

# Background and Planning Evaluation

## Background and Site Context

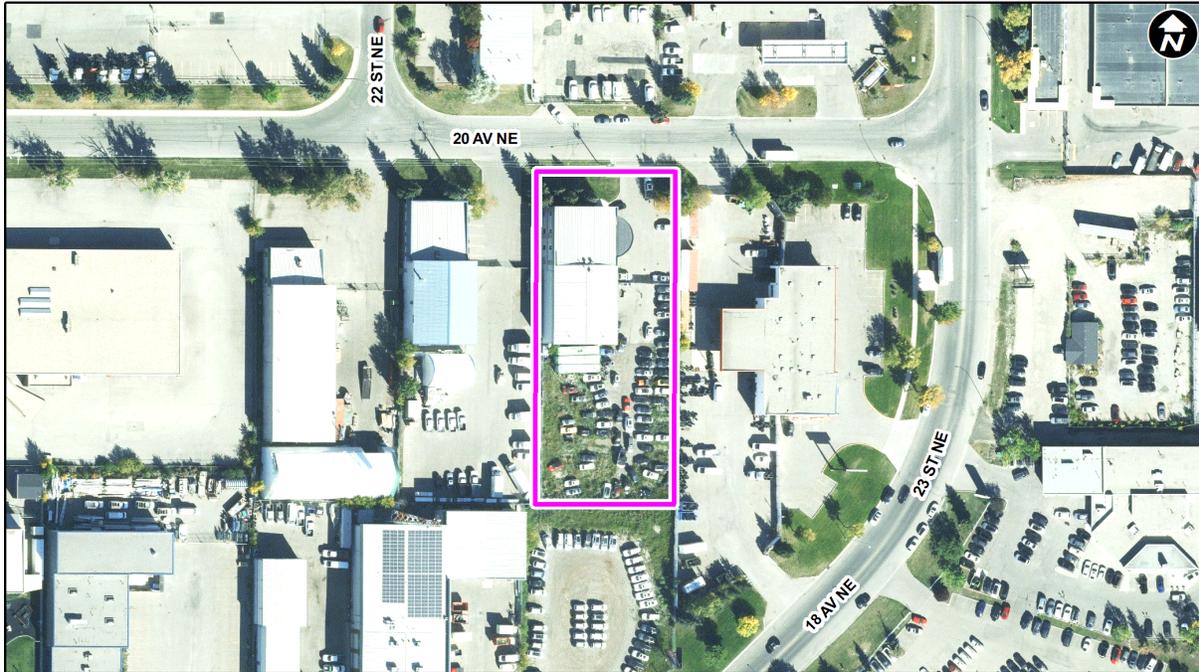
The subject site is located in the community of South Airways. It is approximately 0.40 hectares (0.99 acres) in size, with dimensions of approximately 97 metres deep at its greatest depth and 40 metres wide at its widest point. The site is developed and is currently occupied by auto service uses with surface parking to the east and south sides of the building. The subject site is bounded by 20 Avenue NE to the north, and vehicle access is provided from 20 Avenue NE.

Surrounding development immediately adjacent to the site consists of a mix of industrial, commercial, community and hotel developments with land use designations of 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.





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing I-G District is intended to provide a variety of light and medium general industrial uses and a limited number of support commercial uses. The maximum floor area ratio for buildings on a parcel that is served by City water and sewer is 1.0, which is approximately 3990 square metres of floor area. There is no maximum building height for a building located in the I-G District.

The proposed Direct Control (DC) District is based on the I-G District with the additional uses of Vehicle Rental – Major and Vehicle Sales – Major. The maximum building height and the floor area ratio would remain unchanged. The DC District will ensure the continued opportunity for I-G based development while also accommodating the additional proposed uses. Conversion of this site from the I-G District to the I-C District would eliminate industrial uses such as the General Industrial – Medium. The City's Industrial Growth Strategy and policy approach to industrial lands places a priority on maintaining the opportunity for industrial based uses; therefore, utilizing the DC District, based on the I-G District best enables the retention of the original industrial uses while providing flexibility with the inclusion of additional commercial uses.

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 DC District is necessary to provide for the applicant's proposed development due to its unique characteristics and policy considerations. This proposal allows for two commercial uses while maintaining the I-G District base to

accommodate the applicant's needs. 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 6 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 a relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007, regulating aspects of development can also be relaxed in the same way that they would be in a standard district. This relaxation rule allows for flexibility during the development permit review process. Any relaxation granted must meet the test for relaxation as provided by Bylaw 1P2007.

### **Development and Site Design**

The rules of the I-G District, on which the proposed DC District is based, will provide guidance for future site development, including landscaping, parking, and access. The site is already developed with a large building that is intended to remain. No new development has been proposed at this time.

### **Transportation**

Vehicle access to the site is available from 20 Avenue NE. There are currently no sidewalks located along this portion of 20 Avenue NE. The nearest sidewalk ends approximately 65 metres (a one-minute walk) to the east. An existing on-street bikeway, part of The City's Always Available for All Ages and Abilities (5A) Network, is approximately 500 metres (a seven-minute walk) west of the site on 19 Street NE.

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 approximately 500 metres (a seven-minute walk) to the west of the subject site on 19 Street NE. Stops for Route 303 (MAX Orange Brentwood/Saddletowne), are located approximately 600 metres south of the site on 16 Avenue NE.

A Transportation Impact Assessment was not required in support of this application.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary and storm sewer are available to serve future development on the subject site. Details of site servicing, as well as appropriate stormwater management 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.

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

The site is located within the Standard Industrial area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable policies in the MDP state that the Standard Industrial areas should be predominantly industrial in nature and industrial land should be protected from encroachment of non-industrial uses. The MDP also supports complementary commercial uses that are compatible with the industrial function of this area and cater to the day-to-day needs of area businesses and their employees.

The proposed DC District maintains a broad range of industrial uses and expands opportunities for compatible commercial uses. It is also consistent with what has been approved on this site and the surrounding developments. The proposed DC District is based on the I-G District and aligns with the policies of the MDP.

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

This application does not include any specific actions that address the objective 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 stage.