

LAND USE AMENDMENT  
STONE 1 (WARD 3)  
WEST OF DEERFOOT TRAIL NE AND NORTH OF COUNTRY  
HILLS BOULEVARD NE  
BYLAW 149D2017

MAP 25N, 36N

**EXECUTIVE SUMMARY**

This proposed Land Use Amendment seeks to allow for the redesignation of the existing site from Special Purpose – Future Urban Development (S-FUD) District to Industrial – General (I-G) District, Industrial – Business f1.0h16 (I-B f1.0h16) District and DC Direct Control District to accommodate a truck stop and supportive uses with guidelines.

**PREVIOUS COUNCIL DIRECTION**

None.

**ADMINISTRATION RECOMMENDATION(S)**

2017 March 09

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 149D2017; and

1. **ADOPT** the proposed redesignation of 75.08 hectares ± (185.53 acres ±) located at 2202 and 2221– 128 Avenue NE (Plan 731103, Block G; Plan 8110527, Block A) from Special Purpose – Future Urban Development (S-FUD) District **to** Industrial – General (I-G) District, Industrial – Business f1.0h16 (I-B f1.0h16) District and DC Direct Control District to accommodate truck stop and supportive uses, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 149D2017.

**REASON(S) FOR RECOMMENDATION:**

The proposed Land Use meets the intent of the Revised Stoney Industrial Area Structure Plan. The proposed land use is appropriate given its location to the regional transportation network.

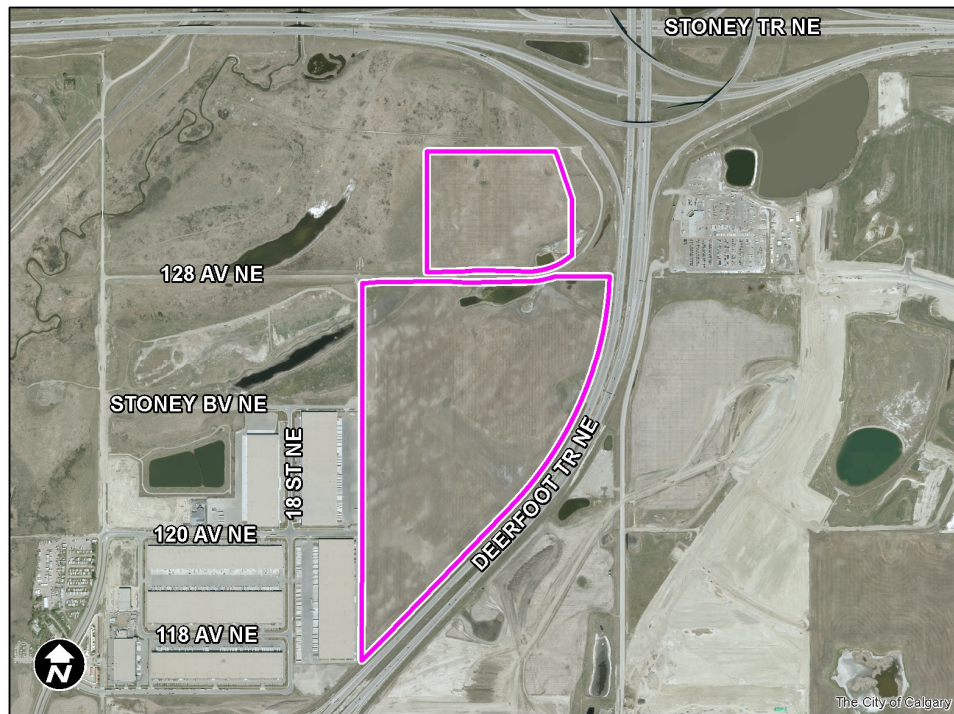
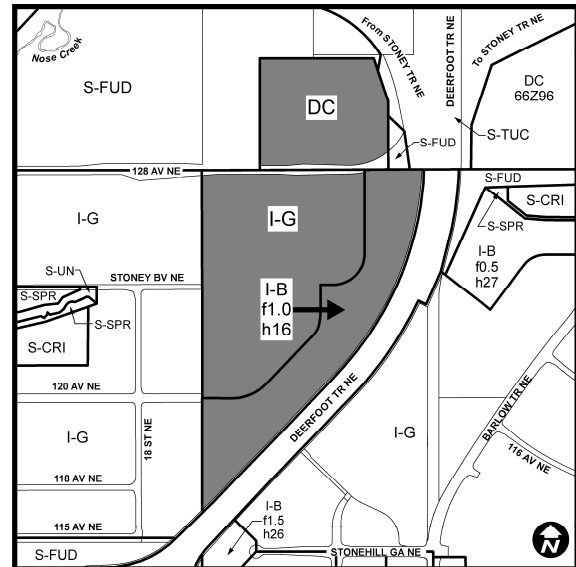
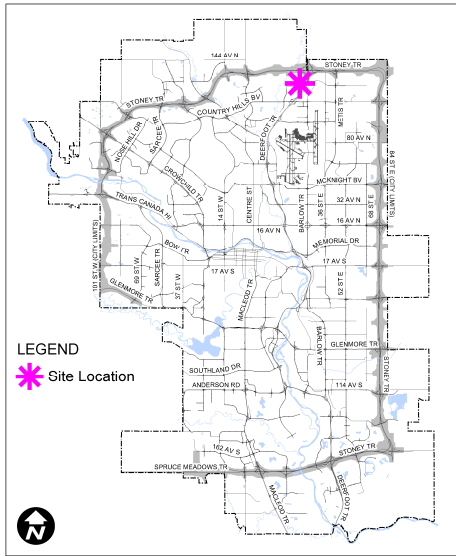
**ATTACHMENT**

1. Proposed Bylaw 149D2017

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LOCATION MAPS



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 75.08 hectares  $\pm$  (185.53 acres  $\pm$ ) located at 2202 and 2221– 128 Avenue NE (Plan 731103, Block G; Plan 8110527, Block A) from Special Purpose – Future Urban Development (S-FUD) District to Industrial – General (I-G) District, Industrial – Business f1.0h16 (I-B f1.0h16) District and DC Direct Control District to accommodate truck stop and supportive uses with guidelines (APPENDIX II).

**Moved by: R. Wright**

**Carried: 7 – 0**

Absent: L. Juan

Reasons for Approval from Mr. Foht:

- I supported the application for a number of reasons:
  - The I-B land use is appropriate in the area along the Deerfoot Trail N. This will ensure a higher quality of development compared to an I-G land use;
  - The I-B land use is also a good buffer between Deerfoot Trail N and the I-G land use; and
  - The DC component is a desirable land use to allow a truck stop use. The location is very appropriate for this use with its proximity to Deerfoot Trail and Stoney Trail N.

Reasons for Approval from Mr. Wright:

- I was particularly impressed with the on-site storm water management. It is sustainable and provides far greater land efficiency.

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**Applicant:**

B&A Planning Group

**Landowner:**

J E C Enterprises Inc

**PLANNING EVALUATION**

**SITE CONTEXT**

The subject site is located in the West Stoney Industrial area west and north of Deerfoot Trail NE, south of Stoney Trail NE and east of existing and future industrial development. The site gently slopes from southeast to northwest, there are no trees currently on the site. The site was previously used for agricultural purposes. An animal dugout exists along 128 Avenue NE to the north.

**LAND USE DISTRICTS**

The developer proposes to designate lands from S-FUD Special Purpose – Future Urban Development District to I-G Industrial – General District and I-Bf1.0h16 Industrial – Business District. The I-B district is used along Deerfoot Trail NE to provide a better interface along the primary north entranceway to the City. Under I-B, uses in new buildings are discretionary and will allow greater design control adjacent to Deerfoot Trail NE. I-G is used in the interior of the site, many uses in I-G are permitted and therefore this district would not be appropriate along the freeway. A Direct Control District is also being introduced for the northern portion of the site to allow for a potential truck stop use in this area. The Direct Control District is based on the I-G District with the addition of several uses that are typically associated with a truck stop.

**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 (MDP)**

The MDP includes an Urban Structure plan that identifies the subject and surrounding land appropriate for standard industrial development. The proposed development reflects the goals of the MDP by creating a strong business and industrial focus for north Calgary. The industrial park will attract specialized development projects to serve the Calgary International Airport, the travelling public, the local work force and the residential communities to the west.

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Revised Stoney Industrial Area Structure Plan (ASP)

The Revised Stoney Industrial Area Structure Plan (ASP) designates the site as Business/Industrial Area. The predominant use shall be light industrial uses and some office development. The design of development along entrance way roads should follow the Design Guidelines contained in Appendix I of the ASP. To implement these guidelines, land uses listed in a land use district should be discretionary. The design guidelines address architecture, landscaping, storage, fencing, screening, yards and setbacks.

**TRANSPORTATION NETWORKS**

A Transportation Impact Assessment (TIA) was submitted in support of the Land Use and Outline Plan application. Primary access along the regional transportation network to the plan area is provided from Country Hills Boulevard NE at 15 Street NE. Additional access to the regional transportation network will be required in the future to accommodate full build-out of the plan area, including connection to Deerfoot Trail NE at 128 Avenue NE, and a connection of 128 Avenue NE to Stoney Trail NE (via 11 Street NE). Upgrades to Country Hills Boulevard NE from Coventry Hills Boulevard NE to Deerfoot Trail NE will also be required to support continued development of the plan area. Connections to Stoney Trail NE, Deerfoot Trail NE, and upgrades to Country Hills Boulevard NE are currently unfunded projects within The City's ten year Investing in Mobility capital plan.

The access to the subject lands at Country Hills Boulevard NE will allow for partial build-out of the plan area. Further transportation analysis will be required in conjunction with Tentative Plan(s) and Development Permit(s) applications throughout the course of development to ensure that adequate capacity is available on the regional transportation network expected to be in-place at that time, to support the development-generated traffic demands.

**UTILITIES & SERVICING**

Sanitary Servicing

The proposed sanitary servicing is by gravity to the existing 1350 millimetre Nose Creek Sanitary Sewer Trunk flowing west along 128 Avenue NE. The developer shall provide extensions to the 128 Avenue trunk through the existing 450 millimetre 120 Avenue NE sanitary main and the existing 600 millimetre 19 Street NE sanitary trunk flowing north along the west of the site. A detailed Sanitary Servicing Study will be required at the subdivision stage.

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Water Servicing

The subject site is located in the North Hill Water Pressure Zone. A 900 millimetre feeder main exists in the future 128 Avenue NE right-of-way. Water connections from the feeder main will service the site and loop into the watermain located on 120 Avenue NE.

Storm Servicing

This subject plan area is within the boundary of the Nose Creek drainage catchment and subject to stormwater volume control measures. Based on the Nose Creek Watershed Management Plan stormwater discharge is limited to 1.257 L/s/ha and average annual runoff volume is limited to 90 millimetre. The plan area routes stormwater through an existing offsite pond and limited offsite stormwater storage capacity is available. To meet the stormwater targets, a combination of onsite stormwater storage (above and/or below ground), low impact development practices and stormwater reuse will be required for each lot within the plan area.

Shallow Utilities

Shallow utilities will be extended from the adjacent development to the west.

**ENVIRONMENTAL ISSUES**

A Phase 1 Environmental Site Assessment was completed for the site and no further investigation is recommended.

The subject site contains some natural wetland areas. These wetland areas will be filled in and developed. Under a Water Act application a compensation proposal will be submitted to Alberta Environment and Parks for approval.

**ENVIRONMENTAL SUSTAINABILITY**

Not applicable

**GROWTH MANAGEMENT**

There are no growth management issues for The City.

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**PUBLIC ENGAGEMENT**

**Community Association Comments**

No comments from the Northern Hills Community Association have been received to date.

**Citizen Comments**

There are no adjacent neighbour comments.

**Public Meetings**

No public meetings were held.

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## **APPENDIX I**

### **APPLICANT'S SUBMISSION**

The proposal is to provide for the expansion of industrial development offering additional industrial options and assessment opportunities within the City of Calgary. The park will allow the City of Calgary to better compete for industrial tax dollars and to prevent further businesses from seeking opportunities outside City limits. The business park would consist of light industrial internal to the site while incorporating a full service truck stop and office buildings on the eastern periphery adjacent to Deerfoot Trail.

Due to its ideal location at the crossroads of Stoney Trail and Deerfoot Trail, a portion of the site north of 128 Avenue N.E, is envisioned as a modern full service truck stop to service the ever increasing distribution sector of Calgary's economy. The truck stop would incorporate all the use and support services required to create a one-stop venue that caters to the needs of the trucking industry in order to maximize the efficiency of driver's time off the road. In addition to bulk fuel sales all the supportive uses such as tire repair, truck wash, hotel, restaurants, convenience store, accountant's offices, financial institution and barber shop, have been included in the proposed Direct Control District to create a comprehensive site not found anywhere else in Calgary.

A proposed exit ramp from 128 Avenue N.E. onto southbound Deerfoot Trail will provide added convenience for drivers and will assist in providing an important link that will help facilitate future development elsewhere within the Stoney Industrial community.

The office component will stretch from 128 Avenue N.E. to the southern parcel limit and makes up a majority of the highway frontage land holdings. This office development along Deerfoot Trail will be used to screen typical industrial uses internal to the site while providing an aesthetically pleasing form of development that portrays a positive first impression for visitors to Calgary. As landowner, developer and builder, JEC's vision is to create a high quality business park with aspirations of attracting high technology that would benefit from high exposure along Calgary's busiest transportation corridor.

The density and height modifiers of the I-B District have been set at 1.0 FAR and 16.0m respectfully to align with the density provisions of the adjacent I-G District, allow for multi-storey office building and to attract multi-national companies with larger office requirements. The proposed height limit would allow 4 to 5 storey office buildings which would contribute to a modern, progressive business image for the City.

The vision is to incorporate environmentally friendly and sustainable on-site stormwater retention measures throughout the park combined with complete streets that accommodate all modes of travel. The business park will help provide land options for businesses to facilitate growth during this economic downturn and will create an attractive northern gateway to Calgary.



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## APPENDIX II

### PROPOSED DIRECT CONTROL GUIDELINES

#### Purpose

- 1 This Direct Control District is intended to:
  - (a) provide a wide variety of industrial **uses**; and
  - (b) provide for a limited number of commercial **uses** that are typically associated with a truck stop.

#### Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

#### Reference to Bylaw 1P2007

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

#### Permitted Uses

- 4 The **permitted uses** of the Industrial – General (I-G) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

#### Discretionary Uses

- 5 The **discretionary uses** of the Industrial – General (I-G) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:
  - (a) **Financial Institution**;
  - (b) **Hotel**;
  - (c) **Restaurant: Food Service Only – Large**;
  - (d) **Restaurant: Licensed – Large**; and
  - (e) **Retail and Consumer Service**.

#### Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Industrial – General (I-G) District of Bylaw 1P2007 apply in this Direct Control District.