

Background and Planning Evaluation

Background and Site Context

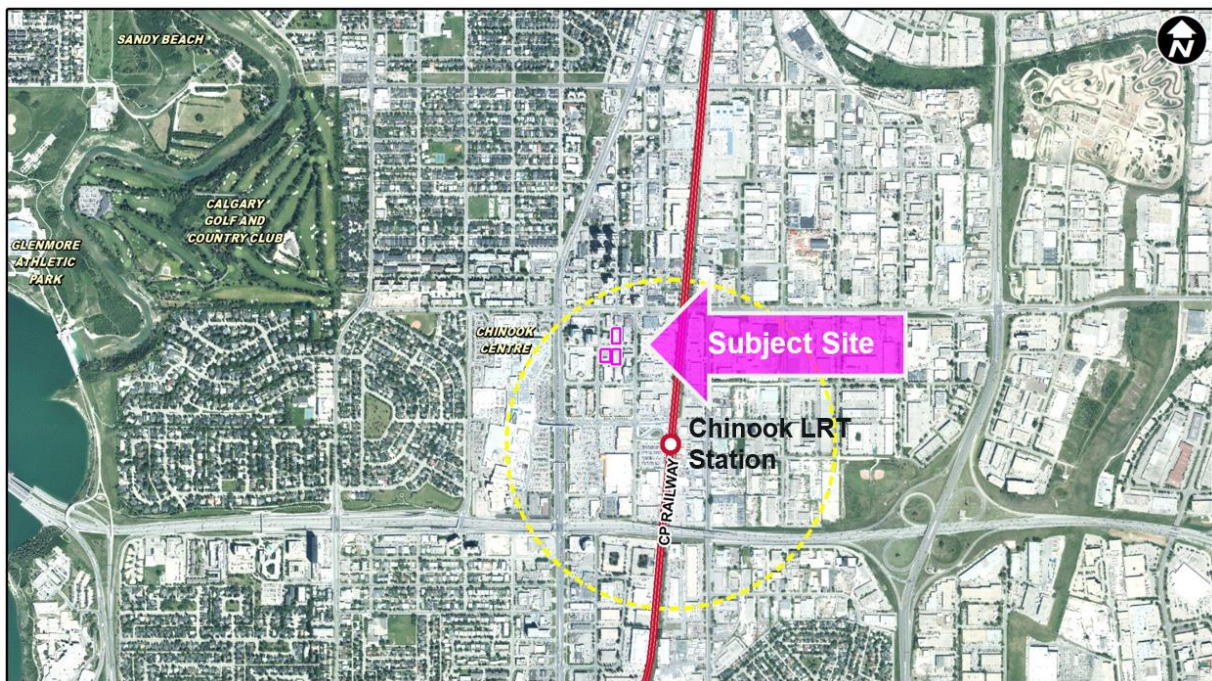
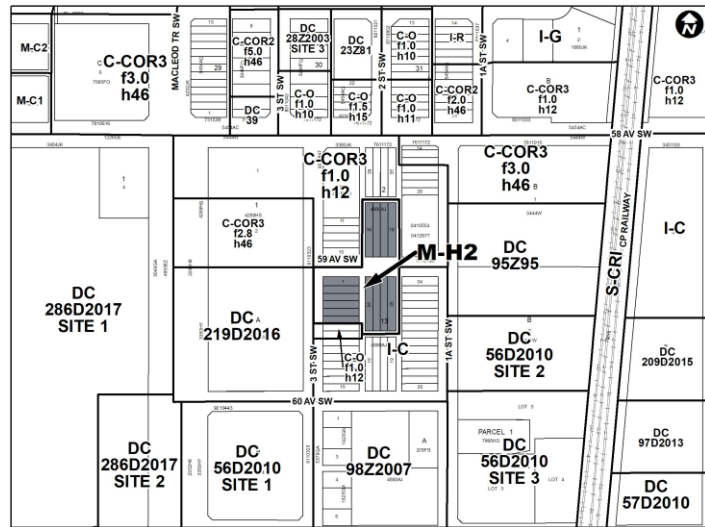
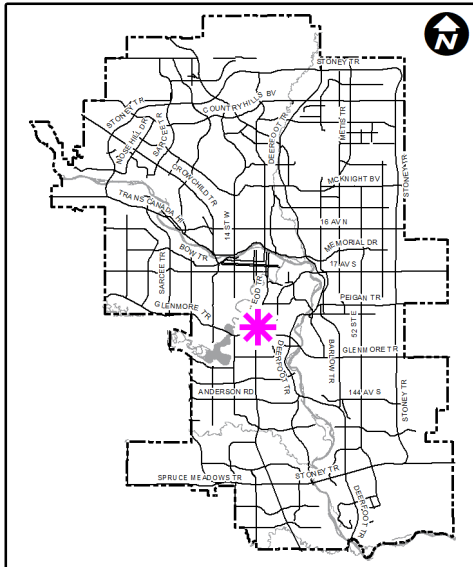
The subject parcels, 210 and 213 – 59 Avenue SW, and 6006 and 6012 – 3 Street SW are located in the community of Manchester Industrial. The parcels are located along 59 Avenue SW, between 1A and 3 Streets SW and the combined parcel size is approximately 0.52 hectares (1.29 acres). The parcels have vehicular access from 59 Avenue SW and the adjacent laneways. Three parcels are being used as surface parking lots and one parcel is currently developed with a two-storey commercial development.

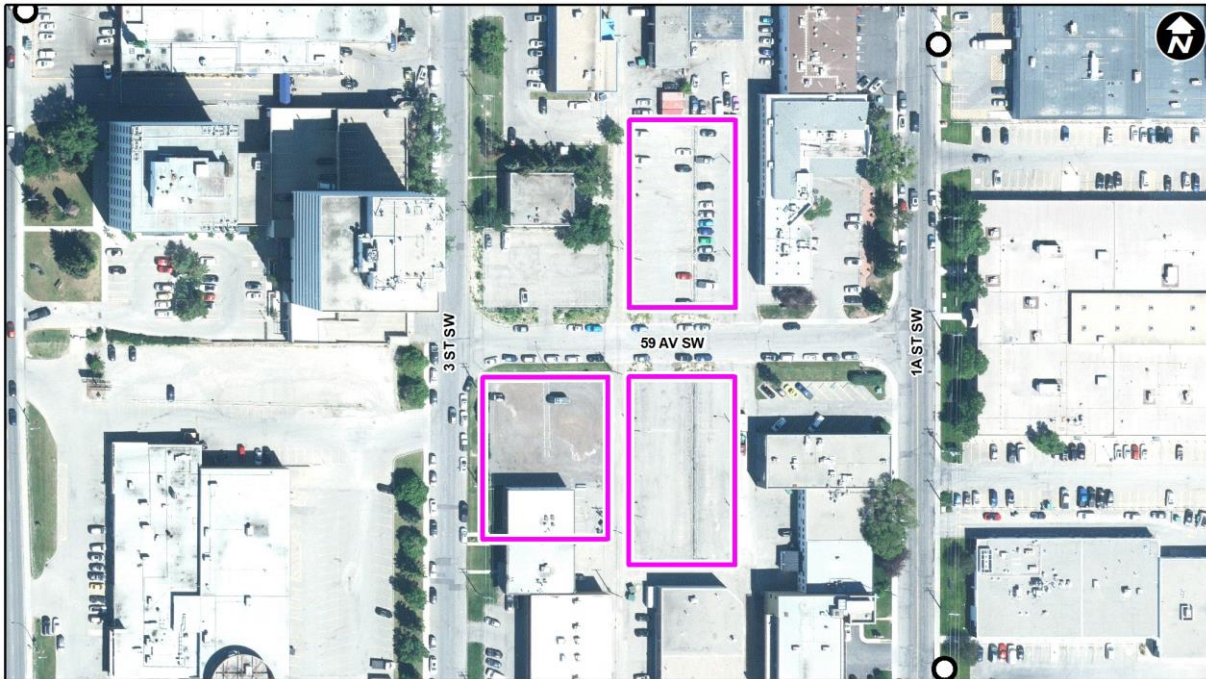
The surrounding land use districts are predominantly commercial and industrial, with Commercial – Corridor 3 (C-COR3 f1.0h12) District to the north and east, Commercial – Office (C-O f1.0h12) District and Industrial – Commercial (I-C) District to the south and east, and Direct Control (DC) District ([Bylaw 219D2016](#)) based on the Commercial – Corridor 1 (C-COR1) District to the west. The parcels have convenient access to various services including the CF Chinook Centre, grocery store, retails, restaurants, and other industrial and office uses. The parcels are approximately 550 meters (a seven-minute walk) from the Chinook Light Rail Transit (LRT) Station, and 150 metres (a two-minute walk) from Calgary Transit bus stops including Route 9 (Chinook Station) and Route 81 (Macleod Trail).

Community Peak Population Table

There is no population data available since Manchester Industrial is predominantly an industrial area.

Location Maps





Previous Council Direction

None

Planning Evaluation

Land Use

The existing parcels are designated with different land use districts including Residential – Contextual One / Two Dwelling (R-C2) District, Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District, Commercial – Office f1.0h12 (C-O f1.0h12) District, and Industrial – Commercial (I-C) District. These districts allow for lower density developments with a maximum building height of 12 metres (approximately 4 storeys), but do not accommodate higher density multi-residential development.

The proposed Multi-Residential - High Density Medium Rise (M-H2) District is intended to accommodate higher density development near transit, transportation corridor, and employment nodes. The district accommodates taller multi-residential development in a variety of built forms and provides a limited range of support commercial multi-residential uses. The M-H2 District requires that multi-residential development achieves a minimum density of 150 units per hectare and there is no maximum density. The district has a maximum floor area ratio (FAR) of 5.0 and a maximum building height of 50.0 metres (approximately 14 storeys). The district has building setbacks and landscaping requirements that will complement the surrounding developments.

The Mixed Use – General (MU-1) District was considered through the review process; however, the proposal envisions to facilitate primarily high-density multi-residential developments on these sites. The M-H2 District is considered appropriate as it is intended to accommodate high density multi-residential development with opportunities for some at-grade support commercial

uses. The proposed district would provide additional housing opportunity to support the surrounding existing industrial and commercial developments.

Development and Site Design

If approved by Council, the rules of the proposed M-H2 District would provide development guidance for future development on these parcels. 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 between the private development and the public realms along 59 Avenue SW, 3 Street SW, and laneways; and
- Transition of the building scale to mitigate building massing and shadowing.

Transportation

Pedestrian and vehicular access to the site is available via 59 Avenue SW, 3 Street SW and the adjacent laneways. Both 59 Avenue SW and 3 Street SW are classified as Collector Streets. The site is approximately 550 meters to the Chinook LRT Station and is therefore in the Transit Oriented Development Area. The area is also served by Calgary Transit Route 9 (Chinook Station) and Route 81 (Macleod Trail) with both Route 9 and Route 81 bus stops within 150 metres walking distance from the site. Street Parking is unrestricted on 59 Avenue SW. Parking is limited to two hour parking on 3 Street SW. A Transportation Impact Assessment (TIA) and Parking Study were submitted in support of the development. The TIA identified several pedestrian improvements needed to service the development that will be implemented at the Development Permit stage.

Environmental Site Considerations

A Phase 1 Environmental Site Assessment (ESA) will be required with the residential development at the time of development permit application. All reports must be prepared by a qualified professional for review and acceptance.

Utilities and Servicing

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

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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). MACs are located along or close to transit network routes and provide the highest concentration of jobs and population outside of the Greater Downtown area to support the highest levels of transit service. MACs should be developed to function as an 'urban centre' to provide a broad range of housing and employment opportunities and provide services to meet the daily needs of residents. Developments within the MAC should provide high-quality environments that feature open spaces and public amenities for a comfortable street environment.

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 could meet the intensity target for MACs and facilitate residential and commercial uses that would contribute to a complete community. The proposal aligns with applicable city-wide policies and achieves a more compact urban form by accommodating a broader mix of housing and by facilitating efficient use of existing infrastructure, while enabling sustainable travel choices.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) (the Guidelines) provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians, and benefit local communities and city-wide transit riders alike. The proposed land use amendment would meet the key policy objectives of the Guidelines including ensuring transit-supportive land uses, optimizing existing sites and infrastructure, as well as increasing density around the existing bus stops and the Chinook LRT station.

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.

Chinook Station Area Plan (Non Statutory – 2008)

The project site is located within the Mixed-Use Precinct area shown on Map 3.1: Land Use Precincts within the [Chinook Station Area Plan](#) (SAP). The Mixed-Use Precinct is intended to accommodate a mix of land uses comprised of office, commercial, residential and retail commercial development. Office, commercial, and multi-family residential developments are the primary land uses within this precinct.

The Chinook SAP provides planning and design policies to facilitate an attractive, walkable, mixed-use, transit-oriented development. The subject parcels are located within blocks B and E, which allows for higher density development. The SAP allows a maximum FAR of 3.5 for block B, and a maximum FAR of 4.5 for block E for residential development. Given that the maximum FAR of the M-H2 District is 5.0, an amendment is required to exempt this site to support the proposal. The SAP allows for a maximum height of 55 metres for residential development within blocks B and E, and the maximum building height in the M-H2 District is 50 metres and complies with the SAP. Further opportunities to align development with applicable policies will be reviewed at subsequent development approval stages.

Chinook Communities Local Area Planning Project

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