

**Planning & Development Report to  
Calgary Planning Commission  
2018 November 01**

**ISC: UNRESTRICTED  
CPC2018-1254  
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**Land Use Amendment in Residual Sub - Area 13G (Ward 13) at 18010 - 37 Street SW, LOC2018-0130**

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**EXECUTIVE SUMMARY**

This land use application was submitted by Global Raymac Surveys on behalf of the current land owner Shirley Rose Gray on 2018 June 07 as a proposal to redesignate the subject parcel into 2 sites from Special Purpose – Future Urban Development (S-FUD) District to DC Direct Control district with the additional discretionary use of Municipal Works Depot for Site 2 only (future new parcel).

The proposed Direct Control Bylaw remains based on the S-FUD land use district. The creation of Site 2, with the additional use of Municipal Works Depot, will allow for the construction of a facility for the future care and maintenance of the Southwest Ring Road to be operated by Alberta Highway Service on behalf of the Province. A Direct Control Bylaw is required to modify the minimum parcel size for a newly created subdivision with S-FUD land use designation.

**ADMINISTRATION RECOMMENDATION:**

That Calgary Planning Commission recommend that Council hold a public hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 18010 - 37 Street SW (portion of N1/2 section 19-22-1-5) from Special Purpose – Future Urban Development (S-FUD) District **to** DC Direct Control to accommodate a municipal works depot supporting the southwest Ring Road, with guidelines (Attachment 2); and
2. Give three readings to the proposed bylaw.

**PREVIOUS COUNCIL DIRECTION / POLICY**

None.

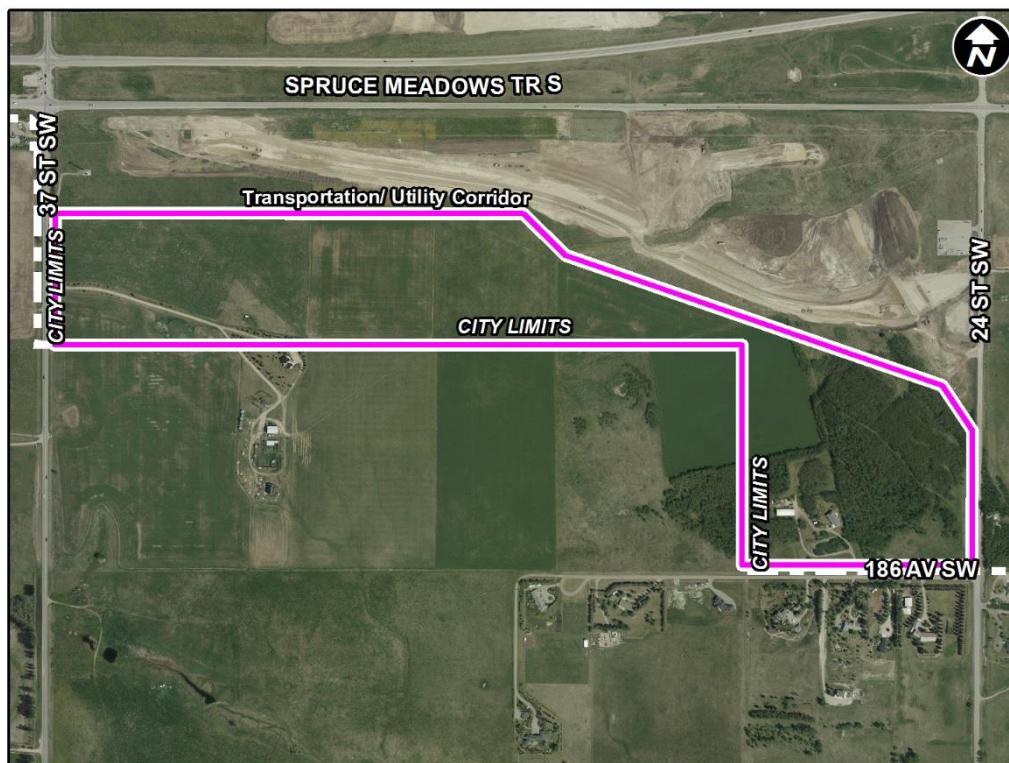
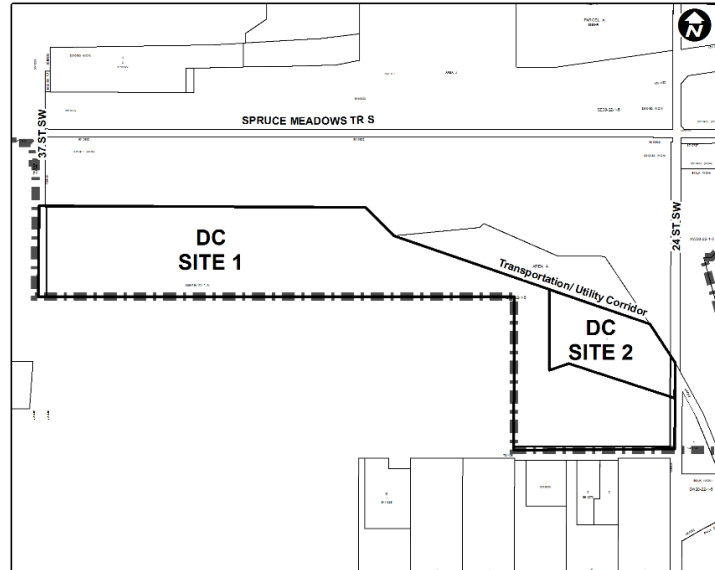
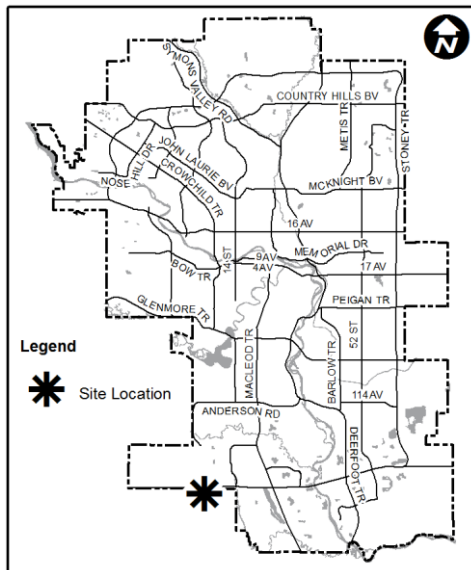
**BACKGROUND**

The subject parcel, as well as the adjoining lands to the south and east, resides within a Sub Area of Ward 13. The subject parcel, 36.2 hectares in size, is adjacent to the Transportation and Utility Corridor, reserved for the future connection of Spruce Meadows Trail SW and the Ring Road, along the north boundary.

The Municipal Plan identifies the subject parcel and surrounding lands as *‘future greenfield’* and *‘unplanned greenfield’*. The subject site also resides within the Inter-municipal Development area of M.D. Foothills and as such the application was circulated to that agency for review. As of the date of this report, no response from M.D. Foothills was received.

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**Location Maps**



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### Site Context

The subject parcel is situated in the southwestern portion of The City, just west of Spruce Meadows and the community of Bridlewood. The Transportation Utility Corridor (TUC) borders the site on the east and north sides with Highway 22X framing the northern perimeter of the site. The municipal boundary defines the subject site along the west and south boundaries of the site.

The principal residence on the subject site is on the southern end of the site, accessed via 186 Avenue SW. The existing land use pattern outside the existing municipal boundary in the M.D. of Foothills is largely rural residential with some non-residential uses such as the Red Deer lake church and school development west of the subject site.

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

#### Planning Considerations

The S-FUD District has been chosen to apply to lands awaiting future development for this site and the immediate surroundings. The proposed Municipal Works Depot use will not require standard urban servicing, and the proposal includes a 'dry storm pond facility' which does not compromise the City's ability to comprehensively plan for future development over this area.

#### Land Use

The stated purpose of the S-FUD district is to be applied to lands that are awaiting urban development and utility servicing as well as providing for a range of temporary uses that can be easily removed when land is redesignated to allow for urban forms of development. Existing discretionary uses within the S-FUD include *power generation facility, utility building and vehicular storage (passenger and recreational)*. The Direct Control Bylaw proposes the additional discretionary use of *Municipal Works Depot*, which will be a self-contained, dry facility.

As stated in Land Use Bylaw 1P2007, the minimum parcel size in the S-FUD district is 64.0 hectares (158 acres). The exception to this is the provision which allows for a smaller parcel with a maximum size of 4.0 hectares where the smaller parcel contains an existing dwelling unit and related buildings. Proposed for a non-residential use, the Direct Control Bylaw proposes a maximum size of 5.32 hectares (13.1 acres) for the municipal works depot site.

Administration finds the creation of a smaller, self-contained parcel (the proposed Site 2) preserves the larger, undeveloped parcel (the proposed Site 1) from a proliferation of out-buildings, parking and general storage.

Attributes of a municipal works depot include:

- infrastructure maintenance services that are provided by a level of government;
- storage and servicing of equipment, vehicles, LRT trains and other municipal vehicles;

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- storage of sand, gravel and other goods that are capable of being stacked or piled;
- buildings to service equipment, vehicles, and LRT trains; and
- a building for administrative functions associated with the use.

Proposed to be wholly within Site 2 of the DC Bylaw, the proposed municipal works depot use can be carried out in a manner consistent with the “holding” nature of the S-FUD district and over time, may be relocated or discontinued in the future, if and when urban development and utility services to this parcel takes place. While no expiry of the use has been set in the proposed DC Bylaw, the applicant anticipates a duration of 31 years for use once constructed.

***Development and Site Design***

Listed as a discretionary use, a development permit will be required, however no development plans have been submitted as of the date of this report.

***Environmental***

In assessing the suitability of the use in this location, a Phase 1 Environmental Site Assessment Report (ESA) was submitted and reviewed by Administration who finds no concerns for land use approvals. Confirmation from the Province in the form of a Ministerial Consent for on, or adjacent to, the Transportation and Utility Corridor for any back sloping and drainage into the TUC has been received and will be reviewed again at time of a Development Permit application. A Biophysical Impact Assessment (BIA) was required and following review deemed acceptable for land use consideration.

***Transportation***

The subject site has existing access from 24 Street SW along the east side of the property, and this will continue with the future works depot. The applicant has been put on notice that a secondary fire access route may be required at the Development Permit stage depending on site configuration.

The depot will accommodate 10-14 plow trucks and other service equipment for roadway service operations and is not expected to generate high volumes of traffic or peak travel times.

***Utilities and Servicing***

The applicant has indicated that the development will be a ‘dry’ facility where all utility servicing is either delivered (potable water) or removed as needed (sanitary sewer). Water servicing is not available in the vicinity of this site; however, a water well is an option with appropriate approvals/license from the Province. Storm water management will need to conform to the recommendations of the ESA and BIA.

Final site servicing configuration will be reviewed and administered at the time of a development permit application.

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### **Stakeholder Engagement, Research and Communication**

There was no applicant or City-led engagement associated with application. The application followed City protocol for notification including posting of the application on the subject site.

One letter of concern was received voicing concerns regarding urbanization of this sub-area of The City. Administration explained the scope of the application, reassuring the concerned party this was not to urbanize the subject parcel through subdivision and extension of City utilities, rather a small, “dry pond” facility that will support the future Ring Road extension.

### **Strategic Alignment**

#### ***South Saskatchewan Regional Plan (Statutory – 2014)***

The site is located within the City, Town area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

#### ***Calgary Municipal Development Plan (MDP)***

The MDP identifies the subject site as “*future greenfield*” and “*unplanned greenfield*”. The subject site also resides within the Inter-municipal Development area of the Municipal District of Foothills.

### **Social, Environmental, Economic (External)**

None relevant to this application.

### **Financial Capacity**

#### ***Current and Future Operating Budget:***

There are no known impacts to the current and future operating budgets at this time.

#### ***Current and Future Capital Budget:***

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

### **Risk Assessment**

There are no identified risks associated with this proposal.

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**REASON(S) FOR RECOMMENDATION(S):**

Administration finds this proposal does not compromise the City's ability to comprehensively plan this sub-area in the future as the proposed municipal works depot could be discontinued or relocated without affecting future development.

**ATTACHMENT(S)**

1. Applicant's Submission
2. Proposed DC Direct Control District Guidelines