

LAND USE AMENDMENT  
SHEPARD INDUSTRIAL (WARD 12)  
114 AVENUE SE AND WEST OF BARLOW TRAIL SE  
BYLAW 103D2017

MAP 9SE

**EXECUTIVE SUMMARY**

This application seeks to redesignate two parcels, located in the Douglasdale Business Park, from an Industrial General (I-G) District to an Industrial Commercial (I-C) District designation to allow for office, retail and light industrial uses.

**PREVIOUS COUNCIL DIRECTION**

None.

**ADMINISTRATION RECOMMENDATION(S)**

2017 January 26

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

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaw 103D2017; and

1. **ADOPT** the proposed redesignation of 3.61 hectares  $\pm$  (8.92 acres  $\pm$ ) located at 3130 and 3550 -114 Avenue SE (Plan 9813665, Block 12, Lot 2; Plan 9910749, Block 10, Lot 5) from Industrial – General (I-G) District **to** Industrial – Commercial (I-C) District, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 103D2017.

**REASON(S) FOR RECOMMENDATION:**

The proposal is in keeping with applicable municipal policies and the intent of the Industrial Commercial (I-C) District. It is consistent with land use districts in the area and the historic uses of these parcels. In addition, the parcels are within 600 metres radius from a planned Green Line LRT Station.

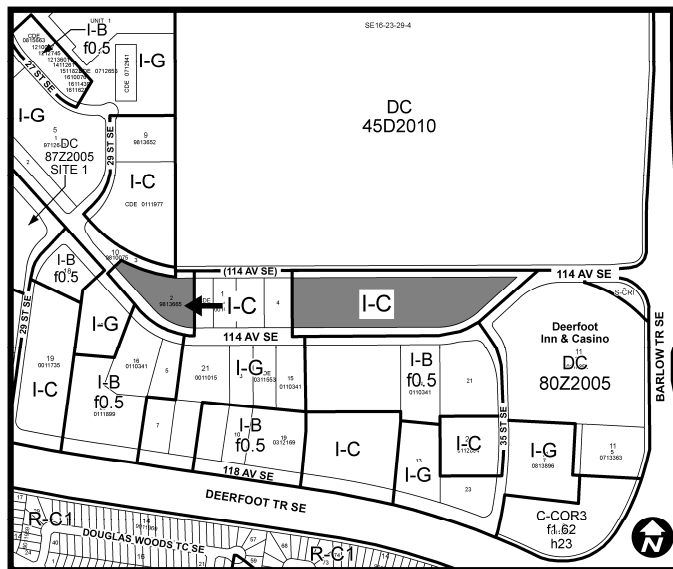
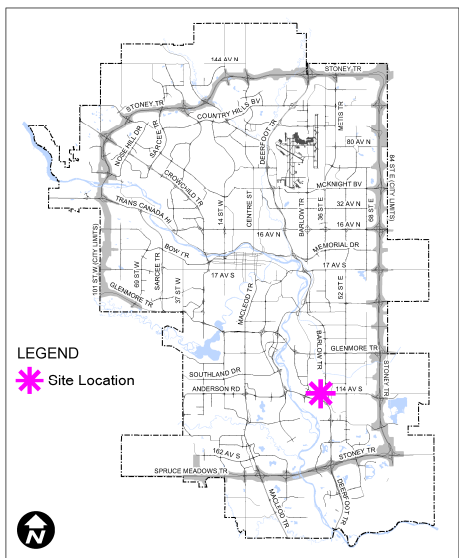
**ATTACHMENT**

1. Proposed Bylaw 103D2017

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LOCATION MAPS



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 3.61 hectares  $\pm$  (8.92 acres  $\pm$ ) located at 3130 and 3550 -114 Avenue SE (Plan 9813665, Block 12, Lot 2; Plan 9910749, Block 10, Lot 5) from Industrial – General (I-G) District **to** Industrial – Commercial (I-C) District.

**Moved by: S. Keating**

**Carried: 6 – 3**

Opposed: R. Wright, L. Juan  
and D. Leighton

Reasons for Approval from Mr. Friesen:

- I supported this land use change since I believe there is a natural progression of development to a wider variety of uses in the area in question.

Reasons for Opposition from Mr. Leighton:

- I opposed this application because:
  - This represents a conversion from industrial use to a form if retail.
  - There is no intensification involved; either in terms of building density (1.0 FAR) or employment.
  - It is in direct conflict with the (non-statutory) TOD guidelines.
  - This rezoning could, in fact, result in delaying the future redevelopment of the site to higher and better uses.

Reasons for Opposition from Ms. Juan:

- Reason for opposition is the general converting of industrial zoned land to retail uses. It discourages the general industry sector and shrinks needed industrial uses.

Reasons for Opposition from Mr. Wright:

- The I-G use is appropriate for the area. Introduction of I-C is really a back door to incremental commercial uses to be allowed. Presently there are already some commercial uses existing in the buildings today. Increasing that commercial activity is not in keeping with the industrial objective. There may also be potential to create legal non-conforming with existing medium industrial uses.

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**Applicant:**

Telsec Property Corporation

**Landowner:**

Telsec Property Corporation

**PLANNING EVALUATION**

**SITE CONTEXT**

The subject parcels are located along 114 Avenue SE in the Shepard Industrial Area and are part of the Douglasdale Business Park. To the north is the former Westco Phosphogypsum Stack 1 site, which has been decommissioned and as such, there are no setback or use restrictions affecting the subject parcels. Parcels to the east, west and south are occupied by a mix of office, light industrial and commercial developments and uses.

In the early 2000s, one and two storey buildings were constructed on the subject parcels. These buildings have historically been occupied by commercially oriented light industrial and office uses. Pedestrian and vehicular accesses to the parcels are from 114 Avenue SE.

The future Green Line Douglas Glen LRT Station is proposed approximately 300 metres northwest of the most western parcel subject to this application. The proposed station site currently serves as a transit hub for Bus Rapid Transit (BRT) as well as for local bus service with a Park and Ride facility.

**LAND USE DISTRICTS**

The current Industrial General (I-G) District designation allows for a wide range of light and medium industrial uses and a limited number of support commercial uses, with limits on sales and office activities to preserve a diverse industrial land base. The I-G District allows for a maximum building height of 16 metres and a maximum floor area ratio (FAR) of 1.0.

The proposed Industrial Commercial (I-C) District allows for light industrial uses that are unlimited in size, and small scale commercial uses that are compatible with and complement light industrial uses. The I-C District is intended for parcels located along the perimeter of industrial areas and within 200 metres of major streets or expressways. The parcels meet the intent of the proposed I-C district as they:

- are part of a larger business park that is in proximity to residential communities to the south and west. This business park has historically been occupied by light industrial, commercial and office uses; and
- are located near Deerfoot Trail SE and Barlow Trail SE, which are classified as Skeletal Roads (major streets) in the Municipal Development Plan (MDP).

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The proposed I-C district allows for a maximum building height of 12 metres and a maximum floor area ratio (FAR) of 1.0.

In recognition of this maximum building height reduction, the Development Authority may consider height relaxations for select industrial uses (e.g. General Industrial – Light) at the development permit stage.

**LEGISLATION & POLICY**

South Saskatchewan Regional Plan (SSRP) (Statutory – 2014)

The high-level scale and scope of the South Saskatchewan Regional Plan (SSRP) policies are not relevant to this application.

Municipal Development Plan (MDP) (Statutory – 2009)

The parcels are located within an area identified as a Standard Industrial Area (Map 1: Urban Structure). Standard Industrial Areas consist of existing planned industrial areas that contain a mix of industrial uses at varying intensities. As these areas redevelop their industrial character should be preserved.

The proposed I-C District will allow for light industrial uses existing on the parcels to remain, while also providing opportunities for additional office and retail space with use size limitations.

Southeast Industrial Area Structure Plan (ASP) (Statutory – 1996)

The parcels are located in an area identified as “Proposed I-2 General Light Industrial District”. The purpose of this area is to provide for a range of light industrial associated uses that are compatible with each other and do not adversely affect surrounding non-industrial uses. This area recognizes the I-2 District uses as appropriate.

The I-2 District is a general light industrial district associated with Land Use Bylaw 2P80 and allows for a range of light industrial, commercial and office uses. The proposed I-C District also allows for light industrial, commercial and office uses.

Transit Oriented Development Policy Guidelines (TOD) (Non-Statutory - 2005)

This document provides direction for development of areas typically within 600 metres from an existing or planned Transit Station (an existing LRT station or BRT station where an LRT station will eventually develop). Transit Oriented Development Guidelines encourages higher density, walkable, mixed-use environments and transit supportive land uses.

The parcels are located within a 600 metre radius, as-the-crow-flies, from the future Douglas Glen LRT Station, thus TOD Guidelines are applicable. The I-C District includes a number of auto-oriented uses, including but not limited to Gas Bar; Drive Through; and, Car Wash, which

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are identified by the TOD Guidelines as non-transit supportive uses. At the development permit stage, the Development Authority will employ discretion with respect to any I-C uses that are not in alignment with the TOD objectives.

### **TRANSPORTATION NETWORKS**

A Transportation Impact Assessment was not required for this application.

Vehicular and pedestrian accesses to the parcels are from 114 Avenue SE. For safety reasons, future pedestrian or vehicular access will not be allowed from the north edge of the parcels due to the future LRT alignment.

The parcels are currently well served by various public transit routes including a BRT route.

### **UTILITIES & SERVICING**

Water, storm, and sanitary sewer mains are available and the sites are serviced.

### **GROWTH MANAGEMENT**

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

### **PUBLIC ENGAGEMENT**

#### **Community Association Comments**

There is no Community Association for the area.

#### **Citizen Comments**

No comments received by CPC Report submission date.

#### **Public Meetings**

No public meetings were held by the Applicant or Administration.

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**APPENDIX I**

**APPLICANT'S SUBMISSION**

We request support for this application for land use amendment for the subject sites in the Douglasdale Business Park. The intention of this proposal for land use amendment from I-G to I-C will allow for small scale commercial and light industrial uses to compliment the larger business industrial area.

There are several parcels in the immediate area, and within the Douglasdale Business Park already zoned I-C, and which proposed land use re-designation will be further accommodative to our many quasi-retail and showroom based tenants.

Our proposal is consistent with the Municipal Development Plan, and Southeast Industrial Area Structure Plan, of which both the Land Use Bylaw and ASP require I-C zoning to accommodate high quality light industrial which is to be along the perimeter of the greater industrial area.

Additionally, the parcels are located adjacent to the future Green Line Light Rail Transit station, as well as existing Industrial Business (I-B) parcels; as such the proposed I-C designation would be an appropriate land use transition between I-B, the future TOD planning area and existing I-G land to the north.

We hope the Calgary Planning Commission and City Council sees fit to approve our application.