

ROAD CLOSURE AND LAND USE AMENDMENT
EAST FAIRVIEW INDUSTRIAL (WARD 9)
SOUTH OF HERITAGE DRIVE AND EAST OF BLACKFOOT
TRAIL
BYLAWS 17C2016 AND 291D2016

MAP 23S

EXECUTIVE SUMMARY

This application seeks to close a portion of undeveloped road right-of-way, and redesignate the area to an Industrial – Business (I-B) district with a floor area ratio of 1.0 and a height modifier of 14 metres. The intent of the application is to allow for an accessory surface parking lot for an adjacent hotel development (Lot 14, Block 2 Plan 1411570).

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)

2016 September 22

That Calgary Planning Commission recommends **APPROVAL** of the proposed Road Closure and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 17C2016 and 291D2016; and

1. **ADOPT** the proposed closure of 0.19 hectares \pm (0.46 acres \pm) of road (Plan 1610555, Area A) adjacent to 8360, 8308, 8280 and 8280 Blackfoot Trail SE, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Closure Bylaw 17C2016.
3. **ADOPT** the proposed redesignation of 0.19 hectares \pm (0.46 acres \pm) of closed road (Plan 1610555, Area A) adjacent to 8360, 8308, 8280 and 8290 Blackfoot Trail SE from Undesignated Road Right-of-Way to Industrial - Business f1.0h14 (I-B f1.0h14) District, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 291D2016.

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REASON(S) FOR RECOMMENDATION:

The proposed redesignation of the road closure area to the I-B district with a floor area ratio of 1.0 and height modifier of 14 metres, is in keeping with policy in the Municipal Development Plan. In light of the site's development constraints, namely ATCO Pipelines buried high pressure gas lines which bisect the site, the proposed I-B district will allow for select uses that are complementary to adjacent land use and developments and the overall context of the area.

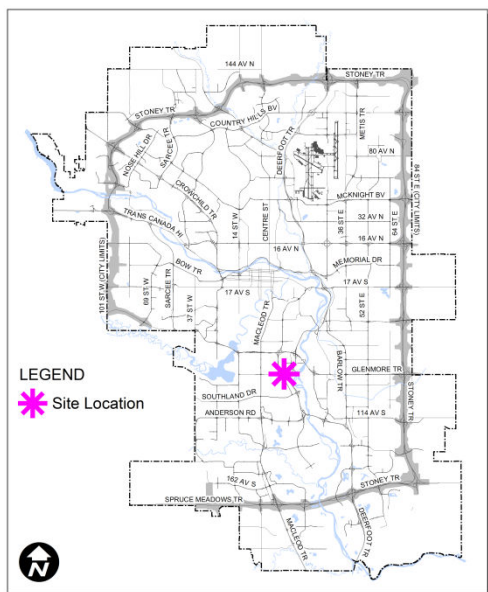
ATTACHMENTS

1. Proposed Bylaw 17C2016
2. Proposed Bylaw 291D2016

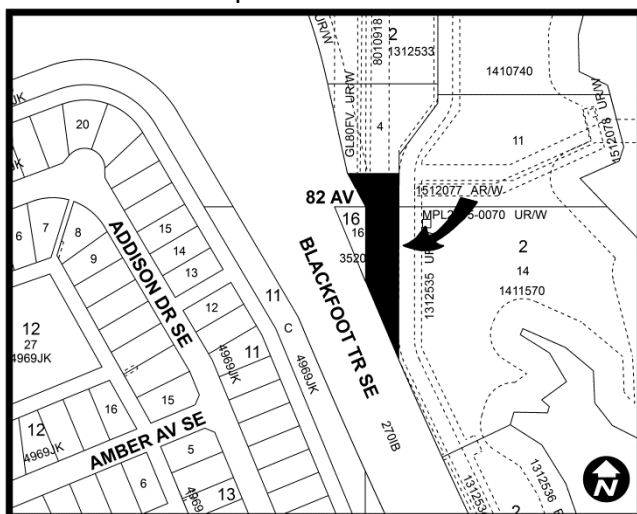
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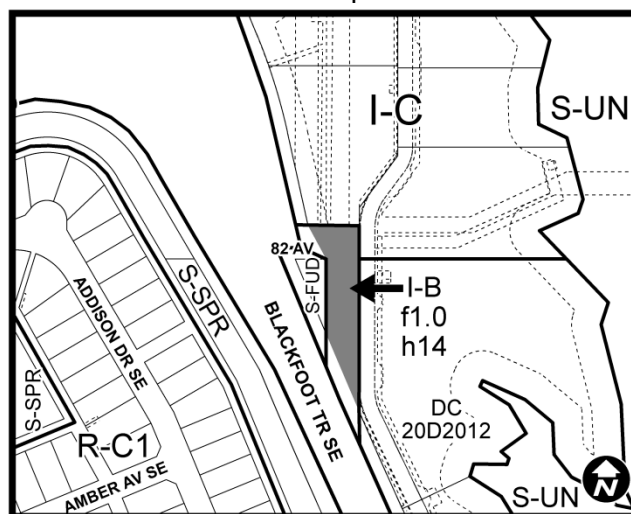
LOCATION MAPS



Road Closure Map



Land Use Amendment Map



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed closure of 0.19 hectares \pm (0.46 acres \pm) of road (Plan 1610555, Area A) adjacent to 8360, 8308, 8280 and 8280 Blackfoot Trail SE, with conditions (APPENDIX II).

Moved by: G.-C. Carra

Carried: 7 – 0

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.19 hectares \pm (0.46 acres \pm) of closed road (Plan 1610555, Area A) adjacent to 8360, 8308, 8280 and 8290 Blackfoot Trail SE from Undesignated Road Right-of-Way to Industrial - Business f1.0h14 (I-B f1.0h14) District.

Moved by: G.-C. Carra

Carried: 7 – 0

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Applicant:

Kellam Berg

Landowner:

The City of Calgary

PLANNING EVALUATION

SITE CONTEXT

The site is located south of Heritage Drive SE, immediately east of Blackfoot Trail SE, west of Deerfoot Trail SE and north of Southland Drive SE. To the north are commercial industrial and warehouse uses. Low density residential development is located to the west, across Blackfoot Trail SE, within the community of Acadia. To the south is a mobile home park. To the east are recently approved hotels, currently under construction. The purpose of this application is to facilitate additional accessory surface parking for the adjacent hotel development.

ATCO Pipelines currently has existing high pressure pipelines that bisect the site. As such, ATCO Pipelines has advised that any type of development directly above the pipelines is not permitted. Further, any type of development or storage is not permitted within ATCO Pipelines' right-of-way.

ATCO Pipelines is, however, in accord with the development of surface parking stalls within the road closure area, as per a parking lot concept plan submitted to ATCO Pipelines by the Applicant (APPENDIX IV). Parking stalls will not be allowed directly above the high pressure pipelines, however, ATCO Pipelines is allowing for parking within this road closure area. The majority of the parking stalls would be located along the periphery of the road closure area, away from the pipelines and Blackfoot Trail SE. At this time there are no immediate plans for these pipelines to be removed and relocated to another location; as such any other type of development would be difficult to achieve on this parcel.

LAND USE DISTRICTS

The Industrial – Business (I-B) District is intended to be applied to parcels in desirable locations that contribute to employment centres or locations that are visible from expressways and major streets. The I-B District allows for a limited range of small uses that provide services to the office and industrial uses within the immediate area.

The I-B f1.0h14 district is being proposed because it allows surface parking as well as hotel and office uses. The district has been tailored to resemble the adjacent approved Direct Control District 20D2012 which is based on Industrial – Commercial (I-C) with a hotel use. The proposed district offers flexibility given the existing site constraints. In recognition that these lands will likely be utilized for surface parking purposes, future attention to appropriate landscaping, screening and amenity space provision is warranted at the development permit stage; recognizing that there may be limitations due to the underground ATCO pipelines.

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LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP).

Municipal Development Plan (MDP) (Approved By Council 2009)

The site is identified within a Standard Industrial Area in the Municipal Development Plan (Map 1: Urban Structure). Standard Industrial Areas consist of existing planned industrial areas that contain a mix of industrial uses and intensities and the industrial character is intended to be retained.

Specific land use policies for the Standard Industrial Area include:

- a) Industrial uses should continue to be the primary use;
- b) Allow for the development and retention of a broad range of industrial uses and a variety of industrial parcel sizes; and
- c) Uses that support the industrial function of this area and cater to the day-to-day needs of area businesses and their employees may also be supported.

TRANSPORTATION NETWORKS

A Transportation Impact Assessment and/or Parking Study was not required in support of the proposal. As per conditions of the road closure, vehicle access to this site shall only be from an internal private road which serves the existing hotels to the east.

UTILITIES & SERVICING

Site Services exist and are available.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required.

GROWTH MANAGEMENT

The proposed amendment does not trigger capital infrastructure investment and therefore, there are no growth management concerns at this time.

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PUBLIC ENGAGEMENT

Community Association Comments

There is no Community Association for this area.

Citizen Comments

No comments were received by Administration.

Public Meetings

No public meetings were held by Administration or the Applicant.

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APPENDIX I

APPLICANT'S SUBMISSION

The intent of this proposal seeks to close approximately 0.188 ha (1880 sq m) of the Blackfoot Trail original road allowance. This road closure will permit the subsequent rezoning of this closed road portion to permit construction of an accessory parking lot for a hotel development on the adjacent parcel (Lot 14, Block 2 Plan 1411570).

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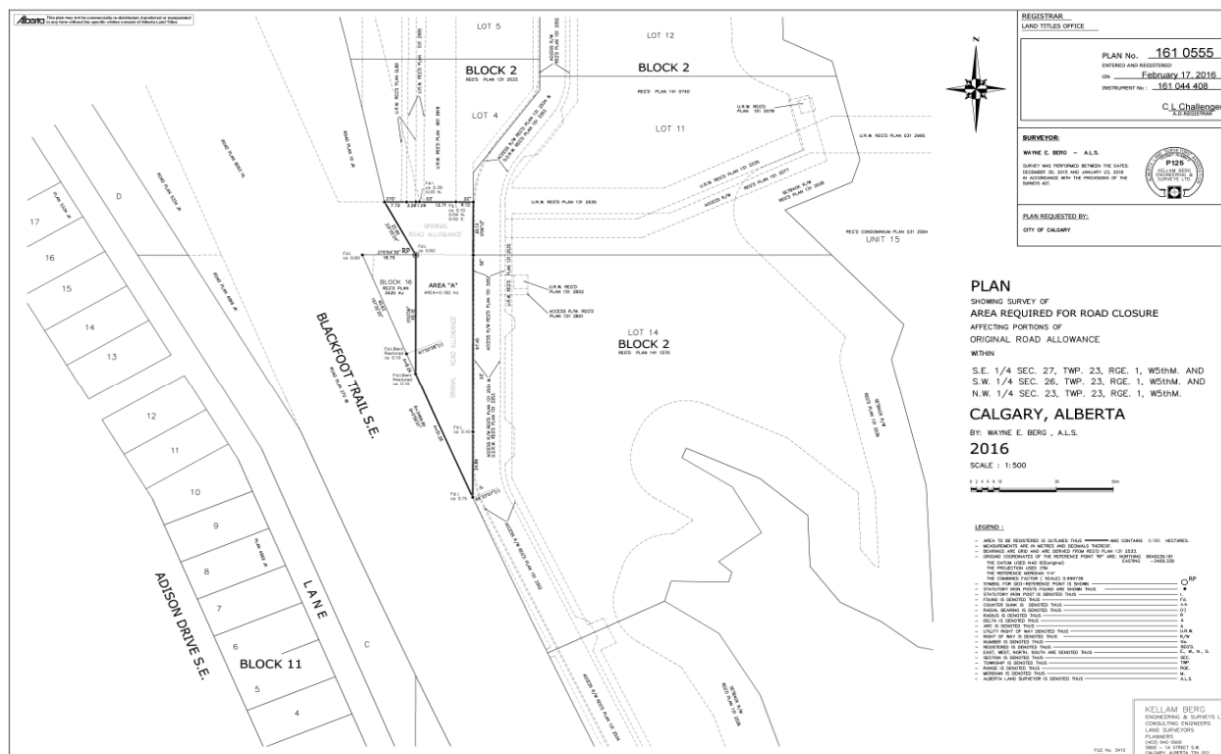
APPENDIX II

PROPOSED ROAD CLOSURE CONDITIONS

1. That all costs associated with the closure be borne by the Applicant.
2. Access to the site shall only be to and from Access R/W plan No. 131 2534 as registered on Lot 14 Block 2 Registered Plan 141 1570 only.
3. Access to the site shall be located, designed and constructed to the satisfaction of Transportation Planning at the Development Permit stage.

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ROAD CLOSURE PLAN



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APPENDIX IV

PARKING LOT CONCEPT PLAN

