

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northeast quadrant of the city within Residual Sub-Area 5D. The parcel is located north of Stoney Trail NE, between Métis Trail NE and 52 Street NE. The site is accessed from 52 Street NE via 144 Avenue NE, which is the boundary with Rocky View County. There is no access off Métis Trail NE or Stoney Trail NE. The parcel is approximately eight hectares in area, and is approximately 100 metres wide and 800 metres deep.

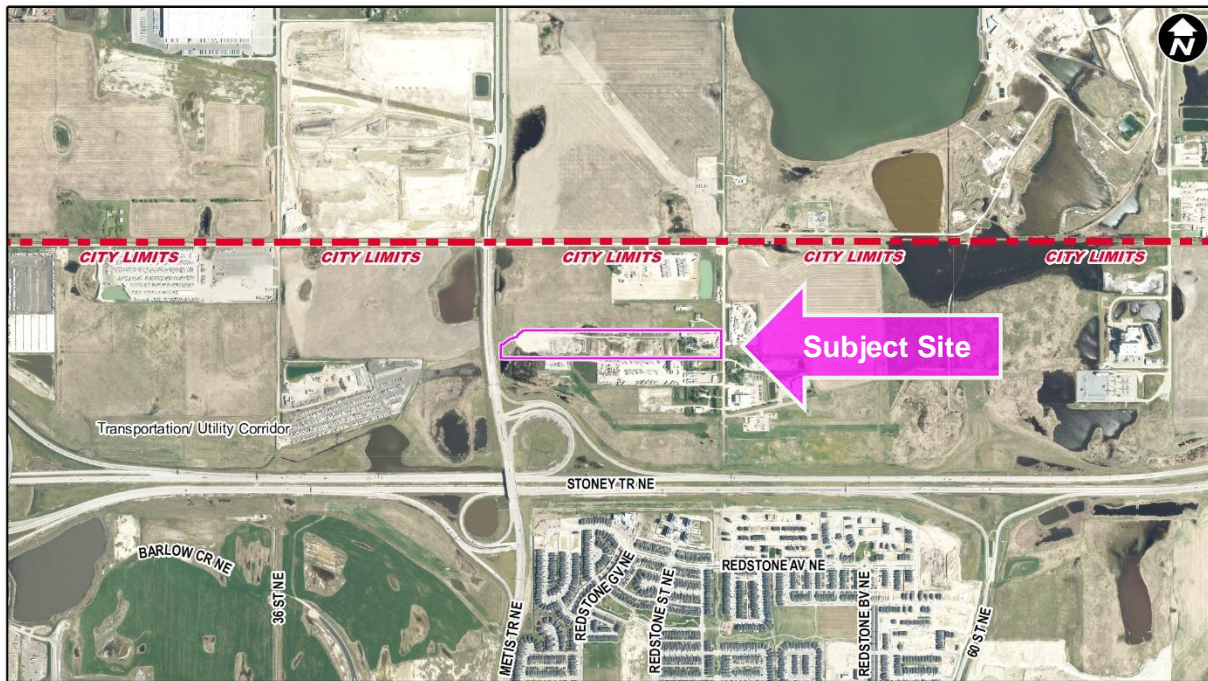
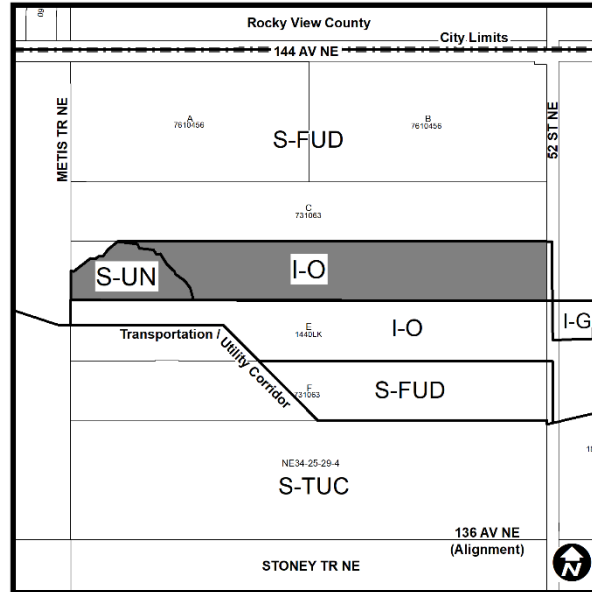
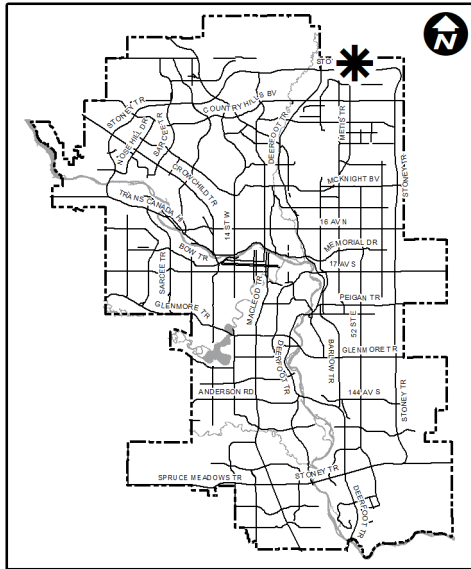
The parcel is currently developed with a dwelling, shop, and detached garage on the eastern portion of the lot. The rear/western portion of the lot is currently undeveloped and includes a Class IV wetland, as identified in the Biophysical Impact Assessment completed as part of the review. A development permit (DP2019-3622) has been approved for rehabilitation of the wetland area, which was previously manipulated/ filled-in in error. A deferred reserve caveat to account for the Municipal Reserve requirement for the lands is also registered on title, which would be required to be fulfilled at a future subdivision.

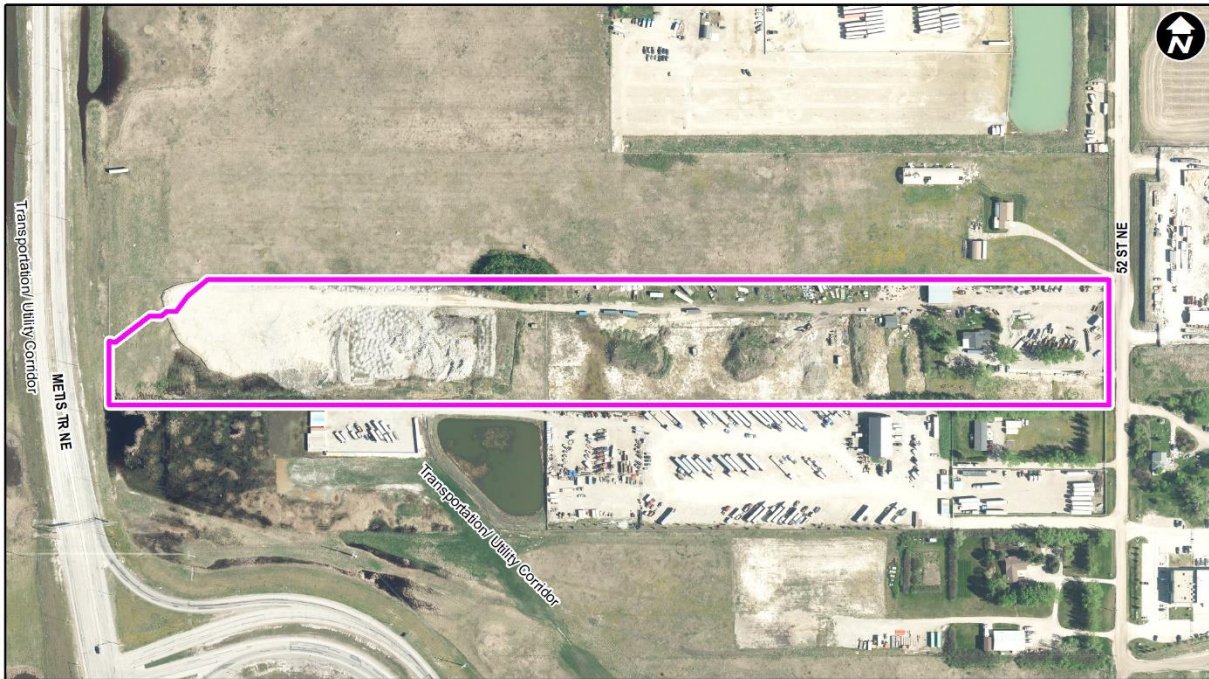
Parcels to the east and north are primarily designated as the S-FUD District with parcels to the south designated as a mix of I-G and I-O Districts. The parcels to the south and the north are operating primarily as storage sites for vehicles and equipment. Directly to the east and across 52 Street NE is an Alberta Waste and Recycling site approved as a Recyclable Construction Material Collection Depot in 2017 through DP2017-1450. This use has a temporary approval for five years and is set to expire on 2022 May 25. A new permit will be required to continue these operations beyond that date. Section 13 of the *Subdivision and Development Regulation* prohibits certain uses, such as schools, hospitals, and food establishments from operating within 300 metres of a Waste Storage Site. The proposed I-O District is appropriate near the approved waste storage site as the Applicant Submission in Attachment 2 notes that the owners intend to have outdoor storage uses on the site, which are compatible with the neighbouring depot and are not prohibited by the regulation. Should a prohibited use be explored in the future, a waiver for variance from Alberta Environment and Parks would be required and would be completed at the development permit stage.

Community Peak Population Table

Not available because the subject area is an industrial area.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing S-FUD District is a designation applied to areas that are awaiting urban development and utility servicing. This District provides for a limited range of temporary uses that can be easily removed in the future, such as RV storage, to allow for urban forms of development. Often these lands are used to accommodate existing homes and agricultural lands on the edge of the City until a redesignation is completed at the outline plan stage.

The northwest corner of the parcel along Métis Trail NE is proposed to remain designated as the S-FUD District, and the I-O District and the S-UN District are proposed for the remainder of the subject parcel. Development of the remaining S-FUD area, especially access considerations, will be reviewed further through future applications.

The application originally proposed the I-G District for the entire parcel, which allows for a variety of light and medium general industrial uses with some support commercial uses. Parcels that are unserviced are limited to having a building with a maximum gross floor area of 1600 square metres.

Through the application review process, the applicant was encouraged to review the I-O District as there is no area structure plan for the subject area and the site is unserviced. This District better fits the temporary industrial nature of this area, where only limited servicing is available. After reviewing both districts, the applicant amended the application to propose the I-O District. The I-O District has similarities to both the existing S-FUD District and I-G District. It provides a

range of outdoor storage uses that are compatible with areas awaiting development as they do not require servicing, and allow for future redevelopment of the site. The maximum building height in the District is 10 metres. The maximum building size allowed under the I-O District is limited to 1600 square metres, which allows for much of the land to remain flexible for future uses or developments. The I-O District also requires screening of all materials and equipment stored on sites, which ensures a compatible interface with Métis Trail NE and the surrounding lots.

The application also proposes to redesignate the western portion of the site to the S-UN District. This District is intended to provide for natural landforms, vegetation and wetlands, and is appropriate as this area contains the Class IV wetland, which is currently approved for rehabilitation. This District restricts development to allow for the preservation of existing characteristics or areas undergoing naturalization. It also allows the wetland to be dedicated as Environmental Reserve through a future subdivision.

Development and Site Design

A development permit (DP2019-3622) was submitted by George Fitzner on 2019 July 16 to address fill that was previously added to the existing wetland on the site. The development permit was approved on 2020 September 25. As the scope of the application is focused on stripping, grading, excavating and reclamation, a separate development permit will be required for new business activities to operate on the site.

If approved by Council, the rules of the proposed I-O District will provide guidance for the development of the majority 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 a future development permit application includes:

- site access to 52 Street NE;
- appropriate access to all portions of the site;
- an appropriate interface with Métis Trail NE;
- screening the existing residence from future development;
- compliance with Section 13 of the *Subdivision and Development Regulation* in regard to the proximity to a Waste Storage Site; and
- management of storm water runoff.

Transportation

The parcel is located between Métis Trail NE and 52 Street NE, with access from 52 Street NE only, as direct access from Métis Trail NE is prohibited. The site currently has two driveways, one for the home and garage, and a second to access the rear of the site. At the development permit stage, a new agricultural standard crossing (driveway) may be required to accommodate any redevelopment of the site. Vehicle access to the northwest portion of the lot, which is remaining the current S-FUD District, will also be reviewed through subsequent development permit proposals should any business or development activities be proposed in that portion of the lot.

A Transportation Impact Assessment was not required in support of this application.

Environmental Site Considerations

A Phase I Environmental Site Assessment (ESA) and Biophysical Impact Assessment (BIA) were prepared in support of the proposed land use amendment application. The site developer is obligated to manage environmental soil and groundwater conditions at the site as per the Environmental Enhancement and Protection Act (EPEA) and as directed by the provincial regulator, Alberta Environment and Parks. The BIA indicated that a Class IV wetland is located on the southwest portion of the site, which is being proposed as the S-UN District, and upon any subdivision of the lands, will be dedicated as Environmental Reserve to protect and preserve the wetland and applicable surrounding area. The area of the proposed S-UN District includes a 30 metre buffer from the edge of the wetland. The approved development permit (DP2019-3622) allows for the removal of fill from the wetland area and for the wetland to be rehabilitated.

Utilities and Servicing

The subject parcel is not currently serviced by The City of Calgary water and sanitary services. Water servicing is available along 52 Street NE and a tie-in may be undertaken through future development of the site. Likewise, no stormwater service is available for the site, and no overland drainage will be permitted to leave the site area, except in conformance with a Stormwater Management Report, which will be reviewed at the time of future development. A Deferred Services Agreement (DSA) will be required between the developer and The City at the development permit stage. The developer will be responsible for extending the services to the subject site when permanent services are available.

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 promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Calgary International Airport Vicinity Protection Area (2009)

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies the subject site as being located within the 25-30 Noise Exposure Forecast (NEF) of the 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. The uses in the proposed I-O District are generally allowable within the 25-30 NEF contour area, which prohibits campgrounds, but allows all other uses, including residential. Any future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

Rocky View / Calgary Intermunicipal Development Plan (Statutory - 2012)

The site falls within the policy area of the [Rocky View/Calgary Intermunicipal Development Plan](#) (IDP), and has been circulated to Rocky View County, who had no comments or concerns at the time of the circulation. Rocky View County will be further engaged at the development permit stage.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Standard Industrial area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage a mix of industrial activities at varying intensities allowing the industrial nature to be maintained through future redevelopment. The I-O District provides the opportunity for temporary uses to be established on the site, such as storage of vehicles, materials, or equipment, while maintaining the opportunity for future industrial activities and alternate developments in the future. The proposed redesignation aligns with the policies of the MDP.

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 resilience strategies will be explored and encouraged at subsequent development approval stages.

Northeast Residual Area Policy Plan (Non-Statutory – 2005)

The subject parcel is identified within the [Northeast Residual Area Policy Plan](#) as part of the Limited Industrial Area on Map 3: Land Use Concept. This category allows for the development of light industrial uses in the western portion of the Plan area, which is a limited serviced industrial area. This is in alignment with the light industrial and business park use proposed to the north of the plan area in Rocky View County. The proposed I-O District is in alignment with this policy as the allowable uses are temporary in nature, and maintain the industrial character indicated by the plan.