

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Mayland. It is approximately 7.57 hectares (18.71 acres) in size, made up of three separate parcels. The site is currently developed with a large, highly visible 4-storey brick building which was originally purpose-built for the Calgary Herald newspaper in the 1970s. The site additionally has small surface parking lots along the north and east sides of the building, and a large parking lot south of the building and accessed from 3 Avenue SE. It is bounded by Centre Avenue E to the north and 16 Street SE to the east.

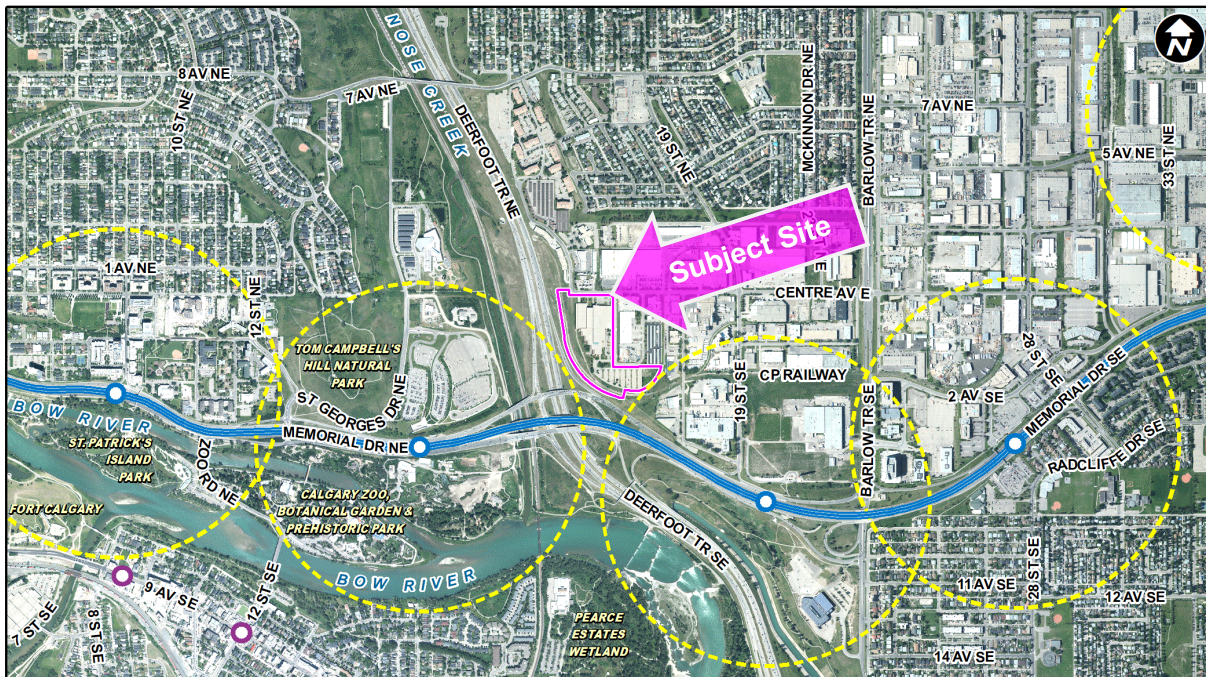
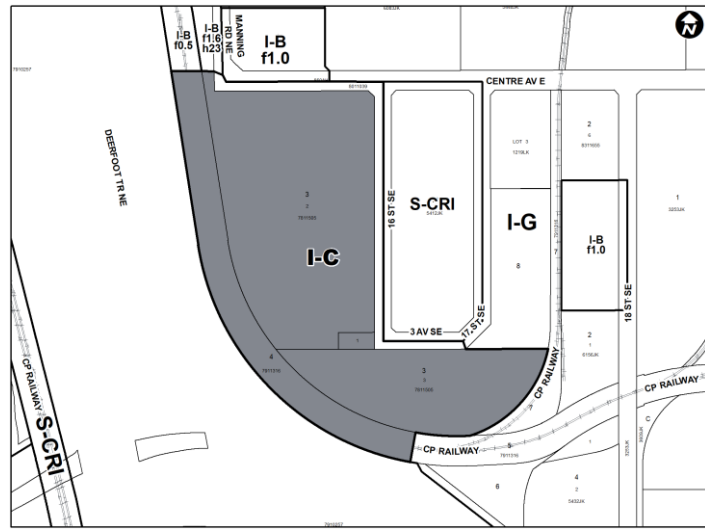
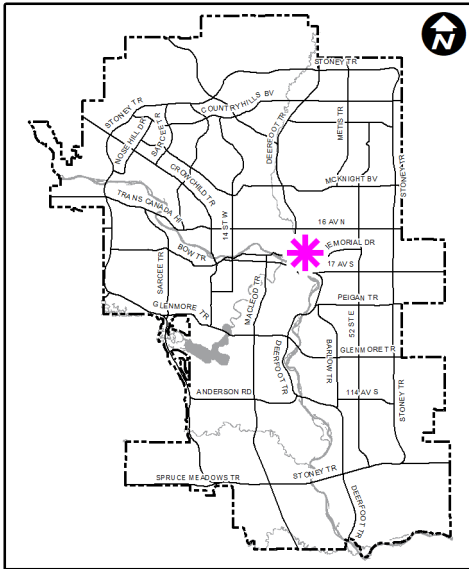
Lands in the vicinity of the subject site are primarily industrial and are designated as Industrial – Commercial (I-C), Industrial – Business (I-B, with various height and floor area ratio modifiers), and Industrial – General (I-G) Districts. Immediately east of the site is the City of Calgary Mayland Heights yard, an operations workplace centre for the Parks business unit, under the Special Purpose – City and Regional Infrastructure (S-CRI) District. The residential community of Mayland Heights is located approximately 330 metres (a six-minute walk) north of the subject site. The subject site overlooks the provincial Highway 2 (Deerfoot Trail) and Memorial Drive SE, and Centre Avenue E provides quick access to these major transportation corridors.

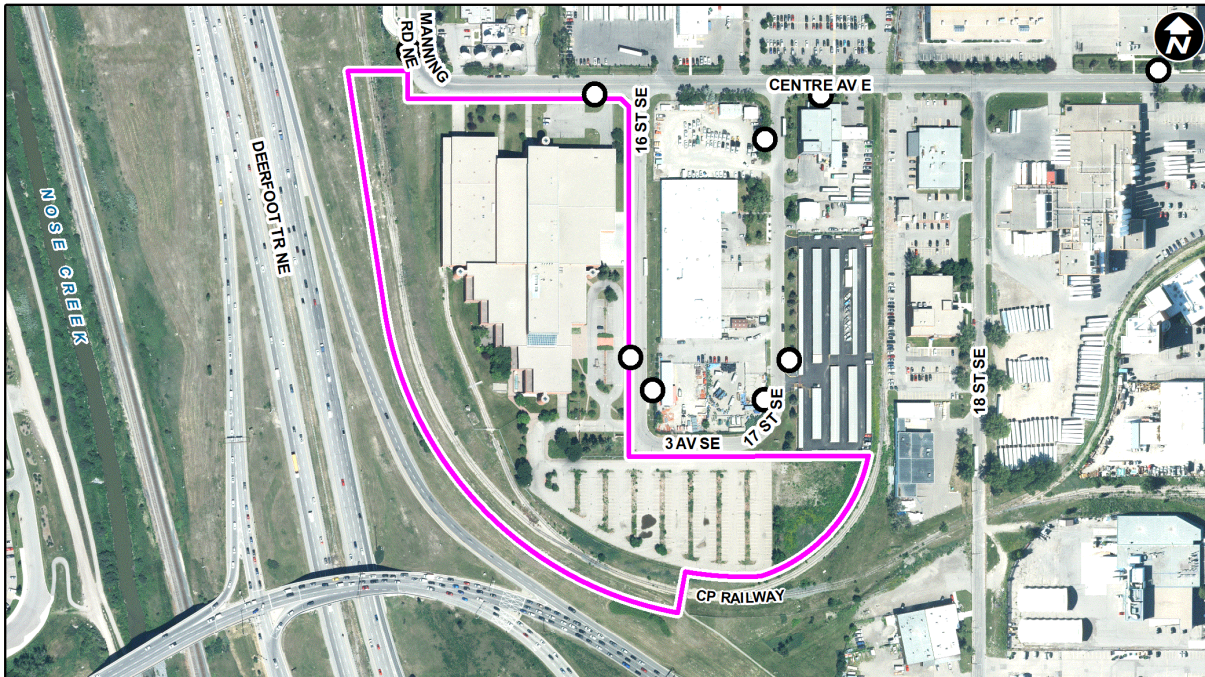
The site is located entirely within the 25-30 Noise Exposure Forecast (NEF) contour established by the Calgary International Airport Vicinity Protection Area (AVPA) Regulation. A portion of the site is additionally located in the waste management facility setbacks of both the Nose Creek Landfill and Mayland Landfill, both non-operating facilities. More information about these regulatory setbacks is provided in this report.

## Community Peak Population Table

There is no community population data available for this area as this area is primarily industrial.

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing land use for the subject site is Industrial – Business f1.0 (I-B f1.0) District, which is intended to be characterized by high-quality manufacturing, research and office developments, on parcels in desirable locations that contribute to employment centres or locations that are visible from expressways and major streets. The subject site's current land use includes a floor-area ratio (FAR) modifier of 1.0, similar to other FARs in the Mayland Industrial Park area.

The applicant proposes a redesignation of the subject site to Industrial – Commercial (I-C) District, which is intended to be characterized by light industrial uses and small-scale commercial uses that are compatible with and complement light industrial uses, located on the perimeter of industrial areas. The proposed redesignation is considered appropriate. The subject site is identified as Industrial – Employee Intensive on Map 1: Urban Structure of the *Municipal Development Plan*. Redesignation to the I-C District preserves the industrial nature of the subject site while allowing more commercial uses that are compatible with other industrial uses to locate on the site.

### Development and Site Design

The rules of the I-C District will provide guidance for future site development, including landscaping, parking, and access. The subject site is already developed and the large building on the site is intended to be repurposed. Comprehensive site redevelopment is not anticipated at this time.

## Transportation

Bus stops for Route 27 (Willowglen) are located adjacent to the subject site. Route 27 (Willowglen) provides a public transit option that shuttles riders between the Willowglen Business Park (approximately 550 metres, or a nine-minute walk, northwest of the subject site) and the Barlow / Max Bell LRT Station (approximately 650 metres, or an 11-minute walk, southeast of the subject site), with service every 20 minutes during peak ridership hours. The subject site is adjacent to Centre Avenue E, a recommended on-street bikeway that will contribute to the Always Available for All Ages & Abilities (5A) Network.

The subject site already provides a significant amount of on-site vehicle parking. At the applicable development permit stage, the applicant will be expected to assess current and anticipated parking requirements and provide a supply and design of parking stalls, bicycle parking, and loading stalls to the satisfaction of the Development Authority.

## Environmental Site Considerations

The site is in the waste management facility setback of the Nose Creek Landfill and the Mayland Landfill. Both landfills have been closed for many years. Section 17 of the Provincial [Matters Related to Subdivision and Development Regulation](#) prohibits subdivision and development permit approvals for school, hospital and residential uses within waste management facility setbacks, unless written consent for variance of the Subdivision and Development Regulation is granted by Alberta Environment and Parks to City of Calgary Community Planning. Analysis of future development permit applications for prohibited uses may be based on a 300-metre waste management facility setback. The uses intended for the subject site are not prohibited.

There are no known environmental concerns associated with the proposal and/or subject site itself at this time. As such, an Environmental Site Assessment was not required.

## 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](#) Regulation (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 proposed uses under the Industrial – Commercial (I-C) District are generally allowable within the higher noise exposure of the 25-30 NEF contour area. 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 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. Industrial – Employee Intensive Areas are intended for manufacturing, warehousing and mixed industrial/office developments that have high labour concentrations and require access to the Primary Transit Network. While it is made clear that Industrial – Employee Intensive areas should contain primarily industrial uses, the MDP additionally states that other uses that support the industrial function may be allowed.

Redesignation to the Industrial – Commercial (I-C) District aligns with the policies established by the MDP, allowing for the site to retain the ability to host industrial uses in the future.

Additionally, redesignation will allow for the current tenant to expand their operations in an appropriate manner. The current tenant proposes the retention of the large building on the subject site, and the MDP encourages the conversion, retrofit, and adaptive reuse of existing buildings to help achieve the City's climate change and energy goals.

### **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. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.