

Background and Planning Evaluation

Background and Site Context

The subject site is located on the northwest corner of 39 Avenue NE and 26 Street NE intersection along the south perimeter of the Horizon Industrial Area. The subject land is approximately 1.24 hectares (3.07 acres) in size, measuring approximately 125 metres wide by 55 metres in depth. The parcel is currently developed and contains a four-storey hotel building, Lakeview Signature Inn. There are two driveway access points along 26 Street NE, which is the eastern boundary of the parcel. The driveway access towards the northeast corner is a shared access with the abutting north parcel.

The subject site is located along 39 Avenue NE which is a major industrial trucking route. Surrounding developments mainly are characterized by a mixture of commercial developments towards the west, institutional uses including a place of worship and private school building directly to the south and light industrial uses towards the north and east. The Walmart Logistic distribution centre is located east of the subject site along 39 Avenue NE. There is a regional pathway that runs along the entire south boundary of the parcel. The structure, building condition and size of the existing building on site is suitable to accommodate the proposed assisted living use.

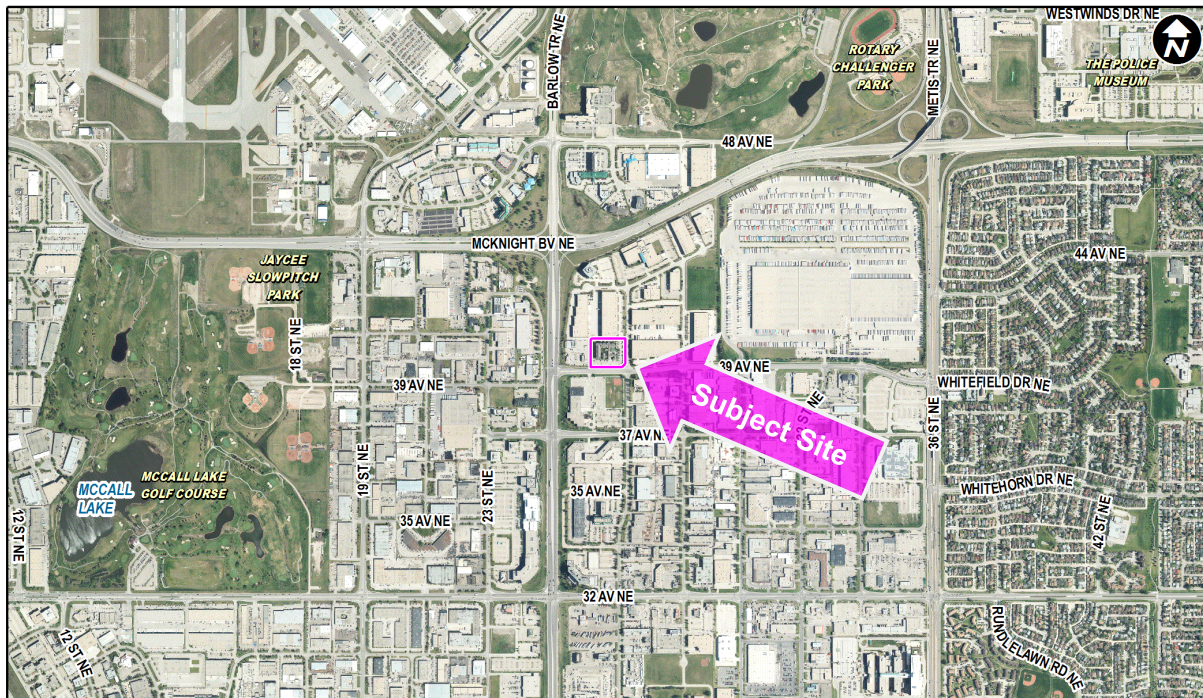
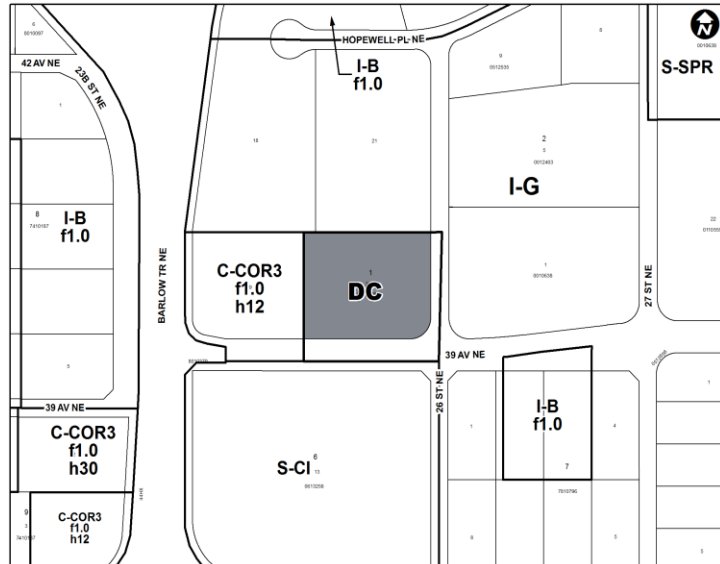
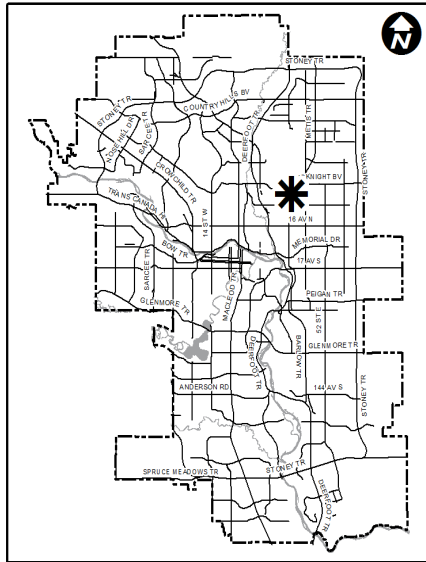
There are a number of adjacent restaurants and retail stores towards the west and northwest of the site located along Barlow Trail NE. The associated development permit (DP2020-7178) proposes a third shared driveway access point at the southwest portion of the site along 39 Avenue NE that provides a pedestrian and bicycle connection towards Barlow Trail NE towards the west and 36 Street NE to the east.

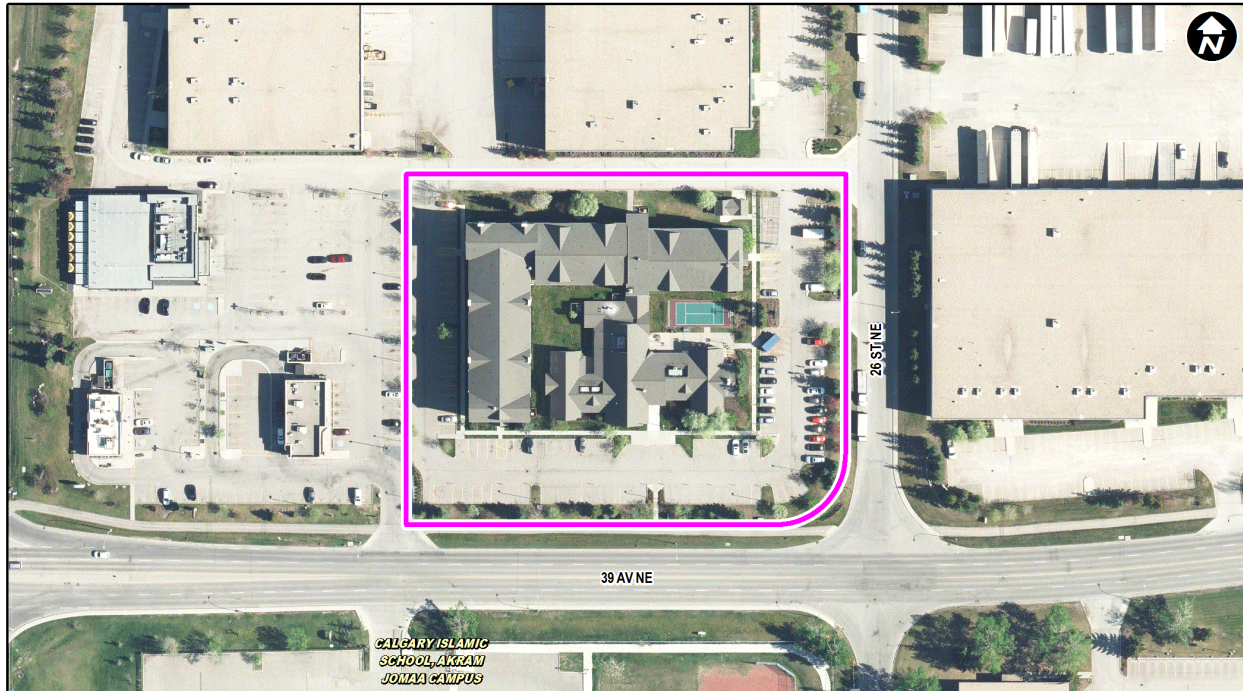
The subject site is entirely located within the 30-35 Noise Emission Forecast (NEF) contour area of the Airport Vicinity Protection Area (AVPA). If this land use redesignation is approved by Council, Council would be tasked to approve a Council Resolution to allow Administration to formally submit an exemption to the AVPA Regulation to permit the residential use of Assisted Living in the existing building only. Any further intensification on the site with the residential use would require an additional exemption with the Development Permit to ensure review of the proposal by the necessary stakeholders.

Community Peak Population Table

The Horizon Industrial Area is solely a commercial/industrial area and has no residential population, therefore there is no demographic or socio-economic information currently available for the area at this time. If Council approves this land use redesignation, the subject development would introduce a residential population of 120 persons.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing C-CO3 f1.0h30 District is a commercial designation that is primarily intended to accommodate for mid-scale and large retail, food and drinking establishments while providing direct access for motor vehicles from roads. The site contains landscaping along the east and south perimeter that separates the existing development from 26 Street and 39 Avenue NE roadways.

The proposed DC District is based on the C-COR3 District and allows for the discretionary use of Assisted Living. The DC District allows for a maximum FAR of 1.4 and a height modifier of 30 metres. The main purpose of the DC District is to allow for the proposed assisted living facility with no allowance for any other type of residential use on the site. Initially, this land use redesignation application proposed the stock district C-COR2, however, it allows for the discretionary use of Dwelling Unit which a typical multi-residential or mixed use development which would not be supported on this site due to anticipated higher traffic generation in the immediate area.

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.

Development and Site Design

If the land use redesignation is approved by Council, the rules of the proposed DC District will allow for the proposed Assisted Living facility use in addition to the general permitted and discretionary uses of the C-COR3 District. The proposed DC District will provide an FAR modifier of 1.0 and maximum building height modifier of 30 metres that currently exists on the parcel.

Transportation

The subject site is located at 2622 – 39 Avenue NE. The nearest transit zone is located approximately 220 metres south of the site, on 37 Avenue and 26 Street NE (bus Route 57 Monterey Park / McCall Way). The Whitehorn LRT Station is located approximately 1.3 kilometres to the east, on 36 Street at 37 Avenue NE. Route 57 connects 26 Street NE to the Whitehorn LRT Station.

A Transportation Impact Assessment was submitted in support of the proposal. Through this analysis, a recommendation was made to improve pedestrian access to Transit by either rerouting the existing transit in the area or upgrading the existing network: namely to construct a City standard sidewalk on 26 Street from 39 Avenue to 37 Avenue NE. At this time, rerouting the existing transit will require additional work on service impacts and costs associated with moving the bus stop. This option will continue to be explored by Administration. It was felt that the installation of a sidewalk was the best option for this site. Following negotiations and some of the restrictions on initial funding for the affordable housing on site, a subsequent agreement was made between the Administration and the applicant for the developer to construct this sidewalk through a future development permit or by 2023, whichever comes first. In the interim, the operator will be looking at other arrangements, including local partnerships with the adjacent school and place of worship to provide supports to the residents on the site.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm sewer mains are available and can accommodate the proposed land use redesignation without the need for network upgrades at this time. Through the review of the associated development permit (DP2020-7178), a site sanitary servicing report was necessary and is being reviewed.

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 subject site is located within the AVPA NEF 30-35 contour area and would require an exemption to the AVPA Regulation to facilitate the use of Assisted Living.

Administration notified all airport stakeholders of a potential amendment AVPA application to seek preliminary commentary that would be enclosed in the formal application to be reviewed by the Provincial Ministry of Municipal Affairs. The proposed exemption is for the existing building only at this time, as future intensification requires future review of the proposed development by the necessary stakeholders.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Standard Industrial area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP).

The MDP in Section 2.3.1: Housing, encourages a wide variety and choice of housing forms, tenures and affordability throughout our City to accommodate the needs of current and future Calgarians. Accommodating special care facilities such as assisted living, meet a diverse array of city-wide and community level needs, including nursing homes, adult group homes, youth care facilities, rehabilitative homes and transitional facilities. The MDP encourages the presence of both affordable housing and special care facilities as an integral part of what contributes to the fabric of Calgary.

According to the land use policies of 3.7.1 Standard Industrial Area, cites portions of the Standard Industrial Areas may be appropriate for redevelopment as non-industrial areas, given their proximity to existing communities and the Primary Transit Network. The subject site is the first of a series of hotel conversions throughout Calgary, spurred by high vacancies due to the COVID-19 pandemic and the lack of travelling. Most of the proposed conversions are located in the Standard Industrial/ Commercial business areas. Administration reviewed and considered the site suitability and the future outcomes of the residents during the review of this application. It was seen that this location is appropriate for assisted living given the additional supports that are built into the operation of the facility, including onsite activities, amenities and commercial services within the immediate area. It is also located approximately 220 metres from the nearest Transit Route 57 along 37 Avenue NE and 1.1 kilometres to the nearest LRT platform, Rundle LRT Station.

As this development site is located within the AVPA NEF 30-35 noise contour area, the MDP 4.3.3: AVPA instructs The City to enforce the land use, development and building regulations within municipal areas impacted by airport operations and to notify the Calgary International Airport of development applications proposed on lands within the AVPA. To date, all parties have been supportive of the exemption to these regulations for the building only, given the priority of the provision of affordable housing, the economic value of adaptive reuse of the site and that it was previously constructed with the existing noise regulations in place for a hotel use.

The proposed development aligns with the MDP and the corporate strategy to build a stronger, more resilient Calgary to make citizens' lives better. The provision of affordable housing and special care facilities will provide increased supply of affordable housing in Calgary, which is currently significantly lower than the national average.

Planning Principles for Location of Care Facilities and Shelters (2011)

Although, the subject site does not meet all the site location criteria listed in the policy document, the re-use of the existing building structure to convert existing hotel rooms into individual dwelling units that would contain washrooms, bedrooms and sitting areas to accommodate the future residents. Shared Laundry facilities would be provided on all four floors.

The associated development permit (DP2020-7178) proposes both indoor and outdoor communal amenity space and landscaping that is sufficient to meet the specific needs of the future residents.

Climate Resilience Strategy (2018)

This application proposes adaptive re-use the existing building on site. This will both reduce the materials required to construct a new building and reduce the waste generated from the demolition and replacement of the existing building for another use. This will contribute to achieving the objectives of the [Climate Resilience Strategy](#), Climate Mitigation Action Plan Program 7: Consumption and Waste Reduction.