

Background and Planning Evaluation

Background and Site Context

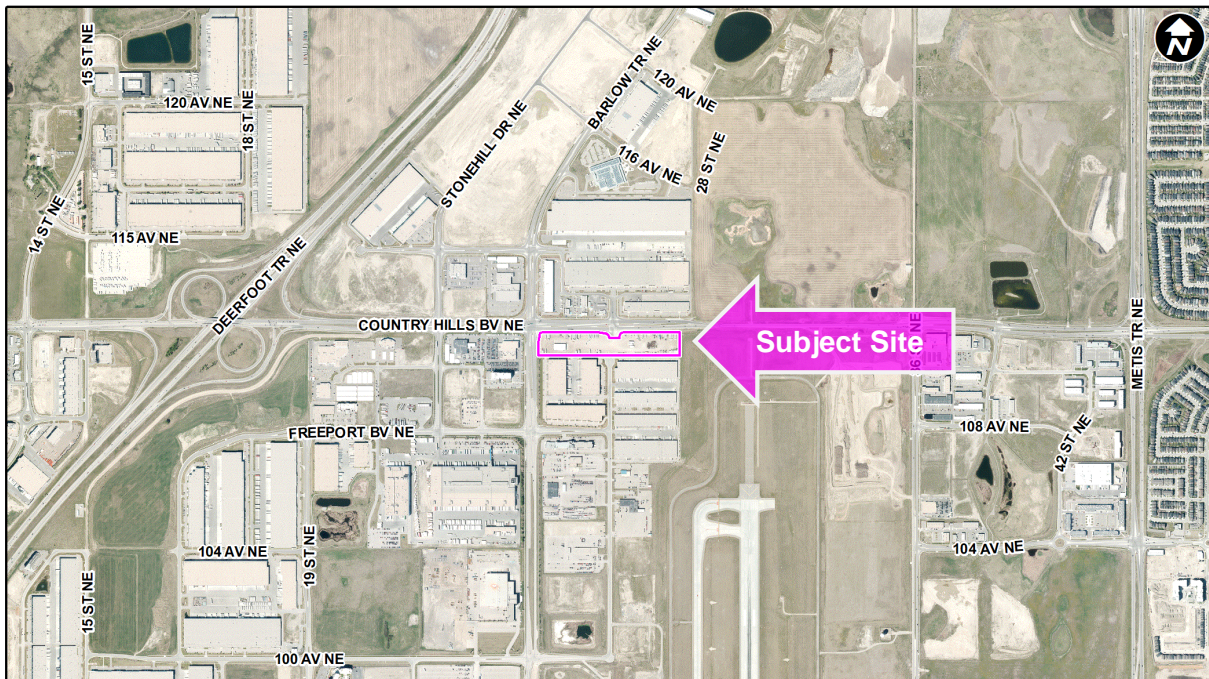
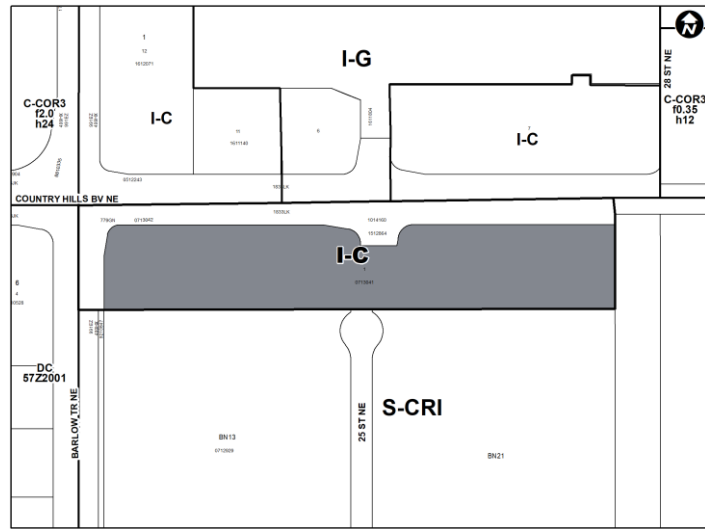
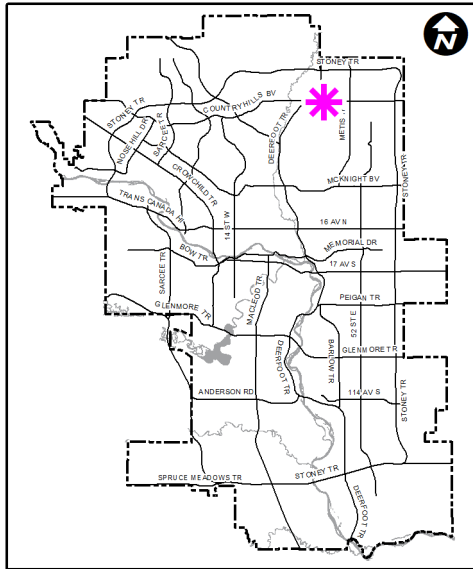
The subject site is located in the northeast community of Stoney 2 at the southeast corner of Country Hills Boulevard NE and Barlow Trail NE. The parcel is approximately 4.30 hectares in size, with approximate dimensions of 515 metres wide and 85 metres deep. It currently contains a small industrial building on the west end of the property, though most of the property is undeveloped. The east property line of the parcel borders a runway for the Calgary International Airport.

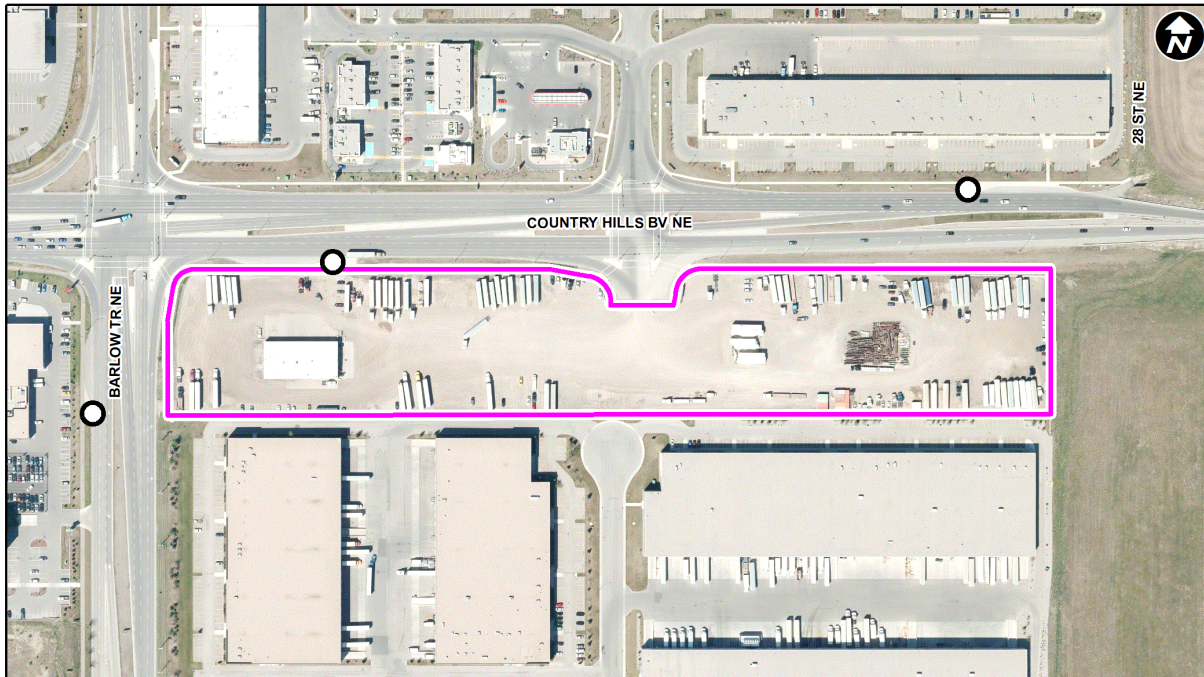
In addition to the airport bordering the site on the east, the area is characterized by a mix of commercial and industrial uses. Several car dealerships are located to the west across Barlow Trail. The land to the north across Country Hills Boulevard NE is designated as I-C District and includes large commercial industrial buildings along with a small commercial plaza containing a variety of restaurants. The airport-owned land to the south is similarly developed with large commercial industrial buildings.

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 site currently contains two different land use designations. The west end of the site is designated as Commercial – Corridor 3 (C-COR3f1.0h15) District, a commercial designation that is intended for mid-scale retail along major roads and industrial areas. The east end of the site is designated as Commercial – Corridor 2 (C-COR2f1.0h15) District, a commercial designation intended to provide for street-oriented commercial development with limited automotive uses. Across both districts, the land use modifiers allow for a maximum building height of 15 metres and a maximum floor area ratio (FAR) of 1.0.

The proposed I-C District is an industrial district that is intended to be located on the perimeter of industrial areas and supports light industrial uses as well as complementary small-scale commercial uses. The maximum building height would decrease to 12 metres and the maximum FAR would remain 1.0.

Development and Site Design

If approved by Council, the rules of the proposed I-C District will provide general guidance for future site development including building height and massing, landscaping, parking and vehicle access. 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 Country Hills Boulevard NE;

- mitigating any impacts to the adjacent airport runway; and
- ensuring that any outdoor activities are suitably screened.

Transportation

Access to the site is currently available from Country Hills Boulevard NE via a signalized intersection. South of the subject site, 25 Street NE ends in a cul-de-sac and does not provide vehicular access to the site.

The area is also accessible by Calgary Transit bus service. Routes 100 (Airport/Mcknight-Westwinds Station), 157 (Stoney Industrial) and 119 (Saddletowne Station) have stops along Country Hills Boulevard NE adjacent to the site.

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.

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 [Airport Vicinity Protection Area Regulation](#) identifies the subject site as being located within the 35-40 Noise Exposure Forecast (NEF) of the Airport Vicinity Protection Area (AVPA) Regulation. The AVPA Regulation was created to ensure that only compatible land uses are developed near airport flight paths, and prohibits uses in certain locations identified within NEF areas. Industrial and commercial uses enabled by the proposed land use designation are generally allowed within these NEF contour areas. Future development permit applications for the site will be 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 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.

Northeast Industrial Area Structure Plan (Statutory – 2007)

The subject site is located within the Business/Industrial Area of the *Northeast Industrial Area Structure Plan (ASP)*, which is intended to provide for the development of a variety of light industrial uses in addition to secondary commercial and other land uses compatible with surrounding development. The proposed I-C District is an industrial district that allows for commercial uses in compliance with the ASP.

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 approval stages.