

# Background and Planning Evaluation

## Background and Site Context

The subject parcels are located in the southwest community of Manchester Industrial at the northeast junction of 61 Avenue SW and 1A Street SW. The parcels are a combined size of approximately 1.68 hectares (4.16 acres), with maximum dimensions of approximately 131 metres in width and 133 metres in depth. Vehicular access to the parcels is provided from both 61 Avenue SW and 1A Street SW. The parcels do not have rear lane access. The parcels are currently developed with a retail strip mall (Admiral Court), a health food store and two office/commercial buildings.

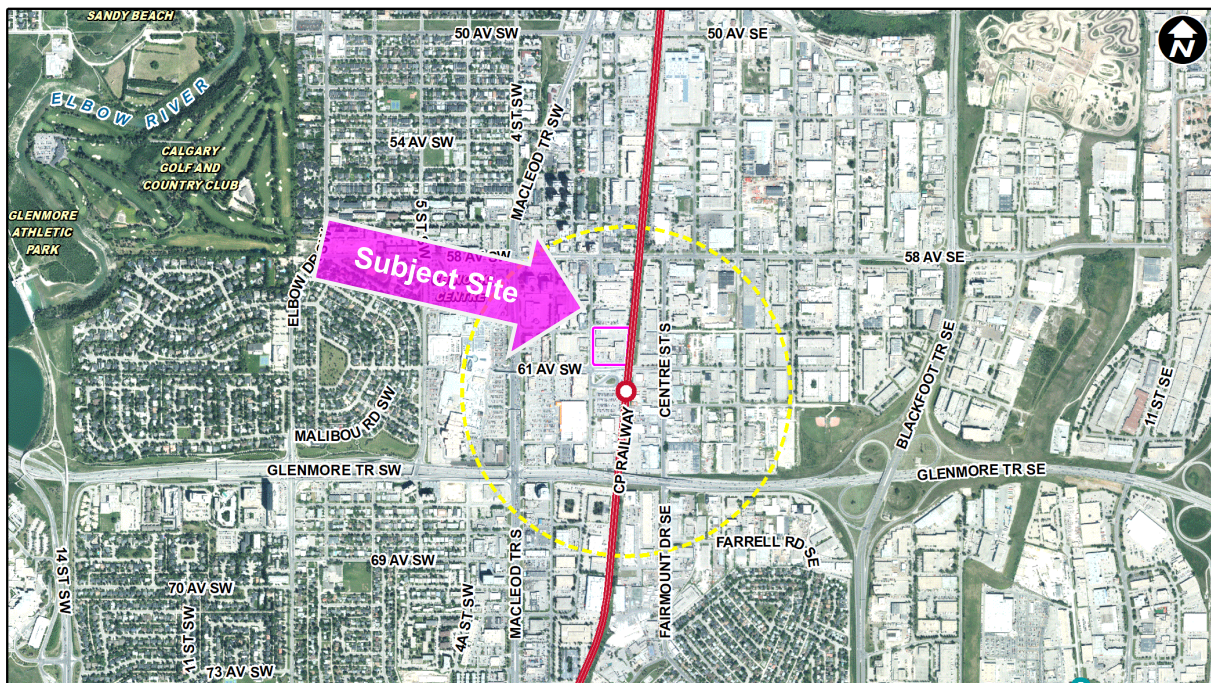
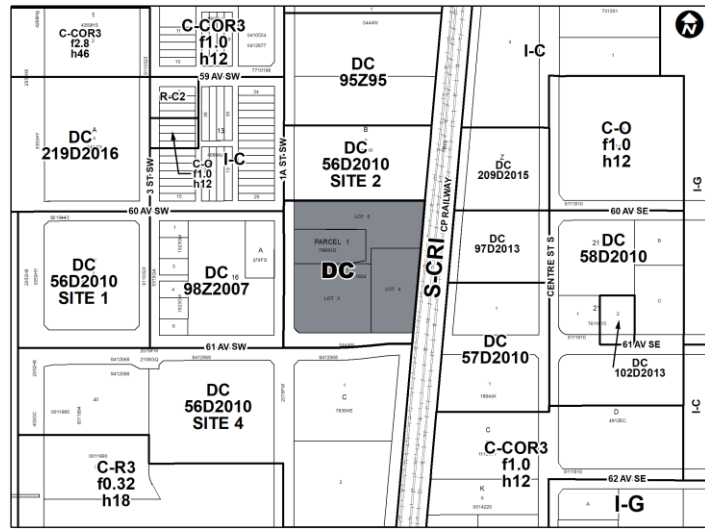
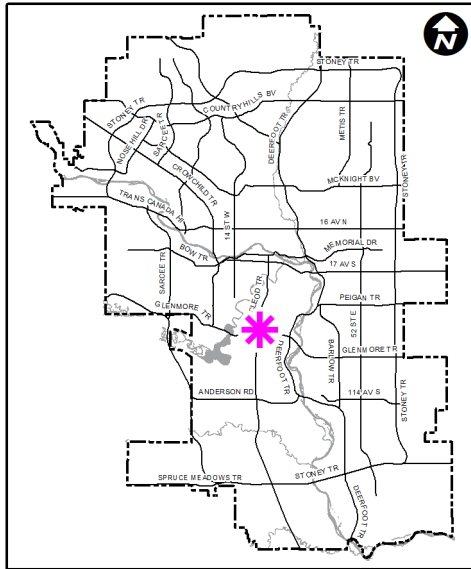
The parcels immediately to the north and south fall within the same Direct Control (DC) District ([Bylaw 56D2010](#)) as the subject parcels, which are based on the Commercial – Corridor 1 (C-COR1) District. The parcel to the west is zoned Direct Control (DC) District ([Bylaw 98Z2007](#)) and is based on the general rules of the Commercial Districts of Bylaw 2P80. To the northwest is a parcel zoned Industrial – Commercial (I-C) District, whilst to the east are the LRT tracks. The Chinook LRT Station is located immediately south of 61 Avenue SW, within 120 metres (a 2-minute walk) of the parcels.

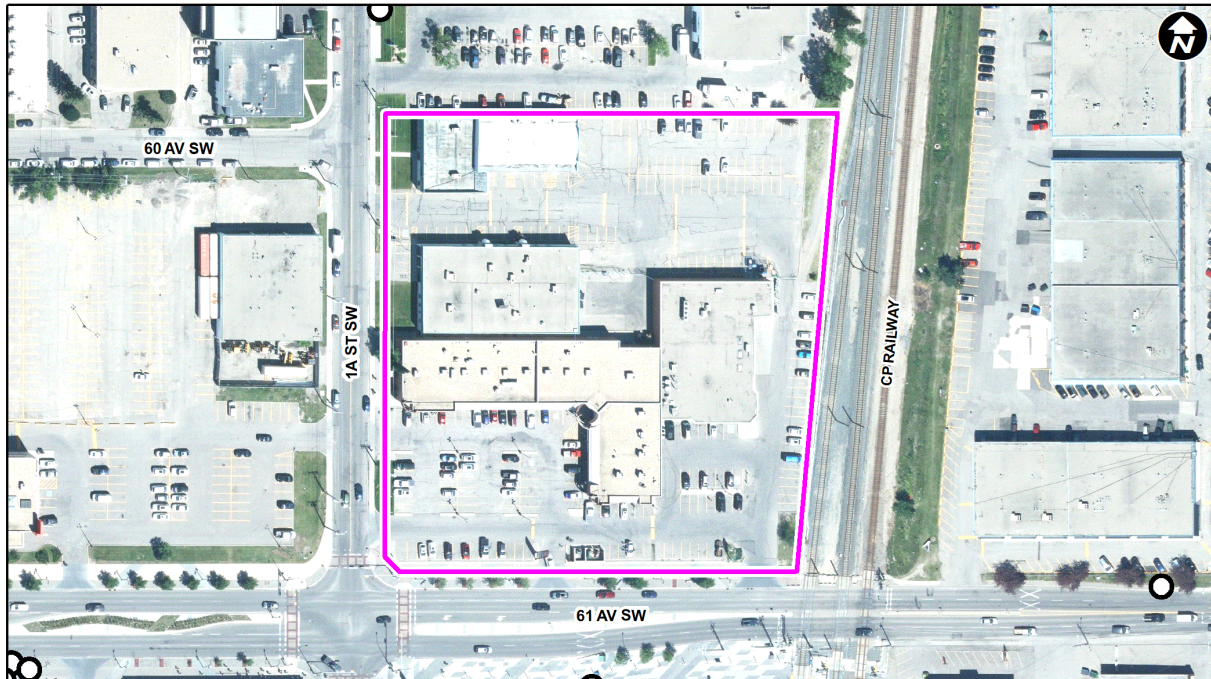
The parcels have convenient access to various employment opportunities and services including the Cadillac Fairview Chinook Centre, retail stores, restaurants, and industrial and office uses. The parcels are approximately 180 metres (a three-minute walk) from various Calgary Transit bus stops including Route 9 (Dalhousie Station/Chinook Station) and Route 81 (Macleod Trail South).

## Community Peak Population Table

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

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject parcel is currently designated Direct Control (DC) District (Bylaw 56D2010). It is based on the Commercial – Corridor 1 (C-COR1) District of Land Use Bylaw 1P2007. The existing DC District is intended to implement the vision and policies of the *Chinook Station Area Plan* (SAP) and has customized rules for location of uses, density and building forms.

The proposed DC District is also based on the Commercial – Corridor 1 (C-COR1) District. The DC District would allow for greater flexibility on the uses allowed on the ground floor of existing buildings, which is intended to help address leasing issues experienced by the applicants. The proposed DC sets out a maximum floor area ratio (FAR) of 5.0 and a maximum building height of 90 metres, and removes the density and height minimums that are currently in place. Other rules from the existing DC District including building setbacks, landscaping and floorplate restrictions have been retained.

The Mixed Use – General (MU-1) District was considered through the review process. The applicants did not wish to pursue this district as it would have required a significant review of the future redevelopment potential of the parcels along with additional community engagement. The intent for the immediate future is to provide more flexibility for leasing opportunities in the current buildings, rather than an examination of a longer-term vision for redevelopment of the parcels.

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 Direct Control District is necessary to provide for the applicant's vision of more flexibility for uses within the existing buildings and the unique characteristics that will remain from the existing DC District. 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 6 of the DC District Bylaw. Section 6 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 would be in a standard district. In addition, the proposed DC District has included the opportunity for relaxations to Sections 8 through 15 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 still have to meet the text for relaxation included in Bylaw 1P2007.

### **Development and Site Design**

The rules of the proposed DC District will provide guidance for the future redevelopment of the parcels, including the overall distribution of buildings, building height and massing, location and appropriateness of uses, landscaping and parking.

Additional items that will be considered through the review of a future development permit include, but are not limited to:

- transition of building scale to mitigate building massing and shadowing;
- integration and activation of development with 61 Avenue SW and 1A Street SW;  
and
- location and specifics of waste, recycling and organics storage areas.

### **Transportation**

Pedestrian and vehicular access to the site is available via 61 Avenue SW and 1A Street SW. 61 Avenue SW is classified as an Urban Boulevard in the *Calgary Transportation Plan*. The site is within a 600 meters radius of the Chinook LRT Station and is, therefore, in the Transit Oriented Development area.

The area is well served by Calgary Transit Routes 9 (Dalhousie/Chinook Station) and 81 (Macleod Trail South) from the Chinook LRT Station across 61 Avenue SW. Route 9 provides transit service every 20 minutes in the peak hours, and Route 81 provides transit service every 30 minutes in the peak hours. Additionally, the area is also served by Calgary Transit Routes 10 (City Hall/Southcentre), 36 (Riverbend) and 41 (Lynnwood) from 61 Avenue SW, adjacent to the site. Route 10 provides transit service every 40 minutes in the peak hours, and routes 36 and 41 provide transit service every 30 minutes in the peak hours.

A Transportation Impact Analysis was not required in support of the land use redesignation application.

### **Environmental Site Considerations**

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)**

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 DC District 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 a 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 residential and commercial uses that would contribute to a complete community within walking distance of the Primary Transit Network. The proposal aligns with applicable city-wide policies and achieves a more compact urban form by facilitating efficient use of existing infrastructure, while enabling sustainable travel choices.

### **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 subject parcels are located within the Mixed-Use Precinct and Retail Mixed-Use Precinct areas shown on Map 3.1: Land Use Precincts within the [Chinook Station Area Plan](#) (SAP). The Mixed-Use Precinct is intended to accommodate the primary land uses of office, commercial and multi-family residential developments. The Retail Mixed-Use Precinct is intended to be characterized by retail commercial development at-grade within mixed-use buildings fronting onto a tree-lined 'Custom Grand Boulevard' with wide sidewalks which comfortably

accommodate outdoor cafés, benches, transit shelters, bike racks, and other street furniture necessary to meet the needs of pedestrians and cyclists. This Precinct is suitable for office and residential development and will accommodate the highest densities for each land use.

The Chinook SAP provides planning and design policies, and provisions for density, building height and uses to facilitate an attractive, walkable, mixed-use, transit-oriented development. The proposed DC District aligns with this policy.

**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 and are reviewed using existing legislation and Council approved policy.