

Calgary Planning Commission Report to  
Public Hearing Meeting of Council  
2018 June 11

ISC: UNRESTRICTED  
CPC2018-0397  
Page 1 of 7

**Land Use Amendment in Stoney 3 (Ward 5) at 10580 - 42 Street NE,  
LOC2017-0162, Bylaw 166D2018**

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**EXECUTIVE SUMMARY**

This application has been submitted by FAAS Architecture on behalf of 1998285 Alberta Ltd (Harsimer Rattan (Eagle Crest Construction)) and proposes to redesignate the subject site from Commercial – Corridor 3 (C-COR3 f0.25h16) District to Commercial – Corridor 3 (C-COR3 f0.4h16) District to increase the maximum allowable floor area ratio (FAR) from 0.25 to 0.4. Specifically, this application is intended to enable a retail/commercial development which includes the introduction of two-storey buildings with office and daycare uses on the upper floors and a range of retail/consumer service uses at-grade. The proposed redesignation would increase the allowable gross floor area of development on the site from approximately 8,425 square metres (90,685 square feet) to 13,480 square metres (145, 097 square feet).

**ADMINISTRATION RECOMMENDATION:**

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 3.37 hectares  $\pm$  (8.32 acres  $\pm$ ) located at 10580 – 42 Street NE (Plan 1610922, Block 5, Lot 1) from Commercial – Corridor 3 (C-COR3 f0.25h16) District **to** Commercial – Corridor 3 (C-COR3 f0.4h16) District; and
2. Give three readings to the proposed bylaw.

**Moved by: M. Foht**

**Carried: 8 – 0**

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaw 166D2018; and

1. **ADOPT** the proposed redesignation of 3.37 hectares  $\pm$  (8.32 acres  $\pm$ ) located at 10580 – 42 Street NE (Plan 1610922, Block 5, Lot 1) from Commercial – Corridor 3 (C-COR3 f0.25h16) District **to** Commercial – Corridor 3 (C-COR3 f0.4h16) District, in accordance with Administration’s recommendation; and
2. Give three readings to the proposed Bylaw

**PREVIOUS COUNCIL DIRECTION / POLICY**

None.

**BACKGROUND**

The subject site is located within the boundaries of the *Northeast Industrial Area Structure Plan* (ASP). This ASP was approved in 2007 and applies to 560 hectares (1,400 acres) of land in northeast Calgary, west of the Calgary International Airport and south of Stoney Trail NE. The

**Land Use Amendment in Stoney 3 (Ward 5) at 10580 - 42 Street NE,  
LOC2017-0162, Bylaw 166D2018**

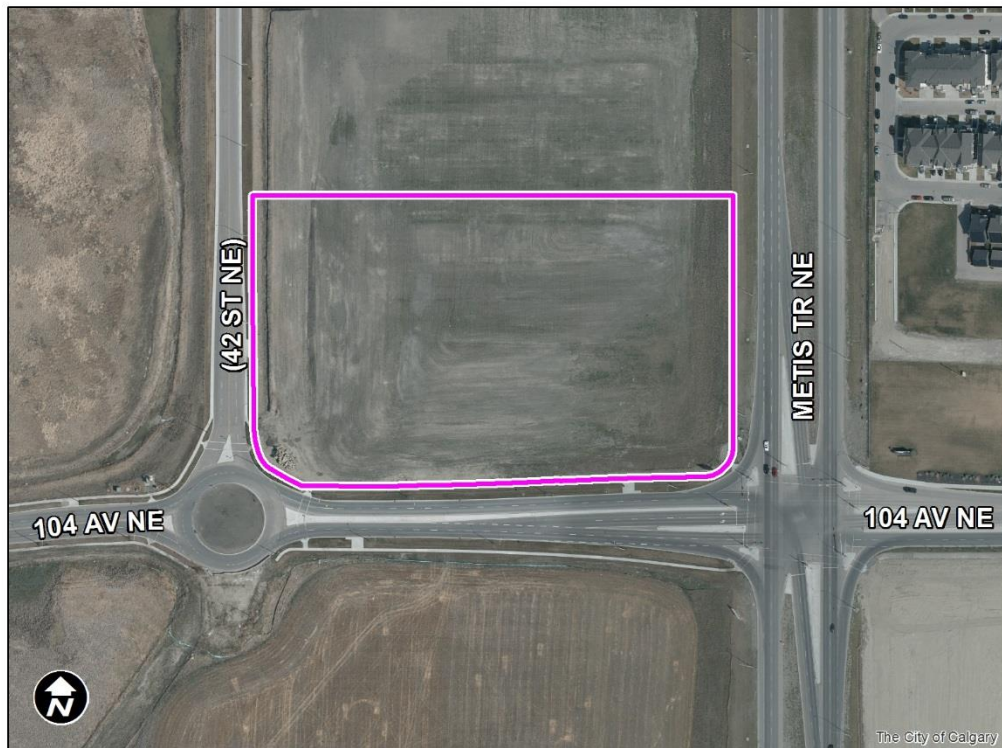
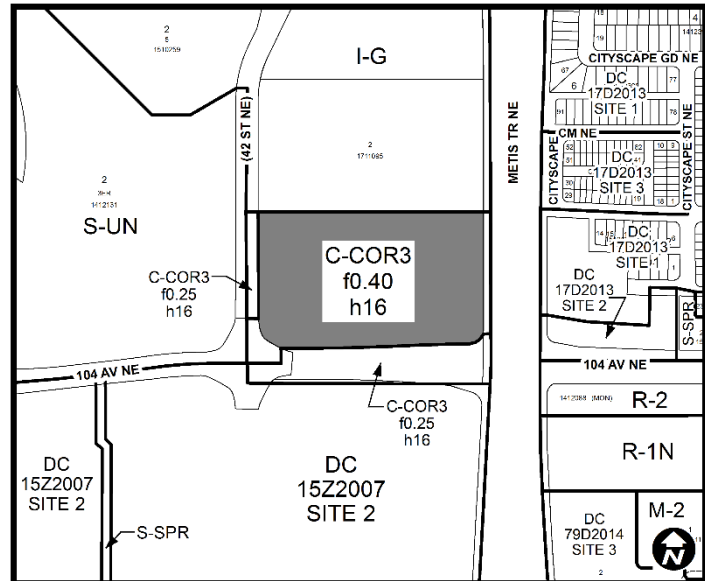
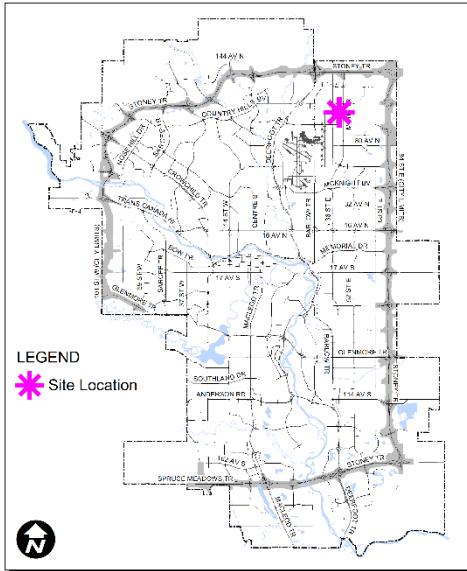
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subject parcel was originally planned/designated as part of a comprehensive outline plan and land use application (LOC2006-0089) approved in 2007 for the lands bounded by Country Hills Boulevard NE to the north, future Métis Trail NE to the east, Airport Trail NE to the south, and 36 Street NE to the west. In accordance with the *Northeast Industrial Area Structure Plan*, the outline plan area provides a range of opportunities for business/industrial uses and commercial uses.

A development permit application (DP2017-1269) proposing five new retail/commercial buildings has been submitted for this site. Given the scale of the proposal, this land use amendment is required in order to facilitate its eventual approval. Administration's review of the development permit including building design, size and mix of uses, and site layout details such as parking, landscaping and site access is currently on-going. The development permit application will be presented to the Calgary Planning Commission with a decision date targeted for Q3 2018. Approval of this land use will provide the land use framework necessary to enable that decision.

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Location Maps



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**Site Context**

The subject site is approximately 3.37 hectares ± (8.32 acres ±) in size and located in the northeast industrial/commercial area of Stoney 3, north of 104 Avenue NE and west of Metis Trail NE. As referenced earlier in this report, the site is situated at the gateway of a large planned industrial/employment subdivision referred to as “Jacksonport”. A large proportion of the lands within the Jacksonport plan area are currently undeveloped but have approved land use and are subdivided. Lands directly to the north are designated I-G, while lands to the south are designated DC to accommodate a mix of retail and commercial employment uses. Lands to the east within the developing community of Cityscape (across Metis Trail NE) contain existing residential uses with planned commercial uses located southeast. The subject site is intended to function as the gateway commercial block to serve the broader Jacksonport employment area. Lands immediately west of the site are comprised of a stormwater management facility and an environmental reserve.

**INVESTIGATION: ALTERNATIVES AND ANALYSIS**

The proposed redesignation would maintain the planned function of this parcel to allow for a mix of retail and commercial uses while allowing for an increased density that more efficiently utilizes the land and enables the introduction of a broader range and mix of uses on the site and a mix of building forms. Further analysis on how this proposal aligns with applicable City policies is provided in the following *Strategic Alignment* section of this report.

**Land Use**

This application proposes to redesignate the subject site from Commercial – Corridor 3 (C-COR3 f0.25h16) District to Commercial – Corridor 3 (C-COR3 f0.4h16) District to increase the allowable floor area ratio (FAR). The C-COR3 district is intended to provide a framework for the development of mid-scale retail uses within industrial areas and locations along major roads. Given the planned function and context of the site, the C-COR3 land use district is appropriate in order to guide the site’s development. The C-COR3 district is intended to be flexible in its application such that specific building densities for individual sites are established through maximum floor area ratios for specific parcels.

**Infrastructure**

***Transportation Networks***

Vehicular access to the site is available from both 104 Avenue NE and 42 Street NE. A Transportation Impact Assessment has been submitted to support the review of this application and the associated development permit application. Given the limited increase in density when considered in the context of the scale of overall development the street network in Jacksonport was planned to accommodate, it is anticipated that the additional density can be accommodated with no modifications to the planned street network.

**Land Use Amendment in Stoney 3 (Ward 5) at 10580 - 42 Street NE,  
LOC2017-0162, Bylaw 166D2018**

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***Utilities and Servicing***

Water, sanitary and storm sewer mains are available to service the site and can accommodate the proposed additional density without the need for off-site improvements at this time. The specific servicing arrangements will be discussed and reviewed in detail through the development permit process.

**Stakeholder Engagement, Research and Communication**

In keeping with Administration's standard practices, this application was circulated to relevant external stakeholders (e.g. YYC, Enmax, etc.) and notice was posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online. Following this Calgary Planning Commission meeting, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, the Commission's recommendation and the date of the Public Hearing will be advertised. No public meetings were held by the Applicant or Administration.

***Citizen and Community Association Comments***

Given the industrial/commercial nature of the Jacksonport area, no community association exists. It is acknowledged that the site is located directly west of the developing community of Skyview Ranch but given its stage in development, a community association has not yet formed. No citizens' comments were received by the report submission date.

**Strategic Alignment**

***South Saskatchewan Regional Plan (Statutory – 2014)***

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan (SSRP)*. While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns and proposes an increase in development intensity on this site within an adequately serviced and appropriately planned industrial/business park area.

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

The subject site is located within the "Standard Industrial" area as identified on Map 1 of the *Municipal Development Plan (MDP)*. In terms of guiding land use and development on the subject site, the Northeast Industrial ASP provides the most specific and relevant policy direction. However, the proposal is supported by some of the broad objectives of Part 2 – City-Wide Policies of MDP that seek to foster a compact urban form and create a more prosperous diverse economy.

**Land Use Amendment in Stoney 3 (Ward 5) at 10580 - 42 Street NE,  
LOC2017-0162, Bylaw 166D2018**

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***Northeast Industrial Area Structure Plan (Statutory – 2007)***

The *Northeast Industrial Area Structure Plan* identifies the site as part of a *Business Industrial Area*. The proposed redesignation to allow for an increase in density on the site supports broad goals for the development of business industrial areas outlined in the ASP including:

- provide for successful business and industrial development; and
- to provide for vital and attractive commercial facilities that meet the retail and service needs of regional and local markets.

Of specific relevance to this application, Section 8.0 of the ASP provides policies around maximum densities for various uses. The regulation and oversight of densities within the plan area is primarily guided by the capacity of area transportation infrastructure. Section 8.1.2 of the outlines the maximum density for commercial uses and office uses as 1.0 FAR and 0.5 FAR respectively. In this regard, the proposed FAR increase falls well within the maximum density thresholds and will support other planning objectives relating to the efficient use of land and resources. A Transportation Impact Assessment is being reviewed in conjunction with the Development Permit application in order to identify any necessary local upgrades.

**Social, Environmental, Economic (External)**

This proposal will allow for additional intensity on a commercial parcel which was planned to serve an adjacent business/industrial park to the west and residential communities to the east. By allowing the increased density it will facilitate a more compact urban form that makes efficient use of land and infrastructure and will enable the introduction of a broader mix of support uses on the site such as day care and office that would be less likely to be realized if current density cap was maintained.

**Financial Capacity**

***Current and Future Operating Budget:***

There are no known impacts to the current and future operating budgets at this time.

***Current and Future Capital Budget:***

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

**Risk Assessment**

There are no significant risks associated with this proposal.

Calgary Planning Commission Report to

Public Hearing Meeting of Council  
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Item #5.1.14  
ISC: UNRESTRICTED  
CPC2018-0397  
Page 7 of 7

**Land Use Amendment in Stoney 3 (Ward 5) at 10580 - 42 Street NE,  
LOC2017-0162, Bylaw 166D2018**

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**REASON(S) FOR RECOMMENDATION(S):**

The proposed land use redesignation which would allow for an increase to the allowable FAR for this site is aligned with the applicable policies of the *Municipal Development Plan* and the *Northeast Industrial Area Structure Plan*. The amendment will enable a density that more effectively utilizes land and infrastructure and facilitates an additional range and mix of support uses such as office and day care. The result will be an enhanced ability to serve the needs of the surrounding employment area and fulfill the site's originally planned function.

**ATTACHMENT(S)**

1. Applicant's Submission
2. Proposed Bylaw 166D2018