

Background and Planning Evaluation

Background and Site Context

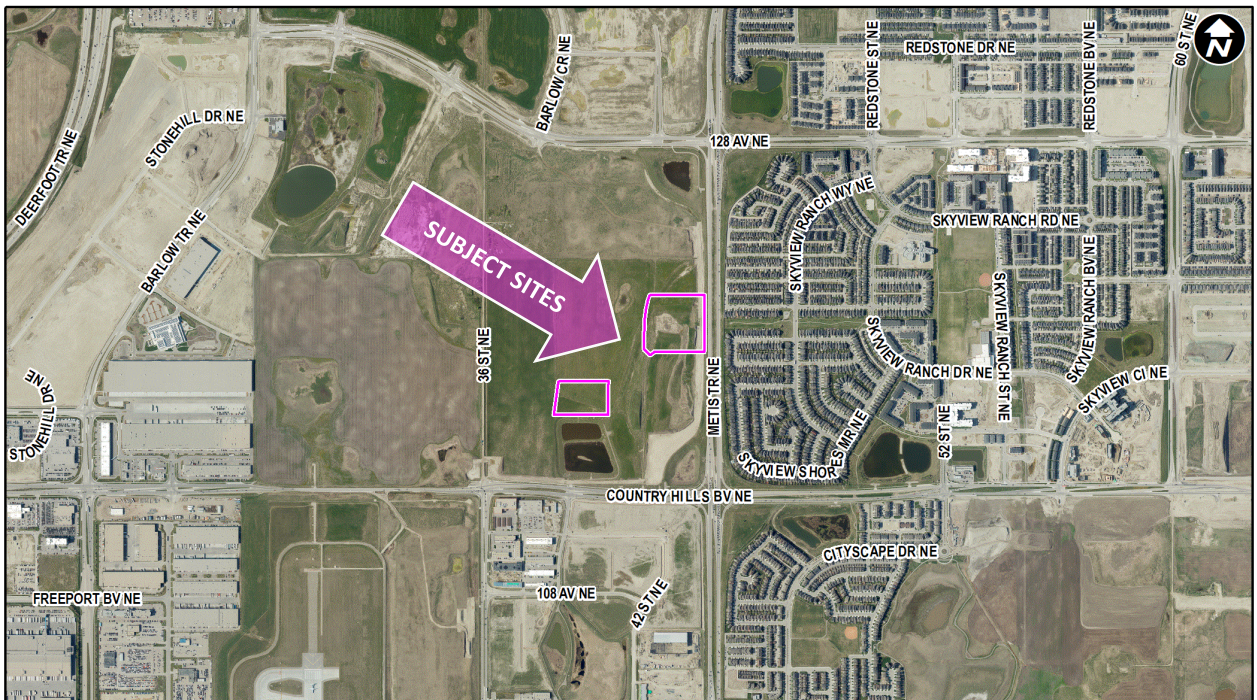
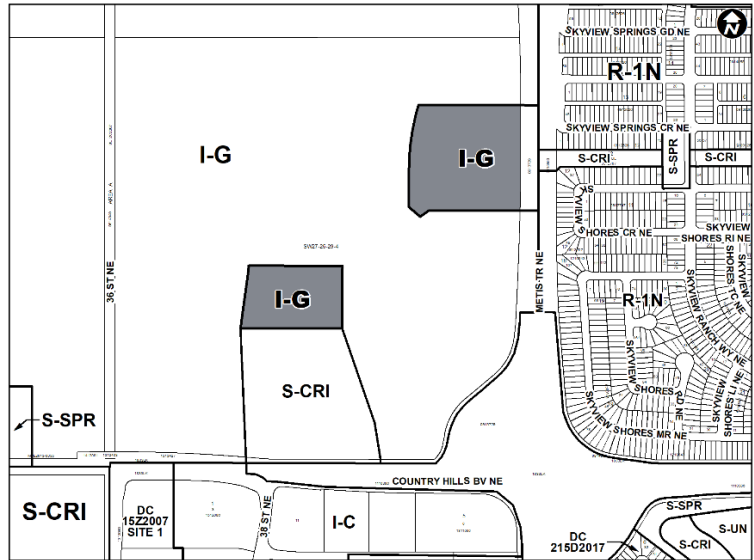
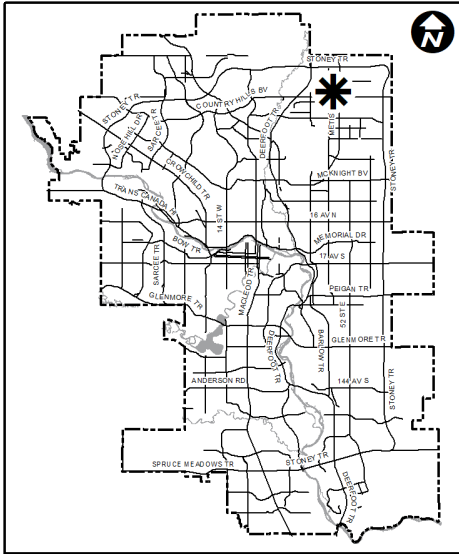
As indicated in the Applicant's Submission (Attachment 2), the applicant intends to pursue industrial development on the sites. No development permits have been submitted at this time.

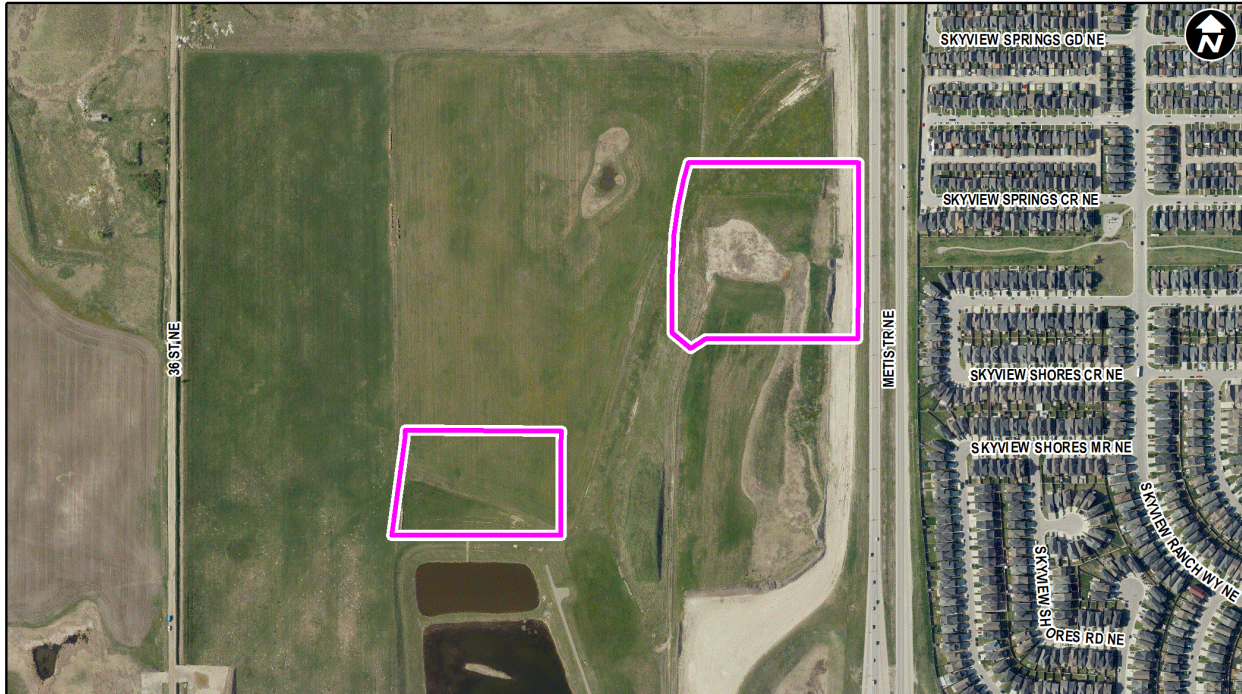
The two parcels forming the subject site are located in the northeast quadrant of the city in the industrial area of Stonegate Landing and are approximately 6.39 hectares in size. The lands are bound by Métis Trail NE to the east and Country Hills Boulevard NE to the south. The community of Skyview Ranch is located directly east of the subject area. The Calgary International Airport is located to the southwest. Adjacent sites are predominantly designated I-G District. A site designated S-CRI is located directly south of the southerly subject site and is currently developed with a storm pond.

Community Peak Population Table

There is no community population data available for this site.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The subject sites and surrounding quarter section had an approved land use application in 2006 (LOC2006-0090) which redesignated the subject sites to S-CRI and S-FUD, with other sites in the section predominantly designated I-G. The primary rationale for not including the S-FUD lands as I-G in 2006 was the presence of a well and pipelines on the easterly site. Both the well and pipelines have since been abandoned and reclaimed, now allowing for opportunities for development. Reclamation Certificates have been received and reviewed by Administration. The S-CRI site was originally intended to include a Fire Station but due to the construction of Fire Station 27 on Barlow Trail NE this is no longer required. The S-CRI District is a special purpose designation that is generally applied to infrastructure and utility facilities. The S-FUD District is intended for lands that are awaiting development.

The proposed I-G District is intended to provide for a wide variety of light and medium industrial uses and a limited number of support commercial uses. I-G sites are typically located in internal locations, and the District has appropriate controls to ensure screening of any outdoor activities, and are characterized by the application of discretion for sites that share property lines with streets to ensure appropriate interfaces. The I-G District allows for a maximum height of 16 metres (approximately 3-4 storeys) and a floor area ratio of 1.0.

Development and Site Design

The rules of the proposed Industrial – General (I-G) District will provide guidance for future site development including appropriate uses, building heights, setbacks, landscaping and parking. Required setbacks to the abandoned and reclaimed well and pipelines will be determined at the development permit stage.

Transportation

The subject sites are located within a previously approved outline plan (LOC2006-0090) area. These sites are to be accessed via an internal local industrial road network previously approved as part of LOC2006-0090. The larger, industrial area is bounded by 36 Street, Country Hills Boulevard NE and Métis Trail NE, each having an arterial street classification. A Transportation Impact Assessment was not required in support of this land use redesignation.

Transit service is currently available along Country Hills Boulevard NE with Routes 100, 119 and 157. Future transit service will be available on 36 Street and Métis Trail NE as the adjacent residential and industrial communities redevelop. The sites to be redesignated with this application will be within the 400 metre walking distance from transit service as per policy requirements.

Environmental Site Considerations

Environmental information in regards to the wells and pipelines within the wellsite were submitted by the applicant and reviewed by Environmental Development Review. The well has been abandoned and the pipelines within the former wellsite have been removed. Remediation of the wellsite is complete and a copy of the Reclamation Certificate was provided. The remaining section of pipelines between the wellsite and Métis Trail (approximately 75 metres) will remain on title preventing future development above.

Utilities and Servicing

The overall utilities and servicing for this development area were reviewed and approved under the previous outline plan. The proposed change in use and density does not significantly impact the proposed services for the area which have capacity to service the proposed development.

Bylaws, Regulations, Council Policies

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](#) which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the [Calgary Metropolitan 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.

Calgary International Airport Vicinity Protection Area (2009)

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 NEF areas. Industrial uses are 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.

Municipal Development Plan (Statutory – 2009)

The subject sites are located within the Standard Industrial area as identified [on Map 1: Urban Structure](#) in the [Municipal Development Plan](#) (MDP). The Standard Industrial typology allows for a broad range of industrial, employment and support industrial uses of varied intensities. The proposed land use aligns with relevant MDP policies.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#). Further opportunities to align future development on this site with applicable climate resilience strategies may be explored and/or implemented at the development permit and building permit stages.

Northeast Industrial Area Structure Plan (Statutory – 2007)

The subject site is identified as part of the Business/Industrial area in Map 3 – Land Use Concept of the [Northeast Industrial Area Structure Plan](#). The Business/Industrial area is intended for provide for a variety of light industrial uses within the context of an industrial/business park. In addition, medium industrial, secondary commercial, office, institutional, recreational and other land uses considered to be appropriate and may also be allowed. The proposed redesignation aligns with the ASP.