

# Background and Planning Evaluation

## Background and Site Context

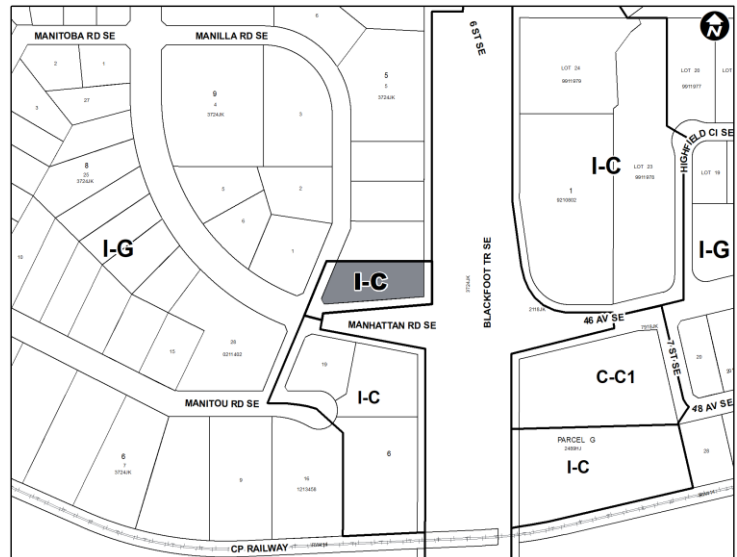
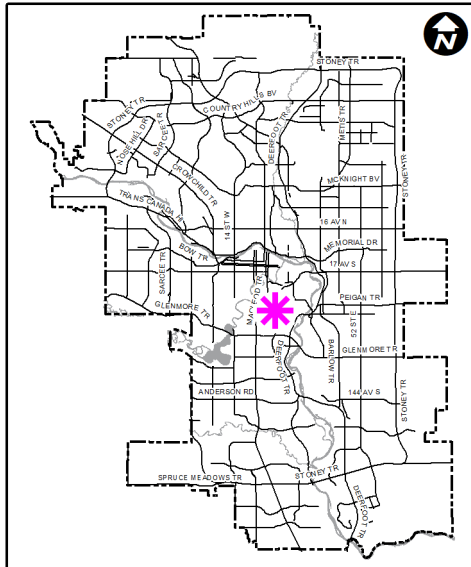
The subject site is located in the community of Manchester Industrial at the northwest corner of Blackfoot Trail SE and Manhattan Road SE. This 0.35 hectare (0.86 acre) parcel is approximately 93 metres wide by 37 metres long. Motor vehicle access to the parcel is from Manilla Road SE to the west of the site. The subject parcel contains two single storey buildings. The building on the eastern portion of the site is vacant and the building on the western portion of the site is occupied by office and general industrial tenants.

Surrounding development is characterized by a mix of general industrial buildings to the north and west, with commercial industrial buildings to the south and east.

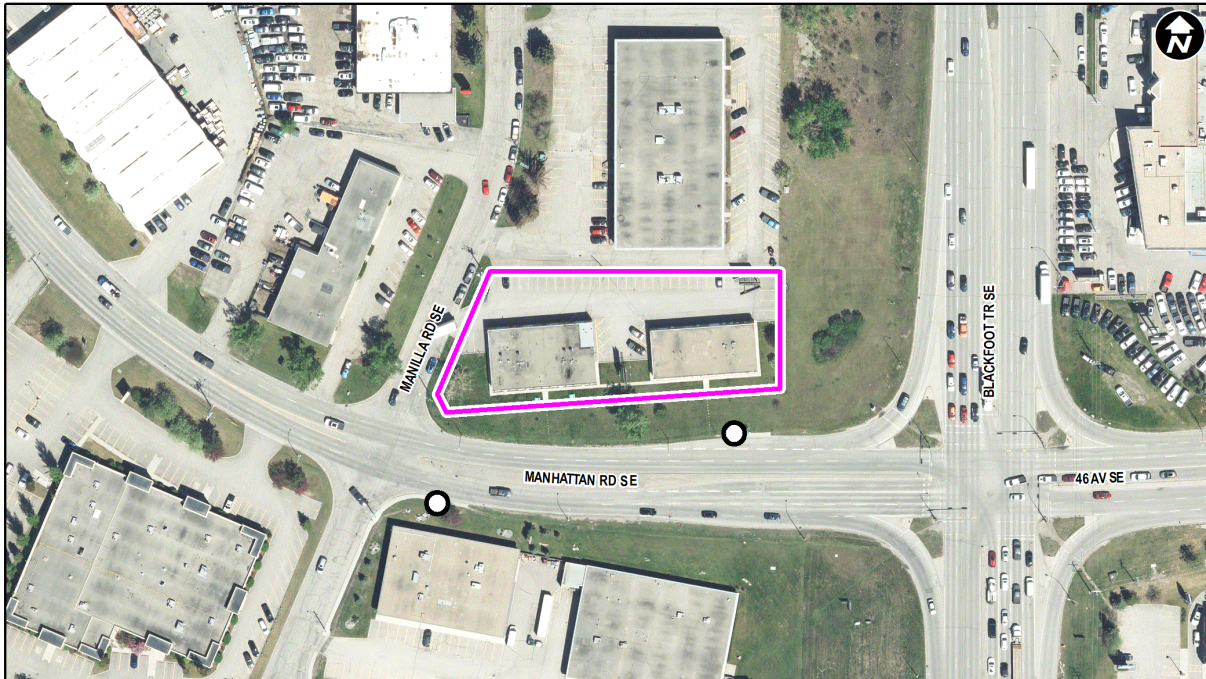
## Community Peak Population Table

There is no community population data available for this area.

# Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing I-G District allows for a wide variety of light and medium general industrial uses with a limited range of support commercial uses. The I-G District has a maximum floor area ratio (FAR) of 1.0 and a maximum building height of 16.0 metres.

The proposed I-C District maintains light industrial uses on the parcel and provides opportunity for small-scale support commercial uses on the site, which are compatible with and may support adjacent industrial uses. This district is intended for parcels on the perimeter of industrial areas, along major streets or expressways. The proposed I-C District is appropriate as the parcel is adjacent to Blackfoot Trail SE. The I-C District allows for a maximum FAR of 1.0 and a maximum building height of 12.0 metres.

### Development and Site Design

The applicant is not seeking to change the layout or design of the existing site. The intent is to use the existing buildings to accommodate a wider range of small-scale commercial uses that are compatible with, and complement, light industrial uses in the area. The rules of the proposed I-C District will provide guidance for the future redevelopment of the site including appropriate uses.

### **Transportation**

Neither a Transportation Impact Assessment nor Parking Study were required as part of the land use amendment application. The area is well served by transit with Route 30 located approximately 100 metres (one-minute walk) from the site along Manhattan Road SE. Vehicular access to the parcel is available and anticipated to remain from Manilla Road SE. Access and parking will be reviewed at the development permit stage.

### **Environmental Site Considerations**

There are no known environmental concerns associated with the subject site.

### **Utilities and Servicing**

Water and sewer services exist to the subject site and existing development. Public water, sanitary, and storm utilities exist immediately adjacent to the site. Development site servicing requirements will be determined at the time of future development.

## **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)**

This parcel is located in the Standard Industrial Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage a broad variety of industrial uses and intensities that support the industrial function of this area, and cater to the day-to-day needs of area businesses and their employees. The proposal is in keeping with the relevant MDP policies as the purpose of the I-C District is to allow for small-scale commercial uses that are compatible with, and complement, light industrial uses.

### **Climate Resilience Strategy (2018)**

This application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#).