

# Background and Planning Evaluation

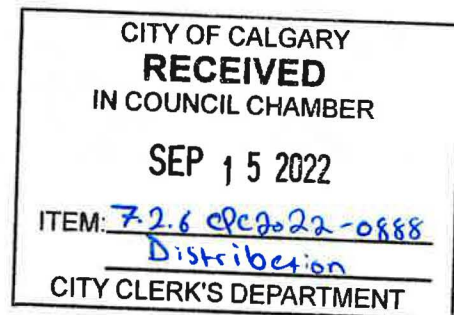
## Background and Site Context

The subject site is located in the South Foothills Industrial Area, between 40 Street SE and 44 Street SE, and between Glenmore Trail SE and 90 Avenue SE. The site is approximately 3.85 hectares (9.51 acres) in size and is approximately 385 metres wide by 100 metres long. The site is developed with industrial uses with a mix of permanent and temporary buildings.

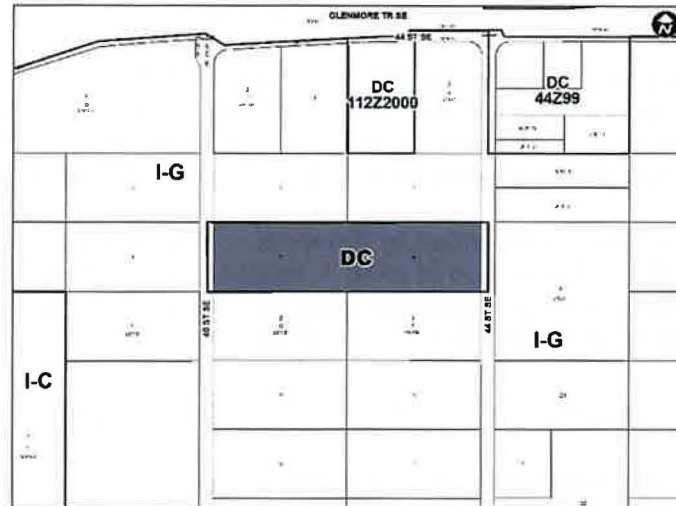
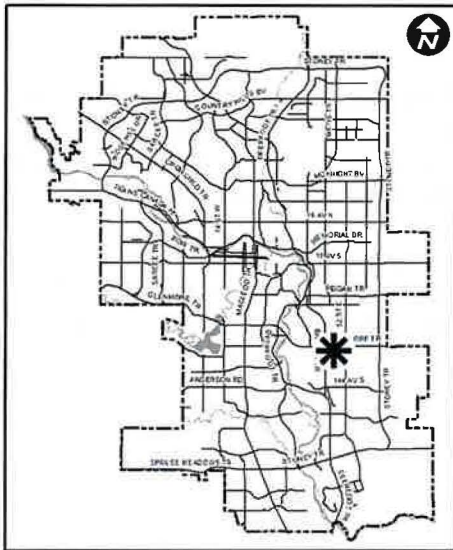
The site is surrounded by Industrial – General (I-G) District-designated lands that are developed with a mix of industrial uses. A commercial site designated as Industrial – Commercial (I-C) District is located approximately 300 metres to the southwest of the subject site at the northeast corner of Barlow Trail SE and 90 Avenue SE.

## Community Peak Population Table

Not available because the subject area is industrial in nature.



## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing I-G District allows for a wide variety of light and medium general industrial uses, a limited number of support commercial uses, no maximum building height and a maximum floor area ratio of 1.0.

The proposed Direct Control (DC) District is based on the I-G District with the additional use of Waste Storage Site. The use is being proposed under a DC District because subsection 21(3)(u.2) of [Land Use Bylaw 1P2007](#) (Bylaw) states, "The following uses must only be listed as a use on a parcel that has been designated Direct Control: Waste Storage Site, when not operated by, or on behalf of, the City."

A Waste Storage Site will allow for a hydrovac dewatering facility. The use allows for waste produced off site to be processed on site before being transported off site for final disposal. It allows for uses that generate waste management setbacks, a topic discussed further below. The proposed use for the site would involve hydrovac trucks unloading slurry on site where the water and solids would be separated and each disposed of separately off site. The Province considers hydrovac facilities to be [storage sites](#) and this aligns with what is allowable under the Bylaw use definition.

### **Development and Site Design**

A development permit (DP2022-04619) application for a changes to site plan proposing a new hydrovac dewatering facility was submitted 29 June 2022 by Rick Balbi Architect. The primary changes to the site include the development of a new stormwater retention pond and impermeable liner located within the western portion of the site that would be used to settle and separate hydrovac slurry. Administration's review of the development permit will determine the ultimate site design and layout details such as parking, landscaping and access. No decision will be made on the development permit application until Council has made a decision on this land use redesignation.

### **Transportation**

Pedestrian and vehicular access to the site is available via 40 Street SE and 44 Street SE, both of which are classified as Industrial Streets as per the [Calgary Transportation Plan](#). The area is served by Calgary Transit Route 149 (Heritage Station) with bus stops along 90 Avenue SE near the intersections of 40 Street SE and 44 Street SE, about 450 metres (a six-minute walk) from the subject parcel. Route 149 provides transit service every 30 minutes during peak hours. The site is not within a transit-oriented development area.

A Transportation Impact Assessment was not required in support of the land use amendment application.

### **Environmental Site Considerations**

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

### **Utilities and Servicing**

Water, sanitary and storm connections are available to service the site. There is adequate capacity in the existing services to support the proposed land use amendment. Should any proposed site redevelopment trigger the need for site servicing improvements, any potential upgrades to the existing services would be determined at the development permit stage and would be at the developer's expense. The site is located within the Western Headworks Canal catchment boundary therefore any future redevelopment will be required to manage stormwater to have a net-zero impact.

## **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.

### **Growth Plan (2022)**

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



### **Matters Related to Subdivision and Development Regulation (2022)**

The [Matters Related to Subdivision and Development Regulation](#) (MRSDR) is a Provincial regulation under the [Municipal Government Act](#) and is a fundamental part of the rules that govern how Alberta municipalities can operate. If Alberta Environment and Parks provides approvals for a hydrovac facility, the approval would also create setbacks prohibiting new or expanding school, hospital and residential uses within 300 metres of the subject site, as per the MRSDR (unless a variance is granted). At the time of writing this report, none of those uses exist and given the industrial nature of the surrounding area, restrictions on these uses are not considered problematic. School, hospital and residential uses could still be approved in the area if a variance to the MRSDR requirements is granted. A variance can be granted by Calgary's Subdivision and Development Authorities. The process to grant a variance involves evaluating contamination, hazard and nuisance risks of the prohibited use locating within the setback to determine if human health and safety can be assured. This proposal does not allow for hazardous waste to be processed on site.

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

The subject site is located within the Industrial - Standard Industrial area as identified in the [Municipal Development Plan](#) (MDP) Map 1: Urban Structure. The Standard Industrial Area consists of existing planned industrial areas that contain a mix of industrial uses at varying intensities. These areas continue to offer a broad variety of industrial uses and as the area redevelops, the industrial character should be maintained.

Policies in the city-wide and industrial sections provide direction to protect the integrity of viable employment and retail areas by supporting the retention and growth of existing businesses and to allow for the development and retention of a broad range of industrial uses and a variety of industrial parcel sizes.

Approval of the proposal would enable additional industrial uses without any significant restrictions on the use of adjacent lands. The proposal is consistent with the policies of the MDP.

### **Climate Strategy (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

### **Southeast Industrial Area Structure Plan (Statutory – 1996)**

The site is within an "Existing I-4 Limited Serviced Industrial District" on Map 2: Land Use and Transportation Plan of the [Southeast Industrial Area Structure Plan](#) (ASP). The limited-serviced industrial areas are intended to accommodate uses requiring large parcels of land with minimal servicing requirements. Land uses are characterized by the need for outside storage or outside processing, limited building area, generation of low traffic volumes and no significant water or sanitary sewer needs.

The proposal is generally consistent with the policies of the ASP.