

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast industrial area of North Airways. This 0.57 hectare parcel is approximately 42 metres wide and 113 metres in depth. Vehicle access to the subject site is from 19 Street NE. There is an existing temporary Large Vehicle and Equipment Sales use, Calgary Trailer Depot, currently operating on the site.

The parcel is surrounded by a mix of commercial and industrial based land uses in the immediate area. The north adjacent parcel is classified as Industrial – General (I-G) District which is used as a surface parking lot for the Best Western Port O’ Call Inn, which is located immediately north of the parking lot and designated as Commercial – Corridor 3 (C-COR3) District. The adjacent parcel to the south is designated as I-G District containing a multi-unit building containing various light industrial, office and small-scale commercial uses.

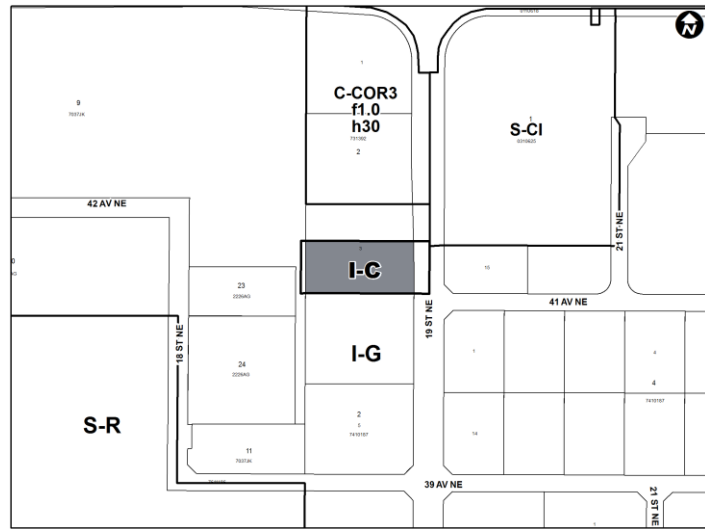
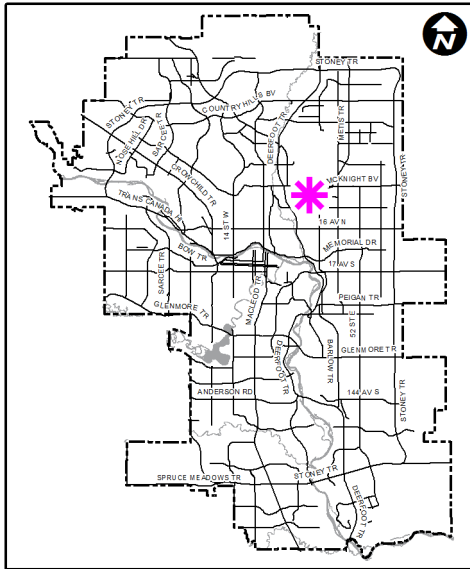
Towards the west, the subject parcel abuts the Jaycee slow-pitch Park, which is City-owned and is designated I-G District. Also located west of the subject lands, there is a parcel (4212 – 18 Street NE) that is classified as I-G District that is currently being used for outdoor storage of trailers also owned by Roloh Investments Ltd. There is an existing driveway aisle connecting to 4212 – 18 Street NE directly from the north-west portion of the subject site that crosses over a small portion of the City owned lands. Any agreements necessary to secure these access agreements will be finalized during future development permit stages.

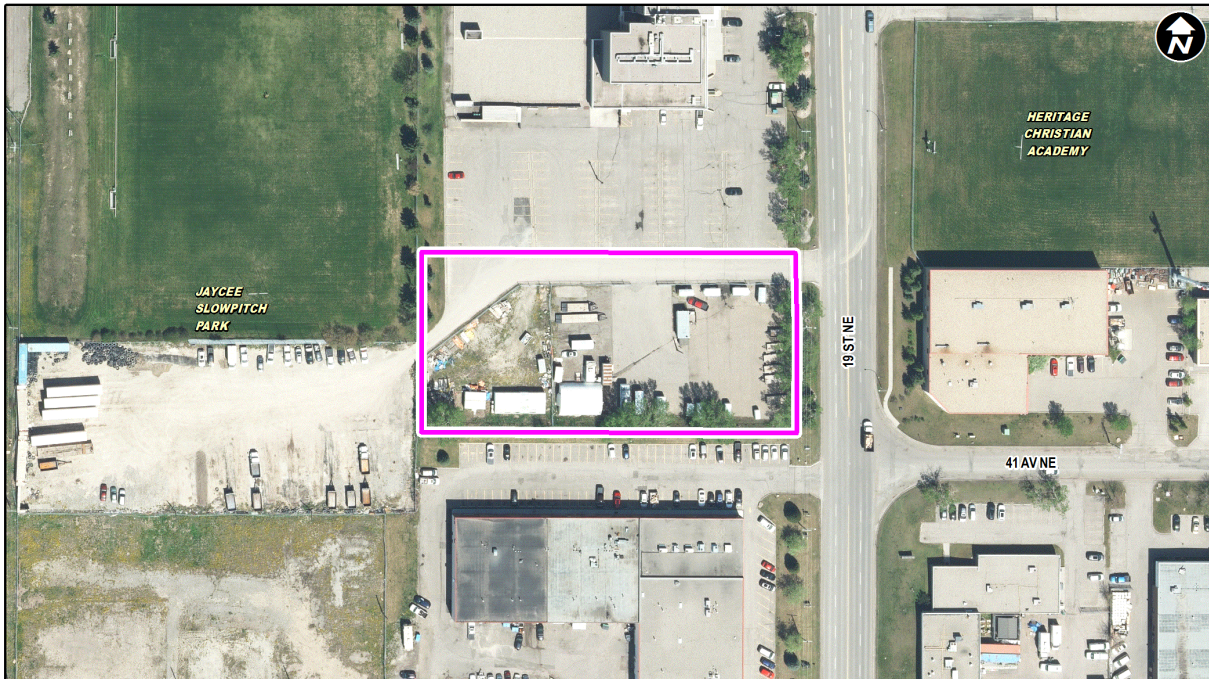
Towards the east across 19 Street NE is the Heritage Christian Academy which is designated as both a Direct Control District and Special Purpose – Community Institution (S-CI) District. Towards the south-east of the parcel, there is a mixture of light industrial and supporting commercial I-G land uses.

## Community Peak Population Table

There is no community population data for the subject area as this is an industrial area.

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing I-G District allows for a variety of light and medium general industrial uses with a limited range of supporting commercial uses and is compatible with the adjacent land uses. The existing land use allows for a maximum building height of 16.0 metres and a maximum floor area ratio of 1.0.

The proposed I-C District would allow for a variety of light industrial and commercial uses, including Vehicle Sales – Major that is currently not a listed use in the I-G District. The subject parcel is located south of McKnight Boulevard NE, which is a nearby major street. The I-C District will provide the necessary development controls to ensure future developments on the site provide a transition between the I-G parcels and commercial and special purpose land use districts located in the immediate area. The I-C District allows for a maximum building height of 12.0 metres and a maximum building floor area ratio of 1.0 without modifiers.

### Development and Site Design

The applicant is not intending to change the site layout or develop any permanent buildings at this time. The intent is to use the existing temporary building structure and site layout to accommodate a Vehicle Sales – Major use while providing a wider range of small-scale commercial uses that remain compatible with, and complement, the light industrial uses and small-scale commercial uses in the area.

A development permit application has not been submitted at this time.

## **Transportation**

A Transportation Impact Assessment was not required for this land use redesignation. Vehicular access is provided from the existing driveway along 19 Street NE.

## **Environmental Site Considerations**

There are no known environmental concerns associated with the site. An Environmental Site Assessment was not required.

## **Utilities and Servicing**

Water and sanitary service connections do not exist to the subject site. Public water, sanitary and storm sewer mains are located adjacent to the site within the 19 Street NE road right-of-way. If a permanent building structure is proposed in the future, site servicing details will be reviewed at the development permit stage and the developer will be expected to provide service connections to public mains.

## **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 30-35 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 established prohibitive uses in certain locations, identified within NEF areas. Most uses in the I-C District are allowable within the 30-35 NEF contour area. Any future development permit applications would be circulated to the Airport Authority and reviewed against the applicable AVPA Regulations to ensure compliance.

### **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 MDP notes that Industrial Areas should be predominately industrial in nature and seeks to protect industrial land from encroachment of non-industrial uses. The MDP also supports complimentary commercial uses that support the function of the local businesses and support the day-to-day needs of local businesses and their employees.

The I-C District maintains a broad range of industrial uses and expands opportunities for small-scale compatible commercial uses in alignment with the land use policies of the MDP. The I-C District is appropriate for this parcel given it provides a transition between the adjacent I-G land

uses and the nearby commercial and special purpose land uses while maintaining industrial uses.

There is no local area plan for the subject area.

**Climate Resilience Strategy (2018)**

This application does not include any specific actions that address the objectives of the [Climate Resilience Strategy](#). Further opportunities to align future development on this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.