

Background and Planning Evaluation

Background and Site Context

The subject parcels, 5702, 5706, 5712, 5714, and 5716 – 2 Street SW, are located in the community of Manchester at the southeast corner intersection of 55 Avenue SW and 2 Street SW. The subject site is two blocks east of Macleod Trail South and two blocks north of 58 Avenue SW. The site is in proximity to multiple amenities and services including a City park, known as Manchester Insect Playground, Cadillac Fairview Chinook Centre, and various commercial and industrial businesses. The site is located approximately 750 metres from the Chinook LRT Station, within 250 metres from the various bus stops along Macleod Trail South, 50 Avenue SW, and 58 Avenue SW. The combined parcel size is approximately 0.23 hectares (0.57 acres). Low density residential buildings currently exist on the parcels and have vehicular access from the rear lane.

The surrounding land uses are predominantly designated as multi-residential, commercial, and industrial districts. High density multi-residential developments with a Direct Control (DC) District ([Bylaw 199D2015](#)), based on the Multi-Residential – High Density Medium Rise (M-H2) District, are located to the west, a low density development with a Commercial – Corridor 2 (C-COR2 f2.0h12) District is located to the north, a park and open space, designated Special Purpose – Community Service (S-CS) District is located to the east, and a 4-storey townhouse development with a DC District ([Bylaw 28Z2003](#)), based on the Residential High Density Multi-Dwelling (RM-7) District of Land Use Bylaw 2P80, is located to the south.

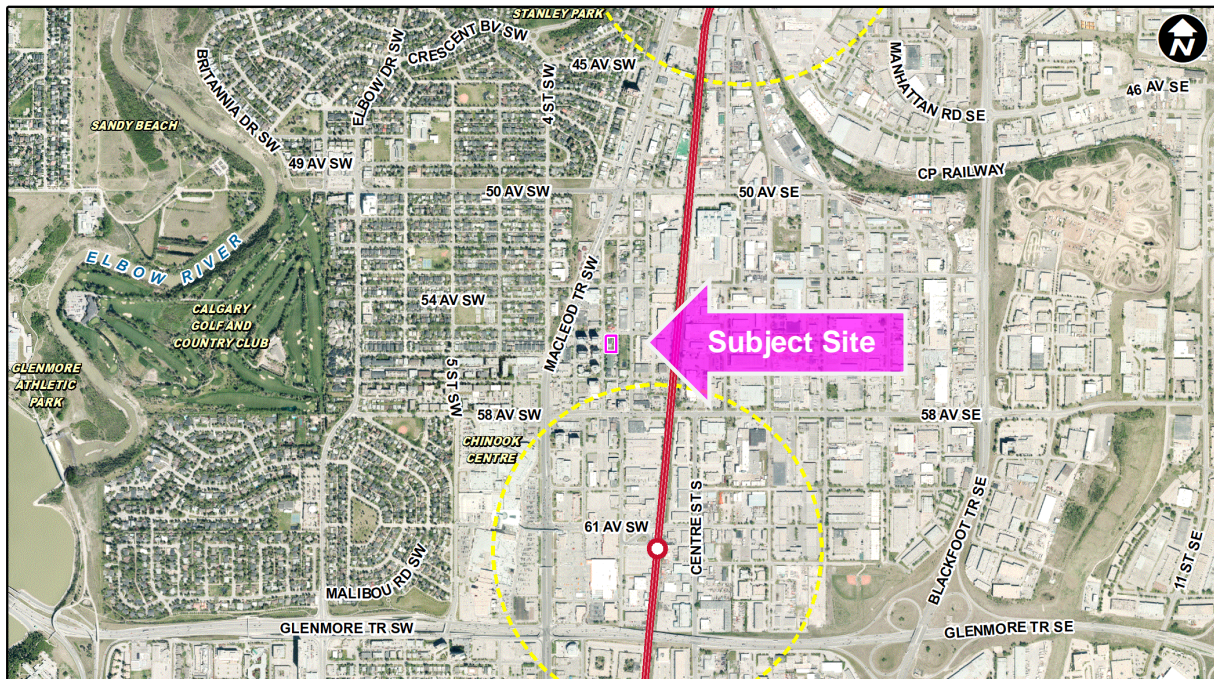
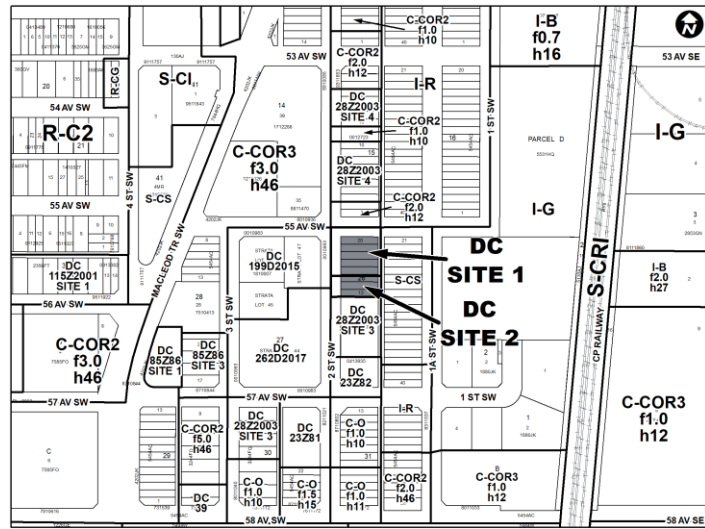
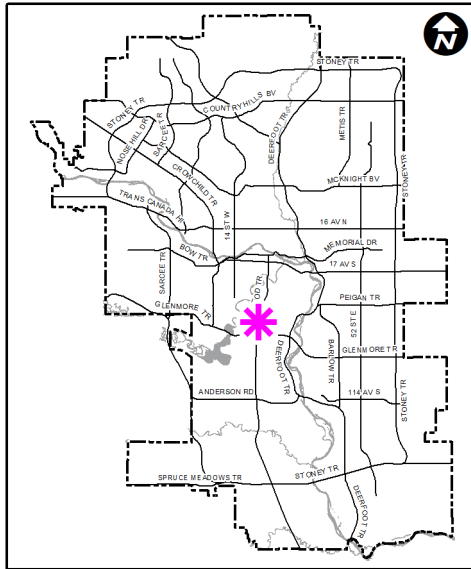
Community Peak Population Table

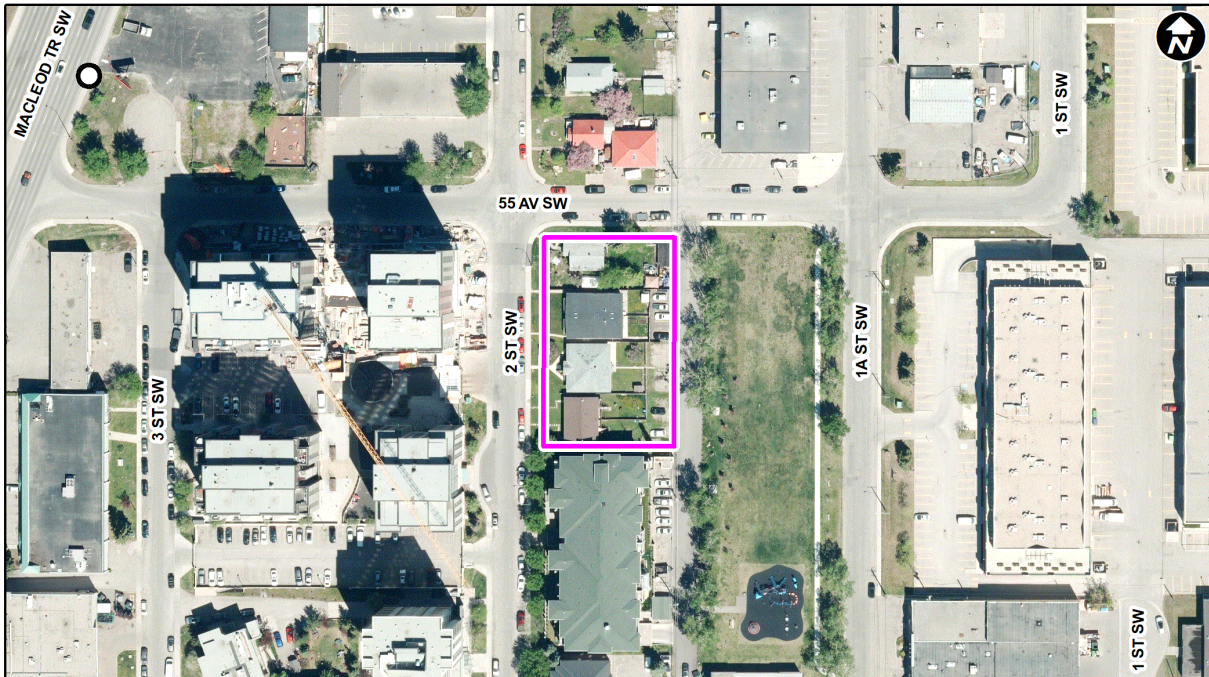
As identified below, the community of Manchester reached its peak population in 2014.

Manchester	
Peak Population Year	2014
Peak Population	1,332
2019 Current Population	1,025
Difference in Population (Number)	- 307
Difference in Population (Percent)	- 23.05%

Additional demographic and socio-economic information may be obtained online through the [Manchester Community Profile](#).

Location Maps





Previous Council Direction

None

Planning Evaluation

Land Use

The existing DC District, based on the RM-7 District of Land Use Bylaw 2P80, is intended to accommodate high density residential development with a maximum of 17 storeys and a maximum building height of 46 metres. The district does not prescribe a maximum floor area ratio (FAR) and allows a maximum density of 395 units per hectare (160 units per acre) which could accommodate approximately 90 dwelling units. The existing land use district does not support the redevelopment vision for a 24 storey mixed-use development.

The proposed DC District, based on the MU-1 District, allows for a mixed-use development with commercial or residential uses at-grade to promote activity and building permeability at the street level. The MU-1 District has rules for street wall stepbacks, building orientation, and building separation to respond to immediate urban context as well as requirements for at-grade frontages, landscaping, and amenity space to ensure street-oriented development.

In addition to the MU-1 District rules, the DC District provides building and height requirements to achieve a podium tower building design that are appropriate with the surrounding development context. The DC district allows a maximum height of 75 metres (approximately 24 storeys) for the northern portion (DC Site 1) and a maximum height of 20 metres (approximately 6 storeys) for the southern portion (DC Site 2). The proposed building height and setbacks requirements were created to achieve a podium tower building design that would reduce

shadow casting to the adjacent park space and to provide appropriate setback with the adjacent townhouse development to the south.

The proposed DC District provides the opportunity for additional floor area. The maximum FAR is 5.0 and may be increased to a maximum FAR of 8.0 when community benefit provision is provided. The community benefit provision was proposed by the applicant and allows the opportunity to improve the local community amenities with future intensification. In order to be eligible for the additional floor area, the proposed development would need to provide local enhancements to the adjacent park and streetscape, such as outdoor plaza, street furniture and seating areas, subject to the satisfaction of The City. The specific details, planning, and assessment of appropriate enhancements would be further reviewed at the development permit stages.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration, and the use of a DC District is necessary due to the proposed community amenity contribution, as the local area plan does not have density bonus provisions. The proposed DC District provides an innovative approach to allow the opportunity for development to achieve a higher density and to improve local amenities. In addition, due to the unique adjacent site characteristics, the DC District provides custom rules to achieve appropriate building heights and setbacks to minimize shadow to adjacent park. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 7 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. In addition, the proposed DC District has included the opportunity for relaxations to Sections 9 and 10 of the DC District. The intent of including these additional DC sections in the relaxation clause is to allow for flexibility, should minor bylaw relaxations be identified during the development permit review. Any relaxations granted would need to meet the test for relaxation included in the Land Use Bylaw 1P2007.

Development and Site Design

A development permit has not been submitted at this time. Preliminary massing and development concepts were provided by the applicant to be reviewed alongside this proposal to determine the appropriate building height and setbacks that would be compatible with the adjacent developments.

If approved by Council, the rules of the proposed DC District would provide development guidance for future development on these sites. The overall distribution of buildings, building design, mix, location and size of uses and site layout details such as parking, landscaping and site access will be further reviewed at the development permit stage. Additional items that will be considered through the development permit process include, but are not limited to:

- Specific considerations given to improve the at-grade pedestrian environment;
- Integration and activation of the pedestrian realms along 2 Street SW, 55 Avenue SW, and laneway; and
- Transition of building scale to mitigate building massing and shadowing.

Transportation

Pedestrian access to the site is available via 55 Avenue SW and 2 Street SW. Vehicular access to the subject parcels will only be permitted from the existing paved lane to protect continued pedestrian movement along public streets. The Chinook LRT station is located approximately 850 metres (walking distance) south of the site. The area is also served by Calgary Transit with Route #10 bus stop, along Macleod Trail, located approximately 190 metres from the site. The nearest existing cycling route is 5 Street SW on-street bikeway. No on-street parking restrictions exist along 55 Avenue SW and 2 Street SW around the site. A Transportation Impact Assessment (TIA) was submitted in support of the proposal. The TIA identified pedestrian improvement is needed to service the development and recommends that sidewalk adjacent to the site will be widened to align with future 5A (Always Accessible for All Ages and Abilities) network. Mobility and connectivity requirements will be determined at time of development.

Environmental Site Considerations

Environmental Site Assessment (ESA) documents Phase 1 and Phase 2 were submitted by the applicant and reviewed by the City. At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

Utilities and Servicing

Public water, sanitary and storm utilities exist adjacent to the site. Servicing requirements will be determined at the time of development.

Legislation and Policy

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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Major Activity Centre (MAC) as identified on the Urban Structure Map 1 of the [Municipal Development Plan](#) (MDP). MAC are located along or close to the transit network routes, and provides the highest concentration of jobs and population outside of the Greater Downtown area to support the highest levels of transit service. MAC should be developed to function as 'urban centre' to provide a broad range of housing and employment opportunity and provide services to meet the daily needs of residents.

The proposal aligns with the MDP goals of encouraging a transit-supportive land use framework by locating population growth within walking distance of the Primary Transit Network. The proposal has the ability to meet the intensity target for MAC of a minimum of 200 jobs and people per gross developable hectare, and creates a pedestrian-friendly environment and contributes to a complete community. The proposal aligns with applicable city-wide policies and

achieves a more compact city by accommodating a broader mix of housing and by facilitating a more efficient use of existing infrastructure.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Manchester Area Redevelopment Plan (Statutory – 2008)

The project site is located within the ‘Medium to High Density Residential’ area as shown on Map 3 Land Use Policy within the [Manchester Area Redevelopment Plan](#) (ARP). The ARP provides planning direction on density, parking, and commercial uses to facilitate an attractive, walkable, mixed-use development. The ARP has policies on maximum densities for this site and encourages improvement to the pedestrian realm on 2 Street with benches, and open space in the side yards between apartments.

The proposed district aligns with the overall planning direction in the ARP to accommodate a street-oriented mixed-use development with the opportunity to allow for commercial uses to serve residents in the area. Pedestrian realm enhancements will be determined at the development permit stage. Given the proposed density will be significantly higher than the maximum density allowed in the Manchester ARP, an amendment is required to exempt this site from the maximum density requirement to support the proposed higher density development.

Chinook Communities Local Area Planning Project

Administration is currently working on the [Chinook Communities Local Area Planning](#) project which includes Manchester and surrounding communities. Planning applications are being accepted for processing during the local area planning process.