

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Franklin on the southwest corner of 14 Avenue NE and 33 Street NE. The site is approximately 1.35 hectares (3.33 acres) in size, with dimensions of approximately 197 metres wide and 69 metres deep. The site is currently developed with a building that includes separate bays and surface parking along the north and east side of the building. Access to the parking lot is provided from 14 Avenue NE.

Surrounding development consists of a mix of industrial, commercial, hotel and place of worship developments designated as the Industrial – Commercial (I-C), Industrial – General (I-G), Commercial – Corridor 3 (C-COR3), Commercial – Community 2 (C-C2), Commercial – Regional 1 (C-R1), and Special Purpose – Community Institution (S-CI). The 36 Street NE Main Street commercial area is located 400 metres (a five-minute walk) to the northeast, providing the area with commercial, institutional, and transit facilities.

Community Peak Population Table

Not available because the subject site is in an industrial area.



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing I-C District is intended for sites primarily on the perimeter of industrial areas along major streets and allows for light industrial uses that are unlimited in size. Small scale commercial uses, which are compatible with light industrial uses, are also accommodated in the District. Rules within the I-C District work to address aesthetic concerns associated with more visible locations. This includes landscaping requirements within the setback areas to help ensure an appropriate interface with other parcels and roadways.

The proposed DC District adds the additional discretionary use of Place of Worship – Medium, allowing for this additional use to occur while not disrupting existing businesses already occurring in the building. The proposed DC District maintains all the uses and rules of the I-C District.

Development and Site Design

The rules of the I-C District, which the proposed DC District is based on, will provide basic guidance for future site development including landscaping, parking and access. The site is already built out with the building mostly occupied. Proposed new development is more likely to occupy existing and vacant spaces within the building.

Transportation

The Route 127 (Maryvale/Franklin Industrial) providing both east and west-bound travel is located 20 metres (a one-minute walk) to the east. Route 42 (Marlborough), route 43 (McKnight – Westwinds Station/Chinook Station) and route 49 (Forest Heights) have stops 700 metres (a nine-minute walk) to the northeast, providing north, south, and east-bound travel. The route 202 (Blue Line – Saddletowne/69 Street CTrain) has a stop 1100 metres (a 14-minute walk) to the southeast.

There is no street parking available adjacent to the site.

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

Environmental Site Considerations

There are no known environmental concerns associated with the proposal and/or site at this time. As such, an Environmental Site Assessment was not required.

Utilities and Servicing

Water, storm and sanitary sewer mains are available to service the subject site. Development servicing requirements are being determined through the associated development permit review and Development Site Servicing Plan (DSSP) processes.

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 25-30 and 30-35 Noise Exposure Forecast (NEF) contour 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 DC District are generally allowable within the 25-30 and 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.

The Calgary Airport Authority will also review development permit applications for compliance with the Calgary International Airport Zoning Regulations, which includes guidance on the maximum height of buildings and cranes for the site.

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 MDP recognizes the importance of

having a healthy industrial land base and indicates that industrial areas must offer flexibility to support this variety of uses. It notes that Industrial Areas should be predominantly industrial in nature and seeks to protect industrial land from encroachment of non-industrial uses and discourages uses such as places of worship.

The MDP also recognizes the contribution places of worship make in creating complete communities. Part 3 Section 3.7.1 f. states that “portions of the Standard Industrial Areas may be appropriate for redevelopment as non-industrial or mixed-residential business areas, given their proximity to existing communities and the Primary Transit Network.” The subject site is located adjacent to the 36 Street NE Urban Main Street that includes the Light Rail Transit Station with the Marlborough station nearby. There is also existing residential communities 300 metres to the east and 950 metres to west, and predominantly commercial lands to the immediate east.

The DC District, based on the I-C District, maintains the broad range of industrial and compatible commercial uses as the primary uses while allowing for an additional potentially complimentary use that helps build a complete community together with the nearby commercial, residential, and Main Street districts.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#).