

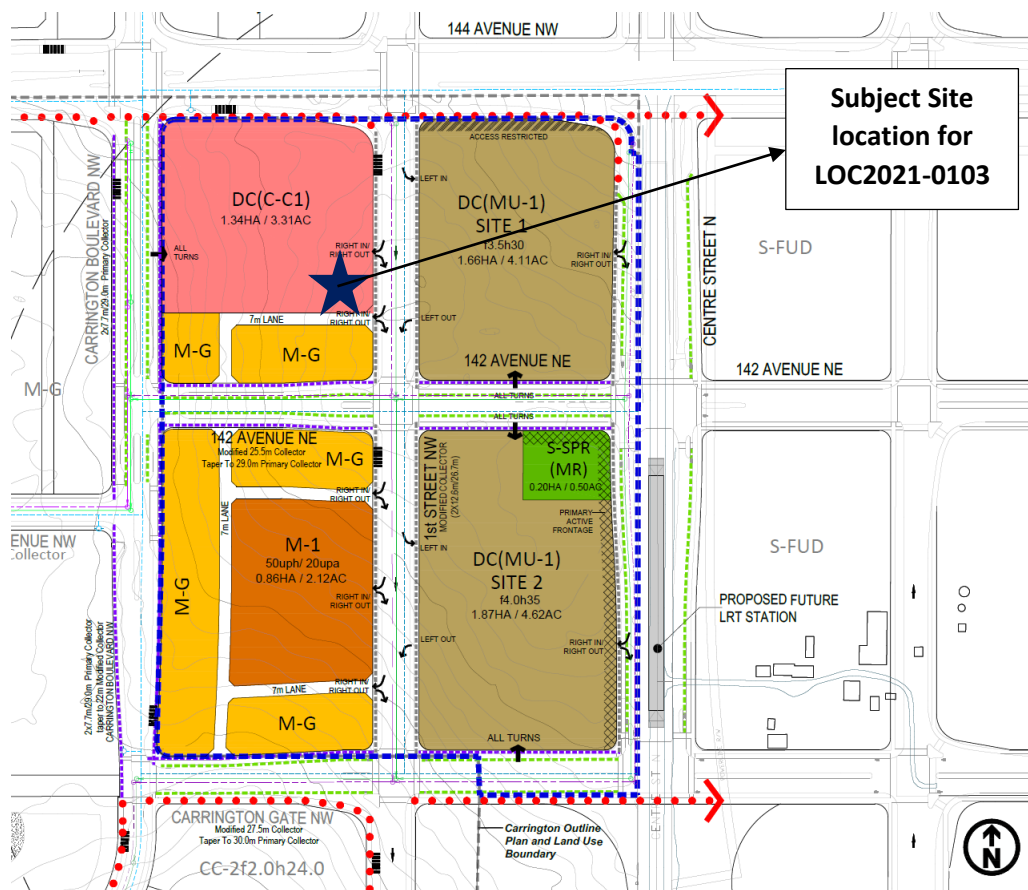
Background and Planning Evaluation

Background and Site Context

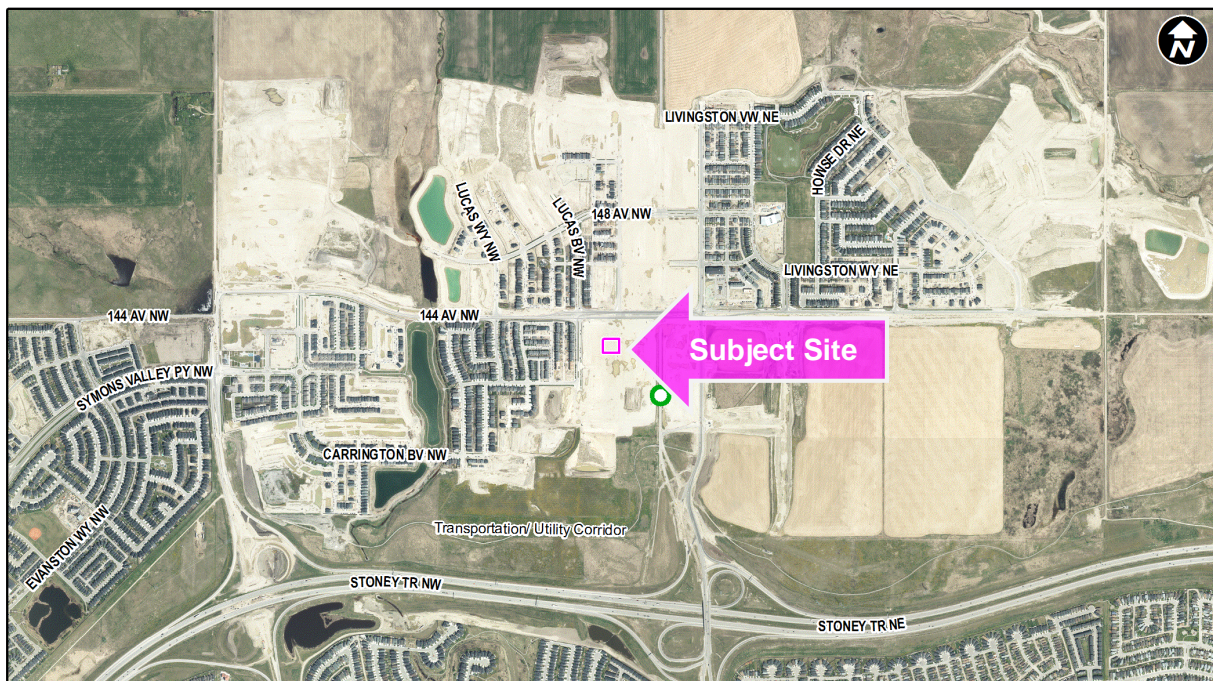
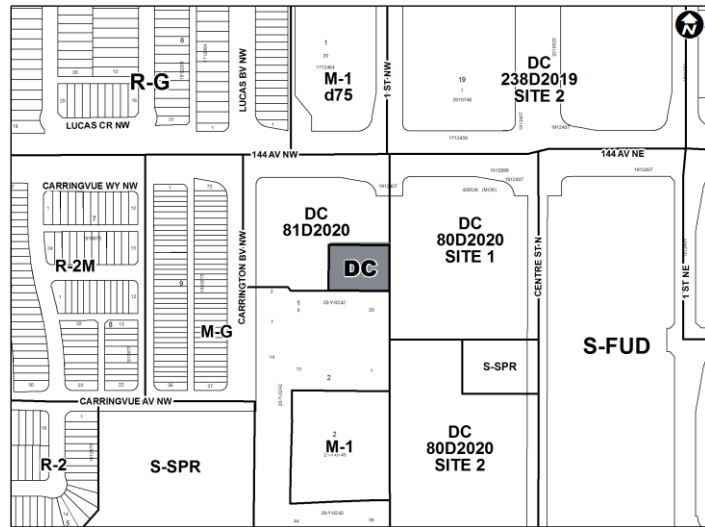
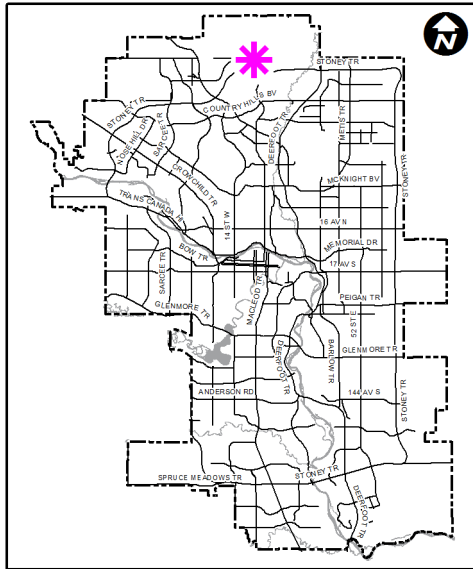
The subject site is a 0.28 hectare (0.69 acre) portion of the parcel located at 14121 Centre Street NW in the developing community of Carrington. This site is located west of future 1 Street NW (a one-way street), between 144 Avenue NW and future 142 Avenue NW. The site is predominantly flat and has been partially stripped and graded. The site is currently vacant and abuts a future lane to the south. The outline plan for this area was approved by Calgary Planning Commission in 2020 May and land uses were approved by Council in 2020 July (LOC2018-0262, see Figure 1 below).

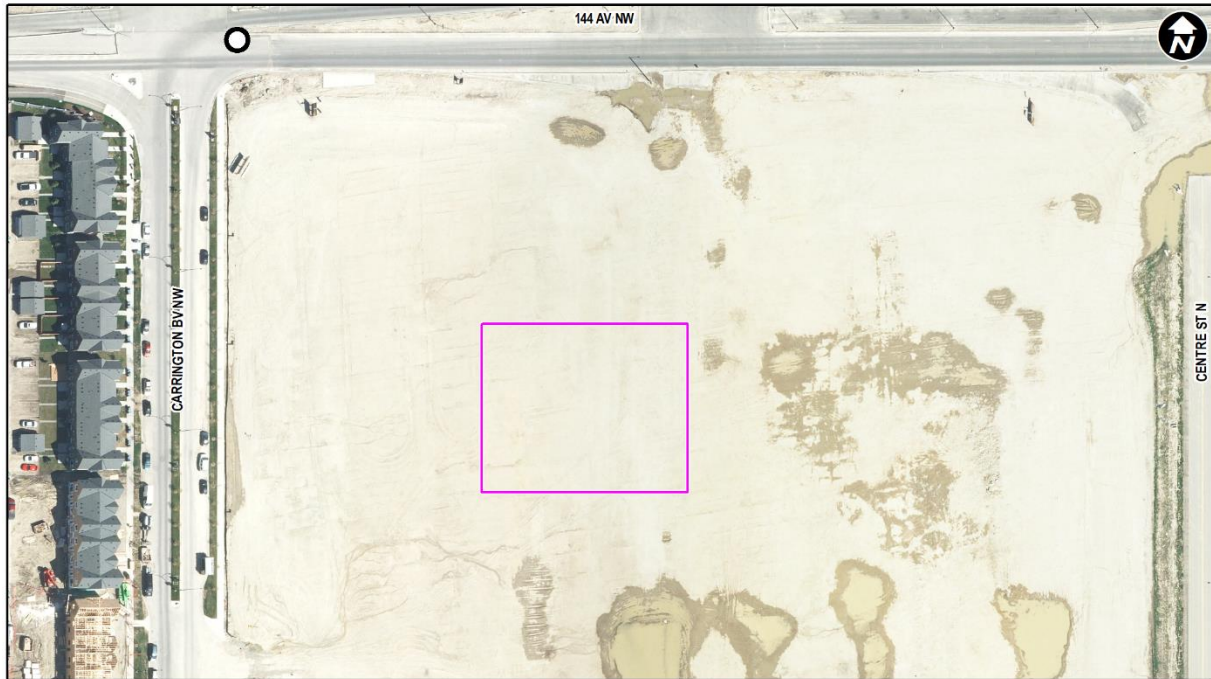
Surrounding development is characterized by areas designated for small to mid-scale commercial developments to the west and north under DC District (Bylaw [81D2020](#)), multi-residential development to the south under Multi-Residential – At Grade Housing (M-G) District, and mixed-use development to the east under DC District (Bylaw [80D2020](#)). New rowhouses are located to the west across Carrington Boulevard NW. The site is located at about 300 metres (a four-minute walk) from the future 144 Avenue N Green Line LRT Station.

Figure 1: Approved Outline Plan and Land Use Districts (LOC2018-0262)



Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing DC District (Bylaw [81D2020](#)), based on the C-C1 District, allows for primarily small to mid-scale commercial development. This DC District includes additional discretionary uses and provides greater flexibility by allowing for the potential for dwelling units on the ground floor of buildings. It is important to note that the existing DC District already allows limited auto-oriented uses with motor vehicle access to sites (such as Car Wash – Single Vehicle, Gas Bar, Auto Service – Minor, Vehicle Rental – Minor, and Vehicle Sales – Minor). It allows for a FAR of 2.0 and a maximum building height of 16 metres.

The proposed DC District (Attachment 3), based on Commercial – Community 1 (C-C1) District, would allow for the additional discretionary use of Car Wash – Multi Vehicle. No change to the allowed FAR or maximum building height is proposed. The applicant has selected a specific area for the proposed DC District within the larger commercial site to minimize any negative impacts to the adjacent existing and proposed residential areas. The proposed DC District is appropriate for this site as it provides further flexibility with commercial uses addressing the needs of a developing community.

Due to amendments to the Land Use Bylaw 1P2007 that were adopted by Council in 2021 June, the uses of Restaurant: Food Service Only – Large and Restaurant: Licensed – Large are no longer required in the DC District, as those operations are allowed in the base district of C-C1.

The proposed DC District includes a rule that would allow the Development Authority to relax the rules of the base district as well as the rules where the DC District provides for specific regulations if they meet the test for relaxation of Bylaw 1P2007. The intent of this rule is to ensure that the proposed DC District rules provide the flexibility to support the need of a developing community.

Development and Site Design

If the application is approved by Council, the applicable rules of the proposed DC District and C-C1 base district, and the policies of the *Keystone Hills ASP* will provide guidance for the future development of the site including appropriate uses, height and building massing, landscaping and parking. Although a development permit application has not been submitted, the Applicant has shared a conceptual plan showing how this subject site (intended for Car Wash – Multi-Vehicle use (with a bike wash and pet wash) could be developed comprehensively with the larger commercial site [i.e. lands located to the north and west under DC District (Bylaw [81D2020](#))]. If received as a development permit application, this conceptual plan would be further refined and confirmed at the development permit review stage.

Given the specific context of the sites with frontage on a future one-way couplet (1 Street NW), proximity to the future Green Line 144 Avenue North LRT station, and proximity to residential area to the south, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring building and site design addresses aesthetical concerns associated with this visible location;
- ensuring any car wash structures are buffered with landscaping and/or other means from the adjacent roads, lanes and residential uses; and
- improving pedestrian connectivity by ensuring permeability and walkways through the commercial development.

Transportation

The site will have vehicular and pedestrian access from a future one-way street (1 Street NW). The site is located at about 300 metres (a four-minute walk) from the future 144 Avenue North Green Line LRT Station.

A Transportation Impact Assessment was not required for this land use proposal.

Environmental Site Considerations

An Environmental Site Assessment was received and reviewed with the previously approved Outline Plan (LOC2018-0262). There are no new environmental concerns associated with this proposed Land Use Amendment application.

Utilities and Servicing

Water, sanitary and storm servicing for the broader development area was reviewed via the approved Outline Plan (LOC2018-0262) and is unchanged with this proposed Land Use Amendment application. A more detailed review of water, sanitary, and storm servicing for current Land Use Amendment application area will be completed via future subdivision and development permit applications.

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, regional infrastructure, and establishing strong, sustainable communities.

Rocky View County/City of Calgary Intermunicipal Development Plan (Statutory – 2012)

The site is within the Policy Area on Map 1: Plan Area of the [Rocky View County/City of Calgary Intermunicipal Development Plan](#) (IDP). The application was circulated to Rocky View County for their review and no concerns were identified. The proposal is consistent with the policies of the *Rocky View County/City of Calgary IDP* as it does not propose any land use conflicts across municipal borders and opportunities for collaboration and communication were provided through application circulation to Rocky View County.

Municipal Development Plan (Statutory – 2009)

Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) includes the subject parcel within the Planned Greenfield with Area Structure Plan (ASP) typology. The MDP recognizes that ASPs are appropriate policies to provide specific direction for development of local communities in these areas. The *Keystone Hills ASP* is the relevant ASP for the subject 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.

Keystone Hills Area Structure Plan (Statutory – 2012)

The subject site is identified as Keystone Hills Core Area under Map 7 Area of the [Keystone Hills ASP](#). The policies for the Core Area establish the vision of this area as a mixed- use employment hub, while also allowing flexibility as the area will take time to achieve the ultimate build out.

Map 8: Core Area Land Use Zones shows the subject site within the Flex Zone. The Flex Zone areas are located adjacent to the Station Area Zones and act as a transition from these higher intensity mixed-use areas to the lower intensity of the adjacent residential areas outside of the Core Area. The Flex Zone areas are intended for a wide variety of uses including multi-residential of different levels of intensity, as well as a range of retail, services, and office uses. The Flex Zone policies state that "Low intensity industrial uses as well as vehicle-oriented uses may be allowed in this area where they are located away from LRT stations, active frontages and meet the Built Form policies of this Plan. Where possible such uses should be incorporated into buildings with other uses and should not negatively impact adjacent residential developments."

The proposal is consistent with the applicable Core Area and Flex Zone policies of the *Keystone Hills ASP* because the site is located along a one-way street (1 Street NW) away from the future LRT station and core area active frontages (see Figure 2 below for Core Area Active Frontages). The site for the multi-bay car wash use has been carefully identified within the larger commercial site to be away from the residential uses along Carrington Boulevard NW to the west and have the lane separation from the adjacent future residential uses to the south. At the development permit stage, further consideration could be provided to minimize any negative impacts to the adjacent residential developments by buffering any car wash buildings through landscaping and/or other means.

Figure 2: Core Area Active Frontages

