

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast community of Greenview Industrial Park, which is south of McKnight Boulevard NE and between Edmonton Trail NE and Deerfoot Trail NE. The subject site is comprised of a lane closure area and the adjacent parcel to the north, which together are approximately 0.21 hectares (0.52 acres) in size. The subject site is an irregular triangular shape, approximately 78 metres in length along the lane edge and approximately 56 metres along 6 Street NE. It is currently developed with a building along the northern property line with parking accessed from the lane. The applicant is proposing to consolidate the northern subject parcel with the lane and the parcel to the south of the lane. The southern parcel, 716 – 41 Avenue NE, is designated as a DC District ([Bylaw 8D2020](#)) based on the I-G District with the additional use of motor vehicle sales – major, which would align with the DC District proposed in this application.

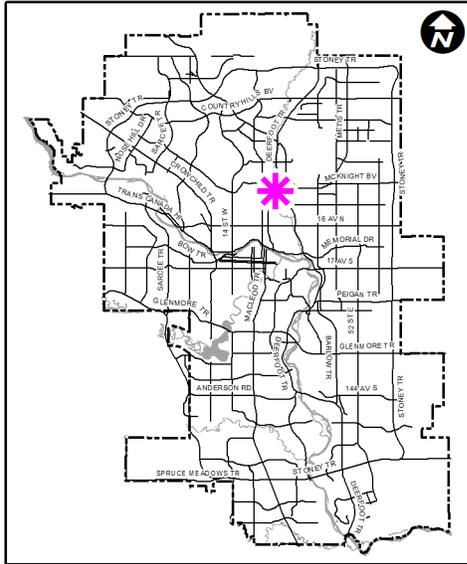
The lane is currently adjacent to two other parcels, which would not be part of the consolidation, and not impacted by the lane closure. On the northeast edge of the lane, 5.23 metres of 4507 – 6A Street NE abuts the lane, which is fenced and not used for site access. The parcel to the southwest of the lane closure area, 704 – 41 Avenue NE, also has 6.28 metres of property line abutting the lane and does not use the lane for site access or as a loading area. The portion of the lane abutting this parcel would remain open and could be used in the future for these activities, which would be reviewed through the development permit process.

The majority of surrounding parcels are designated as the Industrial – General (I-G) District, allowing for a range of industrial and support commercial uses. These include restaurants, manufacturing, and breweries. There are two parcels south of 41 Avenue NE that are designated with two separate DC Districts. The DC District ([Bylaw 114D2019](#)) located at the corner of 6 Street NE and 41 Avenue NE is based on the Industrial – Commercial (I-C) District, which was created to accommodate an existing place of worship, increase commercial opportunities on the site, and maintain the industrial options of the base I-C District. The other DC District ([Bylaw 93D2019](#)) is based on the Industrial – General (I-G) District with an additional use of vehicle sales – major to allow for vehicle sales of more than five vehicles.

## Community Peak Population Table

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

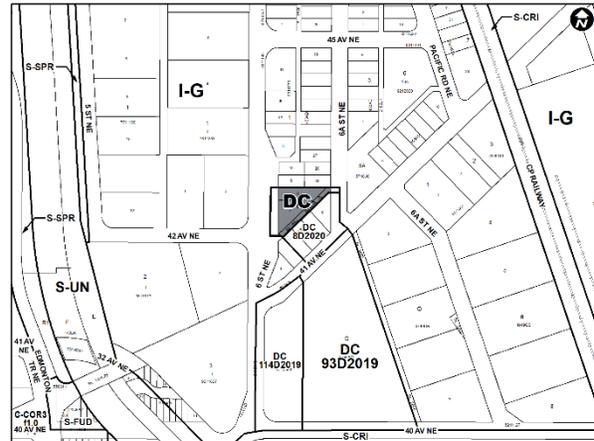
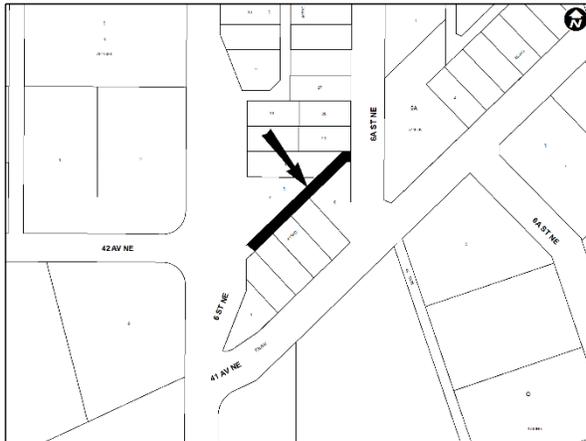
## Location Maps



Road Closure Map



Proposed Land Use Map





## Previous Council Direction

None.

## Planning Evaluation

### Road Closure

The proposed road closure includes approximately 0.02 hectares (0.05 acres) of an existing lane. The purpose of the road closure is to utilize the right-of-way as part of the overall development site, consolidating the two parcels adjacent to the closure area with the lane. The Road Closure Conditions are provided in Attachment 2.

### Land Use

The existing Industrial – General (I-G) District is an industrial designation that is for a wide variety of light and medium general industrial uses and a limited number of support commercial uses. The I-G District allows for a maximum floor area ratio of 1.0 and has no maximum height.

The proposed DC District is based on the I-G District and would maintain the current rules while adding the additional discretionary use of vehicle sales – major to the suite of listed uses. This use is typically found in commercial districts and allows for the sale of six or more vehicles on the site. The additional use is compatible with other automotive uses available within the Industrial – General (I-G) District such as auto body shops, car washes, fleet services, and vehicle auctions. It is also appropriate within the context and diverse set of businesses within Greenview Industrial Park. This proposed DC District would be in alignment with the existing DC District across the lane, which is under the same ownership and would be part of a future consolidation with the subject site of this application.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration, and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to unique characteristics. This proposal allows for the applicant's intended parcel consolidation and vehicle sales business while maintaining the I-G District base to accommodate a variety of industrial and support commercial use options in alignment with the LAP. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw as alternative industrial districts would either be incompatible with the neighbouring businesses or would introduce a proliferation of commercial business options, which would not be in alignment with the LAP. The use of this Direct Control meets the needs of the applicant, and is in alignment with the LAP.

The proposed DC District includes a rule that allows the Development Authority to relax Section 7 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district.

### **Development and Site Design**

If this application is approved by Council, the rules of the proposed DC District will provide guidance for future site development including appropriate uses, building massing, height, landscaping, and parking.

Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to, ensuring appropriate vehicle access to the site and reviewing opportunities for offsite improvements to support pedestrians, such as a potential sidewalk along 41 Avenue NE.

### **Transportation**

Pedestrian connections to the site are limited as there are no public sidewalks along this portion of 6 or 6A Street NE. Opportunities to include sidewalk connections and access may be explored through future development permits if the site is redeveloped. Vehicle access to the northern parcel is currently provided from the lane. Future primary vehicular access to the subject site is expected to be from 6A Street NE and 41 Avenue NE if the road closure and consolidation are approved. Access may also be achieved in the future from the remainder of the open lane off 6 Street NE.

Vehicle access to adjacent sites is available via 6 Street NE, 6A Street NE, and 41 Avenue NE. Closure of the lane will not impact vehicle site access to these parcels. The current street access is acceptable and anticipated to be unaffected by this proposal.

The area is served by Calgary Transit with a bus stop for Route 38 (Brentwood Station/Temple) located approximately 350 metres (four-minute walk) to the west on 32 Avenue NE. Route 38 (Brentwood Station/Temple) provides service to the Brentwood LRT Station and the Whitehorn LRT Station.

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

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary, and storm services are available. Site servicing details, as well as appropriate stormwater management, will be considered and reviewed as part of the future development permit application. Existing utilities within the proposed road closure area will be protected with a utility right of way or relocated to the satisfaction of the utility owners.

## **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 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.

The uses in the proposed DC District are allowable within the 25-30 NEF contour area. Any 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 parcel is located within the Industrial – Employee Intensive area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The MDP notes that Industrial Areas should be predominantly industrial in nature and seeks to protect industrial land from encroachment of non-industrial uses. The MDP also supports complimentary commercial uses that support the function of the local businesses and support the day-to-day needs of the businesses and their employees.

The Direct Control District based on the I-G District maintains industrial opportunities on the site while aligning with the existing DC District already present across the lane, allowing for vehicle sales of more than five vehicles. The proposed DC District allows for consolidation of the lane with the neighbouring parcels, allowing an existing business to expand. The proposal is in alignment with the land use policies of the MDP.

### **Calgary Climate Strategy (2022)**

This application does not include any specific actions that address the objectives of the [Climate Resilience Strategy](#). 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 scale modifier (Map 4: Building Scale). The LAP speaks to including a range of industrial uses while integrating a limited range of supporting office and commercial activities. The proposed land use amendment and road closure is in alignment with applicable policy of the LAP as industrial opportunities are maintained on the site with the addition of the support commercial use of vehicle sales for six or more vehicles. This allows the existing business on the southern parcel to expand to occupy the northern parcel after consolidation. This does not contribute to proliferation of commercial uses in the industrial area.