

Background and Planning Evaluation

Background and Site Context

The subject site is located at 8919 Barlow Trail SE in the community of South Foothills. The 38.50 hectare \pm (95.13 acre \pm) parcel is bounded by Glenmore Trail SE to the north, Barlow Trail SE to the east, a roads-right-of-way and the Western Irrigation District (WID) Canal to the west, and 90 Avenue SE to the south. The site has been used for industrial manufacturing purposes and has access from Barlow Trail SE and 83 Avenue SE with close proximity to Glenmore Trail, Deerfoot Trail and Stoney Trail.

Surrounding land uses consist of parcels designated with the Industrial – General (I-G) District to the north and south, Industrial – Commercial (I-C) District to the east, and Industrial – Heavy (I-H) District and Special Purpose – City and Region Infrastructure (S-CRI) District to the west. Nearby development consists of primarily industrial uses with some commercial uses including manufacturing, warehouse, outdoor storage, and restaurants.

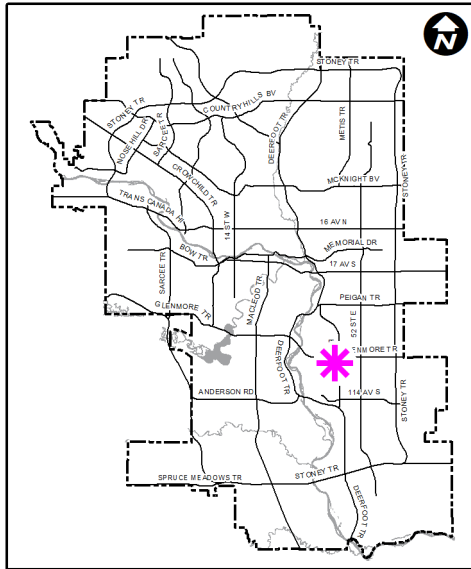
The site is generally flat and has existing spur lines along the western boundary but is not an active freight rail line. The site is located in close proximity to regional pathways along the WID Canal (20 metres \pm), public transit bus stops along 90 Avenue SE to the east (285 metres \pm), and the future South Hill Green Line Light Rail Transit (LRT) Station to the west (one kilometre \pm walking distance).

This proposal is intended to facilitate the strategic transition of a limited-service heavy industrial site to a fully serviced industrial business park to meet industrial market needs in Calgary. The proposed Direct Control District was created in collaboration with the City's Citywide Growth Strategy Industrial team (Industrial Strategy) to increase Calgary's economic and business competitiveness and enable the development of Calgary's industrial areas. The proposal would enable a range of light to heavy industrial uses with commercial support uses that would serve the local community.

Community Peak Population Table

There is no population data available since the subject site is located in an industrial area (South Foothills).

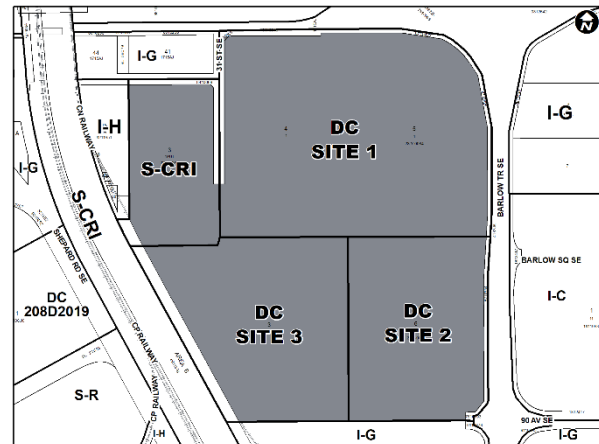
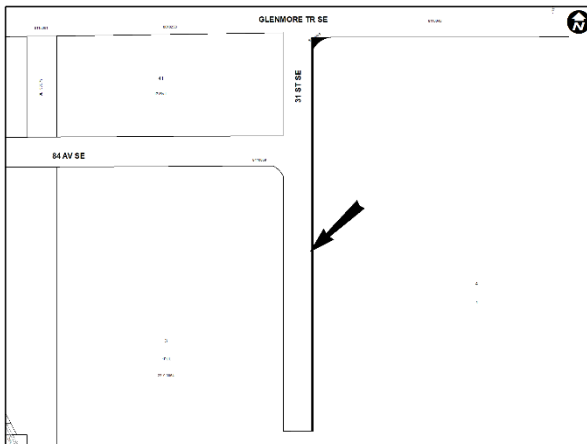
Location Maps

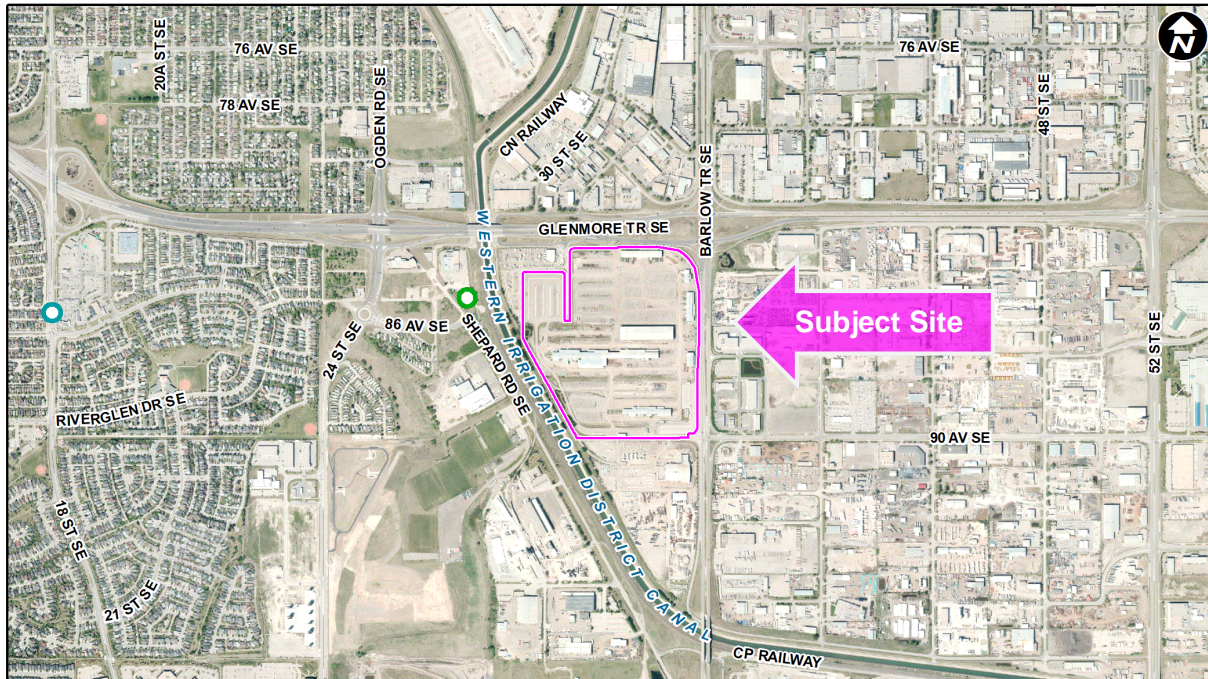


Road Closure Map



Proposed Land Use Map





Previous Council Direction

None.

Planning Evaluation

Land Use

The site is currently designated as an Industrial – Heavy (I-H) District and is intended to accommodate industrial uses that are generally larger in scale with greater external impact to surrounding parcels. The I-H District is typically adjacent to industrial developments and the buildings are generally taller and are purpose built with uses that feature extensive outdoor industrial related activities. The district has no maximum floor area ratio (FAR) and has no maximum building height. The district has specific setbacks and landscaping requirements to provide appropriate interface with adjacent developments.

The application proposes redesignation to a Direct Control (DC) District and a Special Purpose – City and Regional Infrastructure (S-CRI) District to accommodate the industrial development.

The proposed DC District is based on the Industrial – General (I-G) District and is intended for a wide variety of light and medium general industrial uses. The DC District represents an innovative approach to provide flexible range of compatible uses into one district and the district provides additional development permit requirements and rules to support industrial and commercial developments.

The DC District sites comprise a total of 32.00 hectares ± (79.07 acres ±) of the proposed redesignation area, and the DC is divided into three sites to allow a variety of permitted and discretionary uses based on the different characteristics of each site. The proposed DC District

was created in collaboration with the City's Industrial Strategy team and each of the sites were strategically created to enable a range of light to heavy industrial uses and commercial support uses while preserving industrial lands in the City.

- Site 1 allows the uses of I-G District with additional service-related uses.
- Site 2 allows the uses of I-G District with additional commercial uses.
- Site 3 allows the uses of I-G District with additional industrial heavy uses.

The proposed S-CRI District is intended to provide servicing and infrastructure necessary for the proper servicing of the future industrial business park. This district is proposed for the stormwater retention area and sanitary lift station and the site will be designated as a Public Utility Lot (PUL) pursuant to the *Municipal Government Act* (MGA). The S-CRI District site covers 4.36 hectares ± (10.76 acres ±) of the proposed redesignation area.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration, and the use of a DC District is necessary to provide for the applicant's proposed development due to innovative ideas. There are no standard land use districts in Land Use Bylaw 1P2007 that would accommodate the specific use groupings that are proposed in this application. The proposed DC District takes an innovative approach to enable industrial and commercial development while maintaining industrial lands in the city. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 4 of the DC District Bylaw. Section 4 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. In addition, the proposed DC District has included the opportunity for relaxations to Sections 6 and 7 of the DC District. The intent of including these additional DC sections in the relaxation clause is to allow for flexibility, should minor bylaw relaxations be identified during the development permit review. Any relaxations granted would need to meet the test for relaxation included in the Land Use Bylaw 1P2007.

Development and Site Design

If approved by Council, the rules of the proposed land use districts and the local area plan would guide future development. Additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an appropriate building interface with the streets and adjacent developments;
- paying particular attention to developments along major roadways;
- improving pedestrian and cyclist connections between the site and the local pathways;
- creating a welcoming and safe environment in the public realm and amenity space; and
- mitigating visual impact and ensuring compatibility with the surrounding developments with landscaping, building design and screening of storage areas.

Subdivision Design

The proposed outline plan covers approximately 38.50 hectares (96.13 acres) and facilitates the development of an industrial business park. The plan features three development sites and one

special purpose land use district for city infrastructure to service the development. The design of the proposed outline plan responds to the context and characteristics of the surrounding developments. A breakdown of the statistics for the outline plan can be found in the Proposed Outline Plan Data Sheet.

The proposed outline plan delineates three larger development sites;

- Site 1, located in the north portion of the site (16.28 hectares ± or 40.22 acres ±), is intended to accommodate primarily general industrial uses with additional service-related uses.
- Site 2, located in the southeastern portion of the site (7.10 hectares ± or 17.54 acres ±), is intended to accommodate both general industrial uses and an additional range of commercial uses. Given the site's strategic location from Barlow Trail SE and 90 Avenue SE, the site is expected to accommodate a higher volume of commercial activity.
- Site 3, located at the southwestern portion of the site (8.67 hectares ± or 21.42 acres ±), is intended for general industrial uses and allows additional industrial heavy uses that are generally larger in scale with operations located outside of the building.

The outline plan proposes three new street network connections, 87 Avenue SE, 31 Street SE, and 33 Street SE, within the development site. The proposed street network would align with the Industrial Street requirement in the Street Bylaw and would accommodate for multi-modal connections. Pathways and sidewalks would be provided throughout the development site and would connect to the existing regional pathways and street networks.

The plan proposes local pathway connections along the south side of the property and will facilitate pedestrian and cyclist movement from 90 Avenue SE to the pathway systems along the WID Canal. The plan also proposes a north-south connection along the western portion Barlow Trail SE to align with the future pedestrian network.

A storm pond area is proposed on the northwest side of the site (4.36 hectares ± or 10.77 acres ±) and has been sized to manage stormwater for the entire development site. A bio-retention facility is implemented with the storm pond to improved run-off water treatment.

Municipal Reserve dedication is owed for this site and will be provided as a cash-in-lieu payment that will be collected with the first subdivision of the parcel. A road closure plan has been submitted and reviewed with this application.

Density and Intensity

Upon full build out, the site is anticipated to accommodate industrial uses with supporting office and commercial uses at a combined estimated intensity of 86 to 113 jobs per hectare. The proposed district is anticipated to enable approximately 140,000 square metres of industrial business park development.

Given the strategic location of the subject site adjacent to Barlow Trail SE, Glenmore Trail SE, and its convenient access to other major arterials, this area could accommodate additional industrial and commercial activity. The projected intensity would bring additional employment opportunities into this part of the community, support public transit ridership, and meet the Municipal Development Plan's target for this industrial employee intensive area. Preliminary

transportation, utilities, and servicing was reviewed for the proposal and will be further determined at the development permit stage.

Transportation

The subject site is bounded by 90 Avenue SE to the south, Barlow Trail to the east, Glenmore Trail to the north and the Western Irrigation District canal to the west. An interchange is planned at Glenmore Trail and Barlow Trail, and Barlow Trail is ultimately planned to be widened to a six-lane cross-section, however timelines are unknown for these projects. Access to the site will be via 90 Avenue, 83 Avenue as well as a right-in/right-out access on Barlow Trail. A Transportation Impact Assessment (TIA) was submitted to establish street classifications and intersection configurations for the plan area as part of the outline plan process.

The proposed outline plan achieves the vision of the 5A (Always Accessible for All Ages and Abilities) Network with the provision of a pathway on the west side of Barlow Trail. In addition, the pathway network will be continued along 90 Avenue SE to connect to the existing pathway network running parallel to the WID canal. Pedestrians will also be accommodated through the site via sidewalk along both sides of the internal roadways. The area is served by Calgary Transit Route 149 with the nearest stops located on 90 Avenue SE east of Barlow Trail. Bus stops are included within the Outline Plan. The future South Hill Green Line LRT station will be located less than one kilometre to the west of the plan area.

Environmental Site Considerations

No significant concerns for industrial development were identified through the Environmental Site Assessments from the previous uses on the site. However, there are recommendations with the reports that are to be followed during development of the site as a condition of approval to address remediation of the few known small areas of contaminated soils and groundwater, and any others that may be discovered during construction, that exceed the allowable limits.

Utilities and Servicing

The proposed Outline Plan is located within an established area that has existing servicing available. However, based on the nature of the previous uses on the site and existing grade constraints, this site had limited servicing within portions of the plan area. Servicing can be provided with some developer funded extensions to the site connecting to the existing City infrastructure.

Sanitary Infrastructure

Sanitary servicing is proposed to be provided through main extensions connecting to the existing sanitary sewer in the northwest corner of the plan area. Due to grade constraints, this connection will be made with a force main from an on-site sanitary lift station that will be constructed by The Developer to collect all the sanitary flows from within the plan area.

Storm Infrastructure

Storm servicing for the plan area is proposed to be provided through the construction of an on-site stormwater management pond with controlled discharge to an existing culvert that drains into the WID Canal. The stormwater facility has been designed to meet the requirements of the 1980 moratorium of stormwater discharges to the canal with a net-zero increase in runoff and pollutant loading to the canal. In the event that the canal authorities do not support the use of the existing culvert, a new discharge pipe could be installed, or the discharge flows could be redirected to an existing City storm sewer with the addition of a lift station.

Water Infrastructure

Water servicing can be provided through main extensions connecting to the existing water mains running along the north and east boundaries of the plan.

Fire Infrastructure

Emergency services will be provided from the nearby existing Ogden, Foothills, and Douglas Glen Fire Stations.

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.

Municipal Development Plan (Statutory – 2009)

The subject site is within the Industrial - Employee Intensive typology as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Industrial-Employee Intensive Areas should achieve a minimum intensity threshold of 100 jobs per gross developable hectare and should contain predominantly industrial uses, however other uses that support the industrial function may be allowed. The MDP supports the availability of competitively priced, easily serviceable, and developable land for industrial purposes and supports opportunities for brownfield redevelopment and support manufacturing and industrial businesses.

The proposal aligns with the applicable policies of the MDP by continuing to support industrial development in this location. Given the site's access to major street networks, the proposal will allow for a range of industrial and commercial development that will create jobs and employment opportunity this area.

Calgary 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 within the Existing I-3 Heavy Industrial District as identified on Map 2: Land Use and Transportation Plan of the [Southeast Industrial Area Structure Plan](#) (ASP). The Heavy industrial District is intended to provide for manufacturing, fabrication, processing and assembling activities, including large scale operations. Land uses other than heavy industrial are also anticipated, and commercial development are supported, provided that the uses will not negatively impact or destabilize the surrounding industrial developments, and that the commercial uses will be secondary, and complementary to, the industrial development.

The proposal is intended for primarily industrial development and is based on the I-G District. The allowable uses within the district are strategically selected based on compatibility within the overall development. The proposed DC District has provisions to regulate commercial uses to ensure that the parcel will be intended for industrial development.