

**Calgary Planning Commission Report to  
Public Hearing Meeting of Council  
2018 July 23**

**ISC: UNRESTRICTED  
CPC2018-0634  
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**Land Use Amendment in Manchester Industrial (Ward 9) at 6120 - 2 Street SE,  
LOC2018-0052, Bylaw 204D2018**

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**EXECUTIVE SUMMARY**

This application was submitted by Stantec Consulting on 2018 March 08 on behalf of the landowner PBA Land Development Ltd. This application proposes to change the designation of this property from Industrial – General (I-G) District to Industrial – Commercial (I-C) District to allow for:

- industrial developments with support commercial uses (e.g. warehouses with commercial storefronts, restaurants, retail stores, industrial buildings with offices and retail stores);
- a maximum building height of 12.0 metres (a decrease from the current maximum of 16.0 metres); and
- the uses listed in the proposed I-C designation.

**ADMINISTRATION RECOMMENDATION:**

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 4.97 hectares  $\pm$  (12.28 acres  $\pm$ ) located at 6120 - 2 Street SE (Plan 8673GY, Block 4) from Industrial – General (I-G) District **to** Industrial – Commercial (I-C) District; and
2. Give three readings to the proposed bylaw.

**Moved by: L. Juan**

**Carried: 5 – 0**

Absent: Mr. Scott left the room due to a pecuniary conflict of interest and did not take part in the discussion or voting.

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION, DATED 2018 MAY 31:**

That Council hold a Public Hearing on Bylaw 204D2018; and

1. **ADOPT** the proposed redesignation of 4.97 hectares  $\pm$  (12.28 acres  $\pm$ ) located at 6120 - 2 Street SE (Plan 8673GY, Block 4) from Industrial – General (I-G) District **to** Industrial – Commercial (I-C) District, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 204D2018.

**PREVIOUS COUNCIL DIRECTION / POLICY**

None.

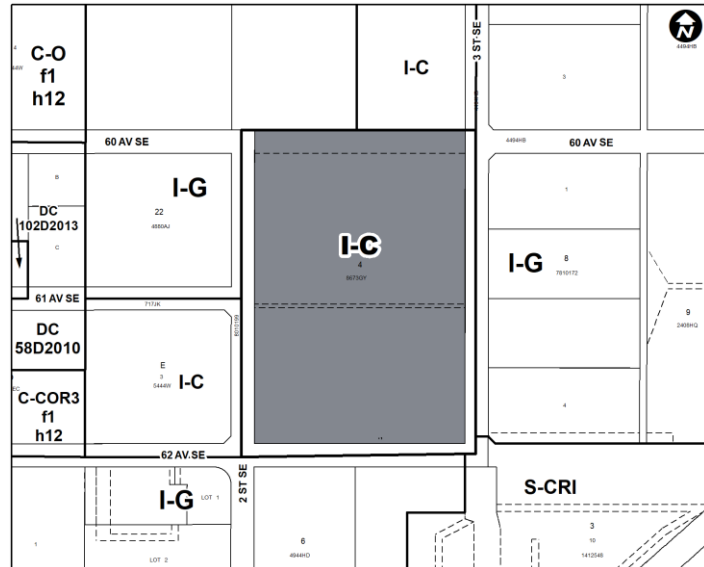
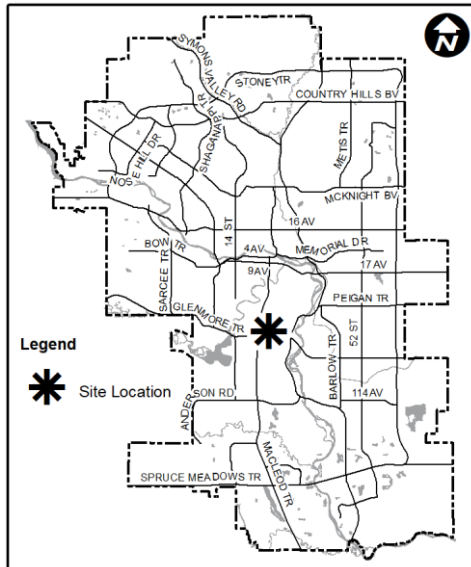
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BACKGROUND

Location Maps



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**Site Context**

The property is located in southeast industrial area of Manchester Industrial, north of Glenmore Trail SE and west of Blackfoot Trail SE. Industrial – General (I-G) properties exist to the northwest of the subject property. A Special Purpose – City and Regional Infrastructure (S-CRI) District property, developed with baseball diamonds, exists to the southeast of the subject property. The S-CRI site is a closed landfill and the permanent 300 metre setback applies, prohibiting schools, residences, hospitals and food establishments from developing without a variance. There are other I-C designated parcels to the north and west of the subject site.

The site's total area is approximately 4.97 hectares  $\pm$  (12.28 acres  $\pm$ ). The property is developed with four one and two storey industrial buildings, that each have a number of different tenants occupying portions of the buildings.

**INVESTIGATION: ALTERNATIVES AND ANALYSIS**

The proposal allows for an expanded range of commercial/industrial uses that generally meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report. The key issues that were evaluated as a part of this application were:

- Policy Alignment: This application is supported by applicable policy.
- Infrastructure Impacts: The transportation network and utility system can accommodate the development of this site.

Administration has determined that the proposed land use is appropriate for the subject site.

**Land Use**

The site's existing I-G District allows for a wide variety of general light and medium industrial uses and a limited number of support commercial uses. I-G parcels are typically located in internal locations within industrial areas and the district contains specific limits on sales and office activities to preserve a diverse industrial land base. The I-G District allows for maximum floor area of 1.0 and maximum building height of 16.0 metres.

The proposed I-C District allows for light industrial uses that are unlimited in size and small-scale commercial uses that are intended to be compatible with and complement light industrial uses and areas. I-C parcels are intended be located along or within 200 metres from major streets or expressways (as is the subject site). Accordingly, the I-C District contains provisions to ensure that developments provide an appropriate transition between other land use districts and the I-G District or between highly visible industrial parcels and the I-G District. These provisions include setback, screening, landscaping and building design controls that are intended to address aesthetics in accordance with these more highly visible locations. The I-C District allows for a maximum floor area of 1.0 and a maximum building height of 12.0 metres.

Beyond maximum building height and a slightly different suite of allowable uses, key differences between the I-C and I-G Districts are that there are no use area restrictions for office and that retail and consumer service uses (with maximum use area limits) are allowed in the I-C District.

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This is in contrast to the I-G District where retail sales activities and office uses are restricted by rules to ensure that these uses may only exist as ancillary components of the principal I-G uses.

In recognition of the I-C District's reduced maximum building height of 12.0 metres from the 16.0 metre maximum height in the I-G District, the Development Authority may consider maximum building height relaxations for development proposals for industrially oriented uses on the site, including proposed General – Industrial Light uses. This would be to allow for development of an industrial building product that is in keeping with current industry conventions for these types of developments, thereby preserving the industrial utility of these lands.

**Implementation**

This is a stand-alone land use amendment with no associated development permit. The building's structure is not near the end of its lifespan and no site redevelopment is anticipated at this time. This application will likely lead to changes of use within portions of the building.

**Infrastructure**

***Transportation Networks***

A Transportation Impact Assessment was not required for this land use amendment application. Glenmore Trail SE is classified as a "Skeletal Roadway" and Blackfoot Trail SE is classified as an "Arterial Street", according to Road and Street Network Map (Map 7) of the Calgary Transportation Plan. Access to the property is provided via 2 and 3 Street SE as well as 62 Avenue SE. Calgary Transit bus routes 66 and 72/73 run along 58 Avenue SE, and the closest bus stop is located 300 meters from the property. The Chinook LRT station is approximately 500 meters from the property.

***Utilities and Servicing***

The subject site is serviced with water, sanitary and storm from adjacent streets. The proposed land use amendment will not trigger the requirement for servicing or network upgrades.

**Stakeholder Engagement, Research and Communication**

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site for three weeks. Notification letters were sent to adjacent land owners and the application has been advertised online.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation, the date of the Public Hearing and options for providing feedback will be advertised to the public.

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***Engagement***

No public meetings were held for this application. No comments were received by the CPC Report submission date. There is no Community Association in this area.

**Strategic Alignment**

***South Saskatchewan Regional Plan (Statutory, 2014)***

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

***Municipal Development Plan (Statutory, 2009)***

The subject site is located within the Industrial; Standard Industrial area, according to Urban Structure Map (Map 1) of the *Municipal Development Plan* (MDP).

The Standard Industrial area is intended to contain a mix of industrial uses at varying intensities. These areas continue to offer a broad variety of industrial uses and as the area redevelops, the industrial character should be maintained. Whereas the I-C District allows for industrial uses among other uses. The intent of this application is to allow for and expanded range of uses on the site.

There is no local area plan for Manchester Industrial. The subject site is located within the draft Chinook Station Area Redevelopment Plan and this application aligns with the draft policy's direction.

**Social, Environmental, Economic (External)**

An Environmental Site Assessment was not required for this application. No additional social, environmental and economic impacts have been identified.

**Financial Capacity**

***Current and Future Operating Budget:***

There are no known impacts to the current and future operating budgets as a result of this application at this time.

***Current and Future Capital Budget:***

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

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**Risk Assessment**

There are no significant risks associated with this proposal.

**REASON(S) FOR RECOMMENDATION(S):**

The proposed land use redesignation is consistent with applicable policies identified in the Municipal Development Plan and the purpose of the Industrial – Commercial District within *Land Use Bylaw 1P2007*.

**ATTACHMENT(S)**

1. Applicant's Submission
2. Proposed Bylaw 204D2018