

Planning & Development Report to
Calgary Planning Commission
2019 March 07

ISC: UNRESTRICTED
CPC2019-0242

Land Use Amendment in Greenview Industrial Park (Ward 4) at 715 – 41 Avenue NE, LOC2018-0278

EXECUTIVE SUMMARY

This application was submitted by Mercedes-Benz Country Hills on 2018 December 27 on behalf of the landowner, Telus Communications Inc. The application proposes to change the designation of this property from Industrial – General (I-G) District to DC Direct Control District based on the Industrial – General (I-G) District to allow for the additional discretionary use of Vehicle Sales – Major.

The proposal is compatible with surrounding land uses and is in alignment with the applicable policies of the *Municipal Development Plan*.

No development permit application has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed redesignation of 2.02 hectares \pm (4.99 acres \pm) located at 715 – 41 Avenue NE (Plan 8740HR, Block Q, Lot 2) from Industrial – General (I-G) District **to** DC Direct Control District to accommodate the additional use of Vehicle Sales – Major, with guidelines (Attachment 3); and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

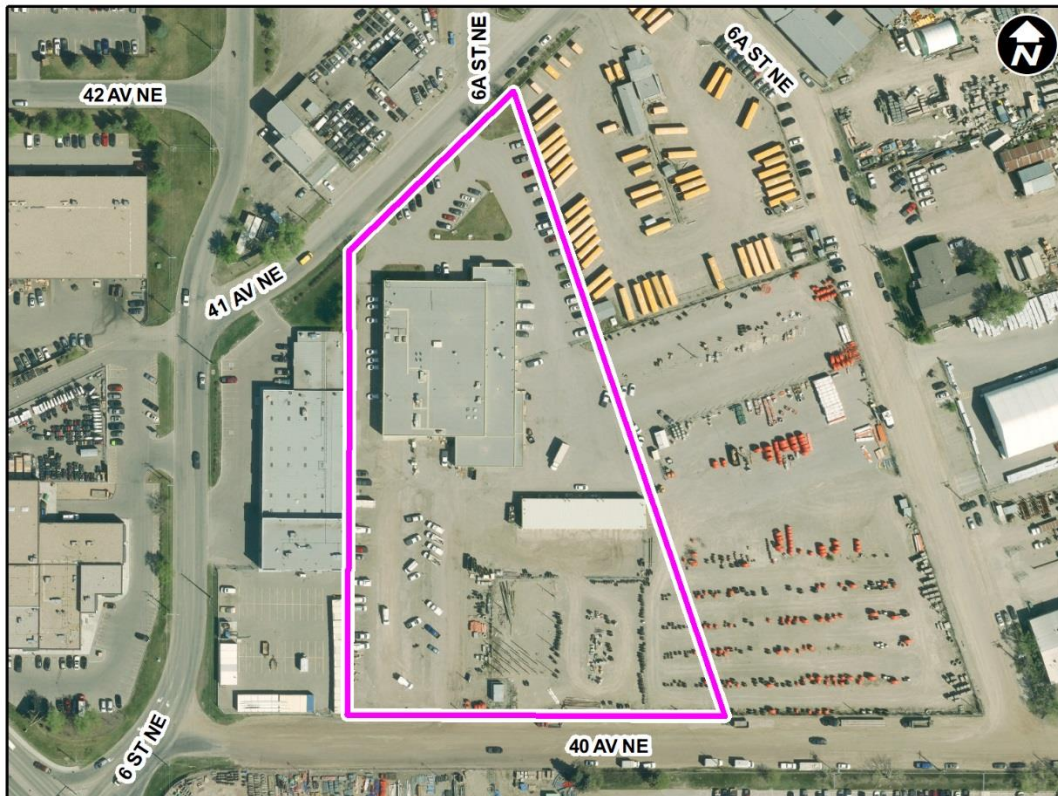
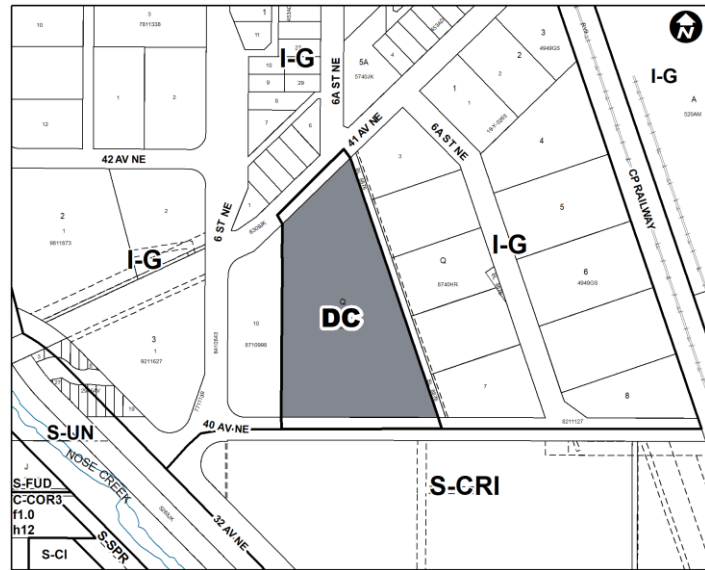
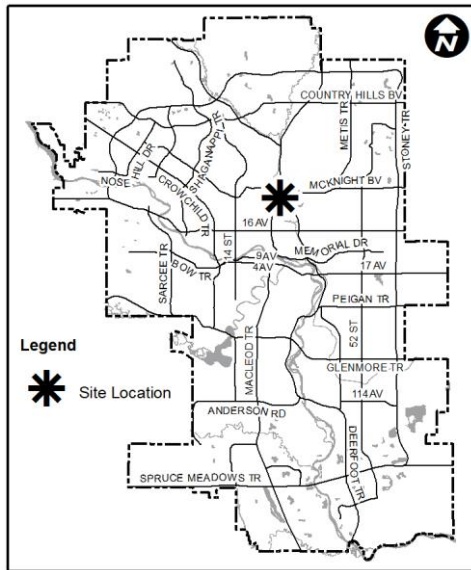
This redesignation application was submitted to The City of Calgary by Mercedes-Benz Country Hills on 2018 December 27 on behalf of the landowner, Telus Communications Inc. No development permit application has been submitted at this time. However, as noted in the Applicant's Submission (Attachment 1), the applicant is intending to develop a used car dealership. The existing building will be refurbished to accommodate the majority of the vehicle sales inside.

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Location Maps



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Site Context

The subject site is located in the community of Greenview Industrial Park, north of 40 Avenue NE and east of 6 Street NE. The site is approximately 2.02 hectares in size and is currently developed with a one-storey office / warehouse and an accessory building. Surrounding development is characterized by a broad mix of general industrial uses with supporting commercial, including school bus storage to the east; passenger vehicle storage and minor auto service, a small restaurant, and manufacturing to the north; a place of worship, instructional facility, self-storage, and bakery to the west; and a municipal works depot to the south. The predominant land uses in this area are Industrial – General (I-G) District and Special Purpose – City and Regional Infrastructure (S-CRI) District.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for the protection of industrial lands, while permitting the additional use of Vehicle Sales – Major, which has the ability to be compatible with and complementary to existing uses in the area.

Planning Considerations

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

Land Use

The existing Industrial – General (I-G) District is an industrial designation that is for a wide variety of light and medium general industrial uses and a limited number of support commercial uses. The I-G District allows for a maximum building height of 16 metres and a maximum floor area ratio of 1.0.

The proposed DC Direct Control District is based on the I-G District with the additional discretionary use of Vehicle Sales – Major, allowing for more than five vehicles to be available for sale or lease. The I-G District allows for a range of similar and compatible uses to Vehicle Sales – Major, including Vehicle Sales – Minor (five or less vehicles for sale or lease), Auction Market – Vehicles and Equipment (includes the auctioning of passenger vehicles), Vehicle Storage – Passenger, in addition to multiple vehicle repair and service uses.

Development and Site Design

The rules of the I-G District, which the proposed DC Direct Control District is based on, will provide basic guidance for future site development including landscaping, parking and access.

Environmental

There are no environmental concerns associated with the site or this proposal.

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Transportation

Vehicular access to the site is available from 40 Avenue NE and 41 Avenue NW. No sidewalks exist in the area. The area is served by Calgary Transit bus service (Route 38) with stops located approximately 300 metres walking distance on 32 Avenue NE providing service to the Brentwood LRT station and the Whitehorn LRT station. On-street parking adjacent to the site is prohibited. A Transportation Impact Assessment was not required as part of this application.

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. Individual servicing connections as well as appropriate stormwater management will be considered and reviewed at development permit stage.

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 landowners and the application was advertised online.

Administration received a letter of support from the Thorncliffe / Greenview Community Association and no objections from the Highland Park Community Association (Attachment 2). No letters from nearby landowners were received in response to the application.

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

Strategic Alignment

South Saskatchewan Regional Plan (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.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

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Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Industrial – Employee Intensive area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The applicable MDP policies encourage industrial uses, including manufacturing, warehousing, and mixed industrial / office developments that have high labour concentrations and require access to the Primary Transit Network, while allowing for support uses.

Specifically, Section 3.7.2 (a) states Industrial – Employee Intensive Areas should achieve a minimum intensity threshold of 100 jobs per gross developable hectare. While the applicant anticipates approximately 50 new jobs created at this location, for an intensity of 25 jobs per hectare, this is consistent with the Industrial – General (I-G) District, which averages 20 to 30 jobs per hectare.

While the proposal does not achieve the intensity target on its own, the area as a whole should be considered when looking at alignment with the target. The proposal maintains the average intensity seen in the I-G District and aligns with the policies of the MDP.

There is no local area plan.

Social, Environmental, Economic (External)

The recommended land use allows for the industrial character of the area to be maintained, while supporting business and investment in the area, and local job creation.

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.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable policies of the *Municipal Development Plan*. The proposed DC Direct Control District is compatible with and complementary to the existing uses in the area, and maintains the industrial character of the area.

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ATTACHMENT(S)

1. Applicant's Submission
2. Community Association Letters
3. Proposed Direct Control Guidelines