

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1378

Land Use Amendment in Foothills (Ward 9) at 5205 - 76 Avenue SE, LOC2018-0220

EXECUTIVE SUMMARY

This land use amendment application was submitted by Target Realty Corp on 2018 September 28 on behalf of PJS Holdings Ltd for the redesignation of approximately 0.86 hectares (2.13 acres) of land within the Foothills Industrial area. This application is intended to facilitate the redevelopment of the subject site as a used car sales and service lot by re-using the existing building. The application proposes to change the land use of the subject site from Industrial – General (I-G) District to Industrial – Commercial (I-C) District.

The proposal is compatible with surrounding land uses and in alignment with the applicable policies of the *Municipal Development Plan* and the *Southeast Industrial Area Structure Plan*.

A development permit application has been submitted and is under review.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing and:

1. **ADOPT**, by bylaw, the proposed redesignation of 0.86 hectares \pm (2.13 acres \pm) located at 5205 - 76 Avenue SE (Plan 8010816, Block 3, Lot 1) from Industrial – General (I-G) District **to** Industrial – Commercial (I-C) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This land use amendment application was submitted by Target Realty Corp on 2018 September 28 on behalf of PJS Holdings Ltd.

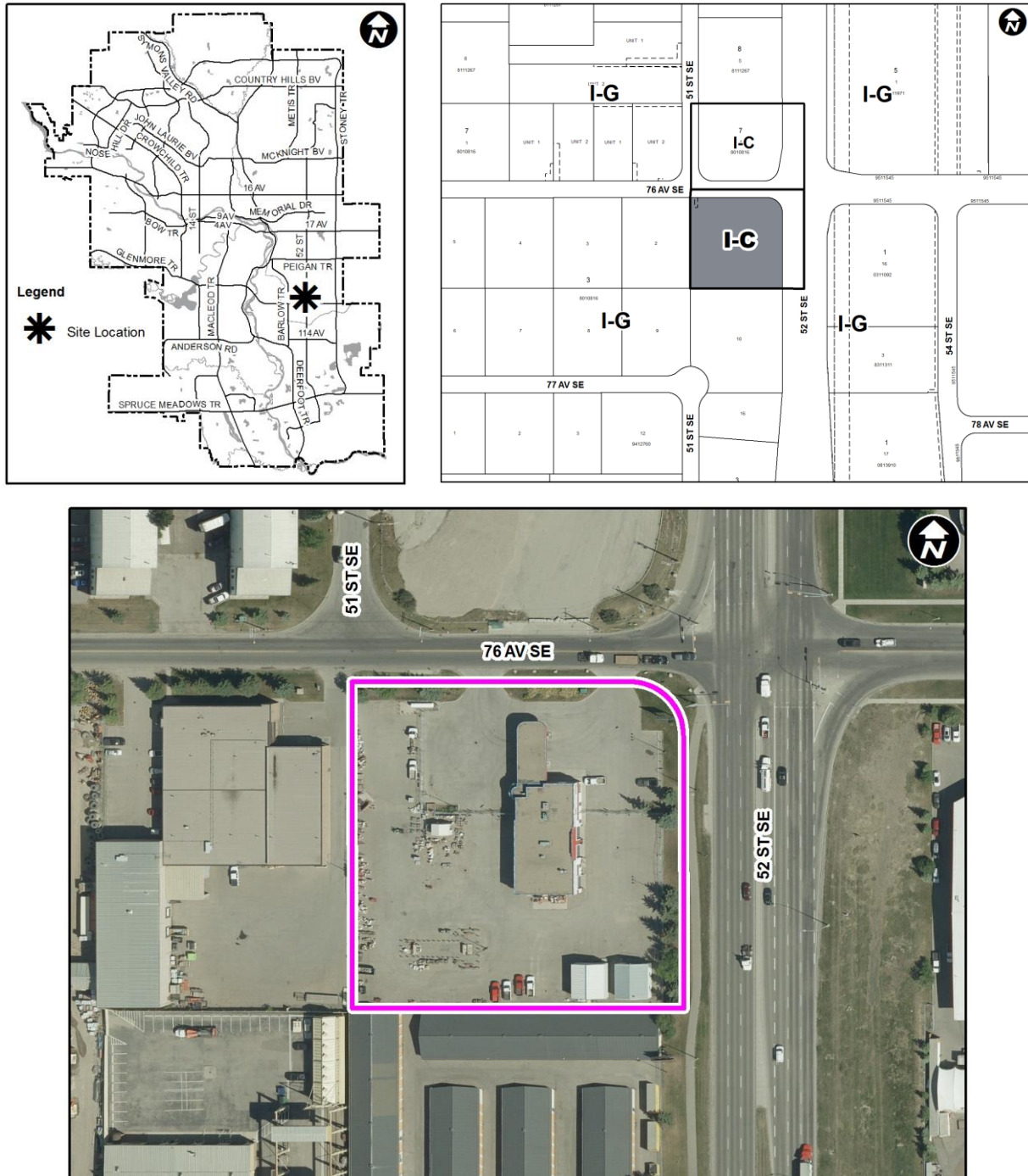
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Location Maps



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Site Context

The subject site is an approximately 0.86 hectares (2.13 acres) parcel in Foothills Industrial that is currently developed with a sales centre. The site is located at the southwest corner of the intersection of 52 Street SE and 76 Avenue SE with frontages along 52 Street SE to the east and 76 Avenue SE to the north. A two (2) storey warehouse building with ancillary offices exists immediately to the west of the site and there is a storage facility to the south. A bulk fuel sales depot (propane gas sales) formerly operated on the subject site, with this use closing in 2017.

The surrounding industrial area is comprised predominantly by light industrial uses and developments on Industrial – General (I-G) District lands. Some smaller scale commercial sites with food service and local convenience retail uses exist to the north of the site along 52 Street SE on Industrial – Commercial (I-C) District and Commercial – Neighbourhood 2 (C-N2) District lands.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use amendment will facilitate the redevelopment of the subject site at a greater intensity of use. This will contribute to the growth of the established area of Calgary, as envisioned by the *Municipal Development Plan* and the *Southeast Industrial Area Structure Plan*.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The site's existing I-G District allows for a wide variety of general light and medium industrial uses and a limited number of support commercial uses. I-G parcels are typically located in internal locations within industrial areas and the district contains specific limits on sales and office activities to preserve a diverse industrial land base. The I-G District allows for maximum floor area of 1.0 and maximum building height of 16.0 metres.

The proposed I-C District allows for light industrial uses and small scale commercial uses that are intended to be compatible with industrial uses and areas. I-C parcels are intended be located along or within 200 metres from major streets or expressways (as is the subject site). Accordingly, the I-C District contains provisions to ensure that developments provide an appropriate transition between other land use districts and the I-G District. These provisions include setback, screening, landscaping and building design controls that are intended to address the aesthetics of more visible locations. The I-C District allows for a maximum floor area of 1.0 and a maximum building height of 12.0 metres.

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Beyond maximum building height and a slightly different suite of allowable uses, key differences between the I-C and I-G District are that there are no use area restrictions for office and that retail and consumer service uses (with maximum use area limits) are allowed in the I-C District. This is in contrast to the I-G District where retail sales activities and office uses are restricted by rules to ensure that these uses may only exist as ancillary components of the principal I-G uses (e.g. a manufacturing facility which also contains a small retail sales area and/or administrative offices).

The applicant's intent is to redevelop the subject site as a used car sales and service lot by re-using the existing building.

Transportation Networks

A Transportation Impact Assessment (TIA) or parking study was not required in support of this land use application. A TIA and/or parking study may be required at the development permit stage dependent upon the use(s) proposed.

The site is located at the northwest corner of 52 Street SE and 76 Avenue SE. In this area, 52 Street SE is a six (6) lane divided street classified as an Industrial Arterial Street and is part of the *Municipal Development Plan's* Primary Transit Network. A regional pathway is located adjacent to the site which provides a north/south connection in the area along the west side of 52 Street SE.

The site is located adjacent to the southbound transit stop (Route 23) on 52 Street SE, and approximately 150 metres west of the northbound transit stop (Routes 23 and 148) on 52 Street SE. Future development on-site should be oriented towards 52 Street SE and/or 76 Avenue SE to interface effectively and take advantage of adjacent public transit facilities.

Seventy-sixth Avenue SE, which bounds the site to the north, provides east/west connections in the area and is classified as an industrial street. A public transit bus stop for eastbound Route 23 is located adjacent to the site on 76 Avenue SE. Currently there is no sidewalk along 76 Avenue SE or direct pedestrian connection to the site. At the development permit stage sidewalks will be required to provide pedestrian connection to the bus stops on 76 Avenue and connecting to the 52 Street network.

Due to operational and safety concerns associated with the existing eastern vehicular access onto 76 Avenue SE and its proximity to the intersection of 52 Street SE, at the development permit stage vehicular access to 76 Avenue SE will be reviewed for potential relocation or closure.

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Utilities and Servicing

The site was previously developed with water, sanitary, and storm service connections, and there is adequate capacity to support the proposed land use amendment. Should the site redevelop and/or intensify in the future, any potential upgrades to the existing service connections will be determined at the development permit stage and will be at the developer's expense.

Stakeholder Engagement, Research and Communication

Consistent with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online. No public meetings were held by the applicant or Administration in association with this application.

No community association exists for this area.

No comments were received from the public by the Calgary Planning Commission report submission date.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Calgary Planning Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP) which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Municipal Development Plan (Statutory, 2009)

The site is located within the Industrial – Employee Intensive area of the *Municipal Development Plan* (MDP), as identified on MDP Map 1: Urban Structure. These areas are intended for manufacturing, warehousing as well as mixed industrial and office developments that have high labour concentrations and require access to the Primary Transit Network.

MDP land use policies identify that a minimum intensity threshold of 100 jobs per gross developable hectare should be achieved in areas with predominantly industrial uses. There are uses within the proposed I-C District that are likely to generate high employment intensities, including office, retail and consumer uses. The I-C District does generally have a higher intensity of development than the I-G District. The I-C District averages 25 to 35 jobs per hectare, while I-G District averages about 20 to 30 jobs per hectare. While this redesignation proposal does not fully implement the MDP targets, the area as a whole must be considered

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when implementing those targets and this proposal does represent an intensification of the site's use.

The MDP also defers to the local area plan for more specific guidance. Local area plans in existence prior to approval of the MDP are recognized by the MDP as policies providing specific direction relative to the local context. In areas where an approved local area plan is in effect, the specific policies and design guidelines of that plan continue to provide direction. As discussed below, this application is supported by a local area plan.

This proposal aligns with the policies of the MDP.

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

The site is located within an area in the ASP identified as an 'Existing I-2 General Light Industrial District' on Map 2 - Land use and Transportation Plan. The ASP identifies that the purpose of the general light industrial area is to allow for a range of light industrial and associated uses that are compatible with each other and that do not adversely affect surrounding non-industrial uses.

High quality light industrial uses are intended to be provided within the plan area, particularly along the boundary roadways that separate the area from any adjacent residential communities. The ASP recognizes capacity to allow for uses other than general light industrial so long as they are compatible with the overall intent of the light industrial area.

The ASP recommends that general light industrial development in the Southeast Industrial Area be in accordance with the I-2 General Light Industrial District rules included in Calgary's *Land Use Bylaw 2P80*. The Industrial – Commercial (I-C) District corresponds to the I-2 District under *Land Use Bylaw 2P80*. This application is supported by the policies of the Southeast Industrial ASP.

Social, Environmental, Economic (External)

Financial Capacity

Current and Future Operating Budget:

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

Current and Future Capital Budget:

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

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Risk Assessment

There are no significant risks associated with this proposal and operational and/or land use risks will be managed at the time of development permit or subdivision application.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable municipal policies and guidelines including the *Municipal Development Plan* and the *Southeast Industrial Area Structure Plan*. The parcel's location and the area context is appropriate for the proposed I-C District which will allow for a range of light industrial oriented uses and industrially oriented commercial uses that are intended to be compatible with and serve the surrounding industrial area.

ATTACHMENT(S)

1. Applicant's Submission