

# Background and Planning Evaluation

## Background and Site Context

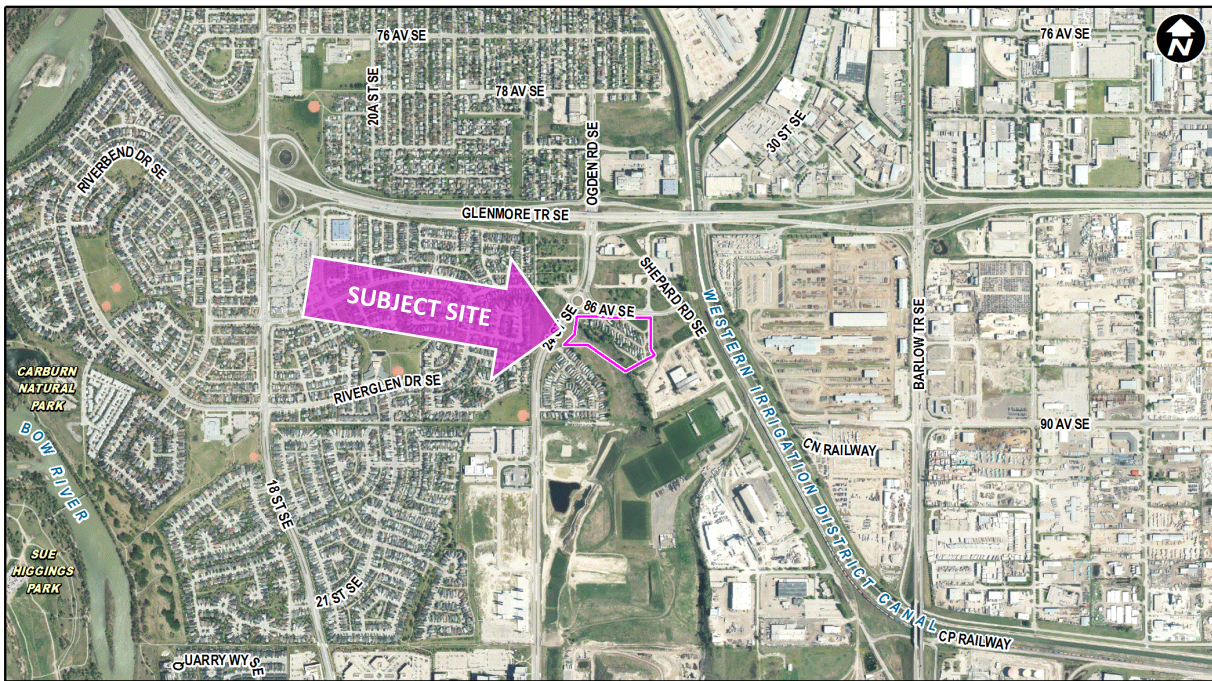
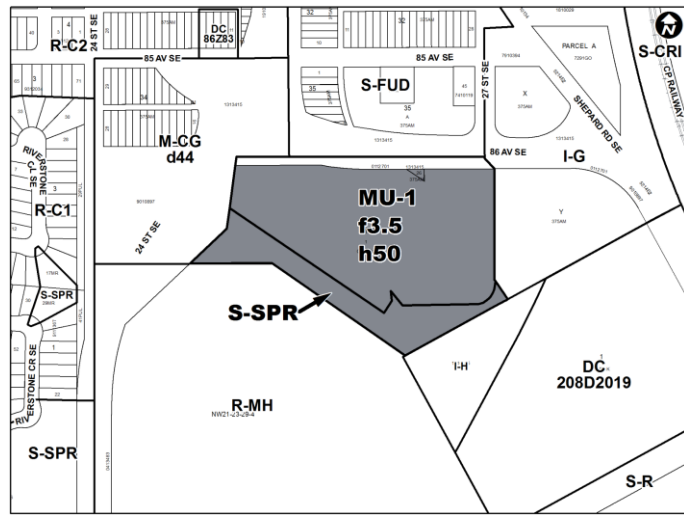
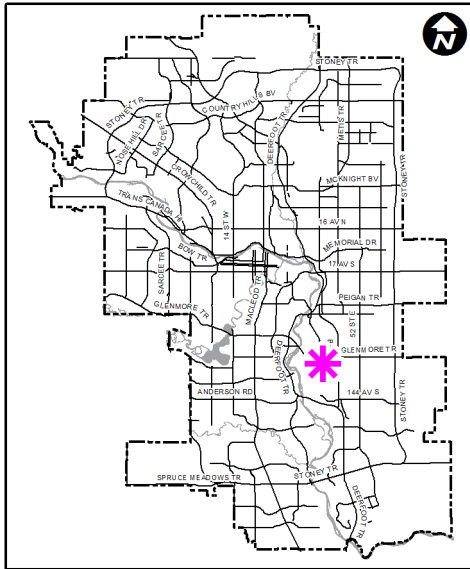
The subject site is located in the community of Shepard Industrial, adjacent to 86 Avenue SE and approximately 150 metres southwest of the future South Hill Green Line LRT Station. The approximately 4.16 hectare (10.28 acre) site is currently developed with the Caravan Mobile Home Park.

The southern portion of the parcel is gently sloping land with the majority of the site being predominantly flat at the top of the slope. There is an industrial development to the southeast of the site, and the South Hill Mobile Home Park to the southwest. The remainder of the immediate area has recently gone through significant transportation infrastructure re-alignment and upgrades which required the expropriation of many sites and as such the area is currently largely undeveloped. The future South Hill Green Line LRT Station is currently planned and funded as part of the ongoing Green Line LRT project.

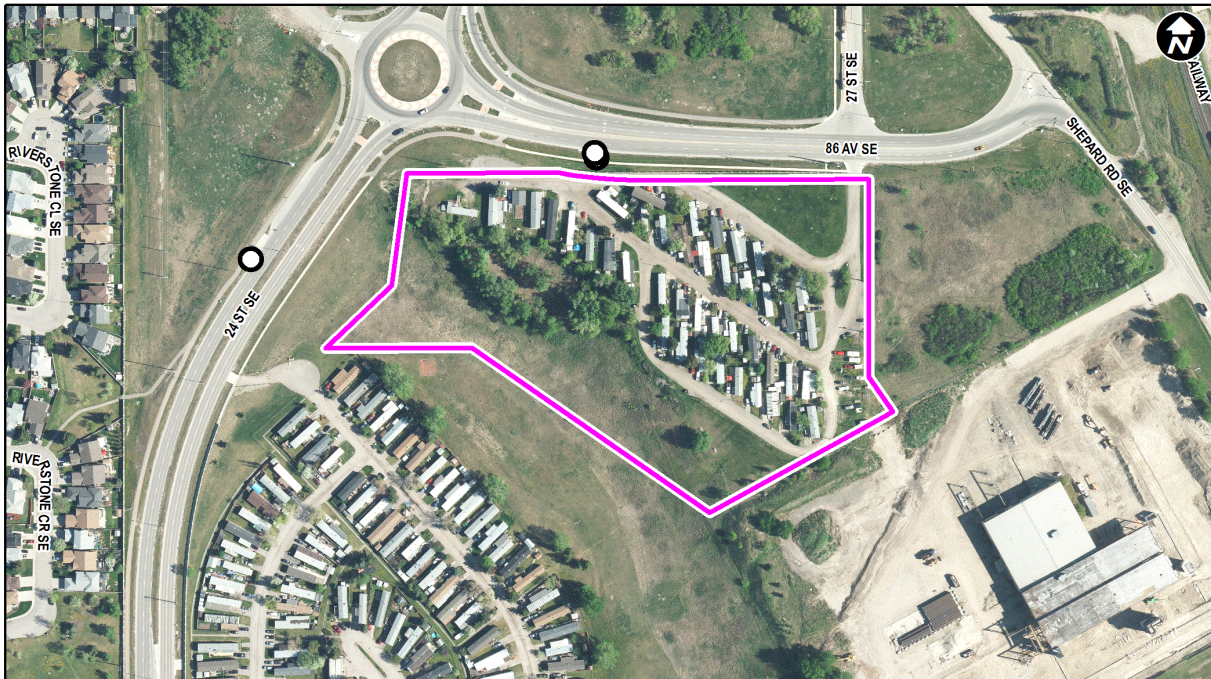
## Community Peak Population Table

There is no community population data for the industrial community of Shepard Industrial.

# Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject site is currently designated as the S-FUD District. This land use district is intended to protect lands for future development at appropriate density by restricting premature subdivision and development. The S-FUD District provides for a limited range of temporary uses that can be removed when development occurs.

The proposed MU-1f3.5h50 District is intended to accommodate mixed-use development with flexibility to provide commercial uses within the building. The district is characterized by street-oriented building design with facades that have multiple uses and frequent entries at-grade facing the street. The maximum floor area ratio (FAR) is 3.5 which would allow for a potential 110,250 square metres of developable floor area on this site. The maximum proposed building height is 50.0 metres (approximately 15 storeys).

The proposed S-SPR District is intended to provide for schools, parks, open space and recreation facilities. This land use district should only be applied to land dedicated as municipal school reserve, Municipal Reserve (MR) and other reserve dedications pursuant to the *Municipal Government Act*. The proposed S-SPR District will facilitate the development of future MR on this site triggered by a future subdivision of the parcel. An outline plan is normally required for redesignation applications which include a subdivision in order to lay out the land use framework, road network and public utility infrastructure. Due to there being no public roads or utility infrastructure on this site, an outline plan is not required as part of this application.

### **Development and Site Design**

If this application is approved by Council, the subject site represents an opportunity to provide transit-oriented development in conjunction with associated public open space. The rules of the proposed M-U1f3.5h50 District will provide guidance for site development including appropriate uses, height, building setbacks, parking, and landscaping.

### ***Site and Building Design***

Given the size and location of the subject site, careful consideration of tower location and separation, floor plate size, orientation, internal street wall design, access, and internal pedestrian and vehicle circulation will be required. Reduction of building mass through podium articulation, step backs and tower forms to follow the recommendations in policy and best practice employed in other areas of Calgary will also be required.

The parcel directly to the east will be subdivided in the future to provide for the Green Line LRT alignment. As such, at the development permit stage, consideration on this subject site will be required in order to ensure adequate access for the parcel directly to the east once subdivision is complete.

At the development permit stage, the application will be circulated to City Wide Urban Design, presented to the Urban Design Review Panel and will be referred to the Calgary Planning Commission for decision.

### ***Municipal Reserve***

The applicant has indicated that a subdivision will occur on this parcel in the future. As a result, Administration sought the S-SPR land use to account for future MR dedication. The required 10 percent reserve dedication amounts to 0.41 hectares; however, the applicant agreed the 1.0 hectare of S-SPR (MR) makes sense and will be provided at the subdivision stage. The future MR parcel is located on the south edge of the site as shown with the S-SPR District and is intended to support the retention of tree stands associated with the slope. The MR parcel will also include a regional pathway connection that will link the South Hill Mobile Home Park and 24 Street SE to the future South Hill Green Line LRT Station. It will also include natural play elements to support nearby residents. The MR parcel is intended to connect further north from the eastern edge of the parcel through the City owned parcel connecting to 86 Avenue SE, as a future subdivision to facilitate the Green Line alignment will also require municipal reserve dedication.

### **Transportation**

Pedestrian access to the site is currently available from 86 Avenue SE and 24 Street SE. Future active mode infrastructure is anticipated as the area develops, in association with the proposed South Hill Green Line LRT Station. Active mode infrastructure may include cycling facilities along 84a Avenue SE to the north, connecting to communities to the west, and along the subject site on 86 Avenue SE. Pathway connections are also anticipated along 24 Street SE connecting to communities to the north and south. Improved pedestrian facilities are anticipated to provide connection to the proposed South Hill LRT Station from 24 Street SE via 84A Avenue, 86 Avenue and 90 Avenue SE.

Vehicular access is provided from 86 Avenue SE, with the primary access being located at the intersection with 27 Street SE and an additional right-in / right-out access located further to the west on 86 Avenue SE. An additional emergency access to 86 Avenue SE may be pursued at the development permit stage pending the ultimate density proposed.

A future Green Line LRT station (South Hill LRT Station) will be constructed within 150 metres northeast of the site along Shepard Road SE. South Hill LRT Station is part of the Primary Transit Network and includes a Primary Transit Hub. A Primary Transit Hub is a major transfer point between two modes of transit (in this case bus and LRT) and will include enhanced waiting amenities for passengers. Passenger transfers will also occur between buses at South Hill Station. The subject site is also located along 24 Street SE which includes a bus transit stop approximately 130 metres to the northwest serving Route 149 Great Plains Industrial, Route 148 Point Trotter Industrial, and Route 43 McKnight-Westwinds Station/Chinook Station. This location also serves as a BRT stop for Route 302 BRT Southeast/City Centre.

A Transportation Impact Assessment was submitted in support of this application. The transportation network in the South Hill area provides accessibility for all transportation modes while emphasizing mobility for pedestrians, cyclists, and transit users. The report identified potential impacts to 86 Avenue SE resulting from traffic generated by this development. Traffic impacts would be mitigated through signalization of site access intersections which will be pursued further at the development permit stage.

### **Environmental Site Considerations**

A Phase I Environmental Site Assessment report was submitted in support of the application, and, based on the findings, no further assessment was required. The southeast portion of the site is within the non-operating Ogden Dry Waste Landfill 300 metre setback boundary. Development restrictions will affect this area, as detailed in Section 13 of the Subdivision and Development Regulation (AR 43/2002). The proposed land use districts comply with the Subdivision and Development Regulations.

### **Utilities and Servicing**

A Sanitary Servicing Study was prepared in support of the application. The existing sanitary network can support the proposed land use amendment without the need for upgrades. There are existing public water and sanitary mains that run through the site, and the developer will be responsible for relocating these mains upon redevelopment. A servicing memo that reviewed options for site stormwater management was prepared, and an update to the area Stormwater Management Report will be required with the future development permit or tentative plan, along with an updated Water Network Plan.

## **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 policy and land use amendment builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

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

The subject site is located within a Community Activity Centre as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The proposed land use policy and

amendment is in keeping with the MDP policies for Community Activity Centre areas providing for a minimum 150 jobs and population intensity per hectare.

The proposal meets the MDP policies by:

- shaping a compact urban form by implementing a mixed-use development within close proximity to a future primary transit network;
- increasing transit ridership by facilitating transit-oriented development in close proximity to the future South Hill Green Line Station;
- linking land use direction with transit and optimizing infrastructure; and
- concentrating jobs and people in well-connected locations.

Section 2.2 (Shaping a More Compact Urban Form) in the MDP provides policies to foster distinctive, complete communities with a strong sense of place. Complete communities are vibrant and green. They are safe places where people of all ages, incomes, and lifestyles feel comfortable and can choose between a variety of housing types and locations in which to live. The proposed land use is in alignment with the MDP, and has considered and accommodated the policies for complete communities.

#### **Transit Oriented Development Policy Guidelines (2004)**

The subject site is situated within a 150 metre radius (2-minute walk) of the future South Hill Green Line LRT Station. The [Transit Oriented Policy Guidelines](#) seeks to implement a sustainable approach to urban planning and land use with social, environmental, and economic objectives. The proposed land use districts support transit-oriented development in close proximity to The City's Primary Transit Network.

#### **Climate Resilience Strategy (2018)**

This application does not include any specific actions that address the objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at the subsequent development approval stages.

#### **Subdivision and Development Regulations (Alberta Regulation – 2002)**

The south east portion of the site is within a legislated setback from the landfill and is governed by Section 13 of the Province of Alberta [Subdivision and Development Regulation \(AR 43/2002\)](#). These regulations will limit certain uses (residences, food establishments, schools, hospitals, etc.) from locating within the prescribed setback (within 300 metres of the disposal area) through the subdivision and development permit process.

#### **Millican-Ogden Community Revitalization Plan (Statutory – 1999)**

The subject site is identified as Policy Review on Map 7: Proposed Land Use Policies in the [Millican-Ogden Community Revitalization Plan](#). The policy document speaks directly to the Caravan Mobile Home site and recommends that it become permanent residential in this location. The proposal requires amendments to the Plan to identify the site as appropriate for mixed-use development (Attachment 2).

#### **South Hill Station Area Plan (Draft)**

The [South Hill Station Area Plan](#), which includes the subject site, is currently on hold and will be incorporated into the Area 34 local area plan in the future. Planning applications are being accepted for processing during the local area plan process. The proposal is in alignment with the draft *South Hill Station Area Plan*.