

# Background and Planning Evaluation

## Background and Site Context

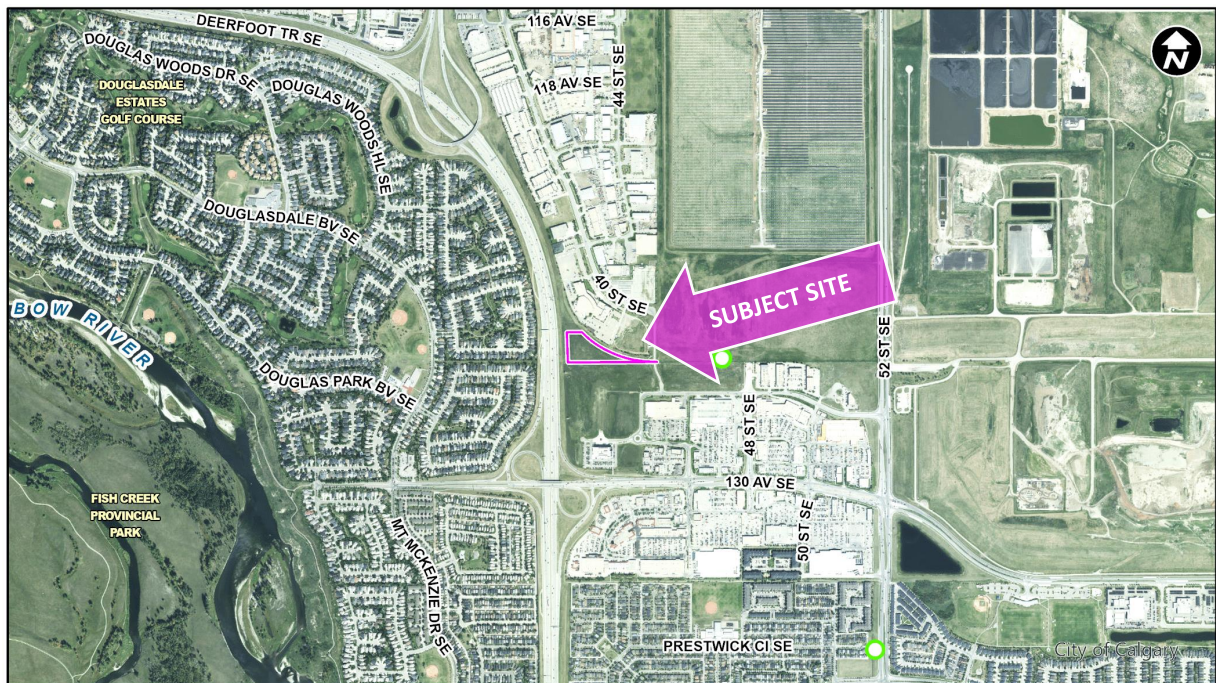
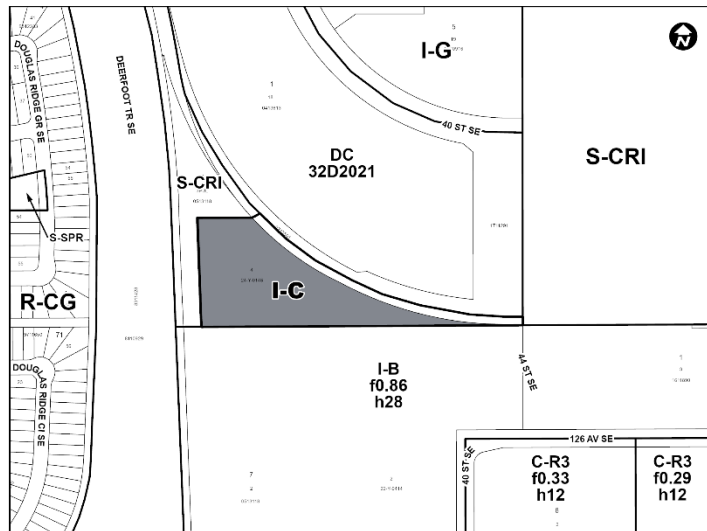
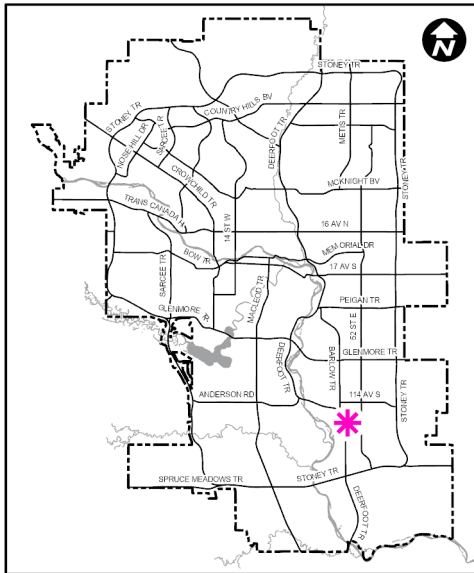
The subject site is located in the community of East Shepard Industrial. The approximately 1.43 hectare (3.53 acre) site is roughly situated at the northeast corner of Deerfoot Trail SE and 130 Avenue SE. Vehicle access to the vacant site will be via a private road to be located at the south edge of the subject site.

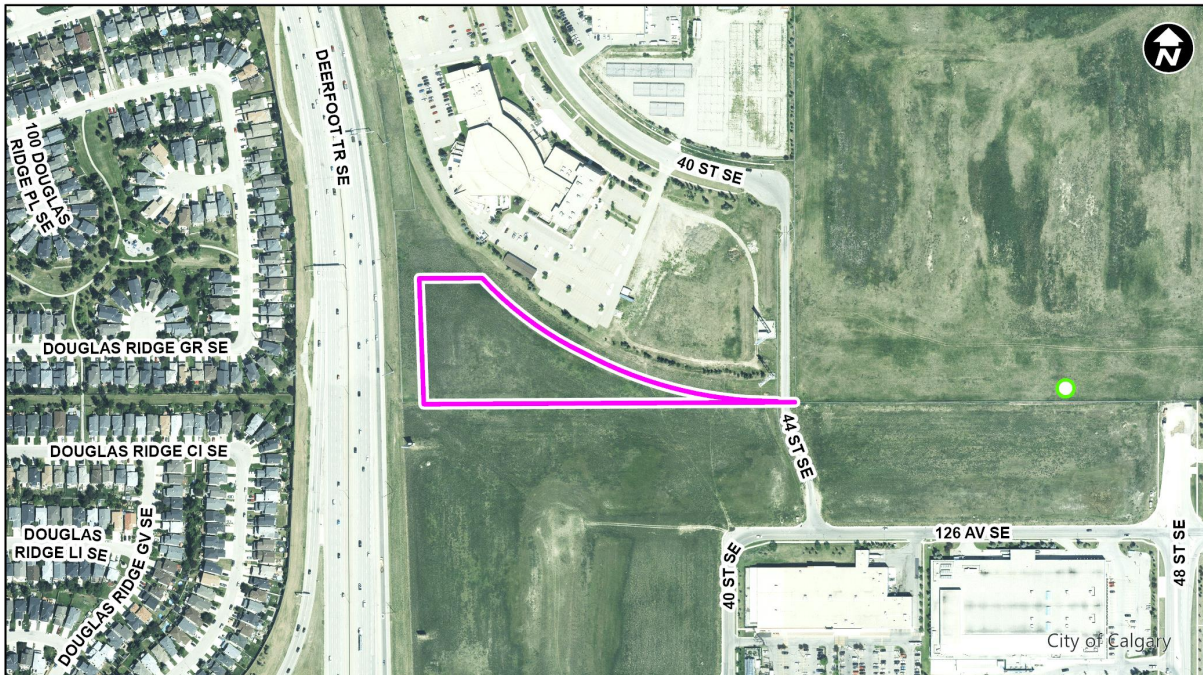
Surrounding development is characterized as primarily regional commercial with some institutional and light industrial in the immediate vicinity. The land immediately north is designated Direct Control (DC) District ([Bylaw 32D2021](#)) and is based on the Special Purpose – Community Institution (S-CI) District, which provides for large scale culture, worship education, health and treatment facilities. The DC District provides for the additional discretionary use of Temporary Shelter. Land designated Special Purpose – City and Regional Infrastructure (S-CRI) District is located north and west of the site. Northbound Deerfoot Trail is located west of the S-CRI lands, or approximately 40 metres west of the subject site. Both the subject site and the lands immediately east and south of the subject site are designated Industrial – Business f0.86h28(I-B f0.86h28) 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-B District allows for manufacturing, research and office developments and is typically located on parcels in desirable locations which contribute to employment centres or locations that are visible from expressways and major streets. Activities are contained within buildings and the district allows for a limited range of small uses that provide services to the office and industrial uses within the immediate area. Flexibility in building density is established through floor area ratios for individual parcels and varied building heights are established through maximum building height for individual parcels. The subject site has sat vacant for a number of years under the current I-B District due to the decline in the office market.

The proposed Industrial-Commercial (I-C) District includes a combination of light industrial and commercial uses to foster economic diversification. I-C Districts are intended to be located on the perimeter of industrial areas, along major streets and expressways. The I-C District includes controls to ensure that developments provide a transition between other land use districts and the Industrial – General (I-G) District or between highly visible industrial parcels and the I-G District. The I-C District includes setbacks, screening, landscaping and building design that addresses aesthetic concerns associated with highly visible locations and is intended to be located within 200 metres of a major street or expressway. Considering the subject site is situated in a highly visible location within 40 metres of Deerfoot Trail the proposed I-C District is appropriate for the site.

The proposed I-C District would allow for a maximum building height of 12 metres (approximately three storeys) with a maximum floor area ratio of 1.0 which equates to a building floor area of approximately 14,272 square metres. This represents an increase from the current building area maximum of approximately 12,298 square metres. The I-C District contains rules for setbacks, landscaping and storage of goods, materials and supplies. The I-C District specifies that all developments must have an outdoor area for the use of employees which is a minimum of 10.0 square metres.

### **Development and Site Design**

The rules of the proposed I-C District will provide guidance for the development of the site including landscaping, setbacks, materials storage and parking that will be reviewed at the development permit stage

### **Transportation**

Pedestrian access to the site will be via 126 Avenue SE. The Always Available for All Ages and Abilities (5A) Network envisions off-street cycling facilities immediately adjacent to the south edge of the site which will connect to the existing network to Douglasdale Boulevard SE to the west, 52 Street SE to the east, 130 Avenue SE to the south and eventually to 114 Avenue SE to the north.

The area is served by Calgary Transit with routes 117 (McKenzie Towne Express) and route 92 (McKenzie Towne) approximately 500 metres (an eight-minute walk) from the parcel.

Direct vehicular access and parking for the proposed development will be determined through the review of the associated development permit (DP2024-4127). Neither a Transportation nor Parking Study was required for this application.

### **Environmental**

The environmental site conditions of this development were previously reviewed and addressed with the Shepard Regional Centre Phase 10 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 the time of writing this report.

### **Utilities and Servicing**

The overall utilities and servicing for this development area have been previously planned and constructed within 126 Avenue SE and 40 Street SE with the Shepard Regional Centre Phase 09 and 10 subdivisions. The proposed change in land use does not significantly impact the services or the area which have capacity to support the development of this site. However, as this site does not have direct access to those utilities, the required main extensions have been identified as obligations of the concurrent subdivision applications at the developer's expense. Detailed site servicing requirements will be assessed at the development permit stage.

## **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 in the Standard Industrial Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Standard Industrial areas contain a mix of industrial uses at varying intensities. These areas are intended to allow for a broad variety of industrial uses and as the area redevelops, the industrial character should be maintained. Only uses that support the industrial function of the area and cater to the day-to-day needs of area businesses and their employees are supported. Uses such as stand-alone office use, regional retail developments, places of worship, public or private schools and residential uses are discouraged in industrial areas. The proposed 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 will be explored and encouraged as subsequent development approval stages.

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

The subject site is located in the Proposed I-2 General Light Industrial District as identified on Map 2: Land Use and Transportation Plan in the [Southeast Industrial Area Structure Plan](#) (ASP). The ASP anticipates light industrial uses which are consistent with those allowed in the (I-2) General Light Industrial District of [Calgary Land Use Bylaw 2P80](#). The relevant policies of the ASP speak to the purpose of the Proposed I-2 General Light Industrial District as providing for a range of light industrial and associated uses that are compatible with each other and do not adversely affect surrounding non-industrial uses. The ASP anticipates that high quality light industrial uses will be provided along boundary roadways which separate the area from adjacent residential communities. Land uses other than I-2 District which are consistent with the overall intent of the I-2 District will also be allowed in this area.

In addition, the ASP requires that development in areas along the north side of 130 Avenue SE and the east side of Deerfoot Trail SE adjacent to residential communities be visually attractive and compatible with the adjacent residential development. The proposed I-C District aligns with the relevant policies of the ASP.