

Background and Planning Evaluation

Background and Site Context

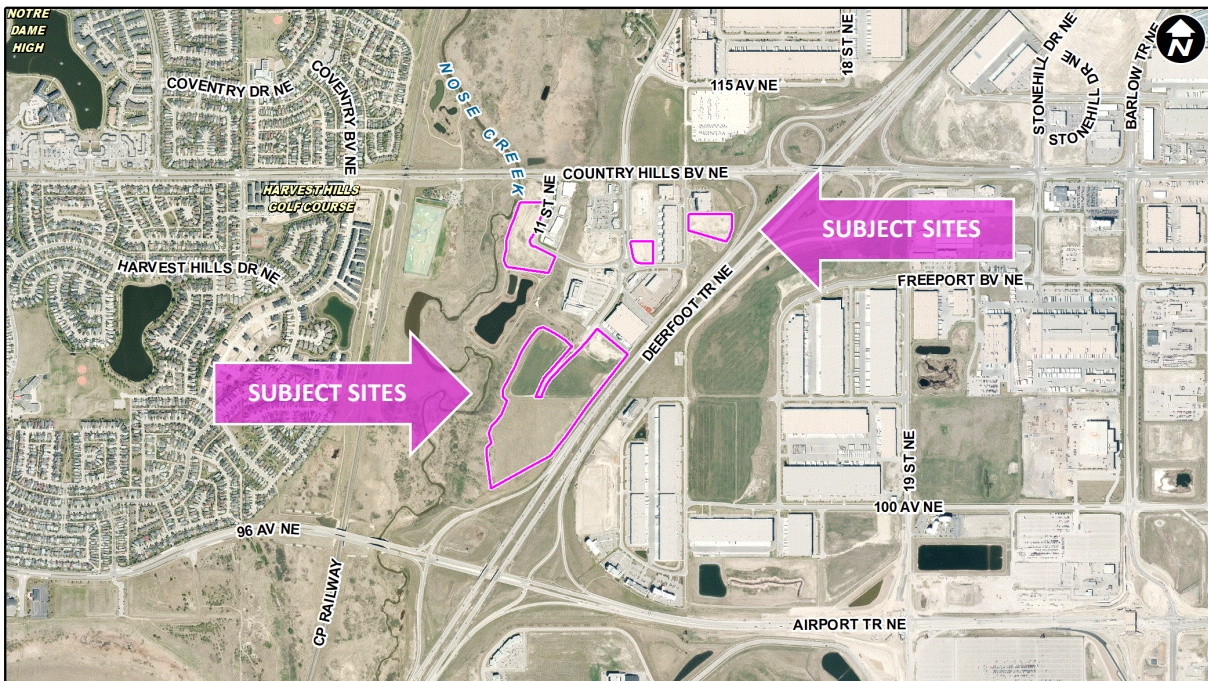
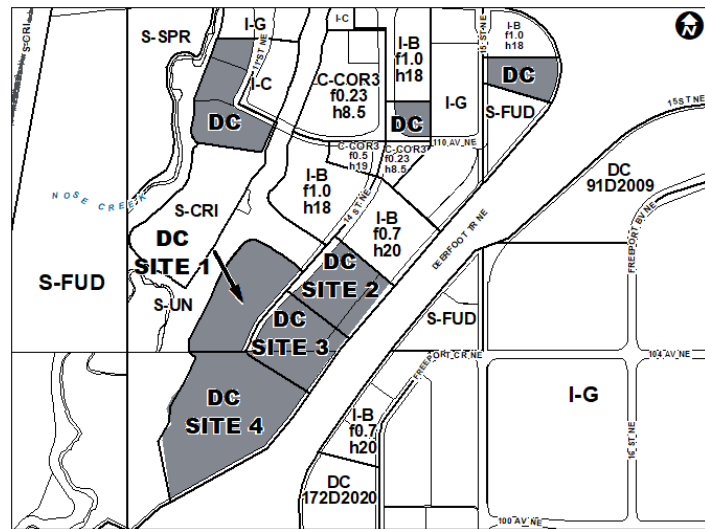
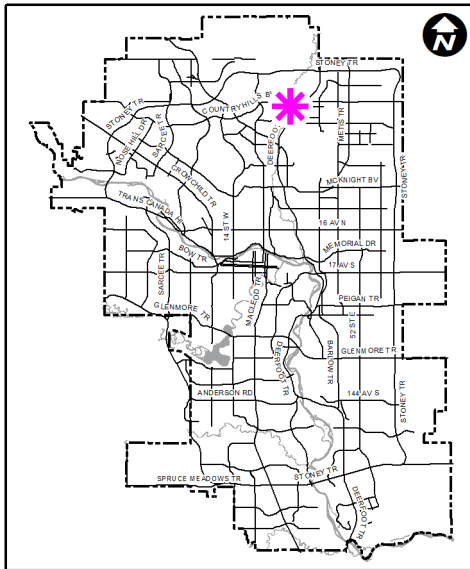
The subject sites are located in the Stoney industrial area, in an area referred to as “The District”, which is a partially developed business park in the northeast. The “District” lands are bounded by Country Hills Boulevard NE to the north, Deerfoot Trail NE to the east, and Nose Creek and the associated environmental buffer to the west and south of the sites, as well as the rail corridor west of Nose Creek.

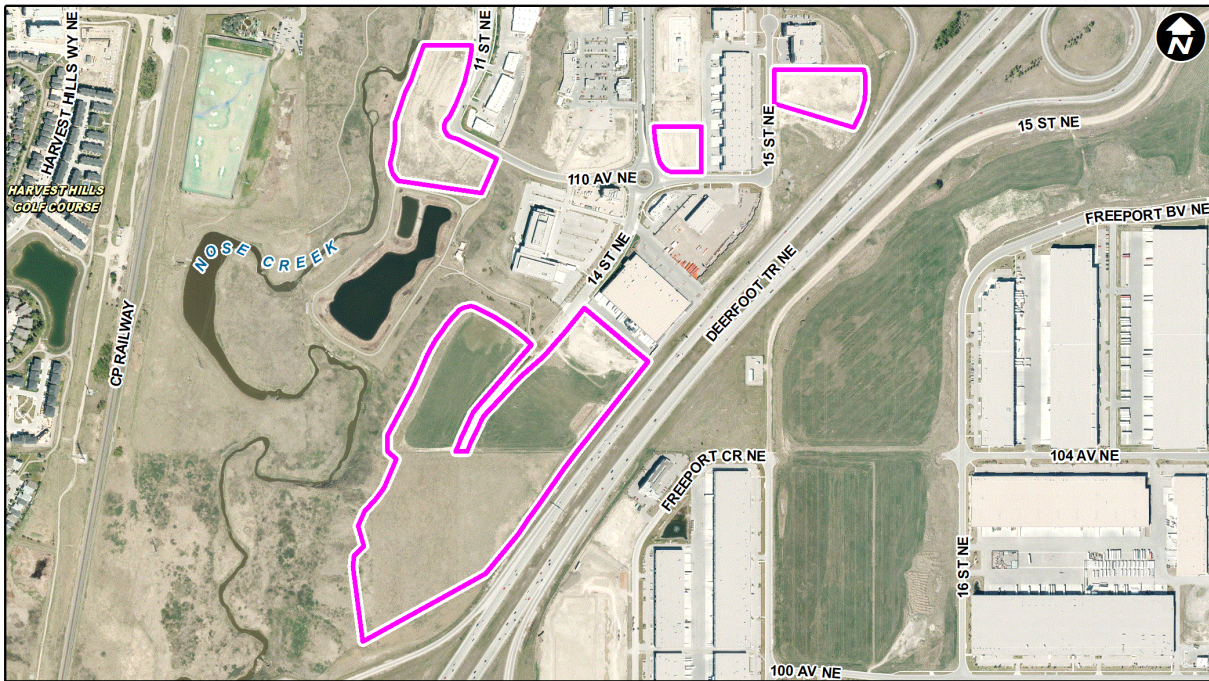
There are no land use changes proposed for the existing development, with the only remaining undeveloped parcels the subject of this redesignation. The lands surrounding the undeveloped sites are a mix of I-G and I-B Districts, with the commercial area located in the core of the business park designated Commercial – Corridor 3 (C-COR3) District. The existing development surrounding the vacant lands is a mix of multi-bay and single-user industrial buildings, with a developed commercial core providing local serving restaurants and services for the area.

Community Peak Population Table

Not available because the subject area is an industrial area.

Location Maps





Previous Council Direction

On 2022 March 21, Council approved the Citywide Growth Strategy: Industrial Action Plan. One of the action items was to work with industry to “pilot an industrial direct control land use district that increases flexibility for industrial users”. This redesignation follows the intent of that action item.

Planning Evaluation

Land Use

The lands are currently designated I-G District and I-B District. The existing Districts allow for a wide variety of general light and medium industrial uses.

The application proposes to redesignate the subject sites to three DC Districts. A DC District was used in this instance for alignment with the [Citywide Growth Strategy: Industrial Action Plan](#), as it allows an I-G District to be maintained on all the lands, but adds in additional uses which will expand the options for development while supporting and reinforcing the industrial nature of this area. The DC Districts meet the needs of the applicant while achieving the goals of the Industrial Action Plan.

The three DC Districts are based on the location within the area.

- a. The North Sites (Attachment 3) - The subject lands on the northwest and northeast corners are being designated to a DC District based on the I-G District, with the additional uses found in the I-C District and the I-B District. This DC District is the culmination of work with industry on a flexible DC District to expand uses while maintaining the industrial character of the area.

- b. The South Sites (Attachment 4) - The subject lands in the southern area are also being designated as a DC District similar to the northern lands, but with locational criteria that the I-C and I-B uses can only be approved in buildings that front onto the street. These parcels are characterized by large tracts of land that can accommodate multiple buildings on the site, with the street facing parcels having more commercial uses and the buildings behind remaining industrial in nature.
- c. The Centre Site (Attachment 5) - The centre parcel is being designated to a DC District based on the I-G District, but with the additional uses listed in the Commercial – Corridor 3 (C-COR3) District. The applicant initially applied to redesignate this site to C-COR-3. However, Administration felt a DC District to accommodate the potential for industrial development is more appropriate and consistent with City policy and direction. This will allow flexibility for the applicant for commercial uses but provide the option for potential industrial development.

Pursuant to Section 20 of Land Use Bylaw 1P2007, the application for a DC District has been reviewed by Administration, and its use will expand the allowable uses while maintaining the industrial nature of the site. This could not have been achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes rules that allow the Development Authority to relax certain sections of the DC District Bylaw. 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 rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district.

During the finalization of the report, the applicant requested the additional use of School – Private to be included in the list of discretionary uses. This is not a use found in any of the industrial districts, and is allowed only in select low density residential districts, the Special Purpose – Community Service and Special Purpose – Community Institution Districts, and the Centre City Districts. Administration does not support the inclusion of the use in these districts / area based on the nature of the use and its appropriateness in a business and industrial area.

Development and Site Design

If this application is approved by Council, the rules of the DC Districts would provide guidance for the future development of the sites including the appropriate uses, building height, and massing, landscaping, and parking. Given the specific context of the sites, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an appropriate interface with Deerfoot Trail and Nose Creek;
- mitigating any stormwater runoff or other impacts to the adjacent S-UN District designated lands; and
- ensuring the sites are still suitable for industrial development.

Transportation

A Transportation Impact Assessment or Parking Study was not required as part of the land use amendment application, as there is no change in the maximum floor area on the sites. At the time of a future development, access and mobility requirements will be reviewed and approved to the satisfaction of Transportation Planning. There is a bus stop located along Country Hills Boulevard which provides transit for the site. The stop is served by Route 100 which runs between the North Point future Green Line Station and the Westwinds station. The local Route 161 bus runs from North Pointe Station and services the Stoney Industrial Area.

Environmental Site Considerations

Due to the sites' proximity to Nose Creek, located directly to the west of the subject sites, particular care and attention must be paid to ensuring that overland stormwater runoff to Nose Creek is controlled in order to protect the canal from any potential contamination. Administration will ensure that any future development is in conformance with this requirement at the development permit stage. At this time, there are no known contamination issues.

Utilities and Servicing

The site is currently developed and serviced with water, sanitary, and storm service connections. There is adequate capacity in the existing services to support the proposed land use amendment. Should any proposed site redevelopment significantly intensify the site in the future, any potential upgrades to the existing services will be determined at the development permit stage and will be at the developer's expense. The site is located adjacent to Nose Creek therefore any future redevelopment will be required to manage the stormwater to have a net-zero impact.

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 25-30 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 Noise Exposure Forecast (NEF) areas. The listed uses are generally allowable within this NEF Contour. Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

Municipal Development Plan (Statutory – 2009)

The [Municipal Development Plan](#) (MDP) Urban Structure Map identifies this site as a Standard Industrial Area, which calls for a mix of industrial uses at varying intensities, with the industrial character of the area maintained even as the areas redevelop. Policies for the area reinforce the need to allow a variety of industrial uses in the area, and to provide a range of mobility options. Redesignation of these lands aligns with the MDP.

Climate Resilience Strategy – Pathways to 2050 (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 approval stages.

Revised Stoney Industrial Area Structure Plan (Statutory – 2006)

The subject site is designated as Business/Industrial area in the Land Use Concept map of the [Revised Stoney Industrial Area Structure Plan](#) (ASP) allowing for light industrial uses to be the predominant use of land, but allowing for local and service commercial uses, office, and institutional uses which are compatible and appropriate. The proposed land use amendment is in alignment with the policies of the plan, which maintains the core focus of allowing for industrial lands while also broadly expanding other business opportunities in this area.

Citywide Growth Strategy: Industrial and 2021 Industrial Action Plan (Non-Statutory – 2021)

The [Strategy and Industrial Action Plan](#) are city-wide policies that identify actions and investment that enables growth in industrial areas, as well as further support diversifying our city's economic growth and strengthen this city as an inland port and distribution centre for western Canada. The land uses proposed in the DC Districts are aligned with the intent of the action plan.