

# Background and Planning Evaluation

## Background and Site Context

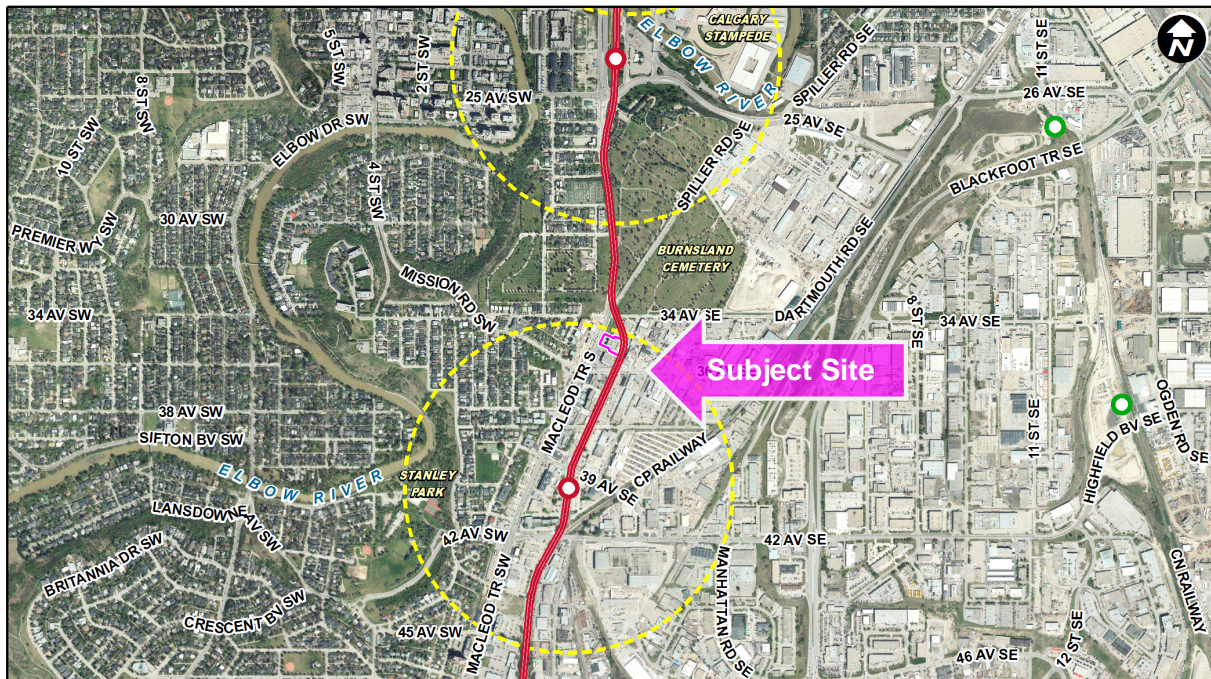
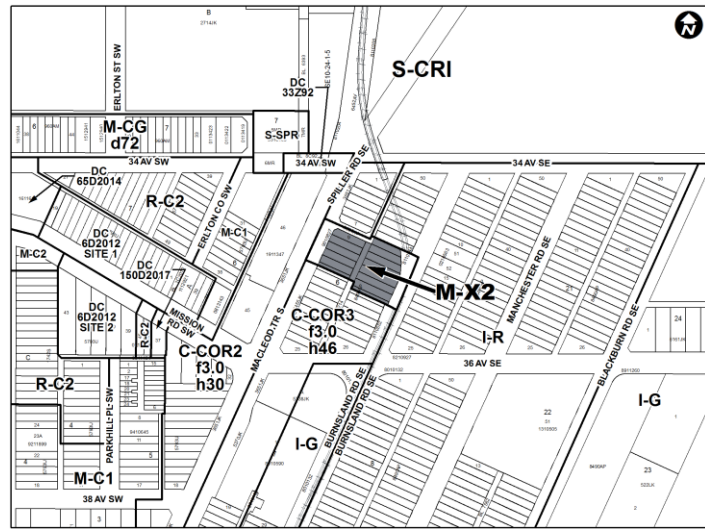
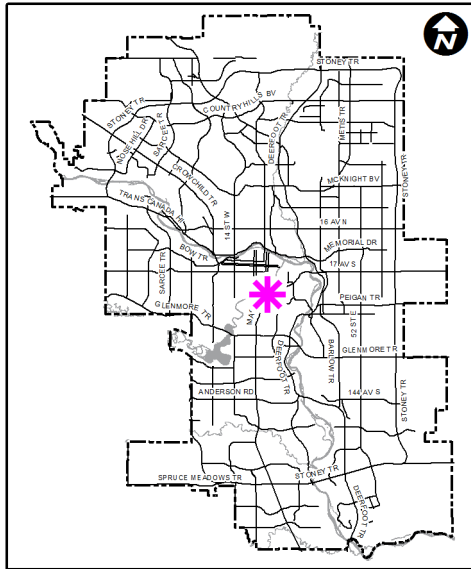
The subject site is located in the community of Manchester Industrial on the southeast side of Macleod Trail SE, between 34 Avenue SE and 36 Avenue SE. The site is approximately 0.38 hectares in size and is approximately 47 metres at its maximum width and 75 metres at its maximum length. Vehicular access to the site is provided from both Macleod Trail SE and 36 Avenue SE.

Surrounding development is comprised of a car dealership to the south, a vacant parcel to the north, a gas bar to the west and various industrial uses to the east. The site is located 600 metres (eight-minute walk) north of the 39 Avenue LRT Station, and Macleod Trail SE provides various bus routes, including Routes 10 (City Hall/Southcentre) and 449 (Eau Claire/Parkhill).

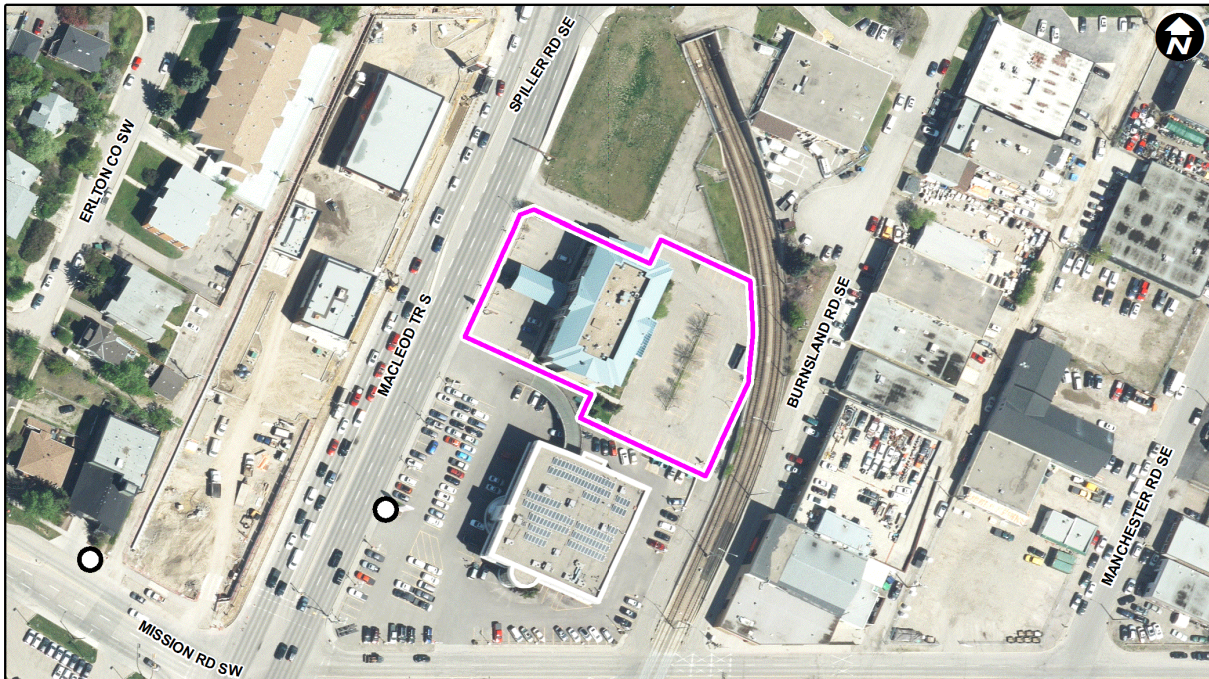
## Community Peak Population Table

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 on the subject site. The I-R District lies along the north-east portion of the parcel and allows for a variety of industrial uses. The C-COR3f3.0h46 District covers the majority of the parcel, and 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-COR3f3.0h46 District. Multi-residential development is not allowed within the I-R or C-COR3f3.0h46 Districts.

The M-X2 District is intended to provide for multi-residential development in a variety of forms with support commercial uses. The M-X2 District allows for a minimum density of 60 units per hectare (uph), equivalent to 23 dwelling units on the parcel. There is no maximum density; however, the maximum floor area ratio is 3.0. The M-X2 District also allows for a maximum building height of 16.0 metres (four storeys), varied building setbacks and 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, and green building and adaption considerations.

## Transportation

Pedestrian and vehicular access is available from Macleod Trail SE and 36 Avenue SE. Transit service is available in front of the site on Macleod Trail SE for northbound Route 10 (City Hall/Southcentre). Route 449 (Eau Claire/Parkhill) is available further to the south at the junction of Macleod Trail SE and Mission Road SW. The 39 Avenue LRT Station is located approximately 600 metres (eight-minute walk) to the south.

A Transportation Impact Assessment was not required as a part of this application.

## Environmental Site Considerations

At this time, there are no known environmental issues associated with the two parcels and/or proposal.

## Utilities and Servicing

Water and sanitary sewer services exist for the existing development. Public water, sanitary, and storm (deep utilities) exist within proximity to the two parcels. Servicing requirements will be determined at the future Development Permit and/or Development Site Servicing Plan stage(s).

## 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 promoting efficient use of land and 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 within 600 metres (eight-minute walk) of the 39 Avenue LRT Station and, as such, the proposed M-X2 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.

There is no local area plan for Manchester Industrial.

**Climate Resilience Strategy (2018)**

Administration has reviewed this application in relation to the objectives of the [Climate Resilience Strategy](#) program and actions. The applicant has committed to emptying and covering the existing swimming pool as part of a future development permit application. This supports Program 2: Energy Consumption Information as there will be energy savings by not having to run the pump to heat the pool water. It will also support Program 7: Consumption and Waste Reduction as both water consumption and the use of pool chemicals will be reduced.