

Background and Planning Evaluation

Background and Site Context

The subject site is located on the east side of Barlow Trail NE and on the south side of 128 Avenue NE. The site is comprised of four parcels totaling approximately 4.3 hectares (10.63 acres). The lands are currently undeveloped. There are stub roads, which may provide additional access to two parcels.

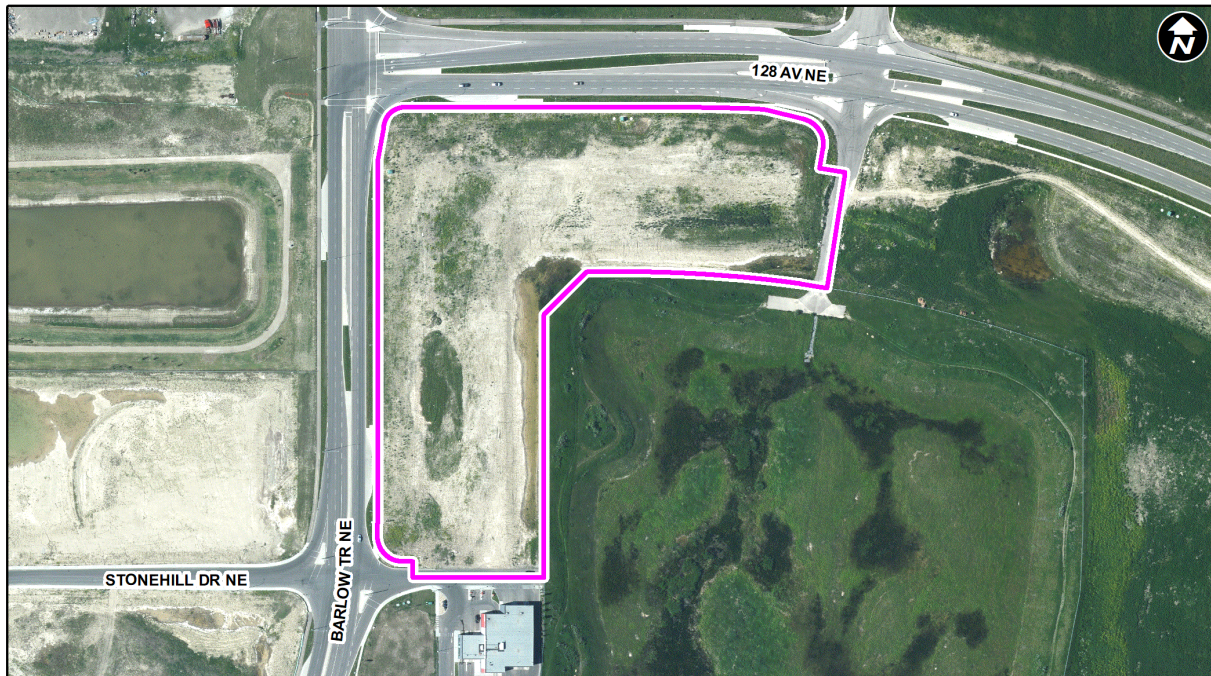
Surrounding development is characterized by primarily undeveloped industrial lands and light industrial development. Also, there is a stormwater pond located to the east.

The subject lands are centrally located within the developing Stonegate Landing Industrial Area, which is delineated by Deerfoot Trail NE to the west, Stoney Trail NE to the north, Metis Trail NE to the east, and Country Hills Boulevard NE to the south.

Barlow Trail NE and 128 Avenue NE are Major Roads (Arterial Streets), according to the *Northeast Industrial Area Structure Plan* (ASP), and 128 Avenue NE is part of the Primary Transit Network, according to Map 2 of the *Municipal Development Plan* (MDP). The Citywide Growth Strategy Industrial team, who manages the City's Industrial Strategy is supportive of the proposal, which would increase Calgary's economic and business competitiveness and enable further development of the Stonegate Landing Industrial Area.

Community Peak Population Table

There is no population data available because the lands are in an industrial area (Stonegate Landing).



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Industrial – Business (I-Bf0.5h27) District is characterized by high quality manufacturing, research, and office development at a maximum building height of 27 metres. The floor area ratio (FAR) modifier for the subject lands is 0.5, whereas it is 1.0 FAR for adjacent, serviced Industrial – General (I-G) District lands.

The proposed I-G District allows for a variety of light and medium general industrial uses with no restriction on the building height, except as dictated by the Calgary International Airport Zoning Regulations and allows the same 1.0 FAR as adjacent I-G District lands. Administration considers the proposed I-G District to be appropriate, because it is consistent with the *Northeast Industrial ASP* and the outline plan for the area (LOC2006-0090).

Development and Site Design

If approved by Council, the rules of the I-G District will provide guidance for future light and medium industrial development proposals. The applicant has not submitted a development concept and the building and site design will be evaluated through future development permit applications.

Transportation

Pedestrian access to the site is available via Barlow Trail NE and 128 Avenue NE and there is a regional pathway along the west side of Barlow Trail NE and on the north side of 128 Avenue NE. There are four future bus stops located within 300 metres (five-minute walk) of the subject lands.

A future Blue Line LRT Station is planned approximately 600 metres (10-minute walk) to the northeast, as shown on Map 3 of the *Northeast Industrial ASP*.

Vehicular access is available along Barlow Trail NE and 128 Avenue NE; however, it is preferred that access come from stub roads, where possible. Planned bus stops exist along Barlow Trail NE and 128 Avenue NE and sidewalks have been installed along both frontages.

A Transportation Impact Assessment (TIA) was not required as part of this application. The applicant provided a letter from their transportation engineering consultant and Administration was satisfied.

Site Access and Traffic

There are restrictive covenants and mutual access agreements registered on Certificates of Title for parcels within the subject lands, which restrict access from Barlow Trail NE and 128 Avenue NE and ensure sharing of driveways between adjacent parcels. These were conditions imposed by The City of Calgary prior to endorsement of past subdivision of the subject lands (SB2015-0318).

Access, site circulation and parking requirements will form part of the review for future development permits pertaining to the subject lands.

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.

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 lands as being located between the 30 to 35 and 35 to 40 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 NEF areas. Industrial uses are permitted, subject to other regulations pertaining to aircraft approach safety and the protection of air-navigation systems. In addition to the circulation of this land use amendment application to the Calgary Airport Authority, NAV 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 lands are 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.

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 these lands with applicable climate strategies will be explored and encouraged at the subsequent development permit review and approval stages.

Northeast Industrial Area Structure Plan (Statutory – 2007)

The subject lands are located within the Business/Industrial Area, as shown on Map 3, Land Use Concept of the [Northeast Industrial Area Structure Plan](#) (ASP). Section 7.1.2 states that the composition of the Business/Industrial Area is intended for light industrial and that medium industrial, office, local commercial uses and service commercial uses may be allowed within the area, where determined to be compatible and appropriate. The current proposal complies with the policies of the ASP.