

Letters Received by Calgary Planning Commission

From: [Ian Harper](#)
To: [Palmiers, Andrew](#); [Friesen, Colin](#); [CPC](#); [Leighton, Douglas](#); [Woodley, Evan V.](#); [Scott, James \(PBA Land & Development\)](#); [Gondek, Jyoti](#); [Juan, Lourdes](#); [Tita, Matthias](#); [Fohr, Melvin](#); [Vanderputten, Ryan](#)
Cc: [Jessica Karpal](#); [Jill Seneque](#)
Subject: [BKT] LOC2017-0374: Application Information Sheet
Date: Thursday, April 12, 2018 4:03:02 PM
Attachments: [image001.png](#)
[20180412 - CPC Letter.pdf](#)

Dear CPC Member,

In anticipation of the upcoming Calgary Planning Commission meeting on April 19th, we have prepared an information sheet regarding LOC2017-0374. The letter is attached for review at your leisure.

I hope you find the information provided therein helpful, and am available to answer any questions you may have.

Thank you for your time.

Sincerely,



Ian Harper
Planning & Development Coordinator

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QUANTUMPLACE DEVELOPMENTS LTD.
SUITE 203, 1026 16 AVENUE NW
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April 19, 2018

Dear CPC member,

RE: LOC2017-0374: CPC Agenda Item #6.03 Application Information Sheet

What is this application for?

On behalf of the landowner, QuantumPlace Developments Ltd. has been engaged to assist with the redesignation of a site within the future community of Belvedere from the Special Purpose – Future Urban Development (S-FUD) district to a Direct Control (DC) district to allow for the storage of large vehicles. The proposed DC district limits the duration of a development permit for the large vehicle storage use to three years and includes rules intended to minimize any potential negative impacts. The landowner is in support of the proposed DC district.

Where is the site?

The site is located at 8500 23 Avenue SE within the developing community of Belvedere. The site is approximately 7.3 acres.

What does the landowner intend to do with the site?

The landowner has a tentative agreement with a gravel truck company to use the site for storage of large vehicles in the short term. No maintenance or repair of vehicles would occur on site and the agreement is for a three-year term, ensuring the vehicle storage area can be removed easily in the future. The storage area is proposed to occupy approximately 4.5 acres of the 7.3-acre parcel, adjacent to 84 Street SE. Within this area, approximately 117 large-vehicle parking stalls could be provided. Exact details on location, design, and number of stalls would be determined at the development permit stage.



What will the proposed land use amendment allow?

The application proposes to change the land use district from S-FUD to DC (based on the S-FUD district) to allow for the additional use of "Vehicle Storage - Large." This approach allows the holding nature of the S-FUD land use district to remain intact for the parcel while facilitating an interim use until comprehensive development can occur. Importantly, S-FUD already allows for "Vehicle Storage Passenger" and "Vehicle Storage – Recreational Vehicle" and the proposed land use district is in keeping with these uses.

Why should this application be supported?

This application allows for the landowner to make better use of the land today while not compromising future planning objectives. The site's proximity to the skeletal road system and quick access to the ring road make the site ideal for vehicle storage in the short term, and the location of the site at the periphery of the residential community means that truck drivers will not have to travel into the residential community as they enter and exit the vehicle lot.

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The landowner also understands the long-term planning objectives for the area and would be interested in participating in a more detailed planning exercise in the future. However, The City has not established a clear timeline for the development of this area and the Belvedere ASP identifies the need for further study (of the "Special Study Area") prior to subdivision and development. Given the uncertain development horizon, the "Vehicle Storage – Large" use is appropriate for this site in the short term and the proposed DC will limit the period of a development permit to three years, ensuring that the use remains temporary and will not preclude future comprehensive development. The DC includes rules specifically intended to mitigate concerns raised during the circulation process to minimize any potential negative impacts on residents. This is an appropriate use for this site until the growth management issues have been resolved and a clear path forward is identified by Administration.

How have the concerns brought up during the process been addressed?

During the circulation process, adjacent residents expressed concerns regarding various topics to Administration. These concerns, and how they have been addressed, are outlined below:

- **Compatibility:** Residents expressed concerns regarding the residential nature of the area and the potential incompatibility of the vehicle storage use, which could be considered more industrial in nature. Although the general area has historically been used for residential purposes, the completion of Stoney Trail and other regional factors have resulted in this area becoming more industrial. Further, S-FUD is the predominant land use district in the area. Currently, the area consists of large, acreage-style lots with dwellings on them, but approximately 35% of the lots in a 500-meter radius also include vehicle storage, generally in an informal manner. This suggests that the proposed land use is compatible with the surrounding community. The proposed DC district also prescribes a large setback (6.0 meters), a berm and fencing, and mitigations to further ensure compatibility.
- **Access and Traffic:** There were concerns that large vehicles traveling through the area could damage the local roads and result in increased traffic. The site is located at the entrance/exit to the area, which means that large vehicles will not be travelling past through a rural residential area. As well, the additional traffic on 23 Avenue NE caused by the proposed land use redesignation is anticipated to be minimal. Truck drivers would immediately enter the vehicle lot after turning off 84 Street SE, minimizing travel through the residential area. Vehicles will not travel through the residential area. As for parking, a lot would be provided for personal vehicles and traffic generated by this is anticipated to be very minimal and non-disruptive. The DC also prescribes a potential requirement for an operation management plan that includes information and mitigation of traffic and transportation management.
- **Drainage concerns:** There were concerns that the gravel parking area may potentially create drainage issues/flooding and additional runoff onto the adjacent resident property and nearby wetlands. The storage lot will be designed to capture stormwater and run-off on site (as required by the land use bylaw) and detailed through the development permit process.
- **Visual concerns:** Community members identified concerns surrounding the visual impact of a vehicle storage lot. The DC requires a 6.0-metre setback and an engineered berm and fence to screen the stored vehicles. These controls will be used to reduce visual impacts on neighbouring properties. Large existing trees will also separate the residence from the vehicle storage lot.
- **Health and safety concerns:** Some concerns were identified that the vehicles may leak and potentially pollute the local underground water supply. The land use district would not allow for maintenance or the storage of damaged or non-functional vehicles, nor would it allow for the storage of parts. The site will be

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designed to capture stormwater on-site and the standard development permit process will identify any mitigative measures for health and safety and we believe this concern has been mitigated.

- **General Nuisance:** Residents expressed concerns about dust, noise, garbage, etc. The proposed DC district allows the development authority to require an operation management plan that includes information and mitigation on noise and dust control, traffic and transportation management, and public response and communication. The future operation must also adhere to relevant community bylaw standards and business bylaw regulations and we believe these concerns will be mitigated through the standard development permit process.

Contact

If you have any questions about the proposed land use amendment, please contact Ian Harper, Planning & Development Coordinator by phone at 587-350-5172 ext. 236, or by email at ian.harper@quantumplace.ca.

Thank you for your consideration!

Ian Harper

A handwritten signature in blue ink, appearing to read 'Ian Harper'.

Planning & Development Coordinator
QuantumPlace Developments Ltd.