

# Background and Planning Evaluation

## Background and Site Context

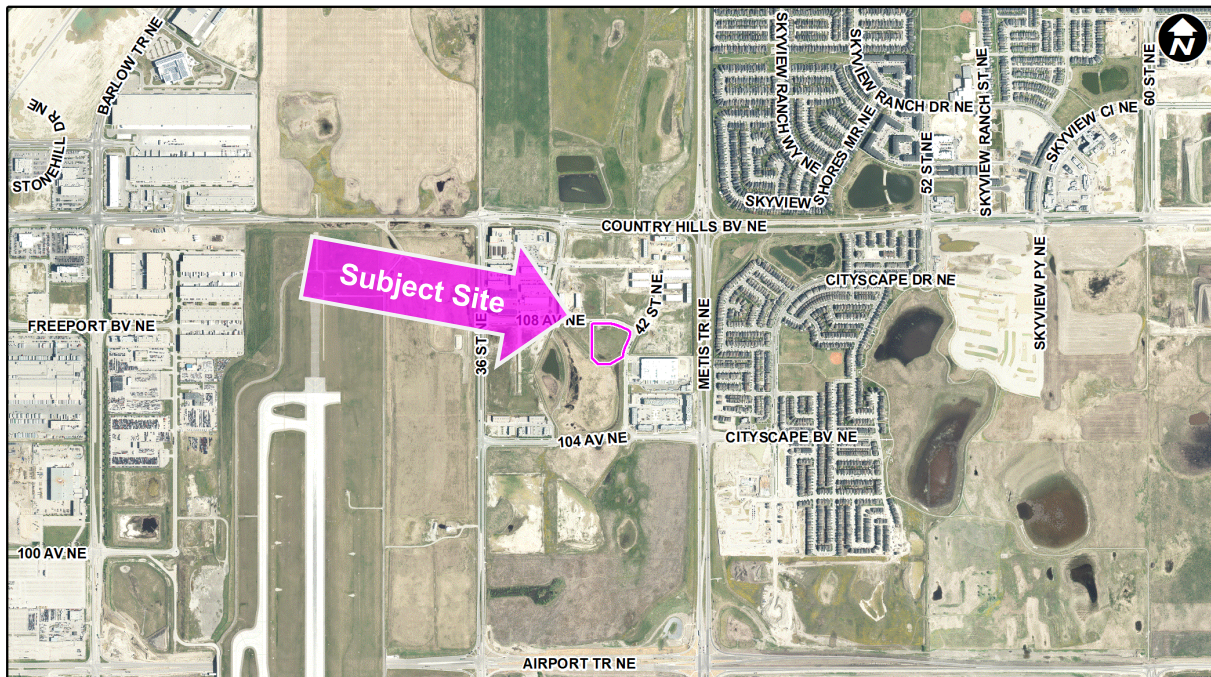
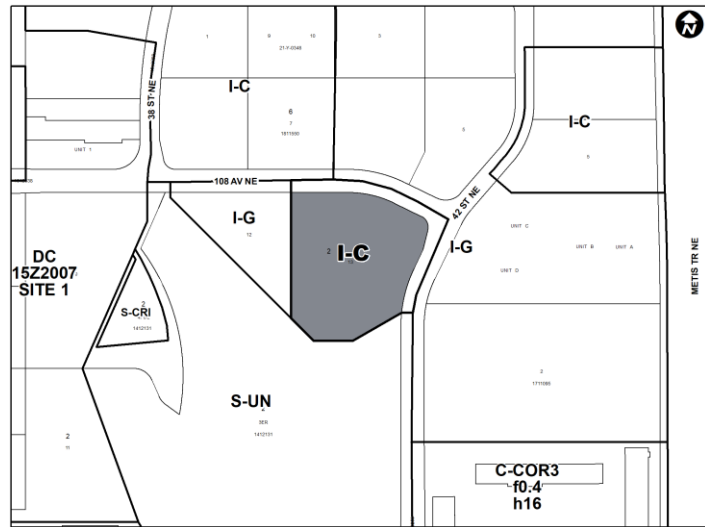
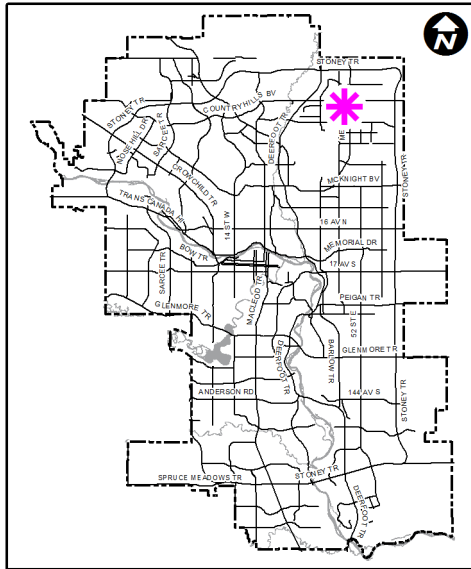
The subject site is located in the northeast industrial area of Stoney 3 at the southwest corner of 108 Avenue NE and 42 Street NE, south of Country Hills Boulevard NE and west of Métis Trail NE. The subject site is 1.71 hectare in size and is approximately 135 metres wide and 158 metres in depth. It is currently undeveloped and a vehicle driveway connection is located on the north side along 108 Avenue NE.

Surrounding parcels are industrial in nature and development is ongoing in the area with many parcels either currently undeveloped or under construction. The adjacent parcels located to the north along 108 Avenue NE and west along 42 Street NE are designated as Industrial – Commercial (I-C) District and Industrial – General (I-G). The adjacent parcel to the south is designated as Special Purpose – Urban Nature (S-UN) and contains undisturbed natural vegetation. The developing residential community of Cityscape is located towards the east across Métis Trail NE and the Calgary International Airport is located approximately 440 metres to the west across 36 Street NE.

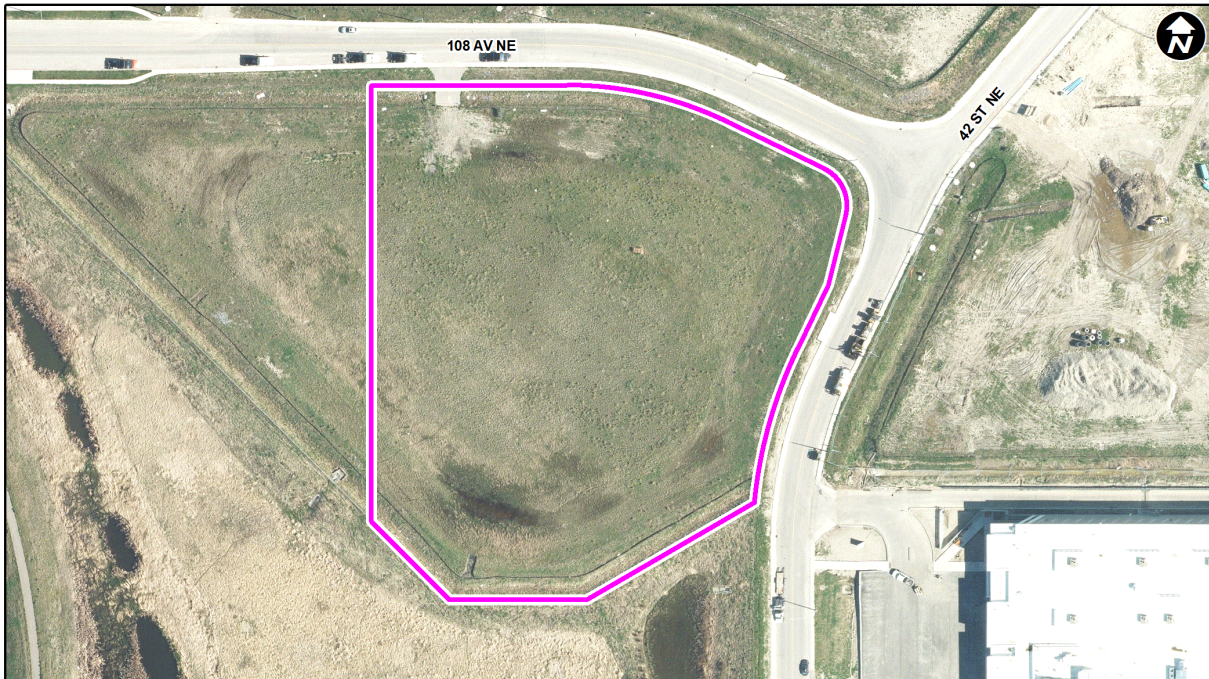
## Community Peak Population Table

Not available as the subject site is located in an industrial area.

# Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing I-G District is an industrial designation that includes a wide variety of light and medium general industrial uses and a limited number of support commercial uses. The I-G District allows for a maximum building height of 16.0 metres and a maximum floor area ratio (FAR) of 1.0.

The proposed I-C District maintains light industrial uses on the parcel, expanding the opportunities for small-scale support commercial uses on the site, which are compatible with adjacent industrial uses. The I-C District would provide the necessary development controls to ensure future developments on the site provide a transition (building height and setbacks) between the west I-G designated parcel and S-UN District located on the south adjacent parcel. The I-C District allows for a maximum building height of 12.0 metres and maximum FAR of 1.0.

### Development and Site Design

The rules of the proposed I-C District would provide guidance for the future development of the site, including appropriate uses, building height, building placement, landscaping, and parking. Given the specific context of this corner site and the south adjacent S-UN parcel, other key factors that would be considered during the review of the development permit application include:

- building interface with the adjacent S-UN parcel;

- climate resilience measures; and
- mix of uses within the building.

### **Transportation**

A Transportation Impact Assessment was not required as part of this land use redesignation. Pedestrian access to the site will be available from sidewalks along 108 Avenue NE and 42 Street NE. Calgary Transit bus service is available from the south along 104 Avenue NE, approximately 250 metres from the site (three-minute walk) and from the west along 36 Street NE, approximately 400 metres from the site (seven-minute walk). Transit stops along both 104 Avenue NE and 36 Street NE are currently serviced by Transit bus routes 100 (Northpointe / Airport), 119 (Freeport) which connects to the Saddletown LRT Station, and bus route 157 (Saddletown Station / Stoney Industrial).

### **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 stormwater service are available nearby the site. Details of the site servicing, as well as appropriate stormwater management, will be reviewed as part of a future development permit stage.

## **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 area 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 I-C District are generally allowable with the 30-35 NEF contour area. Any future development permit applications would be circulated to the Airport Authority and other airport development stakeholders 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 cites 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 site as it provides an appropriate transition between the adjacent I-G parcel and adjacent S-UN parcel to the south.

**Climate Resilience Strategy (2018)**

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

**Northeast Industrial Area Structural Plan (Statutory – 2007)**

The subject site is located within the Business/Industrial Area according to Map 3: Land Use Concept of the [Northeast Industrial Area Structural Plan](#). The Plan encourages light industrial uses with commercial uses being incorporated where appropriate. The proposed redesignation maintains light industrial uses on the parcel and introduces a wider variety of support commercial uses to increase flexibility for the future landowner and tenants.