

Background and Planning Evaluation

Background and Site Context

The subject site is situated in the industrial community of Valleyfield at the northeast corner of Barlow Trail SE and 50 Avenue SE. There is a total of eight parcels that form the application for a land use and policy amendment. The combined area of all the parcels is 1.22 hectares (3.02 acres) with the dimensions of 180 metres wide by 75 metres deep. The site is currently vacant as a result of previous attempts to create commercial development that have been unsuccessful due to site constraints.

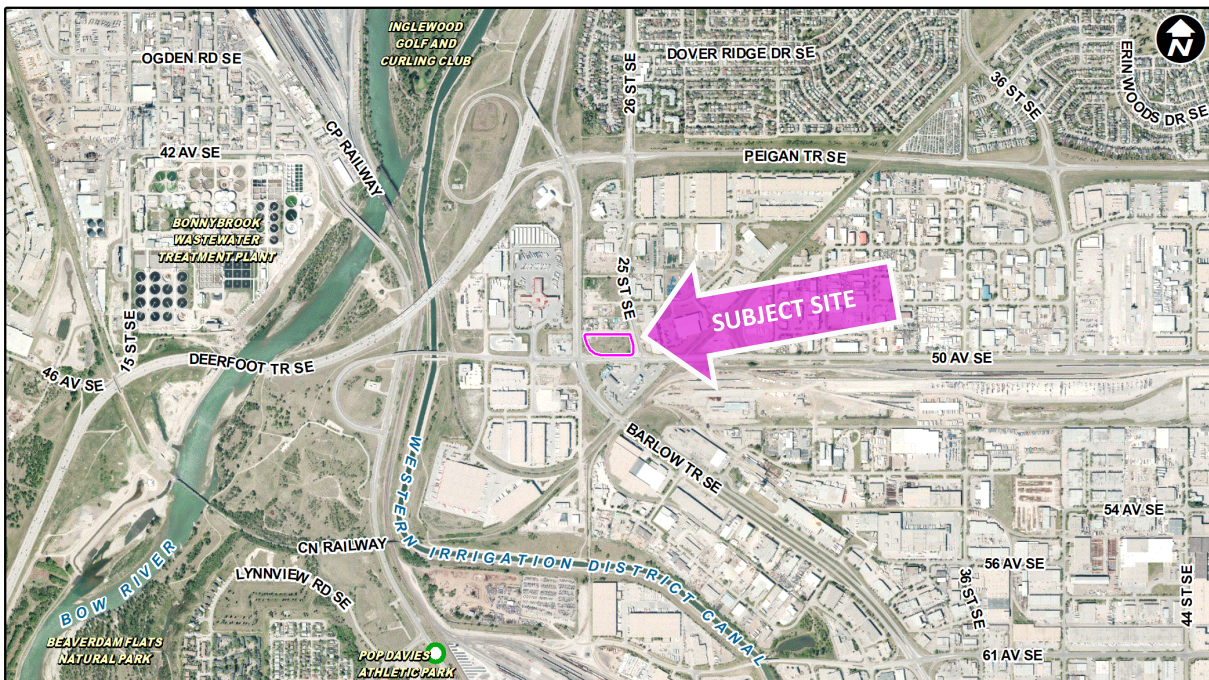
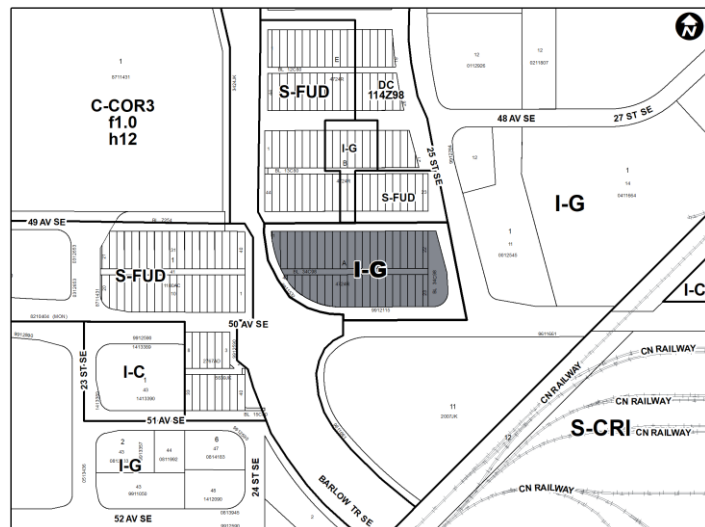
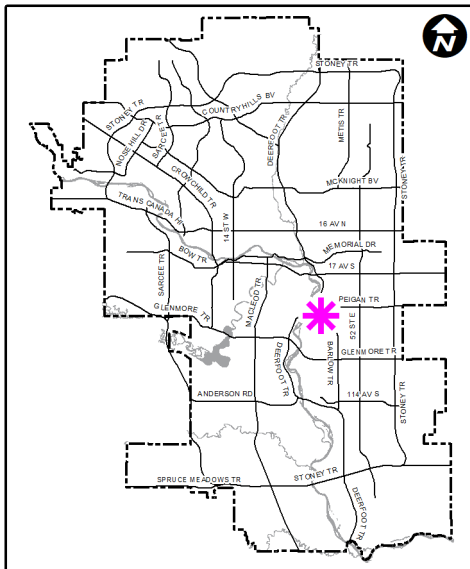
Surrounding land is characterized by industrial development in the form of the General – Industrial (I-G) District with offices, warehouses, and manufacturing as the primary uses. There is a mix of small commercial support businesses including gas stations, fast food restaurants, and vehicle repair and parts stores. There are Special Purpose – Future Urban Development (S-FUD) Districts adjacent to the north and across Barlow Trail to the west. These districts have a mix of power generation and water treatment facilities across Barlow Trail and temporary industrial storage sites on the adjacent parcels. The special purpose parcels to the immediate north can be redeveloped in the future as industrial uses in alignment with the MDP when appropriate.

Vehicle access to the site is currently only available at the northeast corner via 25 Street SE along a gravel road. A bus stop exists on the southeast corner of the site along 50 Avenue SE in which these parcels would have direct access to. There is also a bus stop across 50 Avenue SE that serves the same routes in the opposite direction (Routes 43 and 147). There are limited community amenities nearby as the site is near the entrance to the southeast industrial region of Calgary, however there is direct and easy access into the community of Dover Glen to the north along 25 Street SE (converts into 26 Street SE once it enters Dover Glen).

Community Peak Population Table

Not available because the subject area is in an industrial area with no population statistics.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing land use is a Direct Control (DC) District ([Bylaw 114Z98](#)) that is based on the General Commercial (C-2) District from Bylaw 2P80. The purpose of this DC District is to offer commercial support opportunities within the southeast industrial region, allow for outdoor storage, and exclude sensitive uses such as dwelling units and childcare facilities.

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 has no maximum building height and provides rules that guide development on parcels that are serviced and un-serviced by city infrastructure. For serviced I-G District designated parcels, the development may have a Floor Area Ratio (FAR) of up to 1.0.

The Industrial – Commercial (I-C) District was considered as part of the review, however due to the site constraints with accommodating commercial forms of development, it was determined that a land use based primary on industrial uses should be provided for the site and therefore the I-G District was deemed to be the most appropriate. This also allows the subject site to align with the goals and policies stated in the MDP.

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 to the site is available via Barlow Trail SE, 50 Avenue SE, 25 Street SE, and 49 Avenue SE. Barlow Trail is classified as a skeletal road, while 50 Avenue SE and 25 Street SE are classified as Industrial Arterials, as per the *Calgary Transportation Plan* (CTP). The subject site is easily accessible to Deerfoot Trail and Peigan Trail which are all identified as skeletal roads which make this a prominent location for efficient movement of goods.

The area is served by Calgary Transit Route 43 (Chinook Station) and Route 149 (39 Avenue Station) with a bus stop adjacent to the site on 50 Avenue SE. The site is approximately 1.3 kilometres (13 minutes) from the future Ogden Green Line Station, which is beyond the Transit Oriented Development area. The parcel is adjacent to a 5A network recommended pathway connection which runs along 50 Avenue SE. A Transportation Impact Analysis was not required in support of this 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 deep utilities are available. Servicing requirements will be determined at the time of development.

Any existing shallow and/or overhead utilities that may exist within the subject site/plan area shall either be removed and/or relocated at the developer's expense, or adequately protected (by way of utility right-of-way and associated easement plan) to the satisfaction of the utility owners.

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

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Standard Industrial – Industrial Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies

encourage a broad variety of industrial uses and intensities that support the industrial function of this area and cater to the day-to-day needs of area businesses and their employees.

Surrounding lands are comprised primarily of similar I-G Districts and a small portion of commercial and special purpose districts for future development.

The proposed land use and policy amendment will bring the subject parcel in alignment with the MDP policies for Standard Industrial Areas and allow for industrial uses to be used as the primary use.

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 subject site is located within an Existing Commercial District typology as per Map 2: Land Use and Transportation Plan within the [Southeast Industrial Area Structure Plan](#) (ASP). The existing commercial typology is further identified on Map 2 as being part of a Direct Control District that is based on the General Commercial (C-2) District from Land Use Bylaw 2P80. As the application is proposing a new industrial base district, a policy amendment (Attachment 2) is required to update the map to reflect an industrial typology.

The proposed policy amendment will be to the “Proposed I-2 General Industrial Light District” typology that will align with the proposed Industrial – General (I-G) District. There is a discrepancy in the ASP typologies that refer to previous Land Use Bylaw Districts. Additional text is provided in the policy amendment added to the ASP that reflect these discrepancies.

The proposed I-G District is in keeping with surrounding land uses and the I-2 policies from the ASP, as amended.