

# Background and Planning Evaluation

## Background and Site Context

As indicated in the Applicant Submission (Attachment 3), the applicant intends to develop the site with a light industrial building. A development permit application for a light industrial building has been submitted and is under review (Attachment 4).

The subject lands are located in the northeast quadrant of the city in the industrial area of Airport Crossing and are approximately 4.13 hectares in size. The lands are bound by Deerfoot Trail NE to the west and Freeport Crescent NE to the east. Adjacent parcels are designated I-B and I-G District. The Calgary International Airport is located to the east. The subject lands are located within the 35-40 NEF contour, meaning that residential uses in addition to others are prohibited. It does not impact this application.

## Community Peak Population Table

Not applicable.





## Previous Council Direction

None.

## Planning Evaluation

### 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 20 metres and a maximum floor area ratio of 0.7.

The proposed DC District is based on the I-B District, and is intended to provide for prestige, high quality, manufacturing, research and office developments. Additional light industrial uses have been included, as well as limited outdoor storage. Outdoor storage will be limited to the east side of the proposed building, and will require screening to mitigate visual impacts to adjacent sites as well as Freeport Crescent NE. The proposed DC District allows for a maximum height of 20 metres (approximately 6 storeys) and a floor area ratio of 0.7. The reason for the proposed redesignation is to respond to market conditions, where office development is not as viable as light industrial development.

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.

The subject lands are located in the northeast quadrant of the city in the industrial area of Airport Crossing and are approximately 4.13 hectares in size. The lands are bound by Deerfoot Trail NE to the west and Freeport Crescent NE to the east. Adjacent parcels are designated I-B and I-G District. The subject lands are located within the 35-40 NEF contour, meaning that residential uses in addition to others are prohibited. It does not impact this application.

### **Development and Site Design**

The applicable land use policies and the rules of the proposed DC District will provide guidance for the future redevelopment of these site including appropriate uses, height and FAR, landscaping and parking. A development permit application for a light industrial building has been submitted and is currently under review (Attachment 4).

As per the requirements of the proposed DC District, outside storage is restricted to the east side of the building, with screening required to mitigate any visual impacts. Given the specific context of this site with proximity to Deerfoot Trail, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging interface with both Deerfoot Trail NE and Freeport Crescent NE, in accordance with the rules of the proposed DC District and the *Improving Calgary's Entranceways* policy; and
- mitigating the appearance of outside storage with enhanced screening adjacent to Freeport Crescent NE.

### **Transportation**

Vehicular and pedestrian access to the site is available from Freeport Crescent NE. The overall area is pedestrian-friendly with multiple sidewalks providing direct connections to adjacent sites. The larger, industrial area is bounded by Barlow Trail NE, Airport Trail NE and Deerfoot Trail NE, each having an arterial street classification.

Transit service is currently available along 16 Street NE with Route 119. The closest transit stop is approximately 1 kilometre walking distance.

A Transportation Impact Assessment (TIA) was not required in support of this land-use re-designation.

### **Environmental Site Considerations**

There are no environmental concerns with the redevelopment of this site. An Environmental Site Assessment is not required.

### **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 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](#) (SSRP) 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 (Statutory – 2009)**

The subject site is located within the [Airport Vicinity Protection Area](#). The site is located within the 35-40 NEF contour, which primarily prohibits residential uses. Other prohibited uses include daycares, medical clinics, and places of worship.

### **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 as the proposed DC would provide for industrial activities on the site.

### **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 may be explored and encouraged at subsequent development approval stages.

### **Revised Stoney Industrial Area Structure Plan (Statutory – 2005)**

The subject site is identified as part of the Business/Industrial Area in Map 3 – Land Use Concept of the [Revised Stoney Industrial Area Structure Plan](#) (ASP). The Business/Industrial area is intended for provide for a variety of light industrial uses within the context of a fully-serviced 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 intent of the ASP.

### **Improving Calgary's Entranceways (Non-Statutory – 2012)**

The subject site is located immediately adjacent to a section of Deerfoot Trail NE that is identified as an Entranceway Route in Map 1 of the [Improving Calgary's Entranceways](#) policy. The goal of the policy is to create a welcoming atmosphere by planning compatible land uses adjacent to entranceways. One way this can be achieved is through encouraging high quality, aesthetically pleasing development fronting entranceways.

The proposed DC District was developed in collaboration with the applicant and while it includes additional light industrial uses, the DC has rules intended to respond to the Entranceway policy by restricting outside storage to the East side of the building. This approach helps ensure that it

will not be visible from Deerfoot Trail NE. Additionally, through the review of the development permit, special attention is being paid to the interface with Deerfoot Trail NE and adjacent lands, specifically the building itself and the proposed landscaping.