

Background and Planning Evaluation

Background and Site Context

The subject site is a triangular-shaped parcel, directly east of Horton Road SW in the community of Haysboro. The site is approximately 0.11 hectares (0.27 acres) in size and is developed with a two storey commercial building with access from Horton Road SW.

Surrounding development is characterized by a mix of light industrial and commercial developments to the north, east and west. For context, the site is situated between the Light Rail Transit (LRT) line and rail corridor to the west and Macleod Trail SW to the east.

Community Peak Population

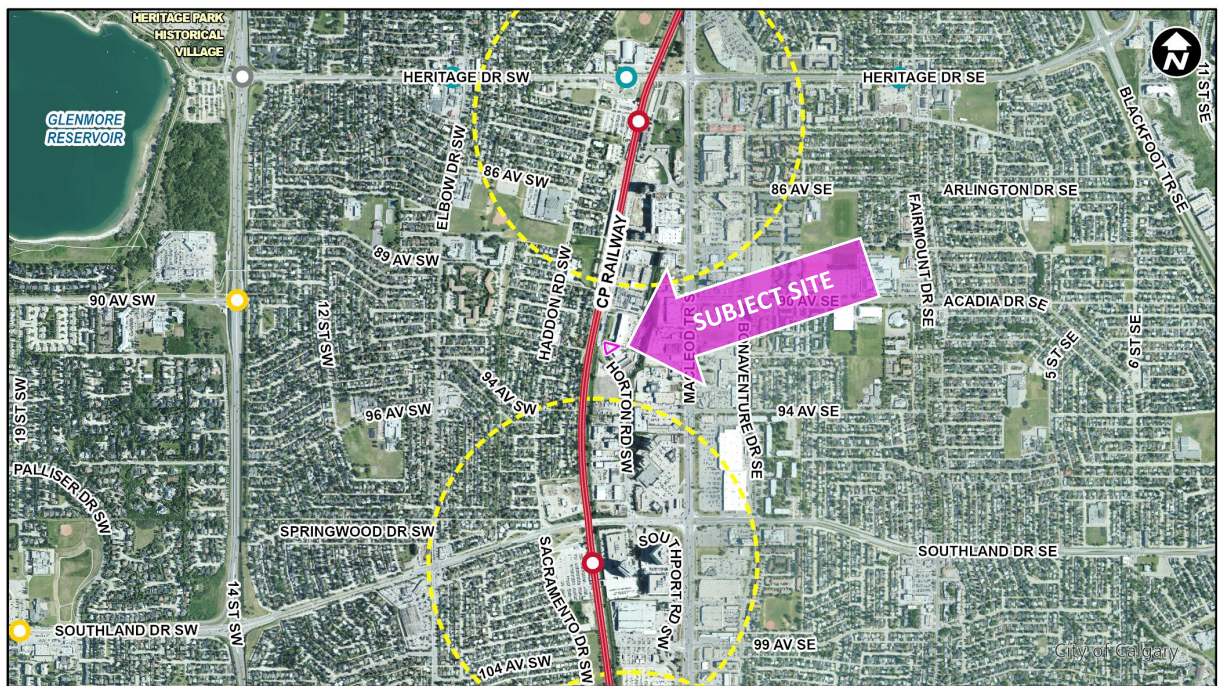
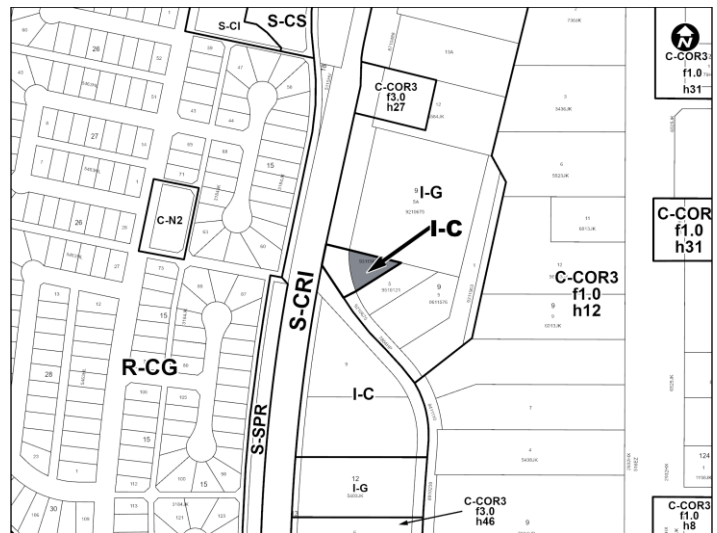
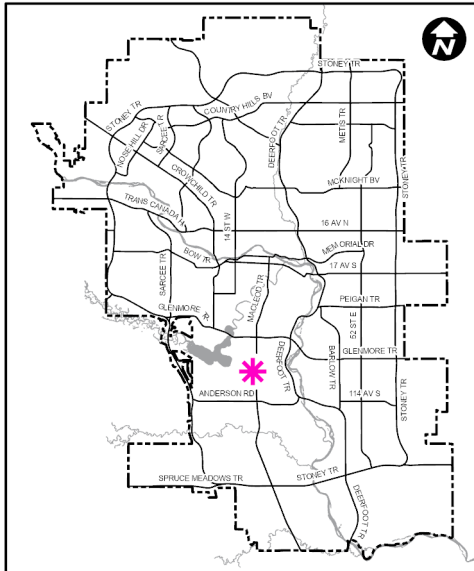
As identified below, the community of Haysboro reached its peak population in 1968.

Haysboro	
Peak Population Year	1968
Peak Population	8,044
2019 Current Population	7,080
Difference in Population (Number)	-964
Difference in Population (Percent)	-12.0 %

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through [Haysboro Community Profile](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Industrial – General (I-G) District is intended for a wide variety of light and medium general industrial uses and a limited number of support commercial uses. The I-G District has a maximum height of 18.0 metres if a site is adjacent to a residential district or a Special Purpose – School, Park and Community Reserve (S-SPR) District. In all other case there is no maximum height. The I-G District allows for a maximum floor area ratio (FAR) of 1.0.

The proposed Industrial – Commercial (I-C) District is intended for locations on the perimeter of industrial areas, along major streets or expressways, to accommodate light industrial uses and small-scale commercial uses that are compatible with and complement light industrial uses. The I-C District allows for a maximum building height of 12.0 metres and a maximum FAR of 1.0. It would facilitate the development of light industrial and small-scale commercial opportunities on the site, which are compatible with the adjacent mixture of both industrial and commercial uses.

Development and Site Design

If approved by Council, the rules of the I-C District will provide guidance for future site redevelopment including appropriate uses, building massing, height, landscaping, parcel coverage and parking.

Items that would be considered through the development permit review process include, but are not limited to, the following:

- access and parking provision; and
- interface with Horton Road SW.
- consideration of the rail policy.

Transportation

The vehicle access and pedestrian accesses are available from Horton Road SW. Transit service is available within 550 metres (an 11-minute walk) on Macleod Trail SE for Route 81 (Macleod Trail (North and South)). The Southland Light Rail Transit (LRT) station is located about 800 metres (a 10-minute walk). An on street bikeway, which is part of the Always Available for All Ages and Abilities (5A) Network, is located along Haddon Road SW.

There is no on-street parking allowed along Horton Road SW.

A Transportation Impact Assessment was not required in support of this application.

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site and / or proposal.

Utilities and Servicing

Water, sanitary and storm utilities are available. Water and sewer services exist to service the site. Servicing requirements will be further determined at the time of further development.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Developed Residential - Established area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP), and is adjacent to the Urban Main Street area along Macleod Trail SW. The proposed application complies with relevant land use policies that encourage a mix of commercial and service uses.

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 at the development permit stage.

Heritage Communities Local Area Plan (Statutory – 2023)

The [Heritage Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Commercial Corridor category (Map 3: Urban Form) and with a Low (up to six storeys) building scale modifier (Map 4: Building Scale). This Urban Form category envisions a range of commercial uses with new buildings that frame public and private streets, improve connectivity

and provide a comfortable pedestrian experience. The proposed land use is in alignment with applicable policies of the LAP.

Development Next to Freight Rail Corridor Policy (Non-Statutory – 2018)

This parcel is within 30 metres of a freight rail corridor, and as such this parcel is subject to the [Development Next to Freight Rail Corridor Policy](#) (Rail Policy). The Rail Policy only applies at the development permit stage to high density, commercial and sensitive uses. The applicant has indicated that the intention is to pursue a change of a use to Health Care Services, which is not listed as a sensitive use within the policy.