

# Background and Planning Evaluation

## Background and Site Context

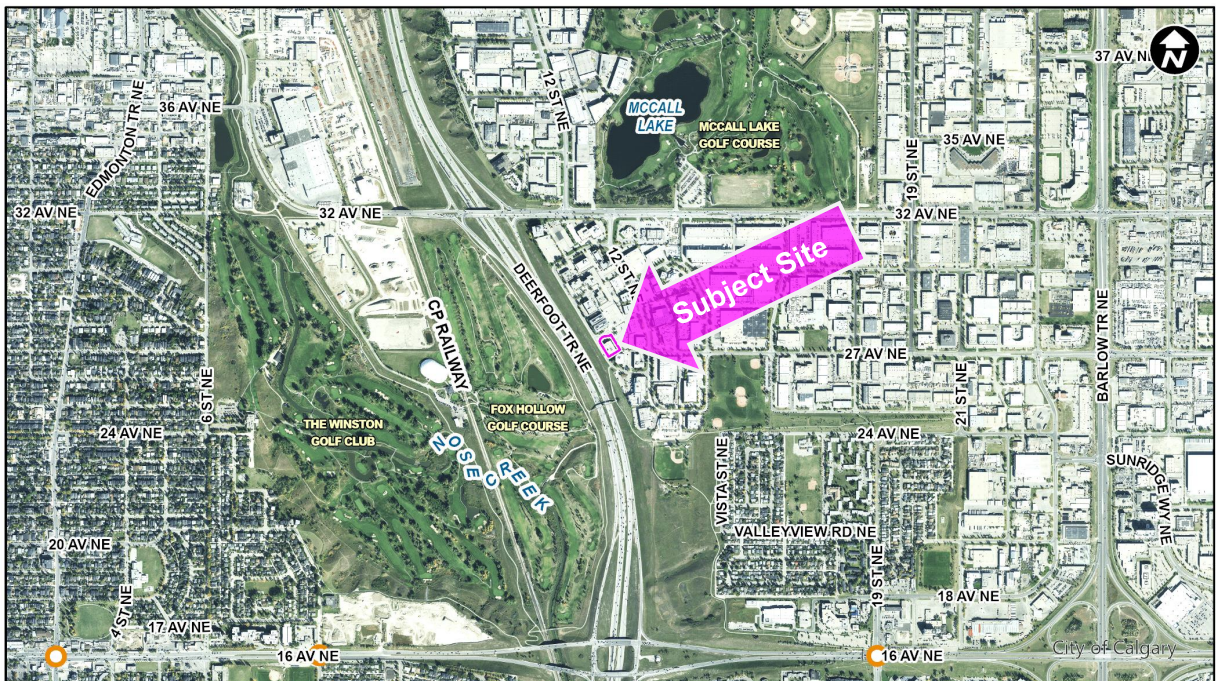
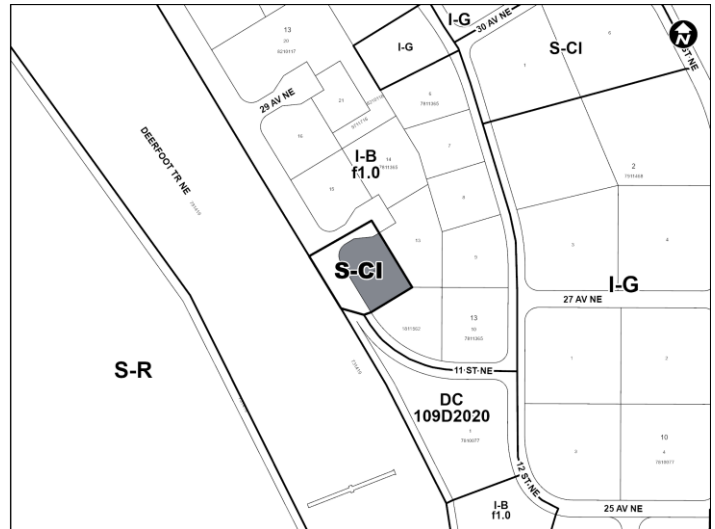
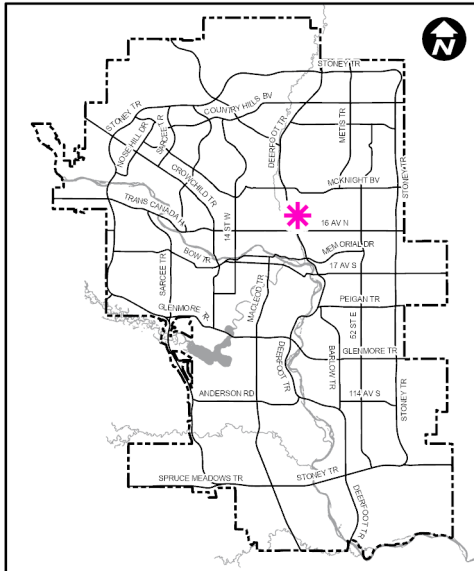
The subject site is located in the northeast community of South Airways on the east side of 11 Street NE. The site is currently developed with an office building and access is provided from 11 Street NE and 28 Avenue NE. The site is approximately 0.34 hectares in size (0.84 acres) and is approximately 64 metres wide by 49 metres deep.

The site is located near commercial, residential and recreational opportunities. Surrounding development is characterized by a mix of industrial and commercial development including commercial services along 36 Street NE located 900 metres (a 15-minute walk) to the north. The established community of Vista Heights is south of the site, which includes playfields including baseball diamonds and soccer field that are approximately 600 metres (a 10-minute walk) to the south. The Vista Heights School is located 1100 metres (an 18-minute walk) to the south.

## Community Peak Population Table

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Industrial – Business f1.0 (I-B) 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 existing district does not allow for a School Authority – School use.

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 FAR or building height. The S-CI District is proposed to allow for a School Authority – School use, where the future intent is to operate a charter school.

Administration has reviewed the context and applicability of the proposed S-CI District and determined that it is appropriate for this site due to its location near transit, commercial and recreational services. Although the location is industrial in nature, the immediate surroundings include compatible commercial uses such as restaurants and shopping. It is also close to the established residential community of Vista Heights which provides local amenities such as parks, playfields and schools.

## Development and Site Design

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

- pedestrian connection with public transit located along 12 Street NE and 27 Avenue NE;
- pick up and drop off location for charter buses;
- vehicle and bicycling parking locations;
- safety and security measures; and
- site circulation and accessibility.

## Transportation

The site fronts onto 28 Avenue NE to the north and 11 Street NE to the west. The site is 750 metres (a 13-minute walk) south of 32 Avenue NE, which is a part of the Primary Transit Network. There is a lack of pedestrian connectivity in the area and there are no sidewalks along a portion of 11 Street NE, 12 Street NE and 27 Avenue NE.

A transit stop for Route 32 (Huntington / Sunridge) is located at the intersection of 12 Street NE and 27 Avenue NE and is approximately 150 metres (a three-minute walk) east. A transit stop for Route 38 (Brentwood Station/Temple) is located along 32 Avenue NE and is approximately 850 metres (a 14-minute walk) north of the site.

The site is well served by pathways that are a part of the Always Available for All Ages and Abilities (5A) Network. Access to a network of pathways throughout the Vista Heights community and connecting to the Bow River Pathway is available via 11 Street NE and is approximately 65 metres (a one-minute walk) south of the site.

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 are being reviewed in detail during the development permit review.

## 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 efficient use of land.

### 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) 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. School uses are prohibited within the 30-35 NEF contour.

The proposed School Authority – School use is prohibited within the higher noise exposure of 30-35 NEF contour area. This application is seeking an exemption to the AVPA Regulation to allow the school use on site.

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

The subject site is located within Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) as being within the Industrial – Standard Industrial typology which is intended for industrial uses at varying intensities. Policies within this category identify that public or private schools should be discouraged in industrial areas.

Within Section 3.7.1 (f), policy states portions of Standard Industrial areas may be appropriate as non-industrial if they are in close proximity to existing communities and the Primary Transit Network. The proposed land use amendment is in alignment with the MDP policy in proposing a school use near the Primary Transit Network and an existing residential community located south of the subject site.

In consideration of the policies outlined above, locating a school use on the subject site is considered suitable based upon the site being within proximity of the Primary Transit Network and an existing residential community.

There is no local area plan applicable to the subject site.

**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 is being explored and encouraged through the development permit review.