

**LAND USE AMENDMENT  
EAST SHEPARD INDUSTRIAL (WARD 12)  
NORTH OF 126 AVENUE BETWEEN 40 AND 48 STREET SE  
BYLAW 256D2016**

**MAP 10SE**

**EXECUTIVE SUMMARY**

This land use amendment application seeks to redesignate a portion (14.83 hectares or 36.65 acres) of a larger parcel (49.86 hectares or 123.20 acres) from a Special Purpose – Future Urban Development (S-FUD) District to a Special Purpose – City and Regional Infrastructure (S-CRI) District, to allow for the future development of the Calgary Transit Light Rail Vehicle (LRV) maintenance facility, Southeast Green Line LRT station (Shepard Station), and Park and Ride facility.

The proposed land use redesignation pertains only to the area within the subject site. The land use designation of the larger parcel will remain as S-FUD district (See APPENDIX II). The future LRV maintenance facility, Shepard Station, and the Park and Ride facility are anticipated to be developed on the subject site and on an adjacent parcel to the east (14.99 hectares or 37.04 acres). The adjacent parcel will also require a land use redesignation to amend to a S-CRI district designation. City acquisition of the subject site is contingent upon approval of this land use redesignation.

**PREVIOUS COUNCIL DIRECTION**

None.

**ADMINISTRATION RECOMMENDATION(S)**

2016 August 11

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 256D2016; and

1. **ADOPT** the proposed redesignation of 14.8 hectares  $\pm$  (36.6 acres  $\pm$ ) located at 12655 - 52 Street SE (Portion of SE1/4 Section 10-23-29-4) from Special Purpose – Future Urban Development (S-FUD) District **to** Special Purpose – City and Regional Infrastructure (S-CRI) District, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 256D2016

**REASON(S) FOR RECOMMENDATION:**

The future Southeast Green Line will be an important transportation infrastructure that will improve mobility and connectivity for many citizens. The future LRV maintenance facility, Shepard Station, and the Park and Ride facility will be an integral part of the Southeast Green Line. This proposed land use redesignation is necessary in establishing an appropriate land use district that will support the future Calgary Transit LRT operation.

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The S-CRI district is in keeping with Municipal Development Plan (MDP) goals on mobility and connectivity. The proposed S-CRI district is in alignment with the Southeast Industrial Area Structure Plan (ASP) and an appropriate recommended land use. Provisions for public transit were recommended in the ASP to protect land for a future LRT line, LRT station, and Park and Ride facility. This is an appropriate site to redesignate to the S-CRI district to allow for the future LRV maintenance facility, as this site has the appropriate size to accommodate the maintenance facility and the maintenance facility is consistent with the general industrial character of the area. The LRV maintenance facility is also a suitable use for the site given the development constraints with respect to the former gypsum stack site and the Shepard Waste Management Facility.

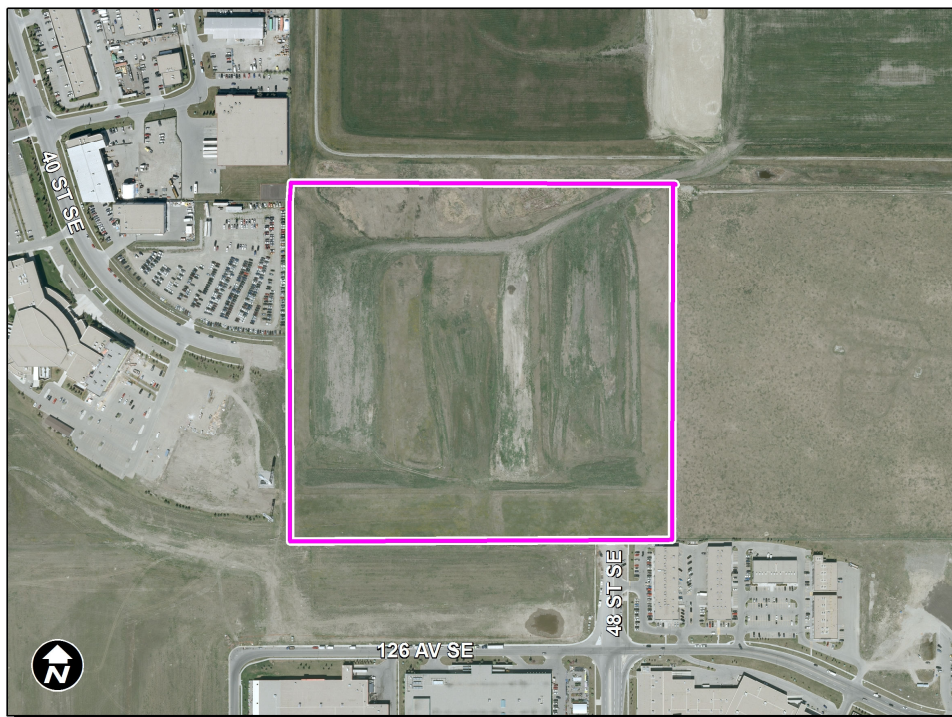
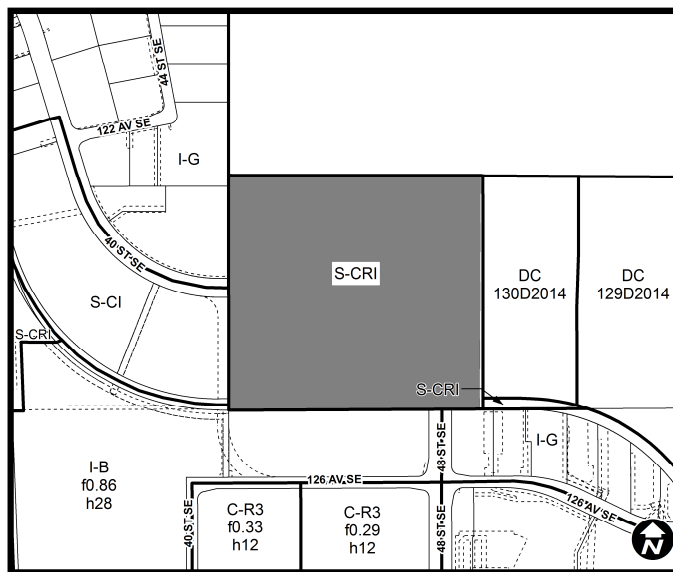
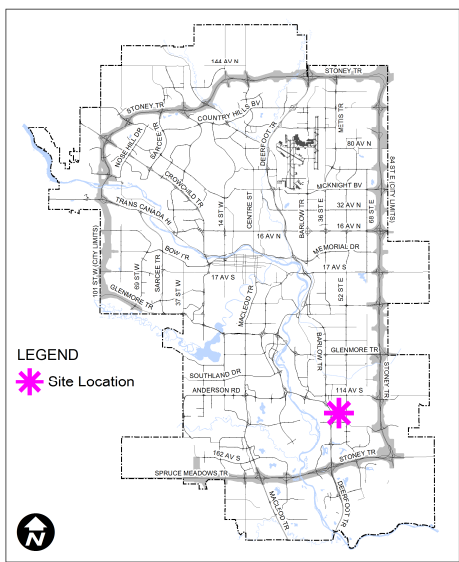
**ATTACHMENT**

1. Proposed Bylaw 256D2016

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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 14.8 hectares  $\pm$  (36.6 acres  $\pm$ ) located at 12655 - 52 Street SE (Portion of SE1/4, Section 10-23-29-4) from Special Purpose – Future Urban Development (S-FUD) District **to** Special Purpose – City and Regional Infrastructure (S-CRI) District.

**Moved by: S. Keating**

**Carried: 6 – 0**

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**Applicant:**

IBI Group

**Landowner:**

Viterra Inc

**PLANNING EVALUATION**

**SITE CONTEXT**

The subject site is located in the southeast quadrant of the City in East Shepard Industrial. Deerfoot Trail SE is located to the west and 130 Avenue SE is located to the south. For street network reference to this site, 52 Street SE is approximately ±415 metres to the east. 126 Avenue SE is directly south and 40 Street SE is adjacent to this parcel to the west. The future Green Line LRT alignment and Shepard Station is located along the southern property line.

To the north of the subject site is the former gypsum stack site (Phosphogypsum Stack #2) designated as a Special Purpose – Future Urban Development (S-FUD) District. This site was used for storing gypsum stacks for a former fertilizer plant operation. The parcel to the east is designated by two DC Direct Control Districts to allow for future urban development and light industrial uses. Further to the east, across 52 Street SE, is the City's Shepard Waste Management Facility. The lands to the south include a regional commercial shopping center (South Trail Crossing) designated as a Commercial - Regional 3 (C-R3) District and a future comprehensive office development (Shepard Station Office Campus) designated Industrial – Business (I-B f0.86 h28) District. The lands to the west are mostly general light industrial designated as an Industrial – General (I-G) District. The parcel to the immediate west is designated as a Special Purpose – Community Institution (S-CI) District and is occupied by the First Calgary Alliance Church.

**LAND USE DISTRICTS**

The S-FUD district is intended to be applied to lands that are awaiting urban development and lands that need to be protected from premature subdivision. The S-FUD district does not allow for a transit maintenance facility and Park and Ride facility. Therefore, a land use redesignation is required. The purpose of the S-CRI district is to provide for infrastructure and utility facilities, vehicle maintenance, work depots, and training centers related to infrastructure development and maintenance. The proposed S-CRI district would enable the use of the site to accommodate the required transit facilities.

The future LRV maintenance facility and Park and Ride facility are referred to within the use definition of Municipal Works Depot (permitted use) and Parking Lot – Structure (discretionary use), which are listed uses in the S-CRI district. The future LRV maintenance facility and Park and Ride facility have the ability to meet the Bylaw requirement of the S-CRI district. Preliminary concepts identify the future maintenance facility is anticipated to occupy a larger portion of the

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site in the north and the future Park and Ride facility is anticipated to be located in the south. Any future development liaison and/or development permit application will be subjected to a standard Corporate Planning Applications Group (CPAG) review and approval by the Approval Authority.

A subdivision application has been submitted to subdivide this area from the parent parcel. If this land use amendment is approved, Municipal Reserve (MR) dedication and road dedication issues will be addressed in association with the Subdivision application.

**LEGISLATION & POLICY**

South Saskatchewan Regional Plan (SSRP)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP).

Municipal Development Plan (MDP) (2009 – Statutory)

The City of Calgary Municipal Development Plan (MDP) provides strategies for linking land use and mobility in relation to the City's transportation system. The area to the south of the subject site is identified as a Community Activity Centre (CAC). Providing a transit network linking the shopping centre and the future office developments meets the goals of the MDP. This future LRT project will improve mobility options for citizens, reduce dependence on the automobiles, and increase opportunities for transit use.

The subject site is located within an area identified as a 'Standard Industrial Area' map 1 – Urban Structure map. The Standard Industrial Area consists of existing, planned industrial areas that contain a mix of industrial uses at varying intensities. The land use policies within the standard industrial area allow for the development and retention of a broad range of industrial uses and a variety of industrial parcel sizes. The activities and functions associated with the LRV maintenance facility are appropriate within the Standard Industrial Area.

The Municipal Development Plan (MDP) identifies road connections through this parcel with industrial arterial roads connecting 40 Street to 48 Street and 52 Street SE. See map 3 – Road and Street Network map. If these road network connections cannot be accommodated as a result of the development of these transit facilities, an alternative road connection and/or an amendment to the MDP may be required.

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

The subject site is located within an area identified as 'Proposed I-2 General Light Industrial District' map 2 – Land Use and Transportation Plan. The purpose of the General Light Industrial area is to allow for a range of light industrial and associated uses that are compatible with each other and that do not adversely affect surrounding non-industrial uses. The Southeast Industrial ASP also recommends that a suitable right-of-way alignment and land be protected for a future LRT line and LRT Park and Ride facility.

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The Southeast Industrial ASP identifies development constraint areas which include lands that may be developed only for certain types of uses subject to specific development setback requirements. The subject site is part of a larger parcel which is the former gypsum stack site. The subject site is within the 400 metres setback from the operational boundary from the former gypsum stack site (See APPENDIX III). Future uses proposed on this site related to food establishments, residential uses, schools, and hospitals will be required to be circulated to Alberta Environment and Parks (AEP), and Alberta Health Services (AHS) for review and comment. The former gypsum stack site is regulated by AEP and the site is in post-closure care.

The LRV maintenance facility is a suitable use for the site given the development constraints with respect to the former gypsum stack site. Should the former gypsum stack site be deemed appropriate for decommission by AEP in the future, the ASP may be amended to revise policies related to the development constraints.

Transit Oriented Development (TOD) Guidelines (2005 – Non Statutory)

The Transit Oriented Development (TOD) guidelines provide direction to encourage high density, mixed use, and pedestrian oriented development for areas within close proximity of a Transit Station. The TOD guidelines may be applicable to this site given this site will be the future station area. While there may be potentials to incorporate TOD principles for this site, there are factors that may limit certain types of future TOD development on this site.

As mentioned above, the subject site has development constraints as it is within the setback from the former gypsum stack site (to the north). The subject site is not within the landfill setback from the Shepard Waste Management Facility (to the east). However, the adjacent parcel to the east is within the landfill setback (See APPENDIX III). These two sites are anticipated to be required by Calgary Transit for the future comprehensive LRT development. The Municipal Government Act – Subdivision and Development Regulations (MGA – SDR) restricts schools, hospitals, food establishments and/or residential uses within certain minimum setback distance from landfill and waste sites. Subdivision and Development Authority may not approve an application with these restricted uses within a landfill setback. Given these environmental constraints from the former gypsum stack site and the Shepard Waste Management Facility, there may be restrictions on the types of uses that can occur on this site.

Based on preliminary concepts, the future maintenance facility will require a large portion of the site to be dedicated to the maintenance, repair, and storage of the LRV. Transit maintenance facilities are generally industrial in nature and these facilities are secured and separated from the general public. As such, there may be limitations incorporating other uses to the future site. There may be opportunity to introduce other transit oriented uses and incorporate TOD principles for this site in the future. However, until such time that there are more details made available, a future land use application may be submitted for review. At this time, the S-CRI district is appropriate for this site.

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**TRANSPORTATION NETWORKS**

A Transportation Impact Assessment (TIA) was required to review the transportation impacts and requirements for the proposed Green Line maintenance facilities. The facilities included within the scope of study were the Shepard LRT station, Light Rail Vehicle (LRV) maintenance facility with approximately 220 stall staff surface parking lot, and a 1600 stall Park and Ride parkade structure, and major bus terminal facility for approximately 12 Calgary Transit bus routes.

The TIA indicated that the existing and planned area road network will support transportation demands associated with the proposed transit maintenance facilities, including the Park and Ride. A new public road (Industrial Arterial) is anticipated to be provided through these lands to connect 40 Street and 52 Street SE. Access to/from the bus terminal, the surface parking and the Park and Ride parkade will be provided via the new road. Also, pedestrian and bicycle connections will be provided within the site. Additional details related to transportation improvements, road design, and road alignment will be further investigated and determined through the subdivision and development permit application processes.

**UTILITIES & SERVICING**

Water, sanitary and storm servicing is available for the site from 40 Street SE as well as an additional water main connection at 48 Street SE. All extensions and minor upgrades to service the plan are to be done at the developer's expense.

**ENVIRONMENTAL ISSUES**

The Applicant provided a Phase 1 Environmental Site Assessment (ESA), Groundwater Risk Assessment report, the 2014 Annual Ground Monitoring report, and Risk Management Plan of the Phosphogypsum Plant. No significant issues were identified in the reports related to the former gypsum stack site identified as Phosphogypsum Stack #2, but ongoing monitoring is required as per Alberta Environment and Parks (AEP) approval under Environmental Protection & Enhancement Act (EPEA).

**ENVIRONMENTAL SUSTAINABILITY**

Not applicable at this time. An analysis of site specific measures that would contribute towards an environmental sustainable development will be assessed at the future permit application stage.



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**GROWTH MANAGEMENT**

This land use amendment proposal does not require additional capital infrastructure investment and therefore no growth management concerns have been identified at this time.

**PUBLIC ENGAGEMENT**

**Community Association Comments**

There is no Community Association for the community of East Shepard Industrial nor any adjacent areas.

**Citizen Comments**

No comments were received by CPC report submission date.

**Public Meetings**

No public meetings were held by the Applicant or Administration in relation to this application. Public meetings were held by the City Green Line mobility team regarding the future LRT stations in this area. However, this site was not identified as a future maintenance facility in those sessions.

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**APPENDIX I**

**APPLICANT'S SUBMISSION**

The subject site is located at 12525 - 52 Street SE. It is legally described as a portion of the SE 10-23-29-W4M and is located in the East Shepard Industrial Community. It comprises approximately 14.83 hectares (36.65 acres) and is owned by Viterro Inc.

The subject site is zoned Special Purpose – Future Urban Development (S-FUD) in the City of Calgary Land Use Bylaw 1P2007. A land use of S-CRI – Special Purpose – City and Regional Infrastructure District is proposed. The S-CRI District provides for:

- Infrastructure and utility facilities;
- Vehicle maintenance, work depots and training centres related to infrastructure development and maintenance;
- Facilities and system for public transportation; and
- Uses operated by Federal, Provincial and Municipal levels of government.

As per a Right of First Refusal that was registered on the title of the property, the City is interested in purchasing the site for a potential maintenance facility as part of the Calgary Transit Green Line which will add approximately 40 kilometre of track to the existing LRT (Light Rail Transit) System.

Policy direction for the subject site is found within the Southeast Industrial Area Structure Plan (ASP). The purpose of this plan is to define a land use concept for the Southeast Industrial Area, and to provide for a range of industrial uses. The Southeast Industrial ASP supports the development of light, heavy and limited-serviced industrial uses. The subject site is identified as within the Proposed I-2 General Light Industrial District on Map 2 – Land Use and Transportation Plan of the ASP with a possible future LRT alignment located to the south.

In summary, this Land Use Redesignation application will accommodate a potential future maintenance facility for the LRT Green Line which is a top infrastructure priority in Calgary. The Green Line will connect the downtown with communities both in the north and southeast areas of Calgary.

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APPENDIX II



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APPENDIX III

