

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast quadrant of the city within Residual Sub-Area 5D. The parcel is located north of Stoney Trail NE, between Métis Trail NE and 52 Street NE. The site is accessed from 144 Avenue NE, which is the boundary with Rocky View County. There is no direct access off Métis Trail NE or Stoney Trail NE. The combined lots are approximately 16 hectares (40 acres) in area, and each of the parcels are approximately 400 metres wide and 200 metres deep.

The west parcel (4717 – 144 Avenue NE) is currently undeveloped and includes a Class III wetland as identified in the Preliminary Natural Site Assessment (PNSA) completed in support of this application. The east parcel (5005 – 144 Avenue NE) is currently a vehicle storage site approved under a five-year temporary development permit (DP2023-02249). Both parcels have deferred reserve caveats registered on title to account for municipal reserve requirements, the provision of which will be addressed during future subdivision processes.

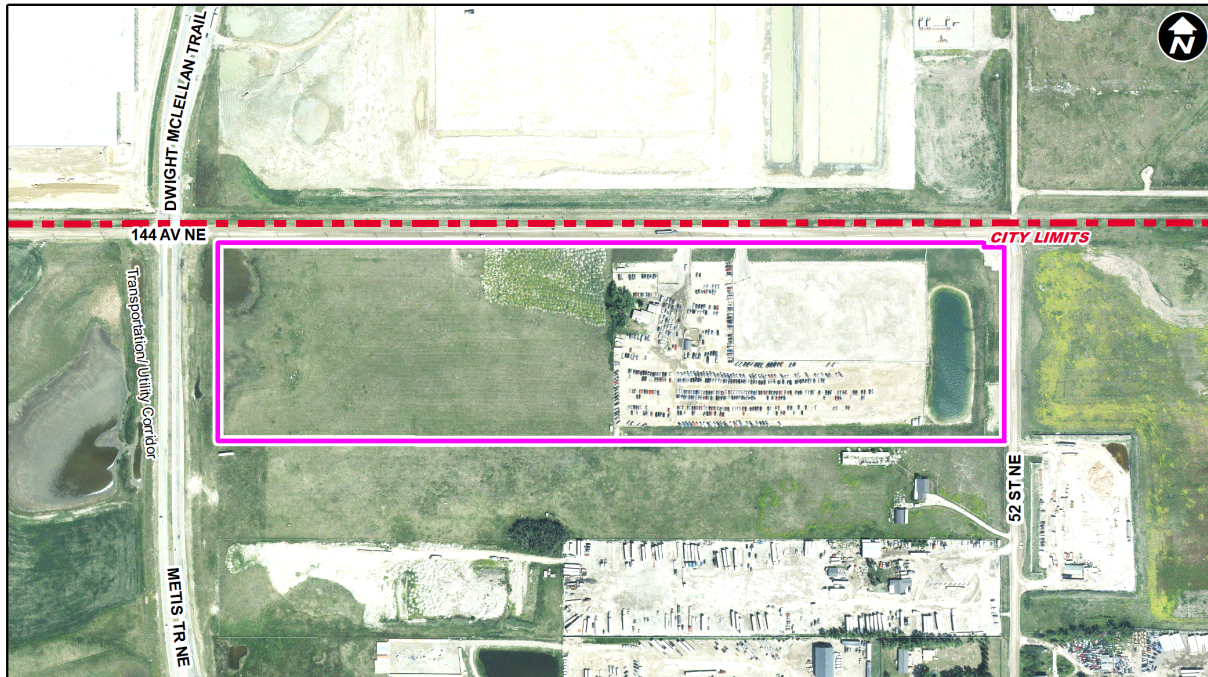
The northernmost approximately 40 metres of the subject site, as well as the lands to the west and east, are heavily encumbered by existing underground utility infrastructure. No permanent structures including trees or parking of heavy equipment, vehicles and trailers are permitted within those easement areas. In addition, future development in the area will be required to allow for appropriate access to service the underground utility infrastructure.

North of the subject site is the right-of-way for 144 Avenue NE as well as a non-operational train line. North of 144 Avenue are lands within Rocky View County which are primarily being developed as large industrial parcels. Immediately to the south are existing small-lot agricultural parcels and a mix of other outdoor industrial uses primarily composed of vehicle storage services accessed from 52 Street NE.

## Community Peak Population Table

Not available because the subject area is an industrial area.





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Special Purpose – Future Urban Development (S-FUD) District is a designation applied to areas that are awaiting urban development and utility servicing. This district provides for a limited range of temporary uses that can be easily removed in the future, such as recreational vehicle storage, to maintain the opportunity for urban forms of development at the appropriate time. The S-FUD District is primarily used to accommodate existing homes and agricultural lands on the edge of the city until a redesignation is completed at the outline plan stage.

The subject site is proposed to be redesignated to the Industrial – Outdoor (I-O) District. The I-O District supports the development of limited temporary, un-serviced industrial uses which are appropriate for the site given there is no Area Structure Plan for the area and urban services are not yet available. The I-O District includes the opportunity for outdoor storage uses. These uses are compatible with areas awaiting development as they do not require servicing and allow for future development of the site. The maximum building height in the I-O District is 10 metres. The maximum building size allowed is 1,600 square metres, which allows for much of the land to remain undeveloped for future uses or developments. The minimum parcel size is 1.6 hectares. The I-O District also requires screening of all materials and equipment stored on site, which supports an appropriate interface with 144 Avenue NE, Métis Trail NE and surrounding Rocky View County lands.

### **Development and Site Design**

The east site (5005 – 144 Avenue NE) is currently operating as a vehicle storage business subject to a temporary (five-year) development approval. Access is being taken directly from 144 Avenue NE in two locations that each provide access to the different types of vehicle storage areas on the site.

If approved by Council, the rules of the I-O District will provide guidance for the development of the sites including appropriate uses, building height and massing, parcel coverage, landscaping and screening. Other factors that will be considered during the review of a future subdivision or development permit application include:

- site access from 144 Avenue NE;
- the screening of outdoor storage areas from adjacent public roadways;
- wetland protection and stormwater management;
- the consideration of municipal reserve at subdivision; and
- development constraints around underground utilities.

### **Transportation**

The parcel is located between Métis Trail NE and 52 Street NE with vehicular access from 144 Avenue NE. Two access points exit on the eastern parcel to two different vehicle storage areas while an agricultural access point exists on the western parcel. At the future subdivision and development permit stage for the western portion, new standard driveway crossings may be required to accommodate redevelopment of the site. Direct access from Métis Trail NE is not allowed.

There is no public transportation available in the area and the Always Available for All Ages and Abilities (5A) Network recommends pathways along 144 Avenue NE and 52 Street NE in the future.

A Transportation Impact Assessment was not required for this application.

### **Environmental Site Considerations**

A Preliminary Natural Site Assessment (PNSA) was completed on the site and identified a Class III wetland on the western parcel (4717 – 144 Avenue NE). Given the fractured and disturbed nature of the identified Class III wetland from the construction of Métis Trail NE, along with the future expansion planned for the same, it was determined that further study of the wetland area would be required at a later stage when more is known about the effects of an expansion of Métis Trail NE.

In lieu of applying the Special Purpose – Urban Nature (S-UN) District to this wetland area, special consideration will be taken at a future development stage such as applying a minimum buffer to the wetland. At a future subdivision stage, additional analysis through a PNSA amendment will be required to determine further detail on the protection of the wetland. If warranted through the findings of a PNSA amendment, environmental reserve (ER) status may be applied to this wetland to protect it in place.

### **Utilities and Servicing**

The subject parcels are not currently serviced by the City of Calgary water and sanitary services. Water servicing is available along 52 Street NE which has the opportunity to tie-in through future development of the site, however a water connection will not be allowed until

such time as a sanitary sewer connection is available. No stormwater service is available for the site, and no overland drainage will be permitted to leave the site area, except in conformance with a Stormwater Management Report which will be reviewed at the time of future development. A Deferred Services Agreement (DSA) will be required between the developer and The City at the development permit stage and the developer will be responsible for extending the services to the subject site when permanent services are available.

## 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.

### **Rocky View/Calgary Intermunicipal Development Plan (Statutory – 2012)**

The site falls within the policy area of the [Rocky View/Calgary Intermunicipal Development Plan](#) (IDP) and has been circulated to Rocky View County. The circulation response, provided on 2023 February 7, raised the following topics which will be addressed at the Development Permit stage including:

- quality of the development as it relates to the site as an interface and entryway area for the two municipalities;
- the need for road surface improvements;
- signalization of the intersection of 144 Avenue NE and Métis Trail NE; and
- the need for haul permits.

The County also requested to be included in future circulations at the development permit stage including for the review of technical documents like Transportation Impact Assessments and stormwater management plans that may pertain to County lands.

### **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 applicable MDP policies encourage a mix of industrial activities at varying intensities allowing the industrial nature to be maintained through future redevelopment. The I-O District provides the opportunity for temporary uses to be established on the site, such as storage of vehicles and materials, without compromising more intense industrial usage in the future.

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

This application does not include any specific actions that address 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.

**Northeast Residual Area Policy Plan (Non-Statutory – 2005)**

The subject parcel is identified within the [Northeast Residual Area Policy Plan](#) as part of Cell B with the purpose to provide for comprehensive and co-ordinated development of land on a planning cell basis. The planning cell functions as the basic unit of planning analysis for development and as such, land use and servicing should apply to an entire cell and not an individual site. The policy plan asks for a concept plan on residual lands in the cell if the proposed land use district on a site allows for more intensive development that requires city servicing, for instance, the Industrial – General (I-G), Industrial – Commercial (I-C) or the Industrial – Business (I-B) Districts.

The subject site is further identified on Map 3: Land Use Concept as part of the Limited Industrial area. This area allows for the development of light industrial uses in context with the light industrial and business park use proposed to the north of the plan area in Rocky View County. The proposed I-O District is in alignment with this policy as the allowable uses are temporary in nature, and maintain the industrial character indicated by the plan.