

Planning & Development Report to
Calgary Planning Commission
2019 June 06

ISC: UNRESTRICTED
CPC2019-0689

Policy Amendment and Land Use Amendment in Shepard Industrial (Ward 12) at 11488 – 24 Street SE, LOC2018-0153

EXECUTIVE SUMMARY

This application was submitted by Kumlin Sullivan Architecture Studio on 2018 June 27, on behalf of landowner I.G.L. Properties Inc. This application proposes to change the land use designation of the site from DC Direct Control District (Bylaw 84Z2000), based on General Light Industrial District (I-2) of Land Use Bylaw 2P80 to Commercial – Corridor 2 (C-COR2 f0.22h12) District to allow for additional commercial uses in order to attract new tenants. Specifically, the proposed amendment will allow for:

- primarily commercial developments such as strip malls and shopping centres that may serve several surrounding communities;
- a maximum building height of 12 metres, about 1 to 4 storeys (no change from the current maximum);
- a maximum building area of 3,995 square metres; and
- the uses listed in the C-COR2 District.

An amendment to the *Southeast Industrial Area Structure Plan* is required to accommodate the proposed land use redesignation. The proposed land use amendment is consistent with the applicable policies of the *Municipal Development Plan*.

No development permit applications have been submitted for the site in conjunction with this application.

ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed amendments to the Southeast Industrial Area Structure Plan (Attachment 4);
2. Give three readings to the proposed bylaw;
3. **ADOPT**, by bylaw, the proposed redesignation of 1.82 hectares ± (4.49 acres ±) located at 11488 – 24 Street SE (Plan 0112636, Block 18, Lot 1) from DC Direct Control District to Commercial – Corridor 2 (C-COR2 f0.22h12) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

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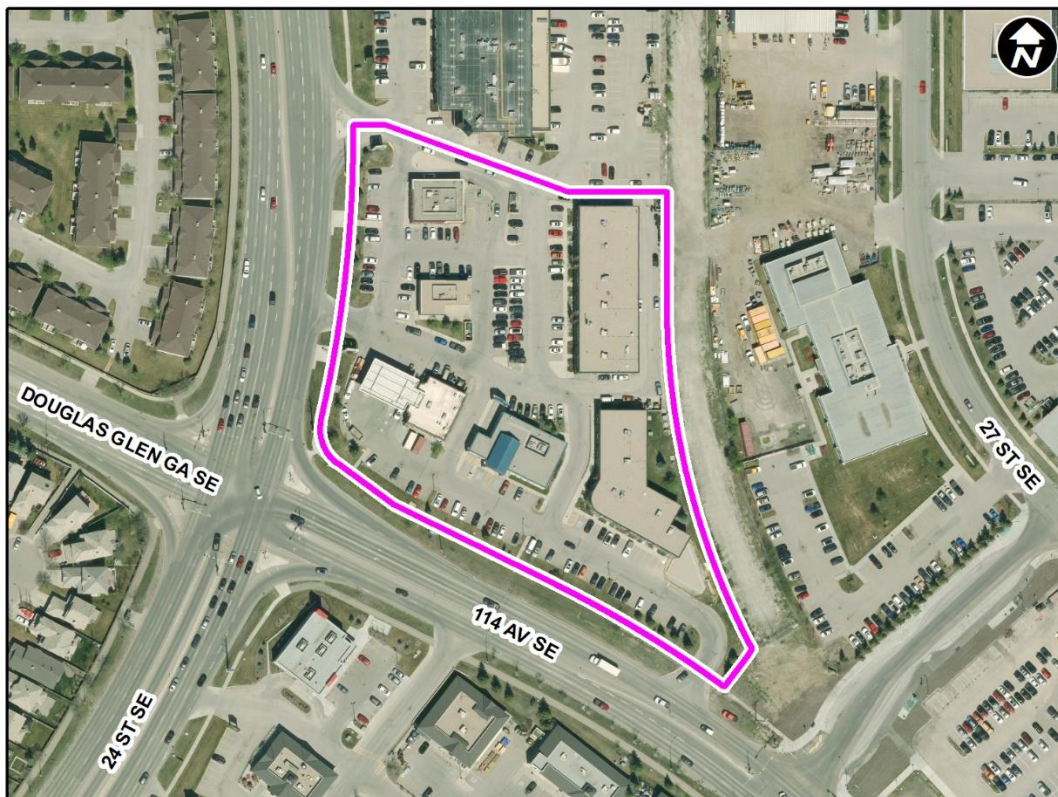
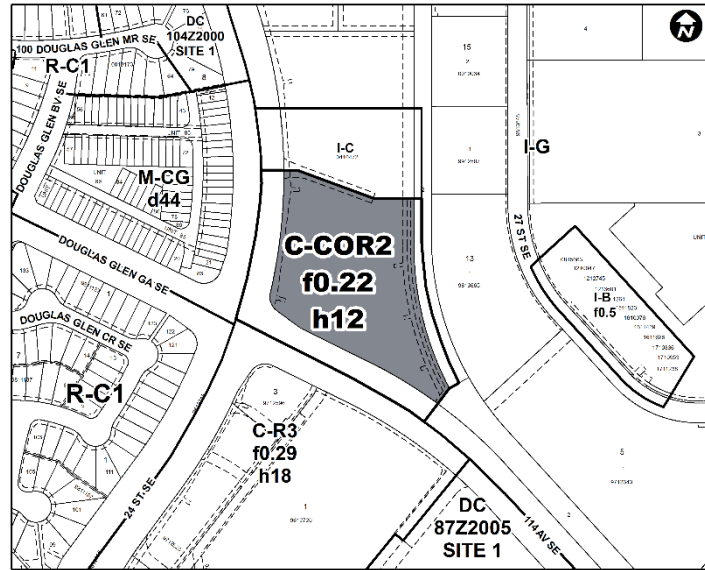
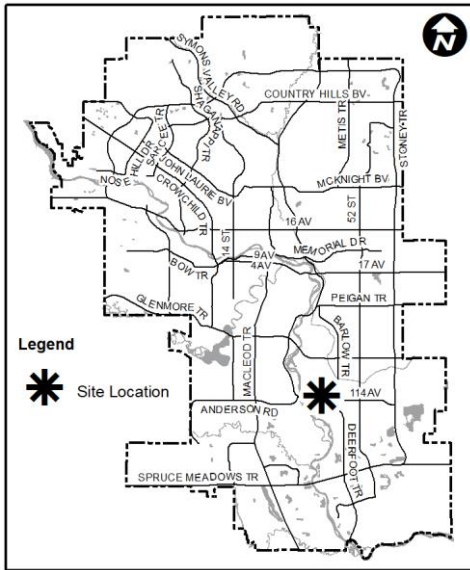
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BACKGROUND

This application was submitted by Kumlin Sullivan Architecture Studio on 2018 June 27, on behalf of landowners I.G.L. Properties Inc. This application proposes to change the land use designation of the site from DC Direct Control District (Bylaw 84Z2000), based on General Light Industrial District (I-2) of Land Use Bylaw 2P80 to Commercial – Corridor 2 (C-COR2 f0.22h12) District to allow for additional commercial uses in order to attract new tenants. The requested density and height modifiers were selected to accommodate the existing density and height of buildings on the site, and no additional density or height.

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Location Maps



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Site Context

The site is located along the western edge of the Shepard Industrial area of southeast Calgary, adjacent to the community of Douglasdale/Glen. The site is adjacent to multiple Calgary Transit bus stops, a bus terminal, a Calgary Transit Route 302 bus rapid transit stop, the southeast terminus of the Calgary Transit MAX Teal line, and the approved, planned, and funded Douglas Glen Calgary Transit Green Line Light Rail Transit Station. The site is developed with six one-storey commercial buildings.

Industrial – Commercial (I-C) District lands, developed with a three-storey retail and office commercial building, exists to the north of the site. Industrial – General (I-G) District lands, developed with a one-storey industrial commercial building, exists to the east of the site. Industrial – General (I-G) District lands, developed with a Calgary Transit bus terminal and park and ride, exists to the southeast of the site. Commercial – Retail 3 (C-R3) District lands, developed with multiple commercial buildings, exists to the south of the site. Multi-Residential – Contextual Ground-Oriented (M-CGd44) District lands, developed with a townhouse complex, exists to the west of the site.

As identified in Figure 1, below, the adjacent community of Douglasdale/Glen has experienced a small population decline from its peak in 2014.

Figure 1: Community Peak Population

Douglasdale/Glen	
Peak Population Year	2014
Peak Population	12,952
2018 Current Population	12,769
Difference in Population (Number)	-183
Difference in Population (Percent)	-1%

Source: The City of Calgary Civic Census

Additional demographic and socio-economic information may be obtained online through the [Douglasdale/Glen](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of uses that are compatible with and complement the adjacent and nearby uses. If the proposed policy amendments are approved, then the proposal is consistent with applicable policies, as discussed in the Strategic Alignment section of this report.

Planning Considerations

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

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Land Use

This application proposes to change the land use designation of the site from DC Direct Control District (Bylaw 84Z2000), based on General Light Industrial District (I-2) of Land Use Bylaw 2P80 to Commercial – Corridor 2 (C-COR2 f0.22h12) District to allow for additional commercial uses. Section 796 of Land Use Bylaw 1P2007 directs Commercial – Corridor 2 (C-COR2) Districts to be located where there is commercial development on both sides of the street and there is vehicle access from streets and lanes. The C-COR2 District allows for commercial development, including limited automotive uses, and the potential for residential uses. The C-COR2 District is intended to be buildings located at varying distance from the street, with parking at front, sides or rear of buildings, pedestrian connections from public sidewalks, to and between buildings, and varied building densities and heights.

A land use redesignation of the site to the C-COR2 District would allow for commercial development on both sides of the street and would have access from adjacent streets. Buildings on 24 Street SE and 114 Avenue SE are located at varying distance from the street, and have parking located to the front, sides, and rear. A policy amendment to allow for commercial uses and some residential uses is consistent with the intent of the C-COR2 District. The site conforms to the intent of Land Use Bylaw 1P2007 for the C-COR2 District.

Development and Site Design

The purpose of this application to allow for additional commercial uses. When development permits for the site are submitted, they will be reviewed by Administration to assess the proposal against the relevant bylaws, policies, and guidelines

Environmental

An environmental site assessment was not required for this application.

Transportation

Pedestrian and vehicular access to the site is available from 114 Avenue SE and 24 Street SE. Both access locations are restricted to right-in/right-out turns only. According to the *Calgary Transportation Plan*, 114 Avenue SE is classified as an Industrial Arterial Street and 24 Street SE is classified as an Arterial Street.

The site is located adjacent to the Douglas Glen Bus Rapid Transit Station and is within a transit-oriented development area. Numerous transit routes connect to and from the Douglas Glen Bus Rapid Transit Station including Routes 92 McKenzie Town, 96 McKenzie, 103/117 McKenzie Express, 133 Cranston Express, 151 New Brighton Express, and the MAX Teal Route 306. The Douglas Glen Bus Rapid Transit Station will eventually be consolidated with the future Douglas Glen Green Line Light Rail Transit Station.

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A Transportation Impact Assessment was not required in support of this land use redesignation application. Transportation impact analysis may be required for a development permit application review, depending on the density of the proposed development.

Utilities and Servicing

Sanitary sewers are available to service the site. At the time of a development permit application review, a sanitary servicing study may be required to determine whether off-site upgrades are needed.

Water mains are available to service the site. At the time of a development permit application review, a fire flow calculation letter may be required to determine whether off-site upgrades are needed.

Storm sewers are available to service the site.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. In addition, notification letters were sent to adjacent land owners and the application was advertised online. No public meetings were held by the applicant or Administration in association with the application at the time of report writing. No letters regarding the proposed land use redesignation were received by Administration by the Calgary Planning Commission report submission date.

A letter of support regarding the proposed land use redesignation was received from the DouglasQuarry Community Association. A further letter of support regarding the proposed policy amendments was received from the DouglasQuarry Community Association following a meeting on 2019 May 15 to discuss the proposed policy amendments.

Strategic Alignment

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.

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.

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Municipal Development Plan (Statutory - 2009)

The site is within an Industrial - Employee Intensive area on Map 1: Urban Structure of the *Municipal Development Plan* and 24 Street SE is identified as Primary Transit Network on Map 2: Primary Transit Network. Also, 24 Street SE is identified as an Arterial Street and 114 Avenue SE is identified as an Industrial Arterial on Map 3: Road and Street Network of the *Municipal Development Plan*.

The intent of the Industrial - Employee Intensive area is to have manufacturing, warehousing and mixed industrial/office developments that have high labour concentrations and require access to the Primary Transit Network. The *Municipal Development Plan* further states that whereas the Industrial - Employee Intensive area should contain predominantly industrial uses, other uses that support the industrial function may be allowed, and that specific rules for the amount of support uses should be determined as part of the policy planning process and land use application process. Furthermore, the policies of Part 2 (City-wide policies) of the *Municipal Development Plan* generally encourage intensification and pedestrian-oriented uses in proximity to higher capacity and frequency transit station. The proposal is consistent with the *Municipal Development Plan*.

Southeast Industrial Area Structure Plan (Statutory - 1996)

The site is within a Proposed I-2 General Light Industrial District area on Map 2: Land Use and Transportation Plan of the *Southeast Industrial Area Structure Plan*. Both 24 Street SE and 114 Avenue SE are identified as Major Road on Map 2: Land Use and Transportation Plan of the *Southeast Industrial Area Structure Plan*.

The fourth paragraph of subsection 4.1.1. of the *Southeast Industrial Area Structure Plan* states;

“Apart from two mobile home parks and four residential dwellings in the South Hill area, which are due to be phased out over time, no residential uses are proposed within the Plan area. As a result, proposals for any additional residential development would be contrary to this Plan.”

The sixth point of subsection 4.2(b) of the *Southeast Industrial Area Structure Plan* states;

“That applications for land use amendments to accommodate additional commercial development beyond that allowed under the General Light Industrial District (I-2), on sites greater than 1.6 hectares (4 acres) in size to accommodate commercial development may be considered, provided an amendment to this plan is approved identifying the commercial site and specifying any site specific development requirements.”

Because the site is 1.82 hectares in size, which is greater than the 1.6 hectare threshold noted in subsection 4.2(b), and because the proposed land use designation would allow for both additional commercial development beyond that allowed under the General Light Industrial

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District (I-2) and residential uses, amendments to the *Southeast Industrial Area Structure Plan* are required to enable the proposed redesignation to the C-COR2 District.

Because the proposed amendment is consistent with the intent of and the policies for the Industrial - Employee Intensive and the city-wide policies of the *Municipal Development Plan*, as described in the *Municipal Development Plan* section, Administration supports the proposed amendment to the *Southeast Industrial Area Structure Plan*.

Social, Environmental, Economic (External)

The proposed land use district provides for a range of commercial opportunities that may accommodate the needs of different demographic categories.

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 significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed policy amendment and land use redesignation are consistent with the applicable policies of the *Municipal Development Plan*. The parcel's location and the area context are appropriate for the proposed Commercial – Corridor 2 (C-COR2 f0.22h12) Districts, which will allow for a range of commercial uses that will be compatible with the surrounding residential, commercial, industrial, and transit uses.

ATTACHMENT(S)

1. Applicant's Submission
2. Comments from the DouglasQuarry Community Association
3. Further Comments from the DouglasQuarry Community Association
4. Proposed Amendment to the Southeast Industrial Area Structure Plan