

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Manchester Industrial at the northeast corner of 42 Avenue SE and Macleod Trail SE. The site is approximately 1.17 hectares in size and is 160 metres at its maximum width and 117 metres at its maximum length. Vehicular access to the site is provided from both 42 Avenue SE and Macleod Trail SE.

Surrounding development is comprised of strip malls with a mix of retail and commercial uses to the north and south, a gas bar and vehicle rental uses to the west and the LRT and freight rail tracks and light industrial uses to the east.

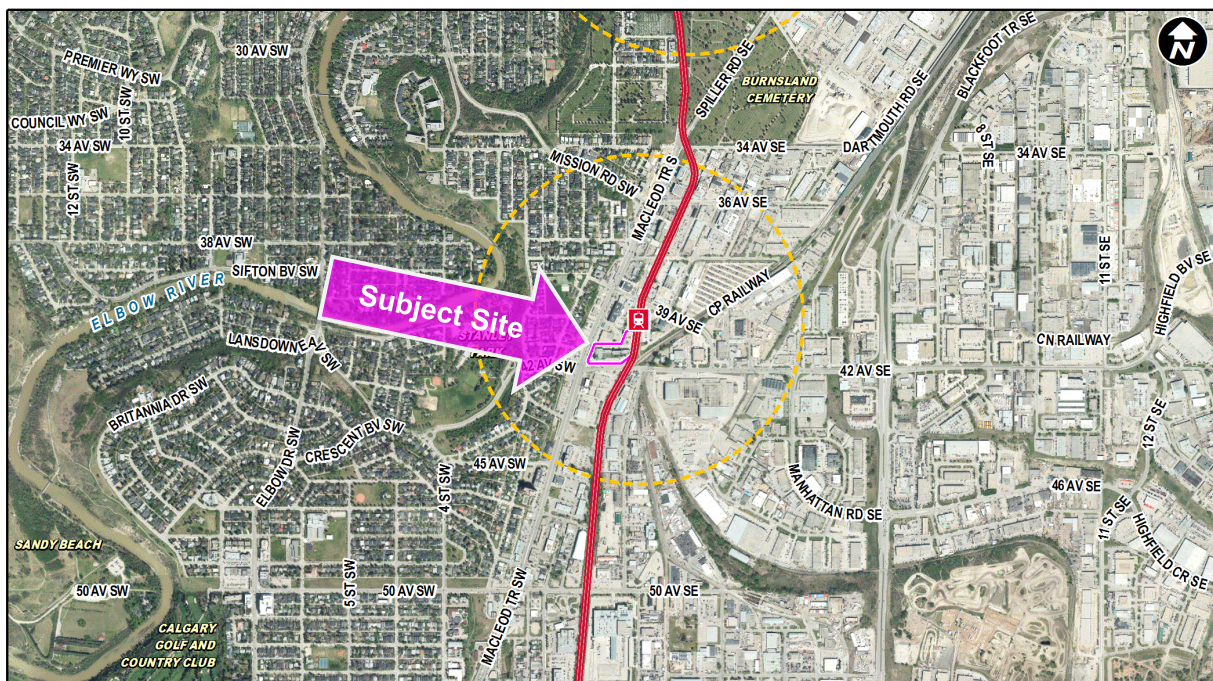
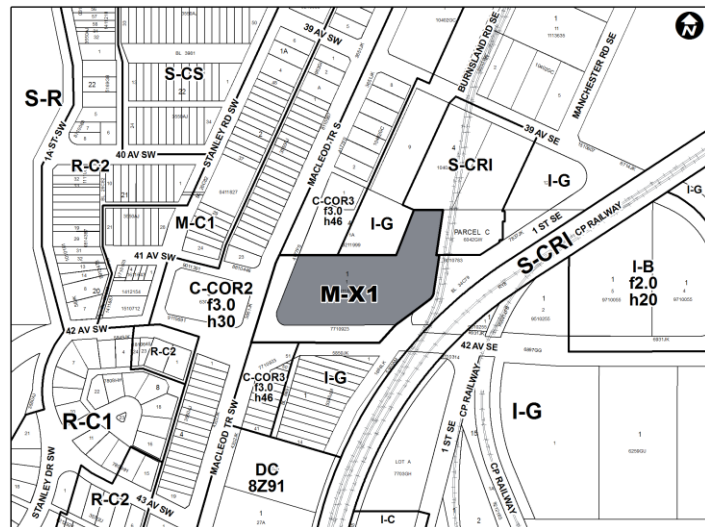
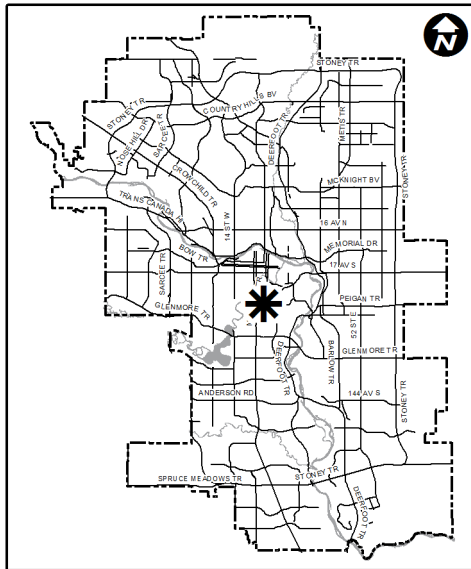
The site is ideally located, with the LRT line of the 39 Avenue LRT Station running parallel to the site along its eastern edge. Macleod Trail SE provides various bus routes, including Routes 10, 30, 147 and 449.

No development permit application has been submitted at this time, however, as noted in the Applicant's Submission (Attachment 2), the applicant identified the intent to pursue a development permit for a change the use from a Holiday Inn Hotel to a mixed-use development, comprising a multi-residential development of 145 affordable housing units, along with commercial retail uses.

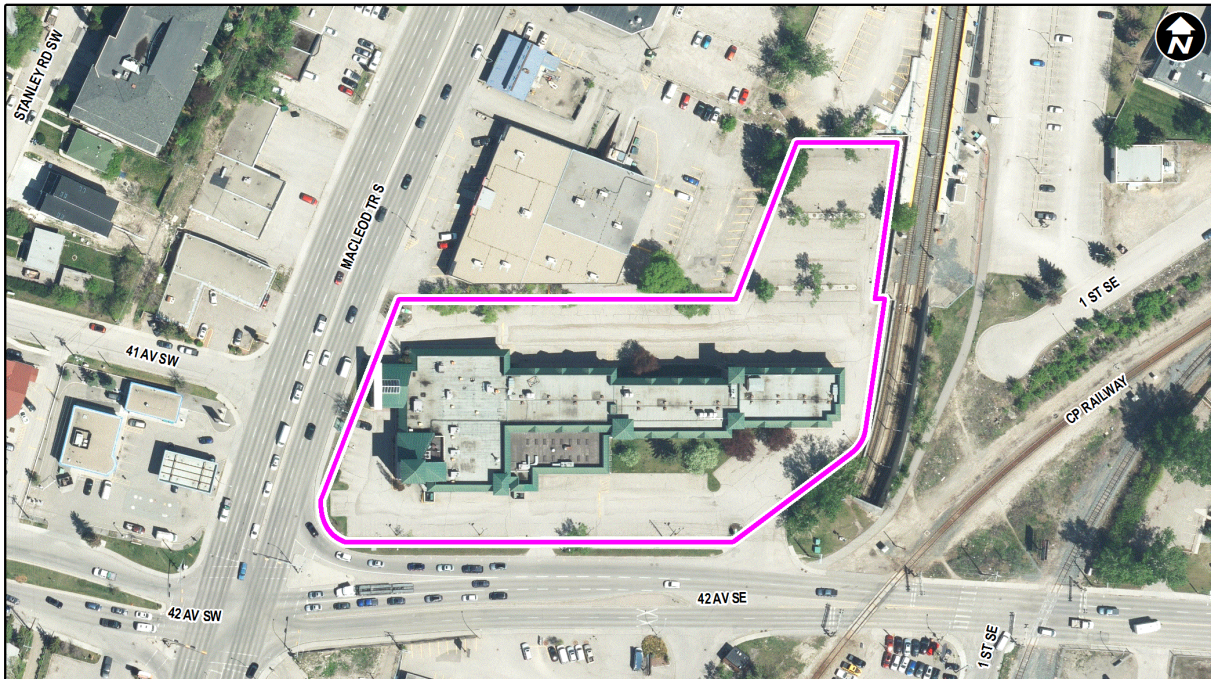
## Community Peak Population Table

Not available as the subject area is in Manchester Industrial area.

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

There are two existing land uses for the subject site. The existing I-G District, which lies along the eastern portion of the parcel, allows for a variety of general light and medium industrial uses. The existing C-COR3 f3.0h46 District, which lies along the western portion of the parcel, allows for mid-scale retail and medium to large eating and drinking uses. The current hotel use on the parcel is a discretionary use under the C-COR3 f3.0h46 District. Multi-residential development is not allowed within the I-G or C-COR3 f3.0h46 Districts.

The proposed M-X1 District is intended to provide for multi-residential development in a variety of forms, with support commercial uses. The M-X1 District will allow for a minimum density of 50 units per hectare (uph) and a maximum density of 148 uph, thus allowing for a minimum of 58 dwelling units and a maximum of 173 dwelling units on the parcel. The M-X1 District will also allow for a maximum building height of 14.0 metres, varied building setbacks, landscaping requirements, along with rules for commercial multi-residential uses in order to provide a compatible transition with surrounding developments.

### Development and Site Design

The intent of this application is to allow for a greater flexibility of uses. Should a future development permit application be submitted, the key site/development and climate resilience considerations will include, but are not limited to, the appropriateness of uses, parking and access arrangements, parking provision requirements, reducing the visual impacts of waste/recycling/organic storage areas, along with green building and adaption considerations.

## **Transportation**

Pedestrian and vehicular accesses are available via Macleod Trail SE and 42 Avenue SE. Transit service is available in front of the site along Macleod Trail SE for Routes 10, 30, 147 and 449. The 39 Avenue LRT Station is located adjacent to the northeastern property line.

Under the City's 42 Avenue SE 'Complete Streets' project, the construction of a multi-use pathway and accessibility ramps along 42 Avenue SE, from 1A Street SW to 12 Street SE was recently completed and is now open to the public.

A Transportation Impact Assessment was not required as a part of this application. At the development permit stage, a direct pedestrian connection will be sought between 42 Avenue SE to the outbound station platform at the 39 Avenue LRT Station.

## **Environmental Site Considerations**

An Environmental Site Assessment Phase 1 document was submitted by the applicant. At this time, there are no known outstanding environmental contaminant issues associated with the site and/or proposal.

## **Utilities and Servicing**

The existing development is currently serviced. Public water, sanitary and storm (deep utilities) exist in proximity to the site for future development site servicing needs. Servicing requirements will be determined at the future Development Permit and/or Development Site Servicing Plan circulation stage(s), to the satisfaction of Water Resources.

## **Legislation and Policy**

### **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](#) 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 Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment builds on the principles of the IGP 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 Urban Main Street typology as identified on [Map 1: Urban Structure](#) in the [Municipal Development Plan](#) (MDP). Policy 3.4.2(e) states that the Urban Main Street should contain a broad range of employment, commercial and retail uses as well as housing (form, tenure, and affordability) to accommodate a diverse range of the population.

The MDP's City-wide policies, Section 2 and specifically Section 2.2: Shaping a More Compact Urban Form, provides direction to encourage transit use, make optimal use of transit infrastructure, and improve the quality of the environment in communities. The intent of these policies is to direct future population growth and density in the city in a way that fosters a more compact and efficient use of land, creates complete communities, allows for greater mobility choices and enhances vitality and character in local neighbourhoods. The site lies adjacent to the 39 Avenue LRT Station and, as such, the proposed M-X1 District will allow for a mixed-use development and provide for better use of the existing transit infrastructure.

The City-wide policies in Section 2 also encourage a full range of housing forms, tenures and affordability, along with community services and facilities to help stabilize population declines and encourage personal growth, health and learning opportunities.

Overall, the proposal meets applicable policies of the MDP.

**Climate Resilience Strategy (2018)**

This application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies may be explored and encouraged at subsequent development approval stages.

**Local Area Plan**

There is no local area plan for Manchester Industrial.

**The Development Next to Freight Rail Corridor Policy (Non-Statutory – 2018)**

The parcel lies adjacent to the Macleod Freight Rail Corridor. Should a future development permit be submitted for a conversion of the property from a hotel to a mixed-use comprising multi-residential and commercial retail use, then there will be no specific requirements that will need to be met by the [Development next to Freight Rail Corridor Policy](#). However, if a redevelopment of the parcel were to occur and the building footprint falls within the Rail Proximity Envelope, then noise mitigation methods may be required.