

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Manchester Industrial, a mid-block parcel on the south side of 58 Avenue SE between 3 Street SE and 4 Street SE. The site is approximately 0.57 hectares (1.41 acres) in size and is currently operating a retail and consumer service use in a two storey building.

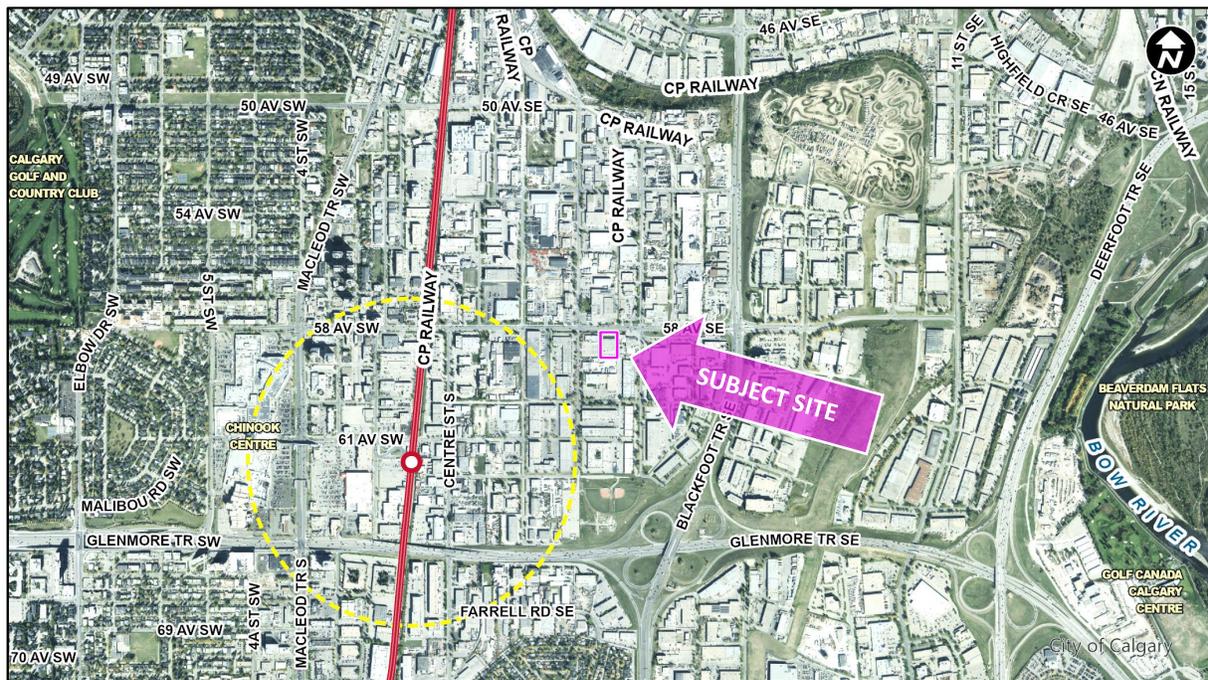
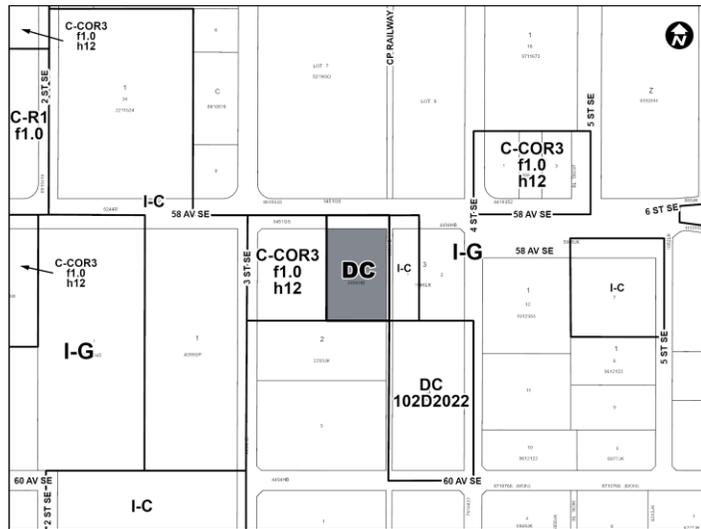
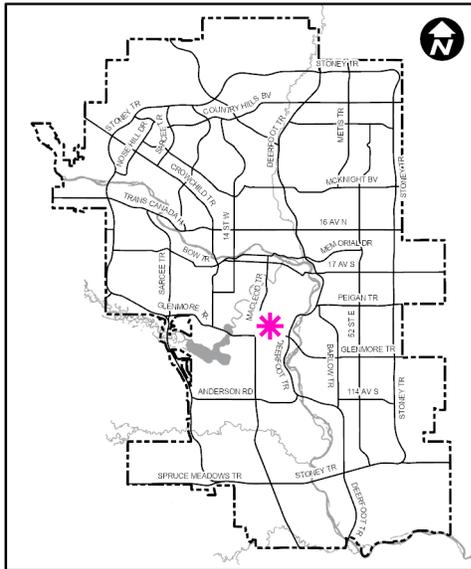
The surrounding development is primarily industrial with some commercial uses such as shops, services, and amenities mainly located along 58 Avenue SE. The subject site has an existing sidewalk connecting to a bus stop that serves Route 43 (Westwinds Station/Chinook Station). The site is also easily accessible to Blackfoot Trail SE which is part of the Primary Transit Network.

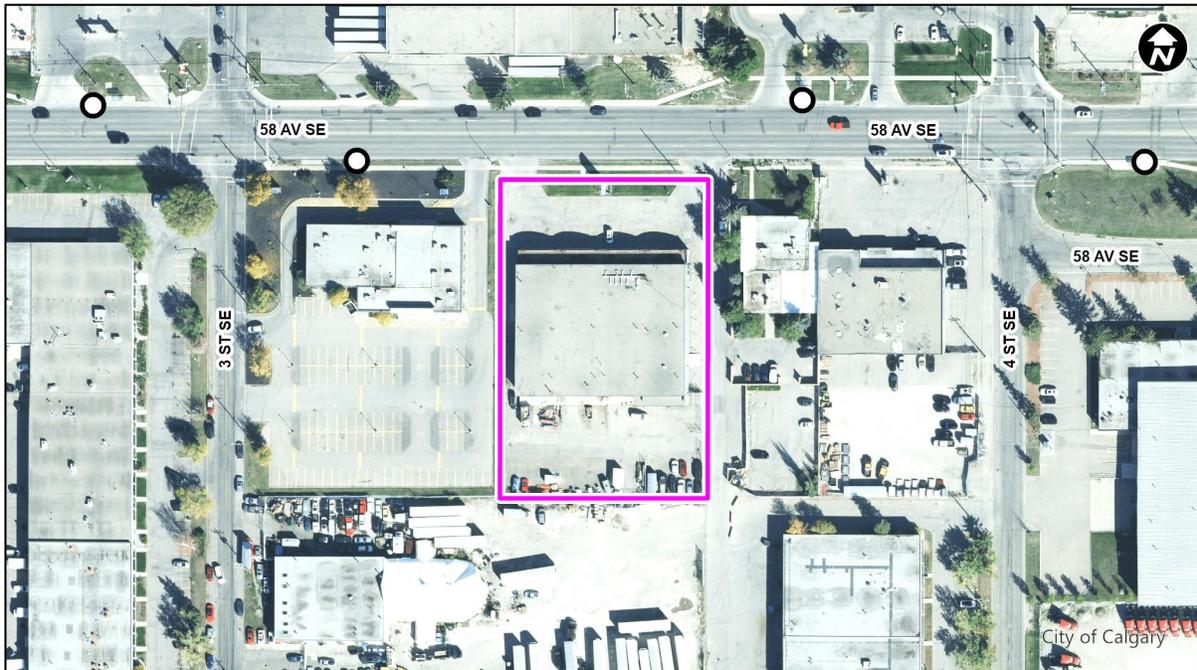
There is a concentration of residential, employment and retail uses in close proximity to CF Chinook Centre, located approximately 1.0 kilometre (a 17-minute walk) to the southwest.

Community Peak Population Table

Not available because the subject area is in an industrial area with no population statistics.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Commercial – Corridor 3 f1.0h12 (C-COR3f1.0h12) District is intended to accommodate limited large retail uses on sites of various sizes that are located along major roads. The C-COR3 District allows for a maximum building height of 12 metres and a maximum floor area ratio (FAR) of 1.0.

The proposed DC District is based on the Industrial – Commercial (I-C) District with an increase in the maximum allowable building height (up to 18 metres) and floor area ratio (up to 2.0). The I-C District was selected because the nature of the surrounding context is primarily industrial with commercial as supportive uses. To ensure the subject site will continue to support the business needs in the area while maintaining a high level of urban design standards, additional rules have been included to ensure the Self-Storage Facility use integrates well into its surrounding context. The rules have been designed to ensure that active uses remain at-grade and future building will be designed with high quality visual appearance. The specific rules include:

- a Self Storage Facility must not exceed 95.0 percent of the ground floor gross floor area (GFA) of a building; and
- street facing building façade require a minimum of 15 percent of unobscured windows for the upper floors and a minimum of 50 percent of unobscured windows for façade between a height of 0.6 metres and 2.4 metres.

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 proposed development due to innovative ideas. The proposal represents an innovative idea because it provides higher building height and more FAR for the additional use of Self Storage Facility that could support the needs of both households and retailers in the area. This makes higher density living and business operations more appealing and manageable. The proposal also includes additional rules for street facing façade design to ensure the future development has high quality building design. 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 they would be in a standard district. Sections 7 through 11 include provisions for FAR, building height, use area, and building façade rules.

Development and Site Design

If this application is approved by Council, the rules of the proposed DC District and I-C District would provide guidance for the future redevelopment. Given the location and policy context of the site, additional consideration will be given to elements including the appropriateness of proposed uses, building height, building frontage and orientation, landscaping, parking, and site access at the development permit stage.

Transportation

The subject site fronts onto 58 Avenue SE and is in close proximity to Blackfoot Trail SE, which are both classified as Arterial Roads. Pedestrian connectivity is provided through the existing sidewalks on 58 Avenue SE. At present, the site is adjacent to the recommended cycling routes of the Always Available for All Ages and Abilities (5A) Network, with future pathways planned along 58 Avenue SE and Blackfoot Trail SE, as well as future bikeways along 3 and 4 Street SE.

A bus stop serves Route 43 (Westwinds Station/Chinook Station) is approximately 75 metres (a two-minute walk) from the site along 58 Avenue SE. The Chinook LRT Station is located within approximately 1.0 kilometres (a 17-minute walk) from the site.

Vehicular access to the subject site is anticipated to be provided as currently configured and will be subject to review and Development Engineering approval at the time of redevelopment.

No Transportation Impact Assessment was required at the land use amendment stage but may be required at the time of redevelopment.

Environmental Site Considerations

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 (58 Avenue SE). However, the public storm main does not fully span the entire frontage of the site and terminates at an existing manhole. Future development servicing shall either accommodate accordingly OR a public storm sewer main extension may be required, as to adequately service the intended development. If required, this work will be at the developer's expense, and subject to the terms and conditions of a long form Indemnification Agreement.

That said, servicing requirements will be further 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 site is located within the 'Standard Industrial' area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The Standard Industrial area encourages a mix of industrial uses at varying intensities. It allows a broad range of industrial and other supportive uses to fulfill the daily needs of business operations in the area and their employees. The proposal is consistent with the applicable policies in the MDP.

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 Communities Local Area Planning Project

This site is located in Area 8 (Chinook Communities), which includes the portion of Manchester Industrial and surrounding communities. Administration is currently developing the [Chinook Communities Local Area Plan project](#). Planning applications are being accepted for processing while the project is in progress, however, applications are reviewed using existing legislation and Council approved policy only.