

# Background and Planning Evaluation

## Background and Site Context

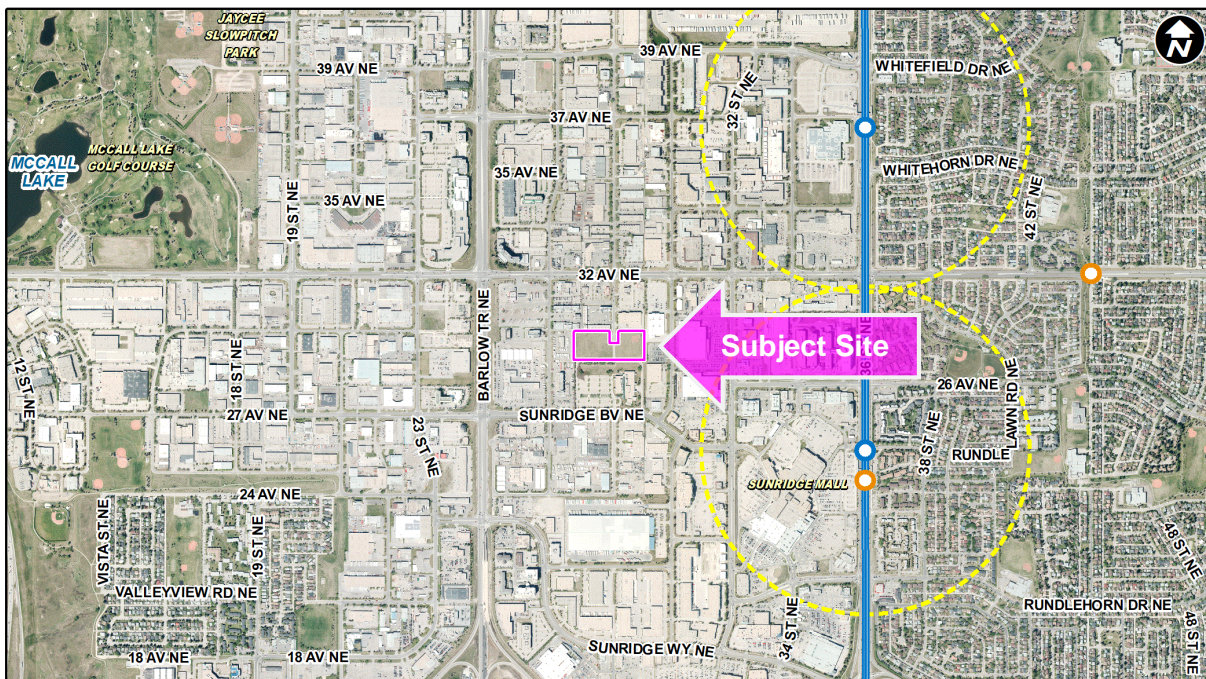
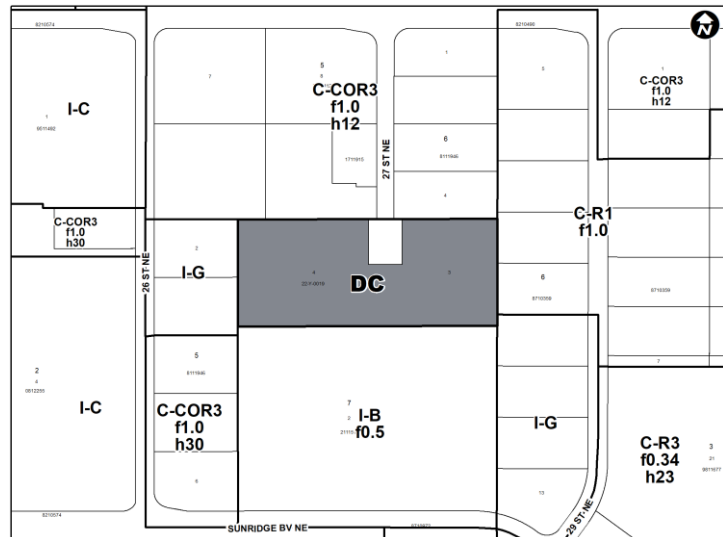
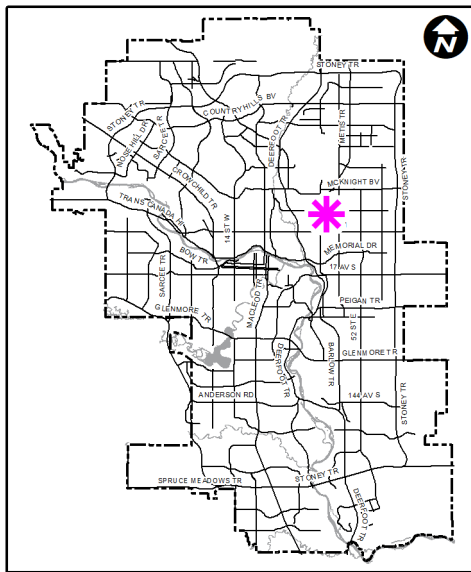
The subject site is located in the northeast community of Sunridge on 27 Street NE, south of 32 Avenue NE. The parcel is approximately 2.57 hectares in size and is currently undeveloped. It originally formed part of a larger parcel with the site to the south and was subdivided in 2021. The subject site does not have any street frontage other than the vehicle access point, which is a cul-de-sac at the end of 27 Street NE.

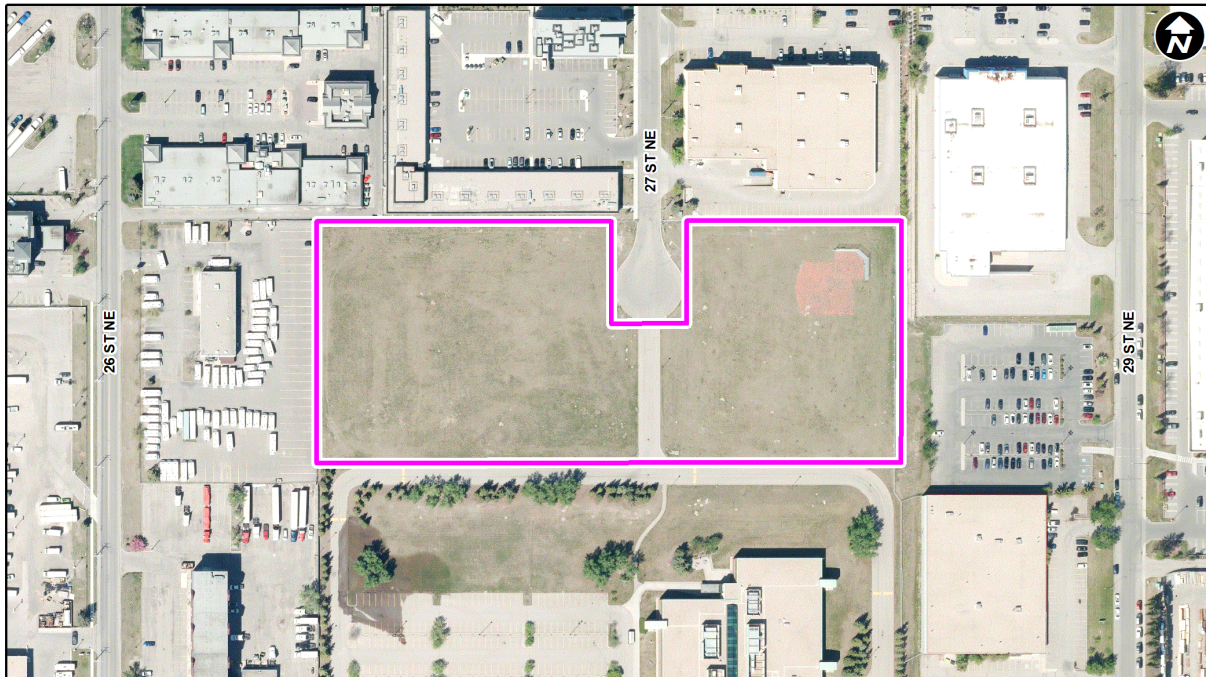
The area is characterized by a mix of commercial and industrial uses. An office park is located south of the subject site on land that is designated as the Industrial – Business (I-B) District. An RV sales and rental business is located on the Industrial – General (I-G) site to the west. To the east and north there is a variety of large format retail stores, including Michaels, Toys ‘R’ Us, and Costco. The Peter Lougheed Centre, Sunridge Mall, and Rundle LRT Station are all located less than one kilometer to the east.

## 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-B f0.5 District is an industrial designation that is intended for high-quality manufacturing, research, and office developments with a limited number of support commercial uses. It allows for a maximum building height of 12 metres and a maximum floor area ratio (FAR) of 0.5.

The proposed DC District is based on the I-G District with the addition of several commercial uses to be carried over from the existing I-B district. The maximum building height would increase to 16 metres and the FAR would increase to 1.0.

A DC District is required because the existing I-B District is too restrictive with regard to uses and a wider scope of uses is required to support the redevelopment of this unique site, which represents a transition from the industrial business uses to the south to the commercial uses to the north. The DC District would create the opportunity for new light and medium general industrial uses not available in the I-B District, while retaining certain commercial uses not available in the I-G District.

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**

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

Two development permits have been submitted and are under review (Attachment 4). The site is intended to be subdivided and the east and west portions are intended to be developed independently.

DP2022-01479 proposes a new General Industrial – Medium building on the western portion of the site. DP2022-01485 proposes a new Gas Bar and Liquor Store on the eastern portion of the site. This development may also incorporate the adjoining parcel to the east to provide an additional access point, accommodate additional vehicle stacking for the gas station, and allow for vehicle circulation through the development to be optimized.

### **Transportation**

Access to the site is currently available from 27 Street NE via 32 Avenue NE, classified as a Collector Street and an Urban Boulevard, respectively. An easement is registered on the parcel to the south which establishes the ability for emergency services to access the site from Sunridge Boulevard (classified as a Neighbourhood Boulevard).

Directly to the east of the site is an associated private surface parking lot that is accessed from 29 Street NE, classified as an Industrial Street. The preliminary plans for DP2022-01485 indicate a future connection to this associated private surface lot that would also connect the subject site with 29 Street NE.

The existing access from 27 Street can sufficiently service the mobility needs of a site that is characteristically I-G/I-B with a FAR of 1.0. However, if moderate to large volume gas and liquor store uses such as those proposed for DP2022-01485 are contemplated, the subject site would benefit from a more enhanced access management strategy.

Through the associated DP review, the applicant is required to submit a queuing study to assess the demand for the proposed uses. The DP itself may require modifications that confirm sufficient queuing space is available on site, and/or to define operational protocols that will ensure a more efficient movement through the site; for example, a directional circulation plan that requires “in from 29 Street and out to 27 Street” and provides stacking space through the associated private surface lot may be defined. The applicant will ultimately need to satisfy administration that the site is self-sufficient and provide a solution that is not solely reliant on 27 Street NE to accommodate the anticipated number of patrons.

The area is served by Calgary Transit bus service. Routes 33 (Rundle Station) and 38 (Temple/Whitehorn Station) have stops along 32 Avenue NE, 280 metres (3-minute walk) away.

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

### **Calgary International Airport Vicinity Protection Area (2009)**

The [Airport Vicinity Protection Area Regulation](#) identifies the subject site as being located within the 25-30 and 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 and commercial uses are generally allowed within these NEF contour areas. The development permits for the site have been circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

### **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 establishing the industrial base of the I-G District, this proposal enhances the industrial character of the area by providing for a wider range of potential industrial uses on a site that has long been vacant and underutilized.

### **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 development of this site with applicable climate resilience strategies are being explored and encouraged at the development approval stages.

### **Citywide Growth Strategy: Industrial (Industrial Action Plan) (ongoing 2022)**

The purpose of the Industrial Action Plan is to increase Calgary's economic and business competitiveness and enable the development of Calgary's industrial areas.

In 2021 March, Council approved the Industrial Action Plan that articulated specific actions that could help enable industrial growth and focused organizational efforts to implement them. On 2022 February 15, Council approved an update to [\*Industrial Action Plan \(IP2022-0080\)\*](#). The proposal is consistent with the Industrial Action Plan as it increases flexibility for industrial uses.