

Background and Planning Evaluation

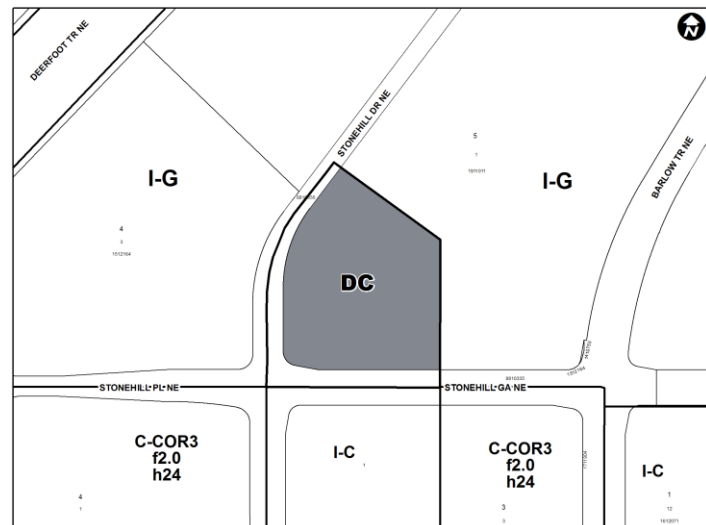
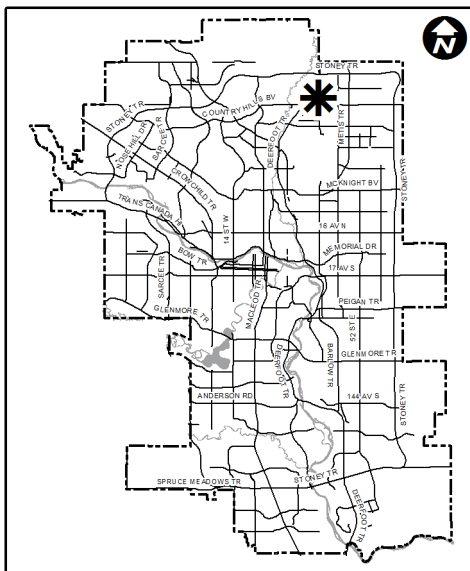
Background and Site Context

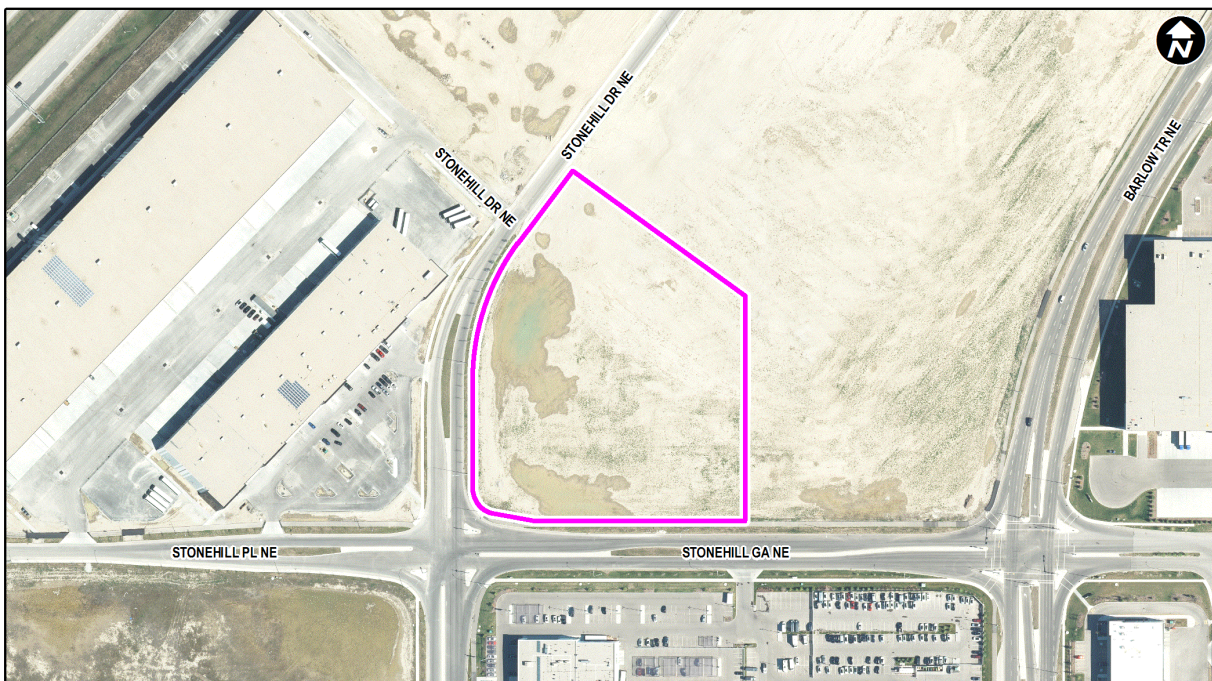
The subject site is a 2.63 hectare portion of a larger 15.58 hectare site in Stonegate Landing, in northeast Calgary. To the south of the site are existing car dealerships on the south and north side of Country Hills Boulevard NE. Most of the land south of the site is designated for commercial uses, and one Industrial – Commercial (I-C) District that also contains a car dealership. To the west, north and east of the site is land designated Industrial – Commercial (I-G) District, however, no development has occurred north and northwest of the site at this time.

Community Peak Population Table

There is no community population data available for this area.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing I-G District is an industrial designation that is utilized for a wide variety of light and medium general industrial uses and a limited number of support commercial uses. The I-G District allows for a maximum building height of 16 metres and a maximum floor area ratio of 1.0. The proposed DC District is based on the I-G District with the additional discretionary use of Vehicle Sales – Major, allowing for more than five vehicles to be available for sale or lease. The maximum building height and floor area ratio will remain unchanged in the DC.

A DC was used in this instance as it allows an I-G base district to be maintained, which will support and reinforce the industrial nature of this area. The I-G land use base district allows for light industrial development that is not possible with other land uses, so preserving this base district will provide assurance that light industrial uses remain achievable on the site in the long term. The proposed use of the site will allow for the potential of allowing future light industrial uses, as much of the site is anticipated to be developed as surface parking for vehicle inventory. Using this approach would make it relatively easy to adapt for other uses in the future or as industries transition through time. Additionally, the addition of Vehicle Sales – Large to the I-G District is seen to be a narrow and specific deviation from the stock district that is contextually appropriate in this location. The site is appropriate for the additional use through the DC as it is located along the perimeter of the industrial area, adjacent to major roads with easy access from a signalized intersection at County Hills Boulevard NE.

The proposed DC District includes a rule (Section 7) that allows the Development Authority to relax Section 6 of the DC. Section 6 incorporate rules of the base districts in Bylaw 1P2007 where the DC does not provide for specific regulations. 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

The rules of the DC District based on the I-G District will provide basic guidance for future site development including landscaping, parking and access.

Transportation

Vehicular access to the site is available from Stonehill Drive NE and Stonehill Place NE. Although the site is vacant, recently constructed sidewalks exist along the east and south boundaries of the site. The area is served by Calgary Transit bus service (Route 100) with a stop located approximately a 700 metre walk away and service to the McKnight-Westwinds LRT Station. The subject site will be within the 400 metre walking distance from transit service as per policy requirements, once buildout of the area is further completed.

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.

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 Interim Growth Plan by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities. 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 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. It also allows supports non-industrial uses when in close proximity to transit. 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](#).

Calgary International Airport Vicinity Protection Area (2009)

The [Airport Vicinity Protection Area Regulation](#) identifies the subject site as being located within the 30 – 35 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 and vehicle sales are generally allowable within the 30-35 NEF contour area. The development permit for the site has been circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

Revised Stoney Industrial Area Structure Plan (Statutory – 2006)

The 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 to provide for a variety of light industrial uses within the context of an industrial/business park. The ASP notes that Secondary Commercial uses, which includes automotive sales, may be allowed in the Business/Industrial area where determined compatible and appropriate. As the site has easy access to major transportation arteries, a Secondary Commercial use is considered appropriate in this location. Additionally, maintaining the base Industrial – General district allows for future light industrial uses on the site, as outlined in the ASP. As such, the proposal aligns with the policy set forth in the ASP.