

LAND USE AMENDMENT
MANCHESTER (WARD 9)
55 AVENUE SW AND 2 STREET SW
BYLAW 199D2015

MAP 34S

EXECUTIVE SUMMARY

This application proposes the redesignation of a portion of the former Manchester School site from a Direct Control District to a new Direct Control District that is intended to allow development of the site based on a floor area ratio measurement as opposed to a minimum number of units.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)

2015 October 08

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 199D2015; and

1. **ADOPT** the proposed redesignation of 0.58 hectares \pm (1.44 acres \pm) located at 307 – 55 Avenue SW (Plan 0010983, Block 27, Lot 41) from DC Direct Control District **to** DC Direct Control District to accommodate density and parking requirements, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 199D2015.

REASON(S) FOR RECOMMENDATION:

The proposed land use district allows the development of this site in alignment with the original vision for the redevelopment of the area. This application is in alignment with both the Municipal Development Plan (MDP) and the Manchester Area Redevelopment Plan (ARP) that lay out specific policy direction for this site, calling for mixed-use development in a Major Activity Centre (MAC).

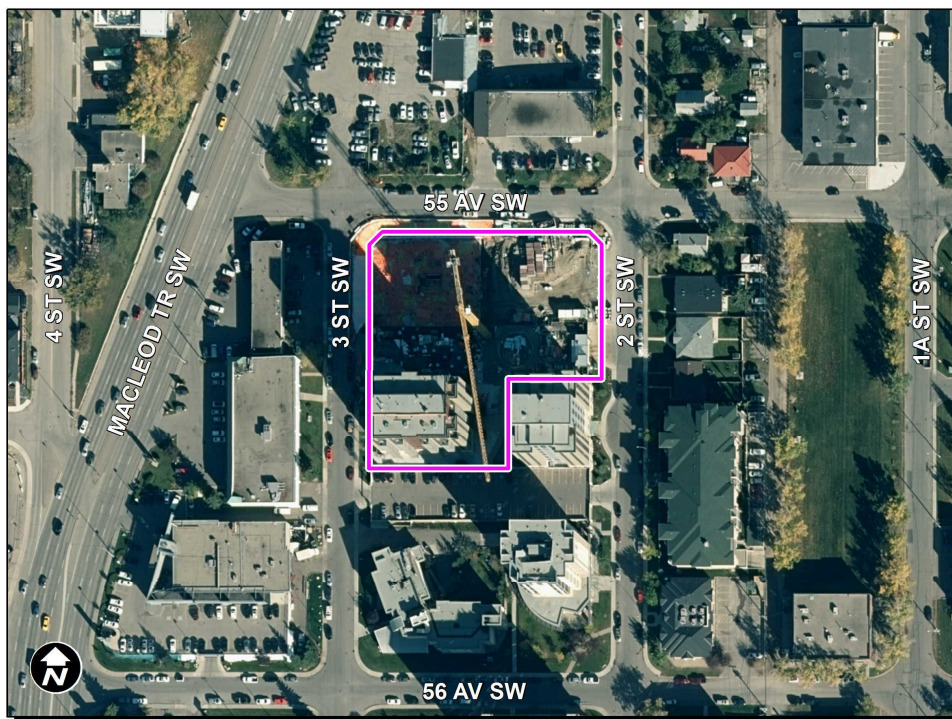
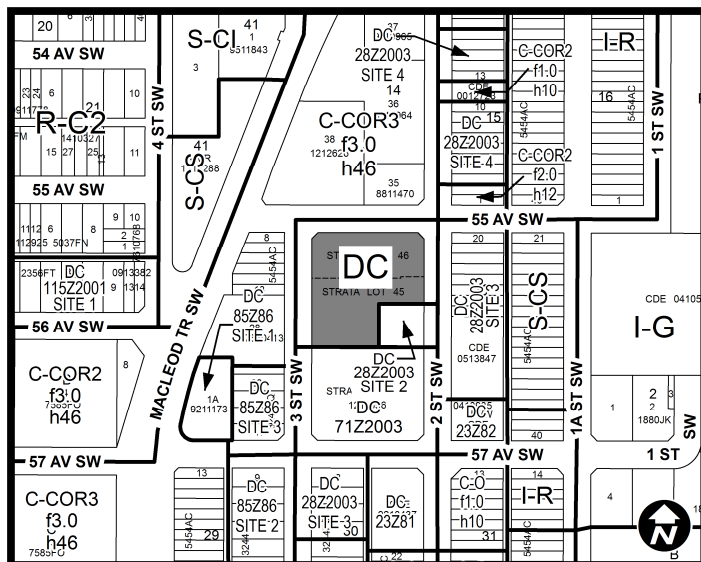
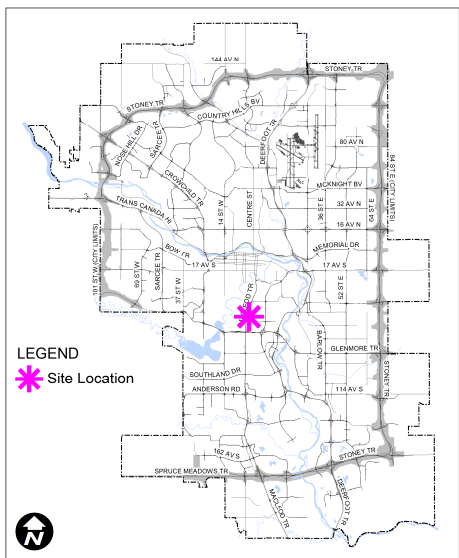
ATTACHMENT

1. Proposed Bylaw 199D2015
2. Public Submission

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.58 hectares \pm (1.44 acres \pm) located at 307 – 55 Avenue SW (Plan 0010983, Block 27, Lot 41) from DC Direct Control District **to** DC Direct Control District to accommodate density and parking requirements with guidelines (APPENDIX II).

Moved by: R. Honsberger

Carried: 7 – 0

Absent: N. Nenshi and G.-C. Carra

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Applicant:

O2 Planning and Design

Landowner:

Kanas Shelter Corporation

Planning Evaluation Content	*Issue	Page
Density <i>Is a density increase being proposed.</i>	N	5
Land Use Districts <i>Are the changes being proposed housekeeping or simple bylaw amendment.</i>	N	5
Legislation and Policy <i>Does the application comply with policy direction and legislation.</i>	Y	5
Transportation Networks <i>Do different or specific mobility considerations impact this site</i>	Y	6
Utilities & Servicing <i>Is the site in an area under current servicing review and/or has major infrastructure (water, sewer, storm and emergency response) concerns.</i>	N	6
Environmental Issues <i>Other considerations eg. sour gas or contaminated sites</i>	N	6
Growth Management <i>Is there growth management direction for this site. Does the recommendation create capital budget impacts or concerns.</i>	N	6
Public Engagement <i>Were major comments received from the circulation</i>	Y	6

*Issue - Yes, No or Resolved

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PLANNING EVALUATION

SITE CONTEXT

This site was redesignated in 2003 March as part of the former Manchester school site redevelopment plan. That plan called for this portion of the site to be redeveloped as apartments and townhouses with densities ranging between 321 – 395 units per hectare. The overall vision for the block was for a six building, mixed-use development. Four of the buildings on the site have been completed, and a fifth is currently under construction.

LAND USE DISTRICTS

This application proposes redesignation from the current DC Direct Control District based on the RM-7 District in the former Land Use Bylaw 2P80 to a new DC District based on the current Multi- Residential – High Density Medium Rise (M-H2) District.

The DC proposed would employ all of the rules from the M-H2 District with the exception of the density and Floor Area Ratio (FAR) sections. The M-H2 District in Bylaw 1P2007 specifies a maximum FAR of 5.0 and a minimum density of 150 units per hectare. This DC proposes replacing the minimum density of 150 units per hectare with a minimum FAR of 2.0. The intent of this rule is to enable the Development Authority to measure the development based on Floor Area Ratio, rather than by units. This is to allow the developer the flexibility to build housing types that are not measured by unit counts, such as Assisted Living units. The introduction of a minimum and maximum FAR, of 2.0 and 5.0 respectively, would ensure that the development meets the development standards that were originally envisioned for this site.

The DC also proposes lower parking rates for Dwelling Units and Live Work Units at 0.65 stalls per unit, down from the standard requirement of 1.0 stall per unit. This reduced rate is supported by the Parking Study submitted with this application.

LEGISLATION & POLICY

The MDP identifies this area as a Major Activity Centre, calling for a minimum intensity threshold of 200 people and jobs per gross developable hectare, with a broad range of medium and high density housing opportunities and a mix of housing tenure and affordability levels to accommodate a diverse range and age of population. This site (consisting of the development block) is currently developed to a density of 411 units per hectare with a mix of apartments, affordable housing and commercial development. This application is consistent with the MDP's vision for the area.

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The Manchester ARP identifies this site as a medium to high density residential community with densities ranging between 148 to 395 units per hectare, and lists acceptable uses for the area including apartments, apartment – hotels, grocery stores, home occupations, offices, personal service businesses, retail stores, restaurants/drinking establishments, stacked townhouses and townhouses. This redesignation would comply with the ARP vision for this area.

TRANSPORTATION NETWORKS

A comprehensive parking study was reviewed in conjunction with this application. The parking study concluded that the area could support lower parking rates for dwelling units at the floor area ratios proposed. Additional detailed study and Transportation Impact Assessments may be required at the development permit stage.

This site lies just outside of the 600-metre radius from the Chinook LRT Station. The nearest bus stops are located along Macleod Trail S in both northbound and southbound directions within 100 metres of the site.

UTILITIES & SERVICING

Servicing is available for development of this site and will be reviewed at the Development Permit stage, to the satisfaction of the Manager, Development Engineering.

ENVIRONMENTAL ISSUES

No environmental concerns have been identified for this site.

ENVIRONMENTAL SUSTAINABILITY

None.

GROWTH MANAGEMENT

There are no growth management concerns with this area.

PUBLIC ENGAGEMENT

Community Association Comments

No Community Association.

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Citizen Comments

Letters notifying adjacent owners were mailed out to properties within 60 metres of the site, as well as notice posted on the site itself. Letters of concern were received from 5 adjacent owners and one frequent visitor to the area. The letters all cited concerns with traffic and parking in the area. These concerns were taken into account and a parking study was requested, which indicated that the area could support the level of development that this land use redesignation proposes.

Public Meetings

No public meeting were required nor held in conjunction with this application.

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APPENDIX I

APPLICANT'S SUBMISSION

Kanas Corporation has retained O2 Planning + Design Inc. to undertake a land use redesignation to support the continued development of 307 55 Ave SW. The development consists of a comprehensively designed six building mixed-use development, with four buildings built and occupied and a fifth building currently under construction. The overall vision for the development has not changed and this land use amendment does not propose any changes that would significantly alter the built form of the development as originally envisioned. The current DC land use district was approved in 2003 and the proposed revised DC provides small adjustments that will allow Kanas to complete the development vision based on the current financing, development and construction environment.

The proposed amendments to the DC land use district include:

1. Simplifying the density regulation by basing the DC on the MH-2 land use district.
2. Amending the parking requirements to reflect the actual market demand for parking as experienced by Kanas with the buildings that are completed and occupied. Due to the site's location in proximity to the Chinook LRT station and demographic of tenants, Kanas has found that parking demand has been lower than required in the current DC land use district.

The existing development on this site has been very successful in providing Calgarians with much needed affordable housing within an identified Major Activity Centre, in proximity to public transit and within the developed area. The amendments proposed in this land use redesignation will allow Kanas to complete this project and continue to contribute to fulfilling the vision of the Municipal Development Plan and policies for Major Activity Centres.

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APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

- 1 This Direct Control District is intended to:
- (a) allow **Multi-Residential Development** with a specified minimum and maximum ***floor area ratios***.

Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

Reference to Bylaw 1P2007

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

Permitted Uses

- 4 The ***permitted uses*** of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

- 5 The ***discretionary uses*** of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District.

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 7 (1) The minimum ***floor area ratio*** is 2.0.
- (2) The maximum ***floor area ratio*** is 5.0.

Density

- 8 (1) There is no minimum ***density***.
- (2) There is no maximum ***density***.

Motor Vehicle Parking Stalls

- 9 If a ***building*** contains three or more ***units*** with a shared entrance facilities in a **Multi-Residential Development** and **Multi-Residential Development – Minor**, the minimum ***motor vehicle parking stall*** requirement:

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- (a) for each **Dwelling Unit** and **Live Work Unit** is 0.65 stalls for resident parking;
- (b) for each **Dwelling Unit** is 0.15 *visitor parking stalls* per *unit*; and
- (c) for each **Live Work Unit** is 0.5 *visitor parking stalls* per *unit*.