

# Background and Planning Evaluation

## Background and Site Context

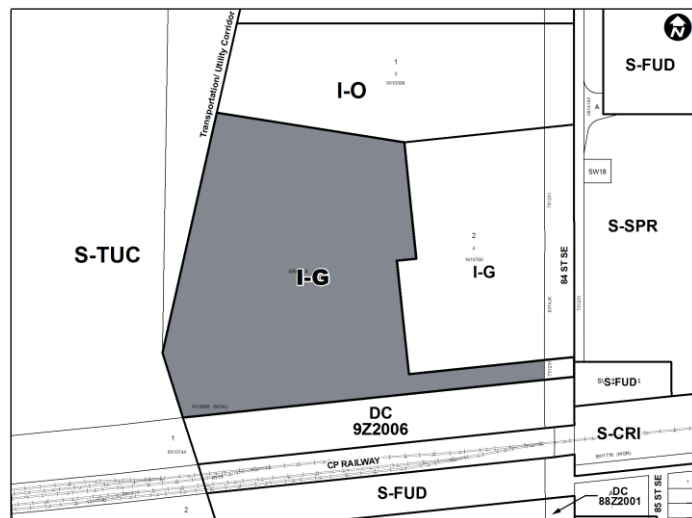
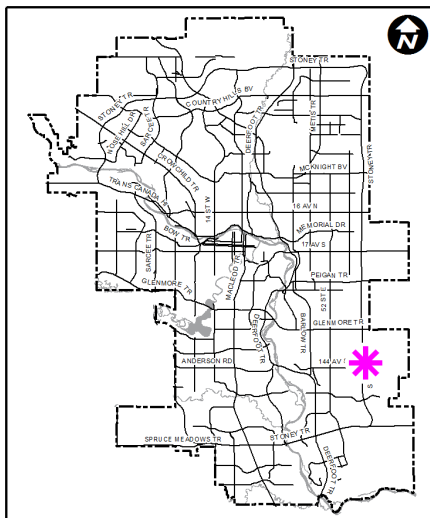
The subject site is located in the southeast community of Residual Sub-Area 12A, north of 114 Avenue SE, between Stoney Trail SE and 84 Street SE. The site is approximately 6.83 hectares (16.88 acres) in size, generally flat, and has vehicular access from 84 Street SE. The site is currently used for vehicle and outdoor storage.

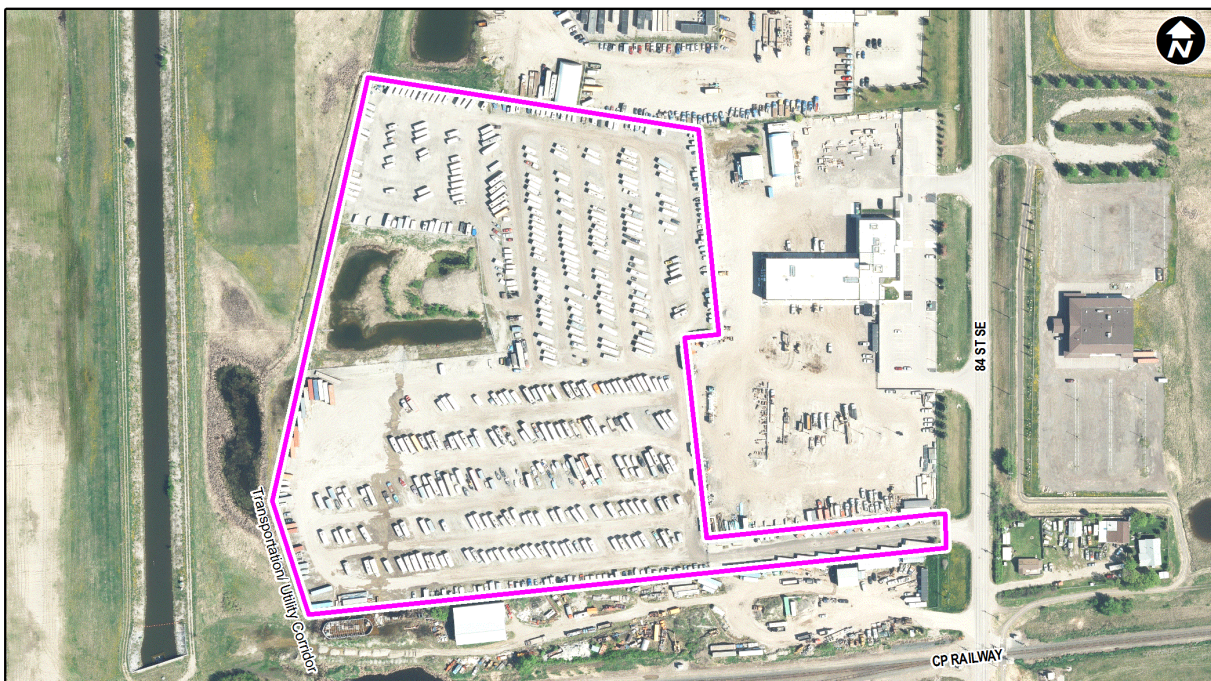
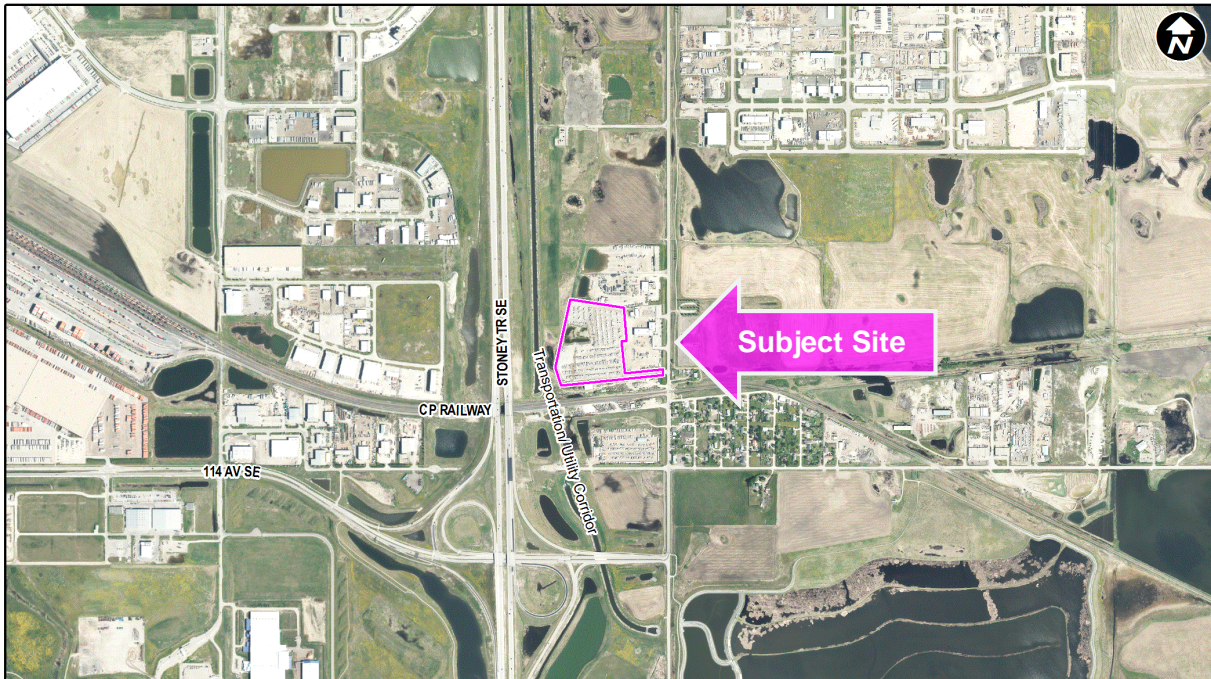
Surrounding development consists primarily of general industrial uses including offices, warehouses, vehicle and outdoor storage, and other existing developments designated as Special Purpose – Future Urban Development (S-FUD) District. To the north is an industrial parcel with outdoor storage designated as Industrial – Outdoor (I-O) District. To the east is an industrial development designated as Industrial – General (I-G) District. To the south is a parcel designated as a DC District to accommodate limited service industrial uses and Stoney Trail is located to the west.

## Community Peak Population Table

There is no community population data available for this area.

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The site is currently designated as the I-O District which is intended to accommodate large parcels where materials are stored outdoor and may have minimal or no City servicing. The I-O District allows for a maximum building height of 10 metres and a maximum building size of 1,600 square metres. The I-O District allows for a limited range of uses that are compatible with the outdoor storage use.

The proposed I-G District allows for a wide variety of light and medium general industrial uses, and a limited number of support commercial uses, including Self Storage Facility. The I-G District allows for a maximum building height of 16 metres and provides rules that guide development on parcels that are serviced and unserved by city infrastructure. For serviced I-G parcels, developments may have a floor area ratio of up to 1.0. For unserved I-G parcels, the maximum building size is 1,600 square metres. The I-G District includes a rule where permitted uses are considered discretionary if they are located in proposed buildings or proposed additions; however, this only applies to parcels located adjacent to major streets or expressways. The rule is intended to ensure an appropriate street interface and compliance with City policies.

### Development and Site Design

If this application is approved by Council, the rules of the proposed I-G District will provide guidance for future site development including appropriate uses, building massing, height, screening, landscaping, and parking.

No development permit has been submitted at this time. A development permit may be required to review any changes on site from the approved plans (i.e. additional shipping containers, landscaping, etc.).

### Transportation

A Transportation Impact Assessment was not required for this land use redesignation application; however, further traffic and parking analysis may be required at the development permit stage. Vehicular access to the site is available from 84 Street SE which is classified as an Industrial Arterial street. Currently Calgary Transit bus service is not available in close proximity to this area. Upgrades to the adjacent public right of way to serve the development may be required with a future development permit application.

### Environmental Site Considerations

No environmental concerns have been identified at this time.

### Utilities and Servicing

Water, sanitary, and storm services are not available at this site, and there are currently no plans to provide such services in the near future. The site has existing development and can continue to operate into the future with limited, interim, private on-site services as may be required (wells, tanks/cisterns, ponds, etc.). At present, the site contains a stormwater pond to collect and manage drainage on the site. Details related to what may be required for servicing and stormwater management will be evaluated at the time of development permit application.

## 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 promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

### **Rocky View County/City of Calgary Intermunicipal Development Plan (Statutory – 2012)**

The site is located within Map 1: Plan Area of the [Rocky View County/City of Calgary Intermunicipal Development Plan](#) (IDP). The circulation protocols of the IDP were followed, and Rocky View County identified no concerns to the proposal in their correspondence dated 2021 July 30.

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

The site is located in the Standard Industrial Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The Standard Industrial Area consists of planned industrial areas with a mix of industrial uses at varying intensities. The applicable MDP policies encourage development of a broad range of industrial activities. The proposal is consistent with relevant policies as the I-G District allows for a broad range of industrial uses.

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

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

### **Shepard Industrial Area Structure Plan (Statutory – 2009)**

The site is identified as Industrial Business area on Map 3: Land Use Concept in the [Shepard Industrial Area Structure Plan](#) (ASP). The Industrial Business area is intended to provide a wide variety of general industrial and business uses, including a range of industrial, service commercial, office, institutional, and recreational uses. Until servicing, a limited range of temporary uses that do not compromise the future redevelopment of the ASP are allowed. The listed uses of the Industrial (I-G) District are consistent with relevant ASP policies.

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

The [Development Next to Freight Rail Corridor Policy](#) provides guidance for development in proximity to the freight rail corridors to mitigate risk, ensure quality of life, and facilitate responsible development. This policy applies to parcels that are partially or entirely within 30 metres to freight rail corridors property line. The industrial site is approximately 50 metres from freight rail corridors property line and is outside of the rail proximity envelope.