

# Background and Planning Evaluation

## Background and Site Context

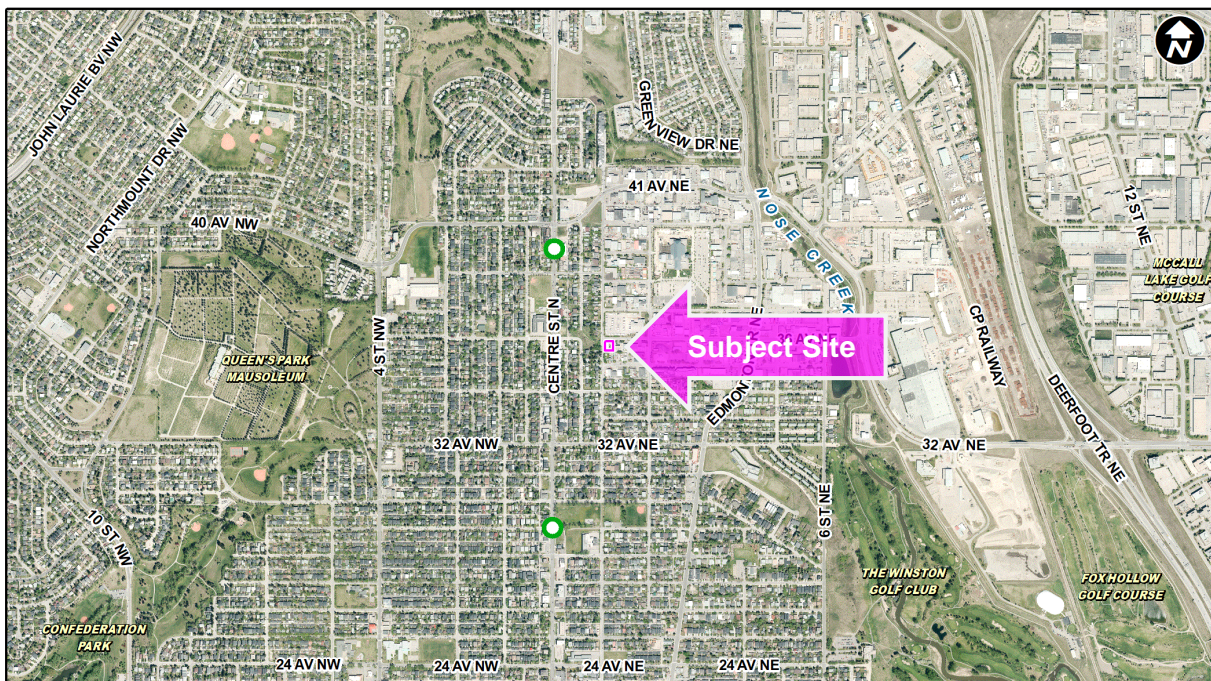
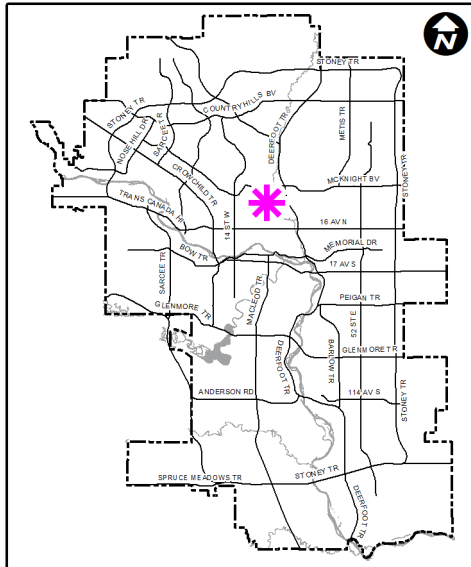
The subject site is located in the community of Greenview Industrial Park, at the southeast corner of the intersection of 1 Street NE and 36 Avenue NE. Surrounding development is characterized by industrial uses to the east, and low density residential to the west. The site is approximately 0.104 hectares in size and is currently developed with a 1-storey auto service building with surface parking.

The proposal generally meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

## Community Peak Population Table

There is no community population data for Greenview Industrial Park, due to its industrial nature.

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The site is currently designated as Industrial – Edge (I-E) District. The I-E District is intended to be located in close proximity to residential areas. It accommodates a range of industrial and commercial uses with a maximum building height of 12 metres.

The application proposes to redesignate the site to a Direct Control (DC) District based on the existing I-E District. The proposed DC District is identical to the I-E District except for the additional discretionary uses of Auto Body and Paint Shop and Vehicle Sales - Minor. Auto Body and Paint Shop is an existing non-conforming use of the site.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, the application for a DC District has been reviewed by Administration, and the use of a Direct Control District is necessary to enable the applicant's proposal due to unique characteristics. The proposed DC District would allow for additional compatible uses while maintaining the I-E District's intended sensitivity to the residential uses across the street, which could not be achieved through the use of a standard land use district in the Land Use Bylaw.

### Transportation

Pedestrian and vehicular access to the site is available via 1 Street NE, 36 Avenue NE, and the adjacent rear lane. The area is served by Calgary Transit Route 3 (Elbow Drive – Centre Street) with bus stops along Centre Street N about 550 metres (7-minute walk) from the subject parcel.

Route 3 provides transit service every 10 minutes during the peak hours. The site is located approximately 500 metres (6-minute walk) from the proposed 40 Avenue LRT Station. A Transportation Impact Assessment was not required in support of the land use amendment application.

### **Environmental Site Considerations**

At this time, there are no known outstanding environmental concerns associated with the site or the proposal.

### **Utilities and Servicing**

Water, sanitary and storm sewer servicing is available.

## **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.

### **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 applicable MDP policies allow for other uses that support the industrial function of the area, as long as the industrial character is maintained.

The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit, and delivers small and incremental benefits to climate resilience.

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

### **North Hill Communities Local Area Plan (Statutory – 2021)**

The [North Hill Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Industrial - General category (Map 3: Urban Form) with no building scale modifier (Map 4: Building Scale). The LAP notes that Industrial areas may integrate a limited range of supporting commercial uses where appropriate. The proposed land use amendment is in alignment with applicable policy of the LAP.