

Planning & Development Report to
Calgary Planning Commission
2019 July 04

ISC: UNRESTRICTED
CPC2019-0800

Land Use Amendment in Stoney Industrial (Ward 3) at 12450 and 12620 - 15 Street NE, LOC2018-0246

EXECUTIVE SUMMARY

The application was submitted by the IBI Group on 2018 November 07 on behalf of the landowner, The City of Calgary. The application proposes to change the designation of the subject sites from the Industrial – General (I-G) District to the Special Purpose – School, Park, and Community Reserve (S-SPR) District and from (S-SPR) District to Special Purpose – City and Regional Infrastructure (S-CRI) District in order to accommodate:

- a land swap between the two sites facilitated through subdivision file SB2018-0407;
- the dedication of a Public Utility Lot (PUL) for the development of a natural gas feeder line to the Calgary Transit natural gas bus facility (S-CRI); and
- the dedication of Municipal Reserve (MR) for the development of a regional pathway (S-SPR).

The proposal aligns with the applicable policies of the *Stoney Industrial Area Structure Plan* and the *Municipal Development Plan*.

ADMINISTRATION RECOMMENDATION:

That Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.64 hectares ± (1.58 acres ±) located at 12450 and 12620 – 15 Street NE (Plan 0811508, Block 3, Lot 2MR; Plan 1911287, Block 5, Lot 2ER) from Special Purpose – School, Park, Community Reserve (S-SPR) District and Industrial – General (I-G) District **to** Special Purpose – City and Regional Infrastructure District (S-CRI) District and Special Purpose – School, Park, Community Reserve (S-SPR) District; and
2. Give three readings to the proposed bylaw

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2019 July 04:

That Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.64 hectares ± (1.58 acres ±) located at 12450 and 12620 – 15 Street NE (Plan 0811508, Block 3, Lot 2MR; Plan 1911287, Block 5, Lot 2ER) from Special Purpose – School, Park, Community Reserve (S-SPR) District and Industrial – General (I-G) District to Special Purpose – City and Regional Infrastructure District (S-CRI) District and Special Purpose – School, Park, Community Reserve (S-SPR) District; and
2. Give three readings to **Proposed Bylaw 176D2019**.

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PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

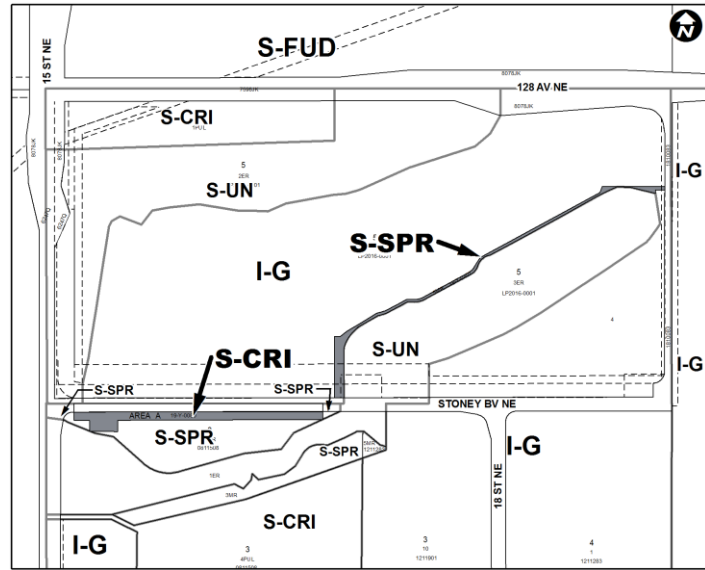
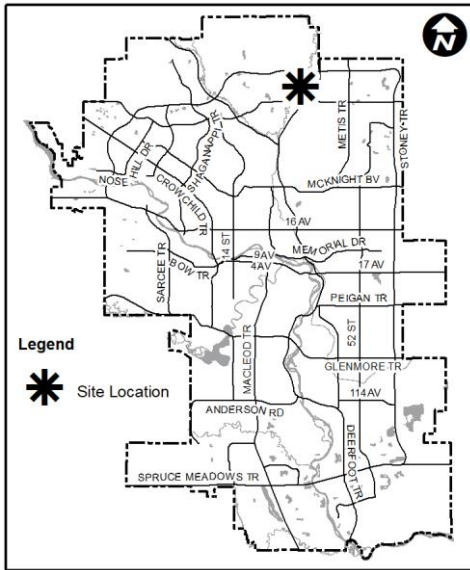
This application was submitted by IBI Group on 2018 November 07. While no development permit application has been submitted at this time, the applicant has indicated the intent of this land use redesignation is to accommodate a natural gas feeder on the parcel to the south of the natural gas bus facility across Stoney Boulevard NE. This feeder line will provide an adequate supply of natural gas at the appropriate pressure to operate the compressed natural gas bus facility as referenced in the submitted Applicant Submission (Attachment 1).

Given that the development of a major natural gas feeder line within the Municipal Reserve parcel (S-SPR parcel) would inhibit the function of the site as open space, Administration requested alternative land in the area as compensation for the land being lost to the development of the feeder line. It was agreed that municipal reserve could reasonably be provided on an adjacent parcel and provided as a linear regional pathway between the natural gas bus facility and the adjacent environmental reserve.

Two subdivision applications have been submitted. SB2019-0080 outlines the terms for the disposition of the existing Municipal Reserve (MR) and SB2018-0407 outlines the dedication of Public Utility Lot (PUL) and the new MR parcel as facilitated through this land use redesignation.

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Location Maps



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Site Context

The Stoney Industrial area is a developing industrial area with a mixture of industrial warehouse uses and undeveloped industrial parcels with a variety of industrial land use designations. The Calgary Transit natural gas bus facility is located on one of the subject sites with a band of Environmental Reserve running through both subject sites.

The subject sites are located on two separate parcels. The south site is located on the south side of Stoney Boulevard NE at 12450 - 15 Street NE. This site is currently being used as an open space and dedicated Municipal Reserve. A portion of the Municipal Reserve on this parcel is being proposed to be disposed of and a natural gas feeder line developed to provide an adequate supply of natural gas to the natural gas bus facility. The north site is located at 12620 - 15 Street NE and is also the location of the Calgary Transit natural gas bus facility. This parcel is currently designated as Industrial – General (I-G) District and is being proposed to dedicate a portion of it, adjacent to the environmental reserve, as municipal reserve to compensate for the disposed municipal reserve to the south of Stoney Boulevard NE.

The environmental reserve that runs through the two parcels is part of a larger drainage system that eventually empties into the Nose Creek. In addition to this, the Trans Canada Trail runs along 15 Street NE as well as 128 Avenue NE providing a connection to the largest recreational and multi-use pathway system in the world.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of uses that are compatible with and complement existing industrial and recreational uses in the area. The proposal is consistent with applicable policies, as discussed in the Strategic Alignment section of this report.

Planning Considerations

As part of the review of this application, several key factors were considered by Administration including the alignment with relevant policies, and the appropriateness of the land use districts. The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The existing Special Purpose – School, Park, and Community Reserve (S-SPR) District is intended to accommodate open space or recreational facilities. In this case, the parcel is used as open space and dedicated Municipal Reserve (MR). The MR space is currently used as passive open space and is not programmed in a specific way. The other existing land use district is the Industrial – General (I-G) District. This district is intended to accommodate a wide variety of light and medium general industrial uses.

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Given that one of the sites would be utilized as a utility facility and not for open space, a district that is appropriate for the designation of Public Utility Lot (PUL) would be appropriate. The proposed Special Purpose – City and Regional Infrastructure (S-CRI) District is the district commonly used to designate PULs as this is used for infrastructure and utility facilities and operated by one of the three levels of government.

Similarly, the swapped land to be used as open space on the east side of the existing I-G District in the form of a pathway along the existing Environmental Reserve requires a land use redesignation from the I-G District to the S-SPR District in order to dedicate this land as MR.

Environmental

An Environmental Site Assessment was not required as part of this application. There are no known environmental concerns on the two sites or in the immediate area.

Transportation

The subject lands are located along Stoney Boulevard NE, and east of 15 Street NE, adjacent to Calgary Transit's Compressed Natural Gas facility. A Transportation Impact Assessment was not requested in support of this proposal. No transportation impacts are anticipated as a result of this proposal.

The Trans Canada Trail runs east-west along 128 Avenue NE and north-south along 15 Street NE. The proposed pathway connection provides for a more enjoyable connection in the Trans Canada Trail along the Environmental Reserve rather than along the roadways.

Utilities and Servicing

There are no concerns with the land use proposal as it is anticipated that there will be no impacts to public services within the local area.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site with a large format notice posting sign. Notification letters were sent to adjacent land owners and the application was advertised on-line. No public open houses were held for this application.

There is no community association in the Stoney Industrial area and no comments were received from nearby residents at the time of writing this report.

Following Calgary Planning Commission, notifications of Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation and date of Public Hearing will be advertised.

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Strategic Alignment

South Saskatchewan Regional Plan (2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Map in the *South Saskatchewan Regional Plan (SSRP)*. While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed policy and land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Calgary International Airport Vicinity Protection Area Regulation (2009)

The subject site is located entirely within the 35-40 Noise Exposure Forecast (NEF) Contour. The *Calgary International Airport Vicinity Protection Area Regulation (AVPA)* is intended to ensure compatible development around the airport and mitigate the impacts of aircraft noise through the prohibition of certain land uses. This application is proposing a use that is in compliance with the AVPA Regulation.

Municipal Development Plan (Statutory – 2009)

The subject parcels are located within the Standard Industrial typology of the *Municipal Development Plan (MDP)*. The applicable MDP policies encourage the retention of industrial uses within the area. This proposal will allow for the efficient use of the existing bus facility which is a use that is industrial in nature. The proposal also will allow for recreational enjoyment for the nearby employees.

Stoney Industrial Area Structure Plan (Revised) (Statutory - 2014)

The *Stoney Industrial Area Structure Plan (ASP)* identifies the subject sites as located within the Business / Industrial Area with a specific notation for a Municipal Depot on the site. This typology and notation is intended to accommodate light industrial uses with recreational uses being considered appropriate in compatible locations. Given that the proposed land use redesignation is intended to accommodate a more efficient operation of the already existing bus facility which is industrial in nature while providing for a recreational component in a location bordering an environmental reserve, the proposal is compatible with the policies found within the ASP.

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Social, Environmental, Economic (External)

The proposed land use districts allow for a more energy efficient delivery of natural gas to the bus facility which in itself is a lower carbon emission fuel for city buses. The proposal for a pathway along the Environmental Reserve will be a welcome addition to the Trans Canada Trail as well as ensure there is recreational activity nearby to a large employer in the area.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

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

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable policies of the *Municipal Development Plan* and the *Stoney Industrial Area Structure Plan*. Given that the proposal will allow for more energy efficiency in the operations of a large transit facility while simultaneously providing for additional connections in the Trans Canada Trail and recreational activity for nearby employees, the proposal is recommended for approval.

ATTACHMENT(S)

1. Applicant's Submission
2. **Proposed Bylaw 176D2019**