

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Copperfield, adjacent to McIvor Boulevard SE on the east and 130 Avenue SE on the west, and forms part of a larger development area expected to accommodate commercial and light industrial uses. The site is approximately 1.50 hectares in size and is accessed by connections to both McIvor Boulevard SE and 130 Avenue SE, which is expected to eventually be extended to a future interchange at Stoney Trail further east.

The Shepard landfill is located 300 metres to the north of the subject site across 130 Avenue SE, limiting the uses on the sites directly north of the application area to exclude sensitive uses such as residential development and food service. This application area is entirely outside of the landfill setback and therefore is not affected by the landfill setback. The subject site is directly north of existing 3 and 4-storey multi-residential developments in the Copperfield community.

No development permit application has been submitted at this time, however, as noted in the Applicant's Submission (Attachment 4), the applicant identified the intent to pursue a development permit application for several mixed-use buildings on the site in the future.

## Community Peak Population Table

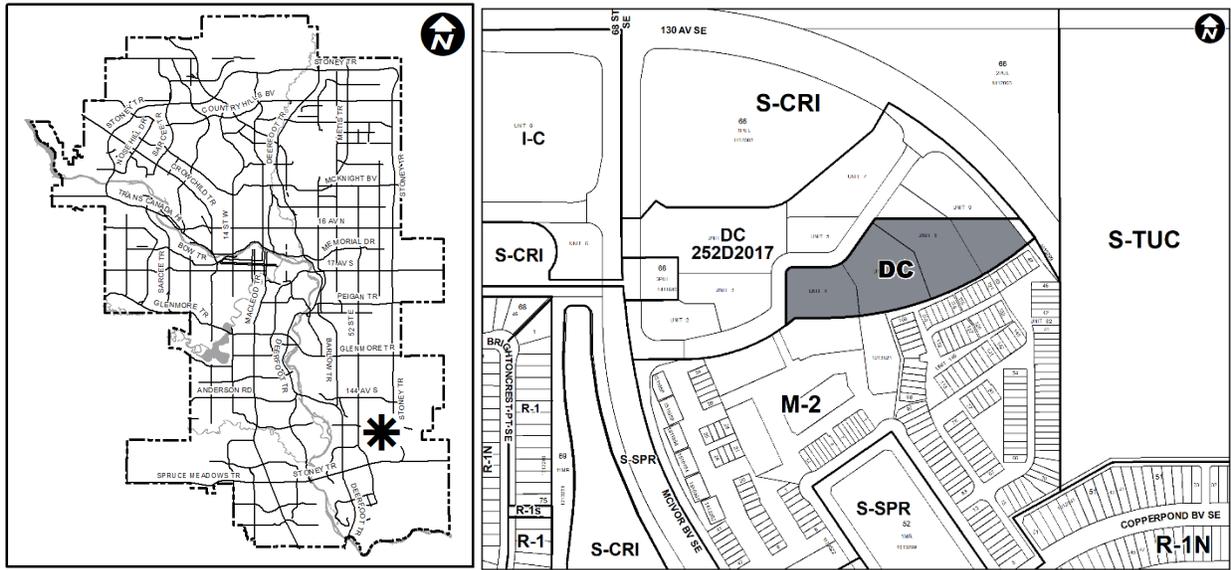
As identified below, the community of Copperfield reached its peak population in 2019, and the population of this developing community is expected to continue to grow as the area builds out.

<b>Copperfield</b>	
Peak Population Year	2019
Peak Population	13,823
2019 Current Population	13,823
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Copperfield Community Profile](#).

## Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject site is currently designated DC Direct Control District ([Bylaw 252D2017](#)) which uses the rules of the Industrial – Edge (I-E) District to guide development of the site. This DC District was adopted in 2017 and encompassed the entirety of the commercial development area between McIvor Boulevard SE and 130 Avenue SE, which includes portions that are affected by the Shepard landfill setback.

This application proposes to redesignate the southern portion of the commercial development area, which is outside of the landfill setbacks, to accommodate mixed-use development. The proposed DC District employs the rules of the Mixed-Use - General (MU-1) District with a maximum floor area ratio (FAR) of 2.5, in line with the existing DC District, and a maximum building height of 22 metres, an increase from the 12 metre maximum in the I-E District. The MU-1 District allows commercial and residential uses in street-oriented buildings with either commercial or residential uses at street level. The proposed DC District also adds specific rules to ensure that the development of the site is sensitive to the interface with the existing residential development.

The proposed DC District adds the requirement for a 10 metre landscaped setback, including a 1.5 metre high berm, from its interface with the existing residential development to the south in order to maintain privacy and ensure separation between the existing development and the future development.

The proposed DC District also requires step-backs for portions of the new development that are above 16 metres, which is the maximum height of the existing residential development to the south. Development on the site would be required to be stepped back by 4 metres for any portion of the building that is above 16 metres along the southern edge, with a maximum height overall of 22 metres. The applicant provided shadow studies based on the maximum proposed building envelopes and there will be no shadowing impact on the existing development from this redesignation.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district. Sections 7, 8 and 9 have also been added to this relaxation rule in order to allow minor variations to the building height, FAR, and building setbacks if needed.

### **Development and Site Design**

The rules of the proposed DC District and the rules in Land Use Bylaw 1P2007 for the MU-1 District will provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping, parcel coverage and parking. Other key factors that are being considered during the review of the development permit application include the following:

- interface with the adjacent roadways;
- building massing and relationship with the adjacent residential parcels to the south;
- mix of uses within the building; and
- appropriate amenity space for the residents.

### **Transportation**

The vehicle accesses to the subject site are from McIvor Boulevard SE and 130 Avenue SE. Currently, the nearest bus stop is located at the intersection of Copperpond Boulevard and McIvor Boulevard SE for Routes 151, 153 and 754. A future bus stop is planned on McIvor Boulevard SE in front of this site. There is a regional pathway along 130 Avenue SE and McIvor Boulevard SE which will provide connection from the site to the larger pathway system north-south along Stoney Trail.

A Transportation Impact Assessment update was not required for this Land Use Amendment application. Internal residential connections will be reviewed at the Development Permit stage to provide connections from the residential development to external roadways.

### **Environmental Site Considerations**

There are no known outstanding environmentally related concerns associated with the proposal and/or site at this time. As such, no Environmental Site Assessment was required.

### **Utilities and Servicing**

Water servicing is available from McIvor Boulevard SE, and storm water servicing is available to the north of the site in the stormwater main. Sanitary servicing is available in the mains south of the site that collect at McIvor Boulevard SE. Servicing arrangements shall be made to the satisfaction of the Administration.

This proposed development is within the catchment of the existing East McKenzie Sanitary Lift Station. The proposed density is higher than the density assumption for this site at the time the

sanitary lift station was constructed. Potential concerns with the available capacity of the East McKenzie Sanitary Lift Station have been identified by Administration. Ongoing tests and reviews will determine if any upgrades are required for the existing sanitary lift station. The developer may be required to contribute towards a future upgrade at the subdivision or development permit stage.

The site is part of the approved New Brighton Industrial Phase 1 Revised Stormwater Management Report (Stantec, 2011). An adequate stormwater easement will be required at the development permit stage.

## 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 Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment builds on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

### **Municipal Development Plan (Statutory – 2009)**

The subject lands are identified on [Map 1: Urban Structure](#) of the [Municipal Development Plan](#) (MDP), as Planned Greenfield with Area Structure Plan area. The MDP provides guidance for the development of new communities through the policies of the *Revised East McKenzie Area Structure Plan*.

The overall community of Copperfield will continue to meet the density goals of the MDP by providing a mix of residential housing types at densities exceeding the MDP target of 20 units per hectare (8 units per acre).

### **Climate Resilience Strategy (2018)**

This application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.

### **Revised East McKenzie Area Structure Plan (Statutory – 2001)**

This site is identified on Map 3 in the [Revised East McKenzie Area Structure Plan](#) as a Business Park Area, intended to accommodate light industrial, commercial and office uses within a serviced business park. Institutional, recreational or other compatible and complementary uses are also allowable in this area.

The existing residential development just south of the site is included in the Residential area, which calls for a range of low to medium density residential development with higher density residential, local commercial, parks, institutional and recreations uses interspersed.

An amendment to Map 3 is proposed to include this application area in the Residential area, in order to accommodate mixed-use development, as shown in Attachment 2.