

Background and Planning Evaluation

Background and Site Context

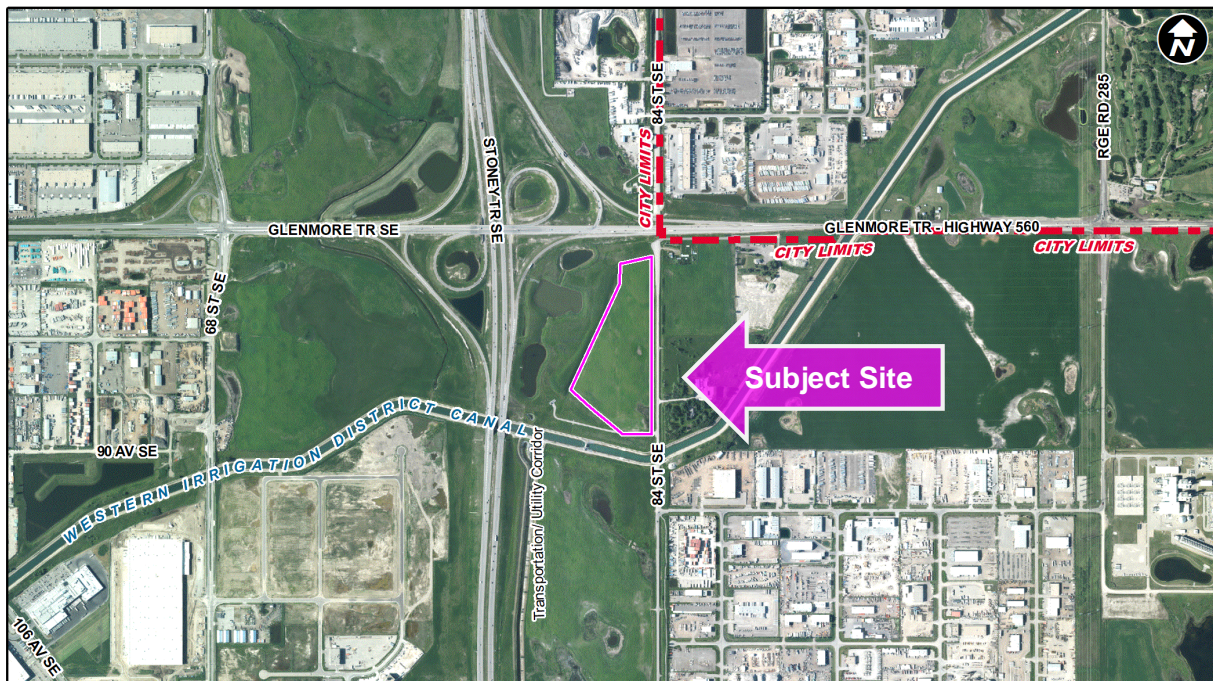
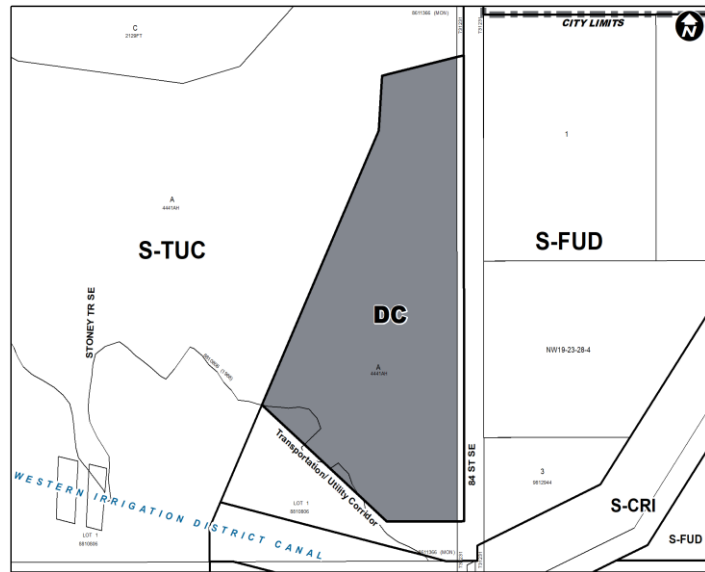
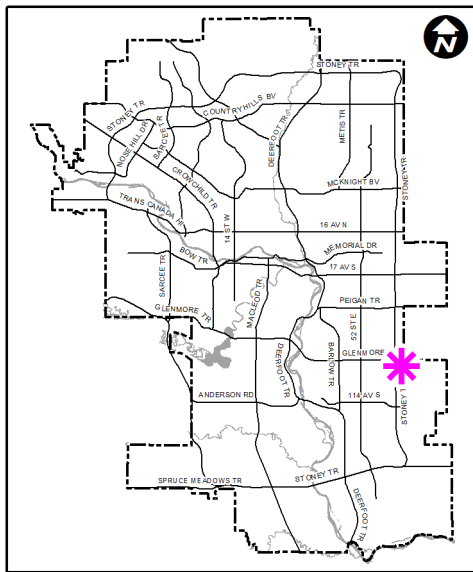
The subject site is a residual parcel located east of Stoney Trail SE and south of Glenmore Trail SE in Residual Sub-Area 12K. The subject site is approximately 12.30 hectares \pm (30.4 acres \pm), is of irregular shape, and has approximately 650 metres of frontage along 84 Street SE. The site is accessed from 84 Street NE via a private driveway along the southern edge of the site. The subject site contains several small wetlands that limit the usable area of the parcel at this time.

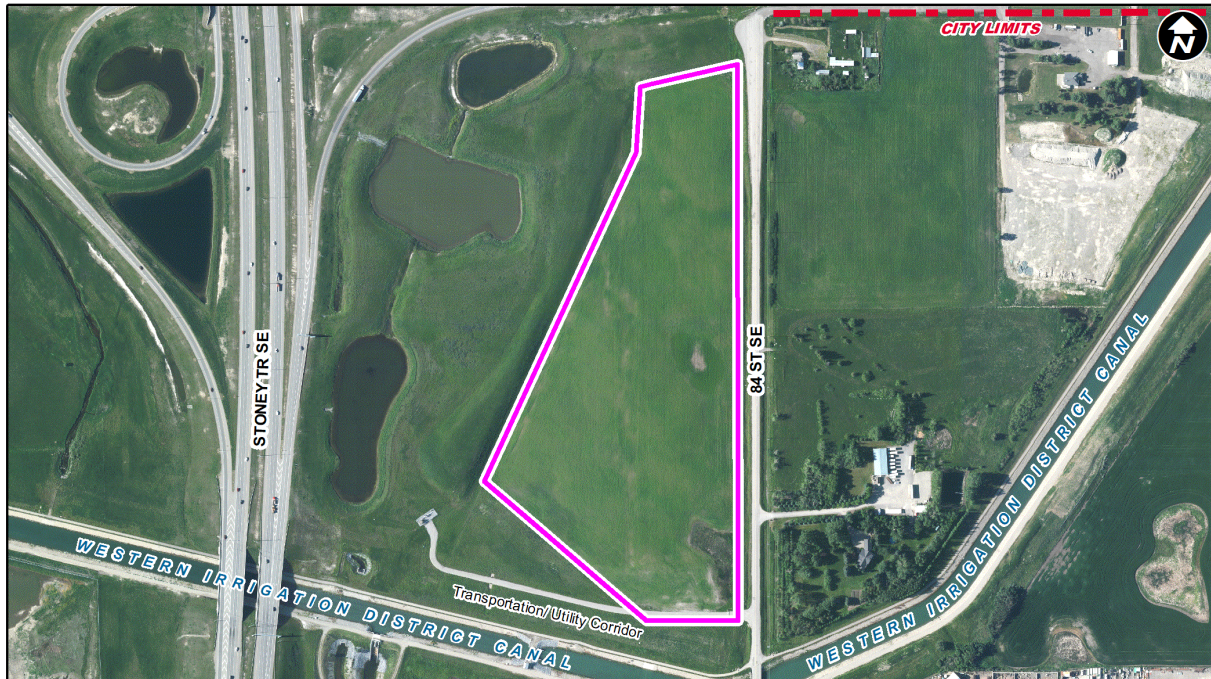
The surrounding area is predominately designated Special Purpose – Future Urban Development (S-FUD) District and Special Purpose – Transportation Utility Corridor (S-TUC) District and is characterized by limited industrial uses such as vehicle and equipment storage and historical acreage properties. The Stoney Trail Transportation and Utility Corridor (TUC) abuts the parcel to the west, and the Western Irrigation District (WID) canal is located south of the subject site designated Special Purpose – City and Regional Infrastructure (S-CRI) District.

Community Peak Population Table

There is no population or demographic data available for Residual Sub-Area 12K as this is a developing industrial area.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing land use on this site is Special Purpose – Future Urban Development (S-FUD) District. This district is intended for lands that are awaiting urban development and utility servicing and is intended to provide a limited range of temporary uses that can easily be removed when land is redesignated to allow for more urban forms of development.

The proposed Direct Control (DC) District is based on the Special Purpose – Future Urban Development (S-FUD) District and would allow for the additional use of Storage Yard to operate on-site as an interim use until utility servicing is provided for this area. The additional use is similar to existing uses within S-FUD, including Vehicle Storage, and is therefore not expected to compromise future urban growth in any way. The DC District also proposes to reduce the minimum setbacks of the S-FUD district from 6.0 metres to 4.0 metres to compensate for the loss of usable area due to the presence of on-site wetlands.

Development and Site Design

If approved by Council, the rules of the DC District would provide guidance for any proposed development.

Transportation

Vehicular accesses to the subject parcel are to be from 84th Street SE. 84 Street north of Venture Avenue is considered a Local Industrial Street, with no plans for widening to an Industrial Arterial. Direct access from 84 Street will not be permitted to Glenmore Trail; traffic to the area must utilize 100 Street E via Venture Avenue. Direct access to Stoney Trail and Glenmore Trail are prohibited. Existing public transit service is not available for this area east of Stoney 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 south along the Canal. A Transportation Impact Assessment was not required as part of this application.

Environmental Site Considerations

No significant concerns were identified through the Environmental Site Assessment. This is a greenfield site which has remained in a natural condition with limited agricultural uses in the past. The existing site conditions are suitable for the proposed uses.

Utilities and Servicing

Water, Sanitary, and Storm services are not currently available at this site, therefore, as per the Shepard Industrial Area Structure Plan policy, land use redesignation or subdivision is not supported until a servicing solution has been approved. However, the addition of limited interim outdoor storage 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 (such as with the use of storage tanks) 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 County / Calgary Intermunicipal Development Plan (Statutory – 2012)

These lands are subject to the [City of Calgary/Rocky View County Intermunicipal Development Plan](#) (IDP) and were circulated to Rocky View County for comment in accordance with the requirements of the IDP. The County indicated no objection to the proposed land use amendment. The proposed land use district complies with the general policies of the IDP.

Municipal Development Plan (Statutory – 2009)

The subject site is located in the Standard Industrial land use typology of the [Municipal Development Plan](#) (MDP) as identified on Map 1: Urban Structure. The proposed DC land use redesignation broadens the allowable industrial uses on the subject parcel and is in keeping with relevant planning policies in the MDP.

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 (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. 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 Storage Yard (traditionally a use that is considered interim in un-serviced areas) as a discretionary use, the proposed land use redesignation is in keeping with the general policies of the ASP.