

Background and Planning Evaluation

Background and Site Context

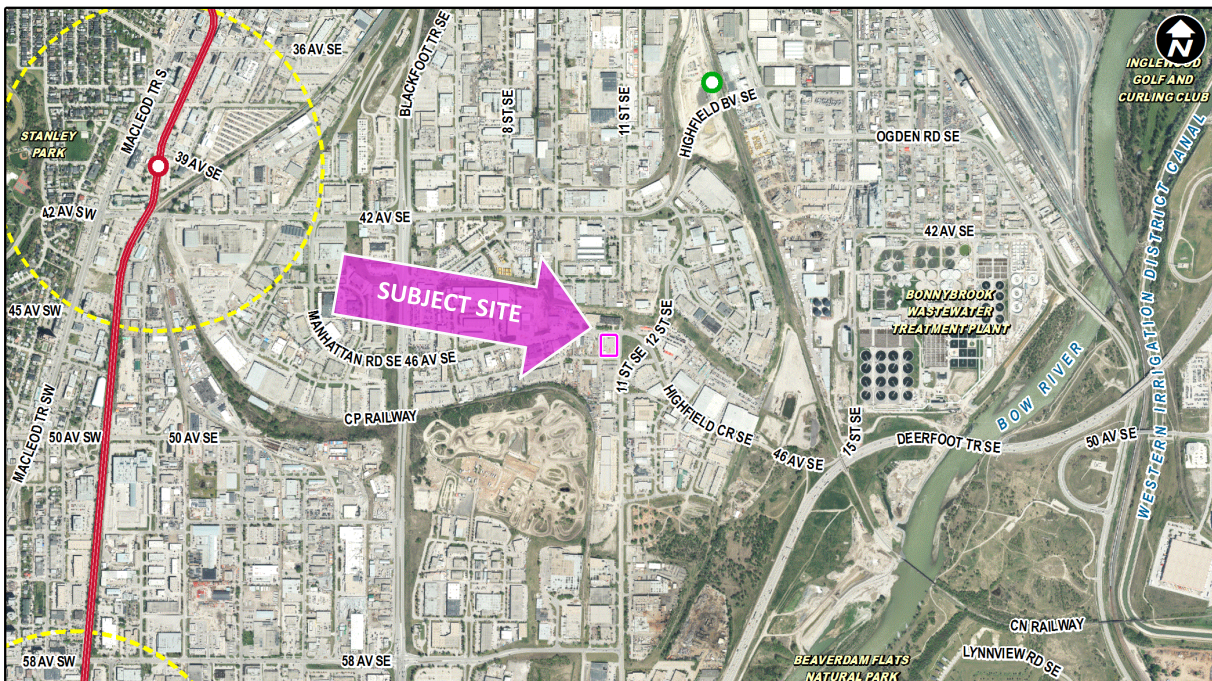
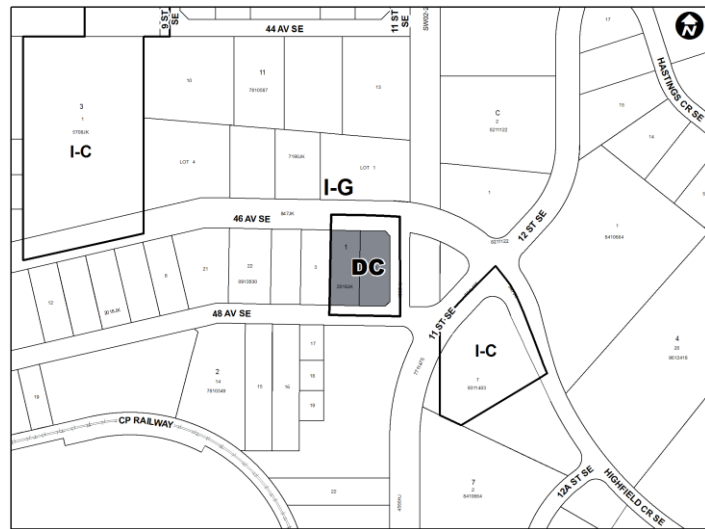
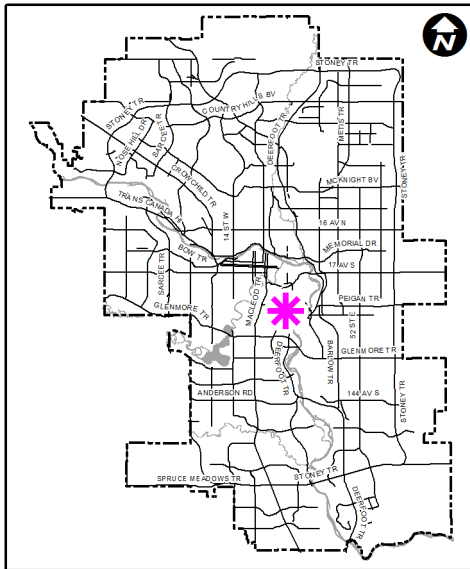
The subject site is in the community of Highfield at the southwest corner of 46 Avenue SE and 11 Street SE. The parcel is approximately 0.46 hectares (1.16 acres), 60 metres wide, and 75 metres in length. The site has an existing industrial warehouse building that was built in 1966.

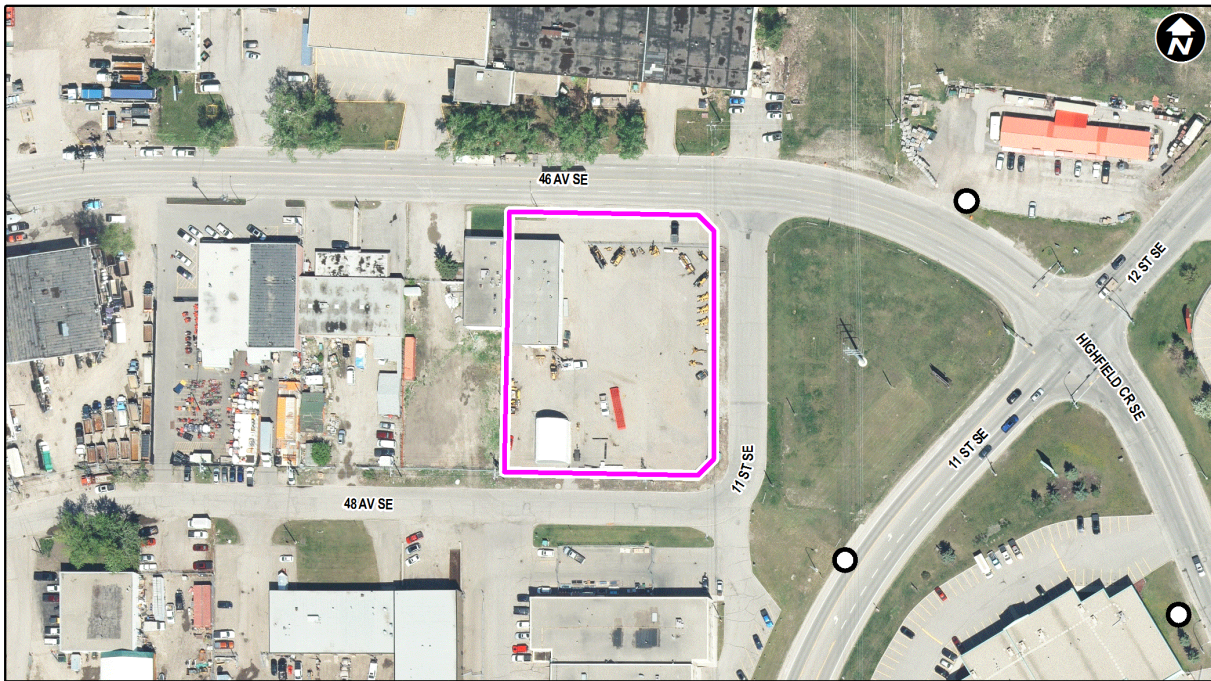
The surrounding lands are characterized by a mix of industrial buildings designated primarily as Industrial – General (I-G) Districts with a small mix of Industrial – Commercial (I-C) Districts. There are currently two motor vehicle access points to the site: one on the north side of the property along 46 Avenue SE and the other along the south side of the property along 48 Avenue SE.

Community Peak Population Table

Not available because the subject area is in an industrial area with no population statistics.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The current I-G District allows for a wide variety of general light and medium industrial uses. Parcels within I-G Districts have limits on sales and office activities to preserve a diverse industrial land base. The I-G District has a maximum floor area ratio of 1.0 and a maximum height of 16.0 metres.

The proposed DC District (Attachment 2) is based in the I-G District with the additional use of Vehicles Sales – Major. Upon submission, this application proposed to redesignate the lands to the I-C District. The application was then amended to reflect recommendations discussed with Administration during the application review. A DC District is being used in alignment with the [Citywide Growth Strategy: Industrial Action Plan](#).

A DC District was used in this instance as it allows an I-G District to be maintained, which will support and reinforce the industrial nature of this area. The I-G District 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 proposed DC District includes a relaxation rule that allows the Development Authority to relax Section 6 of the DC Bylaw. Section 6 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.

Development and Site Design

This is a proposal for a land use redesignation and does not include a concurrent development permit application. If the proposed DC District were to be approved by Council, a development permit would need to be submitted. The development application would then be evaluated against the applicable land use policies and the rules of the proposed DC District. The applicant is seeking to add additional uses for the site within the existing building. The application would need to address considerations such as landscaping, site access, and parking. Additional items to be considered through the development permit process include, but are not limited to:

- ensuring that loading and unloading of vehicles does not interfere with the movement of goods and materials through this industrial region;
- parking lot design and customer accommodations – there is no on-street parking on any streets surrounding the site to allow for large vehicle access and goods movement; and
- landscaping rehabilitation and opportunities to address the objectives of the [Climate Resilience Strategy](#).

Transportation

A Transportation Impact Assessment nor parking study were required as part of the land use application. Vehicular access to the parcel is available and anticipated to continue from 46 Avenue SE. Access, parking and loading services will be reviewed at the development permit stage to ensure it will serve future development. The area is well served by transit service via Route 30 located adjacent to the site, within approximately 100 metres (one-minute walk) of the subject parcel, along 46 Avenue SE.

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

Utilities and Servicing

Water and sewer servicing are available. Servicing requirements will be determined at the time of development to the satisfaction of Water Resources.

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 does not build on the principles of the IGP by promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The site falls within the *Industrial – Employee Intensive* typology as per Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies for this typology are intended for manufacturing, warehousing and mixed industrial/office developments that have high labour concentrations and require access to the Primary Transit Network.

Section 3.7 *Industrial Uses* provides direction on preserving industrial based uses in industrial areas to contribute to a strong and prosperous economy and should be maintained as a major economic driver for the City of Calgary. Industrial areas should resist the encroachment of non-industrial uses into them, including residential, office, and retail. The DC District is being used to allow for the additional use of Vehicle Sales – Major and the retention of the industrial base district. Vehicle sales promotes additional labour concentrations compared to many of the existing vehicle-centric uses currently listed in the I-G District.

Section 3.7.2 *Industrial – Employee Intensive* provides direction for establishing manufacturing, warehousing, and mixed industrial/office developments that have high labour concentrations. The following policies apply:

- 3.7.2.b Industrial-Employee Intensive Area should contain predominantly industrial uses
- 3.7.2.c Notwithstanding policy b above, other uses that support the industrial function may be allowed. Specific rules for the amount of support uses should be determined as part of the policy planning process and land use application process.

Most of the businesses that currently operate along 46 Avenue SE are vehicle repair, auto body shops, and vehicle parts businesses. Introducing vehicle sales as a use on the eastern edge of this street could allow for future business collaboration and increased revenue streams. The design of the existing building on site provides two large bay doors on the south side of the building which can easily allow for auto servicing to be considered as a future joint use.

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 will be explored and encouraged at subsequent development approval stages.

Historic East Calgary Communities Local Area Plan (Draft)

The [Historic East Calgary Communities Local Area Plan](#) is currently on hold. When the project is relaunched, it will include the communities of Alyth-Bonnybrook, Burns Industrial, Highfield, Inglewood, Manchester Industrial (northern portion) and Ramsay. At that time, it will be considered as part of the larger local area plan program schedule which will be updated in Q1 2022. Planning applications are being accepted for processing during the local growth plan process.