

Planning & Development Report to
Calgary Planning Commission
2020 May 07

ISC: UNRESTRICTED
CPC2020-0461

**Land Use Amendment in Manchester Industrial (Ward 9) at 5711 – 1 Street SE,
LOC2019-0187**

EXECUTIVE SUMMARY

This application was submitted by B&A Planning Group on 2019 December 04 on behalf of the landowner, 5711 – 1ST Street SE LTD represented by Trotter & Morton Group of Companies. This application is intended to facilitate the redevelopment of the subject site to allow for a four-storey office building. The application proposes to change the designation of this property from Industrial – General (I-G) District to Industrial – Business (I-B f2.0h27) District to allow for:

- manufacturing, research and office development;
- a maximum building height of 27 metres, approximately 6 storeys, (an increase from the current maximum of 16 metres);
- a maximum floor area ratio (FAR) of 2.0 (an increase from the current maximum of 1.0) with approximately 16,650 square metres of building floor area; and
- the uses listed in the I-B District.

The proposal is in conformance with applicable policies of the *Municipal Development Plan* and the draft *Chinook Station Area Redevelopment Plan*.

No development permit has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

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

1. Adopt, by bylaw, the proposed redesignation of 0.83 hectares \pm (2.0 acres \pm) located at 5711 – 1 Street SE (Plan 2853GN, Block 3, Lot 2) from Industrial – General (I-G) District to Industrial – Business (I-B f2.0h27) District; and
2. Give three readings to the proposed bylaw.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2020 MAY 07:

That Council:

1. Adopt, by bylaw, the proposed redesignation of 0.83 hectares \pm (2.0 acres \pm) located at 5711 – 1 Street SE (Plan 2853GN, Block 3, Lot 2) from Industrial – General (I-G) District to Industrial – Business (I-B f2.0h27) District; and
2. Give three readings to **Proposed Bylaw 71D2020**.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

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BACKGROUND

This application was submitted by B&A Planning Group on 2019 December 04 on behalf of the landowner, 5711 – 1ST Street SE LTD, represented by Trotter & Morton Group of Companies.

No development permit has been submitted at this time, however, as per the applicant submission (Attachment 1), the intent is to construct a four-storey office building above two levels of structured parking. It is anticipated that the initial phase would include the construction of the structured parking and two office storey. A later phase would include an additional two floors of office development.

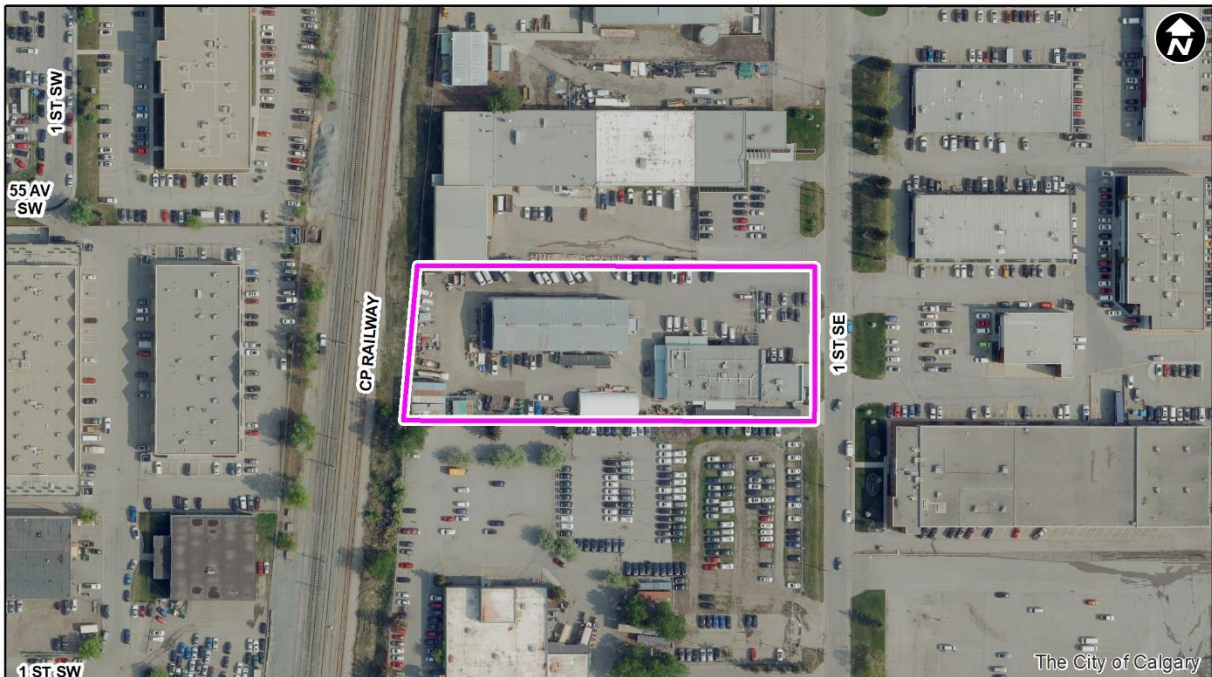
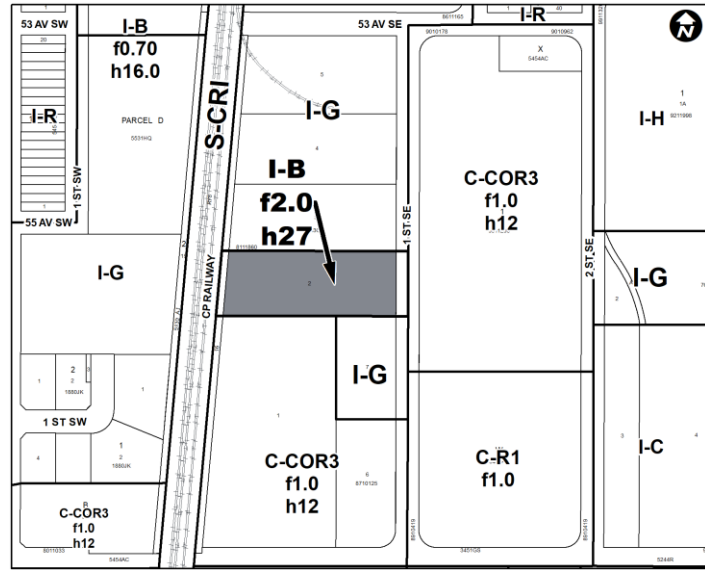
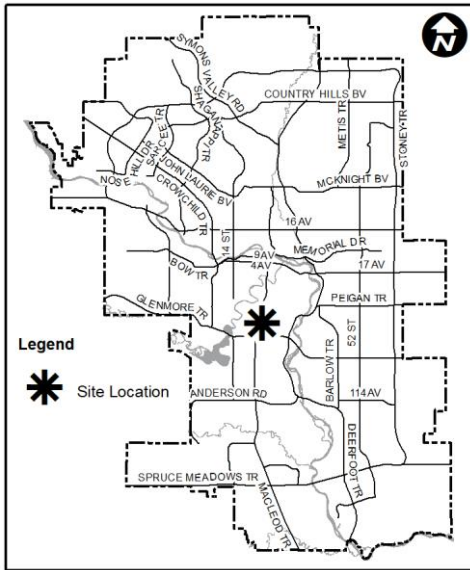
While a development permit application has not yet been submitted, preliminary development plans have determined the ultimate building height and floor area requirements. It is anticipated that each office floor would consist of 4.6 metres (15 feet) floor height. As the site slopes downward from east to west, the first level of the parking structure will be partially above ground. Based on preliminary plans, the total height of the building would be approximately 26 metres.

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Location Maps



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Site Context

The subject site is located in the southeast community of Manchester Industrial, north of 58 Avenue SE and east of the Canadian Pacific (CP) freight rail corridor. The site is approximately 0.83 hectares (2.0 acres), 56 metres by 149 metres, in size. The site is currently developed with a two-storey office building, a fabrication building, quonset and outbuildings. The site slopes downwards from east to west towards the rail lines, with a grade change of approximately 3 metres.

Surrounding development consists of a mix of industrial and commercial uses in Industrial – General (I-G), Commercial – Corridor 3 (C-COR3) and Commercial – Regional 1 (C-R1) Districts. Commercial developments are directly south of the subject site.

The site is approximately 750 metres radius (950 metres walking distance) north of the Chinook LRT Station with the LRT line and the CP Railway alignments located adjacent to the parcel along the western parcel boundary.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of uses that are compatible with and complement existing industrial and commercial uses in the area. The proposal is consistent with applicable policies as highlighted in the Strategic Alignment section of this report.

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Planning Consideration

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

Land Use

The existing Industrial – General (I-G) District is an industrial district intended for industrial uses that typically have a wide variety of light and medium general industrial uses and a limited number of support commercial uses. The district allows for outdoor activities. The I-G District allows for a maximum floor area of 1.0 and maximum building height of 16 metres.

The proposed Industrial – Business (I-B) District allows for high quality, manufacturing, research and office development that are intended to be compatible with industrial uses and areas. I-B parcels are intended to contribute to employment centres. It allows for flexibility in building density established through floor area ratio and varying building height through maximum building height. The proposed I-B district would allow for a maximum building height of 27 metres and a maximum floor area ratio of 2.0.

The primary difference between the I-B and I-G Districts are that there are restrictions on outdoor storage and no restrictions for office use in the I-B District, in contrast to the I-G District where office use is restricted by rules to ensure that the use may only exist as ancillary components of the principal I-G uses such as manufacturing facility and storage yard.

The proposed district provides opportunities for the parcel to act as a transition site between commercial development to the south and industrial development to the north.

Development and Site Design

The rules of the I-B District will provide basic guidance for the future development of the site including appropriate uses, height and building massing, landscaping and parking. Future development has the potential to provide a campus-like office development.

Environmental

An Environmental Site Assessment was not required and there were no environmental concerns identified with this application.

The site is located within 30 metres of the Rail Proximity Envelope identified in the *Development Next to Freight Rail Corridors Policy* and its implementation guide. The City developed the policy to ensure that redevelopment near freight railways is within an acceptable risk tolerance.

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The Rail Proximity Envelope does not prohibit development but requires additional consideration such as mitigating noise impacts and the risk of derailment at the development permit stage.

Transportation

Pedestrian and vehicular access to the site is available via 1 Street SE. The area is served by Calgary Transit Route 43 (McKnight Chinook) with service every 20 minutes during the peak hours and Route 81 (Macleod Trail S) with service every 30 minutes in the peak hours. Route 43 and 81 share a bus stop approximately 250 metres walking distance from the site on 58 Avenue SE. The site is roughly 750 metres radius (950 metres walking distance) north of the Chinook LRT Station.

On-street parking adjacent to the site is unregulated on 1 Street SE. A Transportation Impact Assessment (TIA) was submitted during the application review. At the development permit stage, the applicant may be required to implement roadway improvements as recommended by the TIA as well as provide an active modes assessment of the area identifying missing links for the subject site to connect to transit.

Utilities and Servicing

Public water, sanitary and storm deep utilities exist within the adjacent public right-of-way. Development site servicing will be determined at the time of development, to the satisfaction of Water Resources.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and noticed posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

There is no community association in the area. A letter of opposition was received by Administration which references concerns related to increased local traffic, density, and shadowing.

In tandem with the application, the applicant delivered flyers with information about the redesignation with contact information to businesses within two block radius from the subject site on 2020 January 23.

No public meetings were held by the applicant or Administration for this application.

Following Calgary Planning Commission, notifications for a Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. 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](#) (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 policy and 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 subject site is located within the Activity Centres - Major Activity Centre (MAC) area as identified on [Map1: Urban Structure](#), in the [Municipal Development Plan](#) (MDP). Major Activity Centre areas are intended to provide a mix of high-density employment and residential uses outside of the Centre City area. It is intended to be developed to function as an urban centre for a sub-region of the city and provide opportunities for people to work, live, shop, recreate, be entertained and meet their daily needs. The design and character of MACs must create a high-quality environment that features amenities for a comfortable street environment with parking be contained within structured facilities or underground.

The proposed land use redesignation aligns with relevant MDP policies. The proposal would allow the site to provide a broader range of employment intensive uses found in the I-B District.

Chinook Station Area Redevelopment Plan (Draft – 2019)

Administration is currently developing a station area redevelopment plan for the Chinook area. The draft [Chinook Station Area Redevelopment Plan](#) (SARP) identifies the site as Employment – Industrial / Employment – Intensive in the Manchester Employment policy area. The area is intended to allow for a combination of general industrial and office uses. The proposal aligns with the direction of the draft SARP and would allow for an office development to intensify over time.

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Social, Environmental, Economic (External)

The proposed land use district will provide opportunities for employment-intensive development on the site. As such, the proposed district has the potential to adapt to future changes by offering a range of industrial and commercial uses.

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 proposal is in keeping with the applicable goals and policies of the *Municipal Development Plan* and would support a range of employment intensive uses while being compatible with the existing surrounding area

ATTACHMENT(S)

1. Applicant's Submission
2. **Proposed Bylaw 71D2020**