

# Background and Planning Evaluation

## Background and Site Context

As indicated in the Applicant's Submission (Attachment 2), the intent of this application is to amend the previously approved outline plan (Attachment 5) and existing land uses in order to provide the framework necessary to develop a grid-based road network and land uses to complement the existing, predominantly industrial area. In doing so, the application will facilitate the development of an industrial business park with support commercial uses along Country Hills Boulevard NE which will serve as a transportation link to nearby Metis Trail NE and Deerfoot Trail NE. This framework will also provide necessary infrastructure for improved open space and multi-purpose playfields directly connected to the Regional Pathway system.

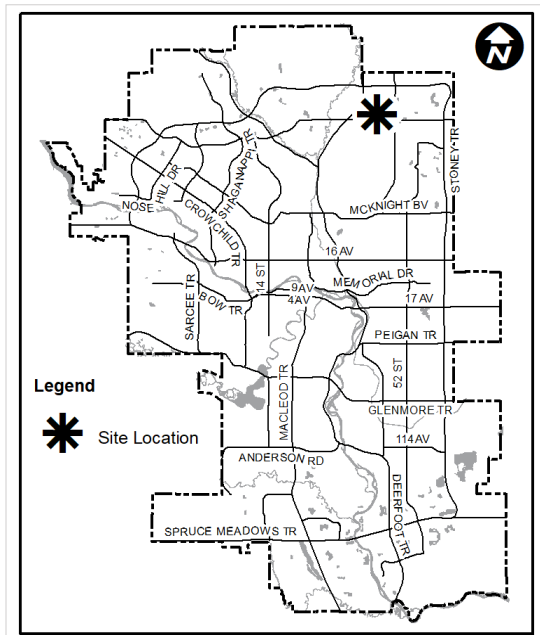
While the outline plan covers a total area of approximately 62.68 hectares, the area of land to be redesignated amounts to approximately 41.57 hectares. This is because the site has an existing outline plan and land use approval to accommodate development, and only portions of it are being amended with this application. The site is bound by 36 Street NE to the east and Country Hills Boulevard NE followed by The Calgary International Airport to the south. The Calgary International Airport lands which are zoned S-CRI District, exist both north and south of Country Hills Boulevard NE. A 1.39 hectare parcel on the north side provides runway lighting, while land to the south accommodates the airport runway. While some I-C, C-COR2 and C-COR3 parcels exist along Country Hills Boulevard NE, the adjacent lands are predominantly designated I-G District. The community of Skyview Ranch is located east of the subject area.

No development permits have been submitted at this time.

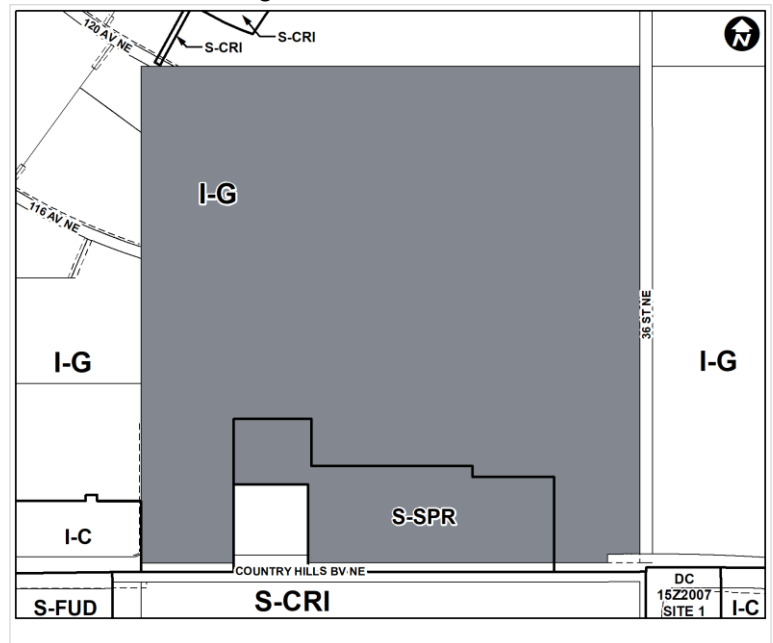
## Community Peak Population Table

Not available because the subject area is industrial and does not have a residential component.

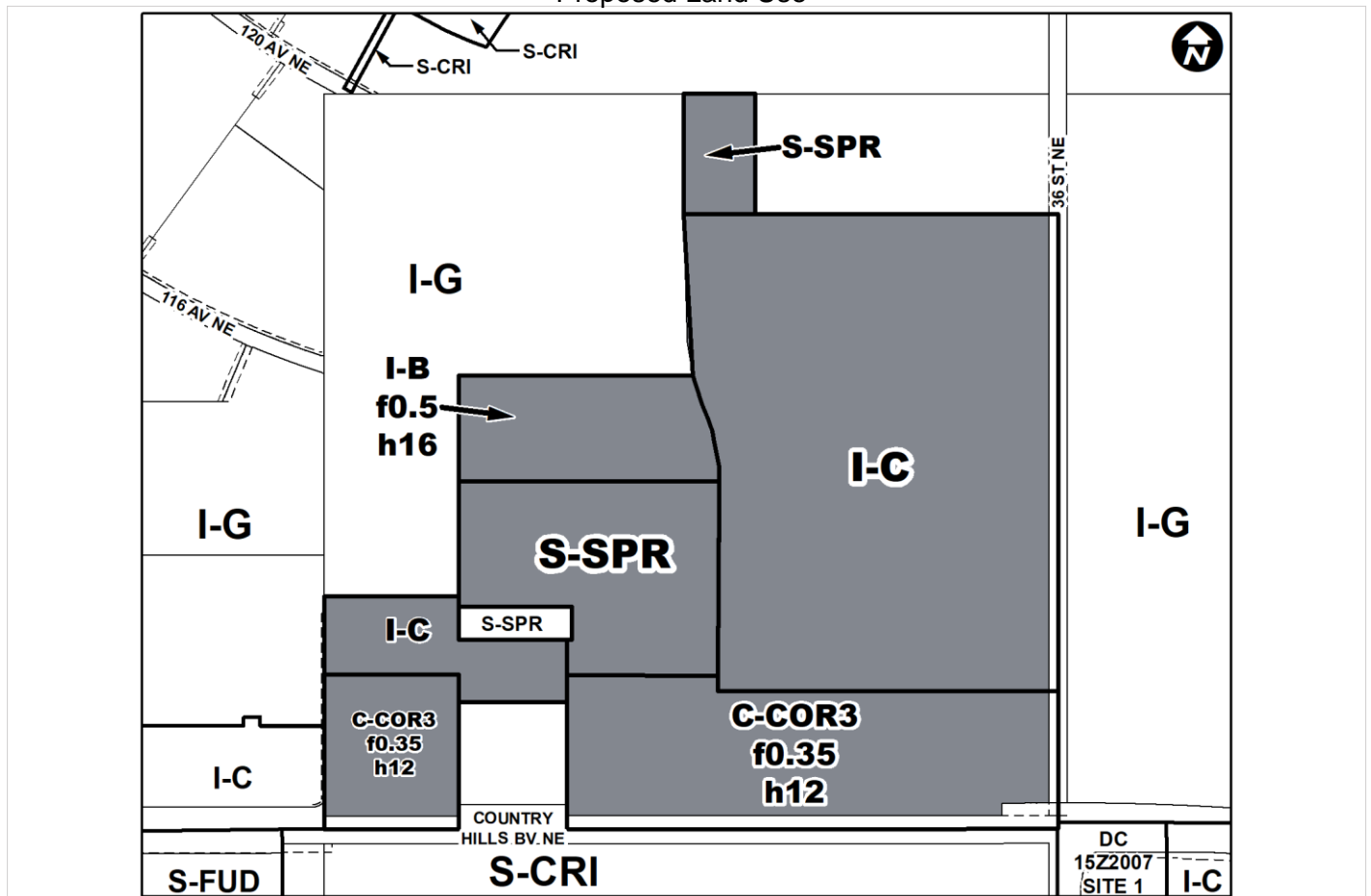
## Location Maps

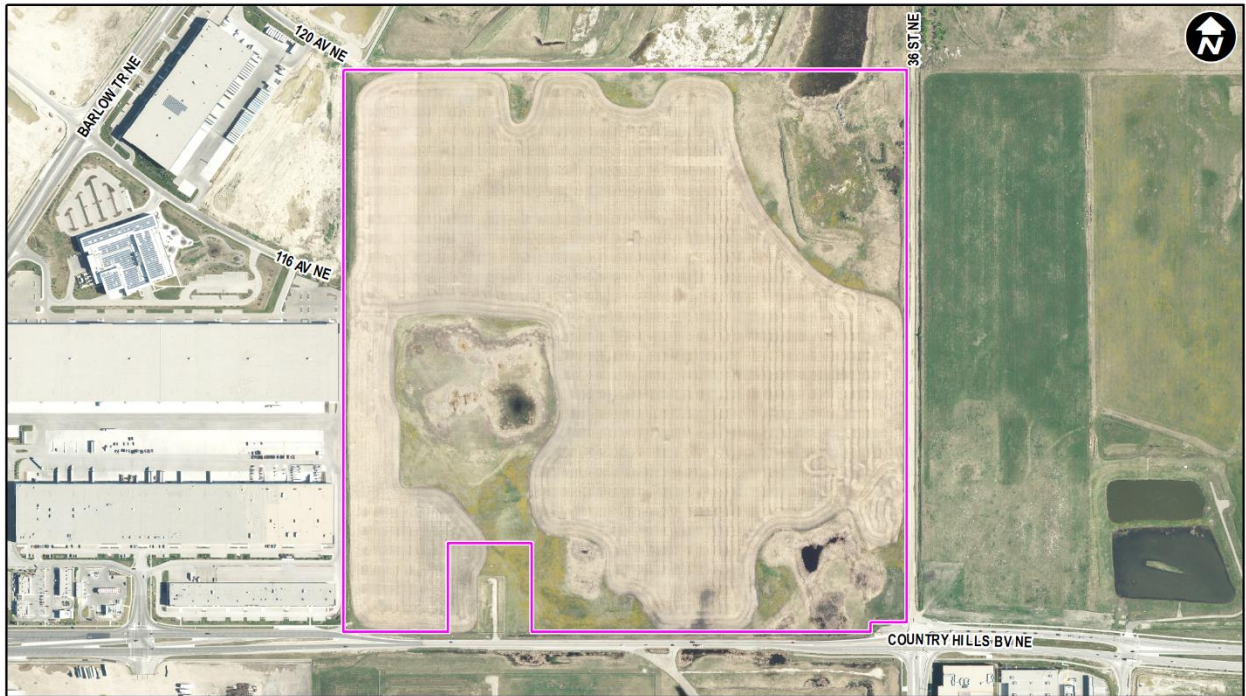
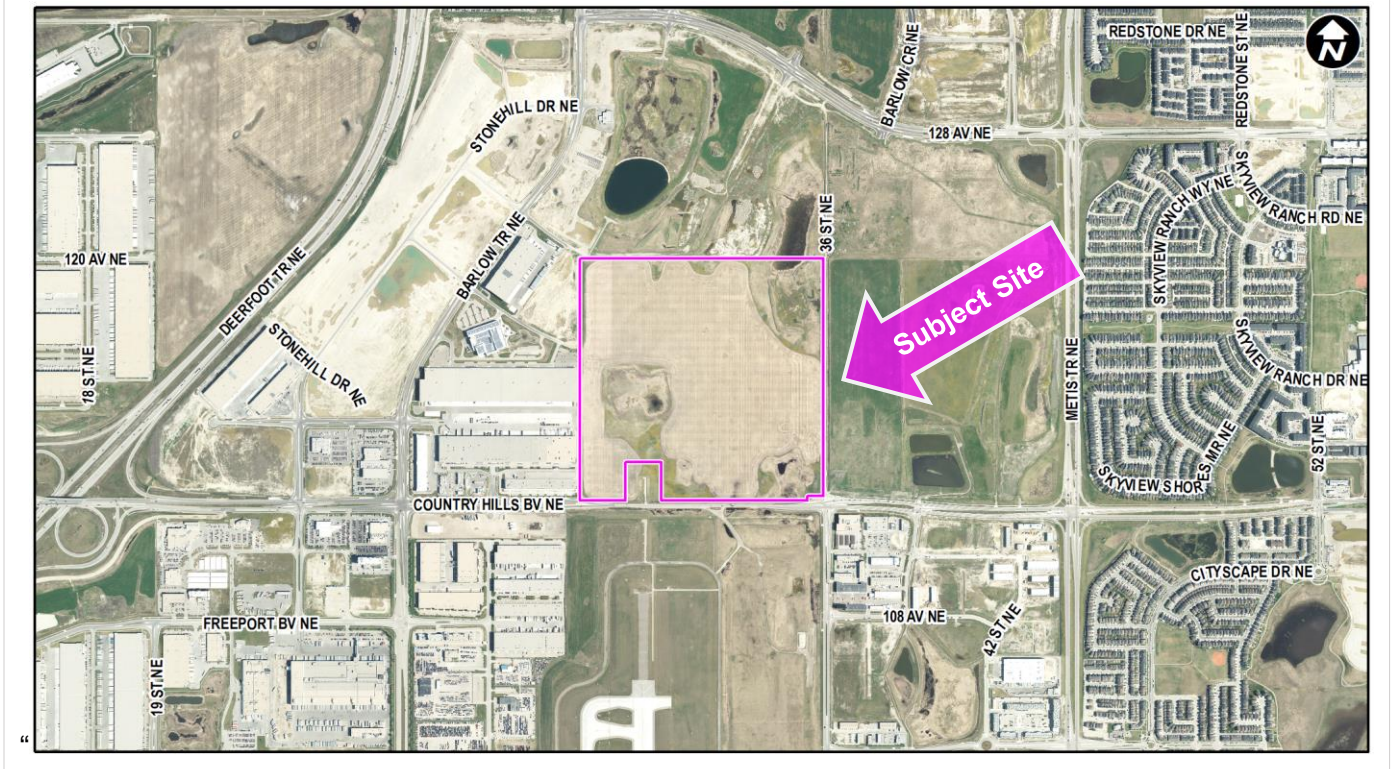


Existing Land Use and Outline Plan



Proposed Land Use





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The sites that form the land use amendment portion of the application are currently designated Industrial – General (I-G) District and Special Purpose – School, Park and Community Reserve (S-SPR).

The 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 parcels are typically located in internal locations, have appropriate controls to ensure screening of any outdoor activities, and are characterized by the application of discretion for parcels that share property lines with streets to ensure appropriate interfaces. With the proposed redesignation, approximately a third of the plan area will remain I-G.

The S-SPR District is intended to provide for schools, parks, open space, and recreational facilities, and may have parcels of various sizes and use intensities. This District should only be applied to land dedicated as reserve pursuant to the *Municipal Government Act*. All S-SPR land within the plan area is dedicated Municipal Reserve (MR). With the proposed redesignation, existing MR will be reshaped from the current, single parcel adjacent to Country Hill Boulevard NE to two more optimally shaped, centrally located parcels that will enable improved configuration and programming.

To implement the policies of the *Northeast Industrial ASP*, the following land uses are proposed:

- Industrial – Commercial (I-C) District;
- Industrial – Business f0.5h16 (I-B f0.5h16) District; and
- Commercial – Corridor 3 f0.35h12 (C-COR 3 f0.35h12) District.

The proposed I-C District is intended to be located on the perimeter of industrial areas, along major streets or expressways. It includes light industrial uses that are unlimited in size, and small scale commercial uses that are compatible with and complement light industrial uses. It is also characterized by controls to ensure that developments provide a transition between other land use districts and the I-G District or between highly visible industrial parcels and the I-G District. The I-C parcels on the east side of the plan, with direct access to 36 Street NE, are intended to transition between the proposed C-COR3 district areas and the more industrial intensive I-G parcels within the north and west portions of the site. The two I-C parcels on the west side of the plan will also provide opportunity for transitional development.

The proposed I-B District is intended to provide high quality manufacturing, research and office developments in desirable locations that contribute to employment centres or visible locations from major roadways. This District establishes varying building height and density for individual parcels. A maximum building height of 16 metres and a maximum floor area ratio (FAR) of 0.5 is proposed for the subject site. The I-B parcel is proposed in a highly visible central location adjacent 29 Street NE which has been identified as a transit corridor. Directly adjacent to the north side of the proposed multi-purpose playfields (no longer directly on Country Hills Boulevard NE), the parcel along with the I-C and C-COR3 parcels on the south side will provide

opportunity for a desirable interface between the playfields and the adjacent uses at the development permit stage.

The proposed C-COR3 District is intended for sites located along arterial roads and locations in industrial areas to accommodate mid-scale retail, and medium to large eating and drinking uses. It can be characterized by motor vehicles having direct access from a road to the development and includes perimeter landscaping to separate activities from the road and surrounding development. This District establishes varying building height and density for individual parcels. A maximum building height of 12 metres and a maximum FAR of 0.35 is proposed for the subject site. The proposed location of C-COR3 is positioned to take advantage of Country Hills Boulevard NE and will act to serve both the local and travelling public while providing a more attractive gateway design.

### **Development and Site Design**

There are currently no active development permit applications for new buildings on the subject site. When applications are received, they will be evaluated against the regulations of the Land Use Bylaw, as well as the policies contained within the applicable policy plans. Given the close proximity of the proposal to The Calgary International Airport, comments from external stakeholders including The Calgary Airport Authority, NAV Canada, and Transport Canada will also be evaluated against the proposal.

Special care should be given to development permit applications adjacent to the proposed S-SPR parcels to ensure the design includes appropriate interfaces between proposed development and these spaces.

### **Subdivision Design**

The proposed outline plan (Attachment 6), comprises approximately 62.68 hectares (154.88 acres) and includes a portion of land that will remain unchanged and thus is not included in the total land use resignation area. The future subdivision will include connections to 36 Street NE, and Country Hill Boulevard NE. The modified grid pattern allows for a variety of building forms and flexible parcel sizes to accommodate future development opportunities.

The design includes internal sidewalks throughout the development, as well as regional and multi-use pathways along the south and east peripheries that provide connections for pedestrians and cyclists throughout the site and to adjacent communities.

The outline plan includes an approximate total of 6.38 hectares (15.75 acres) of MR, identified as Special Purpose – School, Parks and Community Reserve (S-SPR) District. There are two Municipal Reserve parcels within the outline plan area, which comprise 10.18 percent of the developable area. The larger of the two MR areas, which is approximately 5.57 hectares (13.75 acres) in size, includes multi-purpose playfields that allow for cricket, soccer, rugby, football and field hockey. The playfields will help to address a shortage of playfields in the northeast quadrant of the City. The parcel will also be connected to the larger Regional Pathway network, allowing for active modes access to the site.

The second MR parcel is approximately 0.81 hectares (2.00 acres) in size and will provide open space opportunities to complement adjacent land uses. The park space will be designed as flexible open space that can be used for a variety a passive recreation uses.

### **Density and Intensity**

While there are no statutory intensity targets for the subject lands, the proposal is in alignment with the density regulation policies noted in the *Northeast Industrial ASP* for Business/Industrial Areas. These policies identify a maximum Floor Area Ratio (FAR) of 0.5 for Office Uses and 1.0 for Light Industrial, Medium Industrial, and Secondary Commercial Uses.

### **Transportation**

The subject sites are located within a previously approved outline plan (LOC2006-0090) area. The broader industrial area established on that outline plan is bounded by Barlow Trail NE, Country Hills Boulevard NE and Métis Trail NE, each having an arterial street classification. Some direct access to the I-C and C-COR3 lands along 36 Street NE and Country Hills Boulevard is available from the arterial street.

The proposed I-G and I-C sites within the subject are to be accessed via an internal local industrial road network. The local network which was previously approved as part of LOC2006-0090 is being updated in conjunction with this application as follows:

- the four-leg intersection on Country Hills Boulevard NE (identified as 114 Avenue NE on the outline plan drawing) has been shifted approximately 100 metres to the south; this change aligns with a proposed land use amendment from S-CRI to I-G on the east side of 36 Street NE currently under consideration through LOC2020-0105; and
- the alignment of the westerly north-south industrial street (identified as 29 Street NE on the outline plan drawing) has been shifted approximately 100 metres to the east.

Both amendments to the local network were coordinated jointly by the affected applicant groups and are supported by Administration.

The standard of the local industrial street planned adjacent the MR sites within the plan is the version which provides for on-street parking. This standard was applied intentionally to ensure parking opportunities are available for recreation users.

Transit service is currently available along Country Hills Boulevard NE with Routes 100, 119 and 157. Future transit service is planned to run along 29 Street NE and 120 Avenue. The potential to implement a local routing within this broader industrial area will be reviewed further through the servicing of these lands, as the connection of 120 Avenue to Barlow Trail west of the subject lands and servicing the neighboring developments has already been constructed.

A Transportation Impact Assessment was provided by the applicant group to evaluate the proposed changes to both the land use as well as the road network layout. The report was reviewed and accepted by Administration.

### **Environmental Site Considerations**

The subject parcel is flat with existing Class III (Seasonal Marsh) and Class VI (Semi-Permanent Shallow Open Water) wetlands. The site is currently undeveloped and is being used for agricultural purposes. Due to the proximity to the airport, the wetlands have been compensated for and will be removed to mitigate the risk of wildlife strikes with passing aircraft.

### **Utilities and Servicing**

Sanitary servicing for the outline plan area will be provided via connections to existing sanitary lines within 116 Avenue NE and 120 Avenue NE. Water servicing will be provided via connections to existing lines within 166 Avenue NE, 120 Avenue NE, and Country Hills

Boulevard NE. Storm water within the plan area will be directed towards an existing storm water pond located north west of the site via a connection to an existing storm line along 120 Avenue NE.

## Legislation and Policy

### **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.

### **Calgary International Airport Vicinity Protection Area (2009)**

The [Calgary International Airport Vicinity Protection Area](#) identifies the subject site as being located within the 35-40 and 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. Industrial and commercial uses are generally allowable within the higher noise exposure of 35-40 and 40+ NEF contour areas.

This application was circulated to Airport Authority for review and there are no objections. Future development permits will also be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

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

The [Municipal Development Plan](#) (MDP), [Map 1: Urban Structure](#), identifies the subject lands as Standard Industrial. Standard Industrial Areas consist of existing planned industrial areas that contain a mix of industrial uses at varying intensities. With respect to these areas, the MDP includes the following land use policies:

- Industrial uses should continue to be the primary use.
- Allow for the development and retention of a broad range of industrial uses and a variety of industrial parcel sizes.
- Uses that support the industrial function of this area and cater to the day-to-day needs of area businesses and their employees may be supported.
- Public open space should be provided throughout the Standard Industrial Area to provide recreational opportunities for area employees.
- Regional or city-wide recreation and sport facilities may be provided in industrial areas to meet the extensive land needs of city-wide recreation and sport programs. These facilities should be designed and located to be accessible to transit routes, cycling routes and pathways.

The recommendation by Administration aligns with the direction of the MDP. The addition of I-C and I-B to the existing I-G district provides for a variety of industrial uses at varying intensities while maintaining the primary industrial nature of the area. The I-C district is an industrial district, it provides for light industrial uses and small scale commercial uses that are compatible with and complement light industrial. I-B is also an industrial district, it provides the opportunity for manufacturing, research and office developments, and accommodates a limited range of small uses that provide services to the office and industrial [uses](#) within the immediate area. The inclusion of C-COR3, which is intended to be located in industrial areas and along major roadways is also deemed to be in alignment with the MDP. Supporting the industrial function of the area, it will provide commercial services and uses to meet the day to day needs of area businesses and their employees. The reconfiguration of existing S-SPR provides public open space and recreational opportunities for both area employees and city-wide users.

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

The [Climate Resilience Strategy](#) contains the Climate Mitigation Action Plan (CMAP) and the Climate Adaptation Action Plan (CAAP). This application includes pedestrian and cycling infrastructure that goes beyond what is typically required in industrial areas. This supports CMAP Program 5: Low or Zero-Emissions Transportation Modes.

### **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 to provide for a variety of light industrial uses within the context of an industrial/business park where light industrial uses are the predominant use of land. In addition, medium industrial, commercial, office, institutional, recreational and other land uses considered to be compatible and appropriate may also be allowed. The proposed redesignation is in alignment with the ASP.