

Background and Planning Evaluation

Background and Site Context

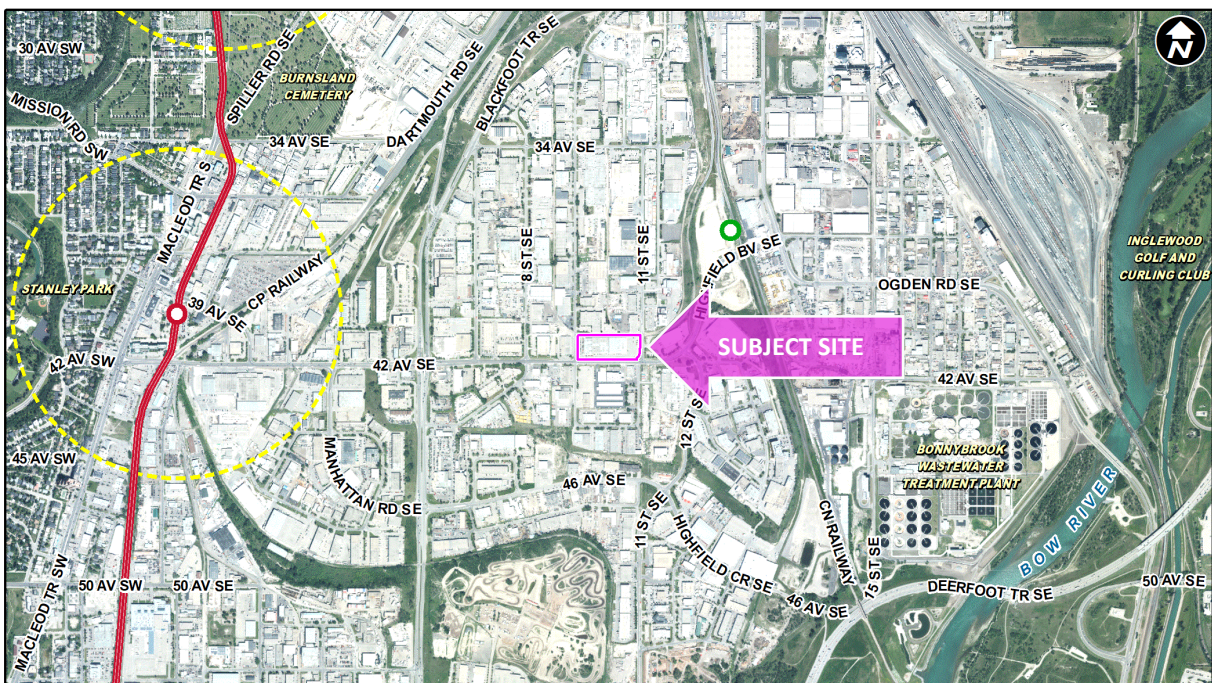
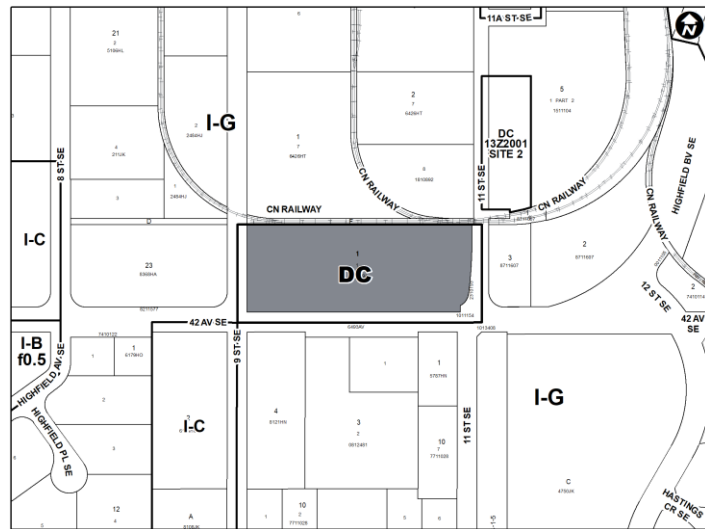
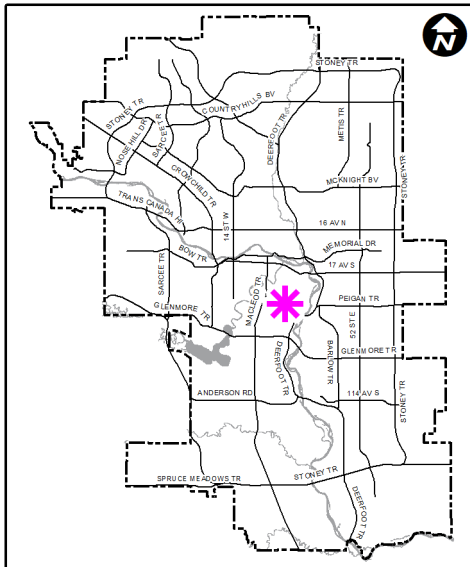
The subject site is located at the northwest corner of 42 Avenue SE and 11 Street SE. The parcel is approximately 1.99 hectares (4.91 acres) in size. The applicant purchased a small portion of the City-owned land on 11 Street SE and consolidated it with the main parcel in 2023 January. The site is currently developed as a single storey commercial/warehouse building. One portion of the building is occupied by YYC Bowling & Entertainment. The other portion of the building is vacant, but was previously used as a casino.

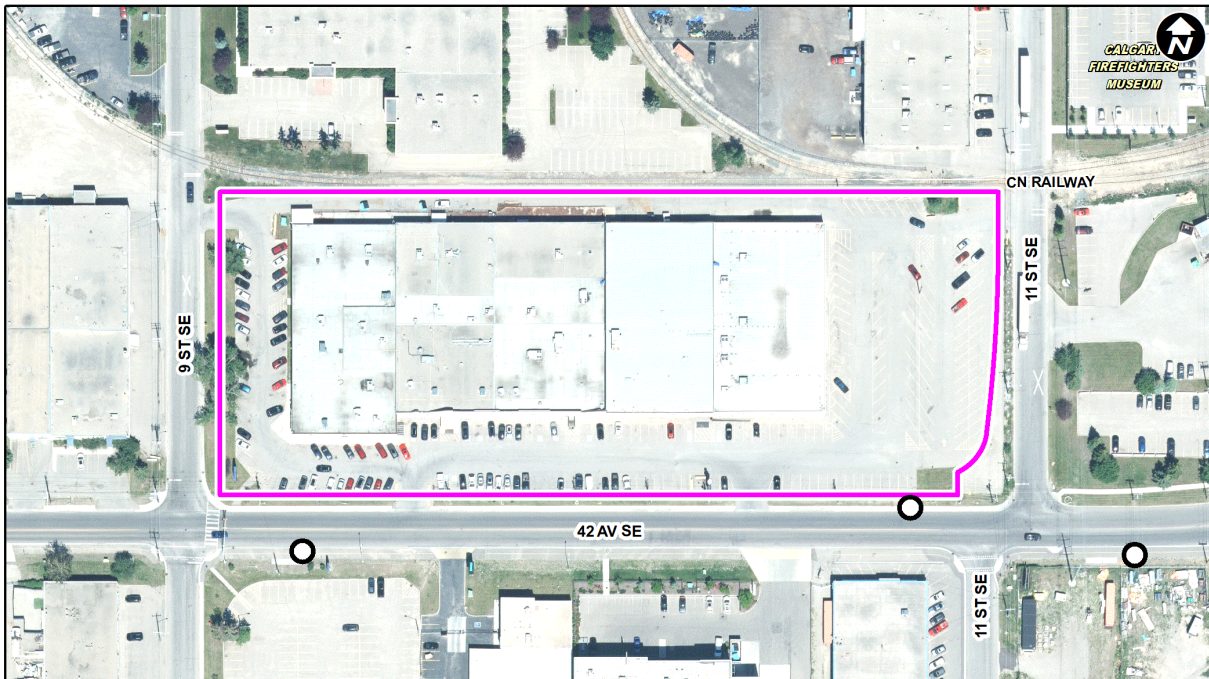
The surrounding lands are characterized by a mix of industrial buildings designated primarily as Industrial – General (I-G) District with a small mix of Industrial – Commercial (I-C) District. The site is easily accessible from Blackfoot Trail SE, which serves as a major road in the city and parking is provided onsite. There are future 5A Network (Always Available for All Ages and Abilities) infrastructure and a Green Line Light Rail Transit (LRT) Station planned within close proximity.

Community Peak Population Table

Peak Community Population information is not available because the subject area is in an industrial area with no population statistics.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The land use designation on the site is currently split between Industrial – General (I-G) District and a Direct Control (DC) District ([Bylaw 34Z92](#)). The DC District ([Bylaw 34Z92](#)) is tied to previous Land Use Bylaw 2P80 and based on the I-2 General Light Industrial District. The I-G District is intended to provide a wide range of industrial uses with a maximum floor area ratio of 1.0 if served by City water and sewer. Where the parcel shares a property line with a parcel in the S-SPR District or a residential district, the maximum building height is 18.0 metres. The DC District based on I-2 District of Land Use Bylaw 2P80 allows for a wide range of general light industrial uses with the additional use of gaming establishment-casino. The I-2 District has a maximum floor area ratio of 1.0 for non-office buildings and 0.5 for office buildings. The maximum height of I-2 District is 12.0 metres.

The proposed DC District is based on the Industrial – Commercial (I-C) District with the additional use of Gaming Establishment – Casino. The I-C District allows for primarily light industrial and limited small-scale commercial uses that are compatible with adjacent industrial areas but does not allow for the Gaming Establishment – Casino use. The DC District maintains the site's ability to accommodate a casino for prospective tenants in the future considering the design and nature of the existing building suit the casino use and the previous tenant (the Century Casino) had been successfully operating at that location from 1992 - 2023.

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 because Gaming Establishment – Casino must only be listed as a use on a parcel that has been designated Direct Control as per Section 21(3) from the Land Use Bylaw 1P2007. This proposal allows for the applicant's intended casino while maintaining the I-C District base to accommodate small-scale commercial uses. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

Administration explored other potential land use districts such as a DC District based on the Industrial – General (I-G) District with the addition of uses such as Retail and Consumer Service. It was determined that the parcel meets the purpose statement of I-C District (Section 953) and the parcel has been used for commercial activities in the past, the decision was made to proceed with an I-C based DC District as it allows for the site to continue to transition over time without the need for another land use redesignation.

The proposed DC District includes a relaxation 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 relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. This relaxation rule is to allow for flexibility in addressing minor bylaw relaxations, should these be identified during the development permit review process. Any relaxation granted must meet the test for relaxation as provided by Bylaw 1P2007.

Development and Site Design

If this application is approved by Council, the rules of the proposed DC District and the I-C District will provide guidance for future site development. No development permit has been submitted at this time. No significant changes to the exterior of the building, landscaping, site access or parking are anticipated. Should a future development permit application be submitted, additional considerations such as the distribution of buildings, design, and details such as parking, landscaping and site access will be determined at the development permit stage.

Transportation

Pedestrian and vehicular accesses to the subject parcel will remain from 42 Avenue SE, 9 Street SE, and 11 Street SE. A Transportation Impact Assessment (TIA) and a Parking Study were not required for this land use application. Existing Calgary Transit bus stops are located along 42 Avenue SE for Route 30 (Highfield Industrial) and Route 147 (Starfield Industrial). The future Highfield Green Line LRT Station is approximately 800 metres (13-minute walk) northeast of the site. Future bus zone is also planned along 9 Street SE. Street parking is not available for surrounding industrial roads 42 Avenue SE, 9 Street SE, and 11 Street SE. The future 5A pathway is planned along 42 Avenue SE, and the future 5A on-street bikeway is located along 9 Street SE.

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

Utilities and Servicing

Public water, sanitary and storm utilities exist adjacent to the site. Water and sewer services exist to site. Servicing requirements will be determined at the time of future development.

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 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.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Standard Industrial area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The Standard Industrial Area consists of existing planned industrial areas that contain a mix of industrial uses at varying intensities. These areas are intended to allow for a broad variety of industrial uses and as the area redevelops, the industrial character should be maintained.

The MDP highlights the importance of industrial areas as key contributor to a strong and prosperous economy for Calgary, and directs that they should be maintained as a major economic driver for the City. The MDP provides direction for maintaining industrial uses as the primary use and discourages stand-alone office uses in the industrial area. The proposed DC District preserves the light industrial-based uses and supports the additional use Gaming Establishment – Casino and small-scale commercial. The proposed DC District will provide flexibility in response to the changing nature of industrial activities in this area, especially anticipating the planned introduction of the future 5A Network and Green Line LRT Station within close proximity of the subject site.

Development Next to Freight Rail Corridor Policy (Non-Statutory – 2018)

The subject site is in proximity to a freight rail corridor and is subject to the [Development Next to Freight Rail Corridor Policy](#). The purpose of this Policy is to promote the vision of the Municipal Development Plan and local area plans to ensure that development and redevelopment reach their full potential near freight railways within acceptable risk levels. The proposal is in keeping with the policies.