

Background and Planning Evaluation

Background and Site Context

The subject parcel is located in the community of Shepard Industrial at the intersection of 118 Avenue SE and 35 Street SE, north of Deerfoot Trail SE and west of Barlow Trail SE. The Green Line LRT alignment follows 114 Avenue SE to the north, with the nearby DouglasGlen LRT Station expected to be located approximately 900 metres northwest of the subject parcel.

The surrounding area has a mix of industrial and commercial land uses comprised of Industrial – Business f0.5 (I-B f0.5) District and Industrial – Commerical (I-C) District to the north and west, with Commercial – Corridor 3 f1.62h23 (C-COR3 f3.0h46) District and Industrial – General (I-G) District to the east.

The parcel is approximately 0.55 hectares (1.35 acres) and is accessed from 118 Avenue SE. Irregularly shaped, the subject site is approximately 96 metres in length and 57 metres wide. The parcel has an existing building that was constructed in 2001. The existing building is approximately 10 metres in height and is approved for wholesale and retail businesses.

The South Pointe Toyota dealership is located east of the subject parcel on 35 Street SE. Rally Pointe volleyball complex is to the north, and auto parts and furniture stores are located to the west with Deerfoot Trail SE to the south. As indicated in the Applicant's Submission (Attachment 2), the primary intent of this application is to add additional uses, specifically Vehicle Sales – Major, to support the business operations of the nearby South Pointe Toyota dealership. No development permit application has been submitted at this time.

Community Peak Population Table

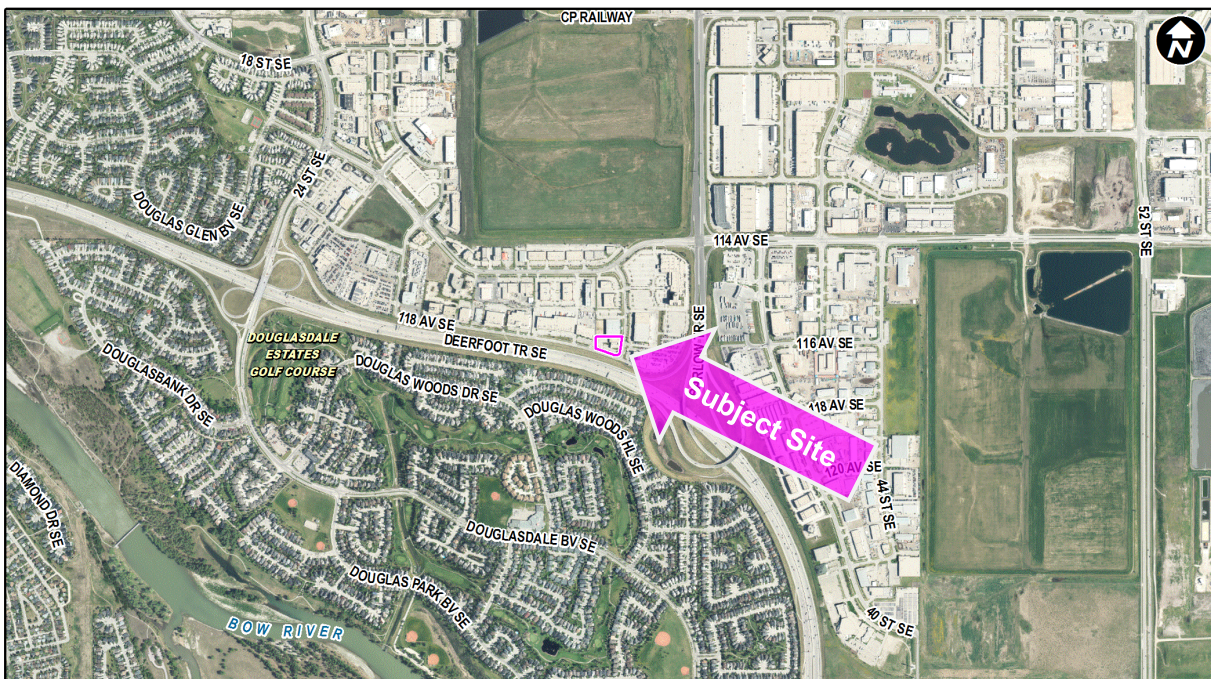
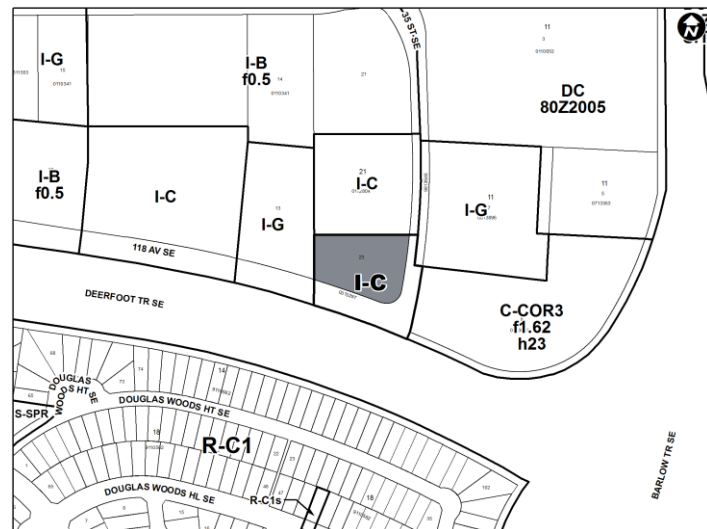
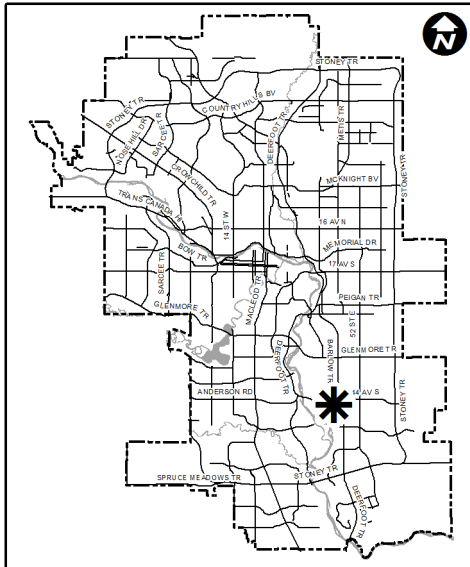
As identified below, the community of Shepard Industrial reached its peak population in 1982, and the population has decreased since that time.

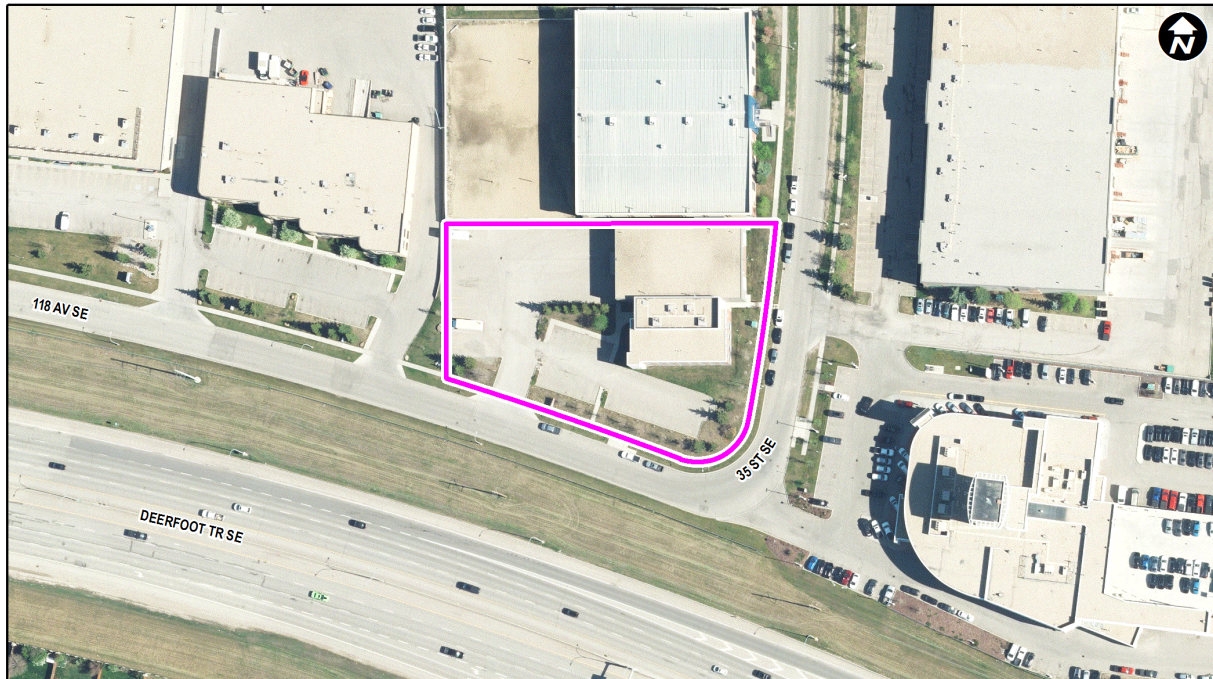
Shepard Industrial	
Peak Population Year	1982
Peak Population	424
2019 Current Population	255
Difference in Population (Number)	- 169
Difference in Population (Percent)	- 40%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

This application proposes to redesignate the subject parcel from I-G District to I-C District. The existing I-G District allows for a wide variety of general light and medium industrial uses. Parcels within the I-G District have limits on sales and office activities to preserve a diverse industrial land base. The I-G District has a maximum floor area ratio of 1.0 and a maximum height of 16.0 metres.

The proposed I-C District is a land use district that allows for a wider range of compatible industrial and commercial land uses on the parcel. The proposed I-C District is appropriate as it is within close proximity of both Deerfoot Trail SE and Barlow Trail SE. Accordingly, the I-C District contains rules and guidelines to ensure that developments provide an appropriate transition between other land use districts and the I-G District. These provisions include setbacks, screening, landscaping and building design controls that are intended to address the aesthetics of more visible locations. The I-C District allows for a maximum floor area ratio of 1.0 and a maximum building height of 12.0 metres.

Beyond maximum building height and a slightly different suite of allowable uses, the key difference between the I-C and I-G Districts is that the I-C District has no use area restrictions for office and retail floor areas. This is in contrast to the I-G District rules where retail sales activities and office uses are restricted to ensure that they are only ancillary components of the principal I-G uses.

Development and Site Design

Currently, the applicant is not seeking to change the layout or design of the existing site. The intent is to use the existing building to accommodate the additional use of Vehicle Sales – Major. The rules of the proposed I-C District will provide guidance for future development plans.

Transportation

Pedestrian access to the site is available via 35 Street SE and vehicular access is from 118 Avenue SE. The area is served by Calgary Transit Route 302 SE BRT, with a bus stop approximately 300 metres north of the site on 114 Avenue SE. Route 302 provides transit service every 20 minutes during the peak hours. The site is 900 metres from the planned DouglasGlen LRT Station and is therefore not within the Transit Oriented Development area. On-street parking adjacent to the site on 35 Street SE and 118 Avenue SE is not regulated.

Environmental Site Considerations

There are no known outstanding environmental concerns associated with the subject site and/or proposed scope.

Utilities and Servicing

Water and sewer services exist to the subject site and/or existing development. Public water, sanitary and storm utilities exist immediately adjacent to the site. Development site servicing requirements will be determined at the time of future development, to the satisfaction of Water Resources.

Legislation and Policy

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](#), 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 Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment builds on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Standard Industrial - Industrial Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage a broad variety of industrial uses and intensities that support the industrial function of this area. Industrial areas must offer flexibility to support this variety of uses – both those that currently exist as well as uses that may arrive in the future. The proposal is in keeping with relevant MDP policies as the purpose of the I-C District is to allow for small scale commercial uses that are compatible with and complement light industrial uses. The I-C District provides a transition between other land use districts and the I-G District.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#).

Southeast Industrial Area Structure Plan (Statutory – 1996)

The subject site is located within the Proposed I-2 General Light Industrial District as identified on Map 2: Land Use and Transportation Plan in the [Southeast Industrial Area Structure Plan](#). The applicable policies for the Proposed I-2 General Light Industrial District encourage a range of light industrial and associated uses that are compatible with each other and do not adversely affect surrounding non-industrial uses. The light industrial uses are to be consistent with those which are allowed in the I-2 General Light Industrial District under the Calgary Land Use Bylaw 2P80. The proposal is consistent with the applicable policies.