

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Manchester Industrial. It is a full block bound by 61 Avenue SW to the south, 60 Avenue SW to the north, 3 Street SW to the east and Macleod Trail SW to the west; where it is directly opposite Cadillac Fairview (CF) Chinook Centre. The site is approximately 1.06 hectares (2.61 acres) in size, is developed with a single storey commercial building comprising multiple businesses, two buildings used as restaurants and surface parking in the centre of the parcel.

The existing multi-unit building is occupied by several commercial businesses with a number of vacant units. The rationale underpinning this application for a change of land use to Mixed Use – General (MU-1) District is to increase the maximum height, allowable built floor area, enable a Health Care Service use at ground level and provide flexibility that would support occupation of existing commercial units. The ability to locate Health Care Service at grade is not allowable under the rules of the existing Direct Control (DC) District ([Bylaw 56D2010](#)). All existing uses on the subject site are consistent with the existing DC District, which is based on the Commercial – Corridor 1 (C-COR1) District.

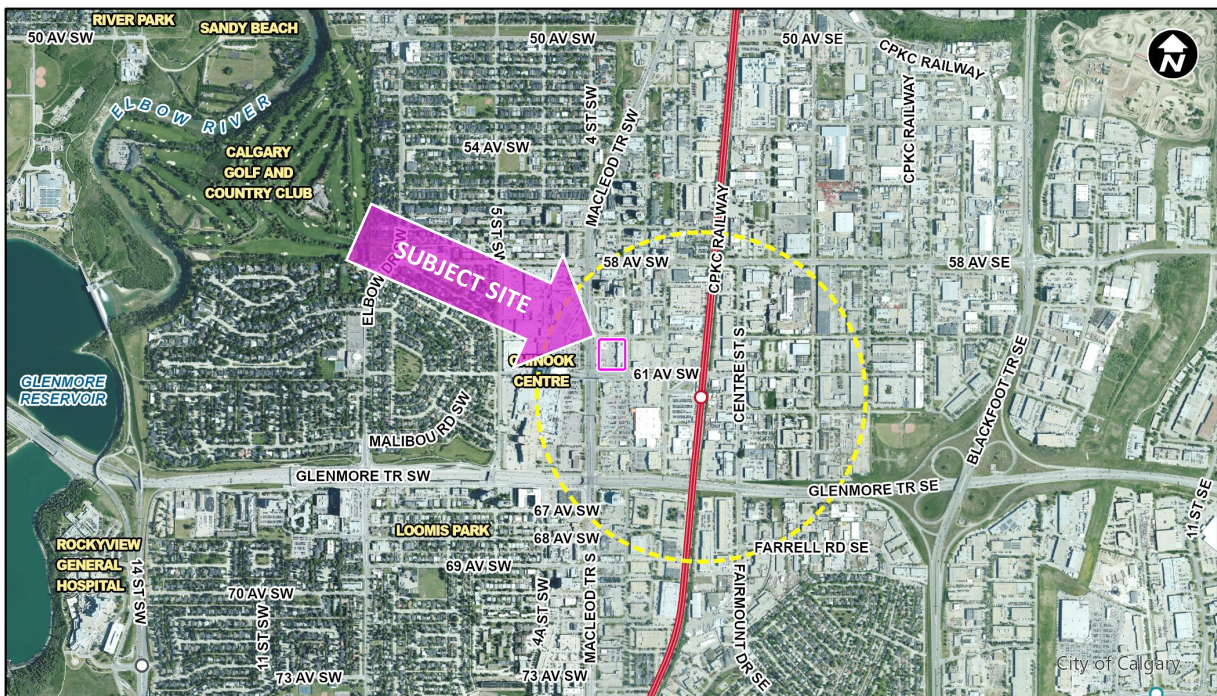
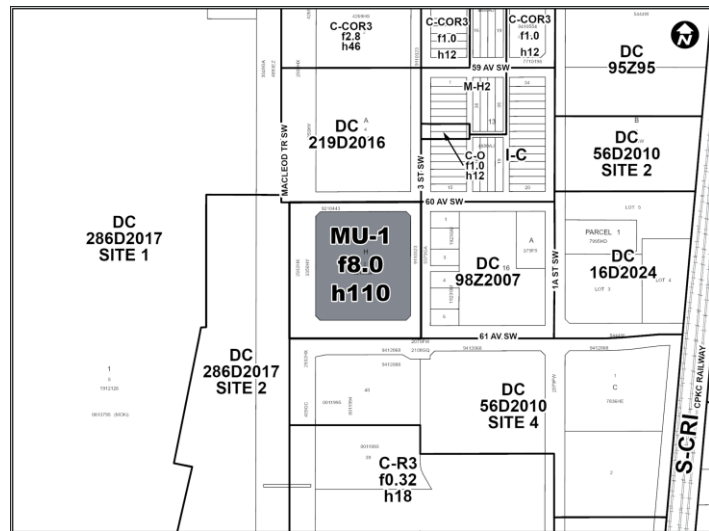
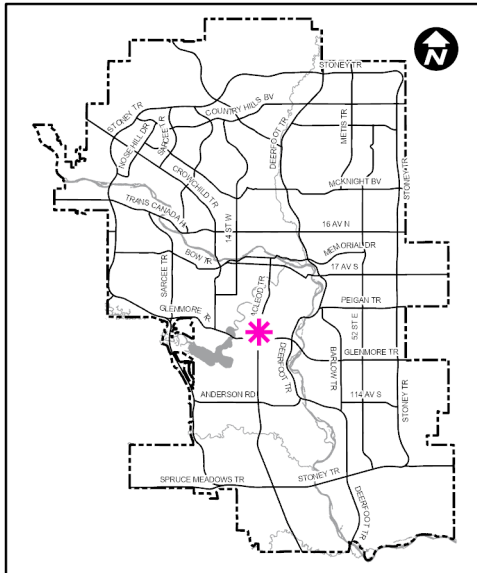
Surrounding developments on the north, east and south are primarily characterized by single storey commercial developments, with the Chinook Centre located to the west, designated as DC Districts based on the C-COR1 and Commercial – Regional 2 (CR-2) Districts.

The subject site is in close proximity to a high concentration of commercial amenities and employment opportunities. Chinook LRT Station is located approximately 280 metres (a four-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 (McKnight - Westwinds Station/Chinook Station), Route 81 (Macleod Trail S) and Route 148 (Great Plains Industrial).

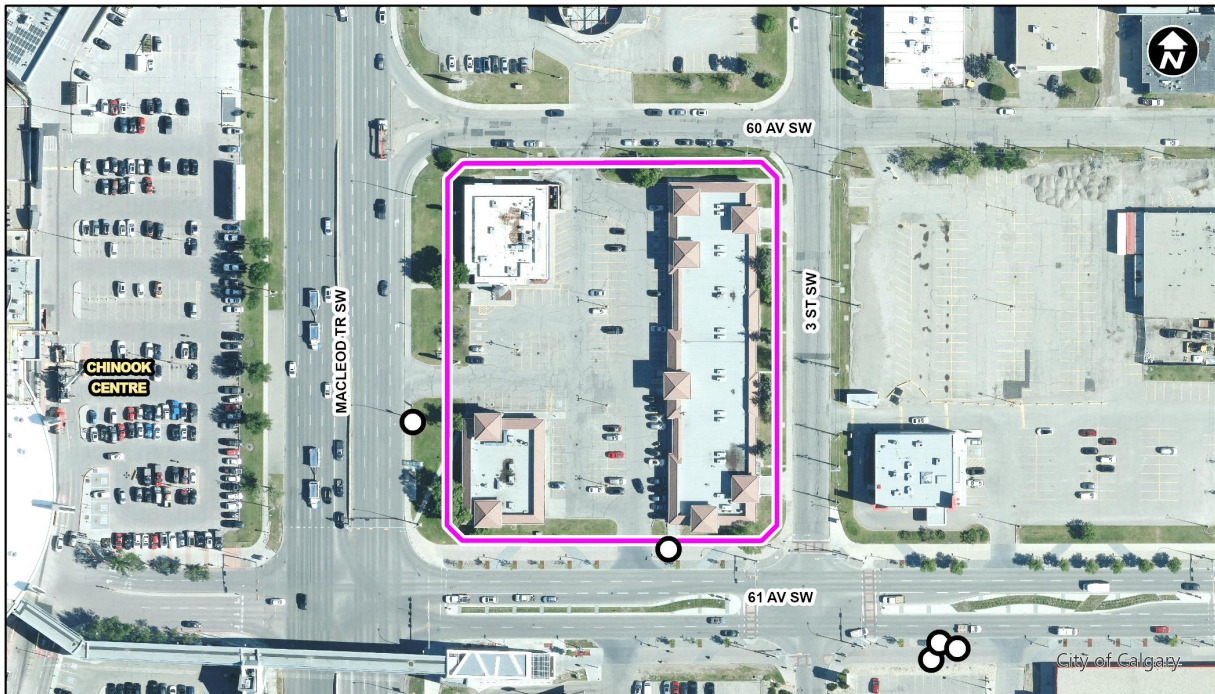
## Community Peak Population Table

Not available because the subject area is in an industrial area.

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC District ([Bylaw 56D2010](#)) is based on the C-COR1 District of Land Use Bylaw 1P2007 that is characterized by commercial developments, with buildings facing the street. The DC District also contains additional rules for use area and restricting uses that do not contribute towards an active frontage on the ground floor. This includes Health Care Service (formerly defined as Medical Clinic). The existing maximum allowable building height is 90 metres with minimum and maximum floor area ratios (FAR) defined depending on the uses proposed.

The proposed MU-1f8.0h110 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 District is an appropriate land use district for the site as it enables a mix use of uses across the site within the Chinook Transit Station Area with high concentrations of amenities and employment opportunities. More specifically, the use of Health Care Service within the existing building at ground level is appropriate given the active frontage is set back by approximately 80 metres from both the Neighbourhood Commercial (Macleod Trail SW) and Neighbourhood Flex (61 Avenue SW) areas identified in the *Chinook Communities Local Area Plan* (LAP). The building height modifier of 110 metres aligns with the

High building scale (up to 26 storeys) identified in the LAP. The floor area ratio (FAR) of 8.0 will provide flexibility for the floorplates to support a variety of uses allowable under the rules of the MU-1 District and contribute towards the objectives set out in the LAP. Overall, the proposal supports redevelopment of this site in the future and is aligned with the policies of the LAP.

### **Development and Site Design**

Redevelopment of the site is currently not proposed. However, if this redesignation is approved by Council, the rules of the proposed MU-1f8.0h110 District 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.

### **Transportation**

Pedestrian access to the site is available from Macleod Trail SW, 60 Avenue SW, 61 Avenue SW and 3 Street SW.

There are no cycling facilities immediately adjacent to the site though one is recommended as per the Always Available for All Ages and Abilities (5A) Network on 61 Avenue SW and another on the west side of Macleod Trail SW.

The area is well served by Calgary Transit Route 10 (City Hall/Southcentre), immediately adjacent to the site on Macleod Trail SW. The subject site is also approximately 300 metres (a five-minute walk) northwest from the Chinook LRT Station and bus loop which services Routes 9 (Dalhousie Station/Chinook Station), 10 (City Hall/Southcentre), 36 (Riverbend), 41 (Lynnwood), 43 (McKnight – Westwinds Station/Chinook Station), 81 (Macleod Trail S) and 148 (Great Plains Industrial).

On-street parking is restricted on Macleod Trail SW and 61 Avenue SW but is available on both sides on 60 Avenue SW as well as 3 Street SW.

Direct vehicular access to the site is available from Macleod Trail SW, 60 Avenue SW, 61 Avenue SW and 3 Street SW.

Neither a Transportation Impact Assessment nor a Parking Study was required for this application.

### **Environmental Site Considerations**

At the time of development, a Phase 1 Environmental Site Assessment (ESA) will be required, for review and acceptance, to the satisfaction of Administration. No significant outstanding environmental concerns have been identified.

### **Utilities and Servicing**

Public water, sanitary and storm utilities exist adjacent to the site. Development servicing requirements are/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 use is 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.

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

The [Chinook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Commercial and Neighbourhood Flex categories with Active Frontage identified along 61 Avenue SW (Map 3: Urban Form) and with a High building scale modifier (Map 4: Building Scale), which allows for up to 26 storeys. 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 are supportive of 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 is identified for the subject parcel, however, the Chinook Transit Station Area policies (2.5.4.1.b) allow redevelopment to exceed the maximum building height if it achieves specific provisions as outlined in the policy. The proposed land use is in alignment with applicable policies of the LAP.