

Planning & Development Report to  
Calgary Planning Commission

ISC: UNRESTRICTED  
CORRECTED  
CPC2019-1106

2019 September 19

**Land Use Amendment in Shepard Industrial (Ward 12) at 8825 Shepard Road SE,  
LOC2019-0067**

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**EXECUTIVE SUMMARY**

This application was submitted by Kumlin Sullivan Architecture Studio on 2019 May 14, on behalf of landowner, Rosen Canada Ltd. The application proposes to change the designation of 8825 Shepard Road SE from Industrial – Heavy (I-H) District to DC Direct Control District based on the Industrial – Business (I-B) District to allow for:

- industrial and office uses (e.g. warehouses, manufacturing and office);
- a maximum building height of 20 metres (approximately 4 to 5 storeys);
- a maximum floor area ratio of 1.0 (approximately 50,538 square metres of building spaces); and
- the uses listed in the Industrial – Business (I-B) District.
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The proposal is in conformance with applicable policies of the *Municipal Development Plan* and the draft *South Hill Station Area Plan*.

The site is within close proximity to the planned South Hill Green Line LRT Station and its alignment.

A development permit application has been submitted and is under review.

**ADMINISTRATION RECOMMENDATION:**

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

1. **ADOPT**, by bylaw, the proposed redesignation of 5.06 hectares ± (12.51 acres ±) located at 8825 Shepard Road SE (Plan 6506JK, Block 1) from Industrial – Heavy (I-H) District **to** DC Direct Control District to accommodate an office and industrial development, with guidelines (Attachment 2); and
2. Give three readings to the proposed Bylaw.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2019 SEPTEMBER 19:**

That Council hold a Public Hearing; and

1. Adopt, by bylaw, the proposed redesignation of 5.06 hectares ± (12.51 acres ±) located at 8825 Shepard Road SE (Plan 6506JK, Block 1) from Industrial – Heavy (I-H) District to DC Direct Control District to accommodate an office and industrial development, with guidelines (Attachment 2); and
2. Give three readings to **Proposed Bylaw 208D2019**.

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**PREVIOUS COUNCIL DIRECTION / POLICY**

None.

**BACKGROUND**

This application was submitted by Kumlin Sullivan Architecture Studio on 2019 May 14, on behalf of the landowners, Rosen Canada Ltd. A summary of the proposal can be found in Attachment 1.

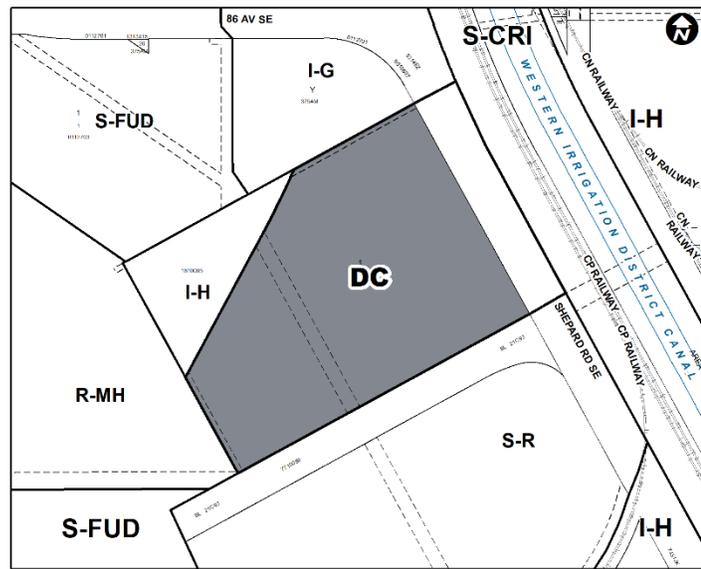
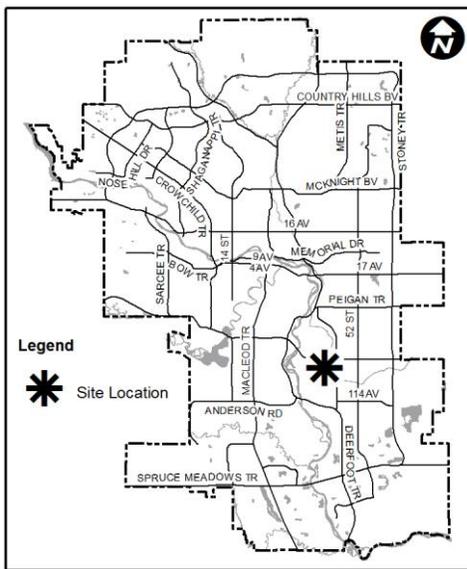
A development permit application (DP2019-2451) for a five storey office addition and changes to site plan was submitted on 2019 May 22 for the subject site and is currently under review.

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Location Map

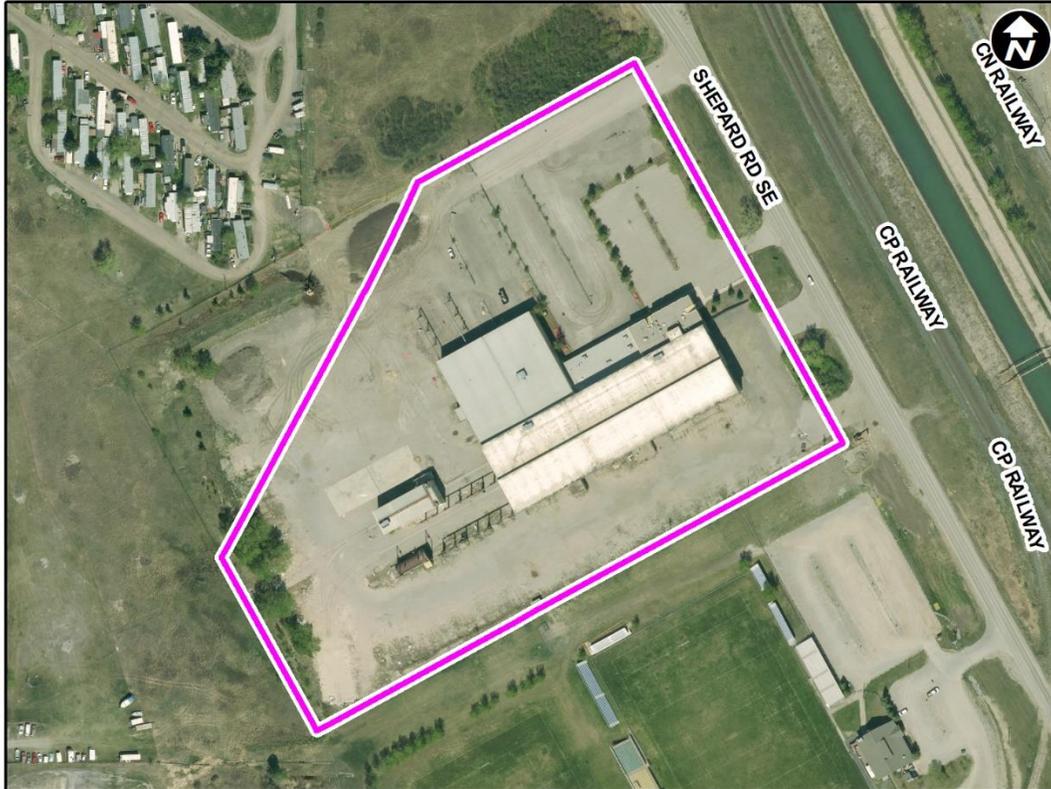


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**Site Context**

The subject site is located in the southeast community of Shepard Industrial, south of Glenmore Trail SE and west of Barlow Trail SE. The site is approximately 5.06 hectares (12.51 acres) in size and it is currently developed with a manufacturing facility for industrial equipment.

The site is approximately **300** metres south of the planned South Hill Green Line LRT Station with the LRT alignment located adjacent to the parcel along the northwest parcel boundary.

Surrounding development consists of a mix of industrial, residential and special purpose districts including the inactive Ogden Landfill. Manufactured homes are to the north and west under the Special Purpose – Future Urban Development (S-FUD) District and Residential – Manufactured Homes (R-MH) District, respectively. The Calgary Rugby Union to the south is designated Special Purpose – Recreation (S-R) District and the CP Railway across the road to the east is designated Special Purpose – City and Regional Infrastructure (S-CRI) District. The inactive landfill is located southwest of the subject site, directly south of the manufactured homes.

**INVESTIGATION: ALTERNATIVES AND ANALYSIS**

The proposal allows the site to maintain the existing industrial uses while providing the opportunity to expand to an employment intensive development. Further information on how this proposal aligns with applicable policies is found in the Strategic Alignment section of this report.

**Planning Consideration**

The following sections highlight the scope of technical planning analysis conducted by Administration.

***Land Use***

The existing Industrial – Heavy (I-H) District is an industrial district intended for industrial uses that typically have significant external nuisance effects that are likely to impact their land and neighbouring parcels. The district allows for uses that typically feature tall stacks, silos, extensive outdoor activities, outdoor conveyor belts, pipes and ducts extending between multiple buildings and other highly visible equipment that is difficult to screen. Buildings in the I-H Districts are generally purpose-built and are not easily adaptable to other uses.

The proposed land use district is a DC Direct Control District. The DC District is based on the Industrial – Business (I-B) District with the additional use of General Industrial. The I-B base is intended for prestige, high quality, manufacturing, research and office development that contribute to employment centres and would allow for a maximum building height is 20.0 metres and a maximum FAR of 1.0.

The intent of the DC District is to accommodate the proposed development of an office addition while maintaining the existing industrial use on site. The proposed DC District with a base of I-B

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provides the opportunity to transition the site to a more employment intensive development to better align with the planned South Hill Green Line LRT Station and the draft *South Hill Station Area Plan*.

Administration explored other potential land use districts such as the Industrial – General (I-G) with office use and adding office use to the existing I-H District through a DC Direct Control District. After considering the proximity to the planned South Hill Green Line LRT Station and its alignment along with the draft Station Area Plan and adjacent residential development, the decision was made to proceed with an I-B based DC Direct Control District as it is more aligned with the future plan for the area and allows for the site to continue to transition over time without the need for another land use redesignation.

***Development and Site Design***

The rules of the I-B District will provide basic guidance for the future development of the site including appropriate uses, height and building massing, landscaping and parking. Future development under the proposed DC District has a potential to have a campus-like development with pedestrian pathway connections to and between buildings.

***Environmental***

An Environmental Site Assessment was not required and there were no environmental concerns identified with this application.

The site is located within the landfill setback of the inactive Ogden Landfill. The City approved the Waste Management Facilities: Setback Variance Protocol in 2017 to guide the review and processing of applications that propose restricted uses within legislated setbacks from waste management facilities.

Restricted uses include schools, hospitals, food establishments and residences. The protocol establishes a framework for interpreting and applying the setback variance provisions of Section 13 of the *Province of Alberta Subdivision and Development Regulation (AR43/2002)*.

The existing use, manufacturing, and the proposed use, office, are not part of the restricted uses within the landfill setback. The proposed DC Direct Control District allows for a range of uses (e.g. food establishments) that are restricted within the land fill setback area. Should an application for a school or food establishment use be made in the future, a variance from the Province will be required.

***Transportation***

A Transportation Impact Assessment and parking study were not required as part of this land use amendment. Vehicular accesses to the subject site will remain from Shepard Road SE.

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The site is located approximately 300 metres south of the future South Hill LRT Station. Sidewalks and regional pathways are planned along Shepard Road SE.

### ***Utilities and Servicing***

Sanitary sewers are presently available to service the development and can accommodate the potential redevelopment of the subject site without the need for off-site improvements as indicated in the provided Sanitary Servicing Study.

Water mains are available to service the development and can accommodate the potential redevelopment of the subject site without the need for off-site improvements.

Currently, there is no public storm infrastructure to service the site. In the future a public storm trunk will be constructed as a part of the City's proposed 90 Avenue SE project. A zero discharge pond will be required for the site (in the interim) until the site can be serviced by the future storm infrastructure.

### **Stakeholder Engagement, Research and Communication**

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and noticed posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

There is no community association in the area and no citizen comments were received by the CPC report submission date. No public meetings were held by the applicant or Administration for this application.

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

### **Strategic Alignment**

#### ***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* (SSRP) which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed 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.

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***Municipal Development Plan (Statutory – 2009)***

The subject site falls within the Industrial – Standard Industrial Area of the Urban Structure Map (Map 1) in the MDP. The Standard Industrial Area consists of existing planned industrial areas that contain a mixed of industrial uses at varying intensities. These areas are intended to continue to offer a broad variety of industrial uses and as the area redevelops, the industrial character should be maintained.

The proposed land use redesignation aligns with the applicable MDP policies. The proposal allows the site to provide broader range of uses found in the I-B District while maintaining the existing general industrial use.

***South Hill Station Area Plan (Draft – 2018)***

Administration is currently developing a local area plan for the South Hill area. The draft *South Hill Station Area Plan* (SAP) identifies the site as Employment – Intensive within the South Employment policy area. This area is intended to provide opportunities for high-quality campus-style research and office development in close proximity to the future Green Line LRT Station.

The proposed land use amendment from I-H to DC District with an I-B District base aligns with the direction of the draft SAP and would allow for a high-quality campus-style development when comprehensive redevelopment of the site occurs.

**Social, Environmental, Economic (External)**

The proposed land use provides an opportunity to allow for employment-intensive development in close proximity to the planned South Hill Green Line LRT Station. As such, the proposed DC has the potential to adapt to future changes by offering a range of industrial and industrial support uses.

**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 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.

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**REASON(S) FOR RECOMMENDATION(S):**

The proposal is in keeping with the applicable goals and policies of the *Municipal Development Plan*. The site is in close proximity to the planned South Hill Green Line LRT Station and the proposed DC Direct Control District will provide the opportunity to transition the site to an employment-intensive development while still maintaining existing industrial functions on the site.

**ATTACHMENT(S)**

1. Applicant's Submission
2. **Proposed Bylaw 208D2019**