

**Calgary Planning Commission Report to
Public Hearing Meeting of Council
2018 July 23**

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CPC2018-0705
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**Land Use Amendment in Mayland (Ward 10) at 220 Manning Road NE,
LOC2018-0070, Bylaw 212D2018**

EXECUTIVE SUMMARY

This application was submitted by Rick Balbi Architect on 2018 March 27, on behalf of the landowner Telsec Property Corporation. This application proposes to change the designation of the property from an Industrial – General (I-G) District to an Industrial – Commercial (I-C) District to allow for:

- industrial development with support commercial uses (e.g. warehouses with commercial storefronts, restaurants, retail stores, industrial buildings with offices and retail stores);
- a maximum building height of 12 metres (a decrease from the current maximum of 16 metres); and
- the uses listed in the proposed I-C designation.

The proposal is in keeping with applicable policies in the *Municipal Development Plan*.

ADMINISTRATION'S RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed redesignation of 0.88 hectares ± (2.17 acres ±) located at 220 Manning Road NE (Plan 9511082, Block 1, Lot 2) from Industrial – General (I-G) District **to** Industrial – Commercial (I-C) District; and
2. Give three readings to the proposed bylaw.

Moved by: M. Foht
Absent: E. Woolley

Carried: 6 – 0

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION, DATED 2018 JUNE 14:

That Council hold a Public Hearing on Bylaw 212D2018; and

1. **ADOPT** the proposed redesignation of 0.88 hectares ± (2.17 acres ±) located at 220 Manning Road NE (Plan 9511082, Block 1, Lot 2) from Industrial – General (I-G) District **to** Industrial – Commercial (I-C) District, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 212D2018.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

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BACKGROUND

As indicated in the applicant's submission, provided as Attachment 1, this application seeks to provide more flexibility in showroom, display and office areas than provided in the I-G District. The submission states that industrial businesses often require such areas to be larger than presently allowed within the I-G District, and that the negotiation of relaxations at the development permit stage creates uncertainty for new tenants.

While the submission states that a concurrent development permit application is to be submitted in conjunction with this land use amendment, at the time of Calgary Planning Commission report submission date, no development permit has been submitted.

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Site Context

The property is located in the northeast industrial community of Mayland, east of Deerfoot Trail NE and north of Memorial Drive NE. Lands to the north, south and west are designated as Industrial – Business (I-B) District and include office and self-storage uses. Development is primarily industrial to the east to Barlow Trail NE and south to Memorial Drive NE. The low density residential portion of Mayland Heights is located approximately 200 metres north of the site and is buffered by a green belt.

The site's total area is approximately 0.88 hectares \pm (2.17 acres \pm) in size. The property was previously used as surface parking for 1802 and 1810 Centre Avenue NE, as per a development permit based on Land Use Bylaw 2P80. As of the last development permit for 1802 and 1810 Centre Ave NE, this is no longer the case. A right-of-way exists towards the east side of the site that relates to the steep slope at the rear of the site.

The parcel is located within Noise Exposure Forecast (NEF) 30-35 of the Airport Vicinity Protection Area (AVPA) Regulation, which prohibits certain types of development such as medical facilities, which are allowed under the proposed designation. Additional information is provided within the Strategic Alignment section of this report.

The site is also located within the 300 metre landfill setback of the disposal area of the Nose Creek non-operating landfill. An application for a restricted use, which includes hospitals, schools, residences and food establishments, would require a variance from the Province. Waste and Recycling Services has indicated that they may be able to provide a letter of consent for a request for a variance. Notwithstanding, the applicant is aware of use limitations due to the landfill setback, and has no plans to apply for any restricted uses on the site.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal is to allow for more flexibility for support commercial developments. The proposal meets the objectives of the applicable policies as discussed in the Strategic Alignment section of this report.

Land Use

The site's existing I-G District allows for a wide variety of general light and medium industrial uses and a limited number of support commercial uses. I-G parcels are typically located in internal locations within industrial areas and the district contains specific limits on sales and office activities to preserve a diverse industrial land base. The I-G District allows for maximum floor area ratio of 1.0 and maximum building height of 16.0 metres.

The proposed I-C District allows for light industrial uses that are unlimited in size, and small-scale commercial uses that are intended to be compatible with and complement light industrial uses and areas. I-C parcels are intended be located along or within 200 metres of major streets or expressways (as is the subject site). Accordingly, the I-C District contains provisions to ensure that developments provide an appropriate transition between other land use districts and the I-G District or between highly visible industrial parcels and the I-G District. These provisions

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include setback, screening, landscaping and building design controls that are intended to address aesthetics in accordance with these more highly visible locations. The I-C District also allows for a maximum floor area ratio of 1.0 and a maximum building height of 12.0 metres.

Beyond maximum building height and a slightly different suite of allowable uses, key differences between the I-C and I-G District are that there are no use area restrictions for office, and that retail and consumer service uses (with maximum use area limits) are allowed in the I-C District. This is in contrast to the I-G District where retail sales activities and office uses are restricted by rules to ensure that these uses may only exist as ancillary components of the principal I-G uses (e.g. a manufacturing facility which also contains a small retail sales area and/or administrative offices).

In recognition of the I-C District's reduced maximum building height of 12 metres from the 16 metre maximum height in the I-G District, the Development Authority may consider maximum building height relaxations for development proposals for industrially oriented uses on the site, including proposed General – Industrial Light uses. This would be to allow for development of an industrial building product that is in keeping with current industry conventions for these types of developments, thereby preserving the industrial utility of these lands.

Infrastructure

Transportation Networks

A Transportation Impact Assessment (TIA) and parking study were not required for the proposed land use. At the time of redevelopment, Transportation Planning will determine the requirements and scope of the TIA. Two existing driveways provide access to the parcel from Manning Road NE.

The area is served by Calgary Transit via route 27, located approximately 65 metres south on Manning Road NE, 200 metres south on Centre Avenue, and 120 metres north on Manning Road NE.

Utilities and Servicing

Water, sanitary, and storm sewer mains are available and can accommodate the potential redevelopment of the subject site without the need for off-site improvements at this time.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application has been advertised online.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

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Administration did not receive any comments from residents by the CPC report submission date, and there is no community association for this area.

Engagement

No public meetings were held by the applicant or Administration.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The site is located within the City, Town area, according to Schedule C: South Saskatchewan Regional Plan Map of 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.

Municipal Development Plan (MDP) (Statutory, 2009)

The subject site is located within the Industrial - Employee Intensive area, according to Urban Structure Map (Map 1) of the *Municipal Development Plan* (MDP).

The Industrial-Employee Intensive Area is intended for manufacturing, warehousing and mixed industrial/office developments that have high labour concentrations and require access to the Primary Transit Network. They can be new business parks located in newly planned areas (i.e. Greenfield Industrial typology), or they could also occur as part of redevelopment and intensification of the Standard Industrial Areas, at transit stops and along corridors served by the Primary Transit Network.

Based on an ongoing evaluation of public data including the 2016 Civic Census Place of Work Survey, Administration believes that there are certain uses within the proposed I-C District that are likely to generate greater employment intensities than others, including, office and retail and consumer uses. This is not to suggest, however, that only these higher employment generating uses may be considered as being acceptable for the site, as the area as a whole must be considered with regard to its ability to meet these MDP minimum job intensity targets. In recognition of these MDP job intensity objectives and the anticipated population activity increases in the area as a result, all development proposals for the site, regardless of use, shall incorporate key elements of urban design to achieve high quality development of the site and of the area as a whole.

There is no local area plan for Mayland.

Airport Vicinity Protection Area (AVPA)

The parcel is located within Noise Exposure Forecast (NEF) 30-35 of the Airport Vicinity Protection Area (AVPA) Regulation. The Calgary Airport Authority has no objection to the proposal. Notwithstanding, certain uses such as medical clinic are prohibited on the site unless an exemption is received from the Province. The applicant is aware of these use limitations and has indicated that this will not cause a problem for future tenants of the site.

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Social, Environmental, Economic (External)

The proposal has the potential to continue to allow for, and further support, light industrial uses in Mayland.

No environmental issues have been identified at this time.

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.

REASONS FOR RECOMMENDATIONS:

The proposed land use redesignation is consistent with applicable policies identified in the *Municipal Development Plan* and with the intent of the Industrial – Commercial (I-C) District of *Land Use Bylaw 1P2007*.

ATTACHMENTS

1. Applicant's Submission
2. Proposed Bylaw 212D2018