

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in an industrial area located in the southeast quadrant of the city on 60 Street SE and 94 Avenue SE. The site is approximately 7.37 hectares (18.21 acres) with dimensions of 395 metres wide by 185 metres deep. The site is relatively flat and vehicular access is currently from 60 Street SE on the eastern frontage of the site.

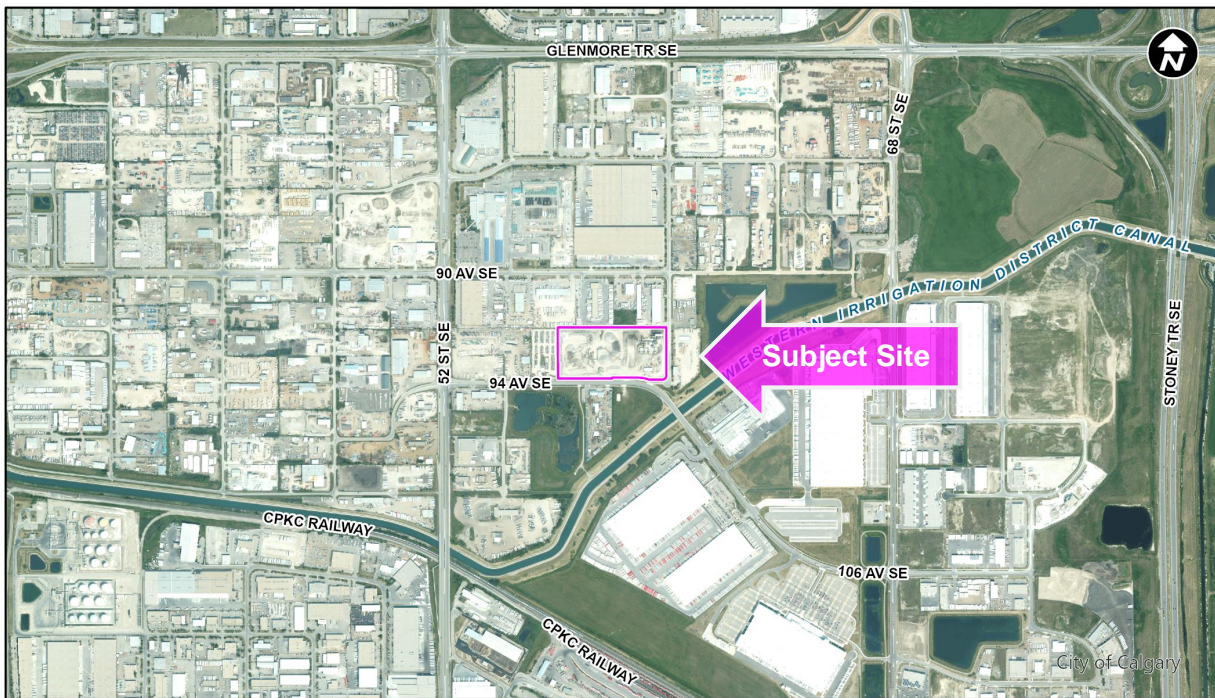
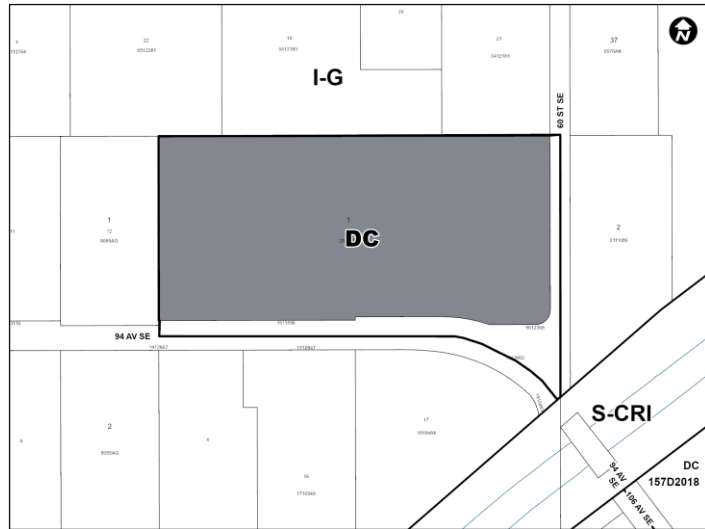
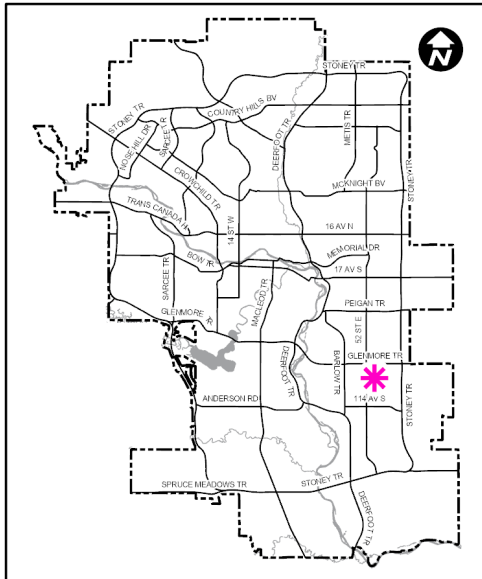
Surrounding lands are designated Industrial – General (I-G) District and are developed primarily with industrial developments including warehouses, auto repairs, manufacturing, fleet service, vehicle storage and outdoor storage. The area is served by Calgary Transit with the subject site's main office located within 450 metres (a five-minute walk) of the eastbound Route 149 on 94 Avenue SE and westbound Route 149 on 90 Avenue SE.

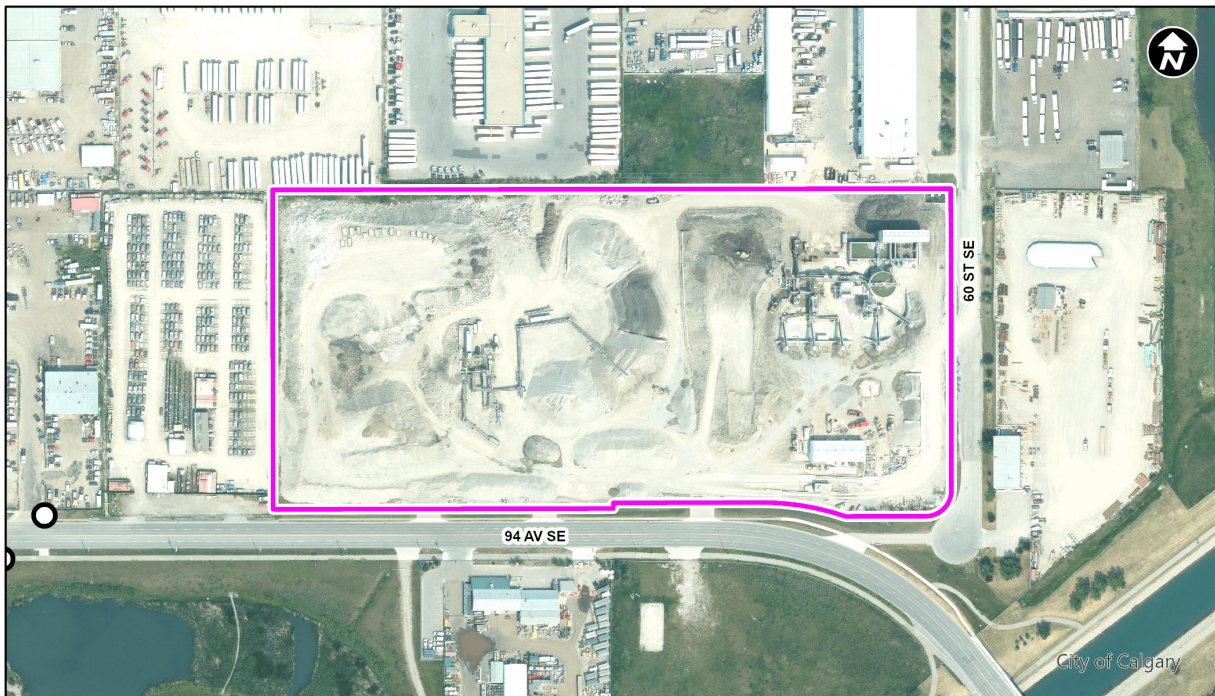
The existing site is owned by Calgary Aggregate Recycling Inc. and has been operating as an asphalt, aggregate and concrete plant for over the past 20 years. Additional outdoor equipment and operations have been introduced on the site including a recently constructed soil reuse facility without planning approval. The soil reuse facility washes materials including soil and contaminated soil, non-hazardous hydrovac material, aggregate, gravel, and concrete and debris mixes from construction and demolition sites that can be refined and created into new products such as recycled concrete, gravel, asphalt, landscape rocks and sand. The existing Direct Control (DC) District allows the use of Asphalt, Aggregate and Concrete Plant but does not contemplate the new facility. A land use amendment is required to accommodate a new use for this existing industrial operation.

## Community Peak Population Table

There is no population data available since this is an industrial area.

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC District ([Bylaw 22D2022](#)) is based on the I-G District with the additional discretionary use of Asphalt, Aggregate and Concrete Plant. The I-G District accommodates a wide variety of light and medium general industrial uses. The I-G District allows a maximum floor area ratio (FAR) of 1.0 for buildings on a parcel that is serviced by city water and sewer and does not restrict building height unless the parcel is adjacent to a residential or special purpose district.

The proposed DC District is based on the Industrial - Heavy (I-H) District with the additional discretionary use of Materials Recycling Facility. The Materials Recycling Facility use will allow the facility to accept materials including soil and contaminated soil, non-hazardous hydrovac material, aggregate, gravel, and concrete and debris mixes from construction and demolition sites and allows the treatment of these materials into new products such as recycled concrete, gravel, asphalts, and sand. Asphalt, Aggregate and Concrete Plant is a discretionary use within the I-H District and does not need to be included in the proposed DC District.

The I-H District is intended to accommodate industrial uses that are generally larger in scale with greater external impacts to surrounding parcels. The I-H District allows for buildings that are purpose-built and may include components including tall stacks, silos, large equipment and extensive outdoor activities. The I-H District does not restrict building height and FAR, and the district has setback screening, and landscaping requirements to regulate development and

provide an appropriate interface with adjacent sites. During the application review, the I-G District was considered as a base district for the DC District, however the applicant confirmed the rules and requirements of the I-H District is appropriate and would continue to accommodate the needs of the industrial operation.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration, and the use of a DC District is necessary to provide for the applicant's proposed development due to innovative ideas. There are no standard land use districts or uses in Land Use Bylaw 1P2007 that would accommodate the specific use that is proposed in this application. The proposed DC District takes an innovative approach to enable the new discretionary use of a Materials Recycling Facility. This is a specific use created for this operation, and the same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 7 of the DC District Bylaw. Section 7 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. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. Any relaxations granted would need to meet the test for relaxation included in the Land Use Bylaw 1P2007.

### **Development and Site Design**

If this application is approved by Council, the rules of the proposed DC District will provide guidance for the development of the site including setback, landscaping, screening, parking and vehicular access. A development permit (DP2025-01632) to accommodate the new Materials Recycling Facility use and for changes to site plan was submitted and is currently under review. Some of the key factors that are being considered include interface with adjacent development, site access, site grading and overland drainage.

### **Transportation**

A Transportation Impact Assessment (TIA) and/or parking study were not required as part of the policy and land use amendment application.

As per the *Calgary Transportation Plan (CTP)*, 94 Avenue SE is identified as an Industrial Arterial Road and 60 Street SE is identified as an industrial street. The area is served by Calgary Transit with the subject site's main office located within 450 metres (a five-minute walk) of the eastbound Route 149 on 94 Avenue SE and westbound Route 149 on 90 Avenue SE.

### **Environmental Site Considerations**

No environmental concerns have been identified at this time. This policy and land use amendment does not raise any additional environmental concerns or risks.

### **Utilities and Servicing**

The site is currently not serviced. Since the time of the original development, water, sanitary, and storm servicing have been installed and are available for connection in 94 Avenue SE. The mains are adequately sized to support future development of the site under the proposed land use district.

## 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.

### **Matters Related to Subdivision and Development Regulation (2022)**

The [Matters Related to Subdivision and Development Regulation](#) (MRSDR) is a Provincial regulation under the [Municipal Government Act](#) and is a fundamental part of the rules that govern how Alberta municipalities can operate. Alberta Environment and Parks under the Environmental Enhancement and Protection Act granted approval for Calgary Aggregate Recycling Inc. to operate a Waste Management Facility. The approval would also create setbacks prohibiting new or expanding school, hospital and residential uses within 300 metres of the subject site. None of the mentioned prohibited uses exist within 300 metres of site at the time of writing this report. These uses could still be approved in the area if a variance to the MRSDR requirements is granted. A variance can be granted by Calgary's Subdivision and Development Authorities and the process to grant a variance involves evaluating contamination, hazard and nuisance risks of the prohibited use locating within the setback to determine if human health and safety can be assured. Given the industrial nature of the surrounding sites, restrictions on these prohibited uses are not a concern in this industrial area.

### **Municipal Development Plan (Statutory – 2009)**

The subject site is identified as a Standard Industrial Area on Map 1: Urban Structure of 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 continue to offer a broad variety of industrial uses and as the area redevelops, the industrial character should be maintained. Policies in the city-wide and industrial sections provide direction to protect the integrity of viable employment and industrial areas by supporting the growth of existing businesses, retaining a broad range of industrial uses and a variety of industrial parcel sizes. This proposal would enable an additional use without any significant impact on the surrounding industrial lands and aligns with the MDP.

### **Calgary Climate Strategy (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. Calgary Aggregate Recycling operates to divert significant amounts of waste from landfills and reduces carbon emissions. Their operations meet several of the goals as set out in the Calgary Climate Strategy Pathways. The Calgary Aggregate Recycling operation is providing the following climate measures:

- reducing aggregate mining activities and diverging waste and materials from city landfill by utilizing the wash facility that support the actions set out in Program I: Waste Reduction and Program J: Waste Diversion;
- reduction in green house gas emissions by minimizing trips and distance travelled to transport materials to and from mining and landfill locations and reducing energy consumption and carbon mission that support the actions set out in Program G: Mode shift; and
- reducing water consumption by storm water collection, reuse of water within wash operations, and use of water from hydro-vac inputs instead of using municipal water that support Focus Area J: Water supply and wastewater management.

Calgary Aggregate Recycling intends to explore further opportunities to integrate climate strategies for future developments including integration of solar renewable energy generation and green infrastructure including water collection.

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

The site is located within an area identified “Existing I-4 Limited Serviced Industrial District” on Map 2: Land Use and Transportation Plan of the [Southeast Industrial Area Structure Plan](#) (ASP). The limited-serviced industrial areas are intended to accommodate uses requiring outside storage or processing with limited building area and low generation traffic volumes and minimal water or sanitary sewer needs.

A map amendment is proposed to amend the site from ‘Existing I-4 Limited Served Industrial District’ to ‘Existing I-3 Heavy Industrial District’ to support the existing business operation. This category in the ASP is intended for large scale industrial manufacturing, fabricating and processing operations with greater external impact to surrounding developments. Given the existing large-scale industrial operation and the recently constructed outdoor facility, the amendment is appropriate and aligns with the proposed DC District, which is based on the I-H District.