

# Background and Planning Evaluation

## Background and Site Context

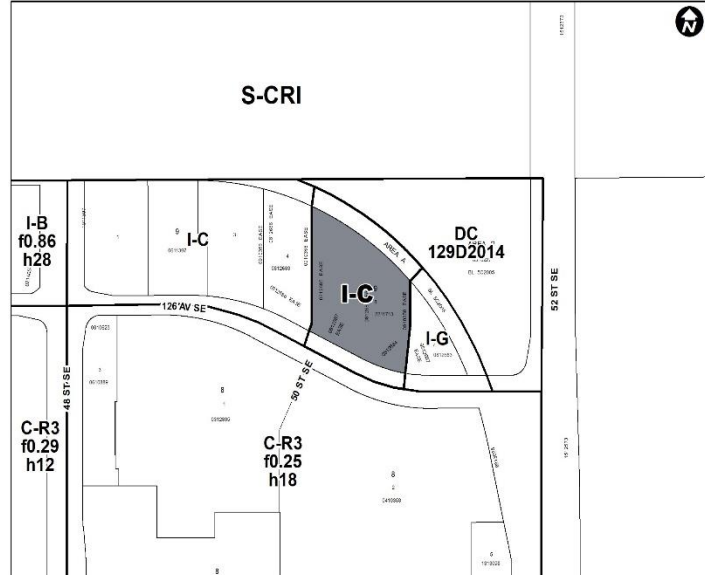
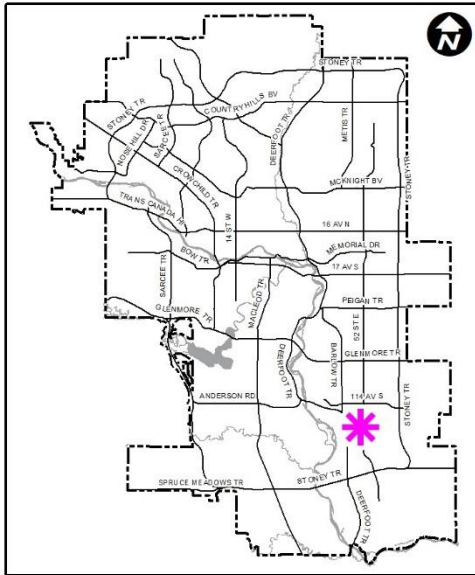
The subject site is located in the community of East Shepard Industrial on the north side of 126 Avenue SE. The site is approximately 1.07 hectares  $\pm$  (2.64 acres  $\pm$ ) in size, is of irregular shape and is currently vacant. Vehicle access to the site is provided from a private driveway along 126 Avenue SE.

Surrounding development is characterized by a mix of industrial, commercial, and retail uses designated as Industrial – General (I-G) District, Industrial – Commercial (I-C) District, and Commercial – Regional 3 (C-R3f0.25h18) District. Direct Control (DC) District ([Bylaw 129D2014](#)) borders the site to the north-east, and is based on the Industrial – Commercial (I-C) District, which accommodates a wide variety of light industrial and commercial uses with specific rules to encourage street oriented building design. The future Green Line Shepard LRT Station, rail track alignment, and Maintenance and Storage Facility (MSF) is located approximately 300 metres north of the subject site and is designated Special Purpose – Community and Regional Infrastructure (S-CRI) District.

## Community Peak Population Table

Not available because the subject site is in an industrial area.

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing I-G District allows for a wide variety of light and medium general industrial uses and a limited number of supporting commercial uses. The I-G District has no maximum building height for parcels that are not directly adjacent to a parcel designated as Special Purpose – School, Parks, and Community Reserve (S-SPR) District, but provides rules intended to guide development on parcels that are serviced and un-serviced by city infrastructure. The existing I-G district does not offer the applicant a number of desired uses for the development vision, which is why redesignation is required.

The proposed I-C District is an industrial designation that allows for light industrial and a wider variety of limited commercial uses that are compatible with adjacent industrial areas. Rules within the I-C District work to address aesthetic concerns associated with more visible locations. This includes landscaping requirements within setback areas to ensure appropriate interfaces with adjacent parcels. Considering the subject site is bordered by a large amount of Industrial – Commercial (I-C) District properties to the west and regionally significant commercial development to the south, the proposed I-C District is the most compatible land use district for the site.

### Development and Site Design

The rules of the proposed I-C District will provide basic guidance for future site development including landscaping, parking, and access.

## Transportation

Vehicular accesses to the subject parcel will remain at the existing location along 126 Avenue SE which aligns centerline to centerline with the driveway across the street. A Transportation Impact Assessment (TIA) and a Parking Study were not required for this land use application. Existing Calgary Transit bus service is available within 300 metres on 52 Street SE (Route 23 52 ST E). The future Shepard Green Line LRT Station is approximately 300 metres northwest of the site. The existing Always Available for All Ages and Abilities (5A) pathway along 52 Street SE is located 150 metres east of the site, and a future 5A pathway is planned along 126 Avenue SE.

## Environmental Site Considerations

The environmental site conditions of this development were previously reviewed and addressed with the Shepard Regional Centre Phase 07 subdivision and associated Outline Plan. This proposed land use amendment does not raise any additional environmental concerns or risks. There are no known environmental concerns at this time.

## Utilities and Servicing

The utilities and servicing for this development area were previously planned and constructed within 126 Avenue SE with the Shepard Regional Centre Phases 05 & 07 subdivisions. The proposed land use change does not significantly impact the services for the area which have capacity to support the development of this site. Detailed servicing requirements will be assessed through the Development Permit application.

## Legislation and Policy

### South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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.

### Growth Plan (2022)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP 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 the 'Community Activity Centre' Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The MDP encourages Community Activity Centres (CACs) to provide for a concentration of jobs and population in strategic locations throughout the city and represent a local destination for multiple communities. CACs are also appropriate within new greenfield areas to provide convenient locations for a range of higher density housing types, local employment, and retail services to new communities, in an area well served by the Primary Transit Network. Redesignation to the Industrial – Commercial (I-C) District aligns with the relevant policies of the MDP.

**Calgary Climate Strategy (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy - Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies are being explored through the review of the development permit.

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

The subject site is located in the 'Existing Commercial District' area as identified on Map 2: Land Use and Transportation Plan in the [Southeast Industrial Area Structure Plan](#) (ASP). The relevant commercial policy of the ASP recognizes the need for commercial development in the Southeast Industrial Area, particularly to support the needs of the industrial employees. Redesignation to the Industrial – Commercial (I-C) District aligns with the relevant policies of the ASP.