

# Background and Planning Evaluation

## Background and Site Context

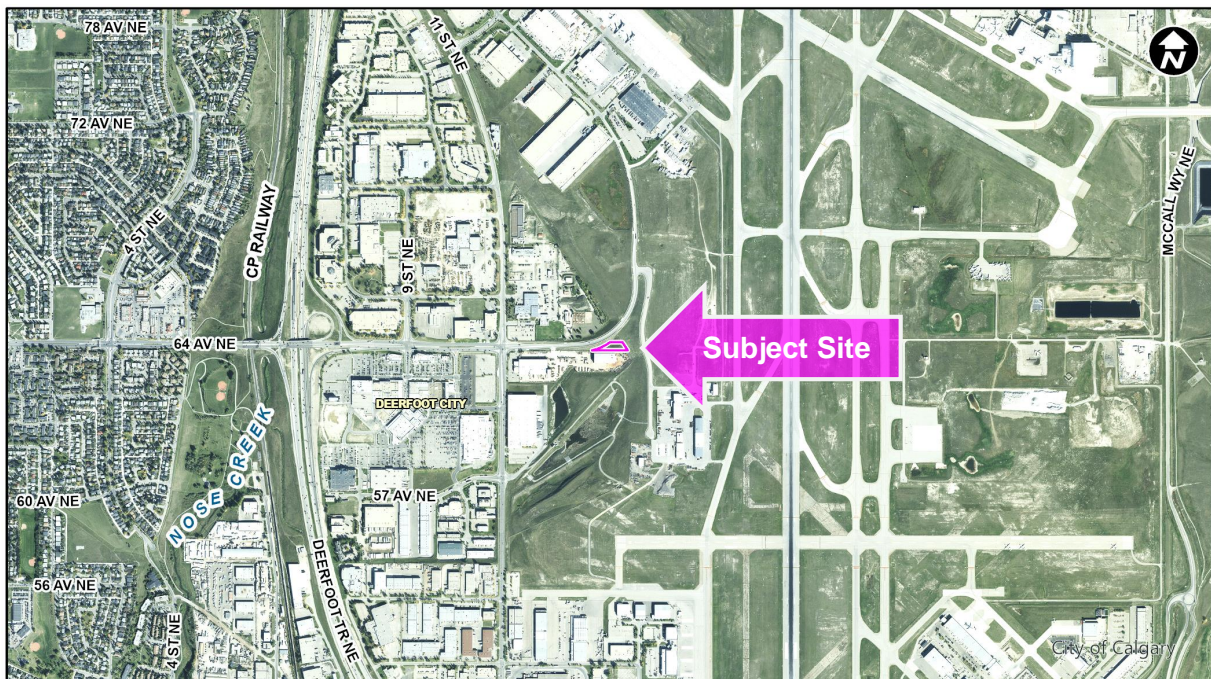
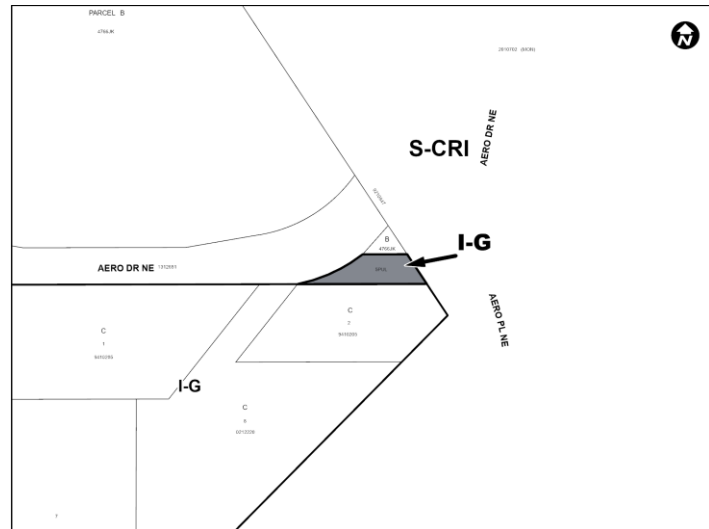
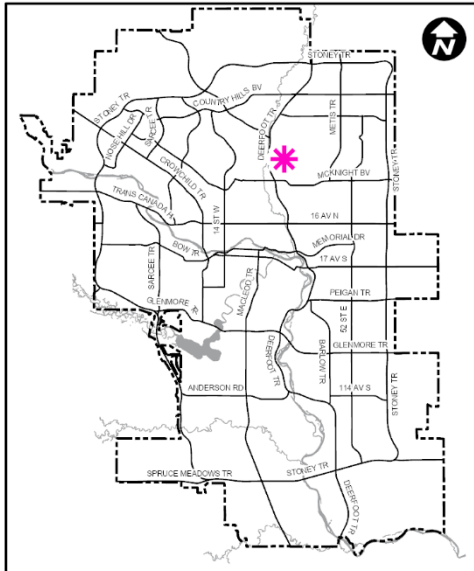
The subject site is located in the Deerfoot Business Centre industrial area in northeast Calgary. The parcel is approximately 0.2 hectares (0.6 acres) in size. The site is currently designated Special Purpose – City and Regional Infrastructure (S-CRI) District and is currently vacant. The subject site was deemed surplus to municipal requirements through the City's internal circulation process.

The subject site is surrounded by a variety of industrial districts including Industrial – General (I-G), Industrial – Business (I-B), and Industrial – Commercial (I-C). A large commercial site designated Commercial – Regional 3 (C-R3) District is located west of the subject site. A variety of commercial business are located approximately 700 metres (a 12-minute walk) west of the subject site and the YYC Calgary Airport Authority Airside Maintenance Center is located southeast of the subject site. The site east of the subject site is primarily owned by Transport Canada and is where the Calgary International Airport is located. A small triangle parcel is located north of the subject site which is encumbered by deferred Municipal Reserve.

## Community Peak Population Table

There is no population data for Deerfoot Business Centre as it is an industrial area.

## Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing S-CRI District is primarily for infrastructure and utility facilities and uses operated by Federal, Provincial and Municipal levels of government.

The proposed I-G District is intended to accommodate a wide variety of light and medium general industrial uses and a limited number of commercial uses, with no restriction on building height and a floor area ratio (FAR) of 1.0.

Administration considers the broader range of industrial uses with the I-G District to be appropriate in this location and complementary to similar land uses in the Deerfoot Business Centre.

### Development and Site Design

If approved by Council, the rules of the I-G District would provide guidance for any proposed development. It is anticipated that the subject site will be consolidated with the parcel to the south prior to any development. Technical challenges and site configuration would make independent development of the site challenging.

### Transportation

There is currently no pedestrian access to the site.



The subject area is serviced by Calgary Transit. Route 32 (Vista Heights/Rundle) is located approximately 300 metres (a four-minute walk) east of the subject site on Aero Drive and Route 69 (Deerfoot Centre) is located on 11 street, 450 metres (a six-minute walk) from the subject site.

Vehicular access to the subject site is available via Aero Drive NE and 11 Street NE. No on-street parking is available in proximity to the subject site.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary and stormwater sewer lines are available to serve future development on the 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.

### **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 and 35-40 Noise Exposure Forecast (NEF) of the AVPA. The AVPA Regulation establishes prohibitive uses in certain locations, identified within Noise Exposure Forecast (NEF) areas. The proposed land use amendment is generally allowable within the higher noise exposure of 35-40 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 subject parcels are located in the Standard Industrial land use typology of the [Municipal Development Plan](#) (MDP) as identified on Map 1: Urban Structure. The redesignation of the subject parcel allows for industrial uses on the subject parcel supporting future development or larger scale industrial activities in line with relevant planning policy in 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 through the development permit review.