

Background and Planning Evaluation

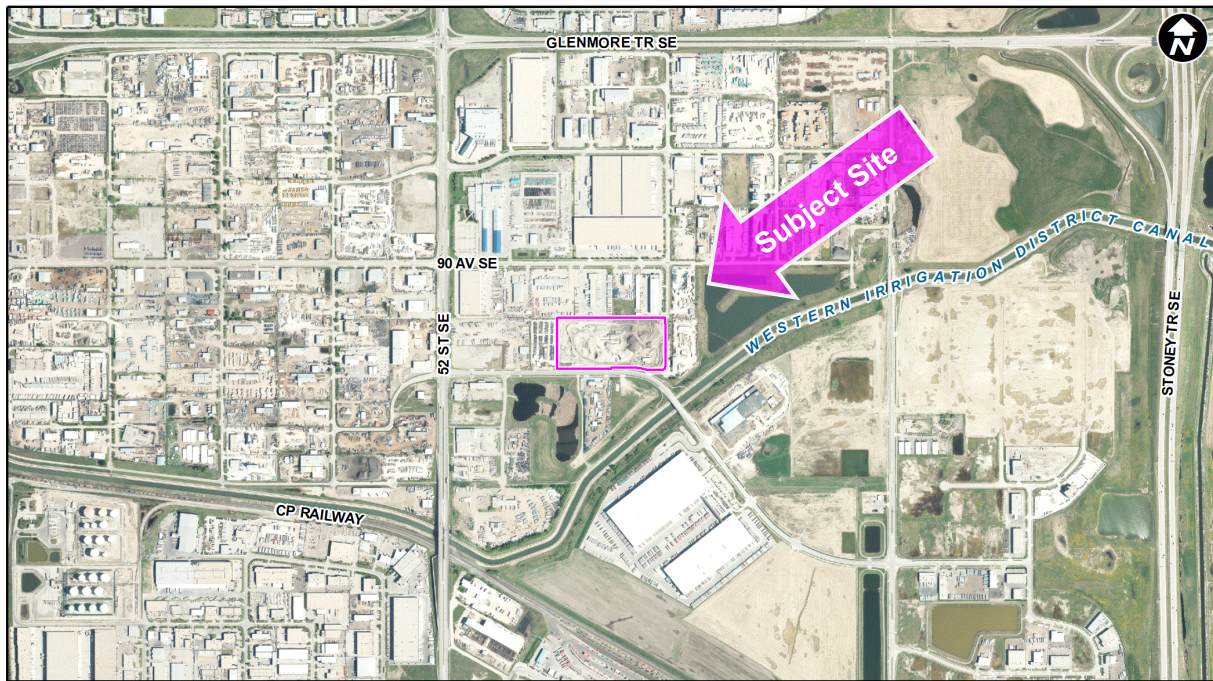
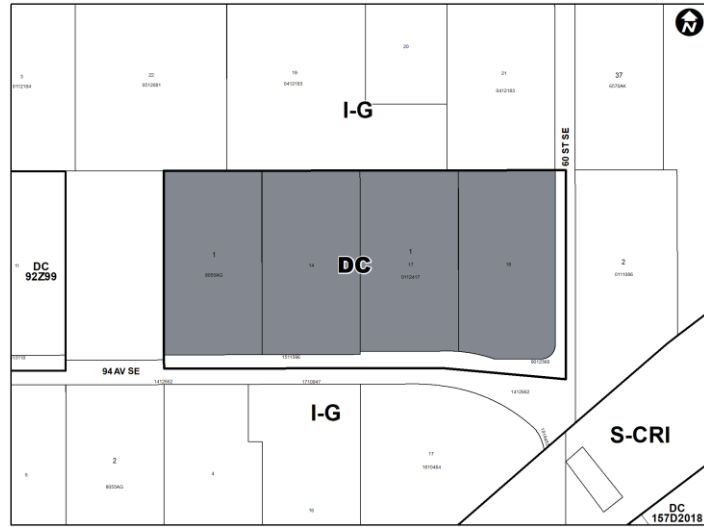
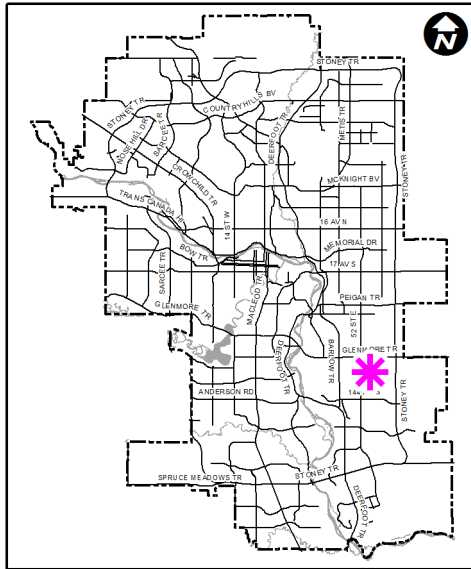
Background and Site Context

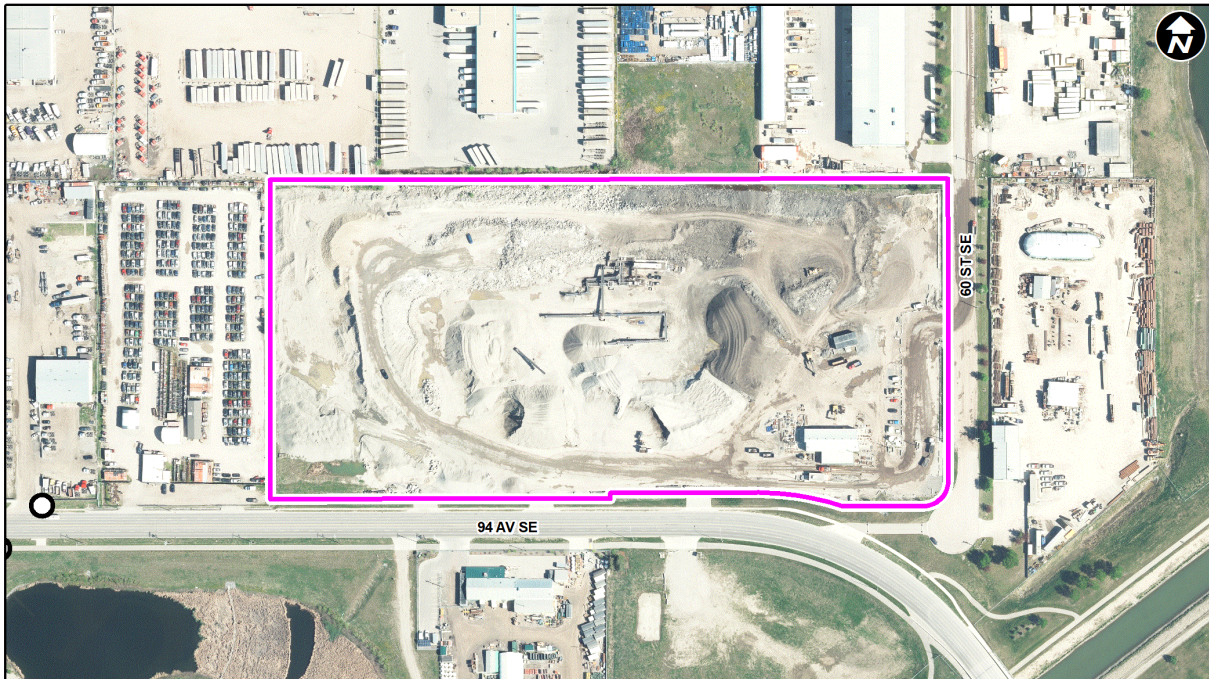
The subject site consists of four contiguous parcels that are located along 94 Avenue SE, west of 60 Street SE. The site is just west of where 94 Avenue SE curves to the south and becomes 104 Avenue SE. Vehicular access is currently from 60 Street SE on the eastern frontage of the site. The approximately 7.37 hectare site is owned and occupied by Calgary Aggregate Recycling and has been in use as an Asphalt, Aggregate and Concrete Plant for more than 20 years. Due to the existence of this use on the site prior to its transition to the Industrial – General (I-G) District with the adoption of Land Use Bylaw 1P2007, the use exists on the site as a legal non-conforming use, which allows the operators to continue operating the use but not to expand the use further on site.

Community Peak Population Table

Not available because the subject area is an industrial area.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing I-G District accommodates a wide range of general industrial uses with a maximum building height of 16 metres, or approximately three to four storeys.

The proposed DC District, based on the I-G District, includes all uses and rules of the I-G District with the additional discretionary use of Asphalt, Aggregate and Concrete Plant (Attachment 3).

Administration considered redesignating the site to the Industrial – Heavy (I-H) District because it lists the Asphalt, Aggregate and Concrete Plant use as discretionary use, and is intended to accommodate primarily large, purpose built heavy industrial developments that typically locate close to hazardous goods routes and rail lines. However, the policies in the *Southeast Industrial Area Structure Plan (ASP)* state that the site should be considered for redesignation to a general industrial district upon provision of services, which it now has. Therefore, it was recommended that the site be redesignated to a DC District based on the I-G District, that would enable the continuation and expansion of the Asphalt, Aggregate and Concrete Plant use. This proposal meets the needs of the business operating on the site, as well as ensuring that if this use was discontinued on the site, future development would transition to general industrial uses rather than other heavy industrial uses.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw

1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007.

Development and Site Design

If this application is approved by Council, the rules of the proposed DC District based on the I-G District, would provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping, parcel coverage, and parking. Other key factors that are being considered during the review of the development permit application include the following:

- interface with the adjacent roadways, including site access;
- built form and relationship with the adjacent industrial parcels; and
- appropriate site grading to protect overland drainage to the nearby canal.

Transportation

A Transportation Impact Assessment nor a parking study was not required as part of the land use amendment application. At the time of a development permit application, access and mobility requirements will be reviewed and approved to the satisfaction of Administration.

As per the *Calgary Transportation Plan*, 94 Avenue SE is identified as an Industrial Arterial Road and 60 Street SE is identified as an industrial street. The area is well served by Calgary Transit with the subject sites and office within 450 metres (5-minute walk) of the eastbound and westbound Route 149 on 94 Avenue SE.

Environmental Site Considerations

Due to the site's proximity to the Western Irrigation District Canal, located less than 100 metres southeast of the site, the applicant has been advised that particular care and attention must be paid to ensuring that overland stormwater runoff to the canal is controlled in order to protect the canal from any potential contamination. The *Southeast Industrial ASP* contains policies that will ensure that the canal is protected, which will be enforced at the development permit stage.

Utilities and Servicing

The original development on the site dates back to a time when servicing was not available in the area. Since the time of the original development, water, sanitary, and storm servicing have been installed and are available for connection in 94 Avenue SE. However, this site has not yet connected to those services, so the site is currently not serviced.

The mains are adequately sized to support future development of the site under the proposed land use. The site can continue to operate without servicing for the current and/or similar type of low intensity industrial uses, and then connect to services in the future when the site redevelops with a more intensive use that requires servicing. Future redevelopment of the site and connecting to the services will trigger their obligation to pay for their share of the utilities and the applicable levies and fees at that time.

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 promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The [Municipal Development Plan](#) (MDP) identifies this site as a Standard Industrial Area and calls for a mix of industrial uses at varying intensities, with the industrial character of the area maintained even as the area redevelops. Policies reinforce the need to allow a variety of industrial uses in the area, and to provide a range of mobility options. This proposal is considered to be in alignment with the applicable policies in the MDP.

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 subsequent development approval stages.

Southeast Industrial Area Structure Plan (Statutory – 1996)

The [Southeast Industrial Area Structure Plan](#) (ASP) identifies this site as Existing I-4 Limited Serviced Industrial District (from previous Land Use Bylaw 2P80), based on the largely unserviced nature of the area at the time when the ASP was approved. The ASP contains policies for this category upon provision of services:

“As and when the limited-serviced industrial areas are fully serviced, they can be redesignated to I-2 General Light Industrial District upon receipt of applications submitted by the landowners/developers affected.”

Since this area is now fully serviced, the policies in the ASP's I-2 District should be applied, which call for a range of light industrial and associated uses. As the former I-2 District from Land Use Bylaw 2P80 is most comparable to the I-G District, the proposed DC District based on the I-G District is in line with the policies in place for this site.