

Planning & Development Report to  
Calgary Planning Commission  
2019 November 07

ISC: UNRESTRICTED  
CPC2019-1356

## Land Use Amendment in Manchester Industrial at 6420 - 1A Street SW, LOC2019-0108

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### EXECUTIVE SUMMARY

This land use redesignation application was submitted by David Jacobs Consulting on 2019 July 06 on behalf of the landowner, Superior Investments 2004 Ltd. The application proposes a land use redesignation of a 1.70 hectare  $\pm$  (4.21 acre  $\pm$ ) site from Commercial – Corridor 3 (C-COR3 f1.0h12) to a DC Direct Control District based on Mixed Use - General (MU-1) District to allow for:

- an intended expansion of an existing place of worship;
- a future mixed-use and transit-oriented development without the need for redesignation;
- a maximum building height of 40 metres (an increase from the current maximum of 12 metres);
- a maximum floor area ratio (FAR) of 5.0 (an increase from the current maximum of 1.0);
- a maximum building floor area of 85,150 square metres (an increase from the current maximum building floor area of 17,030 square metres); and
- the uses listed in the MU-1 District with the addition of Place of Worship – Large.

This proposal supports applicable policies of the *Municipal Development Plan (MDP)*, the *Chinook Station Area Plan*, and supports both interim and comprehensive redevelopment. No development permit application has been submitted at this time.

#### ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw the proposed redesignation of 1.70 hectares  $\pm$  (4.21 acres  $\pm$ ) located at 6420 - 1A Street SW (Plan 9212031, Block C, Lot 3A) from Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District **to** DC Direct Control to accommodate the additional use of Place of Worship – Large and mixed-use development, with guidelines (Attachment 2); and
2. Give three readings to the proposed bylaw.

#### RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2019 NOVEMBER 07:

That Council hold a Public Hearing; and

1. Adopt, by bylaw the proposed redesignation of 1.70 hectares  $\pm$  (4.21 acres  $\pm$ ) located at 6420 - 1A Street SW (Plan 9212031, Block C, Lot 3A) from Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District to DC Direct Control to accommodate the additional use of Place of Worship – Large and mixed-use development, with guidelines (Attachment 2); and
2. Give three readings to **Proposed Bylaw 252D2019**

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**PREVIOUS COUNCIL DIRECTION / POLICY**

None.

**BACKGROUND**

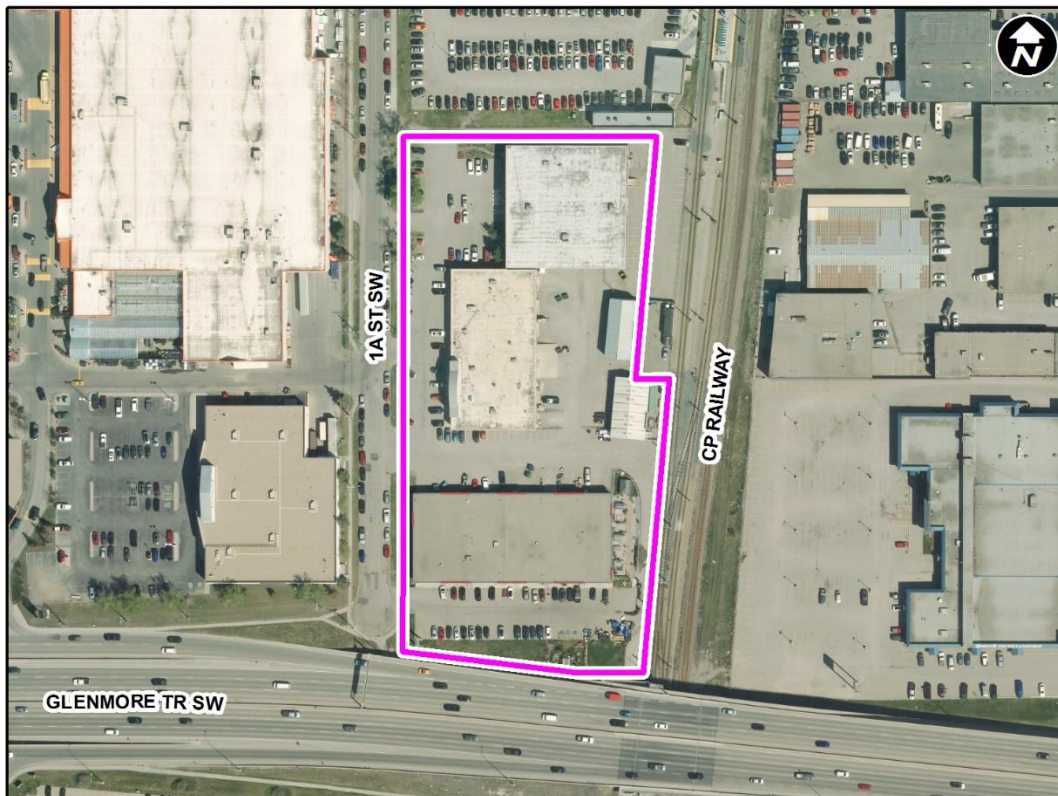
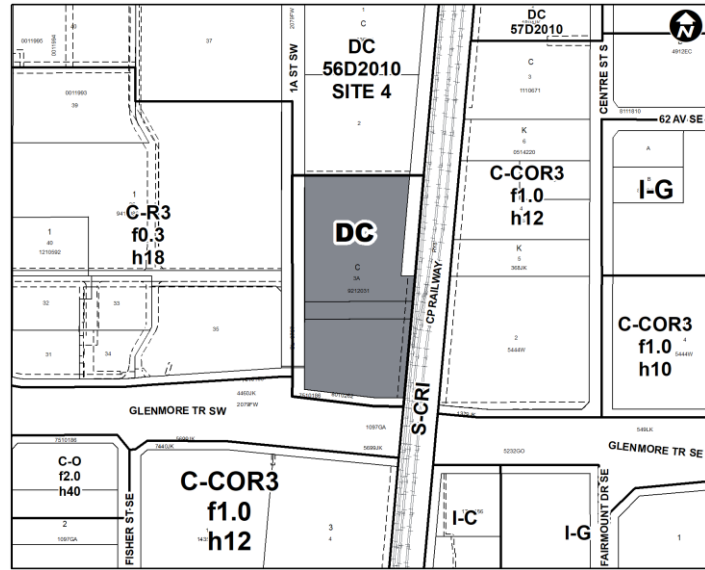
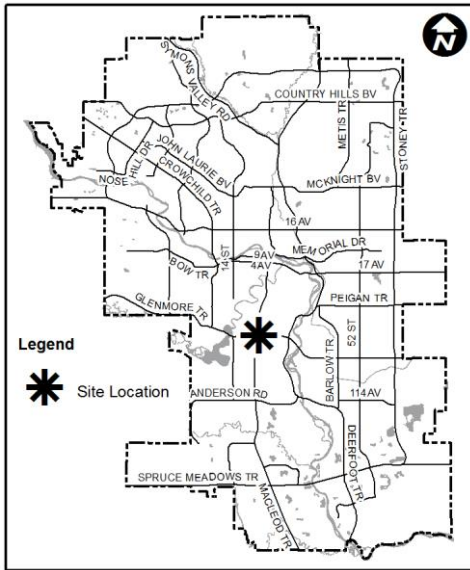
This application was submitted by David Jacobs Consulting on 2019 July 06 on behalf of the landowner, Superior Investments 2004 Ltd. No development permit application has been submitted at this time; however, as per the attached Applicant Submission (Attachment 1), the applicant intends to submit a development permit for a Place of Worship – Large within the existing Southside Victory Church should the land use amendment be approved.

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Location Maps



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### Site Context

The subject site is in the community of Manchester Industrial. It is located north of Glenmore Trail SE, south of the Chinook LRT Station, and is one block east of Macleod Trail SE. Commercial uses are to the east, west, and south of the site. To the east and south is Commercial - Corridor 3 (C-COR3) and to the west is Commercial – Regional (C-R3).

The site to the north is a DC Direct Control District (Bylaw 56D2010, Site 4) to accommodate the Chinook LRT Station and associated Park and Ride facility. A big-box commercial development is located to the west of the parcel and to the east is a series of single storey commercial buildings. To the south is Glenmore Trail SE with single storey office buildings beyond.

The subject site, comprised of a single parcel, is approximately 1.70 hectares (4.21 acres) in size. There are currently three buildings on site: the northernmost building is a Place of Worship – Small while the other two buildings operate as retail and commercial uses. Each of the two commercial buildings have several commercial retail units.

There is no population data for the community of Manchester Industrial.

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposed land use amendment allows for development that creates greater intensity around the Chinook LRT Station. 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.

#### *Land Use*

The current land use is Commercial – Corridor 3 (C-COR3 f1.0h12) that allows for commercial development to a maximum height of 12.0 metres and a maximum floor area ratio (FAR) of 1.0. The proposed land use is a DC Direct Control District based on Mixed Use - General (MU-1) District with a maximum height of 40 metres and a FAR of 5.0, which will support future intensification on the site when it comprehensively redevelops.

During the application review, Administration worked collaboratively with the applicant to develop a DC Direct Control District based on the Mixed Use - General (MU-1) District to support future mixed-use development along with supporting Place of Worship – Large within an existing building. The DC Direct Control District would support future redevelopment without the

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need to redesignate. It would also support incremental development by accommodating the intensification of an existing use on site.

### ***Environmental***

An Environmental Site Assessment was not required for this application.

### ***Transportation***

Pedestrian and vehicular access to the site is currently available from the north via 1A Street SW. No access is available from the south or east as the site is flanked by Glenmore Trail SW and the LRT / CN Rail tracks respectively. There is also an access road that links to the big box development to the west of the site.

The site is adjacent to the Chinook LRT Station and, as such, is connected to several Calgary Transit bus routes that also have stops at the LRT Station.

On-street parking is not permitted along 1A Street SW, however on-site surface parking is provided on the subject site.

As part of a future development permit application that proposes increased intensity on the site through redevelopment, a Transportation Impact Assessment will be required. Area transportation improvements including sidewalk connection and intersection improvements at 61 Avenue SW / 1A Street SW may also be required to support the development.

### ***Utilities and Servicing***

Water, sanitary and storm deep utilities are available for development servicing. Additional servicing requirements will be determined at the time of redevelopment.

### ***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.

Administration did not receive any letters of opposition or support to the proposal. There is currently no community association in the area.

No public meetings were held by the applicant or Administration.

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 and the date of the Public Hearing will be advertised.

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**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* 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 and policy 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 – 2019)***

In accordance with Map 1: Urban Structure Map of the *Municipal Development Plan* (MDP), the subject site is identified as a Major Activity Centre (MAC). The land use policies in section 3.3 state that MACs are areas of high job and population growth located in strategic areas central to larger residential catchment areas and linked city-wide by the Primary Transit Network. They are seen to have the highest density and building heights outside of Centre City. Additionally, the MDP notes that as the subject site is adjacent to a LRT station, future redevelopment should be designed to integrate with the Primary Transit Network.

The subject site is located within a 200 metres radius of the Chinook LRT station. The proposed increase to the maximum building height and FAR supports mixed-use development that is transit-oriented and is in keeping with the above MDP policies.

***Chinook Station Area Plan (Non-statutory – 2008)***

This Plan creates policies to support mixed-use development in increased building densities within a 600 metre radius of the Chinook LRT Station. It also notes that over the long-term, the area should transition from automobile centric design into pedestrian-friendly areas. It classifies the subject site as within the Mixed-Use Precinct. The primary purpose of this Precinct is to accommodate a mix of land uses comprised of office commercial, residential and retail commercial development. Floor area ratios between 3.0 and 5.0 are targeted.

This proposal aligns with the policy by allowing for the maximum noted FAR, enabling a mix of land uses, and introducing a land use with greater focus on creating pedestrian-friendly areas.

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### ***Draft Chinook Station Area Redevelopment Plan (2019)***

Under the draft *Chinook Station Area Redevelopment Plan*, this site is classified as Community-Centre / Community-High Density, which allows for development ranging from six to greater than 10 storeys. This proposal aligns with the policy direction by enabling building heights on the site of 10 to 11 storeys.

The draft *Chinook Station Area Redevelopment Plan* is currently under review by Administration. An update is currently anticipated in Q3 of 2020. The proposed land use redesignation aligns with the work done to date on the draft *Chinook Station Area Redevelopment Plan*.

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

This proposal provides the opportunity for additional residential, commercial and retail opportunities within Manchester Industrial and around the Chinook LRT Station.

### **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***

As part of a future development permit application that would increase intensity on the site to the full Mixed Use - General(MU-1) District potential, area transportation improvements including sidewalk connection and intersection improvements at 61 Avenue SW / 1A Street SW may be required to support the development.

### **Risk Assessment**

There are no significant risks associated with this proposal.

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

The proposal is in keeping with applicable policies of the *Municipal Development Plan* and *Chinook Station Area Plan*, and could provide residential development, local amenities and employment opportunities within Manchester Industrial. As the site is adjacent to the Chinook LRT Station, future intensification of the site would be considered transit-oriented development, therefore allowing for greater utilization of transit infrastructure.

### **ATTACHMENT(S)**

1. Applicant's Submission
2. **Proposed Bylaw 252D2019**