

Background and Planning Evaluation

Background and Site Context

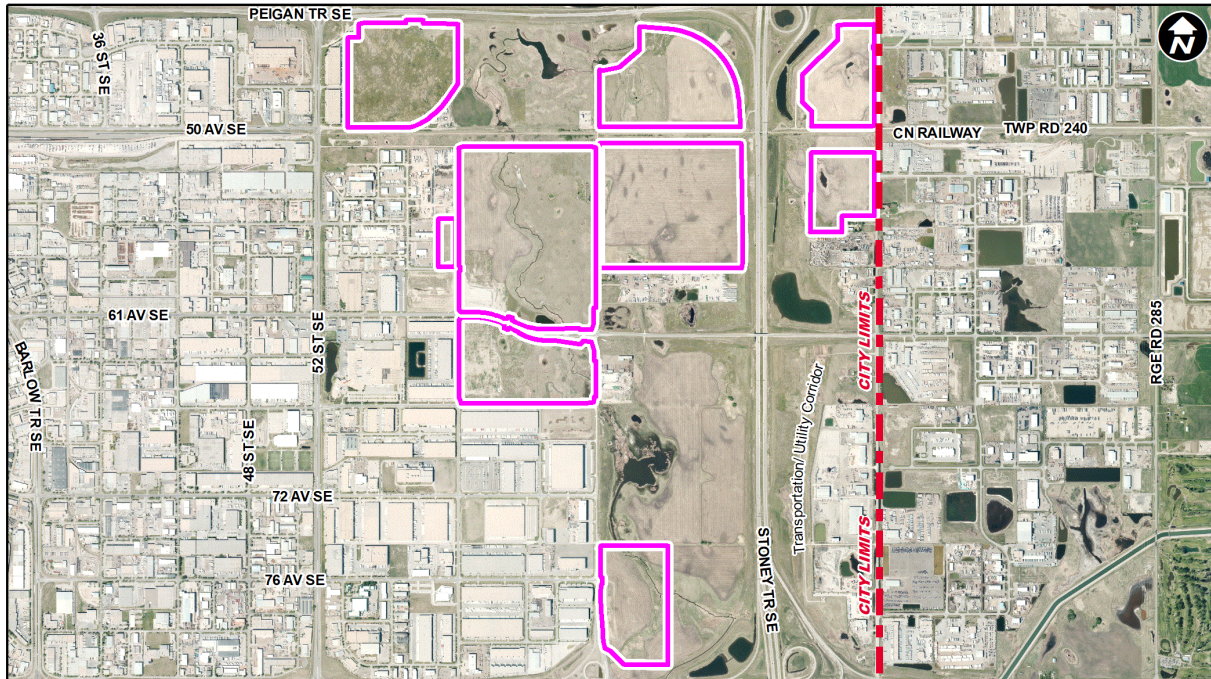
This application consists of 8 discontinuous parcels totaling 313.41 hectares $\pm$ (774.45 acres $\pm$) located within the communities of Starfield, Great Plains and Residual Sub-Area 09Q in southeast Calgary. A separate, concurrent Community and Street Name application SN2021-0001 (CPC2022-0530) is proposed in alignment with this application.

The application area is generally bounded on the east by 84 Street SE (at the city limit with Rocky View County), and on the west by 52 Street SE, 57 Street SE and 68 Street SE. It is bounded on the north by Peigan Trail SE, and on the south by Glenmore Trail SE. The area is characterized by industrial development, the vast majority of which is currently designated with the Industrial – General (I-G) District, as well as some land that has not been redesignated for development and thus retains the Special Purpose – Future Urban Development (S-FUD) District.

Stoney Trail SE bisects a portion of the site and is designated as a Special Purpose – Transportation and Utility Corridor (S-TUC) District. A portion of the original S-TUC land that was previously expected to be required for construction of the southwestern portion of the interchange between Stoney Trail SE and Peigan Trail SE has been deemed surplus to the Province's requirements, and is included in this application to form part of the developable land.

Community Peak Population Table

Not available because the subject areas are industrial in nature.



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing land uses on the subject sites are the S-FUD District, which is intended for lands awaiting urban development and utility servicing, and the S-TUC District, which is intended to accommodate provincial transportation facilities and linear utilities. As noted above, some land that was originally intended to be used for Stoney Trail SE has been deemed surplus and is included in this application.

This application proposes several industrial and special purpose districts for these lands, including:

- Industrial – General (I-G) District;
- Industrial – Business f1h20 (I-B f1h20) District;
- Industrial – Commercial (I-C) District;
- Special Purpose – Urban Nature (S-UN) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District; and
- Special Purpose – City and Regional Infrastructure (S-CRI) District.

Proposed Industrial Districts

The proposed I-G District is intended to support a wide variety of light and medium general industrial uses and a limited number of support commercial uses, while the I-B f1h20 District primarily accommodates business park uses with high quality buildings in a campus-like setting, typically in visible locations next to major roadways. The I-C District is intended for primarily light

industrial and limited small-scale commercial uses that are compatible with adjacent industrial areas.

The proposed land use amendment and outline plan will provide significant opportunities for industrial growth in Calgary, specifically due to the size of the land proposed to be redesignated to industrial districts (over 240 hectares) as well as the strategic location of the lands, flanked by Stoney Trail SE, Piegan Trail SE, Glenmore Trail SE and Blackfoot Trail SE. The industrial potential of these areas is critical to the availability and location of industrial lands as per the [Industrial Area Growth Strategy Consulting Report](#) (Industrial Report).

The Industrial Report contains recommendations for vacant industrial land supply under Section 5.4 and 8.4, specifically stating that Calgary faces a potential shortage of Industrial - Heavy (I-H) District lands. The vacant land supply analysis indicates that there are only two sites zoned I-H (0.6 hectares and 7.6 hectares) remaining undeveloped. The applicant was encouraged to identify additional sites that would be suited to accommodate I-H-type needs, and to consider redesignation of some sites within the plan area to I-H.

The applicant acknowledged the need for heavy industrial development and indicated that they are open to redesignating lands to the I-H District at a future date if an interested party were to make a request, however they did not want to include any lands designated as I-H in this proposal, due to potential or perceived real estate risks associated with setbacks and the sterilization of adjacent developable lands. Since the proposal meets the intent of the statutory policies in place for the lands, the proposal was accepted as is, and Administration will consider any future requests to redesignate lands in the area to the I-H District.

Proposed Special Purpose Districts

The proposal includes redesignation of large portions of land to the S-UN District, which is assigned to lands that are to be retained in their natural state or are being rehabilitated to replicate a natural state, and for land dedicated as environmental reserve pursuant to the *Municipal Government Act* (MGA) or its predecessors.

Municipal reserve land being dedicated will be assigned the S-SPR District, which is intended to accommodate public parks, open space, schools and recreation facilities on land designated as 'reserve land' under the MGA.

A number of sites, mainly containing stormwater retention facilities that will be designated as Public Utility Lots (PUL), are proposed to be designated to the S-CRI District, which is characterized primarily by infrastructure and utility facilities, including public transportation operated by the federal, provincial and municipal levels of government.

Subdivision Design

This application is a combined land use amendment and outline plan for approximately 313.41 hectares of land within Calgary's southeast industrial communities of Starfield and Great Plans, as well as portions of land in Residual Sub-Area 09Q. There are several unconnected areas within the plan area, spanning lands north and south of 50 Avenue SE and the CP Rail line, as well as both east and west of Stoney Trail SE. These lands have been divided into five defined land use areas by the applicant and are being reviewed under one application to complete a holistic review of the proposed land uses and function of the plan area as a whole.

The proposed outline plan contains large blocks of industrial land with a grid-based street network. Large blocks of land were intentionally left unimpeded to accommodate flexible development patterns in the future to cater to the needs of industrial land purchasers. Lotting and access details will be refined at the subdivision stage.

Public Open Space Network and Municipal Reserve Dedication

The vision for the plan area focuses on the development of a public open space complex along Forest Lawn Creek, integrating stormwater management for the plan area, wetlands, constructed wetlands, public park lands, and a regional path that connects to the Calgary Greenway. This open space complex will be an integral part of the industrial area, providing employees of the adjacent business with views and access to nature, as well as providing recreational and educational opportunities for all Calgarians. To provide this significant open space network, and to further contribute to the protection of Forest Lawn Creek watershed, 11.54 hectares (28.5 acres) of Municipal Reserve dedication in this outline plan area will be allocated to this green space. These public park lands will be used to accommodate naturalized areas as well as amenities of seating, interpretive signage, and lookouts along the Creek.

The 11.54-hectare (28.5 acre) Municipal Reserve land dedication accounts for approximately 4 percent of the required 10 percent Municipal Reserve dedication for the subject parcels. This application also proposes the payment of cash-in-lieu for approximately 34.01 hectares (84.05) acres Municipal Reserve dedication, which includes the remaining 6 percent of Municipal Reserve dedication (about 17.5 hectares/43.3 acres) from the plan area, plus additional 16.5 hectares (40.75 acres) of reserve deferred from the adjacent city developed lands.

Density and Intensity

This application proposes a variety of industrial and special purpose uses. Generally, uses listed in the I-G District are anticipated to achieve 15-35 jobs per gross hectare, the I-C District closer to 20-30 jobs per gross hectare, and the I-B District anticipates 30-45 jobs per gross hectare. The applicant estimates that 116 jobs will be created by the I-B f1h20 sites, 74 jobs from the I-C sites, and 5,917 jobs generated by the I-G lands. This equals 6,107 jobs generated by the development of these sites, for an average estimated intensity of 25± people and jobs per gross developable hectare.

Transportation

The plan area consists of eight (8) sub areas located throughout the Southeast 68 Street Industrial Area Structure Plan boundary. The eight (8) sub areas are all generally located between: Peigan Trail SE to the north, Stoney Trail SE to the east, Glenmore Trail SE to the south and 52 Street SE to the west. However, two (2) of the sub areas are located east of Stoney Trail SE, between Stoney Trail SE and 84 Street SE along the eastern City Limit. A Transportation Impact Assessment (TIA) was received, and the regional and local transportation network requirements were determined. The regional and local transportation infrastructure required to service the Outline Plan area are described below.

Regional Transportation Network

With the proximity to Stoney Trail SE, and understanding the surrounding industrial land uses, Glenmore Trail SE, Peigan Trail SE and 52 Street SE all require additional travel lanes in the long-term to accommodate the full build out of the area. These additional travel lanes are captured in the City's long range capital plan. Interchange upgrades are also required at: Glenmore Trail SE at 68 Street SE, Glenmore Trail SE at Stoney Trail SE, and Glenmore Trail SE at 52 Street SE and these upgrades are also captured in The City's long range capital plan.

84 Street SE, which is shared with Rocky View County, is currently constructed as a two-lane roadway along the boundaries of the plan area, to half the ultimate width. The remainder of 84 Street SE is a boundary obligation of this development. A future at-grade intersection at Peigan Trail SE at 68 Street SE is also a boundary obligation of this development.

Local Transportation Network

Access to the plan areas are to be provided via Glenmore Trail SE, 52 Street SE, Peigan Trail SE and 84 Street SE which will distribute the local traffic effectively and evenly, via the planned internal road network: 68 Street SE, 57 Street SE, 61 Avenue SE and 50 Avenue SE and local industrial streets. Portions of the local street network are existing, and portions are to be constructed in phases with this proposed development.

Active Modes

Sidewalks are provided on both sides of the local Industrial Streets, promoting active modes and transit accessibility. Street trees have been proposed in most cases, where there are no overhead utility conflicts. The proposed active transportation network includes Regional Pathways along 50 Avenue SE, 51 Avenue SE, 61 Avenue SE and 68 Street SE, which allows for excellent bicycle and pedestrian connectivity throughout the plan area.

Transit

Calgary Transit Route 23 “52 Street SE” is classified as Primary Transit as per the [Calgary Transportation Plan](#) (CTP) and is located along the west boundary of the plan area with service every 15 minutes in the peak hour. Future transit service within the plan area will be phased over time and will be provided mainly along 68 Street SE and 61 Avenue SE.

Environmental Site Considerations

Forest Lawn Creek runs through the plan area generally from north to south. To protect the Creek and the adjacent existing or reconstructed wetlands, 22.6 hectares of land will be dedicated as Environmental Reserve (ER). Although two segments of this natural drainage channel will be realigned, most of the Creek in the plan area and its thirty (30) metre setback on both sides of the Creek will be protected as ER lands. The proposed realignments to Forest Lawn Creek and any disturbed ER will be restored to city standards to function as ER. The reconstructed wetlands (including the PUL wetland) will be constructed following city and provincial guidelines to create functional ER or naturalized PUL. BIA and the associated concept plans have been reviewed and conditionally approved by Parks, while further details about creek realignment and reconstructed wetlands will be reviewed at the affected tentative plan stage.

There has been limited development activity on the subject lands in the past. As a result, no significant concerns were identified through the Environmental Site Assessment completed in 2014. Any areas of potential minor concern were noted in the report and recommendations provided for future development of those areas. The proposed uses are appropriate and compatible with the current site conditions.

Utilities and Servicing

The proposed outline plan involves several different areas, most of which are adjacent to existing serviced areas. Servicing needs for each area varies, however all areas can be serviced by connections to adjacent existing utilities with no off-site upgrades or extensions required.

Sanitary Servicing

For all sites east of Forest Lawn Creek, sanitary servicing is proposed to be provided through connections to the existing sanitary trunk sewer running from the east along 50 Avenue SE and south along 68 Street SE through the centre of the plan area. Sites located west of Forest Lawn Creek will connect in multiple locations from adjacent existing developed areas. Capacity is available in the existing pipes for the proposed development.

Stormwater Servicing

The subject lands are located within the Forest Lawn Creek catchment area. Storm servicing will be provided by constructing local storm sewers connecting to a number of storm ponds and constructed wetlands servicing each area of the plan. Ultimately the ponds will discharge to the Forest Lawn Creek based on the established criteria in the Forest Lawn Creek Master Drainage and Implementation Plan. The parcels on the east side of Stoney Trail SE will drain to the existing Stoney Trail SE pond and ditch system.

Water Servicing

The subject lands will be serviced with local watermain with multiple connections to existing mains in adjacent developed areas, along with connections to the existing feeder main in 50 Avenue SE. A looped grid system will be created within the development area to provide a strong network capable of supporting the water supply needs for the area.

Fire & Emergency

The site locations are within the Council Approved Standard for 7- and 11-minute Fire response. Emergency services will be primarily provided from the nearby Fire Hall 25 located in the adjacent community of Foothills Industrial.

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 and outline plan 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)

This site falls within two [Municipal Development Plan](#) (MDP) typologies; all subject parcels located west of Stoney Trail SE are located within the Standard Industrial typology, and all subject parcels located east of Stoney Trail SE are located within the Greenfield Industrial typology.

Standard Industrial Area – West of Stoney Trail SE

The Standard Industrial Area consists of existing planned industrial areas that contain a mix of industrial uses at varying intensities. These areas are expected to continue to offer a broad variety of industrial uses and as the area redevelops, the industrial character should be maintained. This section also maintains that public open space should be provided throughout

the Standard Industrial Area to provide recreational opportunities for area employees.

Greenfield Industrial Area – East of Stoney Trail SE

The purpose of Industrial Greenfield typology policies is to provide land for future industrial growth. The policies for this area indicate that the primary function of the area is to accommodate a broad range of industrial activities and industrial-related commercial functions. The section indicates that specific policy for the area should be determined at the Area Structure Plan (ASP) level.

In general, this application meets the objectives of the MDP, as the proposed land use districts support a broad range of standard industrial activities.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address the objectives of the [Climate Resilience Strategy](#), however the applicant has considered a number of strategies to implement during the development stages to minimize the impact the development has on the environment. These strategies are outlined in the Climate Resilience Strategy in Attachment 8. Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.

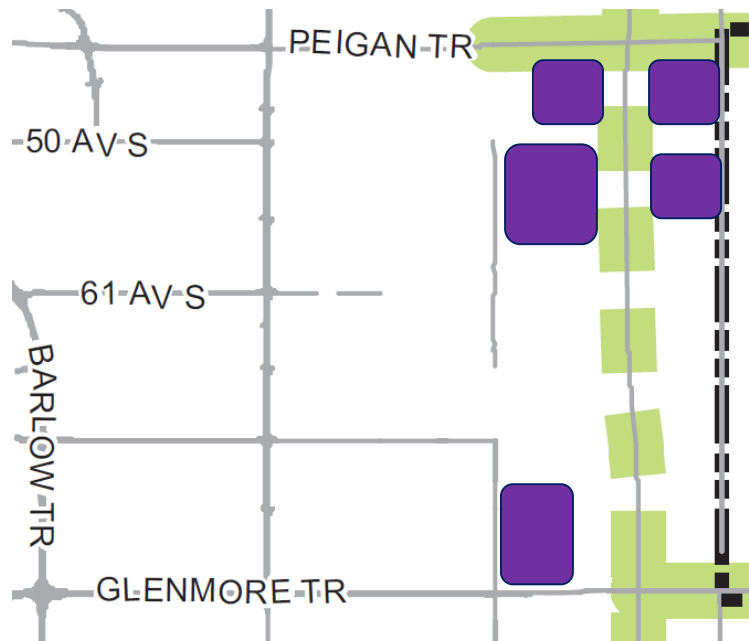
Southeast 68 Street Industrial Area Structure Plan (Statutory – 2010)

In accordance with the supporting information document, six (6) of the applicant's defined areas are subject to the [Southeast 68 Street Industrial Area Structure Plan](#) (ASP), which identifies the majority of the lands as Industrial – Light, as well as portions of the lands as Special Study Area, Forest lawn Creek and Associated Wetlands. A regional pathway is identified as meandering north to south through the plan area, as well as east to west via 61 Ave SE.

The constraints identified in the ASP include 240 kV Power Lines, Type 3 Seasonal and Type 4 Semi-permanent wetlands, and the 450-metre landfill setback. All of these constraints have been addressed in the applicant's proposal. This application has been reviewed against the applicable policies in place for the sites and is considered to be in alignment with the intent of the ASP.

Improving Calgary's Entraceways: A Guide for Development Adjacent to Entraceways (Non-Statutory – 2012)

Entraceway Routes are important places to reflect a positive image. [The Guide for Development Adjacent to Entraceways](#) should be applied to all roads designated as Entraceways Routes as deemed appropriate by the land use and context, at the discretion of the Approving Authority. Entraceway Routes are shown conceptually on Map 1. The Entraceway Routes are:



- Stoney Trail SE from Peigan Trail SE to 58 Avenue SE and from 76 Avenue SE to Glenmore Trail SE, as indicated in purple, above.

All development in these areas should meet the intent of the Entranceway guidelines. Further analysis and application of the guidelines may be required at development permit stage or any subsequent application.