

Background and Planning Evaluation

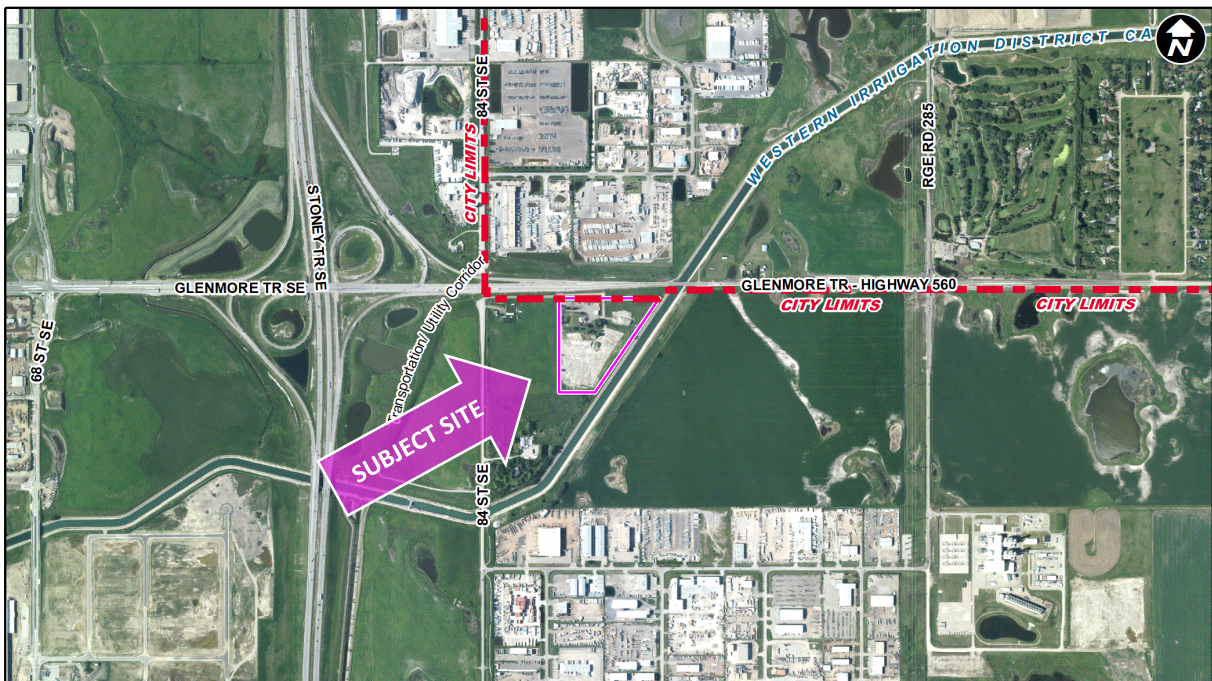
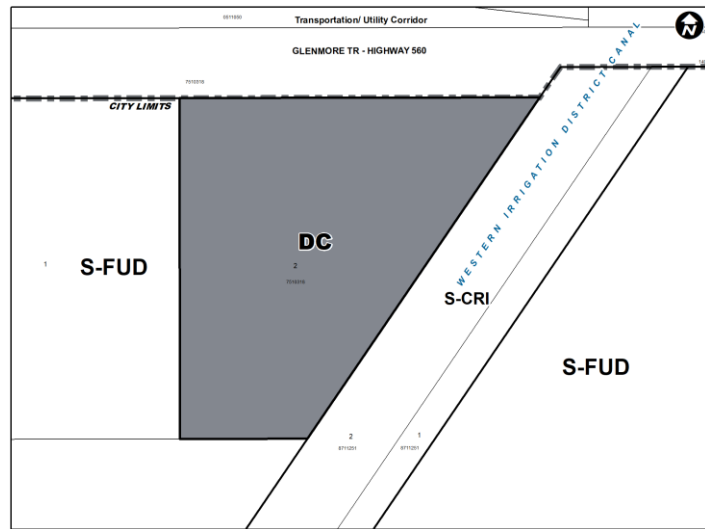
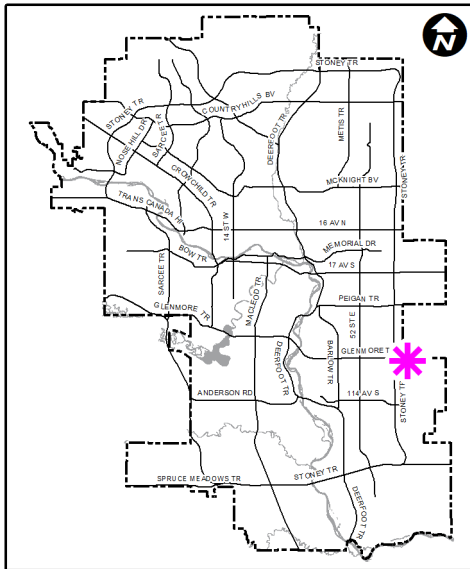
Background and Site Context

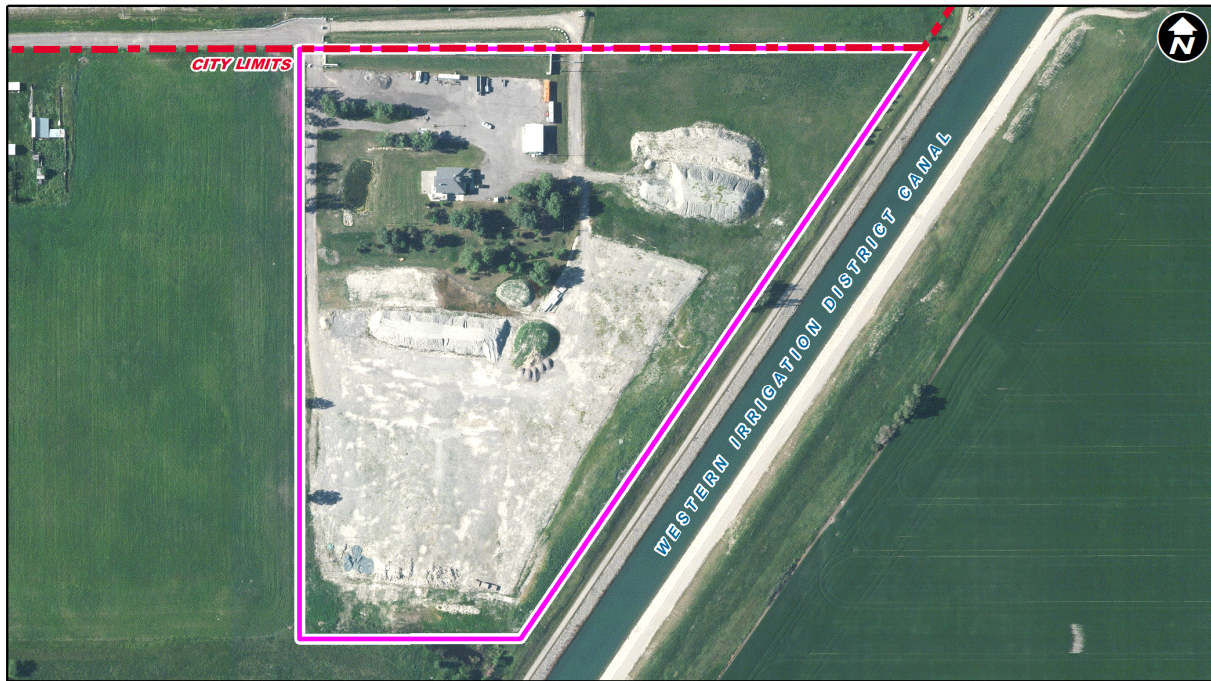
The subject site is situated in Residual Sub-Area 12K and is bound by Glenmore Trail to the north and Western Irrigation District Canal to the east. The site is approximately 8.5 hectares in size and is 130 to 365 metres wide by 345 metres long. The surrounding area is characterized by industrial uses to the north and south, and agricultural uses to the east and west.

Community Peak Population Table

Not available as the subject area is in an industrial area.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The purpose of the existing Special Purpose – Future Urban Development (S-FUD) District is to:

- be applied to lands that are awaiting urban development and utility servicing;
- protect lands for future urban forms of development and density by restricting premature subdivision and development of parcels of land;
- provide for a limited range of temporary uses that can easily be removed when land is redesignated to allow for urban forms of development; and
- accommodate extensive agricultural uses prior to development of urban uses.

The proposed Direct Control (DC) District is based on the rules of the S-FUD District with the additional discretionary uses of Instructional Facility and Freight Yard to operate as interim uses until utility servicing is provided to this area. The DC District is intended to:

- Accommodate sea can storage on-site by logistics companies with up to 1 visit every 3 days;
- Accommodate a driving school with up to 5 students and 5 employees on any given day; and

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 Direct Control District is necessary to accommodate the applicant's proposed development due to site constraints. The parcel is unserviced and the *Shepard Industrial Area Structure Plan* clearly indicates that redesignation

from S-FUD to other districts is not supported until the land is serviced. The proposed additional discretionary uses (Freight Yard, Instructional Facility) are similar to other uses in the district.

The proposed DC District includes a rule that would allow the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 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.

Development and Site Design

The rules of the proposed DC District would provide guidance for the future redevelopment of the site including appropriate uses.

Transportation

Vehicular access to the subject parcel is to be via 84 Street SE. Existing public transit service is not available for this area east of Stony Trail SE. The nearest transit routes are available along 17 Avenue SE and 114 Avenue SE. The existing 5A (Always Available for All Ages and Abilities) regional pathway is located at the east boundary of the site along the canal. A Transportation Impact Assessment was not required as part of this application. As per the *Glenmore Trail East Study – Stony Trail to Rainbow Road*, no permanent structures are permitted within the Glenmore Trail Road Widening area. Glenmore Trail is under the jurisdiction of Rocky View County at this location. Direct vehicle access to Glenmore Trail is prohibited.

Environmental Site Considerations

There is a high-pressure gas line which runs along the north and east perimeter of the subject site. Parking and/or storage is not permitted on ATCO transmission facilities and/or rights-of-way. Encroachments are not permitted on ATCO transmission facilities and/or rights-of-way.

Utilities and Servicing

Water, sanitary and storm services are not currently available at this site, therefore, as per the Shepard Industrial Area Structure Plan, land use redesignation or subdivision is not supported until a servicing solution has been approved. However, the addition of limited interim uses that are comparable to what is considered under the S-FUD designation would not significantly hinder the ability to service the area in the future. Any interim development on the site will need to manage its own water and wastewater needs on the site and contain all stormwater runoff.

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.

Rocky View / Calgary Intermunicipal Development Plan (2012)

The application is aligned with the [Rocky View / Calgary Intermunicipal Development Plan](#) (IDP). Section 4.7 of the IDP states that planning for the Highway 560/Glenmore Trail area will address the interface and joint infrastructure planning for industrial growth in both municipalities. The IDP states that this Key Focus Area represents long-term industrial growth corridors for both municipalities. Future comprehensive planning in this area will involve a variety of stakeholders.

Municipal Development Plan (Statutory – 2009)

Map 1 (Urban Structure) of the [Municipal Development Plan](#) (MDP) identifies the subject site as Standard Industrial. These areas are intended to allow for a broad variety of industrial uses and that maintain this industrial character as the area redevelops. Given the servicing and policy constraints (see *Shepard Industrial Area Structure Plan* below), the proposal for a Direct Control District based on S-FUD to allow low intensity discretionary industrial uses is aligned with the MDP vision and direction.

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.

Shepard Industrial Area Structure Plan (ASP) (Statutory – 2009)

The subject site is located in the Industrial/Business Area on Map 3: Land Use Concept of the [Shepard Industrial Area Structure Plan](#) (ASP). The purpose of this area is to provide a wide variety of general industrial and business uses within the context of a fully serviced industrial/business park. The ASP speaks to significant servicing constraints. Development within the Industrial/Business Area may be considered appropriate as an interim use where the use does not compromise the eventual transition of the site and surrounding areas to a fully serviced industrial area. Considering the proposed Direct Control (DC) District proposes to add Freight Yard and Instructional Facility (traditionally uses that are considered interim in un-serviced areas) as discretionary uses, the proposed land use redesignation is in keeping with the policies of the ASP.