

# Background and Planning Evaluation

## Background and Site Context

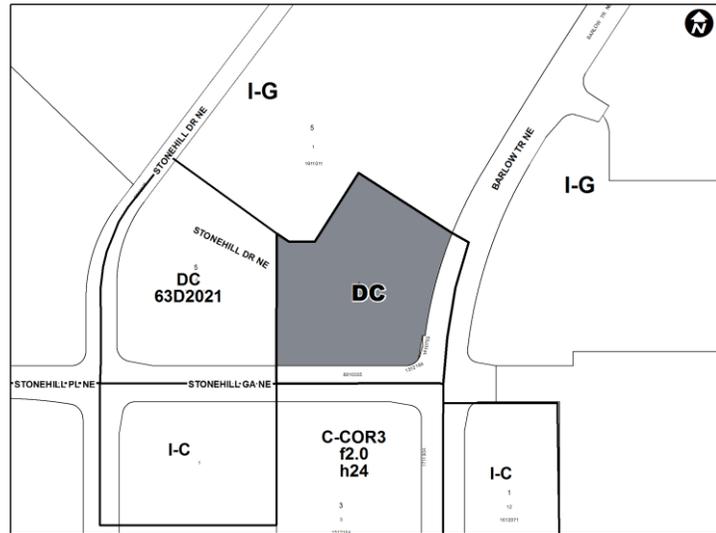
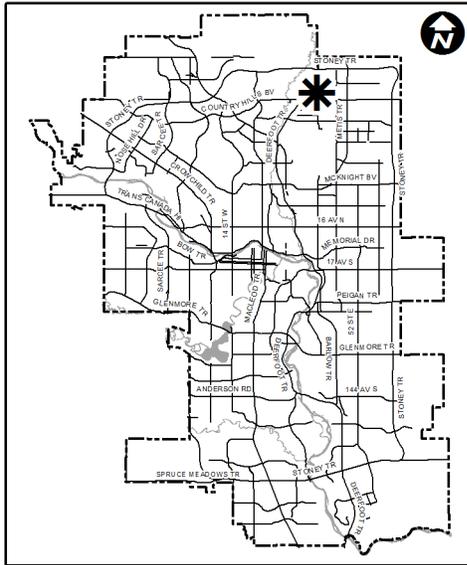
The subject site is located in the community of Stonegate Landing at the northwest corner of Barlow Trail NE and Stonehill Gate NE. The site is situated approximately 250 metres south Country Hills Boulevard NE and approximately 1.33 kilometres east of Deerfoot Trail. The parcel is approximately 2.43 hectares in size and is currently undeveloped.

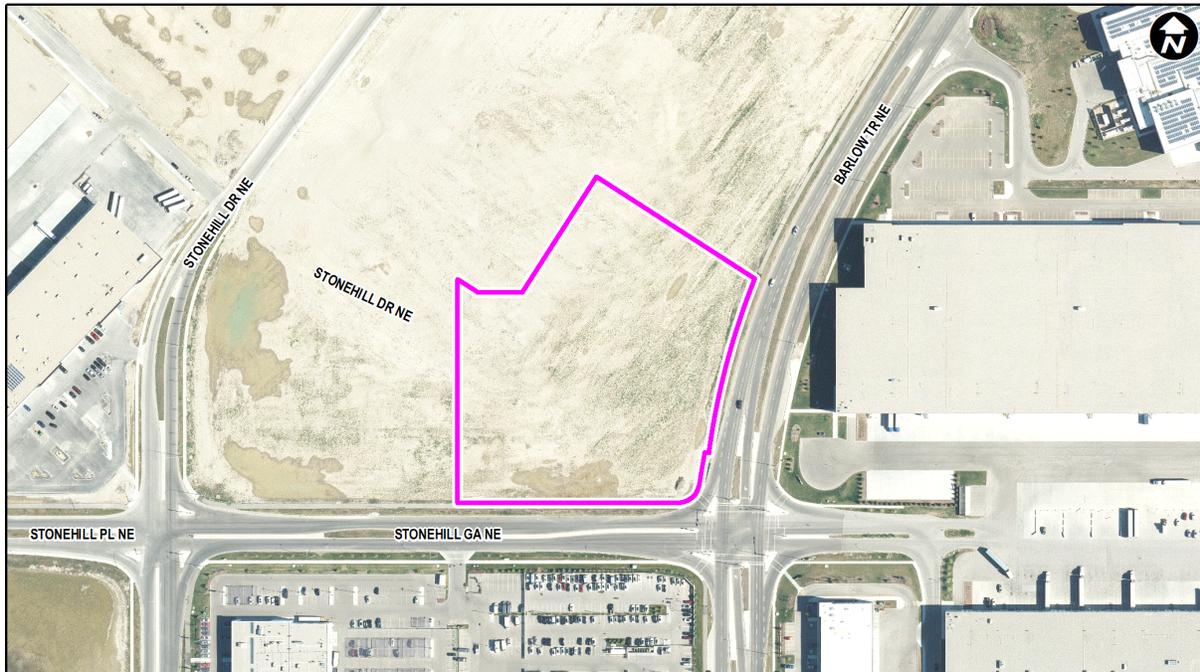
Existing automotive dealerships are located south of the subject site on lands that are designated as the Industrial – Commercial (I-C) District. To the west, a new automotive dealership is currently under construction on a site that is designated DC District (Bylaw 63D2021) with an Industrial – General (I-G) District base with the additional use of Vehicle Sales – Major. Lands to the north are designated as I-G District and are currently undeveloped. Lands to the east are also designated as Industrial – General (I-G) District and are developed with warehousing.

## 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 to medium general industrial uses and a limited number of support commercial uses. It 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 would remain unchanged. Requirements for electric vehicle charging infrastructure is incorporated into the DC District. These requirements will ensure that development includes a minimum number of operational electric vehicle charging stations and supporting infrastructure to allow for the implementation of additional electric vehicle charging stations in the future.

A DC District is proposed as it would allow the I-G base district to be maintained which would ensure that this land use amendment does not compromise the industrial character of this area. Other land uses, specifically the Industrial – Commercial (I-C) District, allow for uses that are not considered compatible with industrial uses. Utilizing the I-G District as the base for the DC 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 addition of Vehicle Sales – Major to the I-G District is a narrow and specific addition to the stock district that is contextually appropriate in this location. The site is appropriate for the additional Vehicle Sales – Major use as it is located along the perimeter of the broader industrial area and adjacent to development with the same or similar uses. It is also in close proximity to major roads with easy access from a signalized intersection at County Hills Boulevard NE, which will support the amount of traffic associated with an automotive dealership.

The proposed DC District includes a relaxation rule that allows the Development Authority to relax Section 7 of the DC Bylaw. Section 7 incorporates the rules of the base I-G District in Bylaw 1P2007. These are rules of standard districts and can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC relaxation rule is to ensure such rules that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district. This relaxation rule is to allow for flexibility in addressing minor bylaw relaxations, should these be identified during the development permit review process. Any relaxation granted must meet the test for relaxation as provided by Bylaw 1P2007.

This site represents a transition from commercial uses to the south and industrial lands to the north. The site is recognized as the northern most piece of a clustering of automotive dealerships that are focused around the Country Hills Boulevard NE corridor. It is also recognized that lands to the north of the site are to be maintained exclusively for general industrial uses. As such, the interface of the automotive dealership with lands to the north will be reviewed for appropriateness at the development permit stage.

### **Development and Site Design**

If approved by Council, the rules of the proposed DC District and applicable rules of the I-G based district would provide basic guidance for future site development including landscaping, parking, and access.

### **Transportation**

Vehicular access to the site is available from Barlow Trail NE and Stonehill Gate NE. A Regional Pathway also exists along the east and south boundaries of the site. The area is served by Calgary Transit bus service. Routes 100 (Pointe/Airport/McKnight-Westwinds), 119 (Freeport) and 157 (Saddletowne Station/Stoney Industrial) all have stops along Country Hills Boulevard. Route 100 provides connection to the McKnight-Westwinds LRT Station while routes 119 and 157 connect to the Saddletowne LRT Station.

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

### **Municipal Development Plan (Statutory – 2009)**

The subject site is 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.

The MDP indicates that industrial uses should be maintained as the primary uses in industrial areas, and that only uses that support the industrial function of this area and cater to the day-to-day needs of area businesses and their employees may be supported. By maintaining the industrial base of the I-G District, this proposal does not diminish the industrial character of the area. Additionally, the Applicant Submission (Attachment 2) indicates that the future automotive dealership will be tailored to respond to the surrounding industrial context. The development is intended to include components such as service bays for large vehicles and a vehicle inventory that caters to surrounding industrial uses.

This application and the corresponding Industrial Area policies are appropriate when the site's locational characteristics and context are fully considered, namely being adjacent to other automotive dealerships, near transit, and on the periphery of an industrial area. It also establishes a clear delineation between lands where commercial may be considered due to their proximity to Country Hills Boulevard NE and the industrial lands further to the north which are planned to be maintained for industrial purposes.

The application was also reviewed against the *City Wide Growth Strategy: Industrial* project. The purpose of the Strategy is to increase Calgary's economic and business competitiveness and enable the development of Calgary's industrial areas. This work advances the goals of the MDP to ensure the availability and accessibility of lands for a wide range of future industrial activities, and to protect existing industrial areas from undue encroachment of non-industrial uses that may threaten future viability.

The proposed land use redesignation has negligible impact on overall city-wide vacant industrial land supply and the realization of the *City Wide Growth Strategy: Industrial* project. Nevertheless, intrusion of commercial uses into the industrial areas north of the site would not be supportable as the cumulative impact of land use redesignations from industrial to non-industrial development may have significant impact on the overall industrial land supply over time.

### **Climate Resilience Strategy (2018)**

Administration has reviewed this application against the applicable policies in the [Climate Resilience Strategy](#). The application includes provisions that will enable two electric vehicle charging stations with infrastructure to support another six electric vehicle charging stations. This would allow the automotive dealership to sell electric vehicles, as well as provide opportunities for employees to charge their vehicles while at work. These measures support Program 4 of the Calgary's Climate Change Mitigation Plan regarding electric and low emission vehicles.

**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 allowed 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 on 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 I-G 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.