

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northeast industrial community of Sunridge. This 1.40-hectare (3.45-acre) parcel is approximately 142 metres wide and 98 metres deep. The site is bound by 32 Street NE to the east, 23 Avenue NE to the north, and industrial lands immediately to the west and south. The site consists of nine bare land condo lots and contains seven buildings that were approved under the current Direct Control (Bylaw 47Z95) District and are nearing completion. The buildings are approximately seven metres in height and are approved for retail store, medical clinic and restaurant uses.

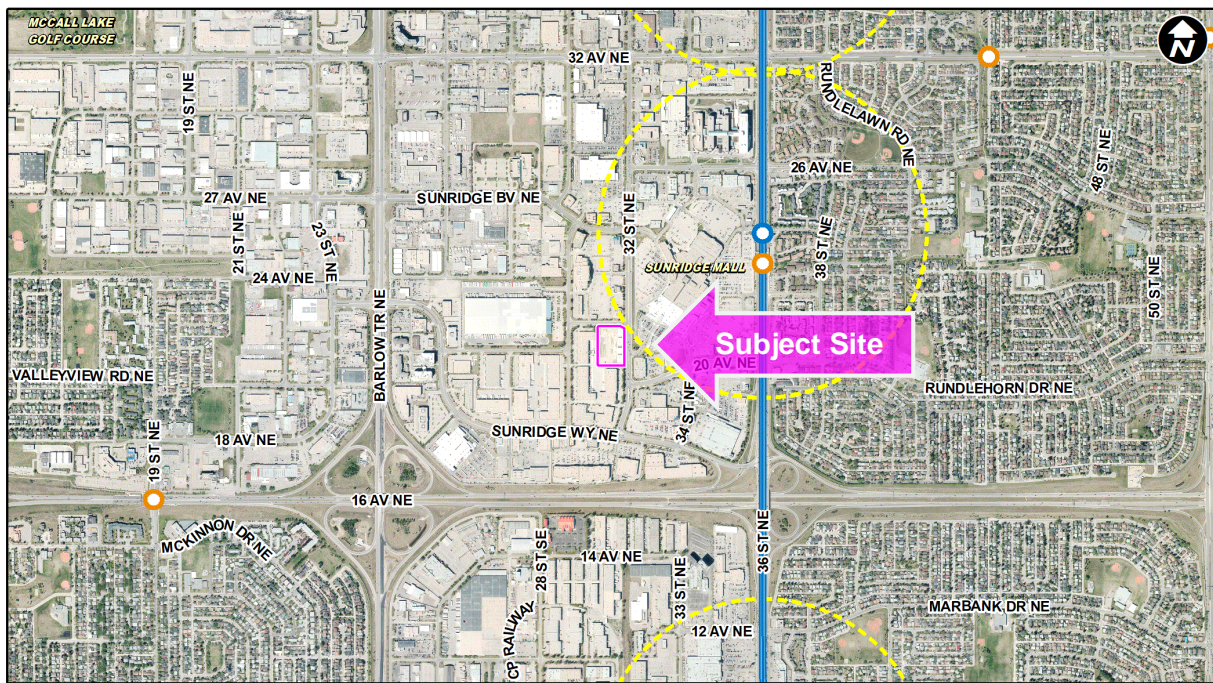
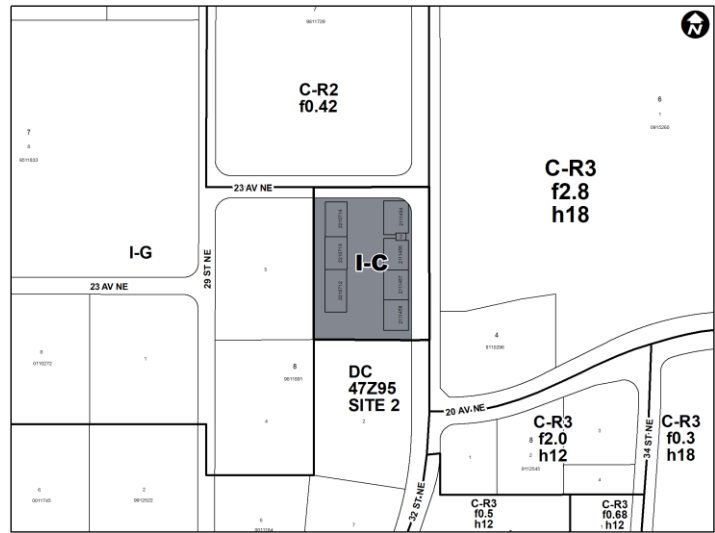
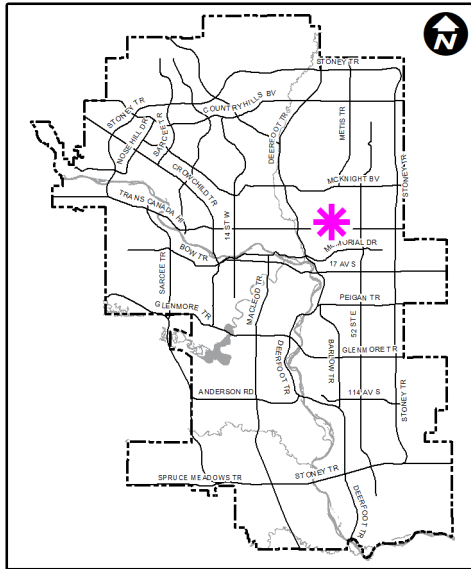
The site is surrounded by a mix of commercial and industrial land uses in the immediate area. The south parcel is classified as DC District (Bylaw 47Z95) which is based on I-2 District governed by the previous Land Use Bylaw 2P80. The parcel immediately to the west is classified as the Industrial – General (I-G) District. The parcel across 23 Avenue NE to the north was recently redesignated to the Commercial – Regional 2 (C-R2) District. Sunridge Mall, located across 32 Street NE to the east, is classified as the Commercial – Regional 3 (C-R3) District. The site is approximately 850 metres (an 11-minute walk) from the Rundle LRT Station.

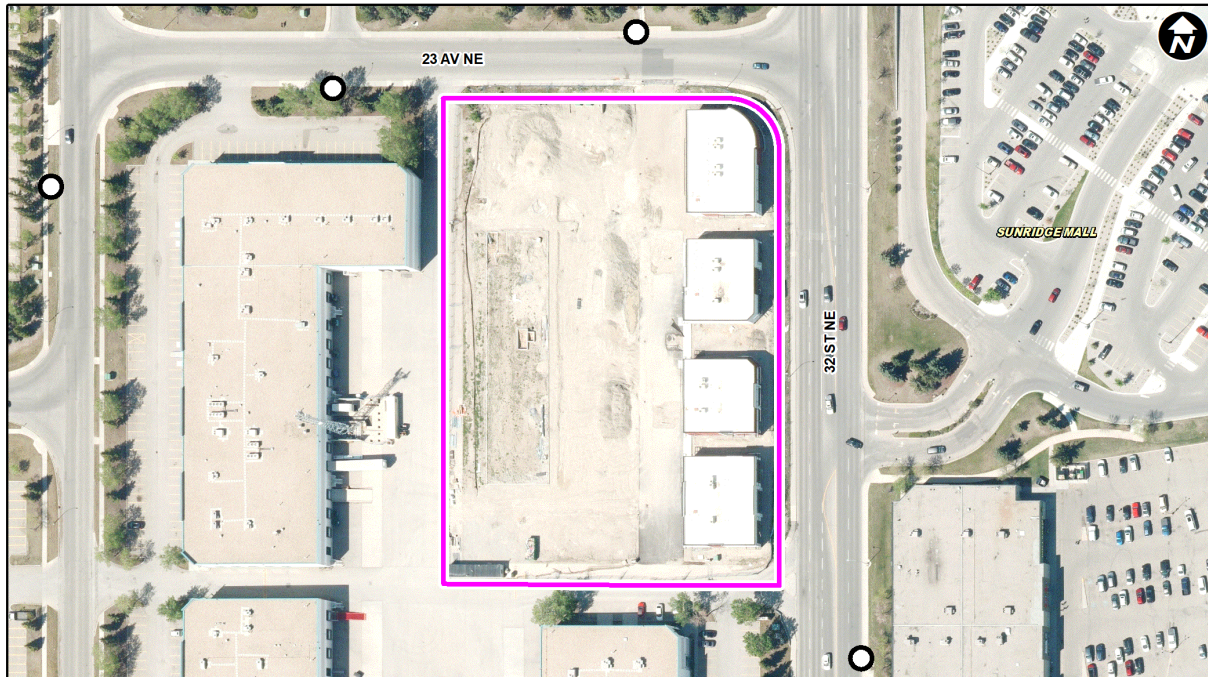
Vehicular access to the site exists from 23 Avenue NE and 32 Avenue NE, as well as from a shared access at the rear of the site. Surface parking is provided in the middle of the site and around the buildings.

Community Peak Population Table

Not available because the subject area is a mix of industrial and commercial and contains no residential population.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing DC District ([Bylaw 47Z95](#)) references the development rules of the I-2 District in the previous Land Use Bylaw 2P80. The DC District accommodates the permitted and discretionary uses of the I-2 District with the additional discretionary uses of retail store and medical clinic, and the deletion of flea markets, gaming establishments – bingo and intensive agricultural uses. The DC District allows for a maximum building height of 12.0 metres and a maximum floor area ratio (FAR) of 1.0, which is approximately 13,950 square metres.

The intent of this application is to add personal service uses to provide flexibility with commercial uses. Personal service business is considered a distinct use from retail stores in Land Use Bylaw 2P80 and is not included in the existing DC District. The current Land Use Bylaw 1P2007 integrates the personal service use into the Retail and Consumer Service use.

The applicant initially sought redesignation to the Commercial – Community 1 (C-C1) District to accommodate commercial uses. After reviewing the application, Administration suggested that given the existing land use and surrounding context, the industrial land use should be retained to align with, and meet the expectations of, the MDP.

In response, the applicant amended the application to propose the I-C District. The I-C District allows for a variety of light industrial and commercial uses and provides a suitable transition from industrial to commercial uses. The site is located on the perimeter of an industrial area and

is surrounded by a mix of industrial and commercial development which fits the intent of the District. The I-C District allows for a maximum building height of 12.0 metres and a maximum floor area ratio of 1.0. This is the same height and FAR as the current DC District.

Development and Site Design

Construction of development approved under the existing DC District is near completion. The applicant has not proposed changes to the layout or design of the site associated with this application. The intent of this proposal is to accommodate additional commercial uses that are compatible with the local context. If any changes are proposed in future, the rules of the proposed I-C District will provide guidance.

Transportation

A Transportation Impact Assessment was not required for this land use redesignation. The site is well served by Calgary Transit. Bus Route 19 (16 Avenue N), Route 32 (Huntington/Sunridge), and Route 33 (Vista Heights/Rundle) are located on 32 Street NE (a one-minute walk). Bus Route 872 (St. Alphonsus/Rundle) is located on 23 Avenue NE about 300 metres (a four-minute walk) from the site. Bus Route 19 (16 Avenue N) is about 350 metres (a four-minute walk) away on 29 Street NE. Rundle LRT station is located approximately 850 metres (an 11-minute walk) to the northeast. Pedestrian access to the site is available from sidewalk along 32 Street NE and 23 Avenue NE. Surface parking is provided on the property.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

The site is currently under development and serviced with water, sanitary, and storm sewer. Details of site servicing and stormwater management were reviewed and approved with the recent development permits.

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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP 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) 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 not prohibited 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.

Municipal Development Plan (Statutory – 2009)

Map 1: Urban Structure within the [Municipal Development Plan](#) (MDP) shows this site under two typologies. The majority of the parcel is identified as being part of a Major Activity Centre. These are intended to provide a high number of jobs and population to support the highest level of transit services. The southern portion of the site falls under the Standard Industrial area which is intended to allow for a broad variety of industrial uses. These areas encourage the retention of industrial uses during redevelopment with additional support commercial uses included to meet the daily needs of users and business in the area.

The proposed I-C District would expand opportunities for small-scale compatible commercial uses while keeping the flexibility of industrial development in the future. This proposal is in alignment with the land use policies of the MDP and demonstrates an appropriate transition between the adjacent industrial and commercial developments.

There is no existing local area policy for this site.

Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development permit stages.