

Planning & Development Report to
Calgary Planning Commission
2019 April 04

ISC: UNRESTRICTED
CPC2019-0417

Land Use Amendment in East Shepard Industrial (Ward 12) at 12725 - 52 Street SE, LOC2018-0267

EXECUTIVE SUMMARY

This application was submitted by Stantec Consulting on behalf of The City of Calgary on 2018 December 18 and proposes to redesignate the site in order to enable the future development of a maintenance and storage facility for Calgary Transit's Green Line Light Rail Transit (LRT) vehicles.

No development permit application has been submitted at this time. This application meets the intent of the *Municipal Development Plan* (MDP), the *Calgary Transportation Plan* (CTP) and the *Southeast Industrial Area Structure Plan* (ASP).

ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed redesignation of 14.59 hectares \pm (36.07 acres \pm) located at 12725 – 52 Street SE (Portion of SE1/4 section 10-23-29-4) from DC Direct Control District **to** Special Purpose – City and Regional Infrastructure (S-CRI) District; and
2. Give three readings to the proposed bylaw.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2019 APRIL 04:

That Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 14.59 hectares \pm (36.07 acres \pm) located at 12725 – 52 Street SE (Portion of SE1/4 section 10-23-29-4) from DC Direct Control District to Special Purpose – City and Regional Infrastructure (S-CRI) District; and
2. Give three readings to **Proposed Bylaw 107D2019**.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This application, submitted by Stantec Consulting on behalf of The City of Calgary on 2018 December 18, proposes to redesignate the site in order to enable the future development of a maintenance and storage facility for Calgary Transit's Green Line Light Rail Transit (LRT) vehicles.

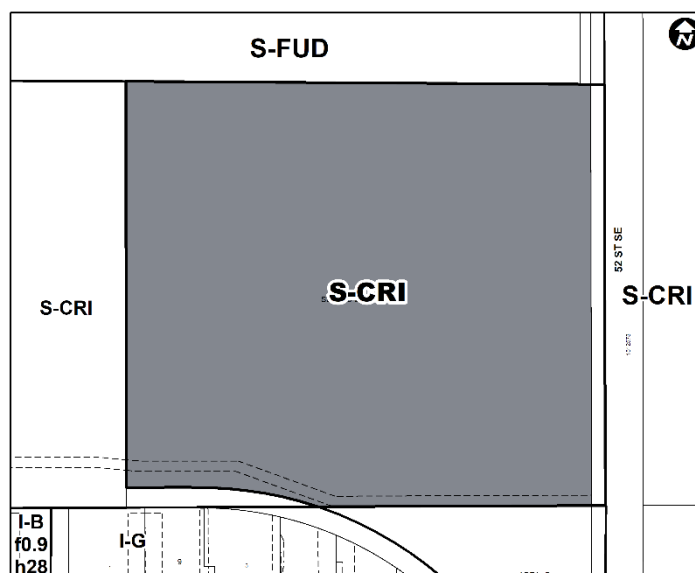
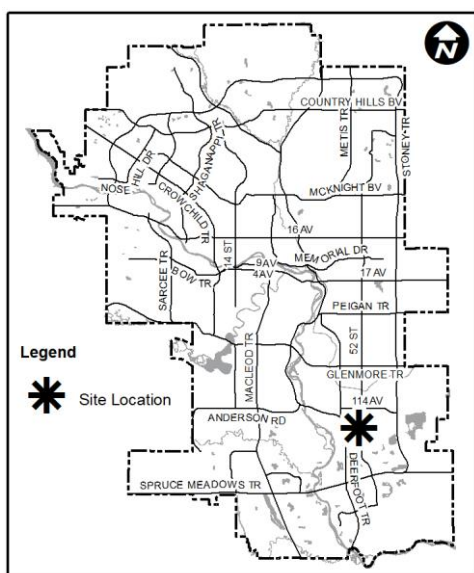
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On 2016 October 03, Council upheld Calgary Planning Commission's 2016 August 11 recommendation of approval for the redesignation of the parcel directly west of the subject site from Special Purpose – Future Urban Development (S-FUD) District to Special Purpose – City and Regional Infrastructure (S-CRI) District. Together, the two parcels will be consolidated to accommodate the future Green Line LRT maintenance and storage facility.

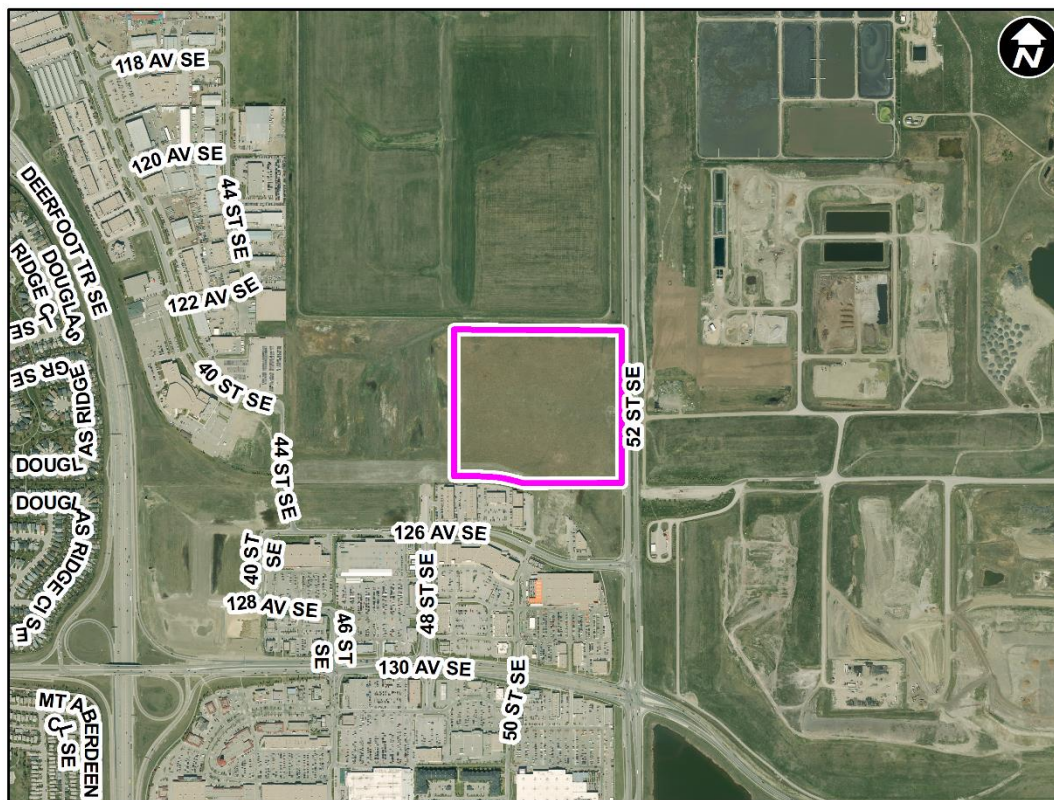
Location Maps



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Site Context

The subject site is 14.59 hectares in size and is located in East Shepard Industrial, in southeast Calgary. The future Green Line LRT alignment runs adjacent to the south western corner of the parcel, with a series of Industrial – Commercial (I-C) developments along 126 Avenue SE, south of the LRT alignment. The lands south of 126 Avenue SE contain a regional commercial shopping center (South Trail Crossing) designated as a Commercial - Regional 3 (C-R3) District and a future comprehensive office development (Shepard Station Office Campus) designated Industrial – Business (I-B f0.86h28) District. The lands to the west are primarily general light industrial.

To the north of the subject site is a former phosphogypsum stack site (Stack 2) designated as a Special Purpose – Future Urban Development (S-FUD) District. 52 Street SE forms the eastern boundary of the site, with the Shepard Waste Management Facility further east of 52 Street SE. As such, the majority of the parcel is located within the 450 metre landfill setback area.

To the west, the adjacent parcel is designated as a Special Purpose – City and Regional Infrastructure (S-CRI) District and is designated to be the other half of the future maintenance and service facility for the Green Line LRT.

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INVESTIGATION: ALTERNATIVES AND ANALYSIS

Planning Considerations

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

Land Use

The proposed Special Purpose – City and Regional Infrastructure (S-CRI) District is intended to provide for infrastructure and utility facilities, vehicle maintenance, work depots, and training centers related to infrastructure development and maintenance. The proposed S-CRI District is the most appropriate district for the intended development of Calgary Transit's Green Line LRT maintenance and storage facility.

The existing DC Direct Control Districts (Bylaws 129D2014 and 130D2014) were put in place as part of a comprehensive land use and outline plan application intended to accommodate transitional light industrial, small commercial, and temporary uses. The existing DC Districts will not accommodate Calgary Transit's intended use of the land, prompting this redesignation application.

The future maintenance and storage facility is defined in Land Use Bylaw 1P2007 as a Municipal Works Depot, which is a permitted use in the proposed S-CRI District. This use is not listed as permitted or discretionary in the existing DC Districts.

Development and Site Design

The future development of this site as a maintenance and storage facility will be reviewed by Administration as a development liaison application. Considered a Municipal Works Depot, the approval of this future application would be referred to Calgary Planning Commission for approval pursuant to the Major Municipal Public Works matrix.

Environmental

A Site Contamination Statement was submitted as part of this application. There are no known outstanding concerns associated with the subject lands or proposal at this time.

Transportation

To service the Green Line Shepard Station and the proposed maintenance and storage facility, a new roadway located north of the Green Line alignment will be created. The roadway is currently named 125 Avenue SE. This new roadway will connect from the existing 40 Street SE to the west to 52 Street SE to the east, and end at a T-intersection with 52 Street SE. 125

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Avenue SE will provide access to Shepard station, the maintenance and storage facility, and traffic from nearby businesses along 40 Street SE. Access to the triangular parcel located directly south of this site and adjacent to 52 Street SE will be provided from the new 125 Avenue SE.

Fifty-Second Street SE is classified as an arterial road, adjacent to the subject parcel. A regional pathway is located along the west side of 52 Street SE providing a regional connection north to the industrial areas, and south to the residential areas. Currently bus route 23 runs along 52 Street SE. With the Green Line development 48 Street SE will become a bus hub, providing various bus connections to Shepard Station.

Utilities and Servicing

Public water, sanitary and storm utilities exist within proximity to the subject lands. Storm pond design and development servicing requirements will be determined at the future Development Permit stage, to the satisfaction of Water Resources.

Stakeholder Engagement, Research and Communication

In keeping with Administration's practices, this application was circulated to stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online. No comments were received by the Calgary Planning Commission report submission date.

There is no community association in this area.

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

Strategic Alignment

This land use amendment proposal was evaluated based on its conformance to the applicable policy documents, summarized in the following sections.

South Saskatchewan Regional Plan (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.

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Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The *Municipal Development Plan* (MDP) identifies this area as part of a Standard Industrial Area and calls for a mix of industrial uses at varying intensities, with the industrial character of the area maintained even as the area redevelops. The activities and functions associated with the LRT maintenance facility are appropriate within the Standard Industrial Area.

The area south of the subject site, along 130 Avenue SE, is identified as a Community Activity Centre and contains a variety of commercial uses. Providing a transit network linking the shopping centre and the future office developments will improve mobility options for citizens, reduce dependence on automobiles, and increase opportunities for transit use, meeting the goals of the MDP.

Southeast Industrial Area Structure Plan (Statutory – 1996)

The *Southeast Industrial Area Structure Plan* (ASP) identifies this area as Proposed I-2 General Light Industrial District, which allows 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. The current proposal is consistent with the policies for the area in the ASP.

Social, Environmental, Economic (External)

This land use amendment will enable the development of a vital piece of infrastructure required for the Green Line LRT, which will further Calgary's MDP goals relating to sustainability, transportation choice, and creating a more compact urban form.

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 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

It should be noted that implementing the proposed land use will not guarantee the development of the maintenance and storage facility. Further work will be required at the development liaison and building permit stage to enable construction of the intended urban form.

REASON(S) FOR RECOMMENDATION(S):

This proposal meets the policies in place for the area, including the *Municipal Development Plan* and the *Southeast Industrial Area Structure Plan*, and enables the development of the future Green Line LRT maintenance and service facility, supporting the provision of a third LRT line for Calgarians.

ATTACHMENT(S)

1. Applicant's Submission
2. **Proposed Bylaw 107D2019**