

# Background and Planning Evaluation

## Background and Site Context

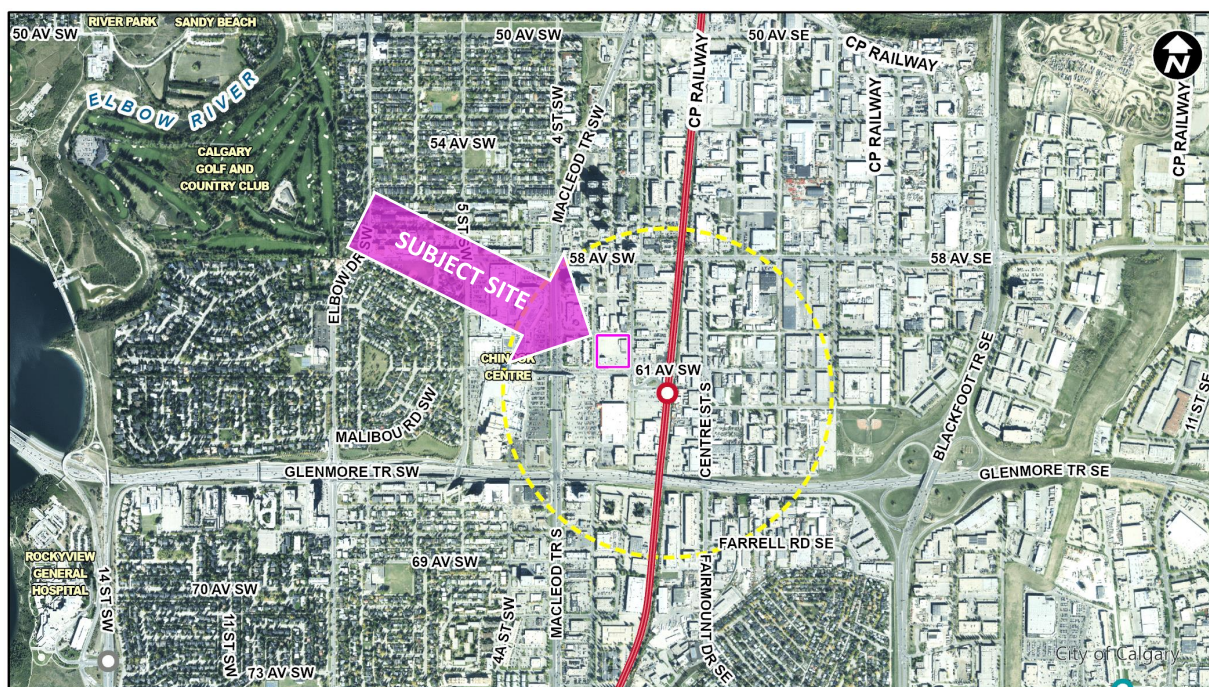
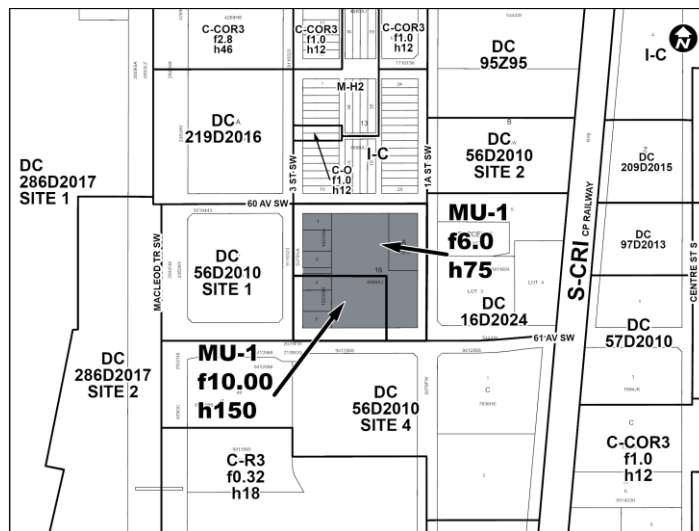
The subject site is located in the southwest community of Manchester Industrial encompassing an entire block which is bounded by 61 Avenue SW and 1A Street SW. The site is approximately 1.35 hectares (3.34 acres) in size and is currently developed with a financial institution at the southwest corner and an industrial building at the northeast corner with a considerable amount of surface parking on the parcel.

Surrounding developments are primarily characterized by single storey commercial developments designated as Direct Control (DC) District ([Bylaw 56D201](#)) to the west and south, and DC District ([Bylaw 16D2024](#)) to the east to accommodate transit supportive and mixed use development with a range of floor area ratios (FAR) and building heights. The parcel to the north is designated as Industrial – Commercial (I-C) District to accommodate light industrial uses with compatible small scale commercial uses.

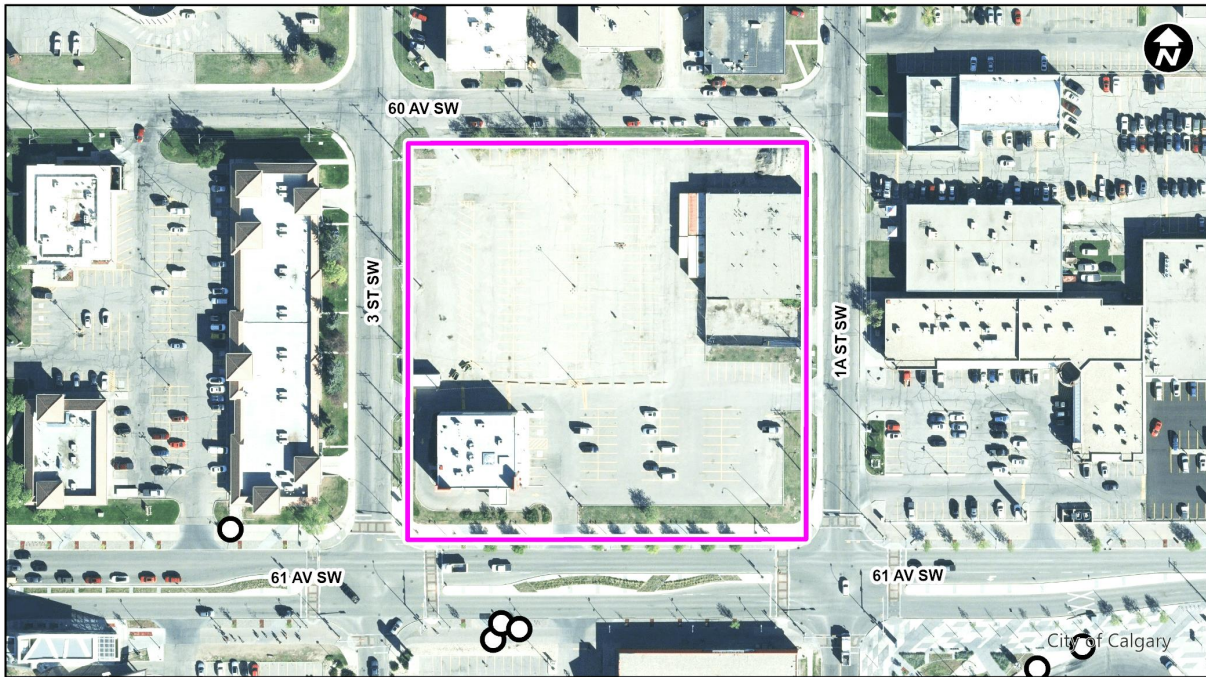
The subject site is in close proximity to a high concentration of commercial amenities and employment opportunities. Cadillac Fairview (CF) Chinook Centre is located approximately 250 metres (a six-minute walk) to the west. Chinook Light Rail Transit (LRT) Station is located approximately 150 metres (a three-minute walk) to the east with access to numerous local and cross-city bus routes including Route 9 (Dalhousie Station/Chinook Station), Route 10 (City Hall/Southcentre), Route 36 (Riverbend), Route 41 (Lynnwood), Route 43 (McKington - Westwinds Station/Chinook Station), Route 81 (Macleod Trail S) and Route 148 (Great Plains Industrial).

## Community Peak Population Table

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







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC District ([Bylaw 98Z2007](#)) is based on the C-3 General Commercial District of Land Use Bylaw 2P80 and accommodates commercial and residential developments with additional rules related to urban design. The maximum FAR is 5.0, increasing to 7.0 when bonusing provisions are provided, and the maximum building height is 90 metres.

The application has divided the subject site into two distinct areas, each with specific building height and FAR modifiers to support two separate phases of development. The proposed Mixed Use – General (MU-1f6.0h75) District and Mixed Use – General (MU-1f10.0h150) District are intended to accommodate a mixed use development over two phases comprising of commercial, retail and residential uses on the ground floor with residential dwelling units above.

The portion to be redesignated to MU-1f6.0h75 is approximately 0.91 hectares in size while the portion to be redesignated to MU-1f10.0h150 is approximately 0.44 hectares in size. The redesignation split corresponds with the Building Scale classification and the Transit Station Area policies (2.5.4.1.b) in the *Chinook Communities Local Area Plan* (LAP). Combined, the proposed land use will allow for a maximum building floor area of approximately 98,600 square metres and the maximum building height will range between 75 metres (up to 25 storeys) and 150 metres (up to 50 storeys).

The MU-1 District is intended to be located along commercial streets where both residential and commercial uses are supported at-grade facing the commercial street. The MU-1 District also responds to local area context by establishing maximum building heights for individual parcels. The proposed MU-1 Districts are appropriate land use districts for the site because they provide a mix use of uses across the site within the Chinook Transit Station Area with high concentrations of amenities and employment opportunities. The Mixed Use – Active Frontage (MU-2) District was also considered, however, MU-2 District requires commercial uses to be located at-grade to promote activity at the street level. The proposed MU-1 District could achieve the same result of an active frontage through the use of Administration's discretion at the development permit stage.

### **Development and Site Design**

If this redesignation is approved by Council, the rules of the proposed MU-1f6.0h75 and MU-1f10.0h150 Districts will provide guidance for future site development including appropriate ground level uses and interface, building configuration, parcel coverage, building massing and height, landscaping, waste management and parking.

Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- articulation of building form and physical appearance;
- appropriate amenity space for the residents;
- ground floor uses and pedestrian-oriented interface along 61 Avenue SW; and
- mitigating shadowing, overlooking, and privacy concerns to adjacent developments.

### **Transportation**

Vehicle access and pedestrian access for the existing southwest portion of the site are available from 3 Street SW and 61 Avenue SW. For the north portion of the site, vehicle access and pedestrian access are anticipated to be from 60 Avenue SW.

Transit service is available within 100 metres (a two-minute walk) on 1A Street SW for Route 9 (Dalhousie Station/Chinook Station) and Route 81 (Macleod Trail S), on 61 Avenue SW for Route 10 (City Hall/Southcentre), Route 36 (Riverbend) and Route 41 (Lynnwood), along Macleod Trail for Route 10 (City Hall/Southcentre), Route 36 (Riverbend), Route 41 (Lynnwood), Route 81 (Macleod Trail S) and Route 148 (Great Plains Industrial). Chinook LRT Station is located approximately 250 metres (a six-minute walk) southeast of the site.

A Transportation Impact Assessment (TIA) has been reviewed and accepted by Administration in support of this application.

### **Environmental Site Considerations**

A Phase 1 Environmental Site Assessment (ESA) was submitted and reviewed by Administration. There are no known outstanding environmental concerns that would prevent support of the subject application.

### **Utilities and Servicing**

Public water, sanitary and storm utilities exist adjacent to the site.

A Sanitary Servicing Study (SSS) was submitted for the site. The SSS confirmed that segments of existing 300 millimetres diameter public sanitary mains are required to be upsized to 450

millimetres diameter mains, as to adequately service the intended development. At the time of development, upgrades will be subject to the terms and conditions of a long form Indemnification Agreement, at the developer's expense.

All development 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.

### **Municipal Development Plan (Statutory – 2009)**

The [Municipal Development Plan](#) (MDP) identifies the subject site as being within a Major Activity Centre (Map 1: Urban Structure). A Major Activity Centre provides the highest concentration of jobs and population outside of the Greater Downtown area. In addition, the design and character of the Major Activity Centre must also create a high-quality environment that features amenities for a comfortable street environment. The proposed land uses are in alignment with 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.

### **Transit Oriented Development Policy Guidelines (2004)**

The [Transit Oriented Development Policy Guidelines](#) (Guidelines) provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage the type of 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 meets the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing density around transit stations.

### **Chinook Communities Local Area Plan (Statutory – 2025)**

The [Chinook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Flex and Neighbourhood Commercial categories with Active Frontage (Map 3: Urban Form) and with a High (up to 26 storeys) building scale modifier (Map 4: Building Scale). The LAP speaks to a mix of commercial and residential uses that are oriented to the street within the Neighbourhood Flex areas. Neighbourhood Commercial areas encourage supportive commercial uses on the ground floor with active frontage onto the higher activity street with a range of other uses integrated behind or above. A maximum building height of 26 storeys are identified for the subject parcel along 61 Avenue SW, however, the Transit Station Area policies (2.5.4.1.b) allow redevelopment to exceed the maximum building height when certain parameters are met at the development permit stage. The proposed land use is in alignment with applicable policies of the LAP.