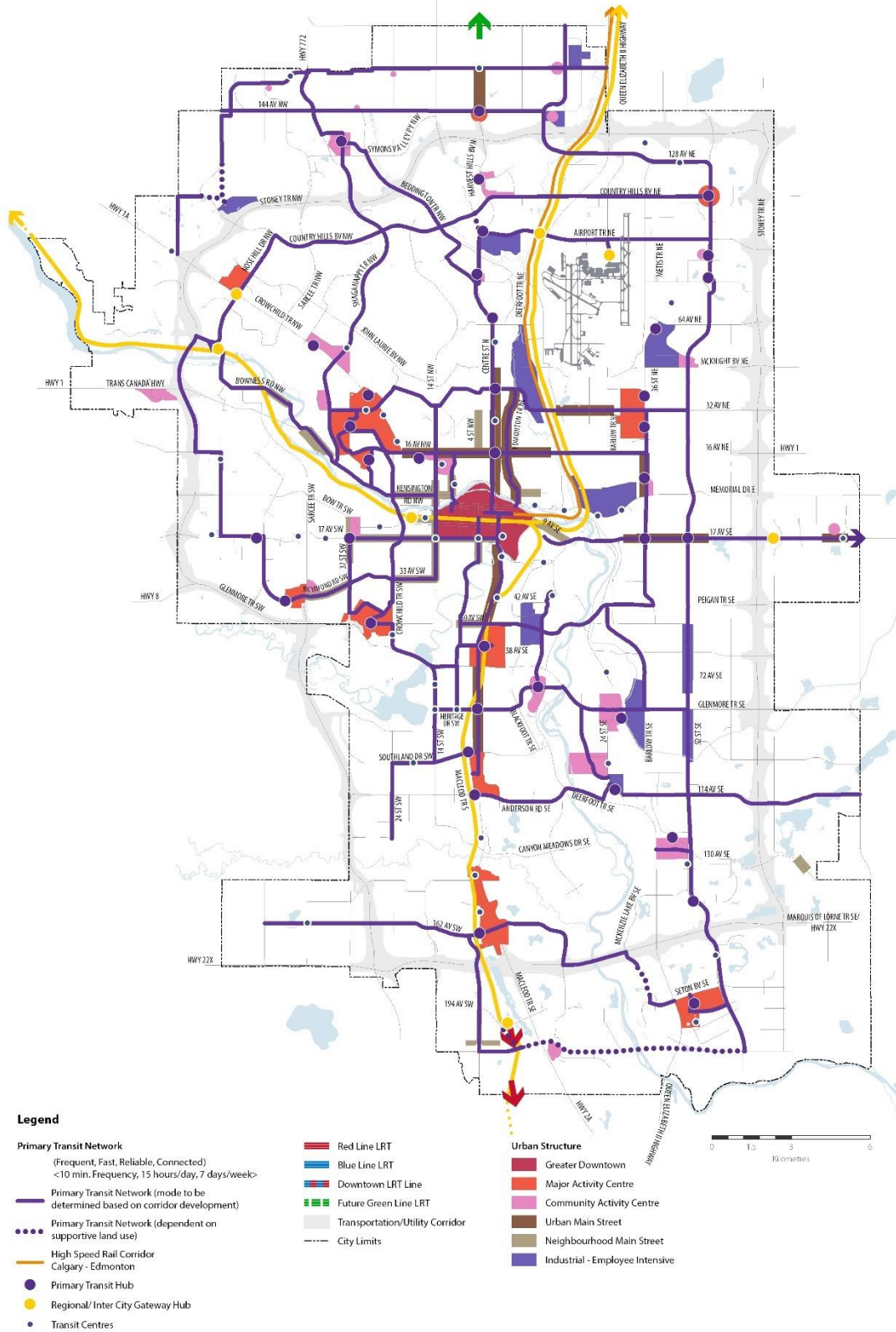
- Transportation/Utility Corridor

- City Limits

PROPOSED

BYLAW NUMBER 28P2022

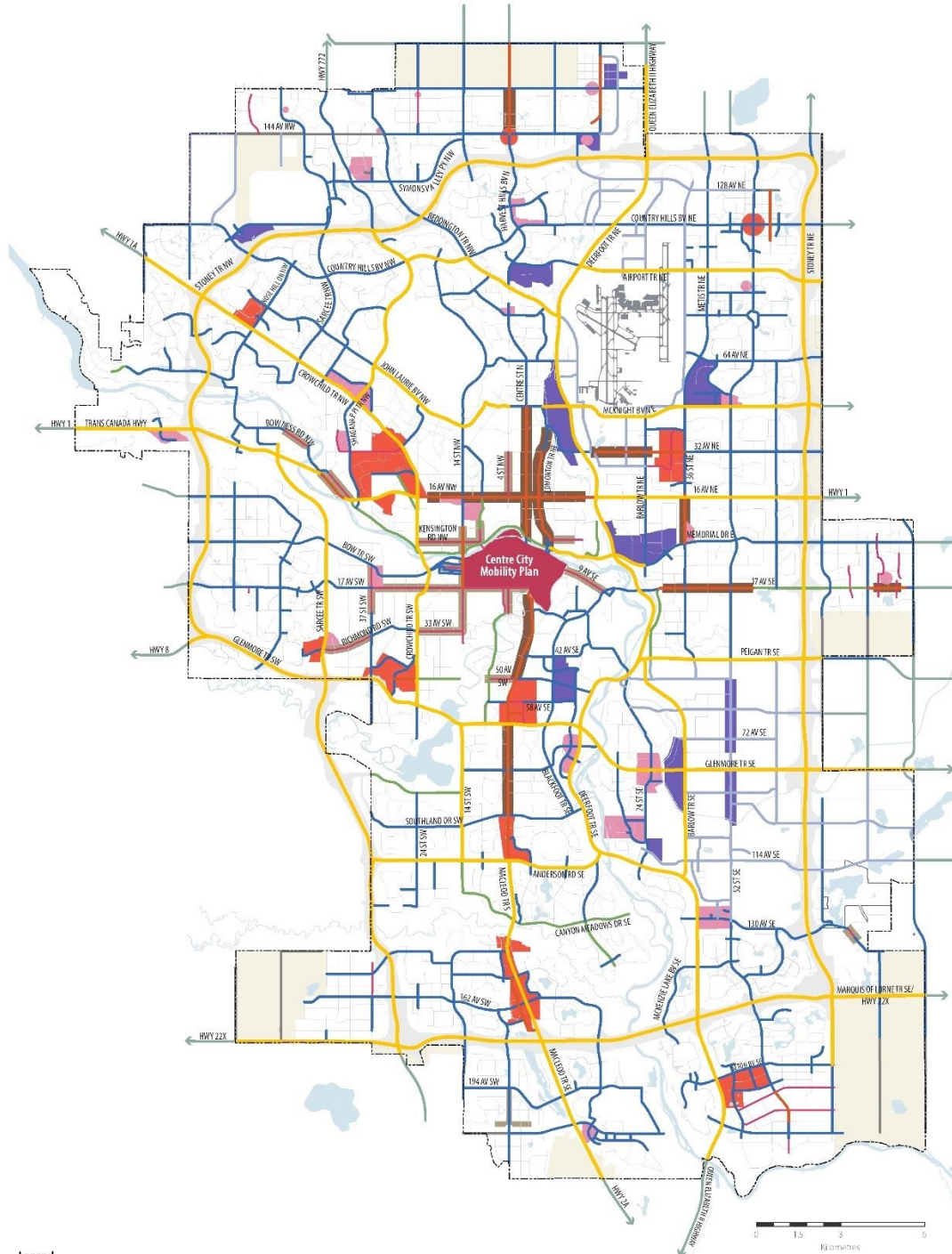
SCHEDULE B



PROPOSED

BYLAW NUMBER 28P2022

SCHEDULE C



Legend

Roads and Street Network

- Skeletal Road
- Arterial Street
- Urban Boulevard
- Industrial Arterial
- Neighbourhood Boulevard
- Parkway

- Roadway within City limits
(To be classified through future local area plans)
- Roadway outside City limits
- Connection to Route in Region
- Collector Roads
- Transportation/Utility Corridor
- City Limits

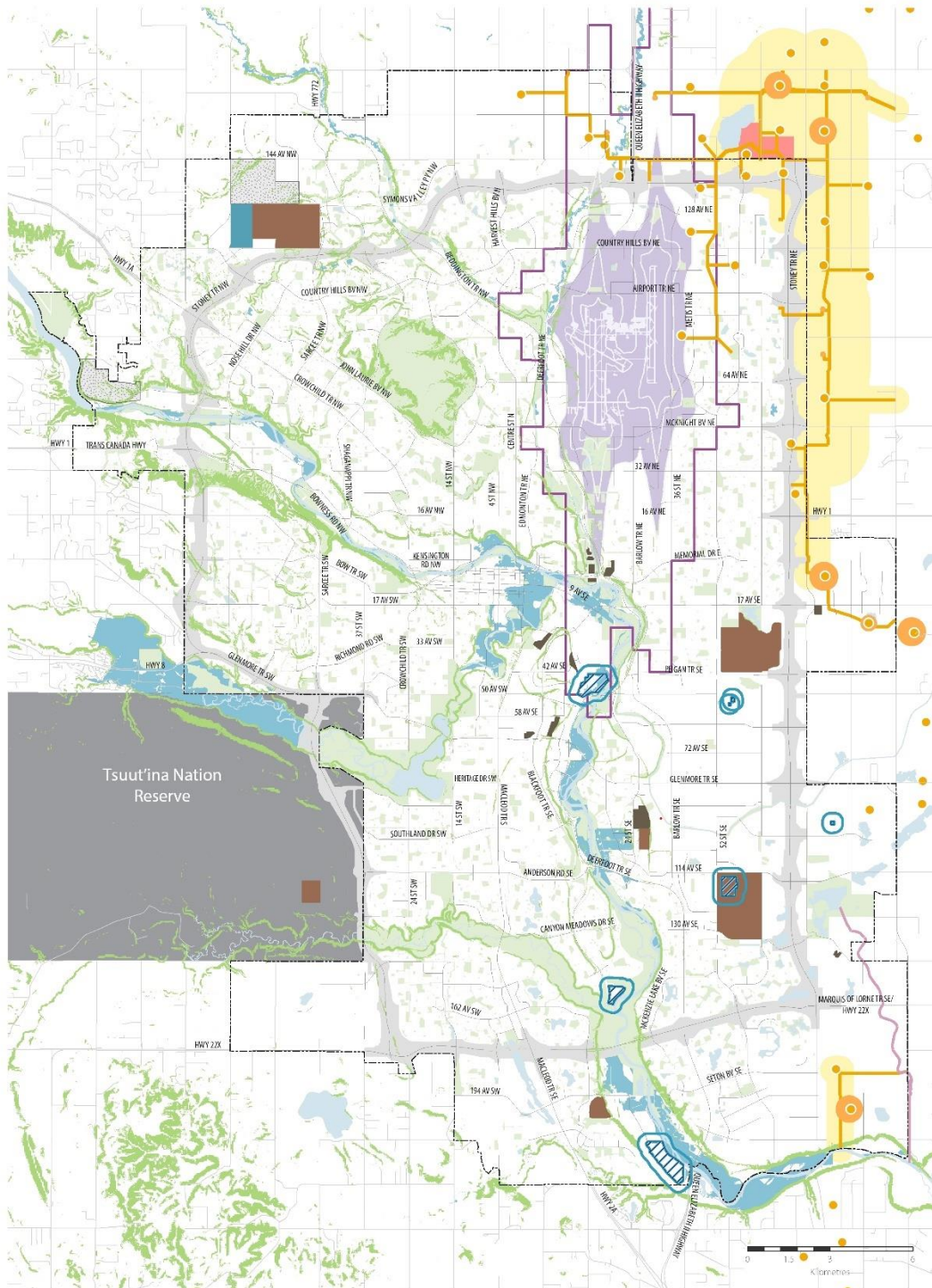
Urban Structure

- Greater Downtown
- Major Activity Centre
- Community Activity Centre
- Urban Main Street
- Neighbourhood Main Street
- Future Greenfield
- Industrial - Employee Intensive

PROPOSED

BYLAW NUMBER 28P2022

SCHEDULE D



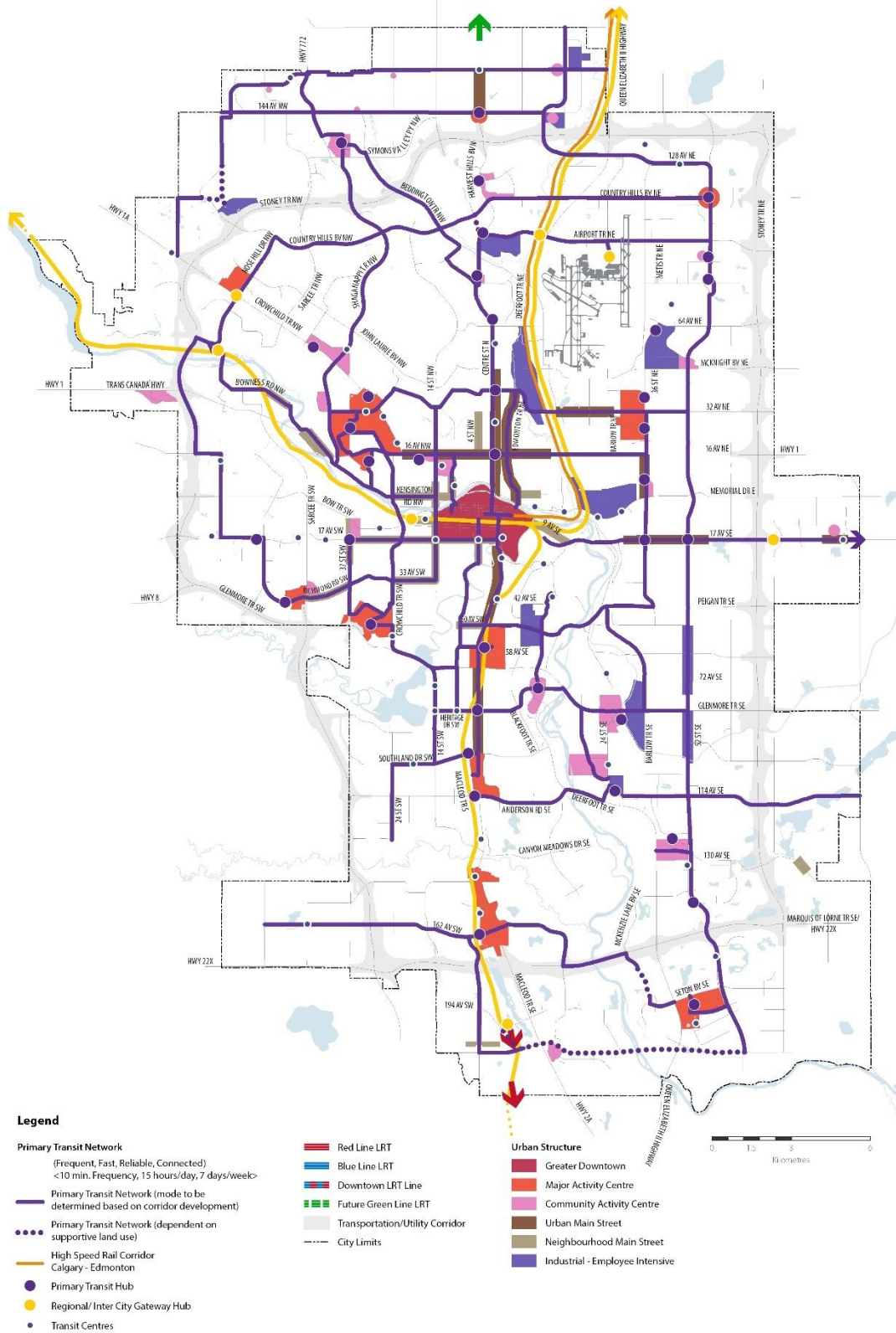
Legend

- | | | | |
|--|-------------------------------|---|---------------------------------|
| Calgary International Airport/ 30NEF | Waste Water Treatment Plant | Sour Gas Lines | Tsuut'ina Nation Reserve |
| Airport Vicinity Protection Area Boundary | Floodway/ Flood fringe | Sour Gas Line Buffer | Transportation/Utility Corridor |
| Operating Landfill Site | Major Parks | Sour Gas Facilities (pipelines & wells) | City Limits |
| Non-Operating Landfill Site | Slopes > = 15% | Sour Gas Setbacks (residential) | |
| Current and Potential Future Gravel Operations | Calgary Correctional Facility | Gas Plant and Setback | |

PROPOSED

BYLAW NUMBER 28P2022

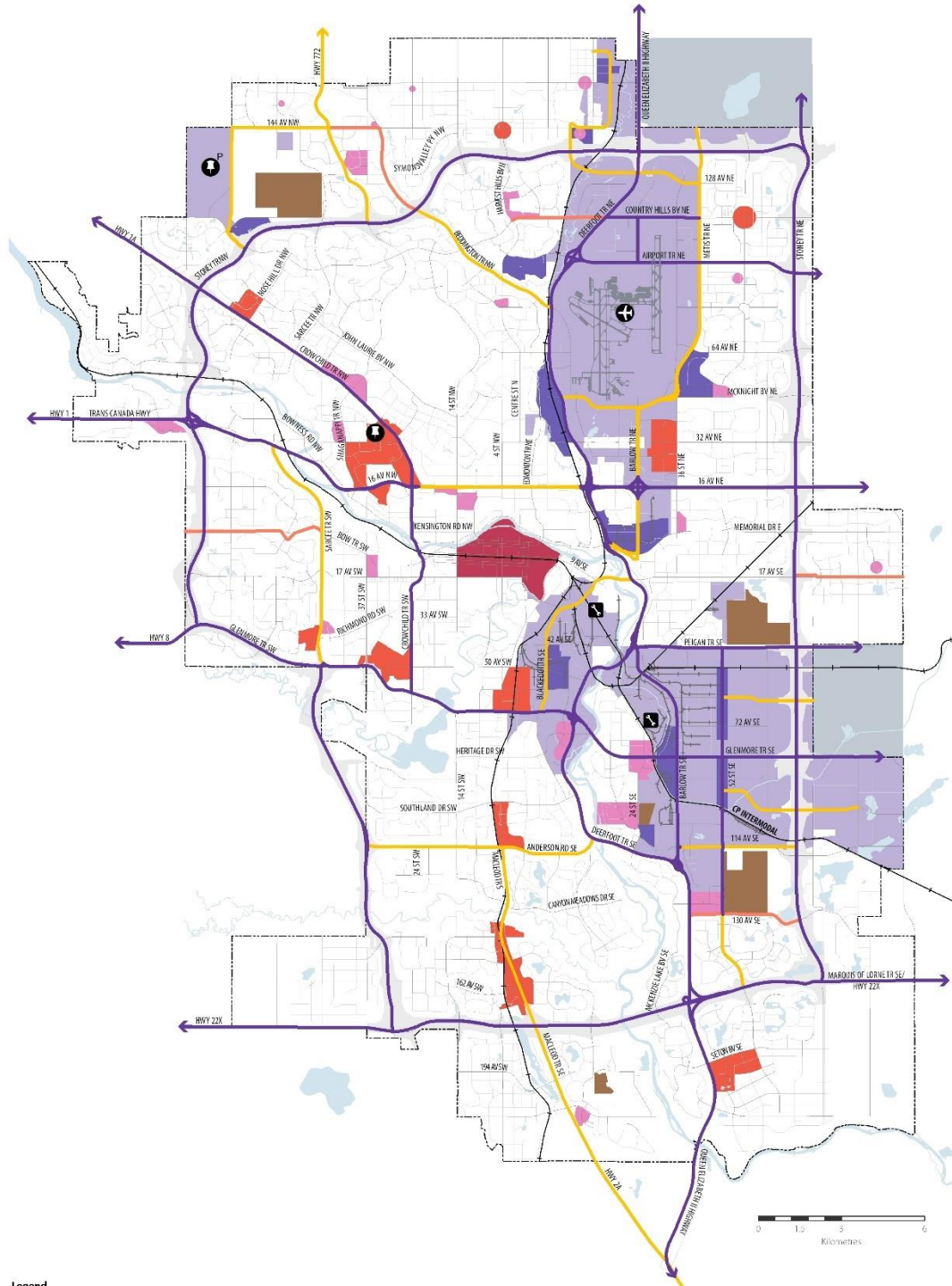
SCHEDULE E



PROPOSED

BYLAW NUMBER 28P2022

SCHEDULE F



Legend

Primary Goods Movement Network

- Main Goods Movement Corridor
- Supporting Goods Movement Corridor
- Emerging Goods Movement Corridor

- Air Cargo
- Rail Maintenance Yard
- Research Park
- Future Research Park

- Railway Tracks
- Landfill
- County of Rocky View Industrial
- Transportation/Utility Corridor
- City Limits

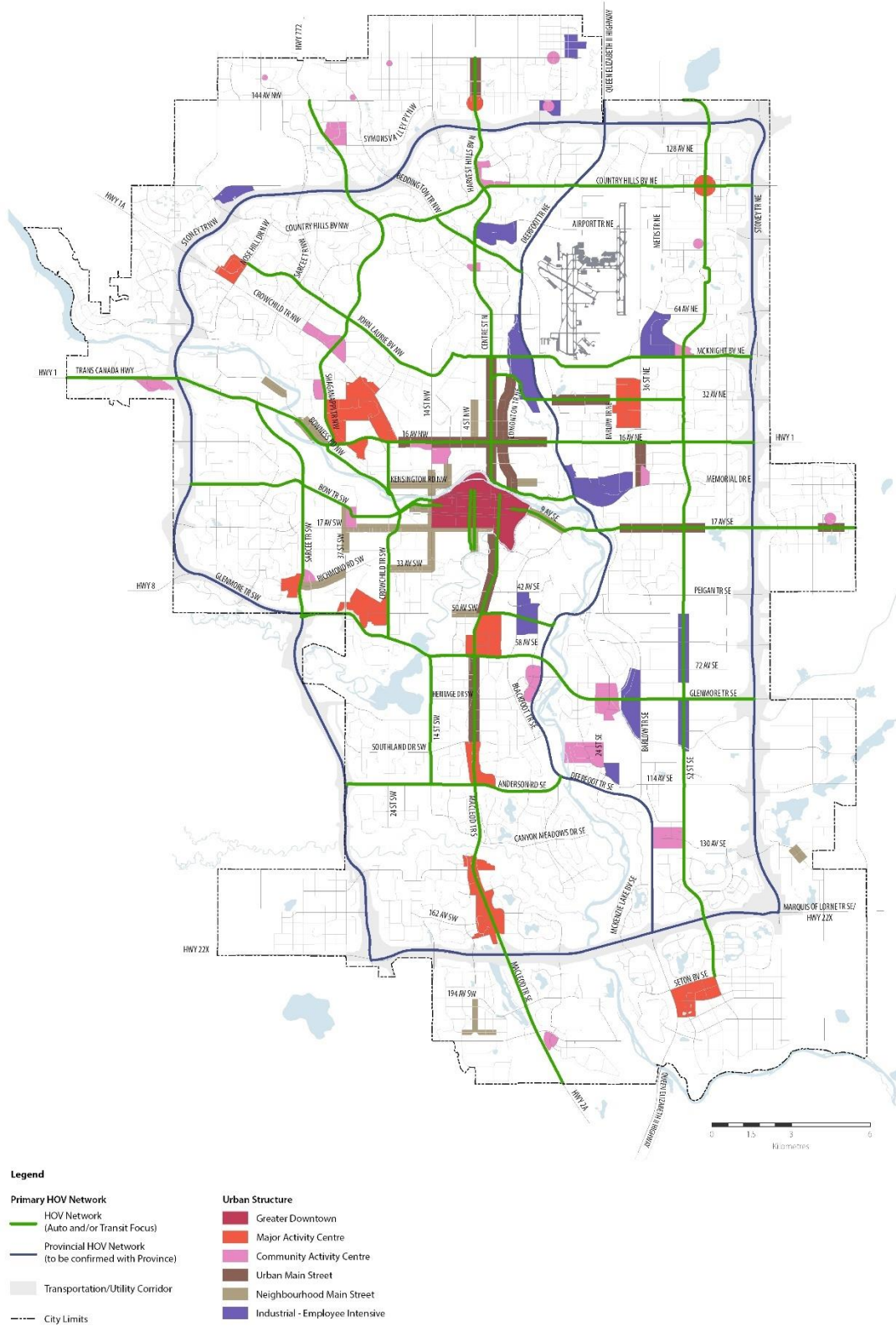
Urban Structure

- Greater Downtown
- Major Activity Centre
- Community Activity Centre
- Industrial - Employee Intensive
- Standard Industrial

PROPOSED

BYLAW NUMBER 28P2022

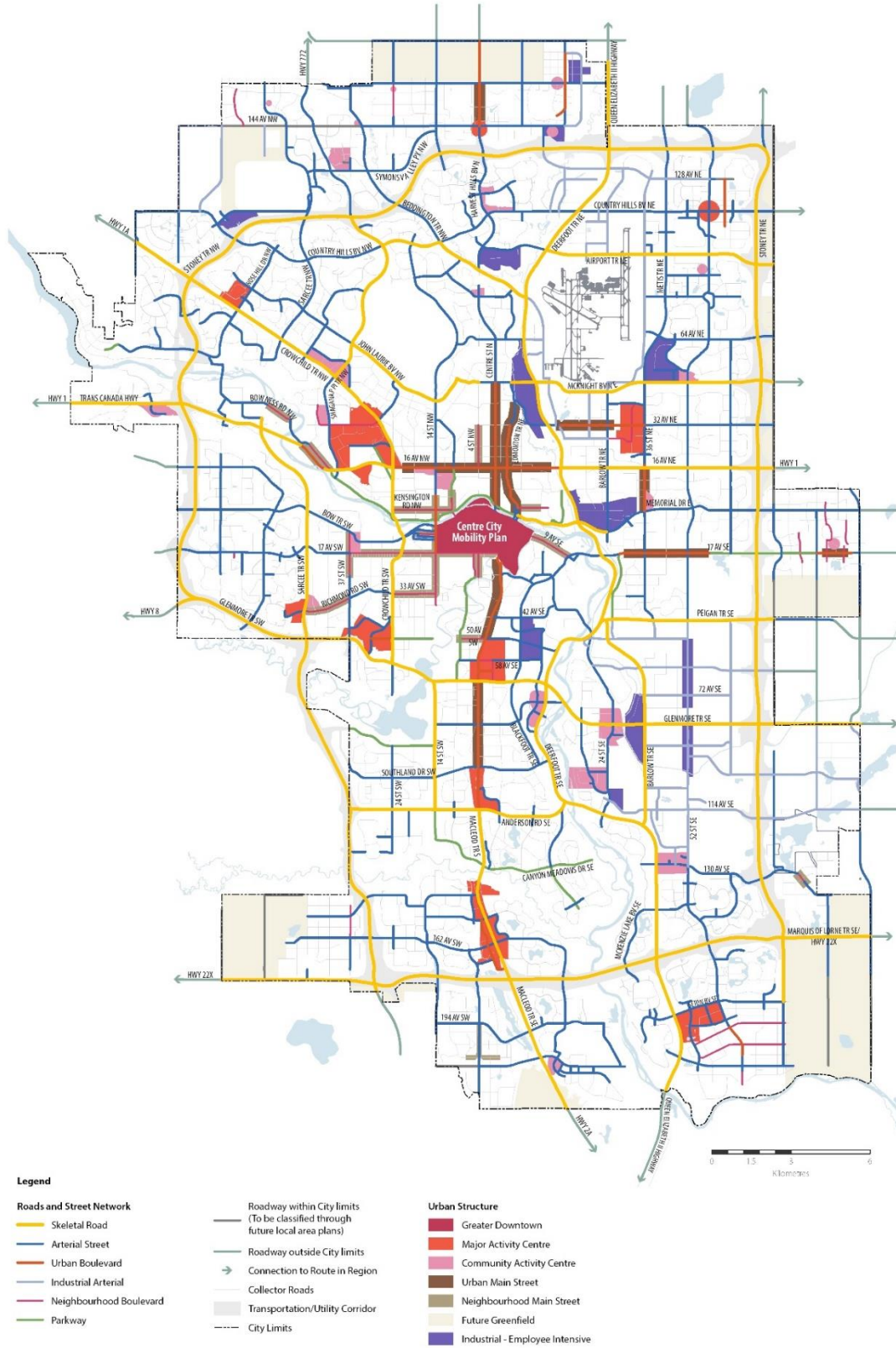
SCHEDULE G



PROPOSED

BYLAW NUMBER 28P2022

SCHEDULE H



PROPOSED

IP2022-0340
ATTACHMENT 4

BYLAW NUMBER 29P2022

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE KEYSTONE HILLS AREA STRUCTURE PLAN BYLAW 15P2012 (IP2022-0340)

WHEREAS it is desirable to amend the Keystone Hills Area Structure Plan Bylaw 15P2012, as amended;

AND WHEREAS Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. The Keystone Hills Area Structure Plan attached to and forming part of Bylaw 15P2012, as amended, is hereby further amended as follows:
 - (a) In the Table of Contents, for section 6.4, add “6.4.2 Neighbourhood D Policies” after 6.4.1 General Neighbourhood Policies.
 - (b) Delete the existing Map 3 entitled ‘Constraints’ and replace it with the revised Map 3 entitled ‘Constraints’ as shown in Schedule A.
 - (c) Delete the existing Map 4 entitled ‘Growth Management Overlay’ and replace it with the revised Map 4 entitled ‘Growth Management Overlay’ as shown in Schedule B.
 - (d) In Section 6.1, in the second paragraph, delete the first sentence and replace with the following:

“The concept consists of three Complete Communities (Communities A, B, and C on Map 6: Community & Neighbourhood Concept) and an Employment/Industrial/Residential Area (Community D, See Sections 6.4.2 Neighbourhood D Policies and 6.1.1 Industrial/Employment Area).”
 - (e) In Section 6.2, in the first sentence, after the word “Industrial” add the word “/Residential”

PROPOSED

BYLAW NUMBER 29P2022

- (f) In Section 6.2, delete Table 1 and replace with the following:

“Table 1: Community Size and Anticipated Population and Jobs

Community (Map 6)	Area (ha/ac)	Anticipated Population	Anticipated Jobs
A	375 ha (927 ac)	25,900	3,200
B	392 ha (969 ac)	21,800	8,700
C	233 ha (576 ac)	12,700	2000
D*	82 ha (203 ac)	100	5,600
Total	1,082 ha (2,674 ac)	60,500	19,500

*For Community D, anticipated population and jobs for the Neighbourhood area will be determined through the Outline Plan/Land Use Amendment process.”

- (g) Delete the existing Map 5 entitled ‘Land Use Concept’ and replace it with the revised Map 5 entitled ‘Land Use Concept’ as shown in Schedule C.
- (h) Delete the existing Map 6 entitled ‘Community & Neighbourhood Concept’ and replace it with the revised Map 6 entitled ‘Community & Neighbourhood Concept’ as shown in Schedule D.
- (i) In Section 6.4.1, add the following at the end of the section:

“6.4.2 Neighbourhood D Policies

1. A portion of the lands within Community D have been identified as a Neighbourhood as shown conceptually on Map 6: Community & Neighbourhood Concept.
2. Neighbourhood D should be composed of a Neighbourhood Area that is designed around a Neighbourhood Activity Centre (NAC).
3. Neighbourhood D should range in size between 35 and 40 hectares (86 and 99 acres) including the Neighbourhood Area and the NAC.
4. The NAC policies listed in section 6.6.1 shall apply except the NAC is not required to meet the minimum requirements for non-residential uses as set out in policy 6.6.1(3) given the adjacent Regional Retail Centre and Industrial/Employment Area located in the western portion of Community D.
5. Neighbourhood D should achieve a minimum intensity of 60 people and jobs per gross developable hectare.

PROPOSED

BYLAW NUMBER 29P2022

6. While a Joint Use Site within Neighbourhood D has not been shown on Map 12: Joint Use Sites, the need for and potential location, and size of a Joint Use Site for Neighbourhood D will be determined through the Outline Plan/Land Use Amendment process.
7. While a Community Centre Site within Neighbourhood D has not been shown on Map 12: Joint Use Sites, the need for and potential location, and size of a Community Centre Site for Neighbourhood D will be determined through the Outline Plan/Land Use Amendment process.
8. Utility Servicing for Neighbourhood D will be determined through the Outline Plan/Land Use Amendment process.”

(j) In Section 6.4, delete Table 2 and replace with the following:

“Table 2: Community Size and Anticipated Number of Neighbourhoods

Community (Map 6)	Area (ha/ac)	Anticipated Number of Neighbourhoods
A	375 ha (927 ac)	6-9
B	392 ha (969 ac)	6-9
C	233 ha (576 ac)	3-5
D	82 ha (203 ac)	0-1
Total	1,082 ha (2,674 ac)	15-24

- (k) In Section 6.11.1(1), delete the words “, in the area south of 144th Avenue N, West of 15th Street N.E., to the Canadian Pacific rail line”.
- (l) In Section 6.11.1(2), delete bullet point a. and replace with the following:
“a. The Industrial/Employment Area should be comprised of approximately 20 hectares (50 acres) of land.”
- (m) Delete the existing Map 12 entitled ‘Joint Use Sites’ and replace it with the revised Map 12 entitled ‘Joint Use Sites’ as shown in Schedule E.
- (n) Delete the existing Map 13 entitled ‘Transportation’ and replace it with the revised Map 13 entitled ‘Transportation’ as shown in Schedule F.
- (o) Delete the existing Map 14 entitled ‘Transit’ and replace it with the revised Map 14 entitled ‘Transit’ as shown in Schedule G.

PROPOSED

BYLAW NUMBER 29P2022

2. This Bylaw comes into force on the date it is passed.

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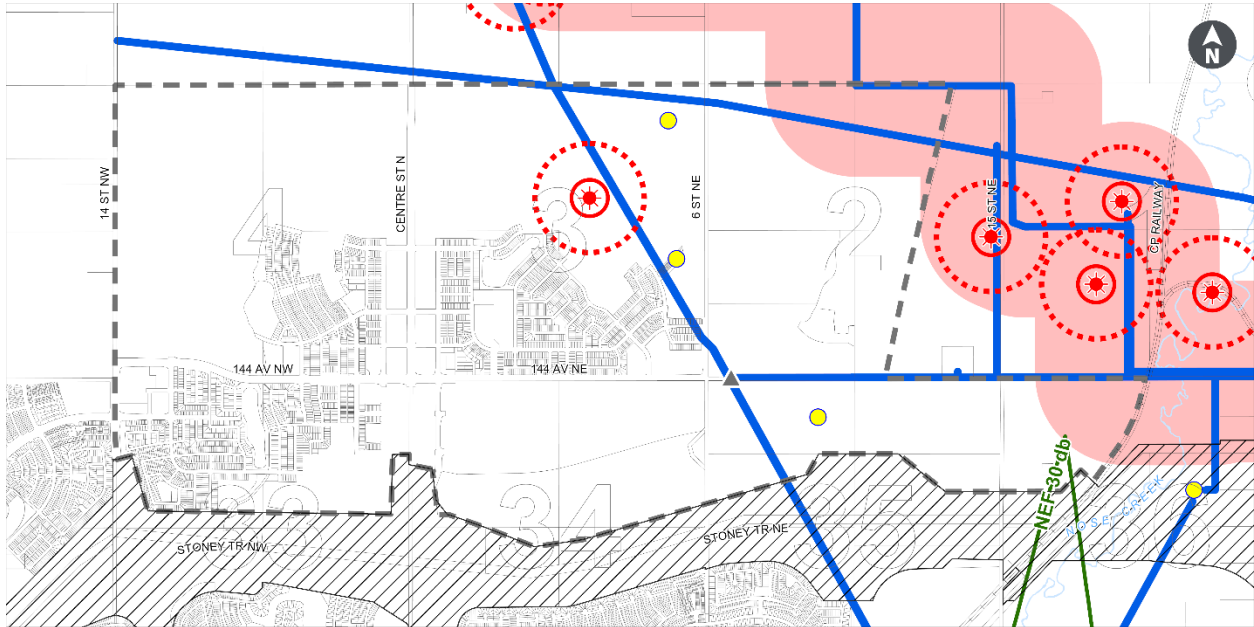
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PROPOSED

BYLAW NUMBER 29P2022

SCHEDULE A



Map 3

Constraints

Legend

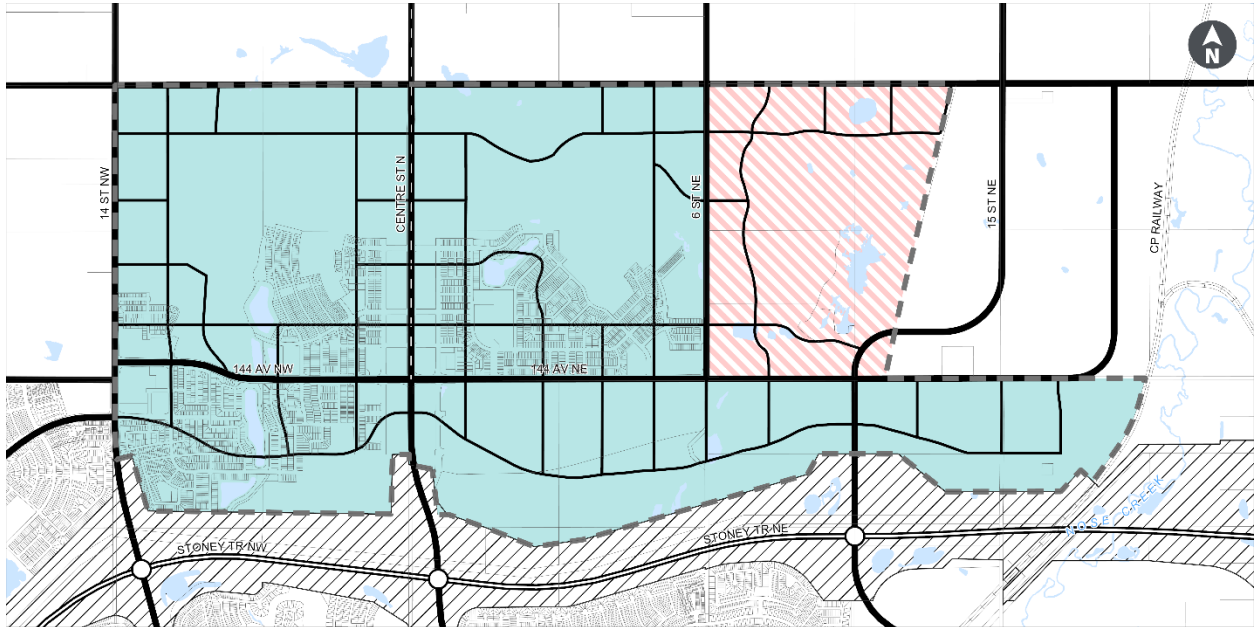
- | | |
|------------------------------------|---|
| --- Plan Area Boundary | □ Operating Well 100 m Setback |
| ▨ Transportation/ Utility Corridor | ⊞ Operating Well 200 m Nuisance Setback |
| ⊛ Operating Well | ■ Level 2 Sour Gas Pipeline Setback |
| ● Abandoned Gas Well | ▲ Beddington Trap Facility |
| — Sour Gas Pipeline | — Noise Exposure Forecast Contour |
| — Pipeline | |



PROPOSED

BYLAW NUMBER 29P2022

SCHEDULE B



Map 4

Growth Management Overlay

Legend

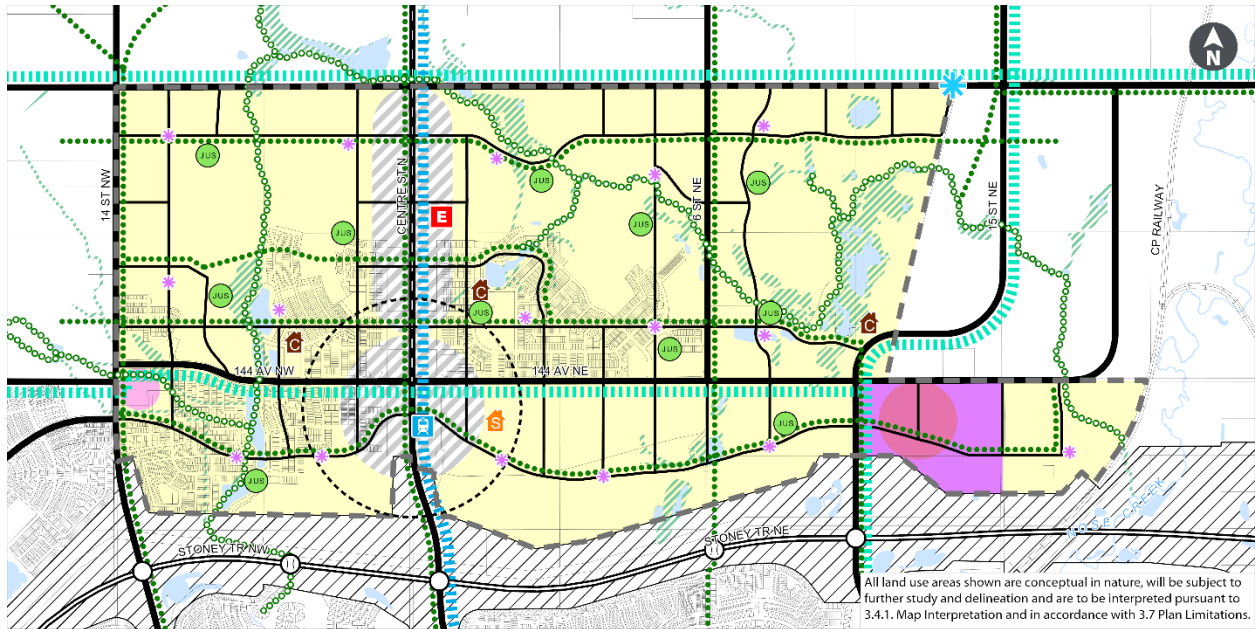
- | | | |
|---------------------------------|--|-----------------------------|
| Transportation/Utility Corridor | Growth Management Overlay Removal Area | Urban Boulevard |
| Plan Area Boundary | Skeletal Road | Primary Collector/Collector |
| Growth Management Overlay | Arterial Road | Interchange |



PROPOSED

BYLAW NUMBER 29P2022

SCHEDULE C



Map 5
Land Use Concept

Legend

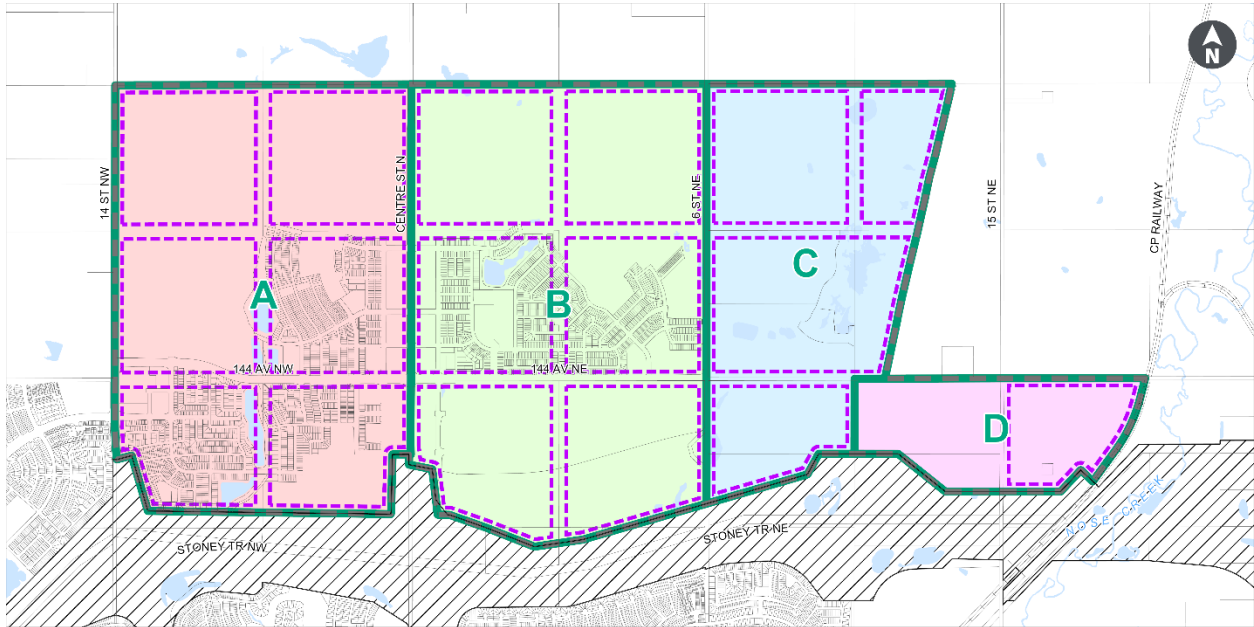
Transportation/Utility Corridor	Transit Station Planning Area	Arterial Street
Plan Area Boundary	Emergency Response Station	Urban Boulevard
Neighbourhood Area	Community Activity Centre	Primary Collector/Collector
Special Study Area (Major Activity Centre & Urban Corridor)	Neighbourhood Activity Centre	Full Interchange
Regional Retail Centre	Community Centre	Pedestrian Overpass
Community Retail Centre	Green Corridor	BRT Route
Industrial/ Employment Area	Regional Pathway	LRT Alignment
Environmental Open Space Study Area	Skeletal Road	LRT Station



PROPOSED

BYLAW NUMBER 29P2022

SCHEDULE D



Map 6

Community & Neighbourhood Concept

Legend

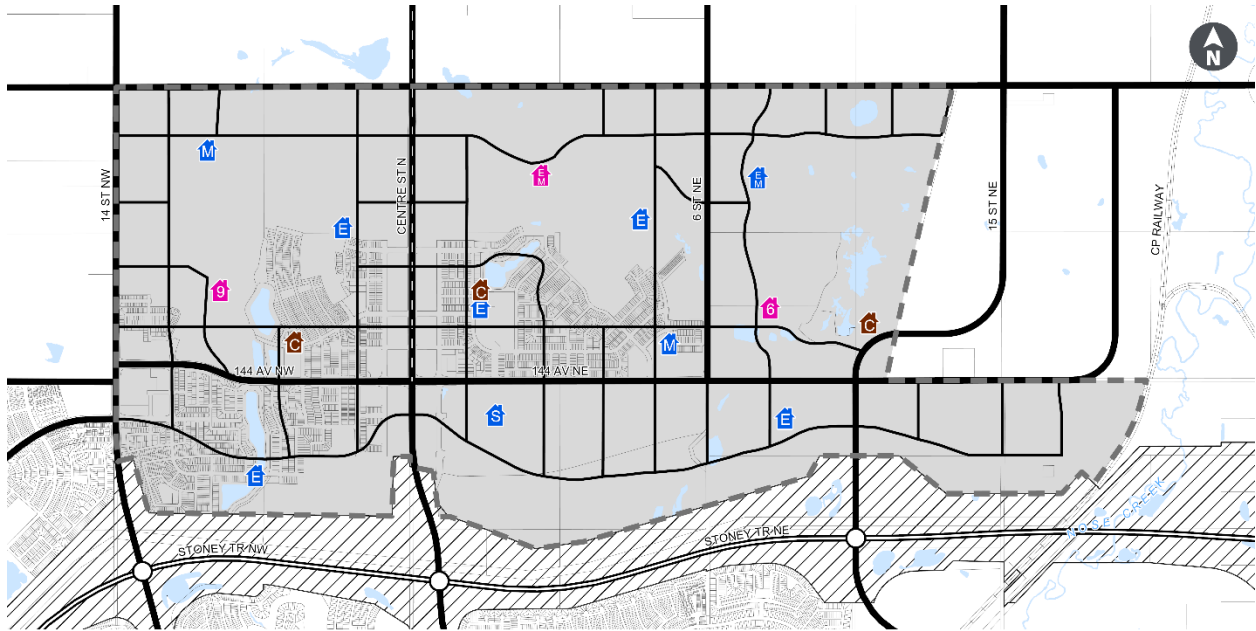
- Plan Area Boundary
- ▨ Transportation/ Utility Corridor
- 🏠 Communities
- ⬜ Neighbourhoods (To Be Refined at Outline Plan Stage)

0 250 500 750 1,000
Metres

PROPOSED

BYLAW NUMBER 29P2022

SCHEDULE E



Map 12

Joint Use Sites

Legend

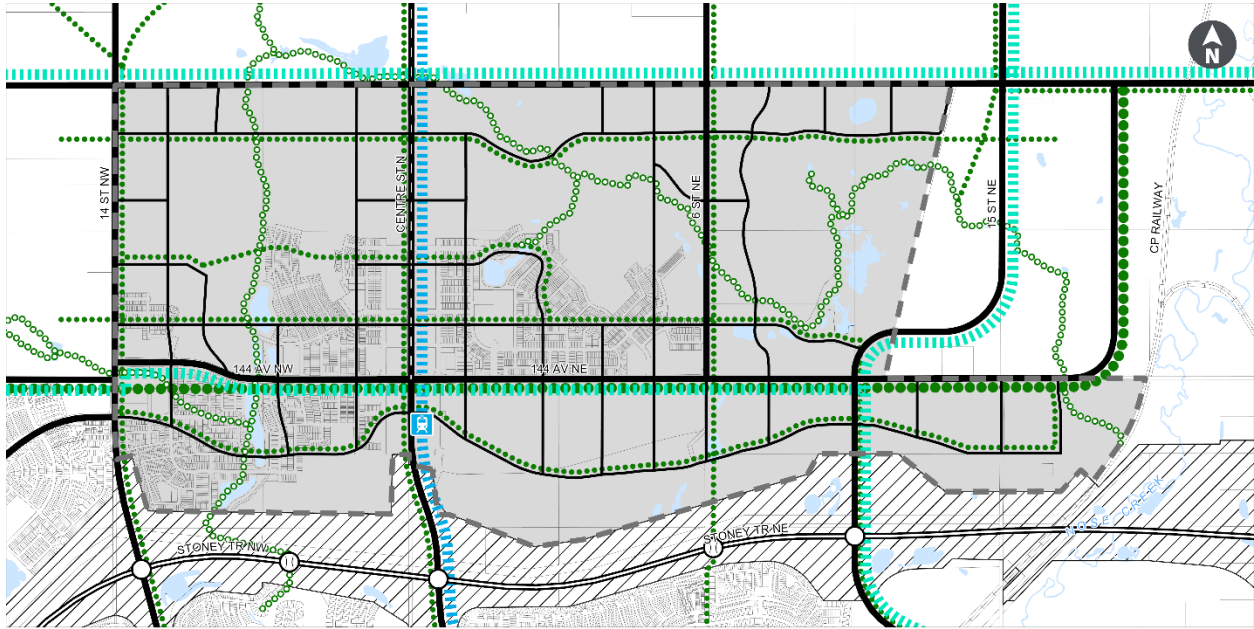
- | | | |
|---|--|---|
|  Transportation/Utility Corridor |  CBE - Middle School |  Skeletal Road |
|  Plan Area |  CBE - High School |  Arterial Road |
|  Community Centre |  CCSD - Elementary/Middle Combined School |  Urban Boulevard |
|  CBE - Elementary School |  CCSD - K-6 |  Primary Collector/Collector |
|  CBE - Elementary/Middle Combined School |  CCSD - K-9 |  Interchange |



PROPOSED

BYLAW NUMBER 29P2022















SCHEDULE F



Map 13

Transportation

Legend

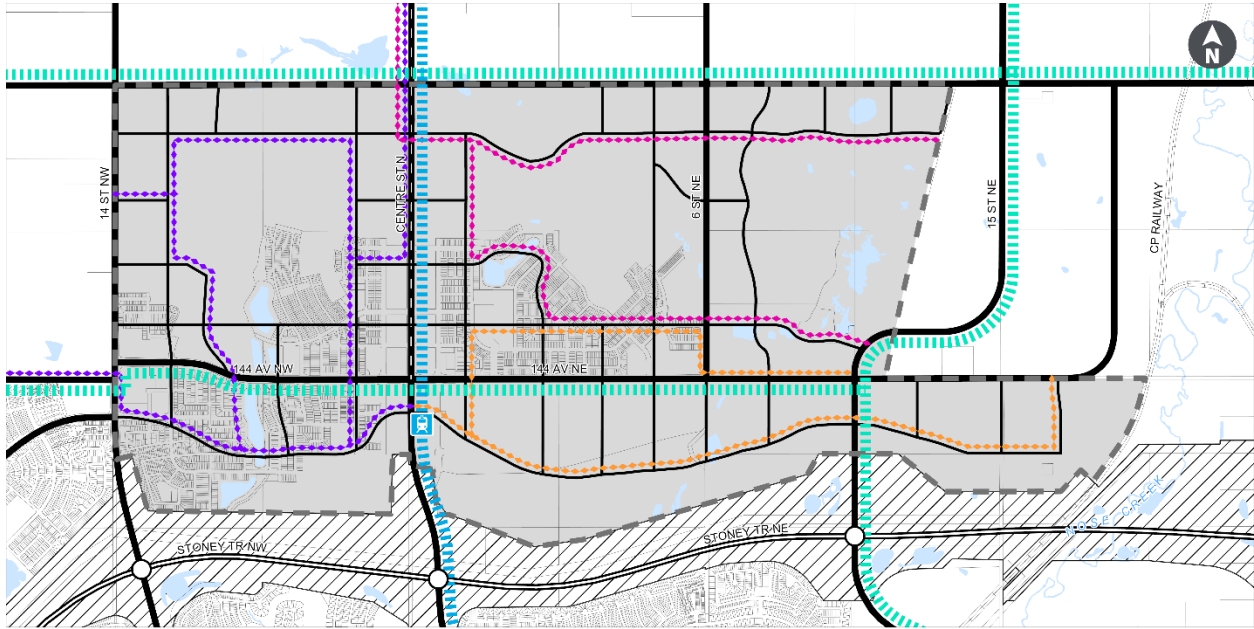
- | | | |
|---|---|--|
|  Transportation/Utility Corridor |  Primary Collector/Collector |  BRT Route |
|  Plan Area |  Full Interchange |  Primary Cycling Network |
|  Skeletal Road |  Pedestrian Overpass |  Regional Pathway |
|  Arterial Street |  LRT Alignment |  Green Corridor |
|  Urban Boulevard |  LRT Station | |



PROPOSED














BYLAW NUMBER 29P2022

SCHEDULE G



Map 14
Transit

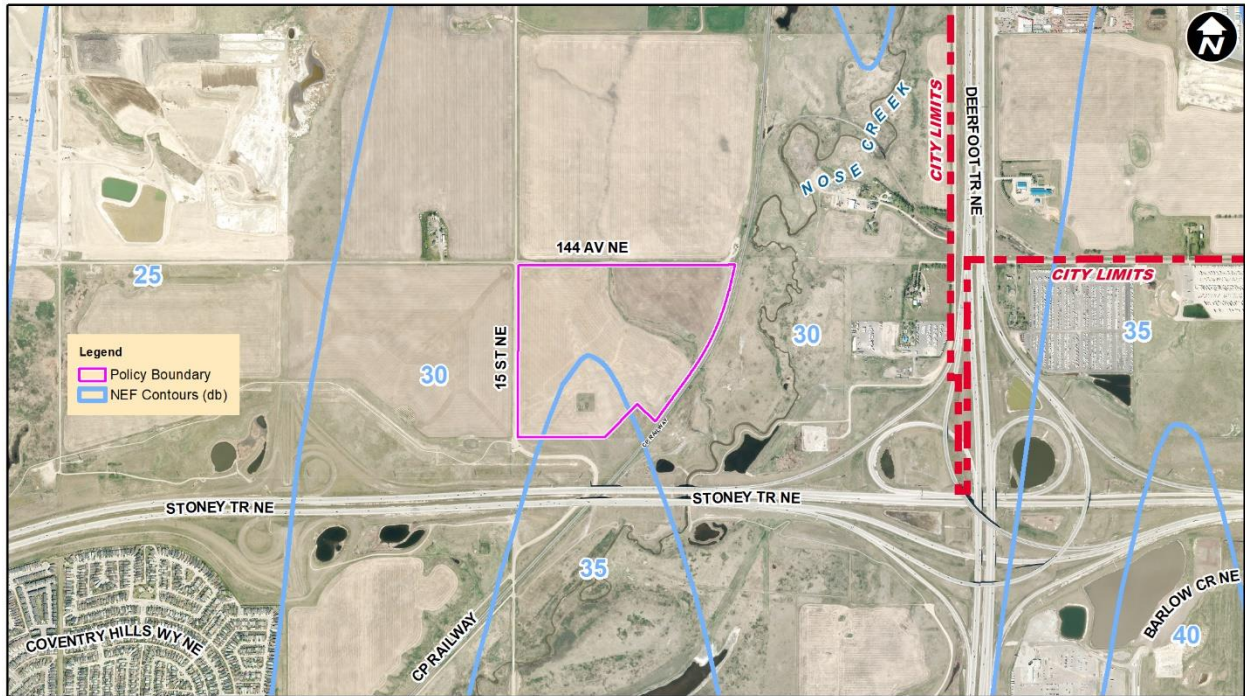
Legend

- | | | |
|---|---|---|
|  Transportation/Utility Corridor |  Primary Collector/Collector |  Feeder Route 2 |
|  Plan Area |  Full Interchange |  Feeder Route 3 |
|  Skeletal Road |  LRT Alignment |  BRT Route |
|  Arterial Road |  LRT Station | |
|  Urban Boulevard |  Feeder Route 1 | |

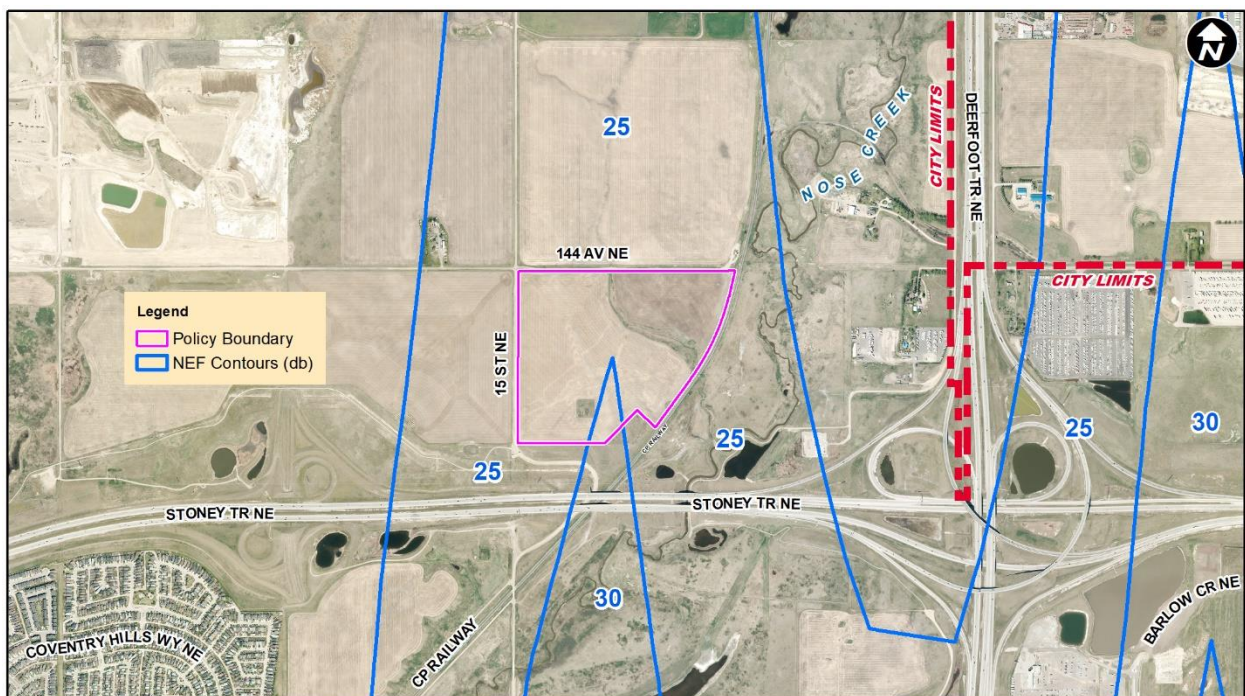


Provincially approved changes to NEF Contours

Previous NEF Contours (prior to August 2021)



Changes to NEF Contours approved by the Province of Alberta (August 2021)



Applicant Outreach Summary

2022 January 19

Project Name: Keystone Hills Residential Neighbourhood

Did you conduct community outreach on your application? **No**

If no, please provide your rationale for why you did not conduct outreach.

The lands are currently zoned for industrial uses and the proposal is for residential - which is a consistent form in the Keystone Area. We have reached out/informed Melcor and Esposito of the application. It is not typical that we large engagement events in greenfield areas with minimal development adjacent.

Calgary Board of Education and Calgary Catholic School District Comments

2022 January 12

Below are the combined comments from the Calgary Board of Education (CBE) and the Calgary Catholic School District (CCSD):

Comments:

- Both school boards previously reduced the number of school sites and the number of schools in the currently approved Keystone Hills ASP, based on the land use for this proposed circulation not being residential. Consequently, the school boards are already currently underserved in this ASP.
 - Based on the most up-to-date modeling, both CBE and CCSD are short, at minimum, two full school sites each
 - CBE further relinquished a site after original ASP discussions and calculations
 - CCSD further reduced overall sites by accepting a J-JUS with two building envelopes on a single site
 - Overall, the Keystone Hills ASP (as currently approved) is already “short” 6 school sites to properly accommodate expected stable student populations for this ASP area.

- The locations of the schools were also determined based on the current approved land uses in an attempt to distribute the sites equitably across the ASP based on ownership and each school board’s requirements.

- This proposed residential area would be isolated, surrounded by industrial and commercial uses to the north and the west, requiring students in this area to be bussed on a permanent basis to other schools.
 - As both CCSD and CBE are short school sites within the Keystone Hills ASP, it is highly improbable that students from this area would be accommodated at any future schools already planned for the Keystone Hills ASP area.

- Reopening the Keystone Hills ASP may introduce the necessity for a reanalysis of school site accommodation throughout the entire ASP area.

Questions:

- If this amendment were to be approved, would the area west of 15 Street NE (within Community D of Keystone Hills ASP) remain industrial/ commercial or is it anticipated that the landowners would also be requesting a redesignation to residential uses?
 - A holistic approach to all of Community D should be undertaken to get a more accurate picture of its future use.

- What commentary has the City provided in regards to the resulting change in its tax assessment as a result of this proposed redesignation?

Outcomes:

- Based on the current school calculation formula, using the number of units provided, 1 school site would be required for this area of Community D alone.
 - Therefore CCSD & CBE request one 12-acre swing site be included in this area.
- Both CBE & CCSD oppose this proposed redesignation given the above.

If you have any questions please feel free to contact Melissa and myself.

Thanks.

Paul Mountford
Senior Planner – Urban Land Use
Planning & Transportation
Calgary Board of Education | cbe.ab.ca
pamountford@cbe.ab.ca
Phone: 403-817-7231

Federation of Calgary Communities Comments



January 25, 2022

Worship Jyoti Gondek and Members of Council

Re: LOC2021-0219 / LOC2021-0184 Keystone Stone Land Use Amendment Application

Dear Members of Council,

The Federation of Calgary Communities (the Federation) is the support organization for over 230 community based non-profit organizations, including 152 community associations. We assist community volunteers in navigating Calgary's planning process and advocate for a community perspective throughout our work.

We have studied the proposed Outline as well as the Keystone Hills Area Structure Plan. Looking at the Land Use Concept map in the Keystone Hills Area Structure Plan, there are no community centre sites in the southern communities. Although there is a community centre proposed in "Community C", residents will have to cross 144 AV NE which will be a major arterial street to potentially access the site. This will not serve the future residents that will live in the community if the proposed designation is approved.

The plan is proposing that 1003 units and approximately 2700 residents will live in the area. Those residents will need access to community amenity spaces that will serve their physical, cultural, recreational, and social needs and enhance their quality of life. In addition, we do not know the plans for the land west of the site area, will those also be redesignated as residential in the future? If that occurs, then even more people will not have access to community amenities.

If the proposed designation is approved, we ask that a new analysis for the entire Keystone area be conducted to calculate the required number of community centre sites and the location of those sites.

The current requirement is one community association site shall be allocated from Municipal Reserve Land to accommodate a community association facility, amenity or uses. This will be a new community and should have a community centre site located in it too. Due to the lack of a community centre site in the proposal, we oppose the proposed redesignation.

Thank you for your consideration.

Sincerely,

Toun Osuntogun
Urban Planner

Michelle Jack
Urban Planner

Calgary Planning Commission Comments

2022 February 24

On 2022 February 24, Administration presented this policy amendment application to Calgary Planning Commission (CPC) for feedback through a closed workshop-style session. This workshop generated a wide range of conversation, questions, and although no motion is passed by Commission, for those Commission members who commented directly on the proposal, there was general consensus for support of Administration's refusal recommendation.

Commission members commented on the proposal and cited following themes to express their concerns:

1. There should be a long-term outlook for the ability to develop these lands industrially.
2. This proposal will result in loss of employment uses in the area. It is important to maintain a balance between jobs and population in this area.
3. The infrastructure, budget and policy decisions were made based on the previous proposal for industrial development. It may be premature to convert these industrial lands to residential without considering the long-term opportunity.
4. This proposal will result in a relatively isolated residential neighbourhood with Stoney Trail to the south, Rail tracks to the west, industrial lands to the north and a mixed-use business park to the west.
5. The residents will have to travel a longer distance to access schools proposed to be located to the west residential communities.
6. The proposal lacks innovative elements in the residential design. It does not offer anything different than what is being offered already in the area.
7. Site context and locational factors such as access to major transportation corridors, goods movement, and connectivity to other industrial uses suggest this site is more appropriate for industrial development.

Commission members also discussed the following themes:

1. If we want to consider converting large areas of industrial lands or their portions to residential uses, there should be a holistic and comprehensive review of the area to understand infrastructure (transportation and servicing) and land use planning impacts, impacts on jobs to population ratios, and interface mitigation issues and opportunities.
2. It is important to diversify our economy, but we need to try achieving a balance recognizing regional market competition factors. We may explore some middle ground that can meet the common objectives with this proposal.

Existing Outline Plan and Land Use Amendment (LOC2014-0107) Approval



Proposed Outline Plan and Land Use Amendment (LOC2021-0184) Application

