

Background and Planning Evaluation

Background and Site Context

The subject site is a corner parcel located in the industrial area of Stoney 3 at the intersection of 108 Avenue NE and 42 Street NE. The site is approximately 140 metres west of Métis Trail NE and 215 metres south of Country Hills Boulevard NE. The 0.93 hectare (2.30 acre) parcel is approximately 90 metres wide by 135 metres deep and is currently undeveloped.

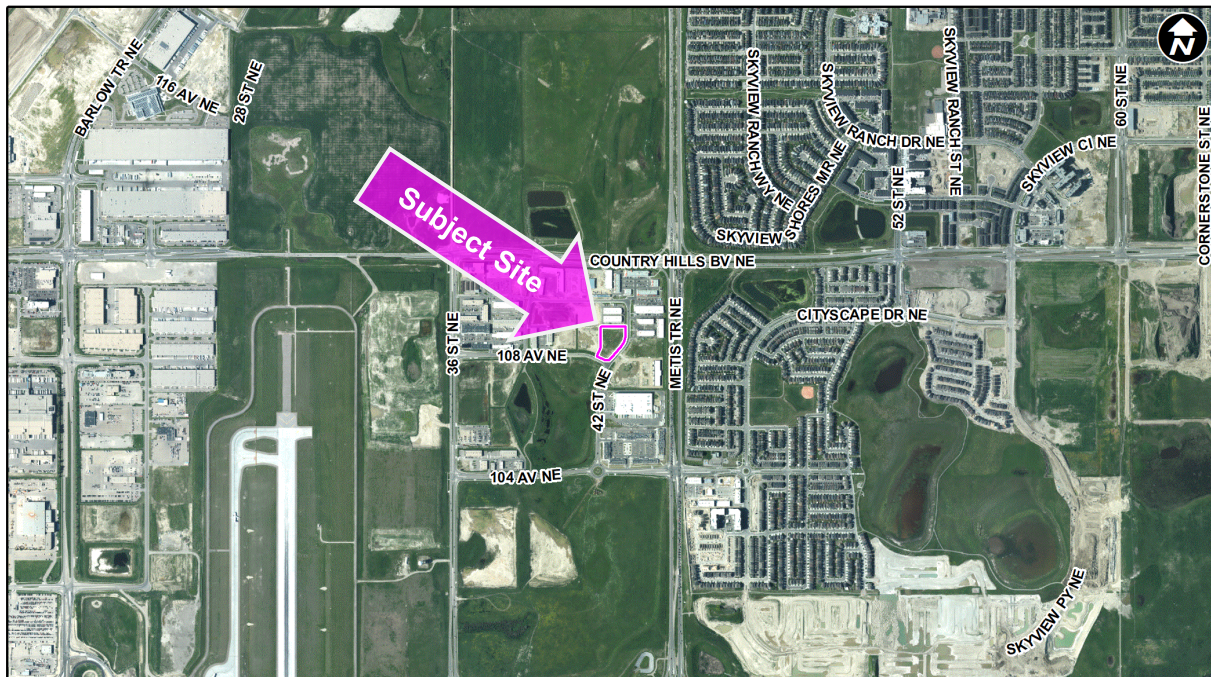
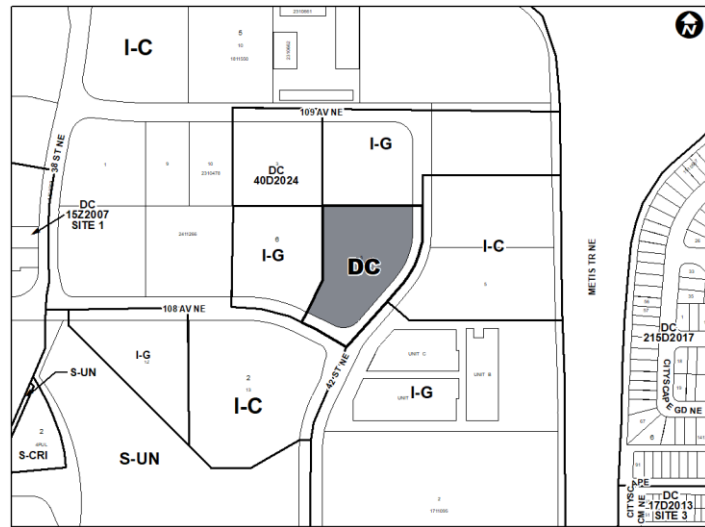
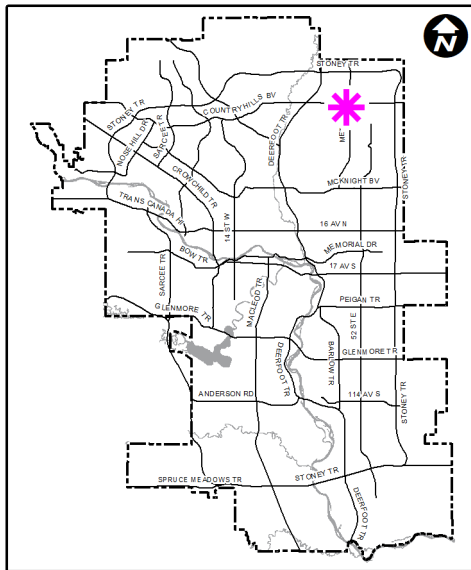
Surrounding land use is predominantly a mix of Industrial – General (I-G) District and Industrial – Commercial (I-C) District parcels, with I-C typically located along the periphery of the area bound by Métis Trail NE and Country Hills Boulevard NE. The subject site is adjacent to I-G parcels to the west and north, and the parcel located immediately northwest is designated as Direct Control (DC) District based on the I-G District ([Bylaw 40D2024](#)). That DC District was approved by Council earlier in 2024 and contains the same permitted and discretionary uses proposed by this application. The residential community of Cityscape is located to the east across Métis Trail NE and the Calgary International Airport is located to the west across 36 Street NE.

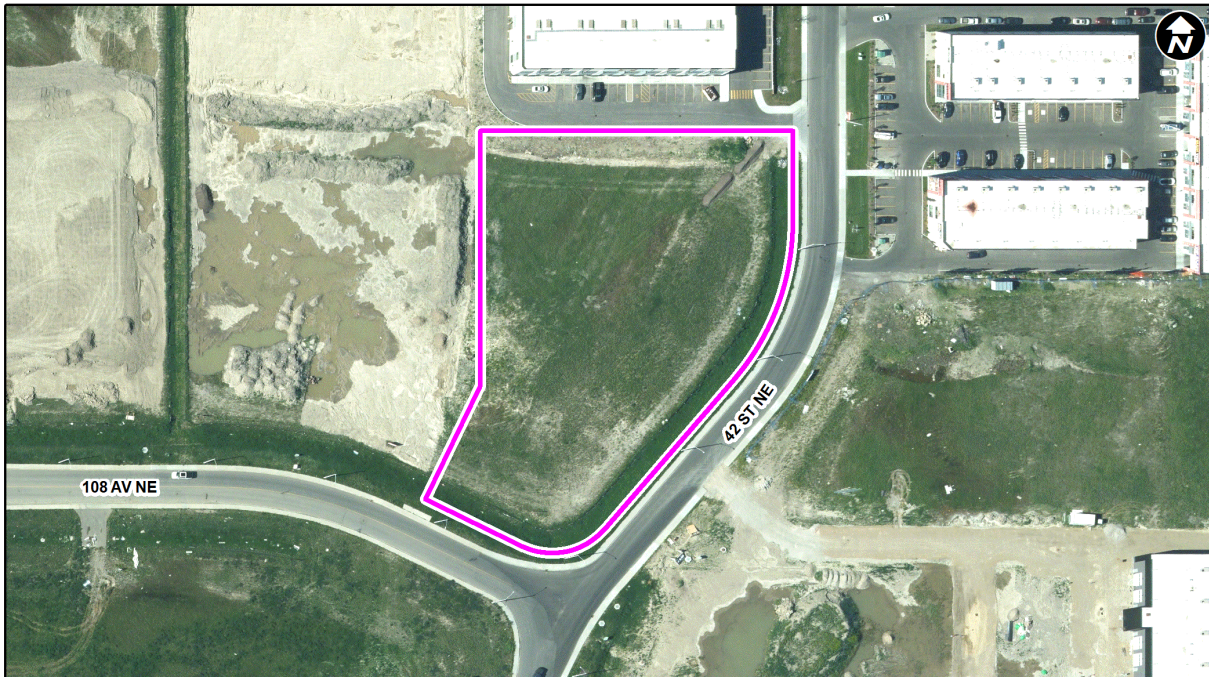
The application initially proposed redesignation to the I-C District to allow for a wider range of commercial uses for future development. During the review, Administration recommended that the applicant consider a DC District based on the I-G District to best align with the applicable policies of the *Municipal Development Plan (MDP)* and *Northeast Industrial Area Structure Plan (ASP)* and maintain the industrial land supply. In response, the applicant amended their proposal.

Community Peak Population Table

There is no available community population data for Stoney 3 as it is an industrial area.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing I-G District is intended to provide a variety of light and medium industrial uses and a limited number of support commercial uses. The maximum floor area ratio for buildings on a parcel is 1.0, which equates to 9,290 square metres of floor area for the subject parcel. There is no maximum building height in the I-G District.

The proposed DC District is based on the I-G District with the additional uses of Artist's Studio, Financial Institution, Fitness Centre, Health Care Service, Indoor Recreational Facility, Information and Service Provider, Pawn Shop, Radio and Television Studio, Retail and Consumer Service, Cannabis Store, Drinking Establishment – Small, Liquor Store, and Payday Loan. The maximum building height and floor area ratio would remain unchanged.

The DC District would ensure the continued opportunity for a broad range of industrial uses while also accommodating the applicant's current needs. A redesignation of this site from the I-G District to the I-C District would eliminate a number of important industrial uses including Distribution Centre, Freight Yard, General Industrial – Medium and Storage Yard, among others. The I-C District would also move several I-G uses from permitted to discretionary, resulting in a less efficient development approval process for those uses. The City's Industrial Growth Strategy and policy approach to industrial land places a priority on maintaining the opportunity for industrial based uses; therefore, utilizing the DC District based on the I-G District can provide

flexibility with the inclusion of additional commercial uses, but without compromising the site's capacity for industrial development.

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 proposal due to its unique characteristics and policy considerations. This proposal allows for a range of additional 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 relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that the 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.

Development and Site Design

The rules of the existing I-G District would largely provide guidance for the future development of the site including maximum floor area, building setbacks and landscaping. The DC District would allow for additional uses that are compatible with and complement light industrial uses, as well as providing additional use area regulation for Retail and Consumer Service and Restaurant uses. Because the DC District references the existing I-G District rules, the previously approved development would still be supported should the applicant want to revisit this design.

Transportation

Pedestrian access to the site is available from the existing sidewalks on 108 Avenue NE and 42 Street NE, and future vehicular access would be from 42 Street NE. Calgary Transit service is available approximately 550 metres (a nine-minute walk) to the west along 36 Street NE, including Routes 100 (Airport), 119 (Freeport) and 157 (West Stoney Industrial). A regional pathway exists to the north on Country Hills Boulevard NE as part of the Always Available for All Ages and Abilities (5A) Network, while additional pathways are recommended along 36 Street NE and Métis Trail NE.

A Transportation Impact Assessment was not required for this land use application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm services are available to the site. Details of site servicing will be considered and reviewed as part of any 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 30–35 Noise Exposure Forecast (NEF) 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 Noise Exposure Forecast (NEF) areas. The permitted and discretionary uses of the proposed DC District are generally allowable within the 30-35 NEF contour area. Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

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 the encroachment of non-industrial uses. The MDP also supports commercial uses that are compatible with the industrial function of the 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 support commercial uses. The application is in alignment with the relevant policies of the MDP.

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.

Northeast Industrial Area Structure Plan (Statutory – 2007)

The [Northeast Industrial Area Structure Plan](#) (ASP) identifies the site as part of the Business/Industrial Area on Map 3: Land Use Concept of the ASP. The ASP notes that the predominant land use in the area should be of an industrial nature and that complementary commercial uses may be incorporated when compatible and appropriate. The proposed DC District maintains the I-G District use options for the parcel and allows a range of support commercial and service uses to provide increased flexibility for future tenants.

The ASP also indicates that local commercial uses should locate at the intersection of two roads, and that medium industrial uses should not locate adjacent to an entranceway road. The subject site is located in the interior of this industrial area and at the intersection of two roads, making it suitable for both light and medium industrial uses, as well as the wider range of compatible commercial uses the DC would offer. The proposal is in keeping with the applicable policies of the ASP.