

Planning & Development Report to
Calgary Planning Commission
2019 March 21

ISC: UNRESTRICTED
CPC2019-0232

Land Use Amendment in Manchester Industrial (Ward 9) at 4632 - 1 Street SE, LOC2018-0274

EXECUTIVE SUMMARY

This land use amendment application was submitted by Opus Corporation on 2018 December 21 on behalf of CKAID Building Inc. The application proposes the land use redesignation of one parcel from Industrial – General (I-G) District to Industrial – Business f1.0 (I-B f1.0) District to allow for:

- high quality, manufacturing, research and office developments, specifically a medical clinic;
- a maximum building height of 12 metres (a decrease from the current maximum of 16 metres);
- a maximum building floor area of approximately 5,100 square metres based on a building floor to parcel area ratio (FAR) of 1.0; and
- the uses in the Industrial – Business f1.0 (I-B f1.0) District.

The proposal is compatible with surrounding land uses and in alignment with the applicable policies of the *Municipal Development Plan*.

No development permit has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed redesignation of 0.51 hectares ± (1.26 acres ±) located at 4632 - 1 Street SE (Plan 5831GN, Block B, Lots 7 and 8) site from Industrial – General (I-G) District **to** Industrial – Business f1.0 (I-B f1.0) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This land use amendment application was submitted by Opus Corporation on 2018 December 21 on behalf of CKAID Building Inc.

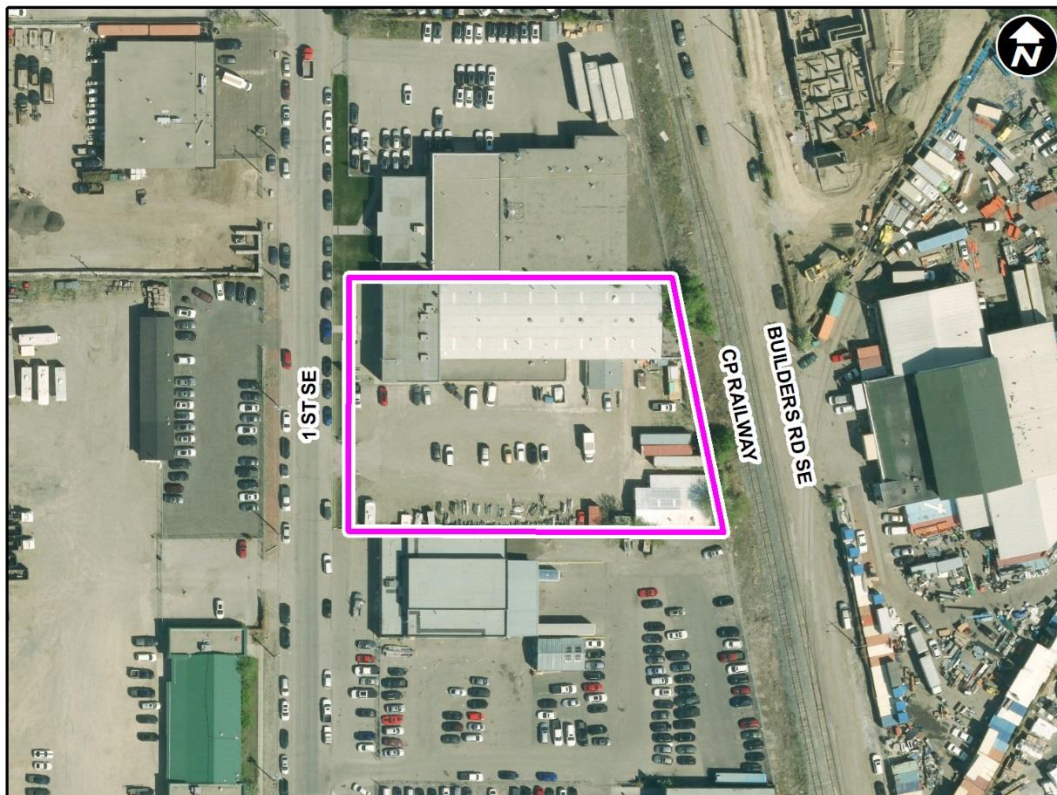
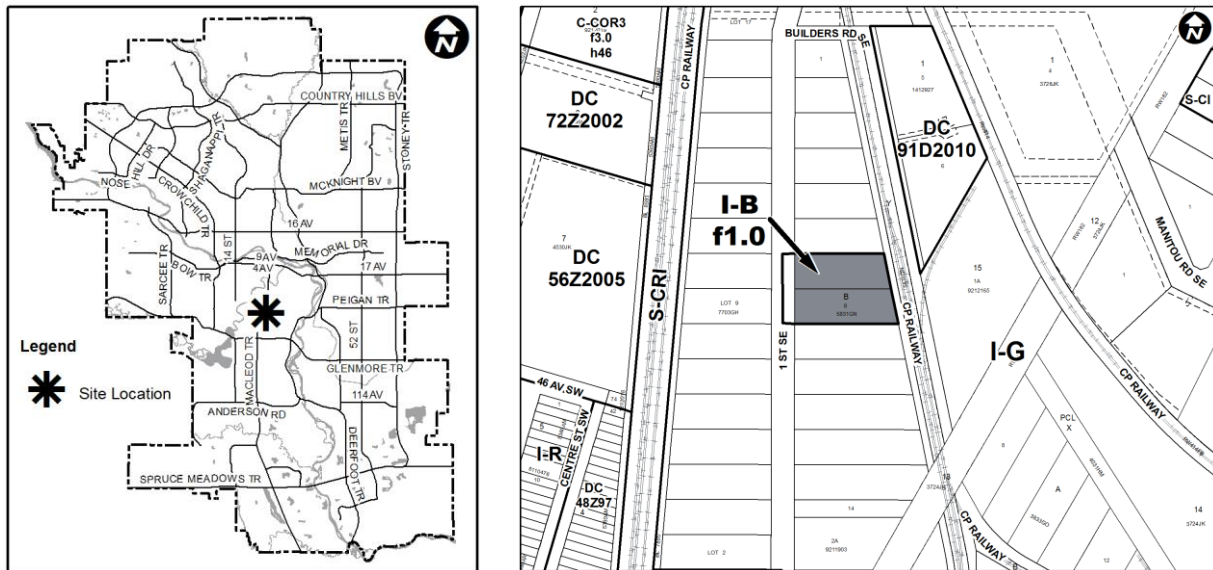
A development permit application has not been submitted at the time of report writing.

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Location Maps



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Site Context

The subject site is an approximately 0.51 hectares (1.26 acres) parcel in Manchester Industrial that is currently developed with workshops, sales areas and parking for three businesses. The site is located along 1 Street SE between 42 Avenue SE and 50 Avenue SE. A railway spur line and Builders Road SE are to the rear of the parcel. The site is approximately 575 metres south of the 39 Avenue Red Line LRT Station.

The surrounding industrial area is comprised predominantly of light industrial uses and developments on Industrial – General (I-G) District lands. Businesses along 1 Street SE include auction markets, vehicle sales and storage, construction supply stores, specialty food stores, catering services and warehouses. The character of the area is substantially commercial and service oriented. The businesses that operate do not generate offsite impacts. The area has an industrial aesthetic characterized by larger buildings with outside storage areas.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use amendment will facilitate the redevelopment of the subject site as a medical clinic.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The site's existing Industrial – General (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 Industrial – Business f1.0 (I-B f1.0) District allows for high quality, manufacturing, research and office developments that are intended to be compatible with industrial uses and areas. I-B parcels are intended be located in desirable locations that contribute to employment centres. As noted in the MDP section below, the subject site is located near an Urban Main Street, an Industrial - Employee Intensive area and a Major Activity Centre. It is also within 600 metres of an LRT Station. The I-B f1.0 District allows for a maximum floor area ratio 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-B 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-B District. This is in contrast to the I-G District where retail sales activities

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and office uses are restricted by rules to ensure that these uses may only exist as ancillary components of the principal I-G uses (e.g. a manufacturing facility which also contains a small retail sales area and/or administrative offices).

The applicant's intent is to redevelop the subject site as a medical clinic.

Development and Site Design

The rules of the I-B District will provide basic guidance for future site development including building form, landscaping, parking and access.

Environmental

There are no environmental concerns associated with the site or this proposal.

Transportation Networks

Vehicular access to the parcel is available and anticipated to continue from 1 Street SE. The site is located in close proximity to 50 Avenue SE which is classified as an Arterial Street and is part of the Primary Transit Network. The 39 Avenue LRT station is also within 600 metres to the north of the subject site.

A Transportation Impact Assessment (TIA) or parking study was not required in support of this land use application at this time. A TIA and/or parking study may be required at the development permit stage dependent upon the use(s) proposed.

Utilities and Servicing

Water, sanitary, and storm sewer mains are available and can accommodate the potential redevelopment of the subject site without the need for off-site improvements at this time.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online. No public meetings were held by the applicant or Administration in association with this application.

No community association exists for this area.

No comments were received from the public by the Calgary Planning Commission report submission date.

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

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Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan* (SSRP) which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Standard Industrial area of the *Municipal Development Plan* (MDP), as identified on MDP Map 1: Urban Structure. 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 of the area should be maintained.

The subject site is located between the Macleod Trail SW Urban Main Street to the west and an Industrial - Employee Intensive area to the east. The Chinook Major Activity Centre is to the south. This means that the subject site is in a desirable location that contributes to employment centres.

There is no local area plan for this part of the Manchester Industrial area.

Development Next to Freight Rail Corridors Policy (Non-Statutory – 2018)

The *Development Next to Freight Rail Corridors Policy* applies to lands 30 metres on either side of a freight railway corridor. The subject site is approximately 84 metres wide, so while there are potential impacts to site design, there is still a large portion of the site that is unaffected.

Social, Environmental, Economic (External)

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

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Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budget at this time.

Current and Future Capital Budget

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

Risk Assessment

There are no significant risks associated with this proposal and operational and/or land use risks will be managed at the time of development permit or subdivision application.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable municipal policies and guidelines including the *Municipal Development Plan*. The parcel's location and the area context is appropriate for the proposed Industrial – Business f1.0 (I-B f1.0) District which will allow for a range of business uses that will be compatible with the surrounding industrial area.

ATTACHMENT(S)

1. Applicant's Submission