

Planning & Development Report to
Calgary Planning Commission
2019 December 05

ISC: UNRESTRICTED
CPC2019-1422

**Land Use Amendment in Greenview Industrial Park (Ward 4) at 716 – 41 Avenue
NE, LOC2019-0146**

EXECUTIVE SUMMARY

This land use amendment application was submitted by Se7en DeSIGN on behalf of landowner 1996292 Alberta Inc (Mohamed Charanek) on 2019 September 18. This application proposes to change the designation of the subject site from Industrial – General (I-G) District to a DC Direct Control District based on the Industrial – General (I-G) District to allow for:

- industrial developments with support commercial uses (e.g. warehouses with commercial storefronts, restaurants, retail stores, industrial buildings with offices); and
- the uses listed in the Industrial – General (I-G) District with an additional use of Vehicle Sales – Major.

The proposed land use amendment is supported by Administration as it aligns with the applicable policies of the *Municipal Development Plan* and is compatible with adjacent land uses.

No development permit application has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.23 hectares ± (0.56 acres ±) located at 716 - 41 Avenue NE (Plan 453AD, Block 1, Lots 3 to 6) from Industrial – General (I-G) District to DC Direct Control District to accommodate the additional use of Vehicle Sales – Major, with guidelines (Attachment 4); and
2. Give three readings to the proposed Bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

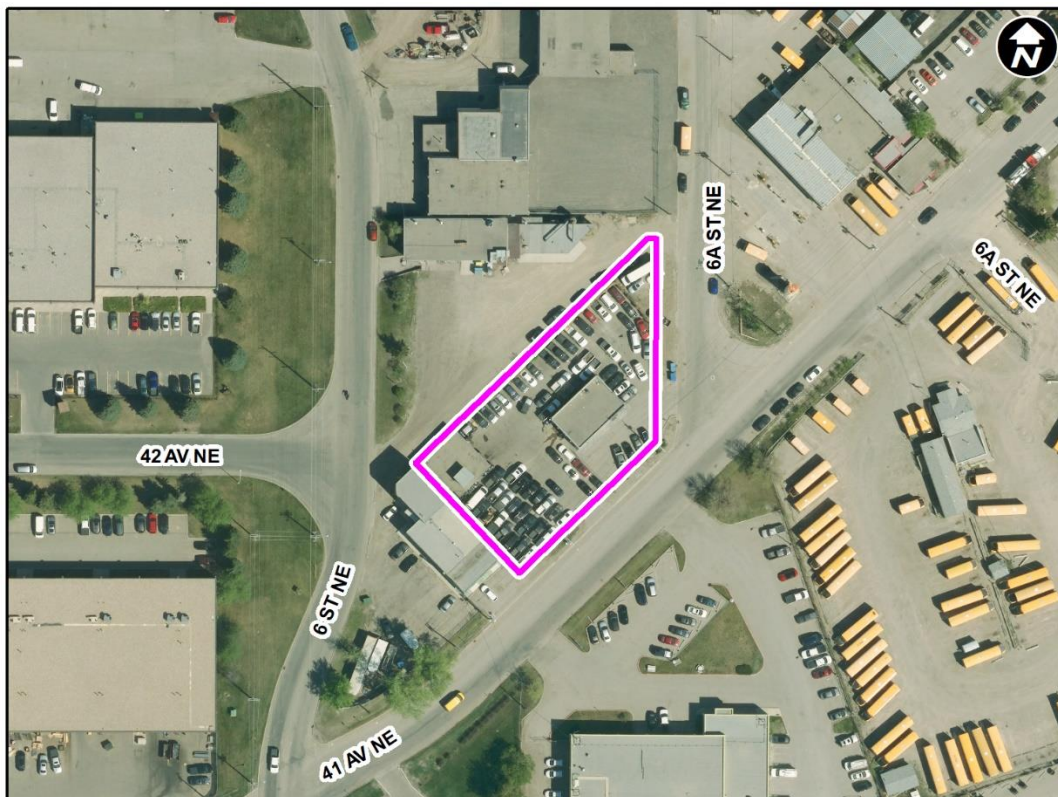
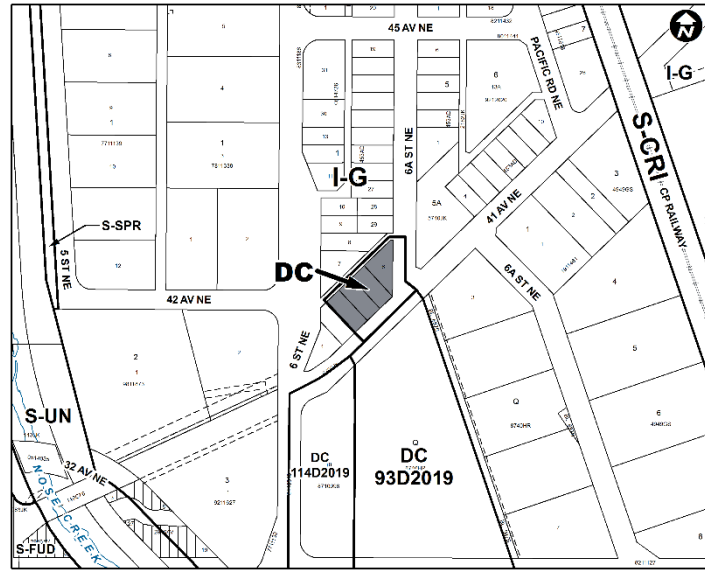
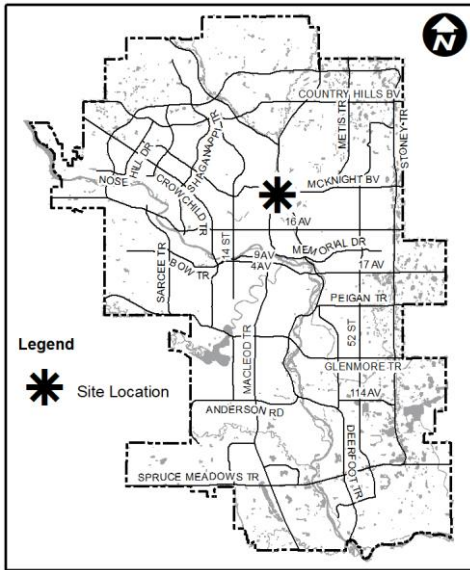
This land use amendment application was submitted by Se7en DeSIGN on behalf of landowner 1996292 Alberta Inc (Mohamed Charanek) on 2019 September 18. No development permit has been submitted at this time. Auto Service – Minor and Vehicle Storage – Passenger uses are currently operating on the site, approved under DP2010-4460. The proposed DC Direct Control District would allow for the expansion of the existing auto oriented uses already operating on the site as outlined in the Applicant Submission (Attachment 1).

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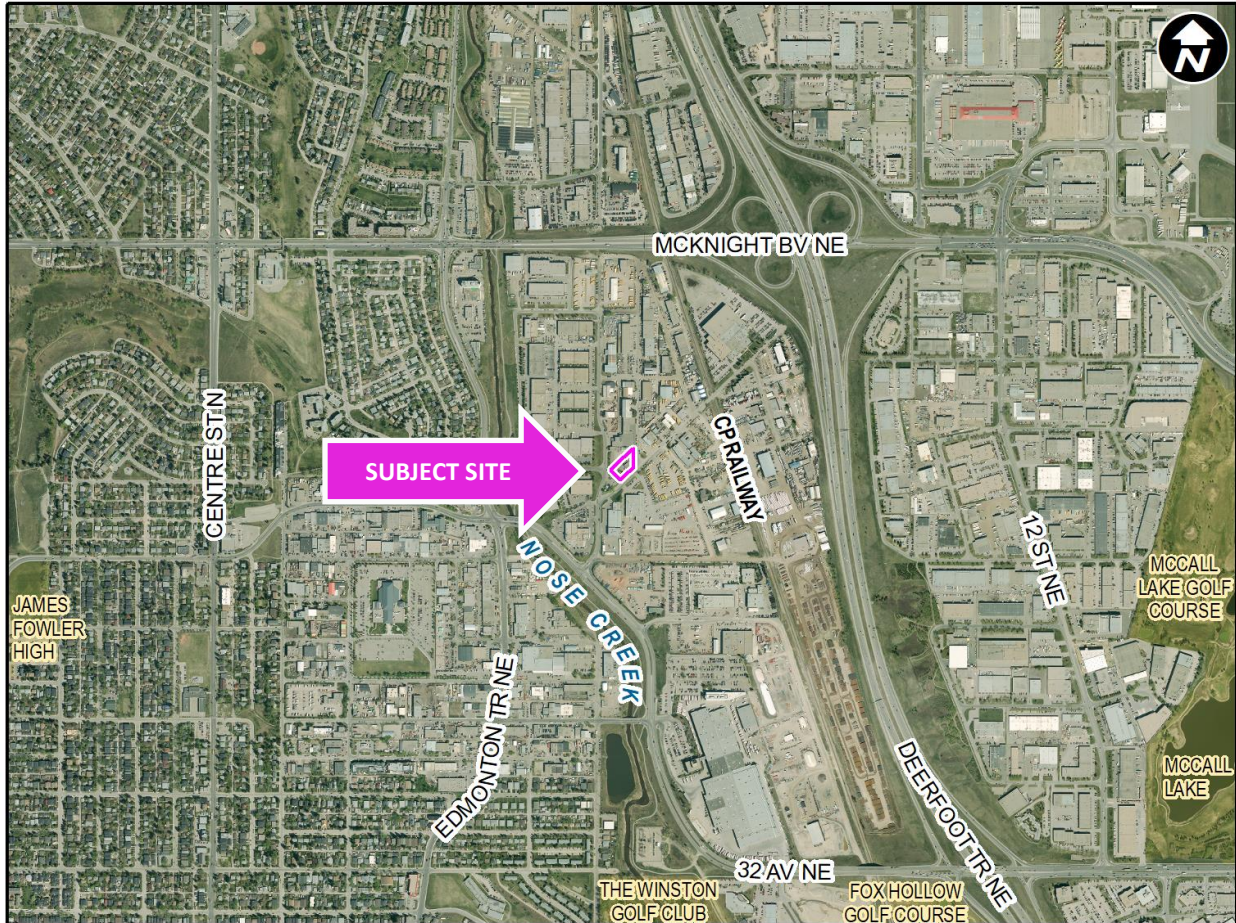
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Location Maps



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Site Context

The subject site is located at the northwest corner of the intersection of 41 Avenue NE and 6A Street NE in Greenview Industrial Park. The site is approximately 37 metres by 61 metres and is 0.23 hectares in area. It is occupied by two buildings, one in the northwest corner, and the other more centrally located with a small parking lot in front that is accessed off of 6A Street NE. Vehicles can access the interior parking spaces off of 41 Avenue NE, or off of the entrance to the parking area in front of the building off of 6A Street NE. The parcel is fenced along the rear property line, blocking access off of the lane directly to the parcel.

The majority of surrounding parcels are designated as the Industrial – General (I-G) District, allowing for a range of industrial and commercial uses. Surrounding businesses include restaurants, bus rental and storage, manufacturing, and breweries. There are also two DC Direct Control Districts to the south across 41 Avenue NE, based on the Industrial – Commercial (I-C) and Industrial – General (I-G) Districts, allowing a mix of commercial and industrial uses as well. The other DC Direct Control District was created to accommodate an existing place of

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worship, which would otherwise have become non-conforming. The adjacent DC Direct Control District is similar to this application, and lists Vehicle Sales – Major in addition to the uses in the stock Industrial – General (I-G) District. Other vehicle sales businesses are operating nearby including PRO-AM Motorsports, Ryder Truck Rental, and Cycle Works.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for the protection of industrial lands while providing the current business the opportunity to intensify and expand their activities to include auto sales of six or more vehicles on the site.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The existing Industrial – General (I-G) District is an industrial designation that allows for a wide variety of light and medium general industrial uses and a limited number of support commercial uses. The Industrial – General (I-G) District allows for a maximum building height of 16 metres and a maximum floor area ratio of 1.0.

The proposed DC Direct Control District allows the current rules to remain and proposes adding Vehicle Sales – Major to the suite of listed uses. This use is typically found in commercial districts and allows for the sale of six or more vehicles on the site. The proposed additional use is compatible with the vehicle repair and storage uses already approved and operating. It is also compatible with other automotive uses available within the Industrial – General (I-G) District such as auto body shops, car washes, fleet services, and vehicle auctions.

Development and Site Design

The rules of the Industrial – General (I-G) District, which the proposed DC Direct Control District is based on, will provide basic guidance for future site development including landscaping, parking and access. The site is currently built out with two buildings and provides parking for the vehicle repair and vehicle storage activities approved under DP2010-4460. A development permit would be required to approve a business for the Vehicle Sales – Major use if this land use amendment is approved.

Environmental

No environmental issues have been identified through the consideration of this application. An Environmental Site Assessment was not required for this application.

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Transportation

Vehicular access to the site is available from 41 Avenue NE and 6A Street NE. An existing fence with no gate prohibits access from the rear lane. The area is served by Calgary Transit bus service (Route 38) with stops located approximately 300 metres walking distance on 32 Avenue NE providing service to the Brentwood LRT Station and the Whitehorn LRT Station. There are no sidewalks in the area, limiting pedestrian connectivity. A Transportation Impact Assessment was not required as part of this application.

Utilities and Servicing

Water, sanitary and storm sewer mains are available and can accommodate the potential redevelopment of the subject site without the need for off-site improvements at this time. Individual servicing connections as well as appropriate stormwater management will be considered and reviewed at development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's practices, this application was circulated to external stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online. Both the Highland Park and Thorncliffe Greenview Community Associations were circulated.

In response to the notifications, Administration received no comments in support or opposition from neighbouring businesses or land owners. A letter of support from the Thorncliffe Greenview Community Association was received as part of the submission from the applicant (Attachment 2). The Highland Park Community Association also submitted a letter of support after receiving the circulations completed by Administration, and notes that they have had ongoing conversations with the applicant (Attachment 3).

Following Calgary Planning Commission, notifications for the Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation, and the date of the Public Hearing will be advertised.

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan (SSRP)* which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

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Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Industrial – Employee Intensive typology as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The MDP notes that Industrial Areas should be predominantly industrial in nature and seeks to protect industrial land from encroachment of non-industrial uses. The MDP also supports complimentary commercial uses that support the function of the local businesses and support the day-to-day needs of the businesses and their employees. The proposed DC Direct Control District maintains the industrial character of the existing Industrial – General (I-G) District, while allowing for intensification of the site's activities in alignment with the existing auto-focused business, in order to expand their business operations.

Currently there is no local area plan affecting the parcel and the community of Greenview Industrial Park. Administration is currently undertaking the North Hill Communities Local Growth Planning initiative which includes Greenview Industrial Park. The multi-community planning process does not prohibit applications from being submitted. The local area plan is anticipated by Q1 2020.

Calgary International Airport Vicinity Protection Area Regulation (Statutory – 2009)

The subject site is located within the 25-30 Noise Exposure Forecast contour of the *Airport Vicinity Protection Area* (AVPA) land use regulations. The proposed Vehicle Sales - Major use is generally allowable within the higher noise exposure of 35-40 NEF contour area. Future development permits would be circulated to the Airport and reviewed against the applicable regulations to ensure alignment and compliance.

Social, Environmental, Economic (External)

The proposed DC Direct Control allows for the industrial character of the area to be maintained, while promoting compatible commercial activities that support businesses and investment in the area, and encourage local growth.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

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Current and Future Capital Budget

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

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable policies of the *Municipal Development Plan*. The proposed DC Direct Control District maintains the industrial nature of the area, and the proposed additional Vehicle Sales – Major use is compatible with and complementary to the existing uses in the area.

ATTACHMENT(S)

1. Applicant Submission
2. Community Association Letter – Thorncliffe Greenview
3. Community Association Letter – Highland Park
4. Proposed DC Direct Control District