

Planning & Development Report to
Calgary Planning Commission
2019 July 04

ISC: UNRESTRICTED
CPC2019-0791

Land Use Amendment in Stoney Industrial (Ward 5) at 2505 Country Hills Boulevard NE, LOC2018-0192

EXECUTIVE SUMMARY

This application has been submitted by Kellam Berg Engineering & Surveys Ltd on behalf of the land owner, Finnie Holdings (2009) Ltd, on 2018 August 23. This land use amendment application seeks to redesignate one parcel located at 2505 Country Hills Boulevard NE in the Stoney 2 Industrial area. The application proposes to redesignate the parcel from a Direct Control District and Special Purpose – Future Urban Development (S-FUD) District to the Commercial Corridor 2 f1.0h15 (C-COR2 f1.0h15) District and Commercial Corridor 3 f1.0h15 (C-COR3 f1.0h15) District to allow for:

- commercial development with pedestrian connections to and between buildings;
- commercial buildings with opportunities for office uses within the same building;
- a maximum building height of 15 metres;
- a maximum floor area ratio of 1.0; and
- the uses listed in the C-COR2 and C-COR3 Districts.

The proposal aligns with the applicable policies of *Northeast Industrial Area Structure Plan* and the *Municipal Development Plan*.

No development permit has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed redesignation of 4.30 hectares ± (10.63 acres ±) located at 2505 Country Hills Boulevard NE (Plan 0713041, Block 1, Lot 1) from DC Direct Control District and Special Purpose – Future Urban Development (S-FUD) District **to** Commercial – Corridor 2 f1.0h15 (C-COR2 f1.0h15) District and Commercial – Corridor 3 f1.0h15 (C-COR3 f1.0h15) District; and
2. Give three readings to the proposed Bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

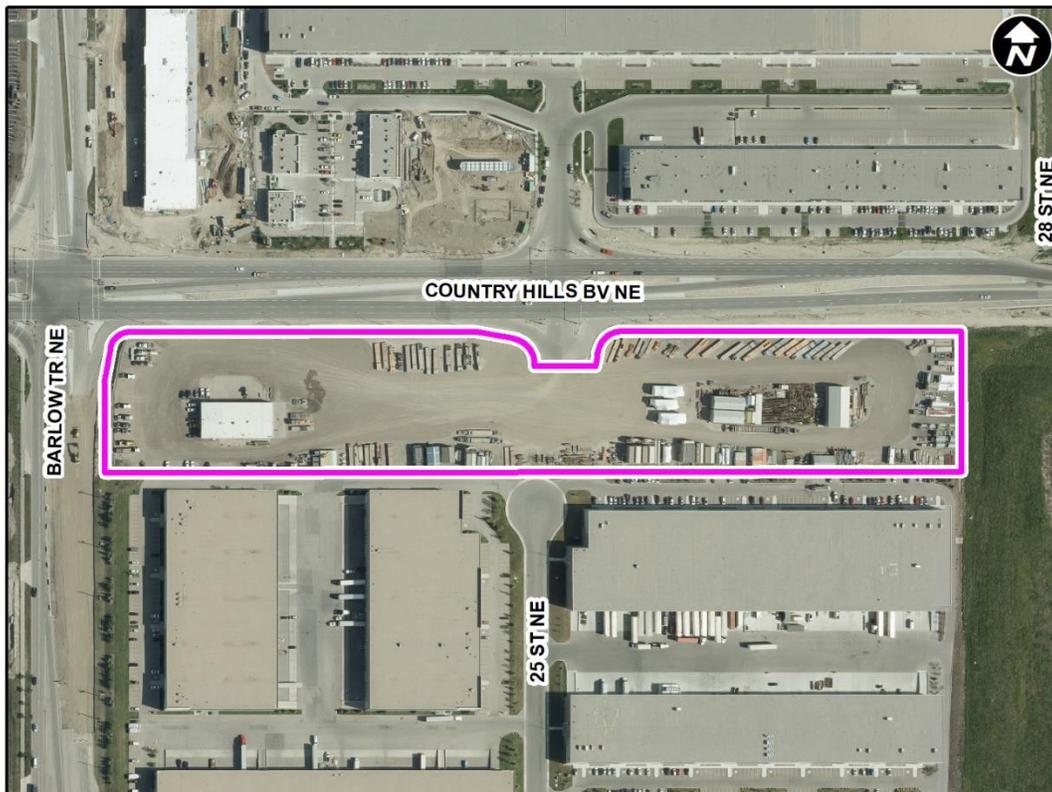
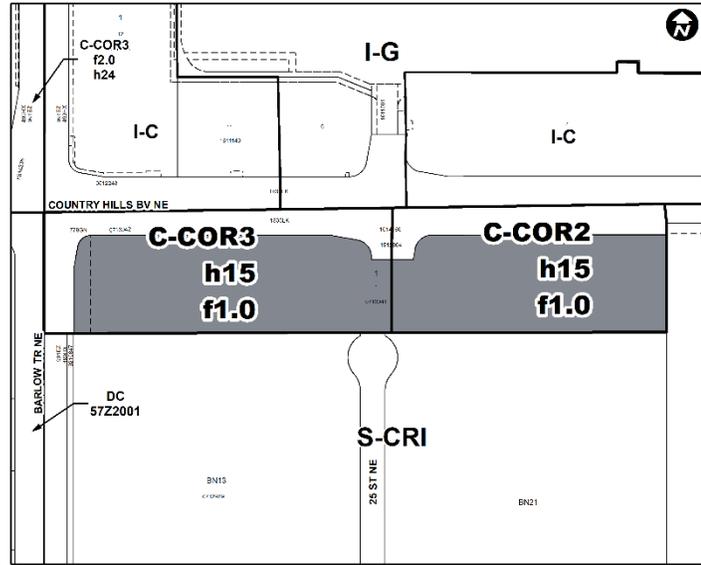
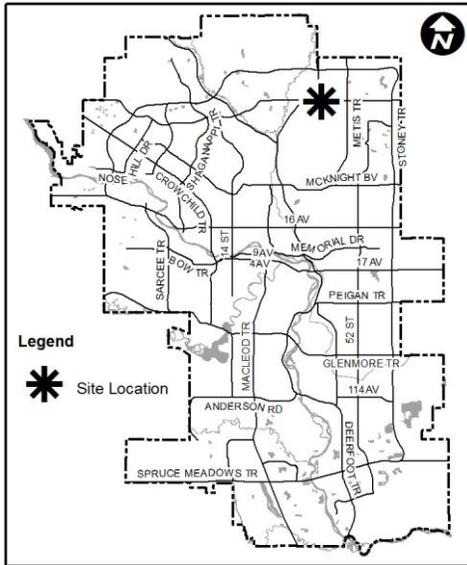
None.

BACKGROUND

This application was submitted to The City by Kellam Berg Engineering & Surveys Ltd on 2018 August 23 on behalf of Finnie Holdings (2009) Ltd. While no development permit application has been submitted at this time, the applicant has indicated their desire for a greater range of commercial uses on the site for future redevelopment as indicated in the submitted Applicant Submission (Attachment 1).

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Site Context

The Stoney Industrial Area, and specifically Country Hills Boulevard NE is an area predominantly under development with large scale industrial and commercial land uses. Being a major east–west roadway connection through the north portion of the city, Country Hills Boulevard NE is experiencing the bulk of the commercial development in the immediate area.

The subject site, 2505 Country Hills Boulevard NE, is located along an Arterial Street as identified in the Calgary Transportation Plan. The site has approximately 515 metres of frontage along Country Hills Boulevard with an all-turns signalized access at approximately the midpoint of the parcel. The site is currently used for storage of vehicles with some ancillary buildings used for storage.

Immediately to the north of the site, fronting onto Country Hills Boulevard NE is commercial development under the Industrial – Commercial (I-C) District with Industrial – General (I-G) District located further to the north of those parcels. To the west of the subject site is the eastern edge of a row of auto dealerships stretching along Country Hills Boulevard NE from Barlow Trail NE to Deerfoot Trail NE. Directly to the east of the site is the end of one of the Calgary International Airport’s runways.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of uses that are compatible with and complement existing commercial uses in the area. The proposal is consistent with applicable policies, as discussed in the Strategic Alignment section of this report.

Planning Considerations

As part of the review of this application, several key factors were considered by Administration including the alignment with relevant policies, and the appropriateness of the land use districts. The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The existing DC Direct Control District (Bylaw 64Z2006) on the small western portion of the site is based on the I-4 Limited Service Industrial District of Bylaw 2P80 to allow for cleaning, servicing, testing and repairing industrial vehicles. The majority of the parcel is currently under the Special Purpose – Future Urban Development (S-FUD) District. The purpose of the S-FUD District is to limit development of parcels until such time that the necessary infrastructure is in place to support more intensive development. Sufficient planning work has been completed on the site through the *Northeast Industrial Area Structure Plan*.

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Given that the site is located at the corner of two high volume roadways, Barlow Trail NE and Country Hills Boulevard NE (Industrial Arterial Street and Arterial Street, respectively), a district that is designed to provide for a broad range of commercial uses to add to the current commercial uses offered along Country Hills Boulevard NE would be appropriate.

The proposed Commercial – Corridor 3 f1.0h15 (C-COR3 f1.0h15) District is intended to accommodate a large range of commercial uses along major roads and at locations in industrial areas to accommodate mid-scale retail, and medium to large eating and drinking uses. No residential uses are allowable in the C-COR3 District which wouldn't be allowed given the Noise Exposure Forecast.

The proposed Commercial – Corridor 2 f1.0h15 (C-COR2 f1.0h15) District is similar to the C-COR3 District with a slightly smaller package of commercial uses intended for sites with commercial development on both sides of the street, with automotive access and parking allowed in front of the building.

Development and Site Design

The proposed redesignation is intended to accommodate larger commercial development in the western C-COR3 portion and more of a local, smaller scale commercial development in the eastern C-COR2 portion of the site. At the development permit stage, key factors that will be important include:

- addressing both Barlow Trail NE and Country Hills Boulevard with an appropriate interface, respecting that both roads are intended to move high volumes of vehicles daily;
- ensuring the pedestrian circulation within the sites are of high standard so that the sites are pedestrian friendly and efficient to move around within; and
- ensuring the development serves as a place to acquire local services for the developing industrial area.

Environmental

An Environmental Site Assessment was not required as part of this application. There are no known environmental concerns on the parcel or in the immediate area.

Transportation

The site is located southeast of the intersection of Country Hills Boulevard NE and Barlow Trail NE. Direct vehicular access to the site will be taken via the southern portion of the intersection of Country Hills Boulevard NE and 25 Street NE. A Transportation Impact Assessment was submitted and approved in support of this proposal. Transit service is available adjacent to the site on Country Hills Boulevard NE.

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Utilities and Servicing

Servicing arrangements for future development shall be to the satisfaction of the Manager of Infrastructure Planning - Water Resources. Water, sanitary sewer and storm sewer servicing are all available for connection to the site. At the development permit stage, a Sanitary Servicing Study may be required for review and acceptance by Water Resources. The subject site has been previously studied through a Staged Master Drainage Plan report which was approved by Administration.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site with a large notice posting sign located at the corner of Barlow Trail NE and Country Hills Boulevard NE. Notification letters were sent to adjacent land owners and the application was advertised on-line. No public open houses were held for this application.

No comments had been received from adjacent land owners or community members. There is no community association in the Stoney Industrial area.

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 date of 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 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 policy and 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.

Calgary International Airport Vicinity Protection Area Regulation (2009)

The subject site is located entirely within the 35-40 NEF (Noise Exposure Forecast) and the 40 NEF Contours. The *Calgary International Airport Vicinity Protection Area Regulation (AVPA)* is intended to ensure compatible development around the airport and mitigate the impacts of aircraft noise through the prohibition of certain land uses. No residential uses would be allowed

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within the proposed land use redesignation area as a result of the restrictions put in place by the AVPA. This application is proposing a use that is in compliance with the AVPA Regulation.

Municipal Development Plan (Statutory - 2009)

The subject parcel is located within the Standard Industrial area of the *Municipal Development Plan* (MDP). The applicable MDP policies encourage industrial development as the primary use as well as uses that support the function of the area and cater to the day-to-day needs of local businesses and their employees at key locations. The proposed redesignation complies with the policies of the MDP.

Northeast Industrial Area Structure Plan (Statutory – 2007)

The *Northeast Industrial Area Structure Plan* (ASP) identifies the subject parcel as located within the Business/Industrial Area typology. This typology is intended to accommodate a range of light industrial uses with certain locations at key locations such as the subject site being appropriate for medium industrial or support commercial.

It should also be noted that the site is adjacent to the *Stoney Industrial Area Structure Plan*, which provides guidance for a commercial retail area directly adjacent to the subject parcel along Country Hills Boulevard NE to the west. The subject parcel is the last remaining non-commercial development parcel along Country Hills Boulevard NE between the airport runway and Deerfoot Trail NE

Given the policies of the two local area policy documents, the subject site is an appropriate location for commercial uses along the two major roadways and meets the intent of statutory policy.

Social, Environmental, Economic (External)

The proposed land use districts allow for a wide range of commercial uses within a predominantly industrial area. The addition of these uses to the area will allow for local employers and employees to spend less time traveling for day-to-day services and will help to build the local business community within this newly developing industrial area.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at the 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.

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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 the *Northeast Industrial Area Structure Plan*. Given that the Northeast and Stoney Industrial areas are predominantly industrial in nature, the proposed districts allow for commercial services at key locations such as Barlow Trail NE and Country Hills Boulevard NE.

ATTACHMENT(S)

1. Applicant's Submission