

**LAND USE AMENDMENT
SADDLE RIDGE INDUSTRIAL (WARD 5)
40 STREET NE AND 67 AVENUE NE
BYLAW 46D2018**

MAP 10NE

EXECUTIVE SUMMARY

This application seeks to redesignate the subject site from a DC Direct Control District which is based on the Limited-Service Industrial (I-4) District of Bylaw 2P80 to the Industrial – Outdoor (I-O) District. The amendment would allow for a range of limited-service industrial uses, provide a designation consistent with a large proportion of the properties within the Saddle Ridge (Cell F) Industrial Area, and bring the land use district guiding the site into conformity with Land Use Bylaw 1P2007.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)	2017 December 14
That Calgary Planning Commission recommends APPROVAL of the proposed Land Use Amendment.	
RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION	
That Council hold a Public Hearing on Bylaw 46D2018; and	
<ol style="list-style-type: none"> 1. ADOPT the proposed redesignation of 1.81 hectares ± (4.47 acres ±) located at 7015 - 40 Street NE (Plan 2474JK, Block 5, Lot 3) from DC Direct Control District to Industrial – Outdoor (I-O) District, in accordance with Administration’s recommendation; and 2. Give three readings to the proposed Bylaw 46D2018. 	

REASON(S) FOR RECOMMENDATION:

The application is intended to allow for a range of limited-service industrial uses on the subject site. Such uses will provide an appropriate interim use for the site until such time as conditions align to support the area’s transition to a fully-serviced industrial park as envisioned by the Saddle Ridge Area Structure Plan (ASP). Further, the proposed Industrial – Outdoor (I-O) District brings the site into conformity with the current Land Use Bylaw standards and is consistent with the land use designation applied to the majority of lands within the southern portion of the Cell F Industrial Area.

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MAP 10NE

The proposal conforms to the relevant policies of the Municipal Development Plan and aligns with the policies of the Saddle Ridge ASP which intend that these lands allow for a limited range of non-serviced uses that will not preclude the area's future transition to a fully serviced industrial park.

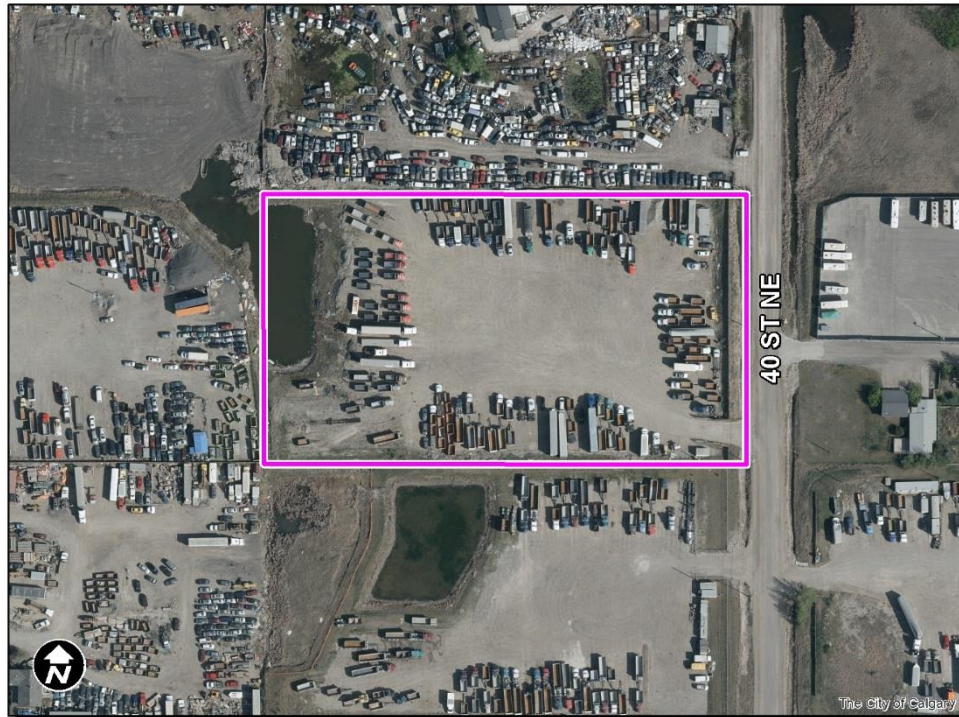
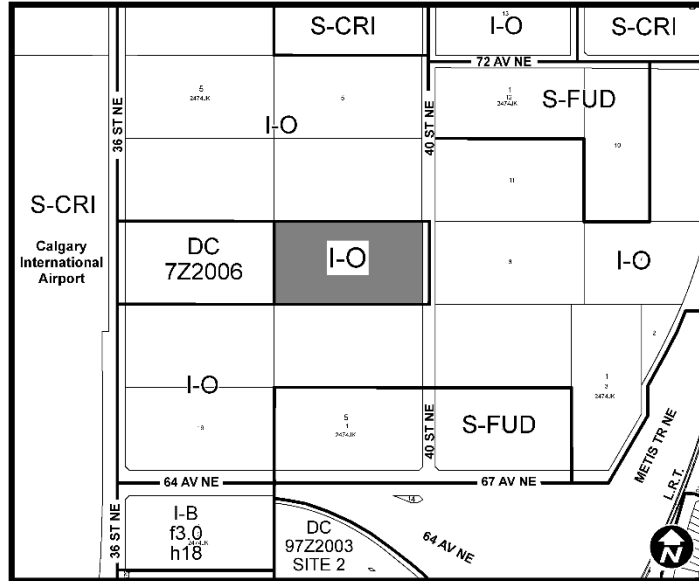
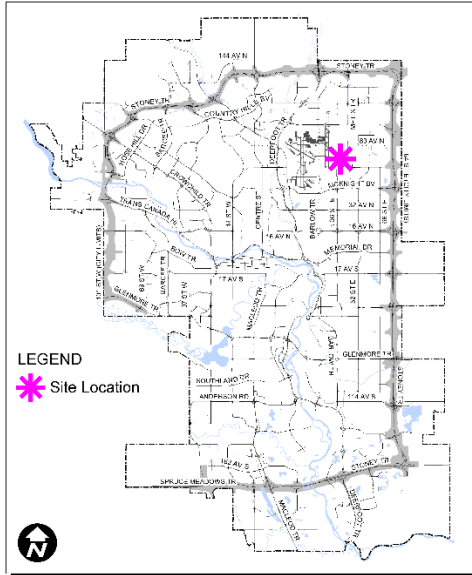
ATTACHMENT

1. Proposed Bylaw 46D2018

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LOCATION MAPS



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BYLAW 46D2018

MAP 10NE

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 1.81 hectares ± (4.47 acres ±) located at 7015 - 40 Street NE (Plan 2474JK, Block 5, Lot 3) from DC Direct Control District **to** Industrial – Outdoor (I-O) District.

Moved by: D. Leighton
Absent: A. Palmiere

Carried: 8 – 0

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Applicant:

Manu Chugh Architect

Landowner:

945170 Alberta Inc
(Dr. Sarb Grewal)

PLANNING EVALUATION

SITE CONTEXT

The subject site is located west of Metis Trail NE and north of 64 Avenue NE within Cell F of the Saddle Ridge Industrial Area. The Calgary International Airport is located approximately 300 metres to the west and the site is subject to the Airport Vicinity Protection Area regulations (35-40 NEF).

The site is approximately 1.8 hectares (4.5 acres) in size, is generally flat and is currently used for outdoor storage of vehicles. The site does not currently have access to municipal services. The site is accessed from an existing driveway on 40 Street NE. The driveway contains a culvert to allow for the unimpeded function of a drainage swale which extends north-south along 40 Street NE. Fortieth Street NE is an unpaved gravel road that serves a large proportion of the existing limited-service industrial parcels in Cell F. The site also contains an existing pond along the western boundary that is used for drainage and stormwater management purposes.

The southern portion of Cell F (south of 80 Avenue NE), as described in the Saddle Ridge Area Structure Plan, consists of approximately 80 hectares (200 acres) of unserviced land that has been previously subdivided into several small (1.6 - 2.0 hectare) industrial parcels. The area was annexed by the City of Calgary in the 1960's and over the years has been developed for a range of limited-service industrial uses such as vehicle storage yards and salvage yards. Due to the challenges of coordinating the provision of infrastructure this historical subdivision and land use pattern remains largely in-tact today. The existing parcels within this area are predominantly designated Industrial – Outdoor (I-O) District by The City's Land Use Bylaw with small pockets of Special Purpose – Future Urban Development (S-FUD) and Direct Control (DC) Districts interspersed throughout.

LAND USE DISTRICTS

The application proposes to redesignate the subject site from a DC Direct Control District based on the Limited-Service Industrial (I-4) District of Bylaw 2P80 to the Industrial – Outdoor (I-O) District. The intent of this redesignation is to allow for the future operation of a salvage yard. The I-O District allows for a limited range of industrial uses that require minimal or no municipal services and is also characterized by space-extensive uses where materials are stored outdoors, large parcels and uses which include minimal buildings. The I-O District is the main district within the land use bylaw used to allow for and regulate development on parcels with no access to municipal services. Typical uses of the I-O district include equipment yards, vehicle storage, salvage yards, utility buildings and some light industrial uses.

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MAP 10NE

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP).

Municipal Development Plan

Map 1: Urban Structure of the *Municipal Development Plan (MDP)* identifies the subject parcel as being within the Standard Industrial typology. The Standard Industrial Area typology consists of existing planned industrial areas that contain a mix of industrial uses at varying intensities. Relevant land use policies of the MDP encourage the development and retention of a broad range of industrial uses and intensities that support business in Calgary. This application is in keeping with these policies.

Saddle Ridge Area Structure Plan

The subject site is located within the Cell F Industrial Area as identified on Map 5 of the Saddle Ridge Area Structure Plan. The southern portion of Cell F generally includes lands located west of Metis Trail between 80 Avenue NE and 64 Avenue NE. Given the area's strategic location next to the Airport, the long term intent for this area is that it will redevelop as a fully serviced, comprehensively planned, industrial park. Accordingly, the Saddle Ridge ASP policies seek to ensure that interim land uses do not compromise, preclude or hinder the area's transition to a fully serviced industrial/business park.

The proposed redesignation to I-O is in keeping with the intent and policies of the Saddle Ridge ASP as follows:

- the minimum lot area requirements of the I-O District (1.6 hectares) will not facilitate further subdivision of the existing parcel;
- the redesignation will for a limited range of unserved industrial uses to make efficient use of this land until such time as conditions in Cell F align to support the area's transition to a fully serviced business park;
- the nature of the allowable uses are such that they will not hinder the transition; and
- the large majority of lands in this area are already designated I-O District.

TRANSPORTATION NETWORKS

A Transportation Impact Assessment was not required at this stage in the planning process. Vehicular access is available to the site from 40 Street NE via 64 Avenue NE. A more detailed review of local transportation conditions would be conducted at a future development permit stage to determine if improvements to the site access or local infrastructure would be required.

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UTILITIES & SERVICING

Municipal services including water, sanitary and storm servicing are not currently available to the site. The recommended redesignation does not directly enable development that would require full municipal services. Full municipal servicing obligations will be deferred until such time as the site is developed for more permanent urban use. Private servicing arrangements will be reviewed at the Development Permit stage and stormwater will be required to be managed on-site.

ENVIRONMENTAL ISSUES

The proposed land use redesignation from DC to I-O will not introduce any new potential for environmental issues. A further review of potential environmental issues will occur at the development permit stage when plans for development are available.

ENVIRONMENTAL SUSTAINABILITY

The proposal will enable a similar range of land uses as currently exist on site and will not, in and of itself, introduce environmental sustainability costs or benefits. Further evaluation of potential sustainability measures will be conducted at the development permit stage when development plans exist for the site.

GROWTH MANAGEMENT

The proposal does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

There is no Community Association in this area.

Citizen Comments

Administration received one letter of concern with regard to the proposed amendment. The letter identified functional concerns about the existing stormwater pond and the desire for it to be improved to reduce potential for overflow onto adjacent properties.

Public Meetings

No public meetings were held by the Applicant or Administration.

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APPENDIX I

APPLICANT'S SUBMISSION

LOC2017-0200

On behalf of 945170 Alberta Inc. I respectfully submit the subject Land Use Amendment application to re-designate the property as outlined below for a direct control By-Law (72 Z 2006) district to I-0 (industrial – outside storage).

Municipal Address:

7015 – 40th Street N.E.
Calgary, Alberta

Legal Description

Lot 3
Block 5
Plan 2474 JK

The intent of the subject Land Use Designation is to bring this Lands inline with the surrounding Land Use Districts.
This Land Use Designation (I-0) would allow for development that is similar and compatible with that of adjacent parcels.