

**ROAD CLOSURE & LAND USE AMENDMENT
VALLEYFIELD - WARD 9
SOUTH OF 50 AVENUE SE AND WEST OF BARLOW TRAIL SE
BYLAWS 5C2014 & 25D2014**

MAP 36S

EXECUTIVE SUMMARY

This land use amendment seeks to redesignate portions of an Industrial – General (I-G) District, and Special Purpose – Future Urban Development (S-FUD) District to Industrial – Commercial (I-C) District, as well as close and redesignate an undeveloped lane on the parcels. The application is intended to provide commercial support services along the Barlow Trail SE thoroughfare that will serve the surrounding predominantly industrial area.

PREVIOUS COUNCIL DIRECTION

Not applicable

ADMINISTRATION RECOMMENDATION

2014 January 30

That Calgary Planning Commission **APPROVE** the proposed Road Closure and Land Use Amendment.

RECOMMENDATION (S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 5C2014 and 25D2014; and

1. **ADOPT** the proposed closure of 0.05 hectares \pm (0.13 acres \pm) of road (Plan 1212311, Area A) adjacent to 2404, 2408, 2412, 2416, 2420 – 51 Avenue SE and 2409 – 50 Avenue SE, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Closure Bylaw 5C2014.
3. **ADOPT** the proposed redesignation of 0.60 hectares \pm (1.48 acres \pm) located at 2404, 2408, 2412, 2416 and 2420 – 51 Avenue SE and 2409 – 50 Avenue SE and the closed road (Plan 2767AD, Block 1, Lots 21 to 28; Plan 9911050, Block 1, Lots 41 and 42; Plan 1212311, Area A) from Industrial – General (I-G) District, Special Purpose – Future Urban Development (S-FUD) District and Undesignated Road Right-of-Way to Industrial – Commercial (I-C) District, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 25D2014.

REASON(S) FOR RECOMMENDATION:

The proposed land use redesignation is in keeping with the goals of the Municipal Development Plan to provide small scale services to industrial areas along major corridors. The proposal also allows for an appropriate set of uses and use rules in context with the existing site and adjacent sites. The intention for this site is to provide small scale services to the larger industrial area, the full extent of which are not allowable under the Industrial – General (I-G) District or Industrial – Business (I-B) District.

B. Bevill

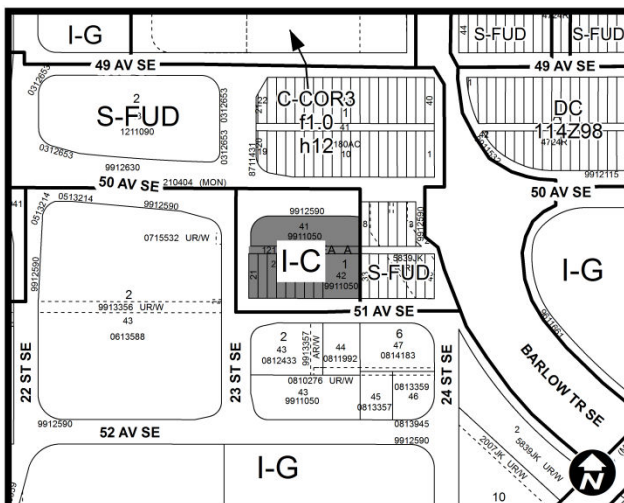
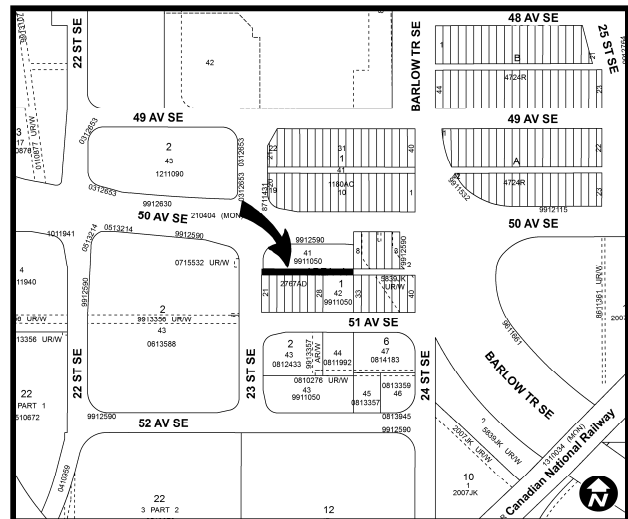
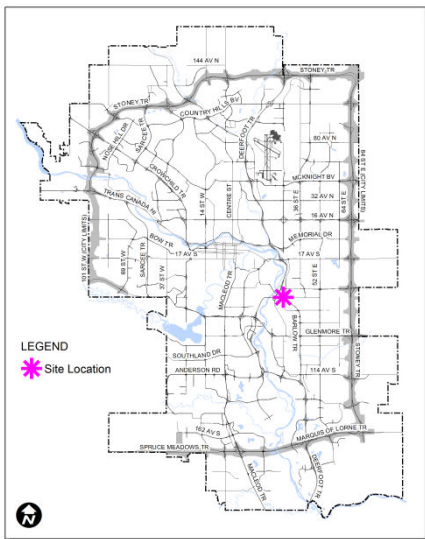
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MAP 36S

ATTACHMENTS

1. Proposed Bylaw 5C2014
2. Proposed Bylaw 25D2014

LOCATION MAPS



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MAP 36S

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

2014 January 30

The Calgary Planning Commission **TABLED** the item to return to CPC on 2014 February 13.

Moved by: G-C. Carra

Carried: 9 – 0

2014 February 13

1. Recommend that Council **ADOPT**, by bylaw, the proposed closure of 0.05 hectares \pm (0.13 acres \pm) of road (Plan 1212311, Area A) adjacent to 2404, 2408, 2412, 2416, 2420 – 51 Avenue SE and 2409 – 50 Avenue SE, with conditions (APPENDIX II).

Moved by: M. Wade

Carried: 5 – 1

Absent: G-C. Carra

Opposed: R. Wright

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.60 hectares \pm (1.48 acres \pm) located at 2404, 2408, 2412, 2416 and 2420 – 51 Avenue SE and 2409 – 50 Avenue SE and the closed road (Plan 2767AD, Block 1, Lots 21 to 28; Plan 9911050, Block 1, Lots 41 and 42; Plan 1212311, Area A) from Industrial – General (I-G) District, Special Purpose – Future Urban Development (S-FUD) District and Undesignated Road Right-of-Way **to** Industrial – Commercial (I-C) District.

Moved by: M. Wade

Carried: 5 – 1

Absent: G-C. Carra

Opposed: R. Wright

Reasons for opposition from Mr. Wright:

- I am wondering how much support for commercial exists in the area (fast food, 61 Avenue).
- The MDP discourages stand alone offices in industrial areas – I-C allows for offices as a permitted use - how do you discourage this?
- The ASP calls for support of commercial for local employees (p.12), however numerous commercial I-C types uses within 10 blocks of site – does it meet some definition of how many support uses are appropriate as per the MDP?
- Site is not on major road/expressway and does not meet the purpose statement of I-C District.

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MAP 36S

Applicant:

Brown & Associates Planning Group

Landowner:

Sun Life Assurance Company of
Canada
The City of Calgary

Planning Evaluation Content	*Issue	Page
Density <i>Is a density increase being proposed.</i>	Yes	5
Land Use Districts <i>Are the changes being proposed housekeeping or simple bylaw amendment.</i>	No	5
Legislation and Policy <i>Does the recommendation create capital budget impacts or concerns.</i>	No	5
Transportation Networks <i>Do different or specific mobility considerations impact this site</i>	No	5
Utilities & Servicing <i>Is the site in an area under current servicing review and/or has major infrastructure (water, sewer and storm) concern</i>	No	6
Environmental Issues <i>Other considerations eg. sour gas or contaminated sites</i>	No	6
Growth Management <i>Does this site have the appropriate growth management direction.</i>	Yes	6
Public Engagement <i>Were major comments received from the circulation</i>	No	6

*Issue - Yes, No or Resolved

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PLANNING EVALUATION

SITE CONTEXT

The subject site is located in the southeast quadrant of the city, directly west of Barlow Trail SE and south of 50 Avenue SE in an industrial area of the city known as Valleyfield.

The subject site is situated within an area characterized by Industrial – General (I-G) District, Commercial – Corridor (C-COR) District, and Special Purpose – Future Urban Development (S-FUD) District. Access to the site is provided off of 51 Avenue SE and the closure of the laneway has been identified as acceptable by Corporate Properties.

LAND USE DISTRICTS

The proposed land use district is the Industrial – Commercial (I-C) District. The purpose of the Industrial – Commercial (I-C) District is to allow for a wide range of low impact industrial uses but also provide for a number of small scale commercial uses. It is intended that parcels designated Industrial – Commercial (I-C) District be located on the edge of industrial areas and along major roadways.

LEGISLATION & POLICY

The subject site is located within the boundary area of the Southeast Industrial Area Structure Plan. This plan identifies the site as a proposed general light industrial area. The general light industrial area within this policy document identifies the area to closely relate to the former I-2 General Light Industrial District of Bylaw 2P80. This district has been replaced in the current land use bylaw and closely resembles the Industrial – Commercial (I-C) District.

The subject site is located within the Standard Industrial Area typology in the Municipal Development Plan (MDP). These areas typically consist of planned and existing industrial areas that contain a mix of industrial uses at varying intensities. This typology also prescribes that uses that support the industrial function of the area and cater to the day-to-day needs of area businesses and their employees may be supported.

TRANSPORTATION NETWORKS

A Transportation Impact Assessment was reviewed and accepted by Corporate Planning Applications Group (CPAG). The developer of the site will be required to construct sidewalks adjacent to the site at the development permit stage. Access to the site will be limited to 51 Avenue SE. Negotiations will be made with respect to the road closure and the acquisition of adjacent Road Right of Way. A Parking Study was not required.

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MAP 36S

UTILITIES & SERVICING

Services are available to support the proposed land use redesignation.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was required and was reviewed to the satisfaction of CPAG.

ENVIRONMENTAL SUSTAINABILITY

Not applicable

GROWTH MANAGEMENT

This proposal is in alignment with MDP references associated with growth management and Administrations' current work on a Corporate Framework for Growth and Change.

PUBLIC ENGAGEMENT

Community Association Comments

Not required as there is no Community Association

Citizen Comments

No comments received.

Public Meetings

No public meetings held.

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MAP 36S

APPENDIX I

APPLICANT'S SUBMISSION

The general area has been in transition for many years. The land was originally subdivided for 25 foot wide residential lots according to the year 1910 subdivision plan. Obviously, the market had different intentions given that the area is adjacent to the historic CPR and CNR rail way lines as well as Barlow Trail.

The industrial employee base is in fact a "community of employees" that have daily needs, 12 hours per day and 5-6 days per week. The needs are similar to residential communities. For example, a travel trip out of the working day to an emergency clinic or physiotherapy services or a dentist takes the employee to Marlborough or Chinook or Ogden community. This is very inefficient and requires extra use of roadways and fuel consumption. To achieve Council policies for "complete communities" the commercial services required by the "employment community" should logically be provided in convenient locations such as the current proposal.

In fact, land use bylaw 1P2007 was keen to recognize the "modernization" of inner city industrial areas by creating new standard land use districts ranging from industrial/redevelopment to industrial/business to industrial/commercial to respond to the demands of the growing City. The transitioning of older industrial areas to more modern businesses effectively reduces the need to travel, placing a greater range of goods and services within convenient reach of the industrial community.

The subject site fronts onto 50 Avenue SE, a major component of the skeletal road system, consequently the land values and opportunities are multiplied in response to traffic volumes. The drive-by traffic creates inefficiencies as well as opportunities not available in the current I-G District and S-FUD District. Lands located farther away and not fronting onto 50 Avenue do not share the same opportunities.

The new I-C Industrial Commercial district was devised by the experts in the Planning Department to respond to opportunities created by busy roadways and the need to reduce travel time to obtain commercial services. In addition, on the practical level, the site is small and narrow and therefore unsuited for industrial activities that require access for semi-trailer trucks which are fundamental to industrial business efficiency. The I-C district would allow for example light industrial (not medium or heavy industrial), small scale retail, medium sized restaurants, retail sales and manufacturing, medical clinics, health services, indoor recreation, personal service businesses, to name a few. Site design requirements in the I-C District include a higher degree of landscaping, screening and building design aesthetics appropriate to busy roadways.

Applicant's submission January 17 2014.
LOC 2013-0010
Greg Donaldson 403-692-4529

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MAP 36S

APPENDIX II

PROPOSED ROAD CLOSURE CONDITIONS

1. That all costs be borne by the Applicant;
2. That any utility easements be provided as required, and that a utility Right-of-Way plan and an accompanying easement document be registered concurrently with the subdivision to the satisfaction of the Manager, Urban Development and the City Solicitor;
3. The western portion of the closed road right-of-way shall be consolidated with the adjacent lands located at (2409 - 50 Avenue SE). The entire laneway is required to be closed.