

**LAND USE AMENDMENT  
ALYTH/BONNYBROOK (WARD 9)  
OGDEN ROAD SE AND BLACKFOOT TRAIL SE  
BYLAW 167D2016**

**MAP 11C**

**EXECUTIVE SUMMARY**

This land use application proposes to redesignate a ±0.26 hectare parcel in Alyth/Bonnybrook Industrial from an Industrial – General (I-G) District to an Industrial – Commercial (I-C) District to allow for a range of commercially oriented industrial uses.

**PREVIOUS COUNCIL DIRECTION**

None.

**ADMINISTRATION RECOMMENDATION(S)**

2016 May 05

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaw 167D2016; and

1. **ADOPT** the proposed redesignation of 0.26 hectares ± (0.64 acres ±) located at 2806 Ogden Road SE (Plan 4799HV, Block 1) from Industrial – General (I-G) District **to** Industrial – Commercial (I-C) District, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 167D2016.

**REASON(S) FOR RECOMMENDATION:**

The proposal is in keeping with applicable municipal policies and existing land use and development in the area. The parcel's location adjacent to the intersection of Blackfoot Trail SE and Ogden Road SE is a favourable location to allow for this transition. Particularly as the I-C district is intended to allow for light industrial uses and small scale compatible commercial uses that complement these areas at locations on the perimeter of industrial areas along major streets or expressways or as transitions between I-G areas.

In addition, this parcel is located to the southeast of the future 26 Avenue Green Line Light Rail Transit (LRT) Station and is directly south, but beyond the proposed Transit Oriented Development (TOD) Plan Area. As such, it is believed that the proposed I-C district designation would be an appropriate land use transition between this future TOD planning area and the existing I-G lands to the south.

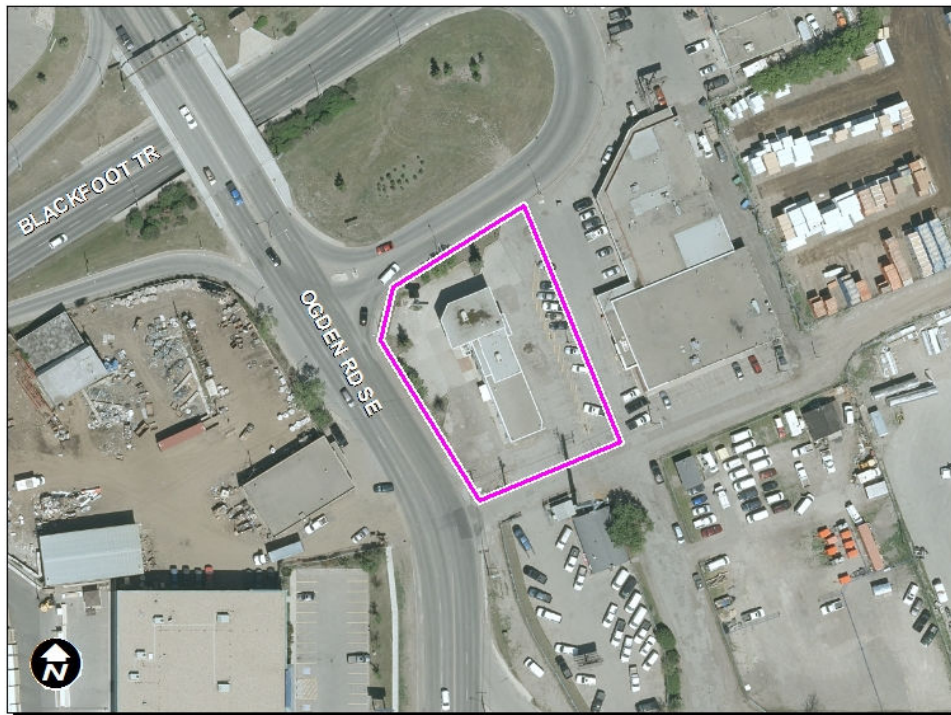
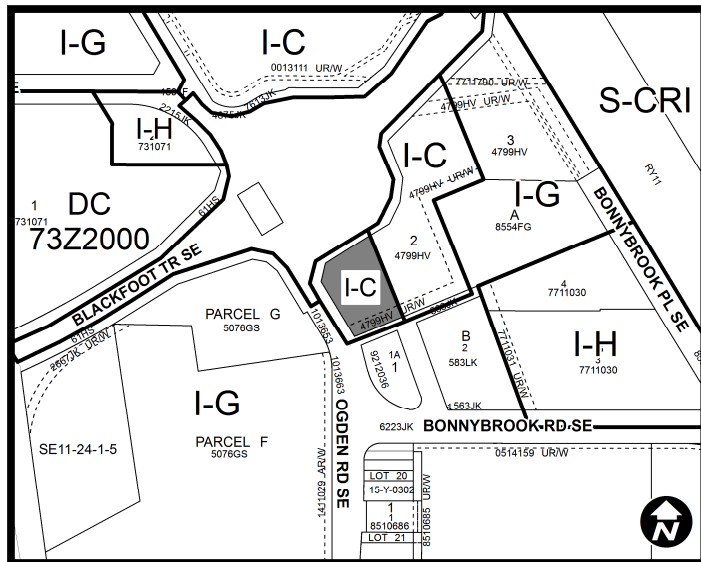
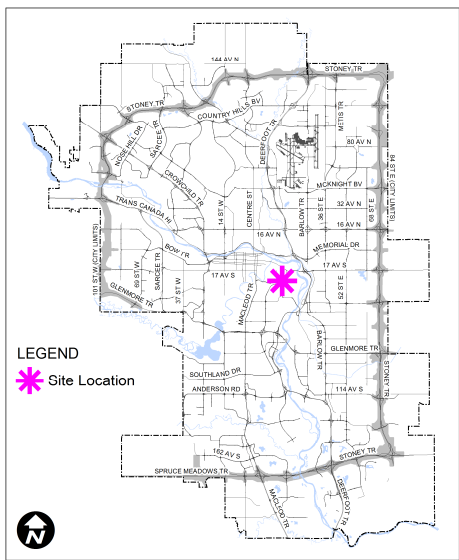
**ATTACHMENTS**

1. Proposed Bylaw 167D2016
2. Public Submission

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LOCATION MAPS



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.26 hectares  $\pm$  (0.64 acres  $\pm$ ) located at 2806 Ogden Road SE (Plan 4799HV, Block 1) from Industrial – General (I-G) District **to** Industrial – Commercial (I-C) District.

**Moved by: G.-C. Carra**  
Absent: J. Gondek

**Carried: 7 – 0**

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**Applicant:**

Form 3 Design 2004

**Landowner:**

1942944 Alberta Ltd  
(Marzouk Souraya)

**PLANNING EVALUATION**

**SITE CONTEXT**

The site is located in the Alyth/Bonnybrook industrial area, at the southeast corner of Blackfoot Trail SE and Ogden Road SE. A two-storey building, built in 1959, currently exists on-site. The site is surrounded by light industrial developments with I-C districts directly to the east and north. Vehicle Sales – Major use is located directly to the south and the Crossroads Market to the northwest. The Alyth Canadian Pacific rail yard is located to the east of the site.

The future 26 Avenue Green Line LRT station is planned approximately 600 metres to the northwest of this site, adjacent to the existing Crossroads Market. The future planning policy area is not anticipated to include any lands south of Blackfoot Trail SE in this area.

**LAND USE DISTRICTS**

The existing I-G district allows for a wide variety of light and medium general industrial uses with a maximum FAR of 1.0 and maximum building height of 16 metres.

The proposed I-C district is intended for locations on the perimeter of industrial areas along major streets or expressways. The district allows for light industrial uses that are unlimited in size, as well as small scale commercial uses that are intended to be compatible with and complement light industrial uses. This district has a maximum FAR of 1.0 and a maximum building height of 12 metres.

The Applicant's submission identifies a desire for a future vehicle sales use. If a General-Industrial Light development use/development is proposed in the future, the Development Authority may consider a building height relaxation up to 16 metres, which is consistent with the I-G district and may be a more appropriate building envelope for industrial uses.

**Land Use District Analysis**

From a use and location perspective, the proposed I-C district is appropriate as the parcel is located at the intersection of two major roads and is adjacent to other I-C district designated parcels to the east and north. Redesignation of this parcel to I-C may also provide an appropriate transition from the proposed future TOD Plan Area to the north and the I-G district lands to the south.

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## LEGISLATION & POLICY

### Municipal Development Plan (Statutory – 2009)

The site is located within a *Standard Industrial Area* as identified on Map 1: Urban Structure in the Municipal Development Plan (MDP). Standard Industrial areas consist of existing planned industrial areas that contain a mix of industrial uses at varying intensities. As these areas redevelop, their industrial character should be maintained.

There is no local area plan for this area.

### Calgary International Airport Vicinity Protection Area Regulation (AVPA)

The site is within the AVPA's 25 to 30 Noise Exposure Forecast (NEF) contour. The proposed land use has been circulated to the Calgary Airport Authority, NAV Canada and Transport Canada. No concerns were identified.

### Central Industrial Areas Land Review (Received by Council for Information 2013)

The Central Industrial Areas Land Review received by Council for information in September 2013 highlights the importance of centrally located industrial areas and recommends that land use conversion could be considered where there is minimal impact to the local industrial economy. Until further policy is available Administration will consider land use redesignation proposals in inner-city industrial areas within the 'palette' of existing industrial districts in Land Use Bylaw 1P2007 on a case-by-case basis.

While the proposed I-C district is intended to be located on the perimeter of industrial areas, along major streets or expressways and allows for a range of commercial uses, the district also allows for General Industrial – Light as a potential use. As such, although this district introduces a range of additional commercial uses, the ability to utilize the site for light industrial purposes is also available.

### Future Greenline Policy

The site is located approximately 600 metres southeast of the proposed 26 Avenue SE Green Line LRT Station, south of the proposed policy planning area. Initial planning work for this future TOD area is contemplating allowing for mixed-use redevelopment. The proposed I-C district, at this location is believed to be an appropriate transitional land use district between the planned future TOD area to the north and the I-G district to the south.

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**TRANSPORTATION NETWORKS**

A Transportation Impact Assessment (TIA) or Parking Study was not required. Upon future redevelopment a TIA may be required. The study may include details to ensure the road network can accommodate the intended use capacity, access management and adjacent and on-site circulation, as examples.

Pedestrian access to the site is available from Ogden Road SE. Calgary Transit bus service operates along Ogden Road SE with a southeast bus stop for Route 24 in immediate proximity to the site. Vehicular access to the site is currently from both Ogden Road SE and from the on ramp for Blackfoot Trail SE.

The existing access to the Ogden Road ramp is within the interchange right-of-way, this access to/from the Ogden Road /Blackfoot Trail SE interchange ramp may be closed at a future development permit stage.

**UTILITIES & SERVICING**

Site servicing for water, sewage and storm water exists. Future site servicing upgrades may be required upon redevelopment at the developer's expense.

**ENVIRONMENTAL ISSUES**

An Environmental Site Assessment was not required for this application, however, dependent upon proposed future use, further environmental studies may be required at the development permit stage.

**GROWTH MANAGEMENT**

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

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**PUBLIC ENGAGEMENT**

**Community Association Comments**

There is no Community Association in this area.

**Citizen Comments**

Administration received five letters in opposition to this application. The predominant reason for objection is due to a shared parking agreement between the previous owners of the subject parcel and the adjacent parcel, the Alyth Shopping Centre. There are a number of businesses and individuals concerned that reduced parking for the shopping centre will impact their customer base. Other reasons for objection included:

- Vehicle sales would impact impression and style of adjacent business;
- Adequate amount of vehicle sales already located within the area;
- Negative traffic impacts on circulation within the adjacent property and due to the proximity to the Blackfoot Trail SE interchange; and
- Environmental concerns related to the site's historical use.

Administration reviewed historical development permits for both sites and found that off-site parking for 2808 Ogden Road SE (the adjacent property) located on the subject parcel was approved on development plans and included in parking calculations for a number of development permits from 1989 to 1996. Some but not all of these development permits referenced the requirement of Alyth Shopping Centre (2808 Ogden Road SE) to find other off-site parking arrangements immediately if parking on the subject parcel ceased to be available. More recent development permits from 2014 and 2015 at 2808 Ogden Road SE do not include off-site parking and instead provide parking relaxations.

**Public Meetings**

No public meetings were held by the Applicant or Administration.

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**APPENDIX I**

**APPLICANT'S SUBMISSION**

We request support for this application to re-designate the land described within the application from that of I-G to I-C.

The approval would allow for a use of Vehicle Sales which is a complimentary use to the existing automotive service facility which has existed on the land for a considerable time.

The re-designation would also be complimentary to a recent successful re-classification to the Alyth Shopping Centre that is immediately adjacent. In fact, the two parcels have co-existed informally using the same parking areas and vehicle circulation unrestricted since inception and development.

We hope that the City of Calgary, along with city Council see fit to support our application.