

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast quadrant of the city along 33 Street NE in the industrial community of Franklin. It is one block west of 36 Street NE which is an Urban Main Street and part of the Primary Transit Network in the *Municipal Development Plan*. The area is also near major transportation corridors including Barlow Trail and 16 Avenue NE which facilitate the movement of goods to and from this centrally located industrial area.

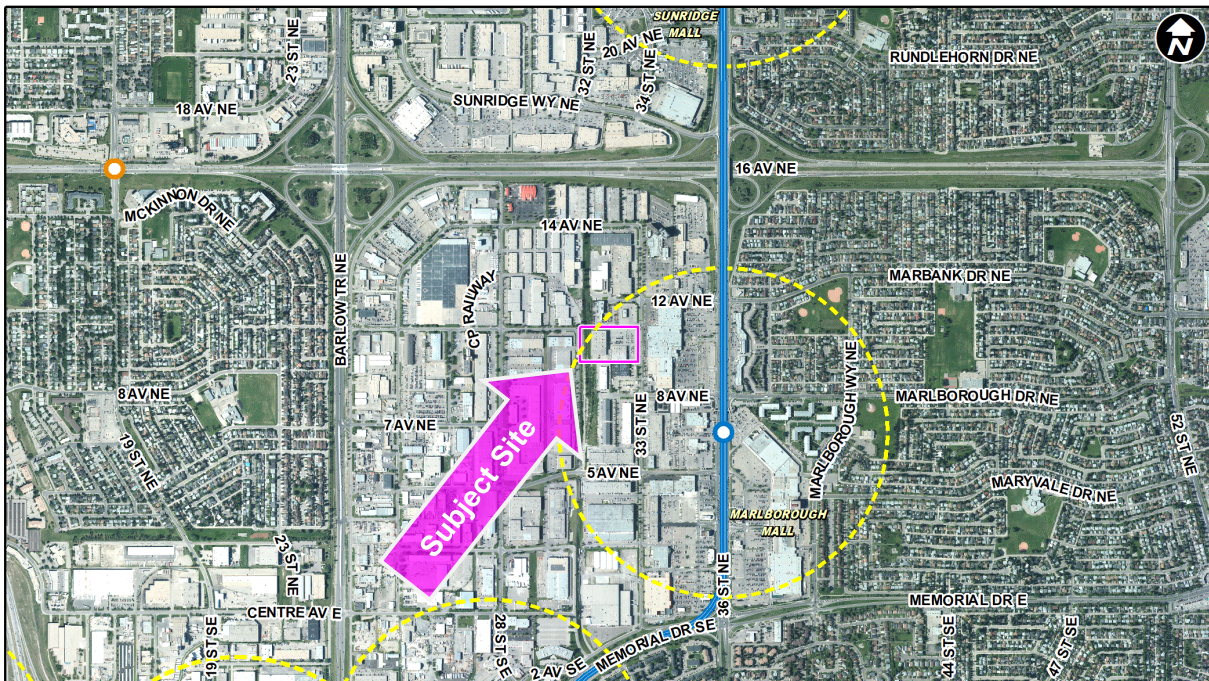
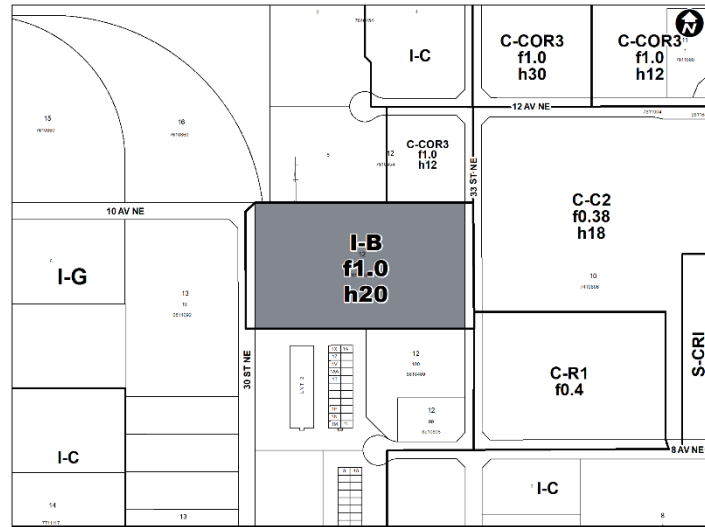
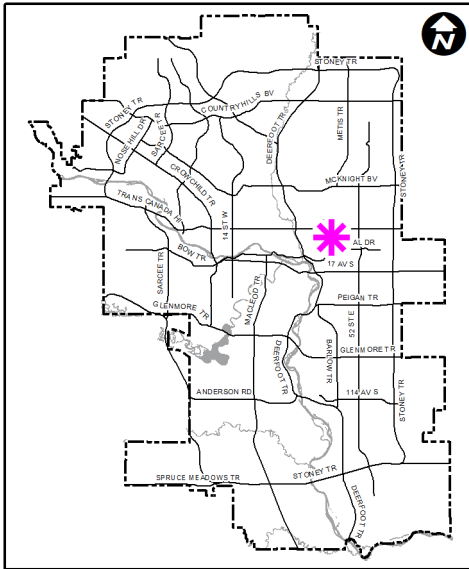
The site is occupied by an L-shaped low-rise development with an ample at-grade parking lot. The development contains a Social Organization (Royal Canadian Legion Branch 286) on the western portion of the building and a Gaming Establishment – Bingo (Bingo Barn) on the southern portion. The site is surrounded by commercial uses and developments to the east. Other than the adjacent parcel to the north, the site is surrounded by one and two-story multi-tenant developments that contain a range of industrial and small-scale commercial uses to the west, north and south.

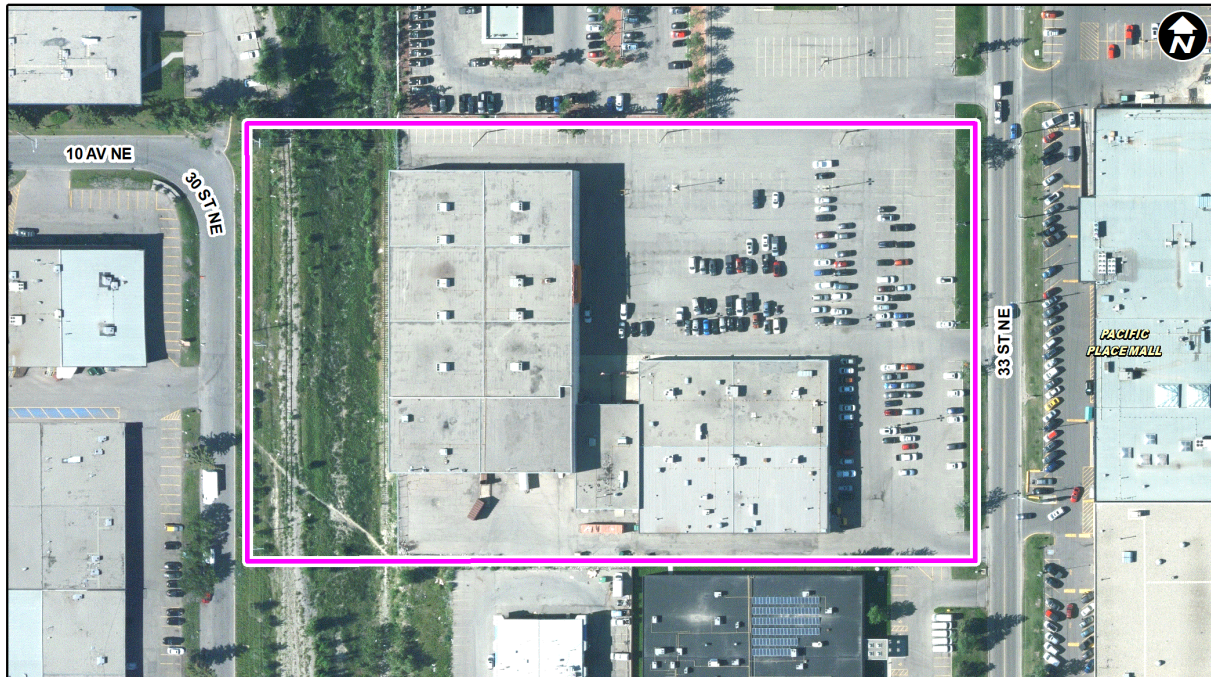
The site is approximately 2.73 hectares (6.67 acres) in size and is approximately 128 metres wide by 121 metres long. It is generally flat with significant grade difference at the rear between the site and 30 Street NE. A portion of a spur line that runs through a few industrial parcels in the area also exists at the rear.

## Community Peak Population Table

Not available because the subject site is in an Industrial Business Park and no residential development exist in the vicinity.

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Commercial – Regional (C-R1f0.5) District is intended for large retail sales activities. When Land Use Bylaw 1P2007 came into effect in 2008, the land use for the site transitioned from General Light Industrial (I-2) District under Land Use Bylaw 2P80 to Commercial – Regional 1 (C-R1) District due to the presence of the Gaming Establishment - Bingo use. This transition was a city-wide city-initiated process that took place when Land Use Bylaw 1P2007 came into effect.

The proposed I-Bf1.0h20 District is characterized by prestige, high-quality, manufacturing, research and office development and is desirable in locations that contribute to employment centers such as the existing industrial area. The proposed designation includes Floor Area Ratio (FAR) and height modifiers. The FAR of 1.0 and height of 20 metres will enable the long-term redevelopment of the site to be compatible with the context and include a variety of light industrial, small retail and office uses.

The initial application was for Commercial – Corridor 3 (C-COR3) District. However, after discussions, the application was amended to redesignate the site to Industrial – Business (I-Bf1.0 h20) District with modifiers to align with the intent of the application and support the industrial character of the area.

### **Development and Site Design**

The rules of the proposed I-Bf1.0h20 District and its density and height modifiers would provide guidance for future redevelopment of the site including uses, building height and massing, landscaping and parking. The site will partially redevelop in the short-term and there will be the opportunity to include light industrial uses such as the market style retail in portions of the existing building that is currently occupied by the Social Organization.

The Gaming Establishment – Bingo use located in the southern portions of the building, is expected to remain open; however, as the use is not listed in the I-B District it will become a legal non-conforming use as per Section 643 (1) of the [Municipal Government Act \(MGA\)](#). Subsections (2), (3) and (4) state that the use may continue in its current location and may not be extended or transferred to another location in the development; and will no longer be allowed if it is discontinued for a period of six consecutive months or more. In addition, the building where the non-conforming use is located may not be enlarged or added to and no structural alterations may be made to it or in it.

### **Transportation**

The site shares a driveway to 33 Street NE with the adjacent parcel to the north, which is also owned by AGA Properties Inc. The site is located approximately 450 metres (seven-minute walk) from the Marlborough LRT Station located along 36 Street NE which is part of the Primary Transit Infrastructure and is an Urban Main Street.

Transit Bus stops are located on 33 Street NE at the intersections with 8 Avenue NE and 12 Avenue NE. Transit Route 127 (Maryvale/Franklin) Industrial is served at these transit stops. Under the Always Available for All Ages and Abilities (5A) Network, 33 Street NE and nearby 12 Avenue NE are existing On-Street Bikeways. Going east, the bikeway on 12 Avenue NE ultimately connects to the pathway on the west boulevard of 52 Street NE.

A Transportation Analysis related to parking supply and active modes connectivity was completed and submitted to Administration for review. The analysis concluded that the existing parking supply would be sufficient for the existing and intended uses under the proposed I-Bf1.0h20 District. The analysis also noted that there are critical missing pedestrian links to transit infrastructure from this site. Details on the parking supply and offsite improvements will be discussed and confirmed at the Development Permit stage.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, storm and sanitary sewer mains are available to service the subject site. Site servicing, as well as appropriate stormwater management would be reviewed upon comprehensive redevelopment of the subject parcel.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

Administration's recommendation aligns 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)**

Administration's 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) Regulation identifies the subject site as being located within the 25-30 Noise Exposure Forecast (NEF) Area. The AVPA Regulation was created to ensure that only compatible land uses are developed near airport flight paths. The AVPA Regulation establishes prohibited uses in certain locations, identified within the NEF Areas. The uses listed in the I-B District are generally allowed in the 25-30 NEF Area. Future development permits would be circulated to the airport authority and reviewed against the applicable regulations to ensure compliance. Buildings on the site must comply with the acoustical requirements set out in the Alberta Building Code.

### **Municipal Development Plan (Statutory – 2009)**

The site is located in the Standard Industrial Area in the [Municipal Development Plan](#). The Standard Industrial Area consists of existing planned industrial areas that contain a mix of industrial uses at varying intensities. These areas are intended to allow for a broad variety of industrial uses and as the area redevelops, the industrial character should be maintained. The proposed I-Bf1.0h20 District is in keeping with the industrial character for the area.

### **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 subsequent development approval stages.

### **Transit Oriented Development Policy Guidelines (2004)**

The [Transit Oriented Development Policy Guidelines](#) (TOD) provide direction for the development of areas typically within 600 metres radius of a transit station. The TOD Guidelines encourage the type of development that creates a higher density, walkable, mixed-use, employment generative environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide riders alike.

The TOD Guidelines also support a variety of employment, local services and amenities that support a vibrant station area community. The proposed I-Bf1.0h20 District meets the key objectives of the TOD Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing employment opportunities around transit stations.