

Land Use Amendment in Stoney 2 (Ward 3) at 2011 – 100 Avenue NE, LOC2018-0191

EXECUTIVE SUMMARY

This application was submitted by Kumlin Sullivan Architecture Studio on 2018 August 23 on behalf of the landowner Condominium Corporation No. 1110612. The application proposes to change the designation of the subject site from Industrial – Commercial (I-C) District to Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District to allow for:

- medium-scale commercial developments (e.g. strip malls, 1 or 2 storey commercial buildings);
- a maximum building height of 12 metres (equal to the current maximum of 12 metres);
- a maximum floor area ratio of 1.0 (equal to the current maximum of 1.0 FAR); and,
- the uses listed in the C-COR3 f1.0h12 District.

This proposal conforms to the relevant policies of the *Municipal Development Plan* and is supported by the objectives of the *Revised Stoney Industrial Area Structure Plan*. As noted in the Applicant's Submission (Attachment 1), the applicant has identified an intent to pursue a development permit application for a Conference and Event Facility in the future.

ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed redesignation of 0.18 hectares ± (0.44 acres ±) located at 2011 – 100 Avenue NE (Plan 1811200, Block 1, Lot 1) from Industrial – Commercial (I-C) District to Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This redesignation application was submitted by Kumlin Sullivan Architecture Studio on 2018 August 23 on behalf of the landowner Condominium Corporation No. 1110612. As noted in the Applicant's Submission (Attachment 1), the applicant has identified an intent to pursue a development permit application for a Conference and Event Facility on this parcel in the future. This application seeks a land use adjustment on a small portion of a comprehensive development site. The subject site is part of a registered bare land condominium plan (Plan 1110612; CS) wherein individual development/building sites are served by a common central parcel that contains required parking, landscaping and shared services/amenities.

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In 2008 a development permit was approved for the eastern portion of the broader site which allowed for the construction of two hotel buildings. Supplementary concepts have envisioned the development of a conference and event facility and an additional hotel on the western portion of the site. To date, phase 1 which includes two hotel buildings and associated surface and underground parking has been completed.

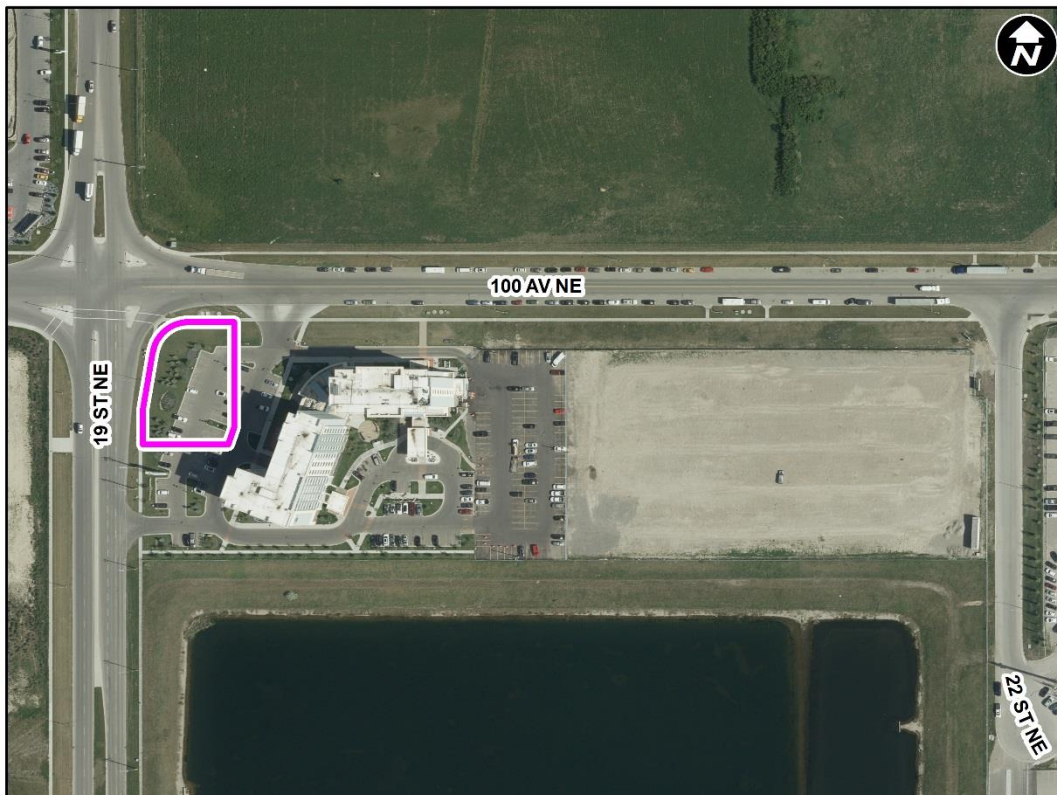
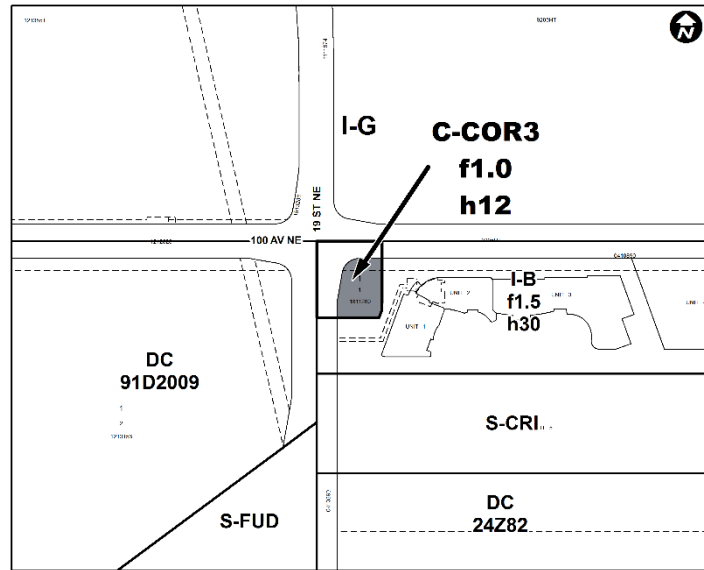
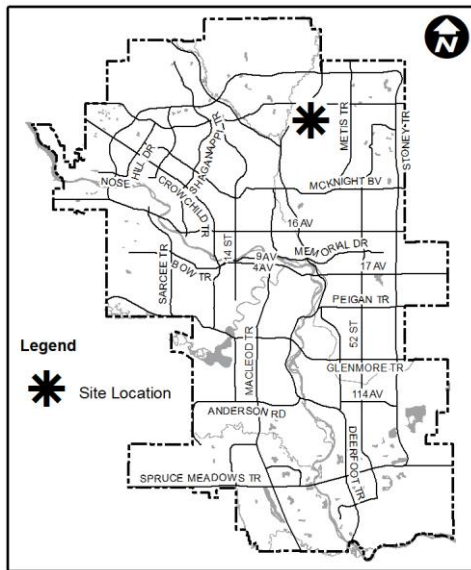
The site subject to this application was previously redesignated from Industrial – Business (I-Bf1.5h30) District to Industrial – Commercial (I-C) District in 2015 to accommodate a standalone restaurant. This portion of the comprehensive development site has yet to be developed (is being used as surface parking in the interim) and the C-COR3 f1.0h12 District is now being sought in order to enable an alternative range of uses on this portion.

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Location Maps



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Site Context

The subject site is located at the southeast corner of the intersection of 100 Avenue NE and 19 Street NE in the community of Stoney 2, approximately 900 metres north of the Calgary International Airport. The site is approximately 0.18 hectares and represents a small portion of a broader comprehensive development site which is registered as a bare land condominium.

The western portion of this broader comprehensive development site is currently developed with an existing hotel (2 buildings). This existing development is served by a combination of underground and surface parking. The portion of the site subject to this redesignation is currently used as surface parking. Vehicular access to this specific site is provided by way of a common parcel which provides access and parking for the various individual development/building sites that make up the comprehensive development site.

The surrounding land use pattern is largely driven by the presence and proximity of the airport. Development is comprised of commercial uses such as surface parking lots, car rental establishments, restaurants and hotels as well as a range of light industrial and logistics uses. The site is located in an actively developing area with many sites still awaiting commercial and industrial development.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposal involves the redesignation of a small portion of a comprehensive development site from Industrial – Commercial (I-C) District to Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District in order to broaden the range of allowable commercial uses and provide for development that complements the existing hotel. The redesignation does not contemplate changes to the existing allowable height and intensity of development on this parcel. The following analysis considers the appropriateness of the new range of uses in the context of relevant policy and sound planning principles.

Planning Considerations

Given the nature of this application and the existing plans for the site, the primary planning considerations relate to the range of uses allowable under the proposed Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District and whether they support the long term vision for the area, complement the surrounding land uses and can be serviced by existing/planned infrastructure.

Land Use

The existing Industrial – Commercial (I-C) District applicable to this site primarily provides for the development of light industrial uses of all scales and a limited range of small-scale commercial uses that are compatible with and complement light industrial uses. The district is typically applied at the perimeter of industrial areas, along major streets or expressways. The district allows for a maximum building height of 12 metres and a maximum floor area ratio of 1.0.

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The proposed Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District is primarily meant to accommodate mid-scale retail, and medium to large eating and drinking uses. The district is typically applied in industrial areas to enable commercial uses that support the function of the broader industrial areas. The C-COR3 f1.0h12 District utilizes site-specific modifiers to regulate building height and densities. In this case, the building height and floor area maximums have been designed to replicate the allowable maximums under the existing I-C district (i.e. no change).

Development and Site Design

The rules of the proposed Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District will provide basic guidance for the future site development including appropriate uses, building height and massing, landscaping and parking requirements. Given the specific context of this corner site, additional items that will be considered through a future development permit process would include:

- the design and placement of vehicular and pedestrian access through the broader common parcel;
- the location and provision of appropriate vehicular parking which may occur, in whole or in part, on the broader common parcel;
- necessary modifications to the adjacent site design to accommodate a new building on this portion of the comprehensive development site;
- ensuring an engaging built interface along the adjacent street frontages; and,
- the siting and design of loading and waste facilities to minimize the impact on the adjacent public realm and the function of the other uses on the comprehensive site.

Environmental

No environmental issues have been identified through the consideration of this application. An environmental site assessment was not required for this application.

Transportation

Pedestrian and vehicular access to the site is available from 100 Avenue NE and 19 Street NE. Pedestrian access to the future development is likely to be provided directly from existing sidewalks along these right-of-ways while vehicular access is likely to be provided by way of the existing site accesses through the common parcel. Given the nature and scope of the application, a Transportation Impact Assessment was not required.

Utilities and Servicing

It is not anticipated that the proposed land use redesignation will increase the demand for water and sanitary services. Water and sanitary sewer mains are available adjacent to the site and can accommodate a development of the site without the need for off-site improvements. The specific servicing arrangements will be discussed and reviewed in detail through the development permit process.

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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.

No citizens' comments were received by the report submission date. Given the industrial/commercial nature of the Stoney 2 area no community association exists.

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.

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). In terms of guiding land use and development on the subject site, the Revised Stoney Industrial Area Structure Plan provides the most specific and relevant policy direction. However, the proposal is supported by the objectives of the Standard Industrial Area policies under Section 3.7.1 which encourage the development of commercial uses that support the overall function of industrial areas and the broad objectives of Part 2 – City-Wide Policies of MDP that seek to foster a more prosperous and diverse economy.

Revised Stoney Industrial Area Structure Plan (Statutory – 2006)

The *Revised Stoney Industrial Area Structure Plan* identifies the site as part of a *Business Industrial Area*. The proposed redesignation will allow for a broader range of commercial uses on a small portion of a comprehensive development site which fit with the overall composition of uses expected to make up the business/industrial area. Of specific relevance to this application, Section 8.1.2(2) of the ASP provides policies around the siting of local commercial uses within the Business/Industrial Area. In this regard, the site is located at the intersection of two streets and, when combined with existing local commercial uses at this intersection, does not exceed the 1.6 hectare maximum aggregate site area for local commercial sites at a given intersection.

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

The subject site is located within the 35-40 Noise Exposure Forecast contour of the *Airport Vicinity Protection Area* (AVPA) land use regulations. The recommended Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District provides for a range of uses that are generally allowable within the 35-40 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 recommended land use allows for a broader range of commercial uses to be developed on this site which will serve to complement surrounding hospitality, industrial and employment uses and minimize vehicle trips. The provision of additional commercial uses will strengthen the attractiveness of the overall area and contribute to its economic vitality over the long term.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to current and future operating budgets that would result from the proposed land use amendment.

Current and Future Capital Budget:

The proposed amendment does not trigger the need for capital infrastructure investment.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with the applicable policies of the *Municipal Development Plan* and provides for a range and scale of uses that will support the vision for the future of the area outlined in the *Revised Stoney Industrial Area Structure Plan*. The recommended Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District is intended to be applied within industrial areas and will allow for an appropriate range of uses to complement the existing hotel and conference facilities developed on and planned for the site as well as surrounding planned industrial and employment uses.

ATTACHMENT(S)

1. Applicant's Submission