

Background and Planning Evaluation

Background and Site Context

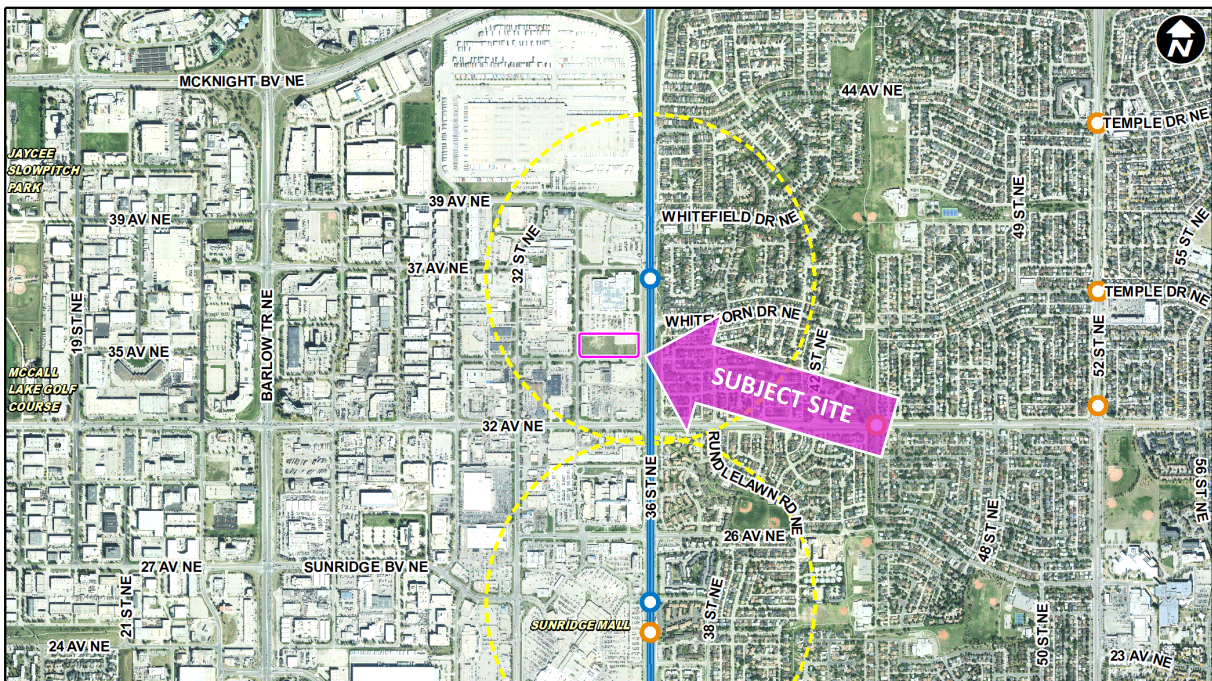
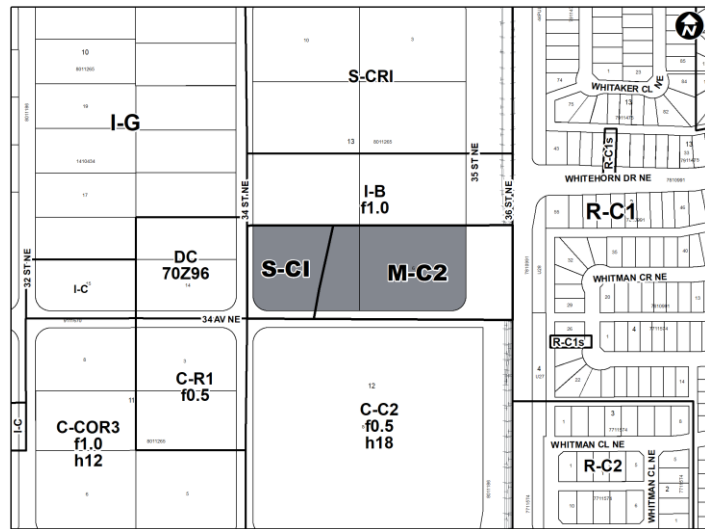
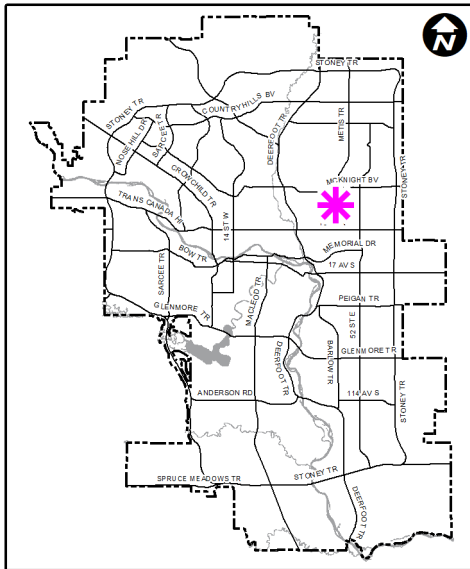
The subject site is located in the northeast community of Horizon on the north side of 34 Avenue NE, between 34 and 35 Street NE. The site is adjacent to the Whitehorn Multi-Services Centre and includes a portion of its parking lot in the northeast corner. The site is approximately 1.85 hectares in size (4.57 acres) and is approximately 215 metres wide by 86 metres deep. It is comprised of two parcels that are currently undeveloped except for the northeast corner, which contains a portion of the Whitehorn Multi-Services Centre parking lot.

The site is ideally located near the Whitehorn LRT Station. Surrounding development is characterized by a mix of commercial and industrial developments including a grocery store located 100 metres (a two-minute walk) to the south. Several stores, restaurants, and commercial services are located within a ten-minute walk from the site. The established community of Whitehorn lies to the east across 36 Street NE, which includes essential neighbourhood amenities such as parks and a variety of schools. Peter Lougheed Centre is located 750 metres (an 11-minute walk) to the south.

Community Peak Population Table

Not available because the subject area is currently industrial and commercial in nature.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Industrial – Business f1.0 (I-B f1.0) District accommodates high-quality manufacturing, research, and office developments in locations that contribute to employment centres. The I-B District includes a floor area ratio (FAR) modifier of 1.0 and has a maximum building height of 12.0 metres (approximately three storeys).

The proposed Multi-Residential – Contextual Medium Profile (M-C2) District would allow for a multi-residential development of medium height and density located at community or transportation nodes within the developed area. It includes a maximum floor area ratio of 2.5 which equates to a building floor area of approximately 23,475 square metres. The maximum building height of 16 metres would allow for approximately four storeys. The M-C2 District is proposed for the eastern end of the site to place the residential portion of the development in close proximity to the transit corridor.

The proposed Special Purpose – Community Institution (S-CI) District allows large-scale cultural, education, health and treatment facilities in a wide variety of building forms. It does not include a maximum floor area ratio or building height. The S-CI District is proposed on the western end of the subject site, which is intended to include recreational areas and a building for a social organization providing child care and support for the proposed multi-residential development.

Administration has reviewed the context and applicability of the proposed M-C2 and S-CI districts and determined that is appropriate for this location due to its ideal location near transit and commercial services. Although the location is currently industrial in nature, the immediate surroundings include compatible commercial uses such as restaurants, grocery stores, and shopping. It is also close to the established residential community of Whitehorn which provides local amenities such as parks, playgrounds and schools.

Development and Site Design

The rules of the proposed M-C2 and S-CI Districts would provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping, parcel coverage and parking. Other key factors that are being considered during the review of the development permit application include the following:

- pedestrian connection with the transit corridor along 36 Street NE;
- appropriate location of uses due to Noise Exposure Forecast (NEF) Contours;
- resident safety and security;
- accessibility; and
- appropriate amenity space for the residents.

Transportation

The site fronts onto 34 Avenue NE to the south, 34 Street NE to the west and 35 Street NE to the east. 36 Street NE is located less than a one-minute walking distance to the east. Pedestrian connectivity in the area is lacking and there are no sidewalks adjacent to the site. There is currently no vehicular access to the site, however the development permit under review is proposing driveways from 34 Avenue NE and 35 Street NE. On-street parking is restricted on all roads adjacent to the subject site. A shared lane bikeway is available across 36 Street NE on Whitehorn Drive NE, and 32 Street NE includes an on-street bikeway.

The subject site is located adjacent to a Primary Transit Network. Transit stops for Route 38 (Brentwood Station/Temple) and Route 43 (McKnight – Westwinds Station/Chinook Station) are located on 36 Street NE within a two-minute walk of the subject site. These transit options provide connections to South Airways Industrial, University of Calgary, International Avenue, South Foothills Industrial, Manchester Industrial, Chinook Mall and other parts of Calgary. The parcel is a Transit Oriented Development (TOD) site within a five-minute walking distance of the Whitehorn LRT Station.

Administration is supportive of the proposed land use amendment and the ability to ensure the full development potential of a TOD site while maintaining a strong transportation network.

A Transportation Impact Assessment (TIA) was not required for this application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary, and storm sewer mains are available to service the site. Specific details of site servicing, stormwater management and waste and recycling management will be reviewed in detail at the time of 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 25–30 and 30–35 Noise Exposure Forecast (NEF) Contours 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. Residential uses are prohibited within the 30-35 NEF contour area, however they are allowable within the lower noise exposure of the 25-30 NEF contour. The proposed split zoning of the site ensures that residential uses will not be located within the 30-35 NEF contour.

Municipal Development Plan (Statutory – 2009)

The subject site is classified within Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) as being within the Major Activity Centre (MAC) land use typology, intended to provide a major mixed-use destination central to larger residential or business catchment areas. MACs are intended to have the highest density and building heights outside of downtown, with the broadest range of land uses. The intensity threshold for MACs are intended to be established through a local area plan, which has not yet been created for this community. They should function as an "urban centre" providing opportunities for people to work, live, recreate and meet their daily needs. They should contain a broad range of medium and high-density housing opportunities and a mix of housing tenure and affordability levels. The proposed land use redesignation will be a significant step towards achieving the goals of the MDP by converting vacant land to a multi-residential development within a MAC.

Map 2: Primary Transit Network also identifies Whitehorn LRT Station as a Primary Transit Hub. The applicable MDP policies support a broad range and mix of employment, commercial and retail uses, including residential uses with varying ownership tenures to accommodate a diverse range of population, as well as apartments and ground-oriented units. The proposed Districts comply with the relevant MDP policies.

The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has committed to providing 20 percent energy savings compared to NECB 2017 standards, as well as four electric vehicle charging stations, as part of the development permit application. This supports Program Pathways A and F of the *Climate Strategy*.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide transit riders alike. The proposed land use meets the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing density around transit stations.