

Background and Planning Evaluation

Background and Site Context

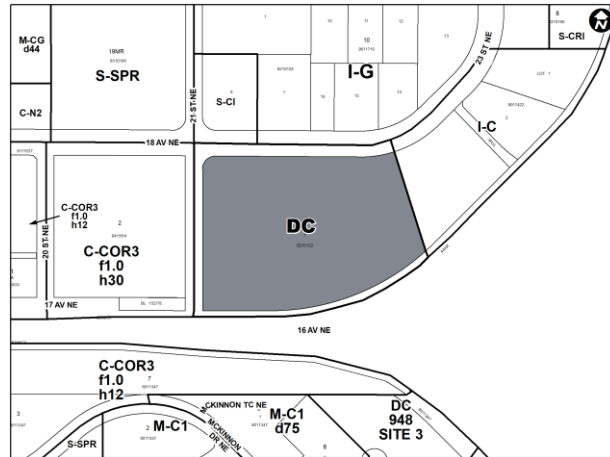
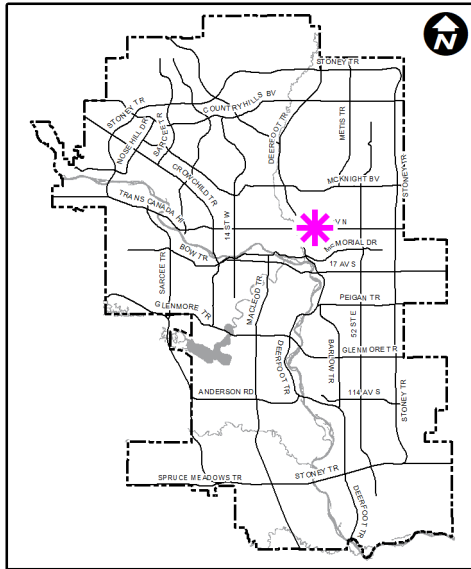
The subject site is located in the community of South Airways. It is approximately 4.08 hectares (10.07 acres) in size, with dimensions of approximately 260 metres wide at its widest point and 180 metres deep at its greatest depth. The site is currently developed with a large warehouse-style building and surface parking along the north and south sides of the building. It is bounded by 18 Avenue NE to the north, 21 Street NE to the west, a similarly sized parcel to the east, and 16 Avenue NE to the south. Access to the parking lot is provided from 18 Avenue NE and 21 Street NE.

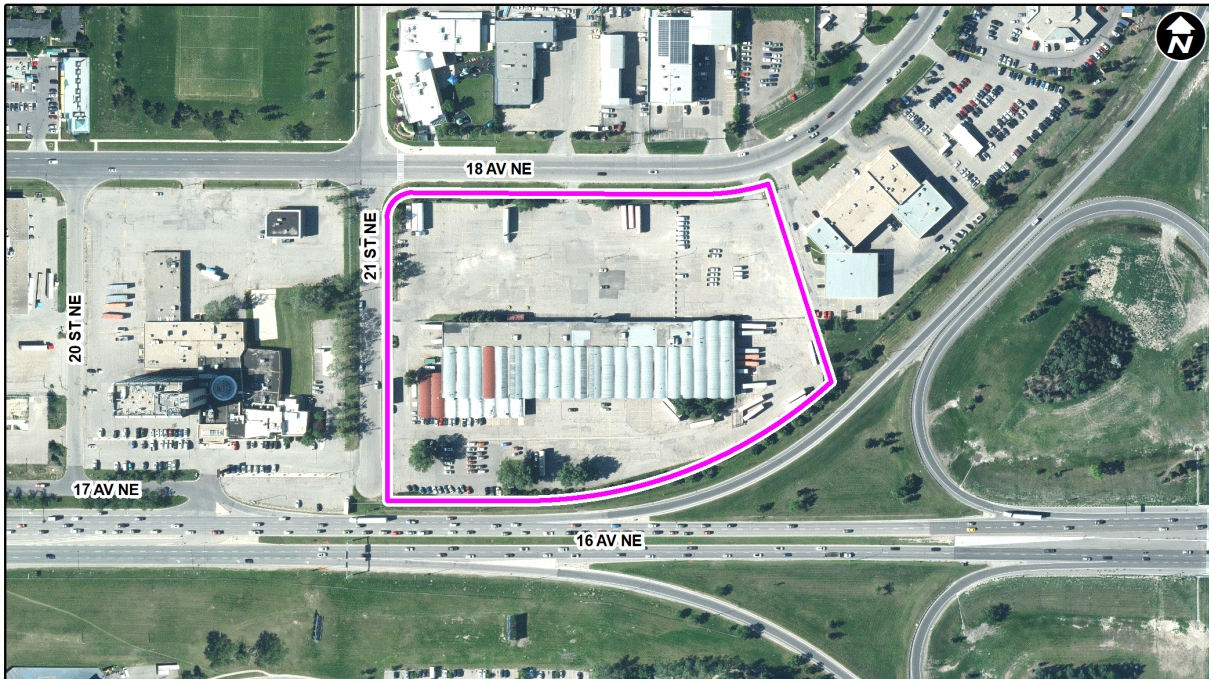
Surrounding development immediately adjacent to the site consists of a mix of industrial, commercial, community, and hotel developments designated as the Industrial – Commercial (I-C) District, Industrial – General (I-G) District, Special Purpose – Community Institution (S-CI) District, and Commercial – Corridor 3 (C-COR3) District. The residential communities of Vista Heights and Mayland Heights are located to the west and south of the subject site respectively. The subject site's proximity to 16 Avenue NE to the south and Barlow Trail to the east provides the area with strong vehicle connectivity and transit facilities.

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 ([Bylaw 4Z96](#)) is based in the I-2 General Light Industrial District of Bylaw 2P80 and is divided into two sites. The subject site is identified as Site 1 which allows the additional discretionary use of retail stores when located in an existing building.

Since the original adoption of the DC District (Bylaw 4Z96), Site 2 (located north of the subject site on two different parcels) has since been redesignated to the Industrial – General (I-G) District and the Special Purpose – Community Institution (S-CI) District.

The proposed DC District is based in the Industrial – Commercial (I-C) District which is intended to be located on the perimeter of industrial areas and supports light industrial uses as well as complementary small-scale commercial uses. The maximum building height is 12 metres and the maximum Floor Area Ratio (FAR) is 1.0. The proposed DC District allows for the addition of other specific commercial-oriented uses that may be compatible, complementary and supportive of the surrounding area. The DC District also allows for the permitted use of a supermarket which can only be located within an existing building. By classifying the supermarket as a permitted use as long as it is in an existing building, future applicants are encouraged to adaptively reuse the existing building, prolonging the lifespan of the structure and keeping it from being demolished.

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. In this particular case, the MDP and Industrial Action Plan (2022) seek to retain these areas for industrial uses, and a commercial-oriented use is seeking to locate on the subject site. 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 Section 4 of the DC District Bylaw. Section 4 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. There are no other additional rules that are made relaxable by the proposed DC District.

Development and Site Design

The rules of the I-C District, on which the proposed DC District is based, will provide basic guidance for future site development, including landscaping, parking, and access. The site is already developed with a large building that is intended to be repurposed. Proposed new development is more likely to occupy existing and vacant spaces within the extensive parking area.

Transportation

Bus stops for Route 19 (16 Avenue North), providing an east-west transit option, and for Route 33 (Vista Heights/Rundle), providing a looping option through several northeast communities, are located 325 metres (six-minute walk) to the west of the subject site. However, 18 Avenue NE does not include a sidewalk in the south boulevard, creating a missing pedestrian link to the nearest transit option.

A Transportation Impact Assessment (TIA) was required as part of this application. B&A Studios retained WATT Consulting to assess the impact of the proposed land use redesignation on the existing and future transportation network. The draft report was reviewed by Development Engineering and the findings are generally acceptable. The TIA recommended several offsite improvements including improvements at 18 Avenue NE / 21 Street NE and 18 Avenue NE / 19 Street NE to be considered by the applicant. The TIA report is to be finalized considering active transportation connectivity following the Always Available for All Ages and Abilities (5A) Network and current complete street standards, anticipated to be resolved 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. Development servicing requirements are being determined through the associated development permit review and development site servicing plan processes.

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 25-30 Noise Exposure Forecast (NEF) contour area 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 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 [Municipal Development Plan](#) (MDP) recognizes that industrial areas "contribute to a strong and prosperous economy for Calgary, and should be maintained as a major economic driver for the City". Standard Industrial Areas "consists of existing planned industrial areas that contain a mix of industrial uses at varying intensities". While it is made clear that "Industrial uses should be maintained as the primary use" in the Standard Industrial Area (3.7.1(a)), the MDP additionally states: "Only uses that support the industrial function of this area and cater to the day-to-day needs of area businesses and their employees may be supported" (3.7.1(c)).

By creating a DC District based on the I-C District with the addition of other compatible, complementary uses that align with the policies established by the MDP, the site retains the ability to host an industrial-oriented use in the future while allowing for more commercial-oriented redevelopment of the subject site based on current market demand in the short term.

The proposed DC District based on the I-C District will align with the 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](#). The applicant intends to repurpose the existing building on the subject site and redevelop it into a Supermarket. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.