

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast community of Stoney 1 along 15 Street NE. It is within The District, a master-planned business park developed by Melcor Developments. The triangular-shaped parcel is approximately 1.41 hectares (3.49 acres) and is undeveloped. Vehicle access to the site is from 15 Street NE which connects to Country Hills Boulevard NE north of the site.

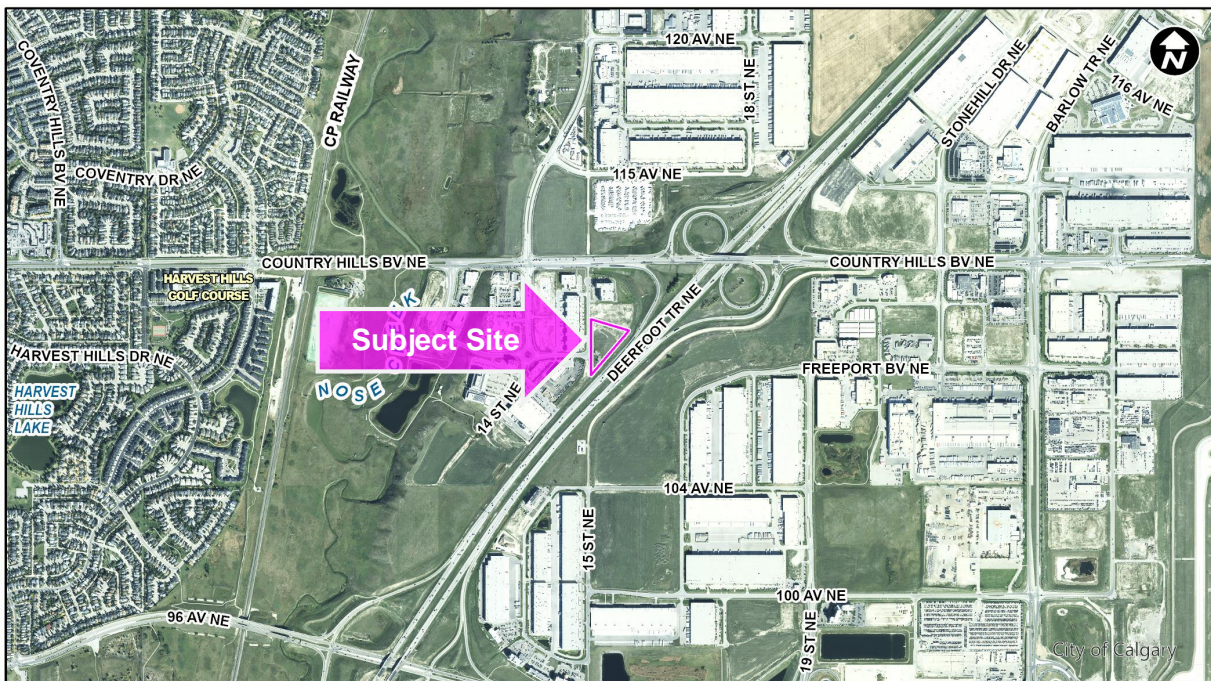
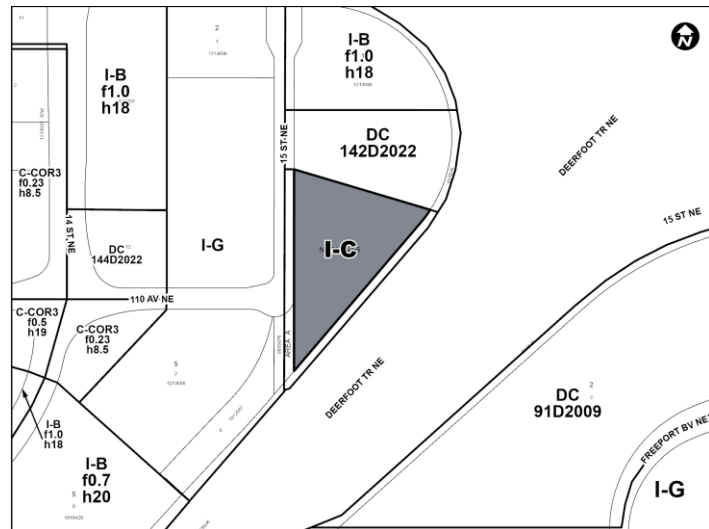
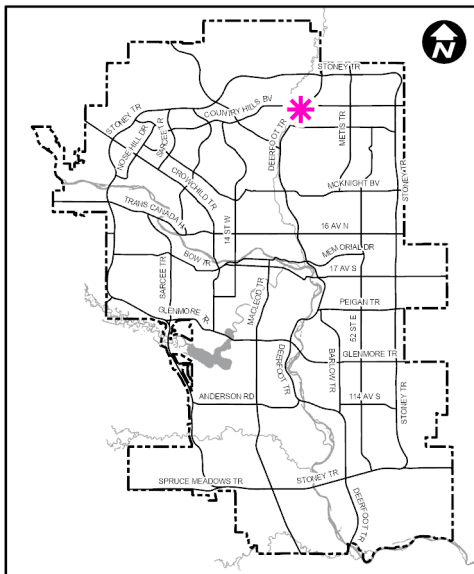
Surrounding development is characterized by a mix of light industrial and commercial developments to the north, east and southwest. Deerfoot Trail NE is adjacent to the site to the east and south.

The site is in a highly visible location within proximity to Deerfoot Trail N and is considered within the policy guidelines of *The Guide for Development Adjacent to Entranceways*. The guidelines will ensure that future development on the site, implemented through the any future development permit process, is visually attractive, creates an appropriate interface with this entranceway road, and creates a positive public image.

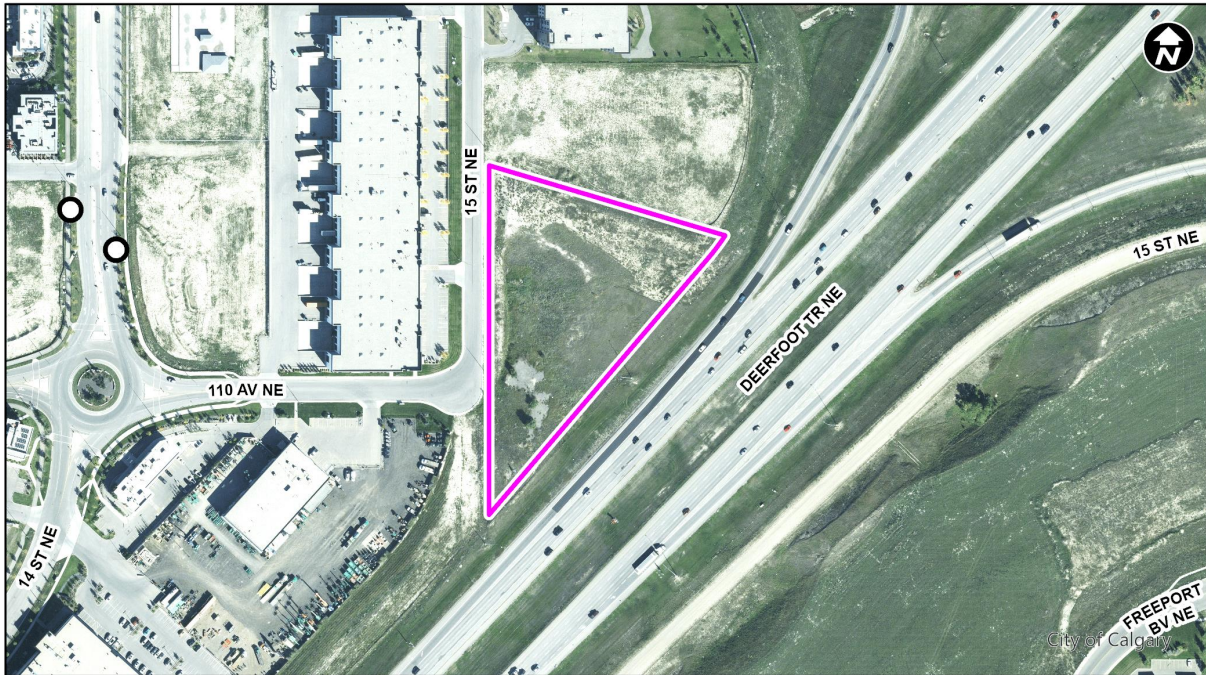
## Community Peak Population Table

Not available because the subject area is an industrial area.

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Special Purpose – Future Urban Development (S-FUD) District is intended for lands that are awaiting urban development and utility servicing. The S-FUD District provides for limited uses which can easily be removed to allow for future urban development. A land use amendment application to redesignate the subject site from S-FUD District to Commercial – Corridor 3 (C-COR3) District was initially submitted by the applicant. However, through the application review process, Administration recommended redesignation to Industrial – Commercial (I-C) District which was considered more appropriate based on the policy provisions for the area.

The proposed I-C District is intended for locations on the perimeter of industrial areas, along major streets or expressways to accommodate light industrial uses and small-scale commercial uses that are compatible with and complement light industrial uses. It will facilitate the development of light industrial and small-scale commercial opportunities on the site, which are compatible with the adjacent mixture of both industrial and commercial uses. The I-C District also provides rules for highly visible industrial parcels located within 200 metres of a major street or expressway and is therefore appropriate for the subject site.

*The Guide for Development Adjacent to Entranceways* policy guidelines list I-C District as appropriate for uses that are more likely to offer opportunities for high quality aesthetically pleasing development.

### **Development and Site Design**

The rules of the proposed I-C District would provide guidance for the future development of the site including appropriate uses, the overall distribution of buildings, building design, mix and size of uses and site layout details such as parking and site access. Given the specific context of the site and proximity to Deerfoot Trail NE, additional items that will be considered through the development permit process include, but are not limited to:

- interface with Deerfoot Trail NE;
- high quality landscaping and building design that addresses aesthetic concerns associated with this highly visible location; and
- use of building setbacks and landscaping to enhance the visual appeal of the site.

### **Transportation**

Pedestrian access is available from sidewalks along both sides of 15 Street NE adjacent to the site. There is an existing Always Available for All Ages and Abilities (5A) Network along 14 Street NE, approximately 200 metres (a three-minute walk) from the site.

The nearest transit service is provided by bus Route 157 (Saddletowne/Stoney Industrial) from a bus stop located along 14 Street NE, approximately 245 metres (a four-minute walk) from the subject site. The parcel fronts on to 15 Street NE, which is classified as an industrial street where on-street parking is not permitted.

Administration requested a traffic generation memo and parking demand/supply assessment, both of which were reviewed and accepted.

### **Environmental Site Considerations**

A wetland body was identified within the development parcel, requiring a biophysical impact assessment (BIA) to confirm wetland and drainage presence and delineation. The wetland assessment and delineation indicated that a natural waterbody is not currently present within the parcel area, and no additional mitigation measures are needed, allowing future development of the site.

### **Utilities and Servicing**

Water, sanitary and storm services are available nearby the site from 15 Street NE. Details of site servicing as well as appropriate stormwater management will be reviewed during the development permit review stage.

## **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.

### **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 NEF areas. Most uses in the proposed I-C District are allowable within the 30-35 NEF contour area. Any future development permit applications would be circulated to the Airport Authority and reviewed against the applicable AVPA Regulations to ensure compliance.

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

The subject parcel is located within the Standard Industrial area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The MDP notes that Industrial Areas should be predominantly industrial in nature and seeks to protect industrial land from encroachment of non-industrial uses. The MDP also supports complementary commercial uses that support the function of the local businesses and support the day-to-day needs of the businesses and their employees.

The I-C District maintains a broad range of industrial uses and expands opportunities for small-scale compatible commercial uses in alignment with the land use policies of the MDP. The I-C District is appropriate for this parcel given the location along Deerfoot Trail NE on the edge of this industrial area.

### **Calgary Climate Strategy (2022)**

This application does not include any specific actions that address 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.

### **Revised Stoney Industrial Area Structure Plan (Statutory – 2006)**

The subject parcel is located within the [Revised Stoney Industrial Area Structure Plan](#) (ASP). It is identified as Business/Industrial Area on Map 3: Land Use Concept. The purpose of this area is to provide for the development of a variety of light industrial uses within the context of a fully serviced industrial/business park. The proposed I-C District is in alignment with ASP policies and appropriate for the subject parcel located within a master-planned industrial/business park.

### **Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways (Non-Statutory – 2012)**

[Improving Calgary Entranceways: A Guide for Development Adjacent to Entranceways](#) (the Guide) provides policy guidance for the evaluation of the visual impact of development applications adjacent to Calgary's entranceways, which are skeletal or arterial streets that serve as important transportation connections into the city or a part of the city. These roads carry higher volumes of traffic and will accommodate development that is highly visible to motorists. As such, it is necessary to ensure that this development is visually attractive and creates an appropriate public image. The Guide provides policy guidance on land use policy, site design, architecture, landscape treatment, building setbacks, screening, exterior fencing, outside storage & signs.

The subject parcel is located within proximity to the Deerfoot Trail N Entranceway and Administration considers policy guidelines of the Guide to be appropriate for the site. The guidelines will ensure high quality, visually appealing development on the site, with compatible interface of the urban form and Deerfoot Trail N entranceway. The development permit review process will seek to further implement these guideline requirements.