

Background and Planning Evaluation

Background and Site Context

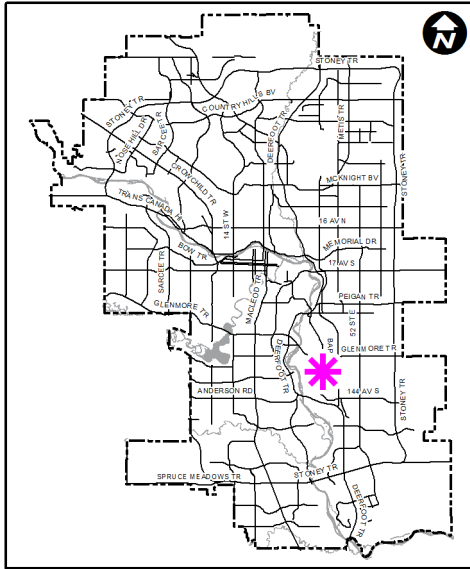
This site is located directly west of Barlow Trail SE where it intersects with Shepard Road SE, adjacent to the Western Headworks Main Canal. The exit from northbound Barlow Trail SE onto Shepard Road SE was recently reconfigured and constructed in a more east-west alignment, further south from where the original roadway had existed. This realignment resulted in a portion of road right-of-way that is approximately 20 metres wide and 200 metres long, coming to points at both sides, that is no longer needed for road purposes. This application proposes to close that 0.52 hectare (1.28 acre) portion of road right-of-way and redesignate both that land, and the adjacent 0.83 hectare (2.06 acre) remnant land, to the I-G District, in order to create a new, developable parcel when the two pieces of land are consolidated. A separate subdivision application (SB2021-0369) is also under review that will dedicate the new alignment as road right-of-way.

General light industrial development surrounds the site to the north and south, with heavy industrial development located west of the sites. There is a large site to the southwest with a Direct Control (DC) District based on the Industrial – Heavy (I-H) District with the additional use of power generation facility to accommodate a future solar farm, which currently contains a fertilizer plant.

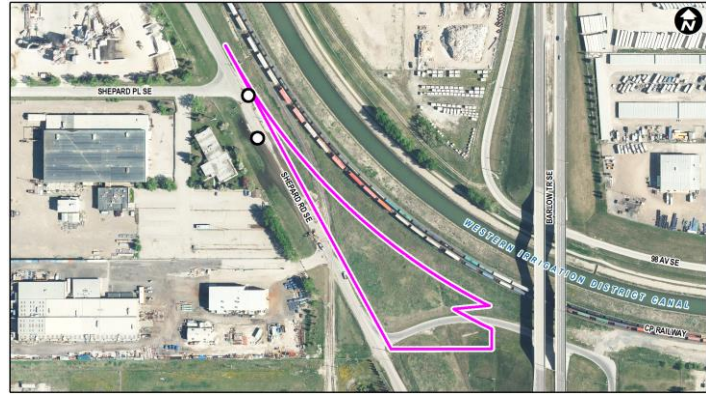
Community Peak Population Table

Not available because the subject area is an industrial area.

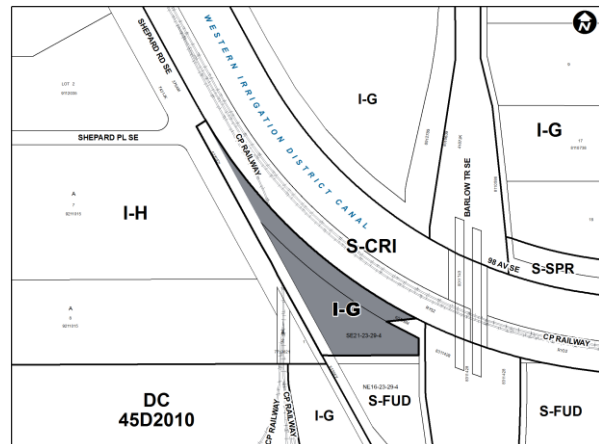
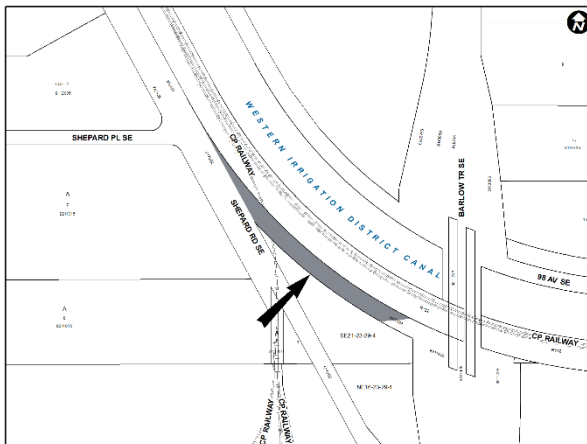
Location Maps

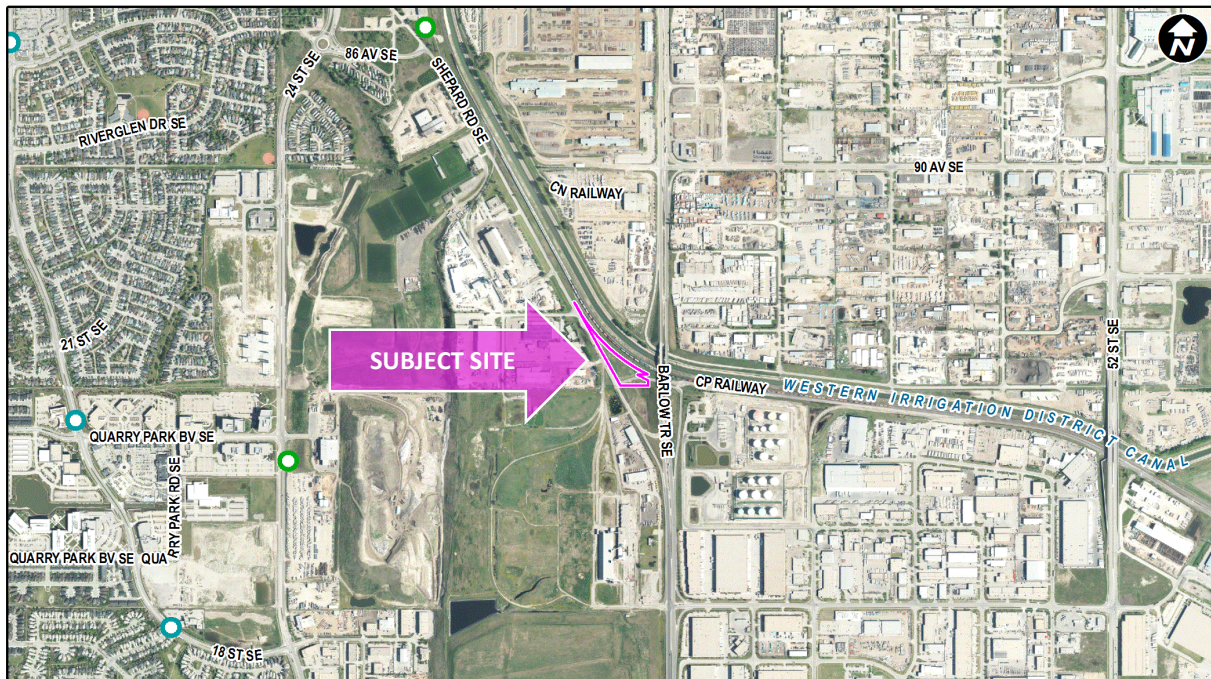


Road Closure Map



Proposed Land Use Map





Previous Council Direction

None.

Planning Evaluation

Road Closure

This application proposes to close 0.52 hectares (1.28 acres) of road right-of-way that previously contained a roadway connecting northbound Barlow Trail SE to Shepard Road SE, via an underpass. This road right-of-way follows the curve of the Western Irrigation District Canal directly to the north and is sloped in a southeast to northwest orientation.

This right-of-way is no longer needed for road purposes since the original roadway has been removed and reconstructed to the south in a new alignment. Therefore, this portion of right-of-way can be closed. The road closure will be subject to the conditions of approval contained in Attachment 5.

A subdivision application (SB2021-0369) on the site is currently under review that will dedicate the new constructed road alignment as roadway.

Land Use

The existing land use for the remnant parcel of land is the S-FUD District, which is intended to accommodate limited uses that can easily be removed to allow for future urban development. Since roads are not assigned a land use, the closed road right-of-way will need to be designated with a land use district.

This application proposes to redesignate the site to the I-G District, which accommodates a wide range of general industrial uses with a maximum building height of 16 metres, about 3 to 4 stories. The I-G District has a maximum floor area ratio (FAR) of 1.0, meaning that a future development on this site, with the two parcels consolidated, could be up to approximately 13,473 square metres (145,022 square feet).

Development and Site Design

If this application is approved by Council, the rules of the proposed I-G District would provide guidance for the future development of the site including appropriate uses, building height and massing, landscaping, and parking. Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- protecting the Western Irrigation District Canal from any runoff or potential contamination; and
- determining appropriate access points for the site.

Transportation

A Transportation Impact Assessment or Parking Study was not required as part of the land use amendment application. At the time of a future development, access and mobility requirements will be reviewed and approved to the satisfaction of Transportation Planning.

The area network consists of Barlow Trail SE and Shepard Road SE and are identified as a Skeletal Road and a Collector Road respectively. The area will be served by Calgary Transit with the future construction of the South Hill LRT Station, located approximately 500 metres north of the site.

Environmental Site Considerations

Due to the site's proximity to the Western Irrigation District Canal, located directly adjacent to the north boundary of the site, particular care and attention must be paid to ensuring that overland stormwater runoff to the Canal is controlled in order to protect the canal from any potential contamination. Administration will ensure that any future development is in conformance with this requirement at the Development Permit stage.

At this time, there are no known contamination issues.

Utilities and Servicing

Not all public utilities are available for future development site servicing of the lands. As such, a Deferred Services Agreement (DSA) is required to be registered on title as part of the related Subdivision application (SB2021-0369). The agreement will be secured on title to ensure that site owner is generally aware of (future) obligations associated with required public infrastructure. Public water is available within proximity to the lands, while sanitary and storm utilities are not. Servicing requirements will be determined at the time of development.

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 road closure and land use amendment builds on the principles of the IGP by promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The [Municipal Development Plan](#) (MDP) identifies this site as a Standard Industrial Area and calls for a mix of industrial uses at varying intensities, with the industrial character of the area maintained even as the areas redevelop. Policies for the area reinforce the need to allow a variety of industrial uses in the area, and to provide a range of mobility options.

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 will be explored and encouraged at subsequent development approval stages.

Southeast Industrial Area Structure Plan (Statutory – 1996)

The [Southeast Industrial Area Structure Plan](#) (ASP) identifies this site as Existing I-3 Heavy Industrial District, based on good rail access and large parcel sizes for adjacent areas. The policy direction for this ASP district contains a statement that other land uses, such as general light industrial land uses, may also be accommodated in this area. Given the small relative size of this site, the proposed I-G land use is considered to be in line with the policies in place for this site.