

Planning & Development Report to
Calgary Planning Commission
2020 July 16

ISC: UNRESTRICTED
CPC2020-0797

Land Use Amendment in South Airways (Ward 10) at 2615 - 12 Street NE LOC2020-0046

EXECUTIVE SUMMARY

This land use amendment application was submitted by WSP Canada on 2020 April 13, on behalf of landowner Postmedia Network Inc. This application proposes to change the designation of the subject site from Industrial – Business (I-B) District to a DC Direct Control District based on the Industrial – Business (I-B) District to allow for:

- a greater variety of industrial uses that are complimentary to the industrial character of the area;
- a maximum building height of 12 metres (no change from the current maximum);
- a maximum floor area ratio (FAR) of 1.0 (no change from the current maximum); and
- the uses listed in the I-B District with the additional discretionary use of Vehicle Rental – Major.

The proposed land use amendment is consistent with the applicable polices 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 1.08 hectares ± (2.67 acres ±) located at 2615 - 12 Street NE (Plan 7810077, Block 12, Lot 1) from Industrial – Business f1.0 (I-B f1.0) District to DC Direct Control District to accommodate the additional use of Vehicle Rental – Major, with guidelines (Attachment 2); and
2. Give three readings to the proposed Bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This land use amendment application was submitted by WSP Canada on 2020 April 13, on behalf of landowner Postmedia Network Inc. No development permit has been submitted at this time.

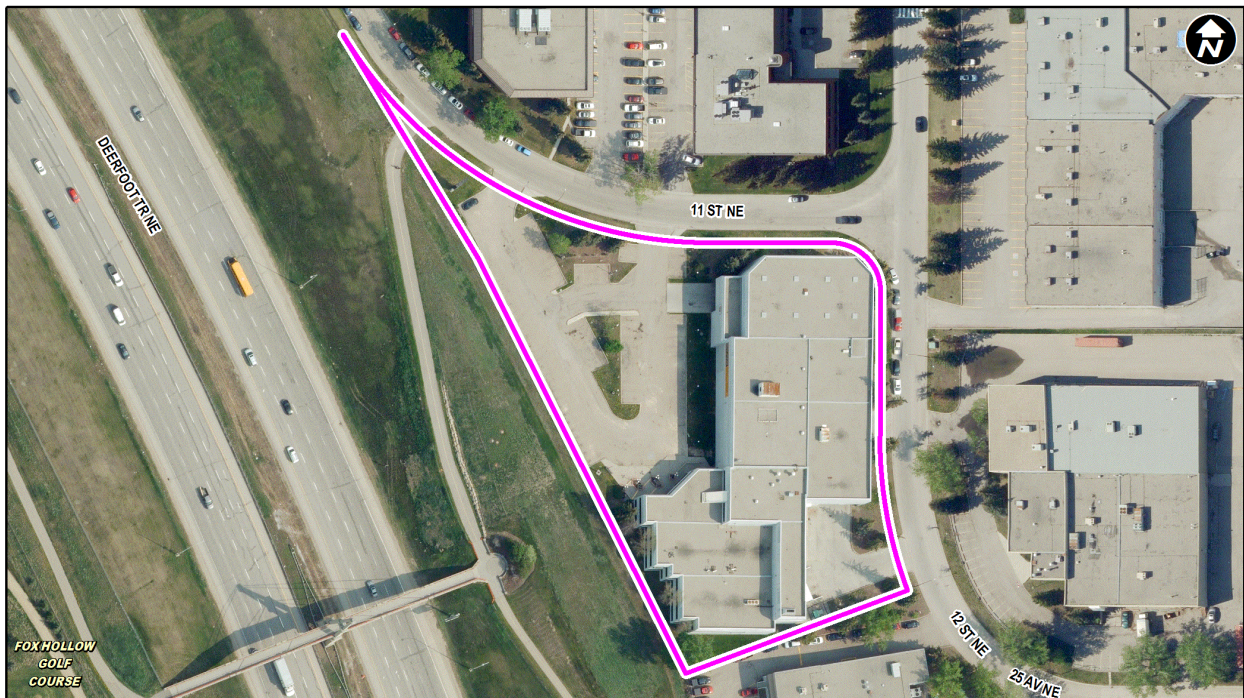
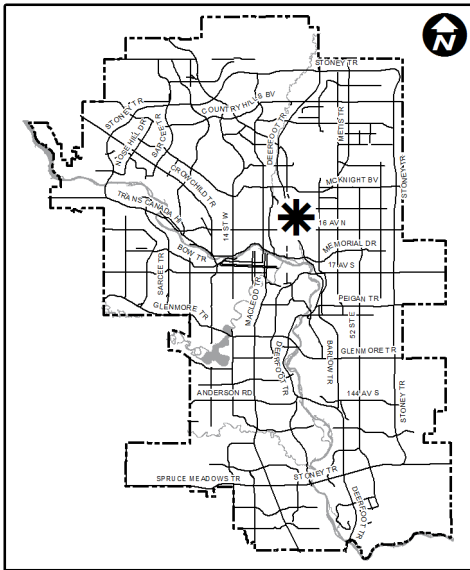
The proposed DC Direct Control District would allow for the addition of Vehicle Rental – Major as a discretionary use. U-Haul has expressed interest in locating on the subject site and only Vehicle Rental – Minor is allowed within the existing Industrial – Business (I-B) District. Additional information on the proposed business is outlined in the Applicant's Submission (Attachment 1).

Planning & Development Report to
Calgary Planning Commission
2020 July 16

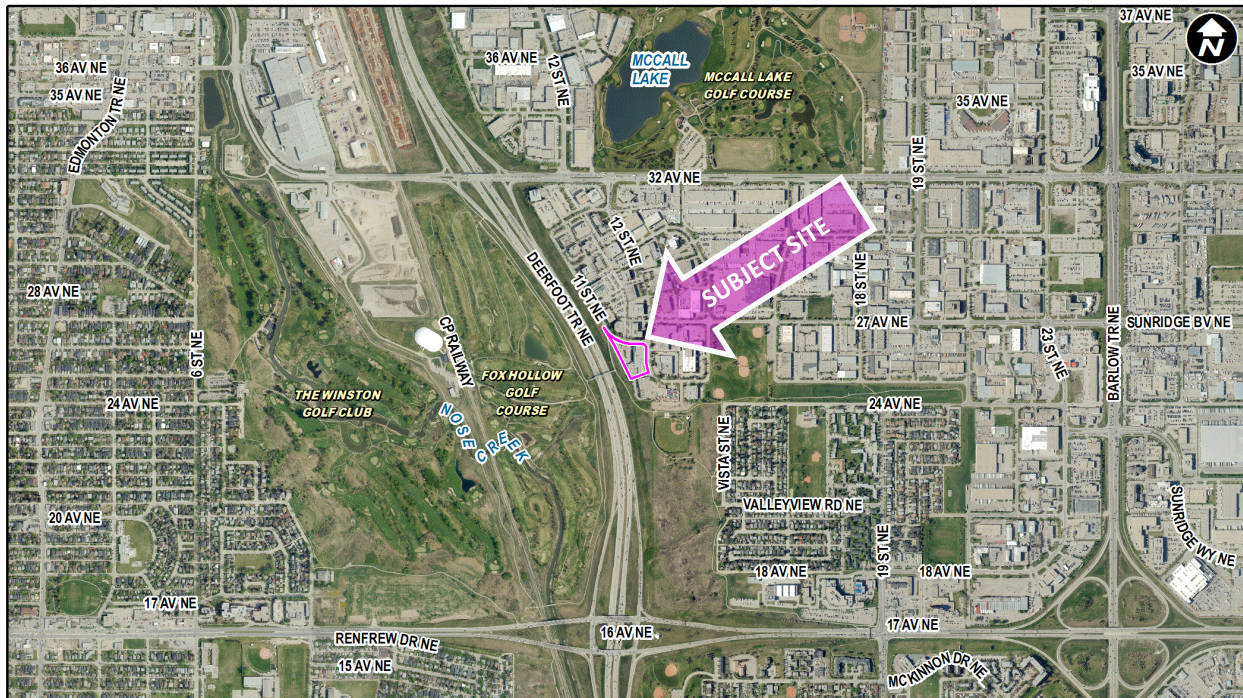
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Location Maps



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LOC2020-0046**



Site Context

The subject site is located at the southwest corner of the intersection of 12 Street NE and 11 Street NE in South Airways. The site is irregularly shaped and approximately 1.08 hectares in area. The site is occupied by a single industrial building, the former Calgary Sun building. Primary vehicular access to the site is from 11 Street NE though there is vehicular access to the building from 12 Street NE as well. The parking area is located at the north and western portions of the site. A multi-use pathway is located immediately west, between the subject site and Deerfoot Trail N.

The surrounding parcels are predominantly designated as Industrial – General (I-G) District or Industrial – Business (I-B) District and include a variety of industrial uses. 32 Avenue NE is located approximately 600 metres directly north and is identified in the *Municipal Development Plan* (MDP) as an Urban Main Street and includes a mix of industrial and commercial uses.

The subject site is located within the Calgary International Airport Vicinity Protection Area (AVPA). Further information can be found in the Strategic Alignment section of this report.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for the protection of industrial lands and allows a new business the opportunity to reuse the former Calgary Sun building.

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LOC2020-0046**

Land Use

The existing Industrial – Business (I-B) District is an industrial designation that is intended for high quality manufacturing, research and office developments in locations visible from expressways and major streets. The existing Industrial – Business (I-B) District allows for a maximum building height of 12 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 Rental – Major to the list of discretionary uses. This use is typically found in industrial districts and allows for the rental of six or more vehicles. The Vehicle Rental – Minor use is listed as a discretionary use in the Industrial – Business (I-B) District currently onsite, but only allows up to five vehicles on site for rentals. The proposed additional use is compatible with other uses available within the existing area.

Development and Site Design

The current built form of the development consists of a single storey building which is currently vacant. No significant redevelopment of the site is anticipated through this application. A development permit would be required to approve the Vehicle Rental – Major use on the site if the land use amendment is approved.

Transportation

Vehicular access to the site is available from 11 Street NE and 12 Street NE. The area is served by Calgary Transit bus Route 32 with stops located approximately 150 metres walking distance. Route 38 is located approximately 600 metres from the subject site on 32 Avenue NE which forms part of the Primary Transit Network. There are no sidewalks in the immediate area, limiting pedestrian connectivity. A Transportation Impact Assessment was not required as part of this application and availability of on-site parking will be reviewed with subsequent development permits.

Environmental Site Considerations

An Environmental Site Assessment was not required for 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 the development permit stage.

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Climate Resilience

In choosing to locate in an existing building (former newspaper publishing facility), the applicant has committed to adaptive reuse of the building, including the addition of LED lighting, double paned windows, thermally efficient building envelope and energy efficient roofs. Additional opportunities to enhance future development on this site with applicable climate resilience strategies will be explored and encouraged at the development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

No public meetings were held by the applicant or Administration in association with this application.

No community association exists in this area.

Four letters were received by the public. Comments regarding this application include:

- increase in traffic as a result of the uses associated with the proposed Vehicle Rental – Major use in this location;
- increase in demand for street parking which many adjacent businesses rely on for their customers;
- no direct access to the site from Deerfoot Trail N;
- roads to the site are not capable of accommodating truck traffic; and
- increase in pollutants and vehicle emissions.

These items will be further reviewed at the development permit stage.

Following Calgary Planning Commission, notifications for a Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Calgary Planning 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 efficient use of land.

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Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Calgary Metropolitan Region Board's 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 site is located within the Standard Industrial – Industrial Area as identified on [Map 1: Urban Structure](#) in the *Municipal Development Plan* (MDP). The applicable MDP policies encourage a broad variety of industrial uses and intensities that support the industrial function of this area and cater to the day-to-day needs of area businesses and their employees. The proposed use added to this site would be consistent with the intent of the MDP.

There is no local area plan for the subject area.

Climate Resilience Strategy (2018)

The [Climate Resilience Strategy](#) identifies programs and actions intended to reduce Calgary's greenhouse gas emissions and mitigate climate risk. Additional opportunities to enhance development of this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.

Airport Vicinity Protection Area

The [Airport Vicinity Protection Area Regulation](#) identifies the subject site as being located within the 30 – 35 and 35 – 40 Noise Exposure Forecast (NEF) of the Airport Vicinity Protection Area Regulation (AVPA). The AVPA Regulation was created to ensure that only compatible land uses are developed near airport flight paths. The AVPA Regulation establishes prohibitive uses in certain locations, identified within Noise Exposure Forecast (NEF) areas. The proposed Vehicle Rental – 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 Authority and reviewed against the applicable regulations to ensure compliance.

Social, Environmental, Economic (External)

The proposed land use district will provide opportunities for additional commercial activities while maintaining the industrial character of the area.

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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LOC2020-0046**

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 application.

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 Rental – Major use is compatible with and complementary to the existing uses in the area.

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed DC Direct Control District