

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of South Airways, on the western side of the intersection between 12 Street NE and 30 Avenue NE. The site is approximately 0.44 hectares \pm (1.09 acres \pm) in size, with dimensions of approximately 60 metres wide and 78 metres deep. The site is currently developed with a single storey business industrial building with vehicular access from 12 Street NE and approximately 64 parking stalls. There is no rear lane to the site.

Surrounding development consists of a mix of uses as described below:

- adjacent sites to the north, west and east consist of similar business industrial developments as the subject site with large scale two to three storey office buildings under the Industrial – Business (I-B) District;
- to the north-east and south-west are development consisting of warehousing and light industrial uses under the Industrial – General (I-G) District;
- directly east of the subject site are several social and cultural institutions under the Special – Community Institution (S-CI) District;
- further to the north along 32 Avenue NE, numerous commercial uses exist under the Commercial – Office (C-O) and Commercial – Corridor 3 (C-COR3) District; and,
- McCall Golf Course and other sports facilities are situated to the north across of 32 Avenue NE.

The subject site is centrally located to numerous residential communities and include, but are not limited to:

- west – Tuxedo Park, Mt Pleasant and Highland Park;
- east – Whitehorn and Rundle; and,
- south – Vista Heights and Mayland Heights.

32 Avenue NE is designated as an Urban Main Street (east of Deerfoot Trail NE) and part of the Primary Transit Network with connections to the Blue Line LRT on 36 Street NE and downtown Calgary.

Community Peak Population Table

There is no population data available since the subject site is located in an industrial area (South Airways).



Previous Council Direction

None

Planning Evaluation

Land Use

The existing Industrial – Business (I-Bf1.0) District is characterized by high quality manufacturing, research, and office development at a maximum building height of 12 metres. The floor area ratio modifier for the subject site and adjacent industrial sites in the community of South Airways is 1.0. Places of Worship are not allowed in the I-B District.

The proposed Industrial – General (I-G) District allows for a variety of light and medium general industrial uses with no restriction on the building height, but the same 1.0 FAR as the existing I-B District. For the purpose of this application, the I-G District includes the discretionary use of Place of Worship – Large, which is for religious or spiritual purposes at an assembly area of 500 square metres or larger. The assembly area is defined in Bylaw 1P2007 as the area where people gather for the specific purpose of that building such as ceremonies, services or events.

Administration considered other land use districts to accommodate the proposed Place of Worship – Large such as Industrial – Edge (I-E) and Special – Community Institution (S-CI) Districts. Both these land use districts are found not appropriate for the specific location of the subject site and the loss of industrial related uses.

Development and Site Design

If approved by Council, the rules of the I-G District will provide guidance for the proposed Place of Worship. It is the applicant's intent to renovate and use the existing building with no anticipated plan to redevelop or expand the current building footprint. Vehicular access, on-site parking and landscaping will remain as currently existing on the site but will be reviewed during the future development permit for functionality and potential improvements.

Transportation

Vehicular access is gained from 12 Street NE, but pedestrian access via sidewalks is limited along 12 Street NE and is only provided for short distances to the adjacent bus stops in front of the subject site. Public Transportation is provided as follows:

- directly in front of the subject site are two bus stops served by Route 32 (Sunridge/Huntington) with connections to the Blue Line LRT;
- along 32 Avenue NE, within 220 metres (four-minute walk) of the subject site, Route 38 (Brentwood Station/Temple) provides an east-west connection to residential communities and the Red Line LRT.

The subject site is situated on 12 Street NE which is classified as a higher order Industrial Arterial on the Road and Street Network Map 3 of the Municipal Development Plan. In addition, 32 Avenue NE is part of the Primary Transit Network and classified as an Urban Main Street. The subject site is situated less than 250 metres south of 32 Avenue NE.

A Transportation Impact Assessment was not required as part of this application.

Site Access and Motor Vehicle Parking

A mutual access agreement for a shared driveway exists on the Land Title between the subject site (Lot 5) and the site directly to the south (Lot 6) for a period of 40 years, expiring in 2033. In addition, thirteen parking stalls on the south side of the building on the subject site are covered by an access easement in favour of Lot 6 (adjacent and to the south of the subject site). Administration may require a parking study at the development permit stage, or at the time of an increase in the floor area beyond the current building size (1,490 square metres ±).

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary sewer, and storm mains are available adjacent to the site and details of site servicing, appropriate stormwater management will be considered and reviewed as part of the future development permit application. No concerns were identified at this time.

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 between the 30 to 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 Noise Exposure Forecast (NEF) areas. The proposed Place of Worship – Large is allowed within the noise exposure of 30 to 35 NEF contour area. In addition to the circulation of this land use amendment application to the Calgary Airport Authority, Navigation Canada and Transportation Canada, 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 subject site is situated in the Industrial: Standard Industrial typology of the Calgary [Municipal Development Plan](#) (MDP) as identified on Map 1: Urban Structure. The proposed I-G land use district is in alignment with the MDP policies which encourage industrial uses to be maintained as the primary use, but that the Standard Industrial Area may also be appropriate for non-industrial uses if it is near existing communities and the Primary Transit Network. General MDP policies support Complete Communities by including uses such as places of worship.

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 strategies will be explored and encouraged at the subsequent development permit review and approval stages.