

**POLICY AMENDMENT AND LAND USE AMENDMENT
MANCHESTER INDUSTRIAL (WARD 9)
CENTRE STREET S AND 60 AVENUE SE
BYLAW 209D2015**

MAP 34S

EXECUTIVE SUMMARY

This land use application proposes the redesignation of a 0.61 hectare ± (1.51 acre ±) parcel in Manchester Industrial from its existing Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District designation to a DC Direct Control District. The proposed Direct Control District is based on Land Use Bylaw 1P2007's Commercial – Office (C-O) District to allow for office and office oriented uses with increased overall density, maximum building height and the opportunity for density bonusing.

The subject parcel is located to the north of 61 Avenue SW on Centre Street S adjacent to but outside of the Chinook Station Area Plan (SAP) plan area boundary. In order to support the proposed land use, a minor policy amendment to expand the SAP's boundaries to include this parcel within the plan area is required. The proposed Direct Control District has been designed to implement the SAP and is consistent with other existing Direct Control District designated sites within the SAP plan area.

According to the Applicant, this redesignation proposal and inclusion of the parcel within the SAP plan area will allow for comprehensive development of this parcel with the two adjacent and similarly designated parcels to the south which are all under the same ownership.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)

2015 October 22

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

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 209D2015; and

1. **ADOPT**, by Resolution, the proposed amendments to the Chinook Station Area Plan, in accordance with Administration's recommendation; and
2. **ADOPT** the proposed redesignation of 0.61 hectares ± (1.51 acres ±) located at 6039 Centre Street SW (Plan 6997JK, Block Z, Lot 3) from Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District to DC Direct Control District to accommodate office oriented employment based uses as well as increases in height and density, in accordance with Administration's recommendation; and
3. Give three readings to the proposed Bylaw 209D2015.

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REASON(S) FOR RECOMMENDATION:

The proposal is in conformance with applicable municipal policies including the MDP and the Chinook SAP, when amended. The proposal is compatible with adjacent land use and development conditions and will allow for appropriate development intensification in proximity to the Chinook LRT Station.

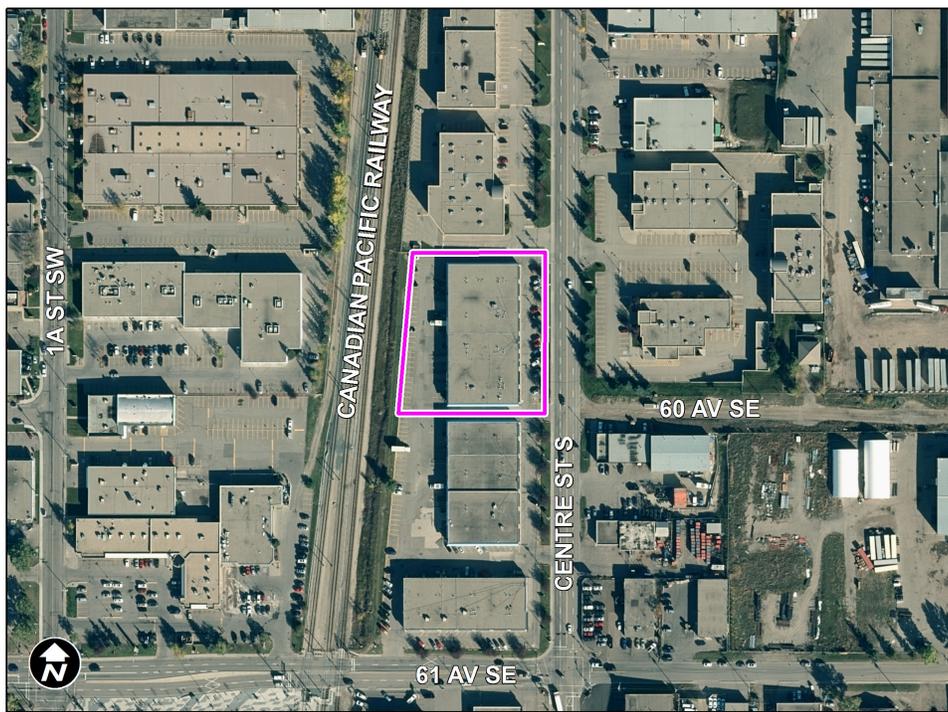
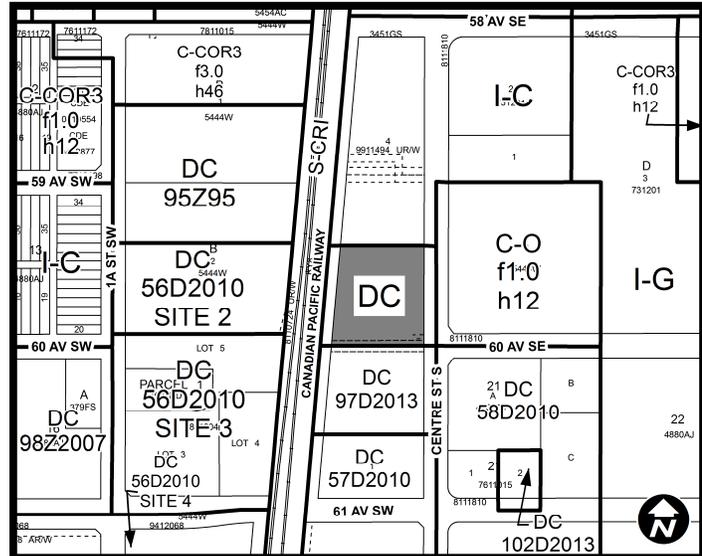
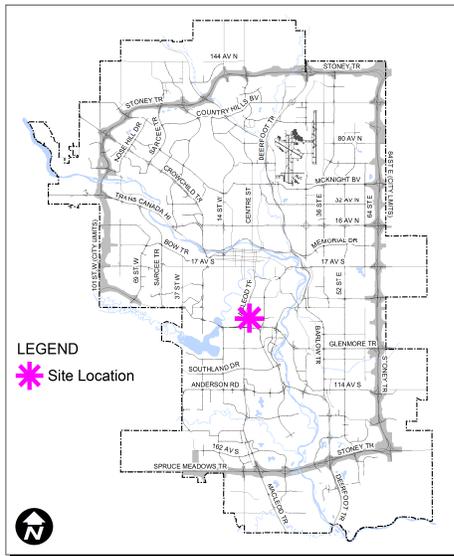
ATTACHMENTS

1. Proposed Amendments to the Chinook Station Area Plan.
2. Proposed Bylaw 209D2015

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by Resolution, the proposed amendments to the Chinook Station Area Plan (APPENDIX II).

Moved by: G.-C. Carra

Carried:6 – 0

Absent: G. Morrow and S. Keating

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.61 hectares \pm (1.51 acres \pm) located at 6039 Centre Street SW (Plan 6997JK, Block Z, Lot 3) from Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District to DC Direct Control District to accommodate office oriented employment based uses as well as increases in height and density with guidelines (APPENDIX III).

Moved by: G.-C. Carra

Carried:6 – 0

Absent: G. Morrow and S. Keating

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Applicant:

Dream Unlimited Corp

Landowner:

Dream Unlimited Corp

| Planning Evaluation Content | *Issue | Page |
|---|--------|------|
| Density <i>Is a density increase being proposed.</i> | Yes | 5 |
| Land Use Districts <i>Are the changes being proposed housekeeping or simple bylaw amendment.</i> | No | 5 |
| Legislation and Policy <i>Does the application comply with policy direction and legislation.</i> | Yes | 6 |
| Transportation Networks <i>Do different or specific mobility considerations impact this site.</i> | Yes | 7 |
| 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> | No | 7 |
| Environmental Issues <i>Other considerations eg. sour gas or contaminated sites.</i> | No | 8 |
| Growth Management <i>Is there growth management direction for this site. Does the recommendation create capital budget impacts or concerns.</i> | No | 8 |
| Public Engagement <i>Were major comments received from the circulation.</i> | No | 8 |

*Issue - Yes, No or Resolved

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PLANNING EVALUATION

SITE CONTEXT

The subject parcel is located on Centre Street S near the intersection of 60 Avenue SE in Manchester Industrial, one of the city's older centrally located industrial areas. The parcel is developed with a one storey building with commercial bays and associated surface parking and loading areas. The surrounding area is comprised predominantly by older, low scale buildings with a range of light industrial and industrially oriented commercial and service type uses.

The parcel to the north contains two one storey commercial/industrial buildings with an Industrial – Commercial (I-C) District designation. To the east, across Centre Street S are three one to two storey office/commercial buildings on a parcel designated as a Commercial – Office f1.0h12 (C-O f1.0h12) District. To the south, is a one storey commercial building on a parcel with a Direct Control District designation that is based on the Commercial – Office (C-O) District. This adjacent parcel, and the parcel adjacent to it to the south, which also contains a one storey commercial building, are both owned by the same owner as the subject parcel. These two adjacent parcels, which are both within the SAP plan area boundary have Direct Control District designations in place that are intended to implement the vision of the SAP. To the west, the parcel is bound by a Canadian Pacific Railway / LRT right-of-way alignment that is designated as a Special Purpose – City and Regional Infrastructure (S-CRI) District.

The Chinook LRT Station and Calgary Transit bus loop is located approximately 265 metres walking distance to the southwest of the parcel along 61 Avenue SW. Larger format commercial retail uses exist to the west on parcels adjacent to Macleod Trail S. Chinook Centre is located approximately 600 metres to the west of the parcel on the west side of Macleod Trail S.

LAND USE DISTRICTS

The parcel's existing C-COR3 f1.0h12 district designation allows for a broad range of commercial uses with a maximum floor area of 1.0 and maximum building height of 12 metres.

The proposed Direct Control District has been developed assuming that the parcel will be included within the SAP's plan area by the supporting policy amendment. As such, the district is designed to implement the vision and policies of the SAP which specifically encourages the transition of sites within the SAP plan area that are in proximity to the subject parcel from their light industrial/commercial character to an employee intensive office commercial/industrial precinct.

Based on Land Use Bylaw 1P2007's Commercial – Office (C-O) District, the proposed Direct Control District contains specific provisions for density, form, building height, setbacks and density bonusing based on a system set out in the SAP. To encourage development site coverage and a podium and tower form, the district contains a maximum setback provision of

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3.0 metres with no minimum requirement and a minimum building height of 7.5 metres and maximum of 40 metres. A minimum floor area requirement of 1.0 and a maximum of 3.0 is allowed with the opportunity to earn up to 1.0 additional floor area for the provision of density bonusing features.

The proposed district is consistent with Direct Control District 97D2013 and 57D2010 which govern the two adjacent parcels to the south which are on the same block and within the SAP plan area.

LEGISLATION & POLICY

Municipal Development Plan (MDP) (Adopted by Council 2009)

The parcel is located within an area in the MDP identified as a Major Activity Centre (MAC) (MDP Map 1: Urban Structure). MACs are intended to be located strategically across the city to provide major mixed-use destinations that are central to larger residential or business catchment areas. They are intended to be located along one or more of the proposed Primary Transit Network routes and should contain one or more transit stations or stops. MACs build upon existing concentrations of jobs and/or population and have a sufficient land area to provide a high number of jobs and population to support the highest levels of transit service.

As such, MACs are intended to have the highest densities and building heights outside of the Centre City and the broadest range of land uses. In addition to achieving higher concentrations of jobs and population, the design and character of MACs must also create a high-quality environment that features amenities for a comfortable street environment.

In addition to general activity centre policies which pertain to land use, mobility and the public realm, specific MAC policies for land use and mobility identify that the land use framework within a MAC should achieve a minimum intensity threshold of 200 jobs and population per gross developable hectares. Individual MAC densities and approximate jobs and population distributions are to be established through a Local Area Plan or within an Implementation Guidebook.

Building upon these land use policies, MAC mobility policies identify that vehicle parking within these areas should be located, accessed and designed so as to minimize impacts on transit and pedestrian areas within the MAC. Smaller surface parking lots may be accommodated at peripheral locations away from transit facilities and pedestrian precincts, or located at the rear of buildings. Vehicle parking should however, ultimately be contained within structured facilities or underground.

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Despite being within an area identified as a MAC, there is no local area plan or implementation guidebook in place for the subject parcel. As such, an amendment to incorporate the parcel within the SAP by expanding the SAP's plan area boundary to be more reflective of the MDP MAC policy area is rational.

An expansion of the SAP plan area boundaries is also consistent with a motion carried by Council when the SAP was originally adopted on 2008 June 09 directing Administration to investigate and consult with land owners on the opportunity to extend the plan boundary to 2 Street SE, adjusting the east boundary to 2 Street SE between 58 Avenue SW and Glenmore Trail SW. Furthermore, inclusion of the subject parcel within an expanded SAP boundary will allow for future redevelopment of the site in accordance with the SAP's overall redevelopment concept for the area.

Chinook Station Area Plan (SAP) (Adopted by Resolution by Council 2008)

The Chinook SAP sets out a detailed long term vision for the plan area that is based on the principles of transit oriented development. The subject parcel is located adjacent to an area within the SAP identified as an Office Commercial/Industrial Precinct (Section 3.1.6). This area has been identified as appropriate to support a wide range of employee intensive uses. In addition to land use policies, the SAP also contains detailed policy on building intensity, heights, form, site design, density bonus and plan implementation for all locations within the plan area. At the development permit stage, all future proposals will be required to conform to the proposed Direct Control District rules, applicable policies within the SAP, and any other applicable policies including any City of Calgary railway proximity development policies which are currently being developed.

Inclusion of the subject parcel within the SAP (expansion of the SAP boundaries) is straightforward and only requires amendment to a number of the existing SAP maps as identified in APPENDIX II of this report. One additional minor amendment to the SAP has also been proposed by Administration to allow the opportunity for integrated public transit facilities such as enhanced waiting areas and amenities that are incorporated within buildings to be considered as an additional density bonus earning feature. This proposed amendment has also been identified in APPENDIX II.

TRANSPORTATION NETWORKS

A Transportation Impact Assessment (TIA) or parking study was not required in support of the proposal. These studies may be required at a future development permit stage. The parcel is located approximately 265 metres walking distance to the northeast of the Chinook LRT Station. Calgary Transit bus service also exists in proximity to the parcel with a southbound bus stop for Route 72 located approximately 25 metres to the south on Centre Street S and a northbound bus stop for Route 73 on the east side of Centre Street S approximately 100 metres to the south of the parcel. Vehicular access to the parcel is from Centre Street S.

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UTILITIES & SERVICING

Site services for utilities are available including sanitary and storm sewer mains on Centre Street S and at the intersection of Centre Street S and 60 Avenue SE respectively. A sanitary servicing study will be required at the development permit stage to determine any required upgrades and/or solutions to support redevelopment of the site. Any required upgrades will be at the developer's expense.

ENVIRONMENTAL ISSUES

A Phase I Environmental Site Assessment (ESA) was submitted in support of the proposal with the results of the ESA accepted by Development Engineering.

GROWTH MANAGEMENT

The proposed land use and policy amendment do not trigger capital infrastructure investment and therefore, there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

Not required as there is no Community Association for this area.

Citizen Comments

No comments received by CPC Report submission date.

Public Meetings

There were no public meetings.

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APPENDIX I

APPLICANT'S SUBMISSION

The proposal to redesignate the parcel to a DC land-use district would allow the opportunity for a comprehensive, campus-style block development and creation of a business node, complete with public amenities. The DC district retains many of the characteristics of the adjacent district in order to ensure compatibility with existing policy measures with a view to creating future opportunities for a phased development, supported by public transit.

The site is currently outside the area identified as an Office Commercial/Industrial Precinct on the Chinook Station Area Plan. Under the plan, adjacent parcels within the same block are commercially zoned and achieve a maximum FAR of 3.0 plus an additional 1.0 FAR for bonus features and a maximum height of 40 metres. The block is situated at an important terminus along 61 Avenue. The adjacent parcel, bordering 61 Avenue, is currently zoned according to the Direct Control District 57D2010. A similar approach is being suggested for the subject parcel. It is recognized that 61 Avenue is a primary connector and retail high street. There is an opportunity to emphasize the link between the LRT and MacLeod Trail with placement of appropriately-scaled, street-level uses. It is envisaged that principle access to parking, loading and waste disposal facilities for the development is off Centre Street.

The site is currently under-utilised and is ideally situated for the creation of a cohesive T.O.D. development. The proposed land use district would permit a coherent, block densification, unifying the sites through a phased masterplan approach. Keeping in mind the objectives of the M.D.P. and the Chinook Station Area Plan, redesignation to a standard land use district would not be appropriate. A Direct Control district which is more aligned with the adjacent sites within the policy area (at 6045 Centre Street S and 104 61 Avenue SW) and provides flexibility of new uses for phasing, will maximize the opportunity for redevelopment and the site's contribution to the area as a whole. This has the potential to provide an improved public realm, the addition of private open spaces and amenity areas, and to develop sufficient density to create an effective anchor to 61 Avenue.

The proponent feels this would create an appropriate scale to achieve a signature development, while creating added benefit for the community. The proposed development has the potential to transform the surrounding area, activating the street and fulfilling transit-focused employment objectives.

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APPENDIX II

PROPOSED AMENDMENTS TO THE CHINOOK STATION AREA PLAN

- (a) Delete existing Map 1.2 entitled 'Station Area Boundary' and insert revised Map 1.2 entitled 'Station Area Boundary' (APPENDIX IV).
- (b) Delete existing Map 1.3 entitled 'Figure Ground' and insert revised Map 1.3 entitled 'Figure Ground' (APPENDIX V).
- (c) Delete existing Map 3.1 entitled 'Land Use Precincts' and insert revised Map 3.1 entitled 'Land Use Precincts' (APPENDIX VI).
- (d) Delete existing Map 3.2 entitled 'Maximum Densities' and insert revised Map 3.2 entitled 'Maximum Densities' (APPENDIX VII).
- (e) Delete existing Map 3.3 entitled 'Building Heights' and insert revised Map 3.3 entitled 'Building Heights' (APPENDIX VIII).
- (f) Delete existing Map 3.4 entitled 'Urban Design & Public Realm' and insert revised Map 3.4 entitled 'Urban Design & Public Realm' (APPENDIX IX).
- (g) Delete existing Map 3.5 entitled 'Vehicle Circulation' and insert revised Map 3.5 entitled 'Vehicle Circulation' (APPENDIX X).
- (h) Delete existing Map 3.6 entitled 'Pedestrian Circulation' and insert revised Map 3.6 entitled 'Pedestrian Circulation' (APPENDIX XI).
- (i) Delete existing Map 3.7 entitled 'Bicycle Circulation' and insert revised Map 3.7 entitled 'Bicycle Circulation' (APPENDIX XII).
- (j) Delete existing Map 3.8 entitled 'Transit Circulation' and insert revised Map 3.8 entitled 'Transit Circulation' (APPENDIX XIII).
- (k) In Section 4.2.3 Provision of Public Amenities through Bonus System in subsection 1. Provision of Community Amenity Space, in the first sentence, after the words "cultural facilities," add "integrated public transit facilities such as enhanced waiting areas and amenities and".

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APPENDIX III

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

- 1 This Direct Control District is intended to accommodate **development** that is characterized by:
- (a) land **uses** that support transit **use** including a wide range of transit services, civic functions and amenities;
 - (b) **buildings** containing select **uses** that contribute to locations of high employment;
 - (c) a limited number of other **uses** that support **Offices**;
 - (d) locations along or near major roads and transit facilities;
 - (e) pedestrian connections;
 - (f) a minimum and a maximum **floor area ratio**; and
 - (g) the opportunity to earn additional **floor area ratio**, over and above maximum base **floor area ratio** through the contribution to a **community investment fund**, the provision of **community amenity space**, or the provision of **publicly accessible private open space**.

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.

General Definitions

- 4 In this Direct Control District:
- (a) "**average land value**" means the average land value per square metre of buildable floor area for the area, or areas, so approved by **Council** and as amended from time to time;
 - (b) "**community amenity space**" means a floor area made available within the proposed **development**, in perpetuity to the **City**, in a form acceptable to the **City** for not for profit community purposes;

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- (c) “**community investment fund**” means a fund used for projects related to public realm improvements, including but not limited to park acquisition, park design, redevelopment or enhancement, streetscape design and improvements within **City** rights-of-way, implementation of urban design strategies and public art on public land; and
- (d) “**publicly accessible private open space**” means a portion of a private **development parcel** that is made available to the public through a legal agreement approved by the **Development Authority**, and is in a location, form, configuration and constructed in a manner approved by the **Development Authority**.

Permitted Uses

- 5 The **permitted uses** of the Commercial - Office (C-O) District of Bylaw 1P2007 are the **permitted uses** of this Direct Control District.

Discretionary Uses

- 6 The **discretionary uses** of the Commercial - Office (C-O) District of Bylaw 1P2007 are the **discretionary uses** of this Direct Control District.

Bylaw 1P2007 District Rules

- 7 Unless otherwise specified in this Direct Control District, the rules of the Commercial - Office (C-O) District of Bylaw 1P2007 apply in this Direct Control District.

Front Setback Area

- 8 There is no minimum requirement for **front setback area**, but where a **front setback area** is provided, it must have a maximum depth of 3.0 metres.

Rear Setback Area

- 9 (a) There is no minimum requirement for **rear setback area**, but where a **rear setback area** is provided, it must have a maximum depth of 3.0 metres.
- (b) The **Development Authority** may relax the rule in subsection (a) where a greater depth is required for risk management associated with the railway right-of-way.

Side Setback Area

- 10 There is no minimum requirement for **side setback area**, but where a **side setback area** is provided, it must have a maximum depth of 3.0 metres.

Restricting Large Parking Areas

- 11 The total surface area containing the required drive aisles, **motor vehicle parking stalls** and vehicular access for a **development** must not exceed 2500.0 square metres.

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Floor Area Ratio

- 12 (a) The minimum **floor area ratio** is 1.0.
- (b) Unless provided for in (c), the maximum **floor area ratio** is 3.0.
- (c) The maximum **floor area ratio** specified in subsection 12(b) may be increased by a maximum of 1.0 **floor area ratio** in accordance with the bonus provisions contained in section 14.

Building Height

- 13 (a) The minimum **building height** is 7.5 metres.
- (b) The maximum **building height** is 40.0 metres.

Bonus Floor Area Ratio Earning Items

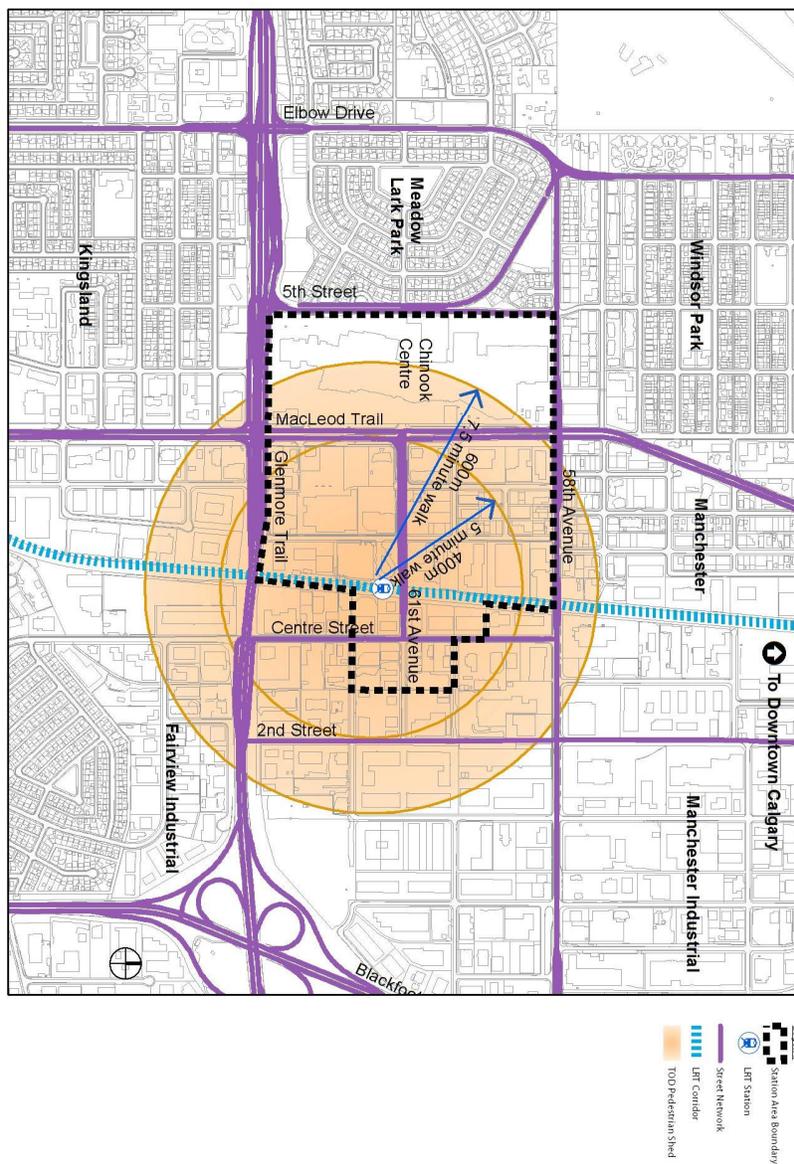
- 14 Any of the following items or combination thereof may be used to earn a density bonus:
- (a) provision of **publicly accessible private open space** within the development, where the allowable bonus floor area in square metres is equal to the total construction cost (excluding land costs) of the **publicly accessible private open space**, divided by the **average land value** per square metre buildable floor area multiplied by 0.75, such that:
- $$\text{Allowable bonus floor area} = \text{total construction cost} / (\text{average land value} \times 0.75);$$
- (b) provision of **community amenity space** within the development, where the allowable bonus floor area in square metres is equal to the total construction cost (excluding land costs) of the **community amenity space**, divided by the **average land value** per square metre buildable floor area multiplied by 0.75, such that:
- $$\text{Allowable bonus floor area} = \text{total construction cost} / (\text{average land value} \times 0.75);$$
- (c) contribution to a **community investment fund**, as established by **Council**, where the allowable bonus floor area in square metres is equal to the contribution to the **community investment fund**, divided by the **average land value** per square metre of buildable floor area, such that:
- $$\text{Allowable bonus floor area} = \text{contribution} / (\text{average land value})$$

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APPENDIX IV

REVISED MAP 1.2 STATION AREA BOUNDARY

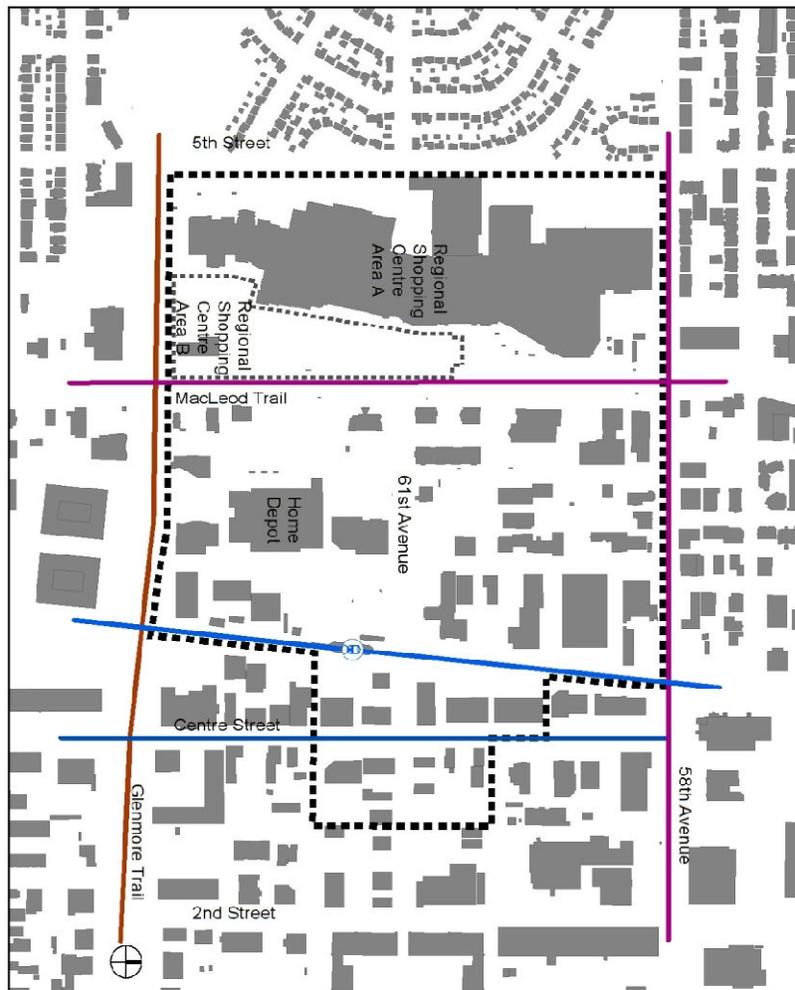


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APPENDIX V

REVISED MAP 1.3 FIGURE GROUND



Below:
 Chivrok Station Area project
 and public right-of-way

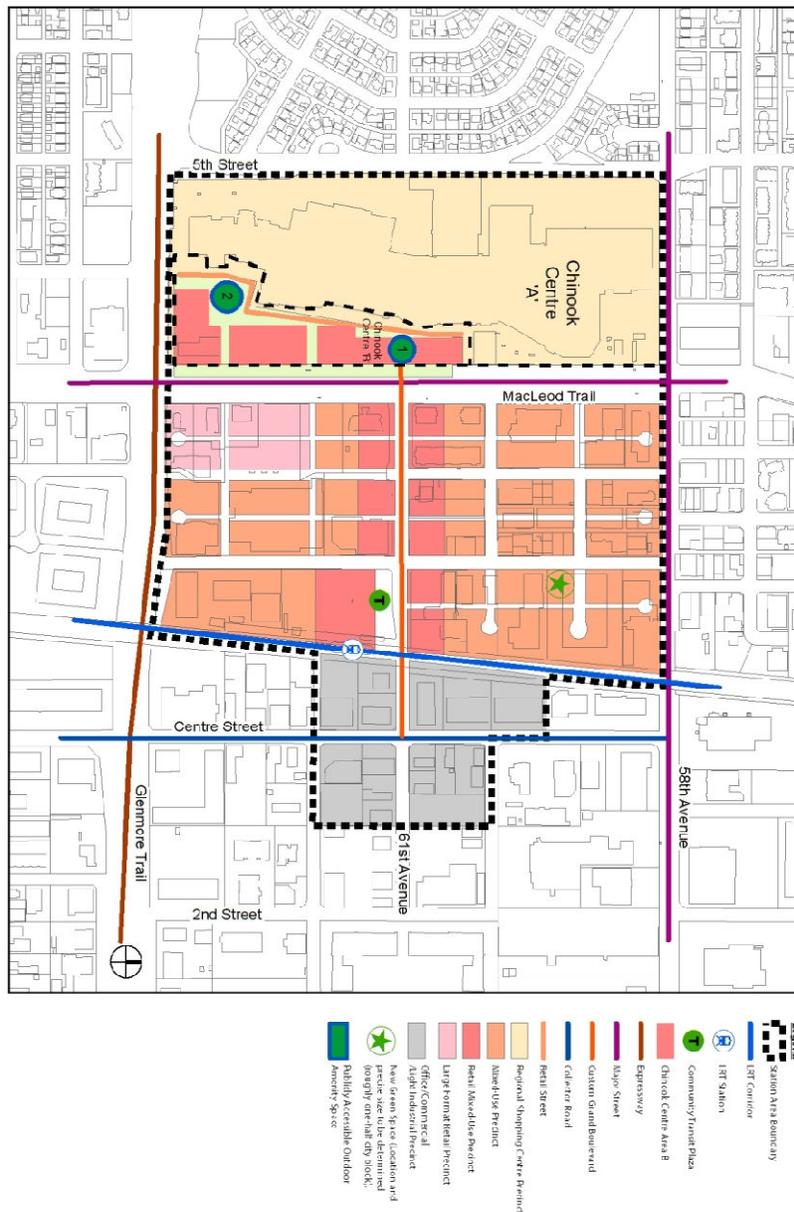
- Legend**
 Metropolitan Community
 LRT 24000
 LRT Corridor
 Expressway
 Major Street
 Collector Road
 Building Footprint

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APPENDIX VI

REVISED MAP 3.1 LAND USE PRECINCTS

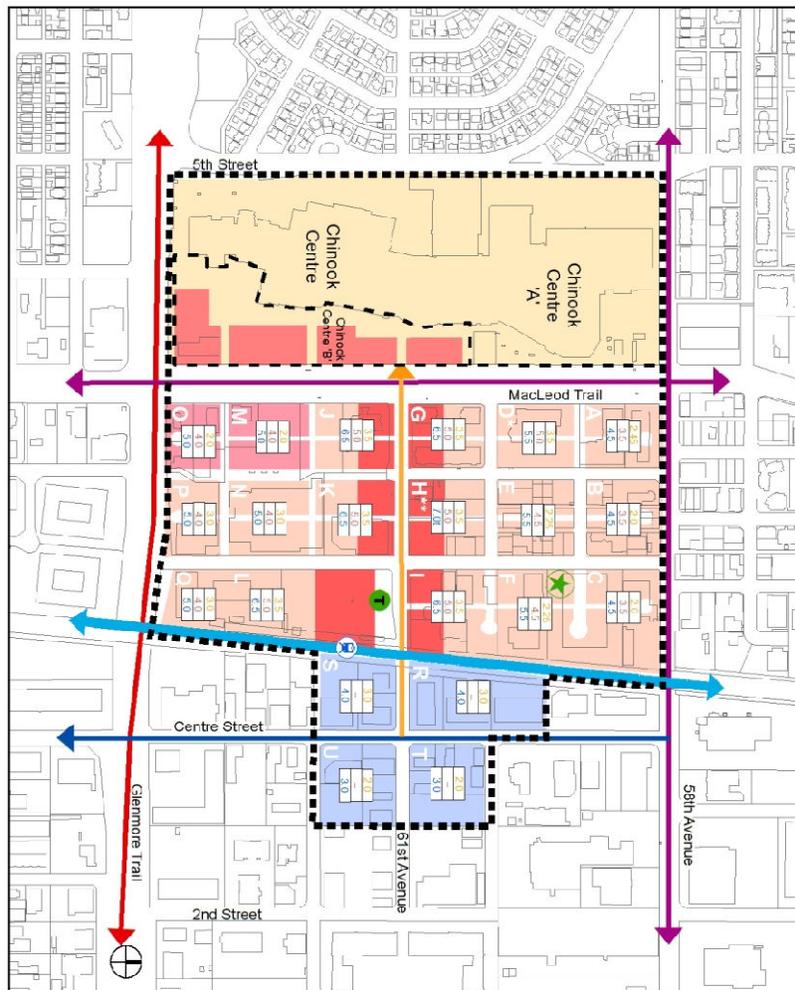


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APPENDIX VII

REVISED MAP 3.2 MAXIMUM DENSITIES



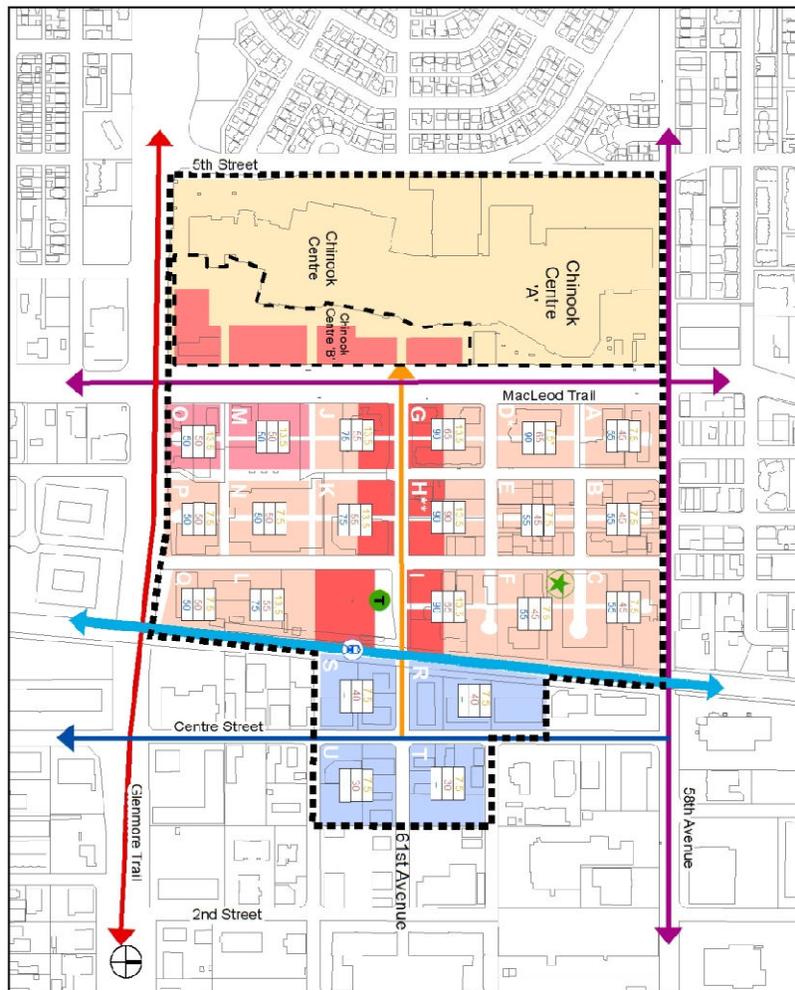
- LEGEND**
- Station Area Boundary
 - LST Corridor
 - LST Station
 - Community/Transit Plaza
 - Community/Transit Plaza
 - Expressway
 - Major Street
 - Custom Grand Boulevard
 - Collector Road
 - Regional Shopping Centre Freeway
 - New Urban Precinct
 - Medium Density Precinct
 - Medium Density Precinct
 - Medium Density Precinct
 - Light Industrial Precinct
 - Office/Commercial
 - New green space (location and precise use to be determined (except on-street only 2000))
 - Medium Density Precinct (on Road frontage, Maximum 100% with Residential, Maximum 100% with Industrial)
 - Medium Density Precinct (on Road frontage, Maximum 100% with Residential, Maximum 100% with Industrial)
- * Block D reflects land use provisions negotiated with the landowner in conjunction with preparation of this plan.
 ** Block H reflects Council approved land use designation for this site.
 † † LST RTR above grade parking.

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APPENDIX VIII

REVISED MAP 3.3 BUILDING HEIGHTS



* Except 1.52 metres on 58th Avenue

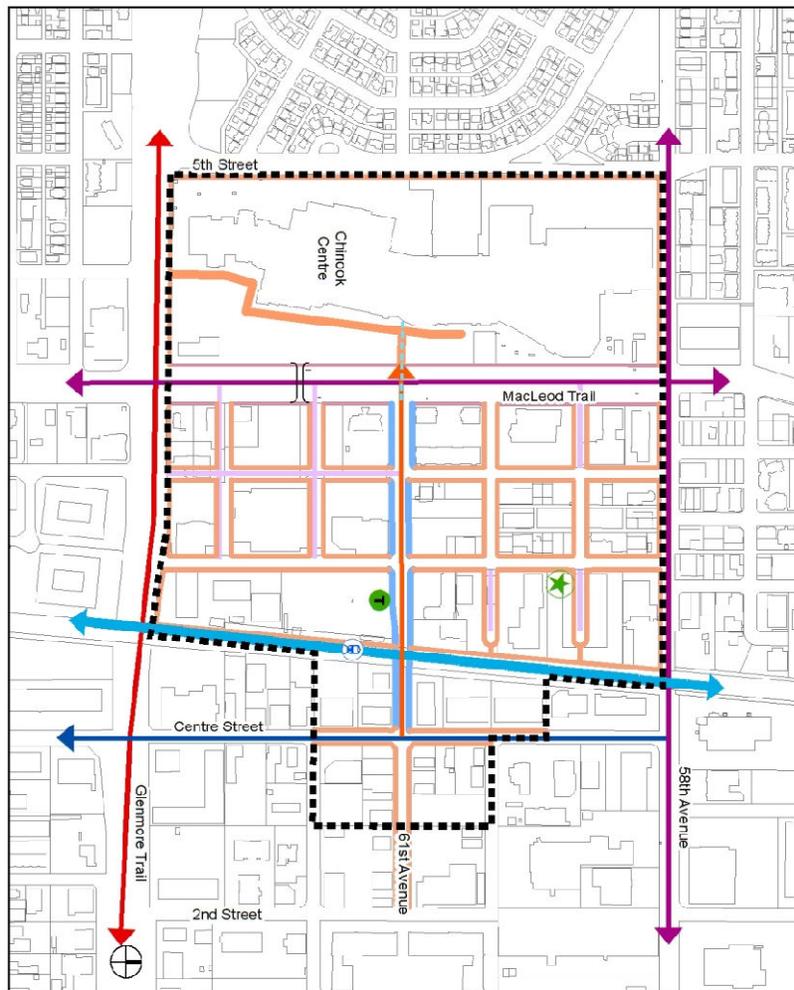
- Legend**
- Keston/Starline Boundary
 - IRT Corridor
 - IRT Station
 - Community Transit Plaza
 - New green space location and precise size to be determined (except on half day roads).
 - Expressway
 - Major Street
 - Custom Street
 - Custom Street/Bolevard
 - Collector Road
 - Regional Shopping Centre Front
 - Mixed Use Front
 - Retail Mixed-Use Front
 - Large Format Retail Front
 - Office/Commercial/Industrial Front
 - Minimum Height (meters)
 - Maximum Height - Office (meters)
 - Maximum Height - Residential (meters)

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APPENDIX IX

REVISED MAP 3.4 URBAN DESIGN & PUBLIC REALM



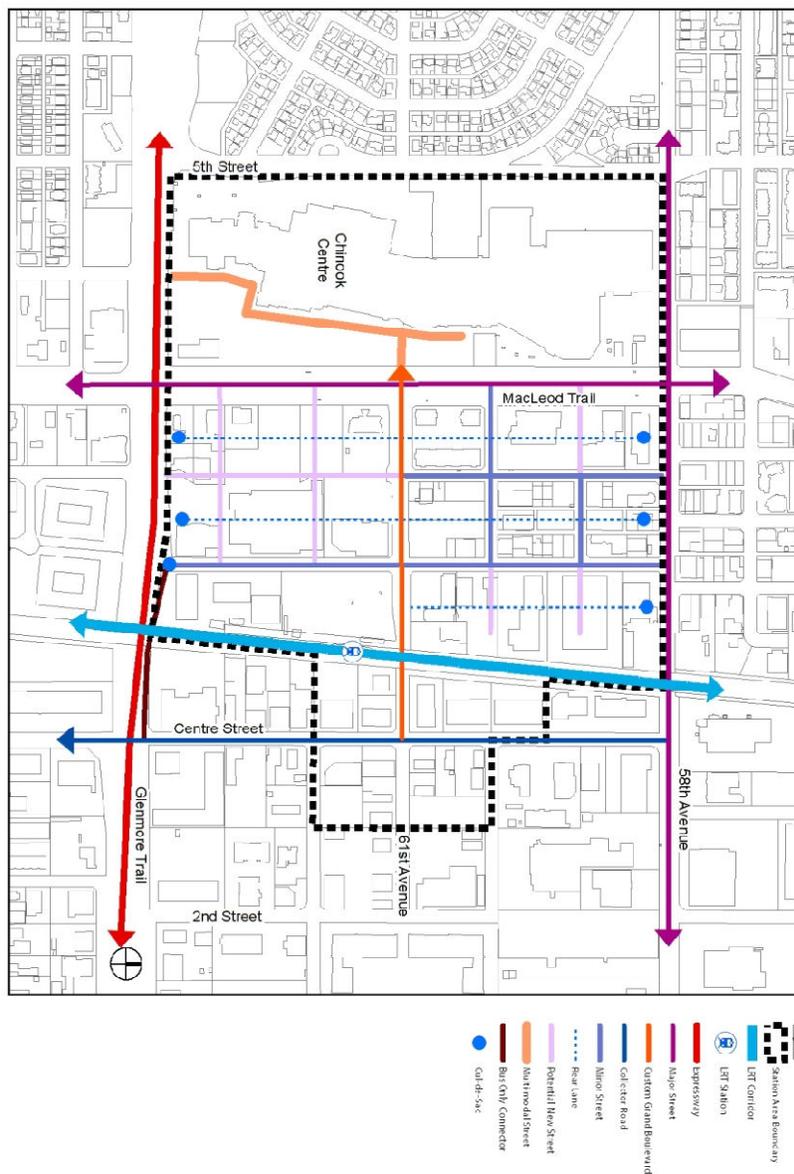
- Legend**
- Station Area Boundary
 - LRT Corridor
 - LRT Station
 - Community/Front Plaza
 - Expressway
 - Major Street
 - Custom Grand Boulevard
 - Future Pedestrian Overpass
 - Collector Road
 - Renewal/Loop Street
 - Retail Street
 - Heavy/Pedestrian Linkage
 - Secondary Pedestrian Linkage
 - Local/Pedestrian Linkage
 - New green space location and precise size to be determined (except on-half city block).
 - Existing Pedestrian Overpass

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 MANCHESTER INDUSTRIAL (WARD 9)
 CENTRE STREET S AND 60 AVENUE SE
 BYLAW 209D2015

MAP 34S

APPENDIX X

REVISED MAP 3.5 VEHICLE CIRCULATION

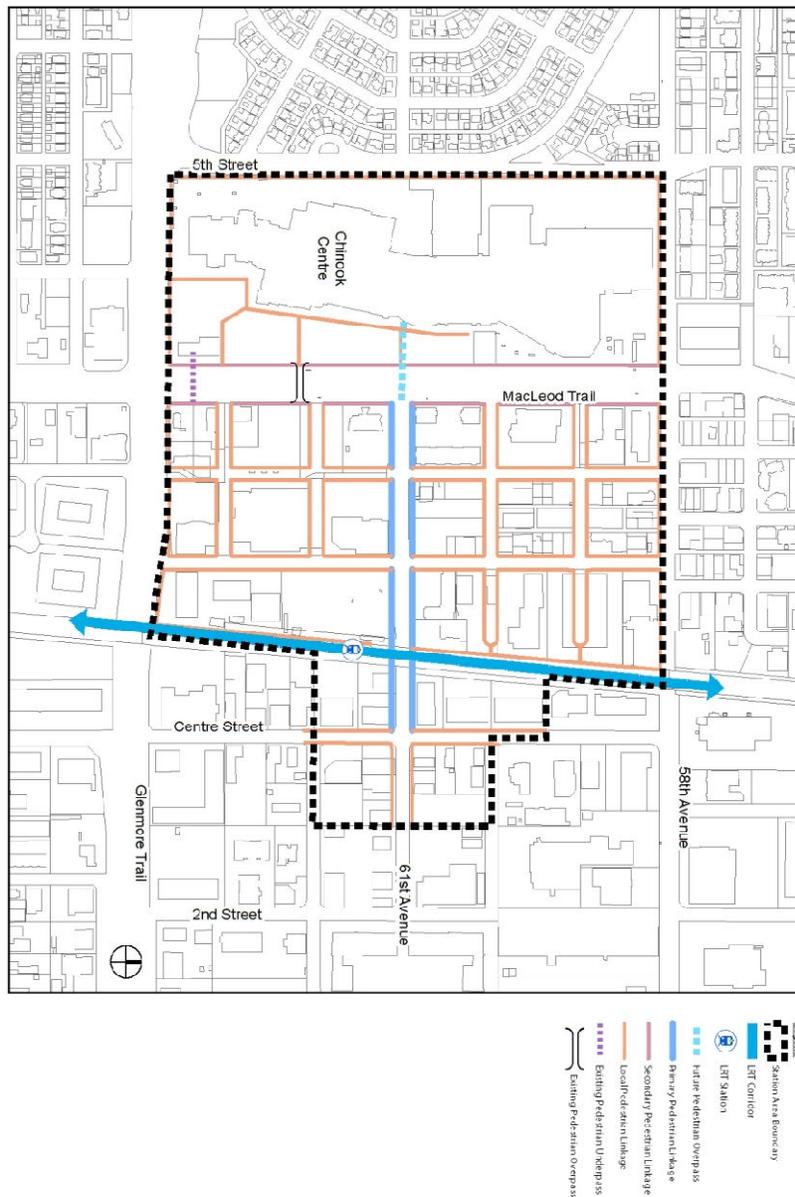


POLICY AMENDMENT AND LAND USE AMENDMENT
 MANCHESTER INDUSTRIAL (WARD 9)
 CENTRE STREET S AND 60 AVENUE SE
 BYLAW 209D2015

MAP 34S

APPENDIX XI

REVISED MAP 3.6 PEDESTRIAN CIRCULATION

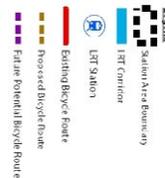
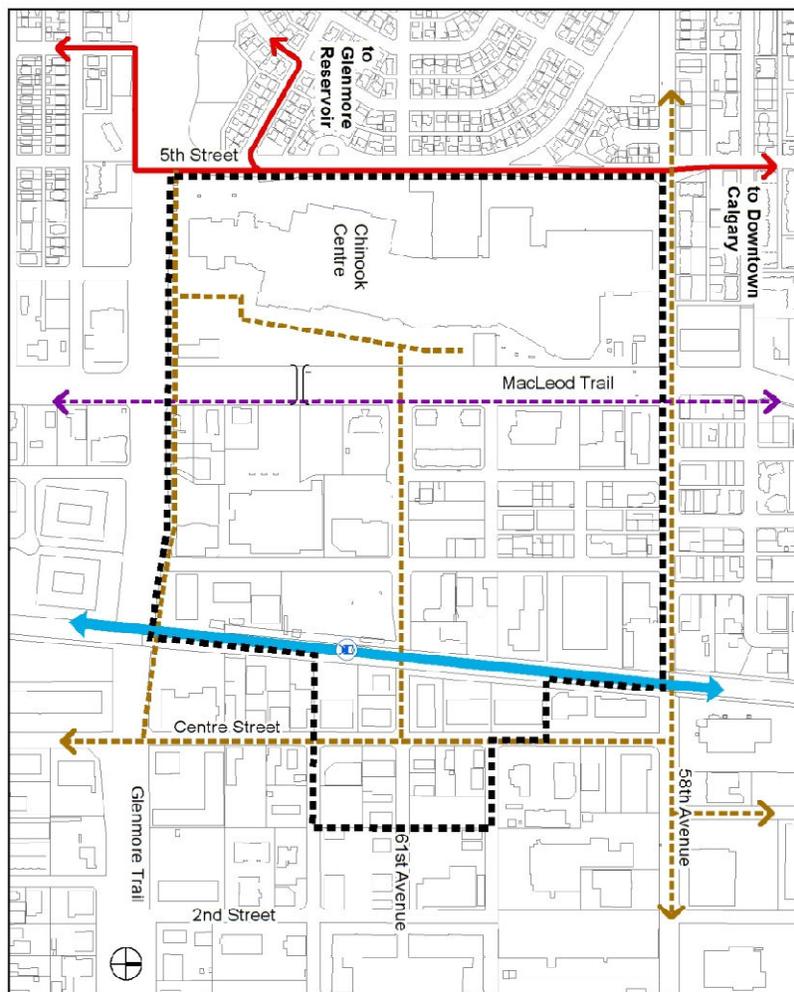


POLICY AMENDMENT AND LAND USE AMENDMENT
MANCHESTER INDUSTRIAL (WARD 9)
CENTRE STREET S AND 60 AVENUE SE
BYLAW 209D2015

MAP 34S

APPENDIX XII

REVISED MAP 3.7 BICYCLE CIRCULATION



POLICY AMENDMENT AND LAND USE AMENDMENT
MANCHESTER INDUSTRIAL (WARD 9)
CENTRE STREET S AND 60 AVENUE SE
BYLAW 209D2015

MAP 34S

APPENDIX XIII

REVISED MAP 3.8 TRANSIT CIRCULATION

