

# Background and Planning Evaluation

## Background and Site Context

The subject site is in the southeast community of Highfield, on the north side of 34 Avenue SE, between 10 Street SE and 11 Street SE. The site has an irregular rectangle shape with an approximate size of 3.27 hectares (8.08 acres) and is approximately 295 metres deep and 111 metres wide. Vehicular driveway access to the subject site is provided from 34 Avenue SE and 10 Street SE.

The site is currently developed with a single storey building which is located adjacent to 34 Avenue SE on the south boundary of the parcel. Several onsite vehicle parking stalls are located adjacent to this building while the middle and northern portions of the subject site are currently being used for a salvage yard, storage yard and vehicle storage.

The existing uses on the subject site previously did not have permits and led The City to undertake bylaw enforcement action. A two-year temporary development permit (DP2023-06861) was approved on 2024 January 15, to allow the existing Industrial – General (I-G) District uses (Office, General Industrial – Light, Salvage Yard, Storage Yard and Vehicle Storage) to operate in the interim while the retail-related uses (Retail Sales and Artist’s Studio) are formally provided for through a land use amendment application. While the expiry of the temporary development permit is on 2026 January 15, a new development permit will be required to allow the retail-related uses proposed through this DC District to operate on the subject site.

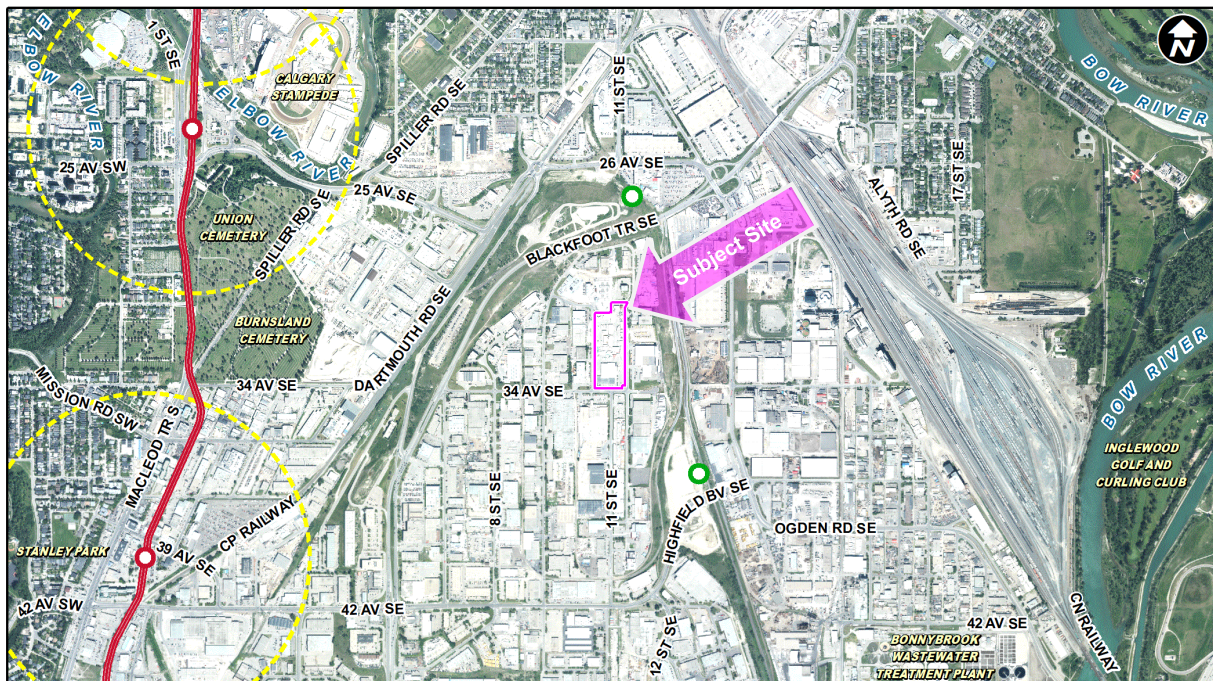
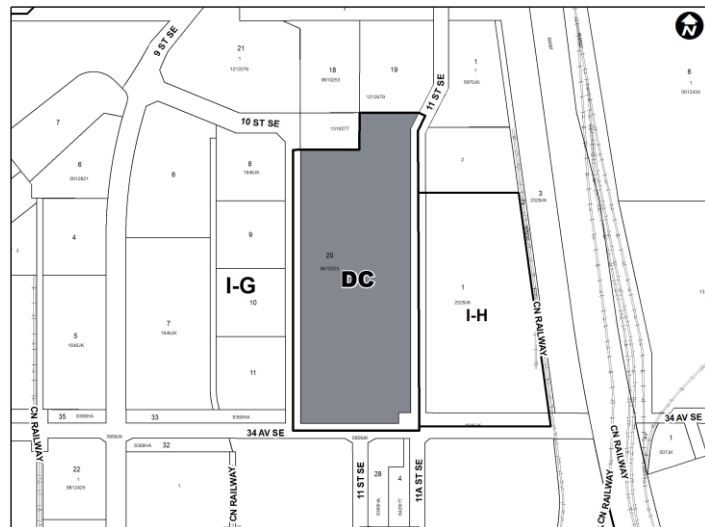
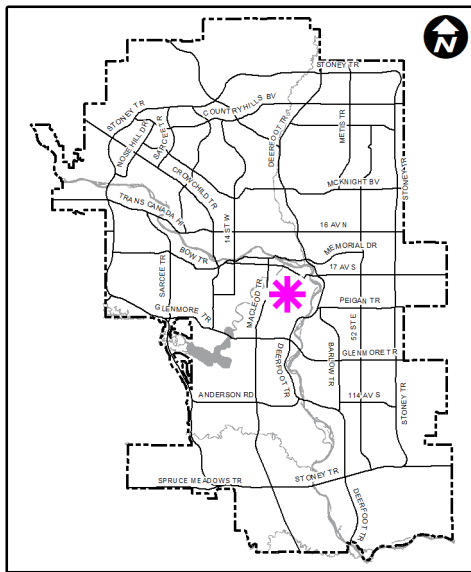
Surrounding development to the south, west and north of the subject site are designated as I-G District, including an Enmax electric substation located immediately north of the site. Across the street to the east is a plastic packaging facility designated as Industrial – Heavy (I-H) District.

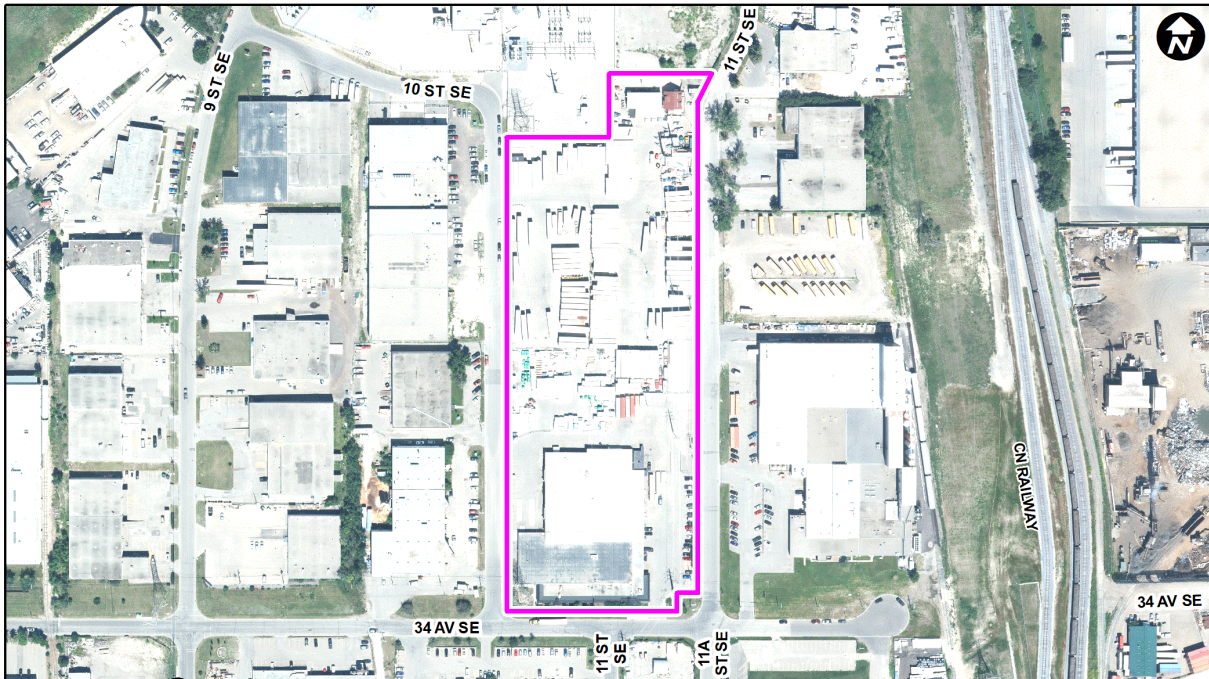
A stop for Route 30 (Highfield Industrial) is located approximately 350 metres (a six-minute walk) west of the subject site along 34 Avenue SE. This bus route connects to other areas of the city including the 39 Avenue Red Line Light Rail Transit (LRT) Station, the inner city and the downtown area. Further north, within a 600 metre buffer of the subject site, is a future Green Line LRT station located approximately between 26 Avenue SE and Blackfoot Trail SE near the Crossroads Market.

## Community Peak Population Table

There is no population data available since the subject site is in an industrial area (Highfield).

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Industrial – General (I-G) District primarily allows for a variety of light and medium general industrial uses, including a limited number of support commercial uses with no restriction on building height and a maximum parcel to floor area ratio (FAR) of 1.0.

The proposed Direct Control (DC) District is intended to accommodate limited-scale commercial uses in addition to the uses listed in the existing I-G District. The proposed DC District is based on the I-G District and maintains the general rules of the I-G District.

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 co-functional workspace operations on the subject site. The co-functional workspaces include retail component which cannot be accommodated within the I-G District.

The proposed DC District includes provisions unavailable in the base I-G District, specifically, a new permitted use of Artist's Studio and a new defined discretionary use of Retail Sales, which regulates retail activities on the subject site and enables compatibility with adjacent industrial uses.

In addition, the proposed DC District includes specific rules that limit the scale of these new commercial uses. The rule limits the gross floor area allowable for these new uses within legally existing buildings. The intent of this rule is to preserve the industrial nature of the area should an addition to the existing building occur or the site is redeveloped with a new building. This rule is also meant to align the subject site with The City's industrial action plan that seeks to retain the area for industrial uses.

### **Development and Site Design**

If this redesignation is approved by Council, the rules of the proposed DC District will provide guidance for future site development including appropriate uses, site layout and design, landscaping, waste management and parking.

### **Transportation**

The site can be accessed by private vehicles and is serviced by public transit. There are currently no sidewalks adjacent to the subject site, however, vehicular driveway access is available via 34 Avenue SE and 10 Street SE.

34 Avenue SE is classified as a collector road. Applicable sidewalk and driveway upgrades will be considered as part of any future development permit application. On-street parking is fully restricted on 34 Avenue SE but is available immediately adjacent to the subject site on 10 Street SE. Parking will be largely accommodated onsite.

There are no cycling facilities in the immediate area, however, The City's Always Available for All Ages and Abilities (5A) Network recommends a bikeway along 34 Avenue SE which would eventually connect to the existing network in the greater area.

Calgary Transit Route 30 (Highfield Industrial) eastbound bus stop is located within approximately 350 metres (a six-minute walk) east of the subject site along 34 Avenue SE. This bus route provides connection to other parts of the city. Also, within a 600 metre buffer north of the subject site, is a future Green Line LRT station located approximately between 26 Avenue SE and Blackfoot Trail SE.

A Transportation Impact Assessment (TIA) was not required as part of the application.

### **Environmental Site Considerations**

There is currently no known environmental concern associated with the subject site or the proposed land use change.

### **Utilities and Servicing**

Water, sanitary sewer, and storm sewer mains are available adjacent to the site. Additional details for site servicing and appropriate stormwater management for future development will be considered and reviewed as part of any future development permit application.

## **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 0–25 Noise Exposure Forecast (NEF) of the AVPA (i.e., it lies between the NEF contour 25 and the boundary of the Protection 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 Noise Exposure Forecast (NEF) areas. The proposed limited-scale commercial uses contemplated under the proposed DC District are generally allowable within the noise exposure of 0–25 NEF contour area. Future development permits would be circulated to the Calgary Airport Authority and reviewed against the applicable regulations to ensure compliance.

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

The subject parcel is located in the 'Standard Industrial Area' land use typology of the [Municipal Development Plan](#) (MDP) as identified on Map 1: Urban Structure. The redesignation of the subject parcel is in alignment with the MDP policies which encourage industrial uses to be the predominant use and include other uses that support the industrial function in the area.

The proposed land use change is in keeping with the MDP policies as it will enable the preservation of the industrial nature of the subject site for future development or industrial activities. The proposed DC District also supports innovation within an industrial 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.