

Planning & Development Report to
Calgary Planning Commission
2018 November 29

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CPC2018-1352
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Land Use Amendment in Saddle Ridge Industrial (Ward 5) at 4120 - 67 Avenue NE, LOC2018-0180

EXECUTIVE SUMMARY

This application was submitted by IBI Group on 2018 August 10 on behalf of the landowner, 2045478 Alberta Ltd (Sandhu, Parminder). This application proposes to redesignate the subject site from Special Purpose – Future Urban Development (S-FUD) District to a Direct Control District (Attachment 1) based on the Industrial – Outdoor (I-O) District to allow for:

- industrial developments that require limited or no municipal services (e.g. outdoor storage, salvage and equipment yard);
- a maximum building height of 10 metres;
- a maximum gross floor area of 1,600 square metres for all buildings on a parcel;
- a minimum parcel area of 1.6 hectares; and
- the uses listed in the I-O designation with the addition of Seasonal Sales Area.

The proposal conforms to the relevant policies of the *Municipal Development Plan* and is supported by the objectives of the *Saddle Ridge Area Structure Plan*.

A development permit for Vehicle Storage – Large has been submitted and is under review.

ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed redesignation of 1.66 hectares ± (4.10 acres ±) located at 4120 - 67 Avenue NE (Plan 2474JK, Block 1, Lot 4) from Special Purpose – Future Urban Development (S-FUD) District to DC Direct Control District based on the Industrial – Outdoor (I-O) District to accommodate the additional use of Seasonal Sales Area; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

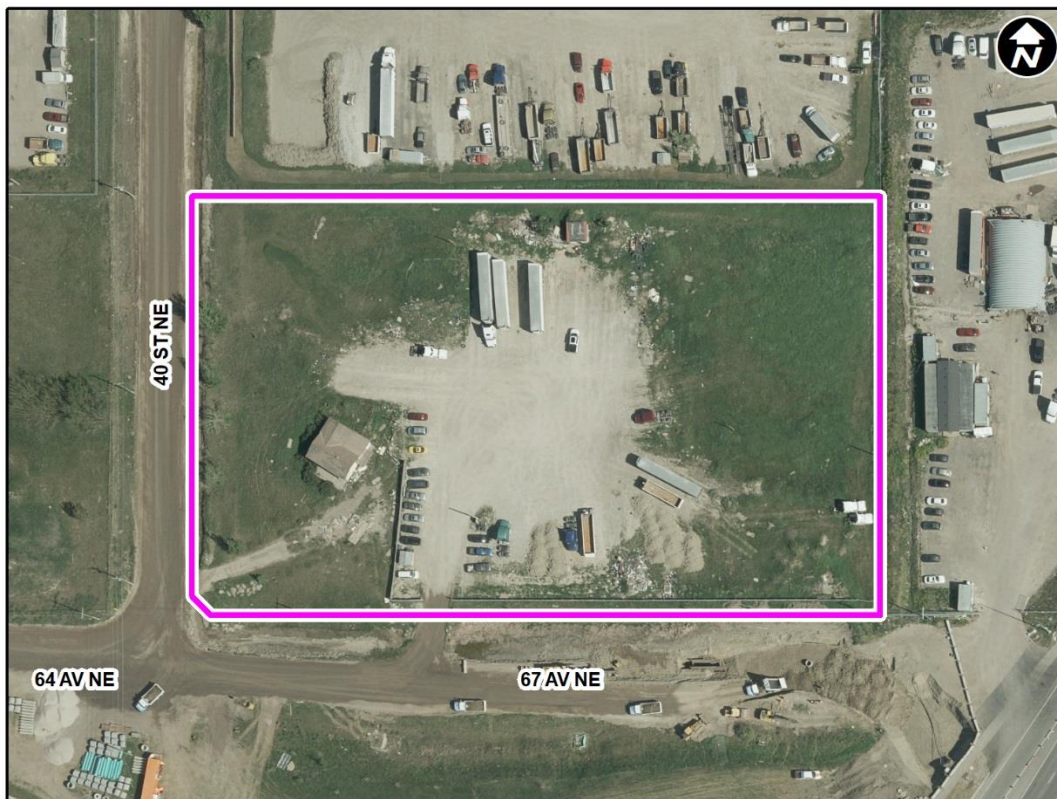
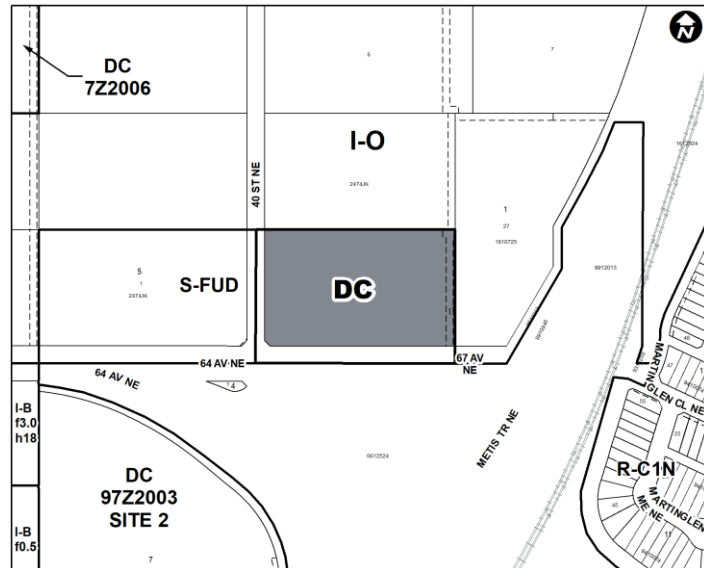
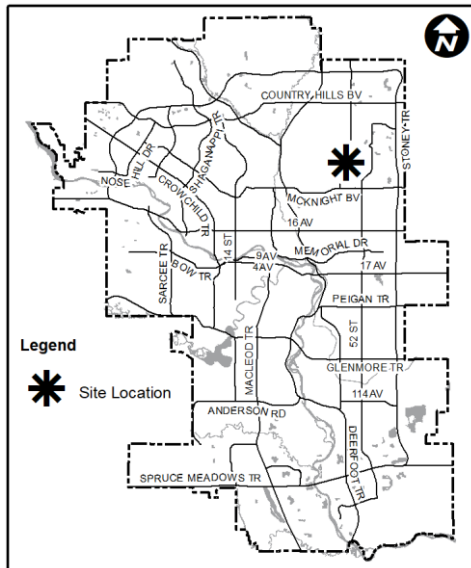
This application was submitted by IBI Group on behalf of the landowner, 2045478 Alberta Ltd, on 2018 August 10. As noted in the Applicant's Submission (Attachment 2), the applicant is intending to accommodate a temporary vehicle storage development and create flexibility of use with the addition of a seasonal sales area. A development permit (DP2018-3830) for Vehicle Storage – Large has been submitted by IBI Group on 2018 August 10 and is under review (Attachment 3).

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Location Maps



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Site Context

The subject site is located north of 64 Avenue NE and west of Metis Trail NE in the Saddle Ridge Industrial Area, approximately 450 metres east of the Calgary International Airport. The site, approximately 1.66 hectares \pm (4.10 acres \pm) in size, is developed with a single detached dwelling. Parcels to the north and east of the site are designated Industrial – Outdoor (I-O) District and are developed with storage and equipment yard uses. Directly to the west of the site is a parcel designated Special Purpose – Future Urban Development (S-FUD) District that is currently vacant.

The southern portion of the Saddle Ridge Industrial area contains mainly smaller, unserved industrial parcels that render future subdivision, redevelopment or retrofitting of municipal services more difficult due to the inherent ownership, financial and development constraints created. Given these constraints, the area continues to be utilized for interim land uses and further subdivision is limited until a comprehensive plan and a critical mass of land is assembled in order to justify necessary servicing improvements or extensions.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal has been submitted to broaden the range of allowable uses and add the use of seasonal sales area while maintaining the minimum parcel area restrictions to prevent further at 4120 - 67 Avenue NE. The proposal meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

This application is to redesignate the site from the existing Special Purpose – Future Urban Development (S-FUD) District to a DC Direct Control District based on Industrial – Outdoor District with the additional use of Seasonal Sales Area. The existing S-FUD District is primarily for lands that are awaiting urban development and is largely limited to uses that can easily be removed to allow for future urban development. The S-FUD District does not accommodate the submitted development permit application and proposed uses as outlined in the Applicant Submission.

The I-O District, a base of the proposed Direct Control District, is intended primarily for interim uses such as outdoor storage, salvage and equipment yard in locations that have limited or no municipal services. The maximum gross floor area of all buildings on a parcel in the I-O District is 1,600 square metres and the minimum area of a parcel is 1.6 hectares which restricts further subdivision of this parcel. A Direct Control District is required to allow the additional use of Seasonal Sales Area, as the applicant has indicated the intent of developing a storage yard with the subordinate use of a sales area.

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Additionally, as Seasonal Sales Area is not an allowable use within the I-O District and other stock districts were deemed to be inappropriate for the site at this time, the use of a Direct Control District is deemed to be appropriate.

Development and Site Design

As this site does not have full municipal services at this time, temporary uses should be considered. Access to the site should be designed from 40 Street NE to accommodate potential interchange changes to Metis Trail NE and 64 Avenue NE.

Environmental

No environmental issues have been identified at this time and an Environmental Site Assessment was not required for this application.

Transportation Networks

The subject site is located at the corner of 67 Avenue NE and 40 Street NE. The subject lands are considered to be auto-oriented. The network lacks appropriate pedestrian pathways and sidewalks that would otherwise facilitate alternative modes of transportation. Vehicular access is available from 40 Street NE. A Traffic Impact Assessment was not required as part of this application.

Utilities and Servicing

Public water and storm utilities are unavailable within the vicinity. Public sanitary utilities are available adjacent to the subject site. Typically, the Industrial – Outdoor District is intended for sites that do not have municipal servicing. Temporary uses can be accommodated until ultimate redevelopment, at which time, the subject site is required to be fully serviced. At the development permit stage, the applicant will be required to submit a Stormwater Management Report, as to adequately account for interim storm water management. At that time, the developer may be required to execute a Deferred Service Agreement, with the City of Calgary, for public infrastructure that would be required to be constructed in future.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site for 21 days. In addition, notification letters were sent to adjacent land owners and the application was advertised online. No comments were received from members of the public by the CPC Report submission date. There is no community association in this area.

Following this Calgary Planning Commission meeting, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. The Commission's recommendation, date of the Public Hearing and options for providing feedback will be advertised.

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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.

Municipal Development Plan (Statutory, 2009)

The subject site is located within the "Standard Industrial" area as identified on Map 1: Urban Structure of the *Municipal Development Plan* (MDP). The Standard Industrial area is intended to contain a mix of industrial uses at varying intensities. These areas should continue to offer a broad variety of industrial uses and when redevelopment occurs, the industrial character should be maintained. The listed uses of the I-O District include temporary industrial uses. While the MDP makes no specific reference to this site, the proposal is consistent with the applicable policies.

Saddle Ridge Area Structure Plan (Statutory, 2007)

The subject site is located within Industrial area according to the Land Use Plan (Map 6) of the *Saddle Ridge Area Structure Plan*. The purpose of the industrial area is to provide for limited-service industrial activities that will likely predominate for many years to come. The Area Structure Plan outlines that industrial lands should only be redesignated or redeveloped for fully serviced industrial uses or temporary uses, provided that these temporary uses do not compromise future development or subdivision of the site. The proposed DC Direct Control District will allow for temporary development to occur and restrict future subdivision while the subject site remains unserved.

Calgary International Airport Vicinity Protection Area Regulation (Statutory – 2009)

The subject site is located within the 30-35 Noise Exposure Forecast contour of the Airport Vicinity Protection Area (AVPA) land use regulations. The recommended DC Direct Control District provides for a range of uses that are generally allowable within the 30-35 NEF contour area. However, future individual development permit applications will be circulated to YYC and reviewed in the context of applicable regulations to ensure compliance.

Social, Environmental, Economic (External)

The proposed land use district will allow for interim use of land that better utilizes the lands until services are available, while maintaining the industrial character and function off the area.

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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. However, if the proposed amendments are not adopted, the existing development permit application would not be able to proceed.

REASON(S) FOR RECOMMENDATION(S):

The proposal is consistent with applicable policies of the *Municipal Development Plan* and the *Saddle Ridge Area Structure Plan*, and allows to broaden the range of allowable uses while maintaining the restrictions on future subdivision.

ATTACHMENT(S)

1. Proposed Direct Control Guidelines
2. Applicant's Submission
3. Proposed Development (DP2018-3830) Summary