

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast community of Horizon, north of 48 Avenue NE and east of Barlow Trail NE. Vehicle access to the parcel is from 48 Avenue NE and is shared with the adjacent site to the west. This 1.99 hectare (4.91 acre) parcel is approximately 83 metres wide and is approximately 236 metres deep. The parcel is currently undeveloped and relatively flat.

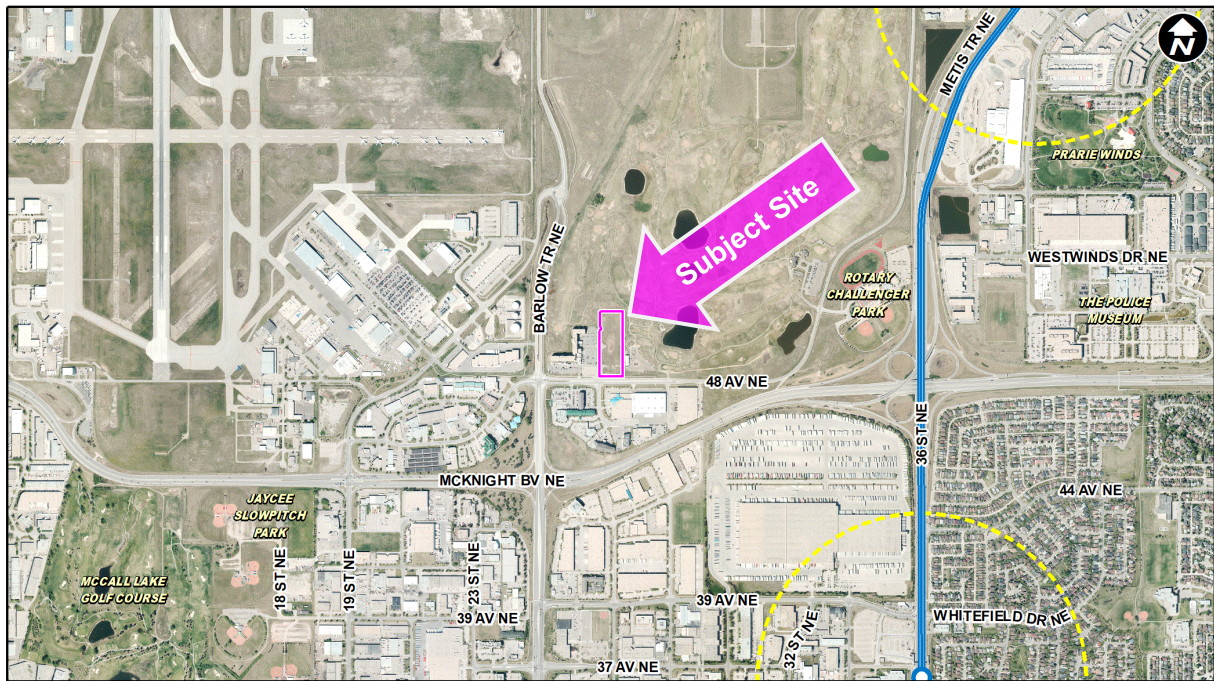
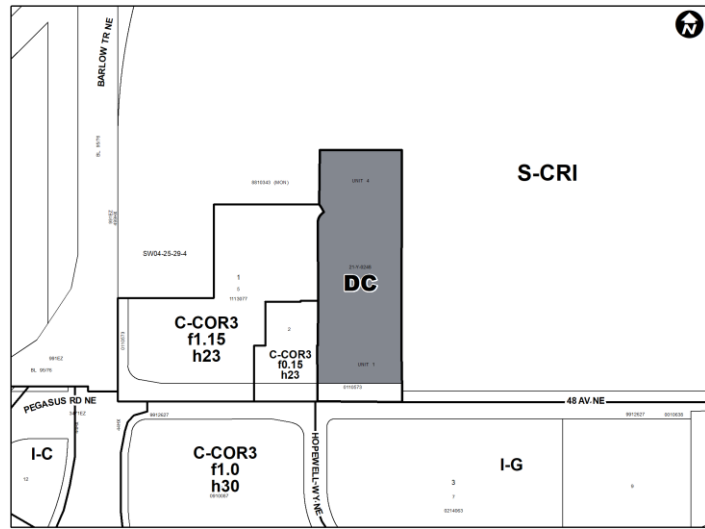
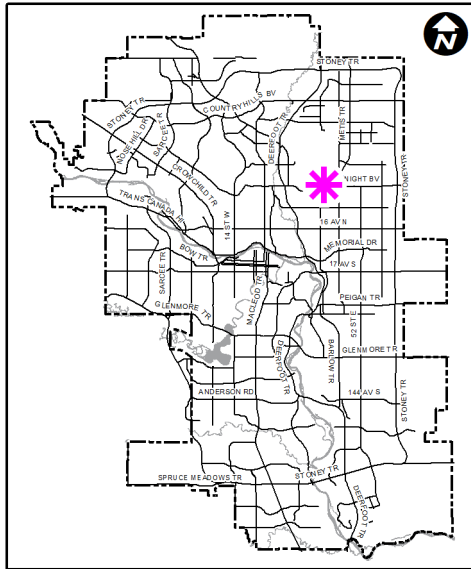
Surrounding parcels are developed with a variety of industrial, commercial, and special purpose uses. A hotel is located immediately west of the site, and the parcel to the north and east of the site is part of the Calgary International Airport lands, which is presently home to the Wingfield Golf Club. The golf course uses the portion of the site immediately adjacent to the subject parcel for back-of-house activities, such as storage of equipment. The airport runways and associated buildings are located to the west and north. Parcels to the south across 48 Avenue NE are developed with a mix of commercial and industrial businesses. Businesses tend to be a mix of light industrial with support commercial uses in the area to the west of Barlow Trail NE.

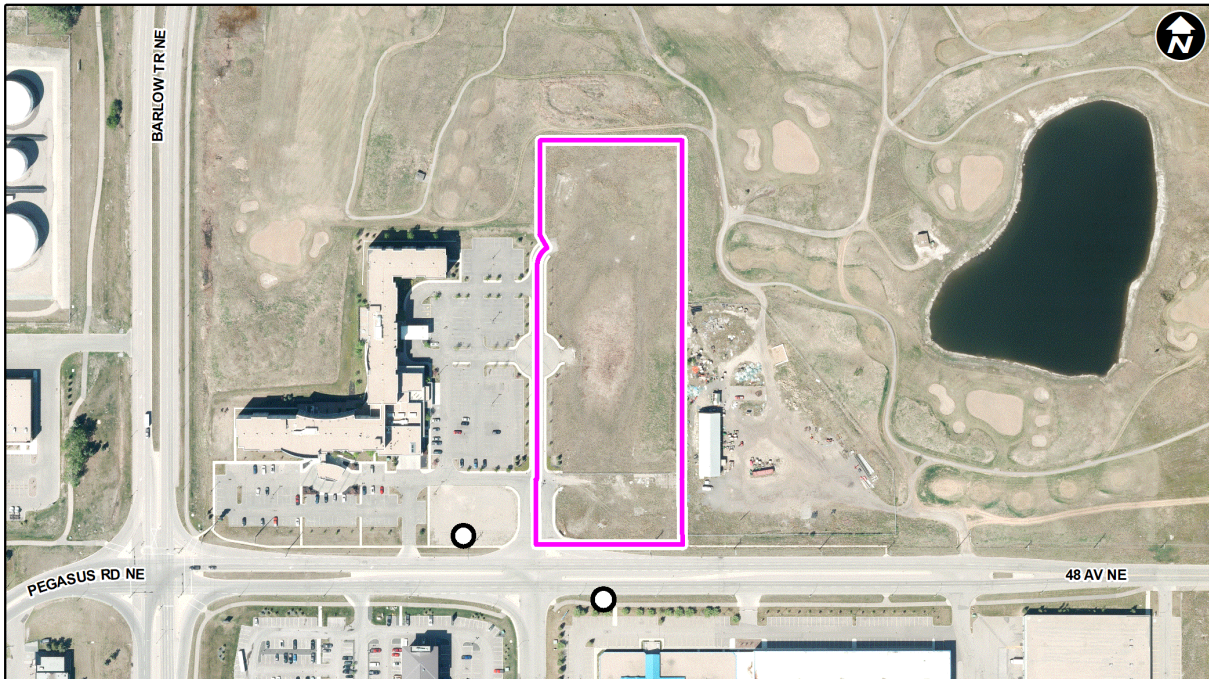
On 2012 June 11 this parcel was redesignated from the Industrial – General (I-G) District to the current Commercial – Corridor 3 (C-COR 3) Districts through LOC2011-0081. The scope of this previous application was for multiple parcels, including the subject parcel for LOC2021-0205, the hotel site to the west, and the commercial areas to the south directly across 48 Avenue NE. LOC2011-0081 was requested by the various parcel owners to allow for a variety of commercial business to support the industrial area. This current application proposes to re-introduce industrial options to the site, which is outlined further in the Land Use section below.

## Community Peak Population Table

Not available because the subject site is in an industrial area.

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing C-COR3 District is a commercial designation that is primarily for commercial uses along major roadways. Residential uses are not listed within this district. The C-COR3 District allows for a maximum building height of 23.0 metres across the site, which would allow for a development of approximately six storeys. Most of the site allows for a maximum floor area ratio (FAR) of 0.8 with a portion along 48 Avenue allowing for a maximum FAR of 0.18. This difference in FAR on these portions of the parcel was to accommodate future subdivision and development concepts which have not been realized.

The Industrial – Commercial (I-C) District, which is the base district for the proposed DC District, is intended for sites primarily on the perimeter of industrial areas along major streets and allows for light industrial uses that are unlimited in size. Small scale commercial uses, which are compatible with light industrial uses, are also accommodated in the District. Rules within the I-C District work to address aesthetic concerns associated with highly visible locations, such as this site. This includes landscaping requirements within the setback areas to help ensure an appropriate interface with other parcels and roadways.

The proposed DC District reintroduces light industrial uses on the parcel, while maintaining opportunities for small-scale commercial businesses as well. The DC District allows for a maximum building height of 16.0 metres and a maximum floor area ratio of 2.0. This allows for a lower height than the current maximum of 23.0 metres but allows for increased intensity over

the base I-C District, which allows for a maximum floor area ratio of 1.0. The increased FAR and height in the DC District allows for approximately four-storey buildings for uses such as office or self storage facilities. Light industrial uses are typically developed with one- to two-storey buildings.

Future development is expected to include parking and landscaping on the site to service the development in line with the base I-C District rules. This may make it difficult to fully achieve a 2.0 FAR across the site. Administration considered this in their review and considers the FAR to be appropriate as it allows for the potential for future subdivision for portions of the lot without having to make additional land use amendment applications to adjust the FAR in the future.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. Most districts allow for relaxations to the height and FAR as well. This proposed DC District includes these rules as well in the relaxation section to align with the standard approach in the Land Use Bylaw. Typically, this allows for relaxations on items like parapets, which may be over height but allow for screening of unsightly mechanical equipment.

### **Development and Site Design**

The rules of the proposed DC District will provide guidance for future site development including appropriate uses, building massing, height, landscaping, and parking. Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to, the mitigation of any off-site impacts such as noise and dust.

### **Transportation**

Barlow Trail NE is located approximately 200 metres to the west and is classified as an arterial street. McKnight Boulevard NE, a skeletal road, is located 400 metres to the south along Barlow Trail NE. Both roads are designated truck routes. Pedestrian access to the site is available from the sidewalk along 48 Avenue NE. A private road connecting to the all-turns intersection along 48 Avenue NE provides vehicle access to the site. There is no transit service available directly adjacent the site along 48 Avenue NE. The nearest transit service is west of the site along McCall Way, connected via 48 Avenue and a pedestrian multi-use pathway on the west side of Barlow Trail. A Transportation Impact Assessment (TIA) was not required as part of this application; however, a TIA or parking demand study may be required during the development permit stage.

### **Environmental Site Considerations**

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

### **Utilities and Servicing**

Water, sanitary, and storm services are available. Details of site servicing, as well as appropriate stormwater management were considered and reviewed as part of the approved development permit.

## 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) contour of the 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. The uses in the proposed DC District are generally allowable within the 30-35 NEF contour area. Any future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

The Calgary Airport Authority would also review development permit applications for compliance with the *Calgary International Airport Zoning Regulations*, which includes guidance on the maximum height of buildings and cranes for the site. The maximum height on this parcel is 1121.95 metres above sea level, which would be approximately 38 metres in height from grade on this parcel. The proposed maximum height of 16.0 metres is in alignment with this regulation.

### **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 predominantly 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 the businesses and their employees.

The DC District, based on the I-C District, reintroduces a broad range of industrial uses and includes opportunities for small scale compatible commercial uses in alignment with the land use policies of the MDP.

### **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 will be explored and encouraged at subsequent development approval stages.