

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast community of Horizon, north of 48 Avenue NE and east of Barlow Trail NE. Vehicle access to the parcel is from 48 Avenue NE via an internal drive aisle and is shared with the adjacent site to the west. This 1.99 hectare (4.92 acre) site is approximately 83 metres wide and 236 metres deep, subdivided into four individual parcels and common property through a condominium plan. The subject site is currently undeveloped, although development permits have been approved prior to this application to allow for a mix of commercial uses and light industrial uses.

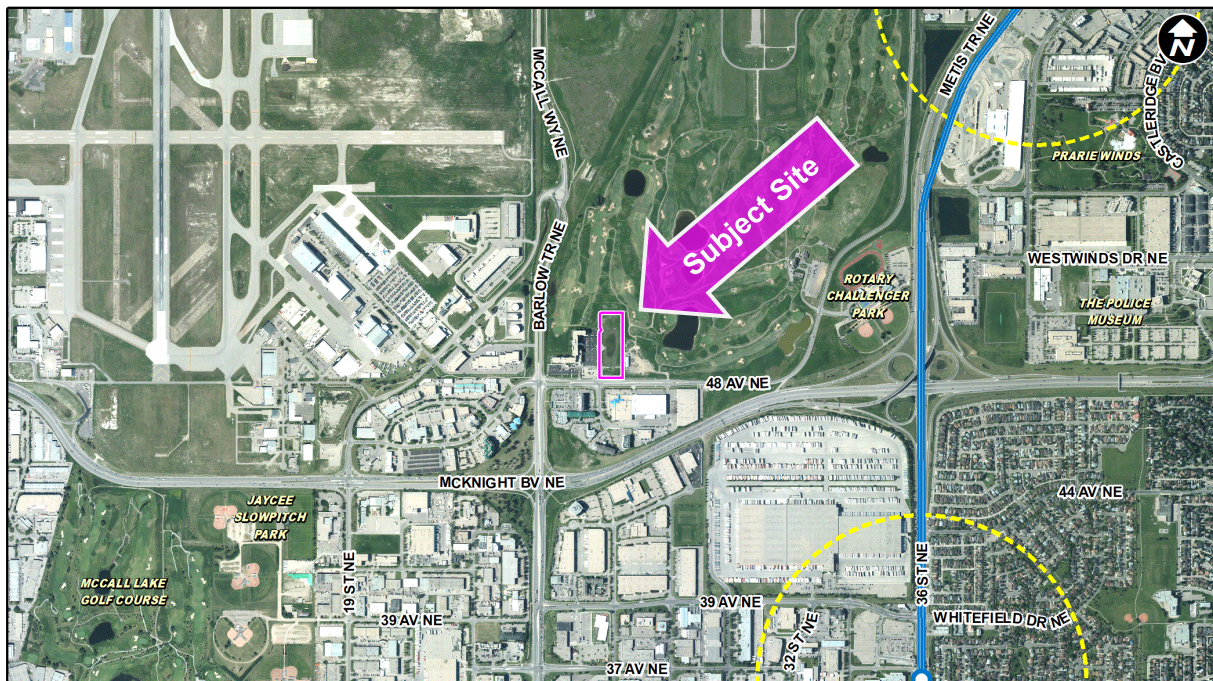
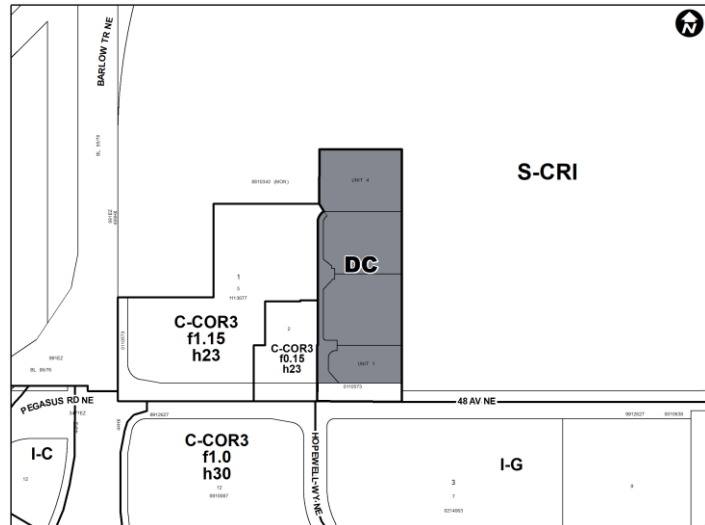
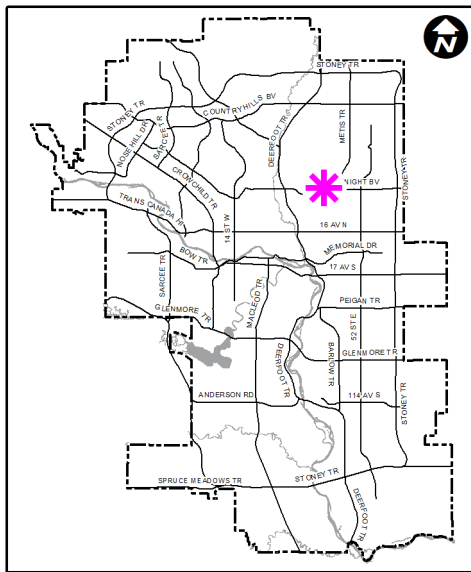
Surrounding parcels are developed with a variety of industrial, commercial, and special purpose uses. A hotel is located immediately west and shares access with the subject site, using the internal drive aisle from 48 Avenue NE. The parcel to the north and east of the site is part of the Calgary International Airport lands, which are presently home to the Wingfield Golf Club. The golf course uses the portion of their site immediately adjacent to the parcel for back-of-house activities, such as storage of equipment. The Airport runways and associated buildings are located further to the west and north beyond the golf course. Parcels to the south across 48 Avenue NE are developed with a mix of commercial and industrial businesses including restaurants, hotels and light manufacturing and warehousing. Businesses tend to be a mix of light industrial with support commercial uses west of Barlow Trail NE.

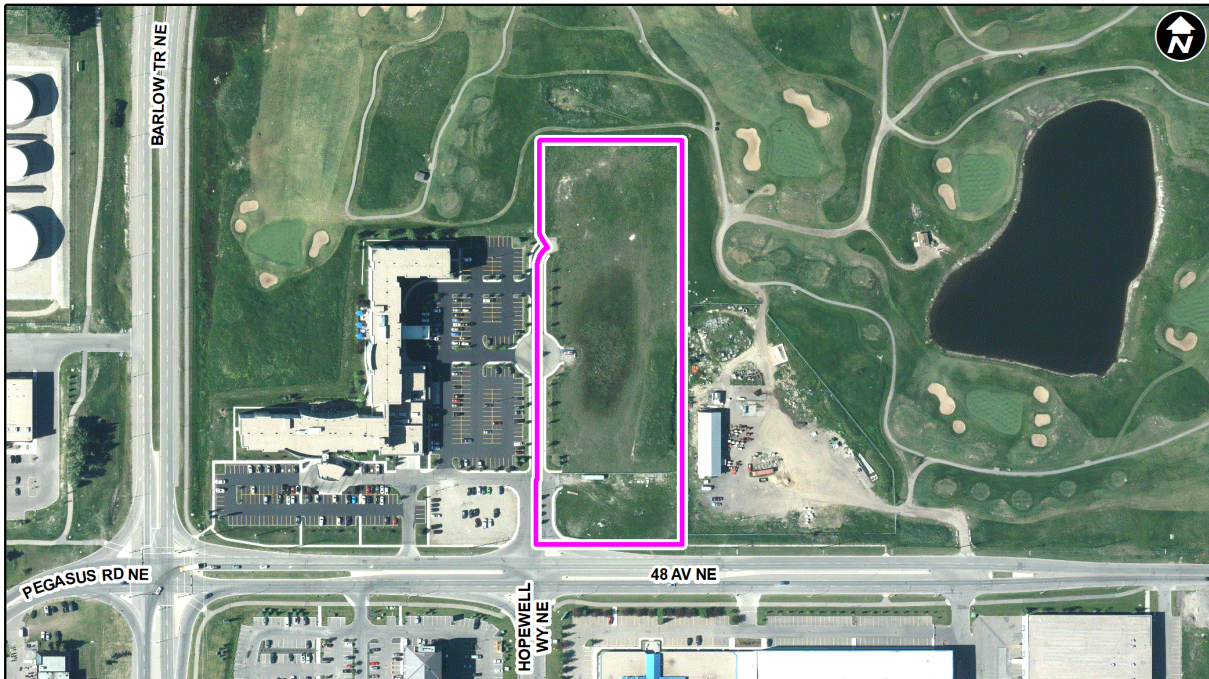
The site has undergone several land use redesignations in recent years. In 2012, the site was redesignated from the Industrial – General (I-G) District to the Commercial – Corridor 3 (C-COR3) District. This was part of a multi-site comprehensive application which included the adjacent parcel to the west and some parcels across 48 Avenue NE to the south. On 2022 June 7, the existing Direct Control ([88D2022](#)) was approved, which is based on the I-C District. It intended to re-introduce light industrial options while maintaining opportunities for commercial uses that are compatible with the surrounding mix of hotels, restaurants, light industrial and other various commercial uses. The proposed Direct Control (DC) District is intended to maintain the rules of the existing DC District and re-introduce the Place of Worship – Small use, which was available under the C-COR3 District, but is not part of the base I-C District.

## Community Peak Population Table

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

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC District is based on the I-C District, which 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. The existing DC District allows for a maximum building height of 16 metres (about four storeys) and a maximum floor area ratio (FAR) of 2.0. This allows for an increased height and FAR from the base I-C District, which allows a maximum of 12 metres and 1.0 respectively.

The purpose of the application is to adopt a new DC District which adds the discretionary use of Place of Worship – Small to the site and otherwise maintains the I-C District base along with the increased height and FAR of 16 metres and 2.0 available in the existing DC District. This use was available in the previous C-COR3 District that was on the site prior to the current DC District approval. The mix of industrial and commercial uses available on the site and in the area indicate this is an appropriate use for the site as the Place of Worship – Small use is compatible with the surrounding hotel, restaurant, and light industrial mix. Many place of worships are complementary to industrial businesses as they may be active at opposite days or hours to the businesses, helping to reduce conflict regarding things like parking or noise. The specific details of operations would be reviewed at the development permit stage.

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 the unique characteristics of the proposal. This proposal allows for the applicant's intended mix of industrial and commercial uses at an intensity that is not available in the base I-C District or alternative districts. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 6, 7 and 8 of the DC District Bylaw. Section 6 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. Sections 7 and 8 for FAR and height respectively are also relaxable in the proposed DC District, as most districts allow for relaxations to the height and FAR as well. This proposed DC District includes these rules as well in the relaxation section to align with the standard approach in the Land Use Bylaw.

### **Development and Site Design**

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, the mitigation of any off-site impacts such as noise and dust for industrial uses.

### **Transportation**

Pedestrian access to the site is available from the sidewalk along 48 Avenue NE. Barlow Trail is approximately 200 metres (a three-minute walk) to the west and McKnight Boulevard is 400 metres (a seven-minute walk) to the south along Barlow Trail. Both are designated truck routes. A private road connecting to the all-turns intersection along 48 Avenue NE provides vehicle access to all the parcels on this site.

There is no transit service available along 48 Avenue NE. The nearest transit service is west of the site along McCall Way NE to the west (750 metres or a 13-minute walk), which is serviced by Route 57 (Monterey Park / McCall Way NE) providing transit access to the airport and the Whitehorn LRT station. This transit stop can be accessed via the sidewalk along 48 Avenue NE and the pedestrian multi-use pathway on the west side of Barlow Trail.

A Transportation Impact Assessment (TIA) was not required as part of this application. However, a TIA or parking demand study may be required during the development permit stage.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary, and storm services are available. Details of site servicing, as well as appropriate stormwater management were considered and reviewed as part of the approved development permit.

## 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) identifies the subject site as being located within the 30-35 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 NEF areas. The uses in the proposed DC District are generally allowable within the 30-35 NEF contour area, including the proposed discretionary use of Place of Worship - Small. 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 Standard Industrial 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 and services that support the function of the local businesses and support the day-to-day needs of the businesses and their employees.

The DC District, based on the I-C District, maintains a broad range of industrial uses and includes opportunities for small scale compatible commercial uses 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 [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.