

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Forest Lawn Industrial, at the junction of 54 Street SE and Hubalta Road SE. The site is approximately 1.06 hectares (2.62 acres) in size, generally flat, and has vehicular access from both 54 Street SE and Hubalta Road SE. The site is currently used for vehicle and outdoor storage, along with the sale of auto parts.

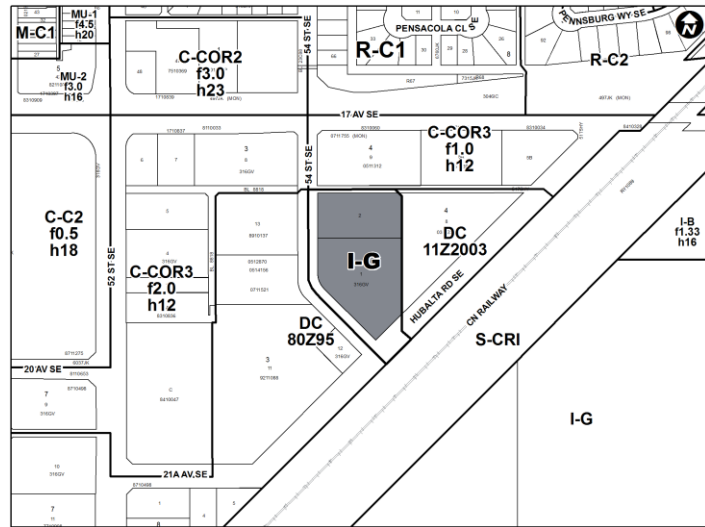
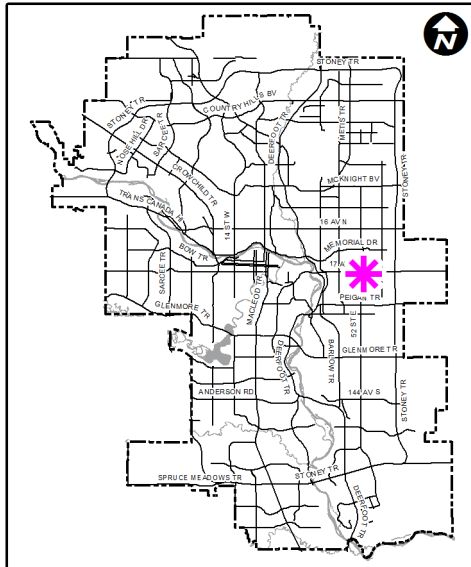
To the north of the subject site are commercial and retail parcels with a gas bar and strip malls designated as Commercial – Corridor 3 (C-COR3) District. To the east is an industrial parcel designated as Direct Control (11Z2003) District. To the south is the CN Railway designated as Special Purpose – City and Regional Infrastructure (S-CRI) District, whilst to the west there are industrial and commercial parcels designated Direct Control (80Z95) District.

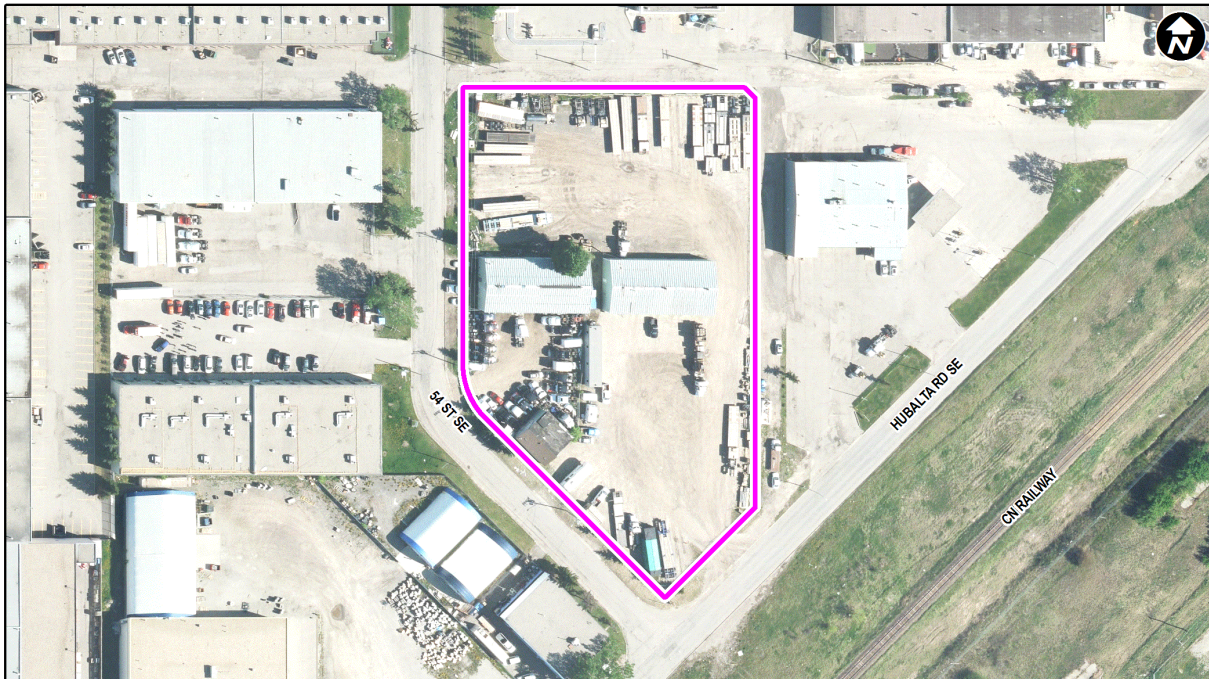
The site is located approximately 250 metres (3-minute walk) south of the nearest bus stop on 17 Avenue SE, serving Route 87, and approximately 350 metres (4-minute walk) to the nearest Max Purple BRT transit stop at 52 Street SE.

## Community Peak Population Table

Not available as the subject area is in Forest Lawn Industrial area.

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC District (Bylaw [80Z95](#)) was primarily based on the I-2 General Light Industrial District of *Land Use Bylaw 2P80*. It allows for a range of industrial uses and a maximum building height of 12 metres.

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. 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 such as this, the development may have a Floor Area Ratio (FAR) of up to 1.0.

### Development and Site Design

The intent of this application is to allow for a greater flexibility of uses. 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.

### Transportation

Pedestrian and vehicular access is available from 54 Street SE and Hubalta Road SE. Hubalta Road SE and 54 Street SE are identified as a local Industrial Streets. The area is well served by Calgary Transit with the subject site being located within approximately 250 metres (3-minute walk) of the eastbound and westbound transit stops of Route 87 on 17 Avenue SE. Additionally,

the subject site is within approximately 350 metres (4-minute walk) to the 52 Street Max Purple BRT transit stop.

A Transportation Impact Assessment or Parking Study was not required as part of this application.

### **Environmental Site Considerations**

At this time, there are no known environmental issues associated with the two parcels and/or proposal.

### **Utilities and Servicing**

The site is currently developed and serviced with water, sanitary, and storm service connections. There is adequate capacity in the existing services to support the proposed land use amendment. Should any proposed site redevelopment significantly intensify the site in the future, any potential upgrades to the existing services will be determined at the development permit stage and will be at the developer's expense.

## **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 site is located in the Standard Industrial area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). 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 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.

### **International Avenue Area Redevelopment Plan (Statutory – 2018)**

The parcels lie within an 'Employment – Industrial' area building block within Map 3 – 'Land Use Concept' of the [International Avenue Area Redevelopment Plan](#) (ARP) This building block provides for a broad variety of industrial uses and intensities, protecting industrial land for primarily industrial uses, while allowing strategic non-industrial uses to support employees in the area. The listed uses of the Industrial – General (I-G) District are consistent with relevant ARP policies.

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

An approximate 5 metre depth of the far south-eastern portion of the parcel at 1848 - 54 Street SE lies within the 'Rail Proximity Envelope (RPE) for New Buildings'. If any 'commercial', 'sensitive uses', or 'noise susceptible uses' are proposed in a future development permit application within the RPE, the [Development Next to Freight Rail Corridor Policy](#) will apply, and will be used to guide the size and location of development.