

# Background and Planning Evaluation

## Background and Site Context

The subject parcel is located in the community of Haysboro, approximately 200 metres west of Macleod Trail S. The site is located within 600 metres north of the Southland LRT Station, and within one kilometre south of the Heritage LRT Station. The site is bounded by the CP Rail track to the west and Horton Road SW to the east, immediately west of Southland Crossing commercial site.

The surrounding lands are designated industrial and commercial districts. The parcel is approximately 108 metres in length and 31 metres wide. The parcel has an existing building that was constructed in 1974.

No development permit application has been submitted at this time, as the owner intends to accommodate additional uses within the existing building.

## Community Peak Population Table

As identified below, the community of Haysboro reached its peak population in 1968, and the population has decreased.

<b>Haysboro</b>	
Peak Population Year	1968
Peak Population	8,044
2019 Current Population	7,080
Difference in Population (Number)	- 964
Difference in Population (Percent)	-12%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Haysboro Community Profile](#).







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

This application proposes to redesignate the subject parcel from I-G District to I-C District. The existing I-G District allows for a wide variety of general light and medium industrial uses. Parcels within I-G Districts have limits on sales and office activities to preserve a diverse industrial land base. The I-G District has a maximum floor area ratio of 1.0 and a maximum height of 16.0 metres.

The proposed I-C District allows for light industrial uses that are unlimited in size, as well as small scale support commercial uses that are compatible with and complement light industrial uses. 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. These provisions include setbacks, screening, landscaping and building design controls that are intended to address the aesthetics of more visible locations. The I-C District 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 districts are that the I-C District has no use area restrictions for office; retail and consumer service uses (with maximum use area limits) are allowed. 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.

The surrounding area has various industrial and commercial land uses with the adjacent land uses being Industrial – Business (I-B) District, Commercial – Corridor 3 f3.0h46 (C-COR3 f3.0h46) District on the north, and Industrial – General (I-G) District, Commercial – Corridor 2 f1.0h16 (C-COR2 f1.0h16) on the south.

The proposed I-C District represents an industrial commercial land use district that allows for a wider range of uses on the parcel. The proposal allows for uses that are compatible with and complement existing light industrial uses and meets the objectives of applicable policies as discussed in the Legislation and Policy section of this report.

### **Development and Site Design**

The applicant is not seeking to change the layout or design of the existing site but is seeking to add additional uses for the site within existing buildings. The rules of the proposed I-C District will provide guidance for future redevelopment plans.

### **Transportation**

A Transportation Impact Assessment or parking study were not required as part of the land use amendment application. With future redevelopment of the site, the applicant may be required to provide an assessment or study to support the development.

Horton Road SW is presently classified as a collector road, with potential for future right of way requirement adjacent to the site. The area is well served by Calgary Transit via Routes 81, 99, 106, and within 600 metres of the Southland LRT Station, and one kilometre of the Heritage LRT Station.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary, and storm services exist to the subject site. Public water, sanitary, and storm deep utilities exist immediately adjacent to the site for development servicing. At the time of development, site servicing will be to the satisfaction of Water Resources.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

### **Interim Growth Plan (2018)**

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment builds on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

### **Municipal Development Plan (Statutory – 2009)**

The subject parcel is located within the Established Areas Typology as per Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Although the MDP makes no specific

reference to the parcel, the MDP encourages moderate intensification in a form that respects the scale and character of the neighborhood. These areas are primarily residential communities containing a mix of low and medium density housing with support retail uses in relatively close proximity. The subject parcel is within a block of the Macleod Trail corridor which is identified as an Urban Main Street. An Urban Main Street should contain a broad range of employment, commercial and retail uses to support a diverse range of the population. The proposed land use is in keeping with the existing industrial component of the site and commercial nature of the surroundings, and consistent with relevant MDP policies.

#### **Transit Oriented Development Policy Guidelines (2004)**

This parcel is located within the Southland LRT station area, and future development will be subject to the development guidelines in the [Transit Oriented Development Policy Guidelines](#).

#### **Climate Resilience Strategy (2018)**

This application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at the development permit stage.

#### **The Development Next to Freight Rail Corridor Policy (Non-Statutory – 2018)**

This parcel is located in proximity to a freight rail corridor and is subject to the Development Next to [Freight Rail Corridor Policy](#) (Rail Policy). The Rail Policy does not have any implications at the Land Use Amendment stage, but future development will be considered against the policy.

#### **L.R.T. South Corridor Land Use Study**

The [L.R.T. South Corridor Land Use Study](#) recommends that the existing Haysboro Industrial Park retain its existing land use designation as a general light industrial district. The proposed recommendation retains the industrial uses at the same time allowing for ancillary commercial uses that complement the surrounding mixed commercial and industrial area.

#### **Heritage Communities Local Area Planning Project**

Currently, there is no local area plan for this area, however, the subject site is located within the boundaries of the [Heritage Communities Local Area Planning project](#). Administration is currently working on the *Heritage Communities Local Area Plan* which includes Haysboro and surrounding communities. Planning applications are being accepted for processing during the local growth planning process.