

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Shepard Industrial. The site occupies approximately a 1.75 hectare (4.32 acre) portion of a larger parcel, which is approximately 3.76 hectares (9.29 acres) in size. The subject site is an irregular L-shape parcel, measuring approximately 196 metres at its widest by 125 metres at its deepest. It is currently undeveloped, with a large multi-residential development under construction on the south portion of the parcel.

The site is bound by 114 Avenue SE (north), 29 Street SE (east) and two private internal roadways servicing the adjacent commercial development (south and west). The adjacent development is primarily commercial in nature, including the Douglas Square Shopping Centre approximately 50 metres (a one-minute walk) west.

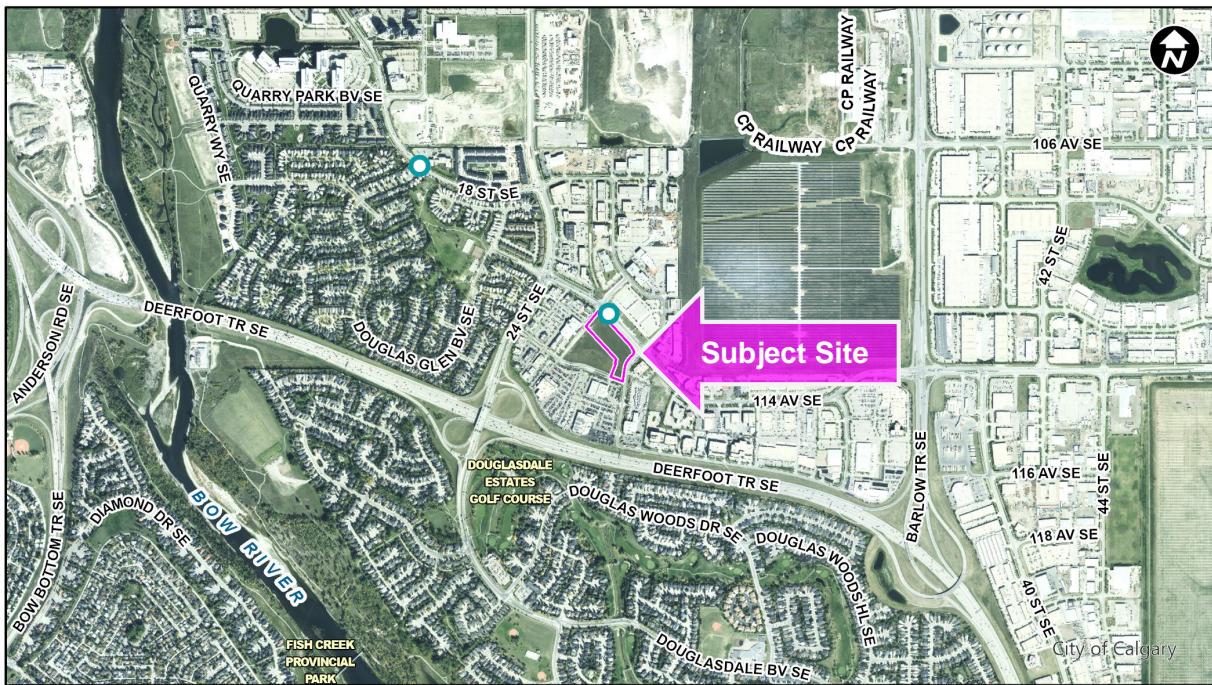
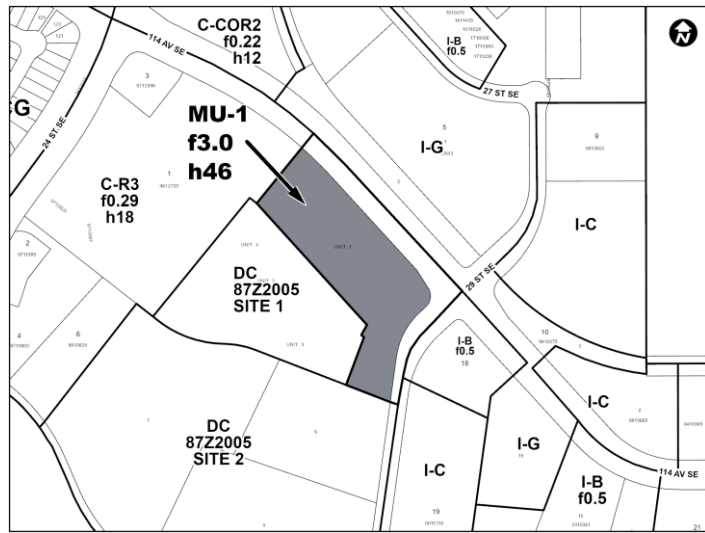
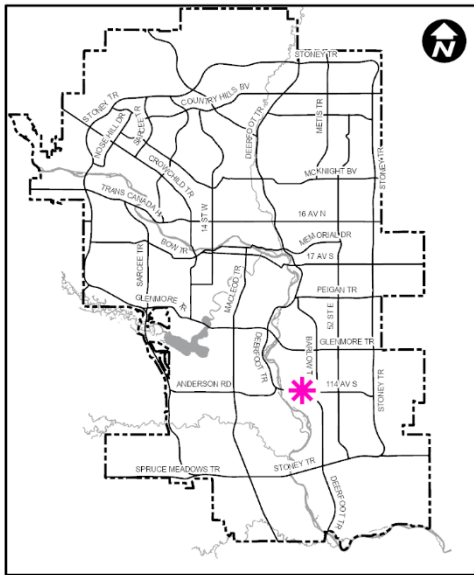
The site is approximately 100 metres (a two-minute walk) from the established Douglas Glen Bus Rapid Transit (BRT) Terminal and the planned Douglas Glen Green Line Light Rapid Transit (LRT) Station, an important current and future transit hub in the southeast.

The site is also located in proximity to several community and regional amenities. It is approximately 1.6 kilometres from the Remington YMCA in Quarry Park. The nearest schools are Douglasdale School (K-5) and Riverbend School (K-6), approximately 3.7 kilometres and 3.4 kilometres respectively. The Bow River and pathway network is also located approximately 1.5 kilometres (a 25-minute walk) away.

Community Peak Population Table

Not available because the subject area is industrial and commercial in nature.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The subject site is currently designated Direct Control (DC) District ([Bylaw 87Z2005](#)), Site 1. This DC District is intended to accommodate the permitted and discretionary uses of the C-4 General Commercial District as defined by Land Use Bylaw [2P80](#), except for parking areas and structures. The purpose of the C-4 General Commercial District is to provide for a mixture of medium to high intensity commercial and residential uses in areas deemed appropriate based on their location, transportation facilities and compatibility with the surrounding area. The maximum building height allowed in the DC District is 46.0 metres with a maximum floor area ratio (FAR) of 2.0.

The proposed Mixed Use – General (MU-1f3.0h46) District is intended to accommodate a mix of residential and commercial uses in the same building. The MU-1f3.0h46 District is expected to be located along commercial streets; however, commercial uses are not required to be incorporated into residential developments. The proposed maximum FAR is 3.0, an increase from what was allowed under the current DC District. The proposed maximum building height of 46.0 metres is the same as the maximum height currently allowed under the DC District. There is no maximum density proposed. There is no requirement for a setback area from 114 Avenue SE.

Administration has reviewed the context and applicability of the proposed MU-1f3.0h46 District and determined that it is appropriate for this location.

Development and Site Design

If approved by Council, the rules of the proposed MU-1f3.0h46 District would provide guidance for the future development of this site including appropriate uses, height and building massing, landscaping and parking.

Given the specific context of the site, additional items that will be considered through the development permit process will include, but are not limited to:

- ensuring strong, safe and efficient pedestrian connectivity to the commercial centre to the west and the Douglas Glen BRT Terminal to the north;
- ensuring a high-quality building interface with and pedestrian experience along 114 Avenue SE and 29 Street SE;
- providing a thoughtful and logical interface with the development south of the subject site; and
- providing a well-designed public realm, including a robust common amenity area for residents.

Transportation

At present, transit stops for Route 306 (MAX Teal Westbrook/Douglas Glen) and Route 150 (114 Av SE) are located on 114 Avenue SE, approximately 80 metres (a one-minute walk) from the subject site.

The site is adjacent to the future Douglas Glen Green Line Light Rapid Transit (LRT) Station and also within a 600-metre walkshed of the Douglas Glen BRT Terminal, is therefore located in a Transit Oriented Development (TOD) area. As such, TOD policies will apply to future development permit applications, including consideration of parking relaxations and required high quality pedestrian connections.

A Transportation Impact Assessment was not required for this application.

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

Utilities and Servicing

Public water, sanitary and storm mains exist adjacent to the subject site. Servicing requirements will be determined at the time of development.

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.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Standard Industrial typology as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The Standard Industrial Area consists of existing planned industrial areas that 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.

The MDP encourages Standard Industrial areas to remain and be maintained with industrial developments as the primary use. However, the MDP also recognizes that some areas may be appropriate for redevelopment as non-industrial or mixed-residential business areas if they are close to existing communities and the Primary Transit Network (policy 3.7.1.f). Although it is in proximity to industrial uses, the site has never been developed with an industrial use and given the residential development occurring immediately south of the subject site, the remaining portion of the parcel subject to redesignation is unlikely to support an industrial use in the future.

The *Southeast Industrial Area Structure Plan (ASP)* applies to this area, and typically a local area plan would provide specific development direction and design guidance. However, as noted in the ASP section below, there is no residential policy and design direction, so future residential development proposals will be required to adhere to policy and design direction as established in the MDP and the Transit Oriented Development Policy Guidelines. Within the MDP, sections 2.2.1 (Vibrant and Transit-Supportive Mixed-Use, Activity Centres and Main Streets) and 2.4 (Urban Design) will provide guidance to applicants and Administration for future development permit applications.

In general, the proposal aligns with the applicable policies and may help achieve the goals and ultimate vision of the MDP.

Transit Oriented Development Policy Guidelines (2004)

The subject site is within approximately 100 metres from the Douglas Glen BRT Terminal and future LRT station and as such it is subject to the policies of the [Transit Oriented Development Policy Guidelines](#). The Guidelines provide direction for the development of areas typically within 600 metres of a Transit Station (an existing LRT station, or a BRT station where a future LRT station will eventually develop). This type of development supports a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide transit riders. The Transit-Oriented Development team has reviewed and supports this land use redesignation.

Future development on the subject site will be expected to comply with the six key policy objectives outlined in the Guidelines. Guidelines such as Section 6.5 regarding human-scaled architecture and Section 7.1 regarding emphasizing important buildings will help guide future applicants and support Administration's review of future DP applications.

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 at subsequent development approval stages.

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

The [Southeast Industrial Area Structure Plan \(ASP\)](#) classifies this site as Existing Commercial District as identified in Map 2: Land Use and Transportation Plan. The ASP recognizes the need for commercial development in the Southeast Industrial Area, particularly to support the needs of the industrial employees. It states that "More intensive commercial development should only be allowed where it can be clearly demonstrated that such development will not undermine the

overall intent of the industrial policies for this area and that the road system and utility services are capable of accommodating such development”.

The Existing Commercial District in the Southeast Industrial ASP offers no reference to, guidance, or support for residential development. A text amendment to the ASP will be required to enable the development of residential dwellings and future development proposals will be required to adhere to policy and design direction as established in the MDP and the *Transit Oriented Development Policy Guidelines*.