

Background and Planning Evaluation

Background and Site Context

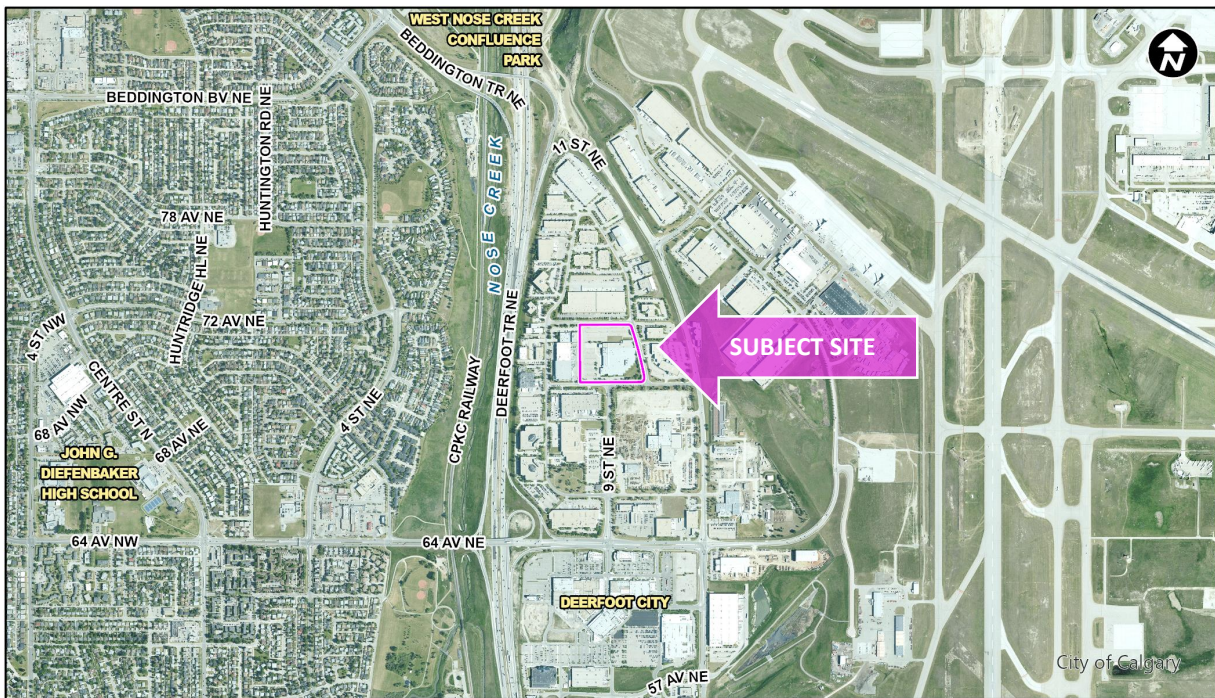
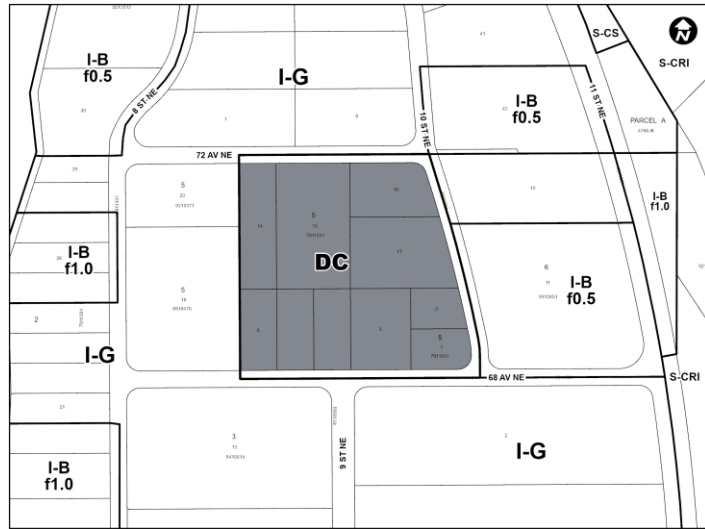
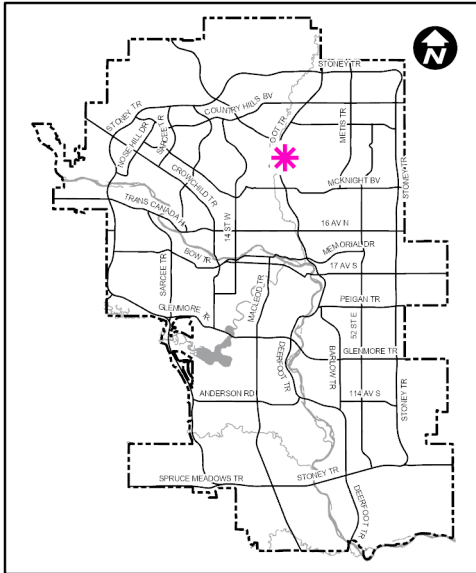
The subject site is located within the northeast industrial community of Deerfoot Business Centre at 1020 – 68 Avenue NE. A significant portion of Calgary's industrial land base is generally situated between the Calgary International Airport to the east and Deerfoot Trail to the west. The parcel is currently developed with a vacated office building. The site is approximately 220 metres wide by 210 metres deep, fronting onto 68 Avenue NE. Surrounding development within the Deerfoot Business Centre is predominantly industrial in character and includes a range of warehousing, manufacturing and heavy equipment-related operations. Immediately south of the subject site is a parcel designated Industrial – General (I-G) District which contains a window and glass manufacturing facility and associated warehouse space, accessed from 9 Street NE and 68 Avenue NE. The Finning Canada Calgary facility is also located immediately south of the subject site and includes the storage of heavy machinery and an administrative building.

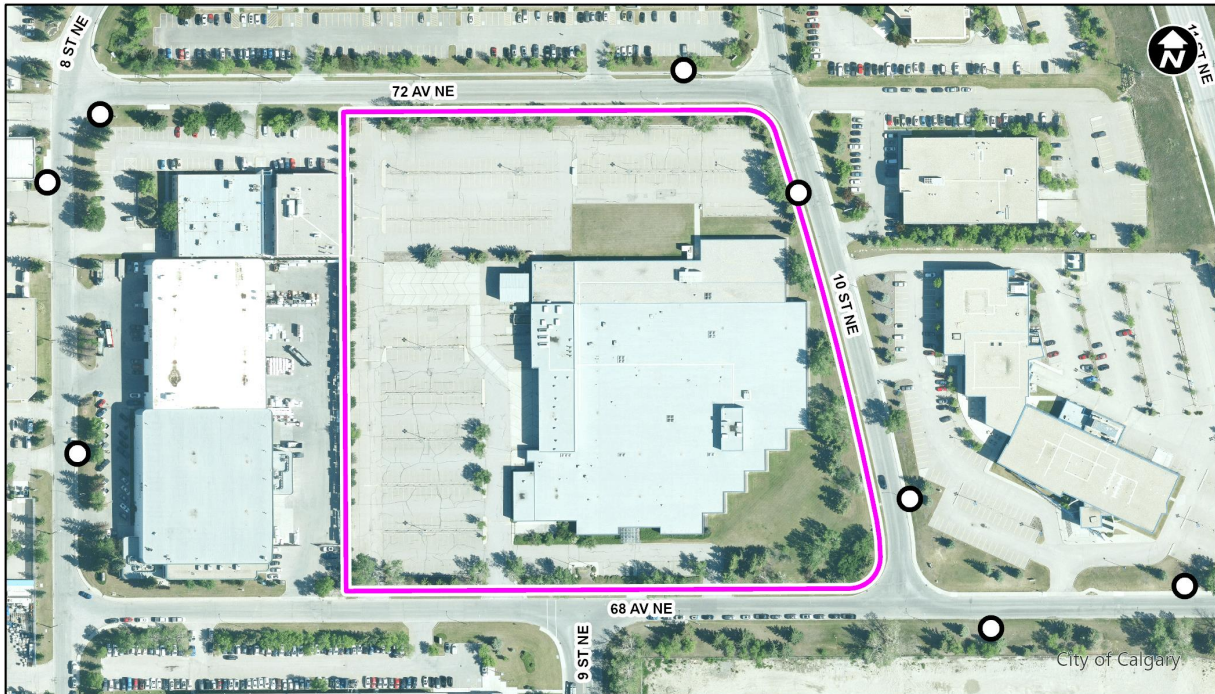
The closest publicly accessible amenity to the subject site is the City of Calgary Fitness Park (Deerfoot City), located approximately 386 metres away (a six-minute walk). The broader area is served by major transportation infrastructure that supports goods movement and industrial activity, including Deerfoot Trail and adjacent arterial roads that connect to employment uses within the industrial district. There are three bus stops available around the site, which are within 50 meters of walking distance (a one-minute walk) from the site.

Community Peak Population Table

Population data is not available for the community of Deerfoot Business Park as it is an industrial area.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing I-G District is intended to be characterized by a wide variety of light and medium general industrial uses and a limited number of support commercial uses, such as Auto Services, Fleet Services, Building Supply Centres, Gas Bars and Offices.

The proposed DC District is based on the I-G District and would allow the additional discretionary uses of School – Private and School Authority – School. The development vision is of a school for approximately 750 students and 50 staff members.

Pursuant to Section 20 of the Land Use Bylaw 1P2007 (LUB), DC Districts must only be used for the purpose of providing for developments that due to their unique characteristics, innovative ideas or unusual site constraints, require specific regulation unavailable in other land use districts. Furthermore, DC Districts must not be used in substitution of any other land use district in the Land Use Bylaw (LUB) that could be used to achieve the same result either with or without relaxations.

The applicant's intent is to create a DC District that accommodates School – Private and School Authority – School uses within an industrial district where schools are not a listed use. The proposed DC district does align with Section 20 of the LUB since this land use district would require specific regulation of the additional school uses, which are not listed uses in any industrial district. However, Administration does not support the proposed DC District, as using

an industrial district to accommodate School – Private or School Authority – School uses is not appropriate given the site’s location and applicable policy context within this industrial area.

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 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

If approved by Council, the rules of the proposed DC District and the *Municipal Development Plan* (MDP) would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. Given the specific context of the additional uses proposed, transportation impacts would also be considered through the development permit process.

Transportation

The subject site currently has limited pedestrian infrastructure and does not have a direct pedestrian connection supported by a continuous sidewalk network to the site (based on existing conditions identified for this application). The existing on-site vehicular driveways to the east and west would be maintained.

Transit service is available in close proximity via Calgary Transit Route 32 (Huntington/Sunridge), with stops along eastbound 68 Avenue NE at 10 Street NE located approximately 56 metres from the site (a one- minute walk), southbound 10 Street NE at 72 Avenue NE located approximately 28 metres from the site (a one- minute walk), and westbound 72 Avenue NE at 10 Street NE located approximately 25 metres from the site (a one- minute walk). The area is not located on the Primary Transit Network and the *Calgary Transportation Plan* (CTP) emphasizes that transportation planning in industrial areas should support efficient goods movement and coordinate adjacent land uses with adequate truck accessibility, including access to the airport. On- street parking is prohibited on 10 Street NE; on- street parking is provided on the south side of 68 Avenue NE and the north side of 72 Avenue NE.

A Transportation Impact Assessment (TIA) was required in support of this application. Should the proposed land use be approved, a range of transportation infrastructure upgrades will be necessary. These may include, but are not limited to, the provision of new or enhanced sidewalks surrounding the site, including a pathway connection along 9 Street NE between 68 Avenue NE and 64 Avenue NE to provide access to the commercial development to the south, improved connections to nearby transit stops and associated transit amenities, safety enhancements such as marked crosswalks with appropriate signage, pavement markings and potential curb extensions, as well as off- site intersection improvements at 64 Avenue NE and 9 Street NE. Parking considerations including pick- up and drop- off areas, school bus parking, on-site vehicle and pedestrian circulation will be reviewed and addressed at the development permit stage.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, storm and sanitary sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management, will be considered as part of the development permit application 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 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 25-30 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 proposed School – Private and School Authority – School uses are generally allowable within the higher noise exposure of 25-30 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 identified in the [Municipal Development Plan](#) (MDP) as being centrally located in the Standard Industrial Area typology. This typology is intended to maintain industrial uses as the primary function and support Calgary's economic prosperity through a competitive industrial land base. The MDP and related city-wide policies specifically discourage the encroachment of non-industrial uses, including public or private schools, into industrial areas.

The site is within an existing industrial community where surrounding development is predominantly industrial in character and function. The area is tied to Calgary's goods movement and logistics, particularly given its location in an industrial area generally bound by the Calgary International Airport to the east and Deerfoot Trail to the west. The MDP highlights that industrial areas are a major economic driver and that industrial development and land supply near regional/national/international transportation links, such as the airport, must be maintained and protected.

The applicable MDP policies indicate the proposal does not align with the intent of the Standard Industrial Area policies. The MDP's Standard Industrial Area land use policies emphasize that industrial uses should be maintained as the primary use, allows for the development and retention of a broad range of industrial uses and parcel sizes and supports only those non-industrial uses that cater to the day-to-day needs of area businesses and employees. Importantly, the MDP explicitly discourages uses such as public or private schools in industrial areas. In this context, the following Standard Industrial Area (3.7 Industrial Areas) policy reference: "d. Discourage uses such as stand-alone office use, regional retail developments, places of worship, public or private schools and residential uses in industrial areas." The MDP further highlights the importance of maintaining and protecting transportation and logistics linkages associated with industrial development, including connections to regional, national and international markets through infrastructure such as the Calgary International Airport and major highways (Deerfoot Trail). Consistent with this intent, the MDP direction for industrial areas is to

remain predominantly industrial and to resist the introduction of non-industrial uses that could alter industrial function or constrain industrial activity over time.

A public or private school is generally more compatible in locations planned and serviced for institutional or community uses, typically where pedestrian infrastructure, transit access and complementary services are present. The MDP indicates Standard Industrial Areas are intended to remain predominantly industrial and is not supportive of non-industrial encroachment, including public or private schools. Given the MDP supports the preservation of industrial land, the proposed DC District is not in alignment with the MDP. Therefore, Administration does not support this application and is recommending refusal.

Calgary Transportation Plan (CTP) (Statutory – 2009)

The [Calgary Transportation Plan](#) (CTP) contains policies that prioritize efficient movement of commercial vehicles in industrial areas and along corridors that form part of the Primary Goods Movement Network, including access to the airport. The CTP also directs that the integrity of major goods movement routes should be protected by coordinating adjacent land use planning with adequate truck accessibility. The CTP noting the site's industrial setting near the airport and goods movement corridors, the absence of Primary Transit Network service and the potential for higher private-vehicle reliance associated with a school use, are factors that can affect industrial access and goods movement operations. In addition, the CTP also notes the area is not located on the Primary Transit Network and lacks services and amenities that would typically support a public or private school, which may increase reliance on private vehicle travel and introduce use conflicts that can limit industrial efficiency.

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.