

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Manchester on the west side of 1 Street SW between 46 Avenue SW to the north and 50 Avenue SW to the south. Collectively, the site is approximately 0.28 hectares (0.68 acres) in size. The southern portion of the site is a surface parking lot and the northern portion is currently developed with a three-storey commercial office building with underground parking. The site is serviced by a rear lane along the west parcel boundary.

Surrounding lands are characterized by the Commercial – Corridor 3 (C-COR3f3.0h46) District to the west and Industrial – Redevelopment (I-R) District to the north, east, and south. The subject site is approximately 60 metres (a one-minute walk) from the Macleod Trail Urban Main Street which provides access to various commercial, retail and transit services.

## Community Peak Population Table

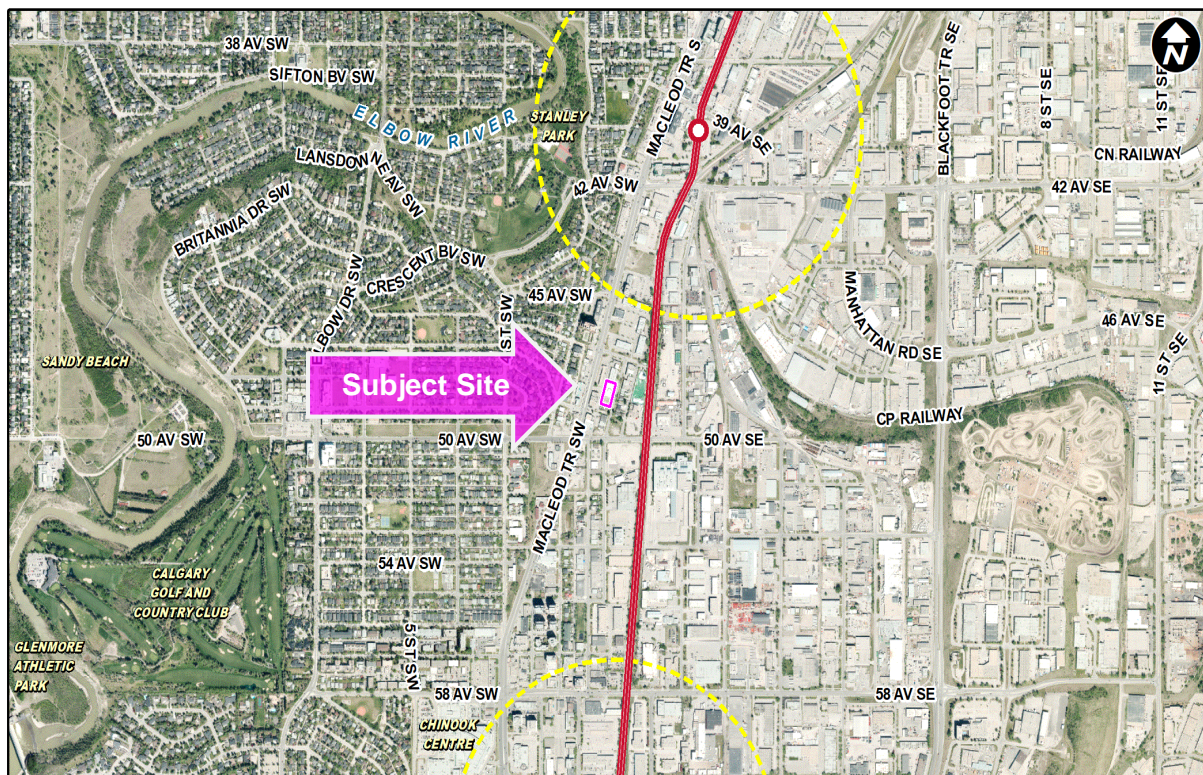
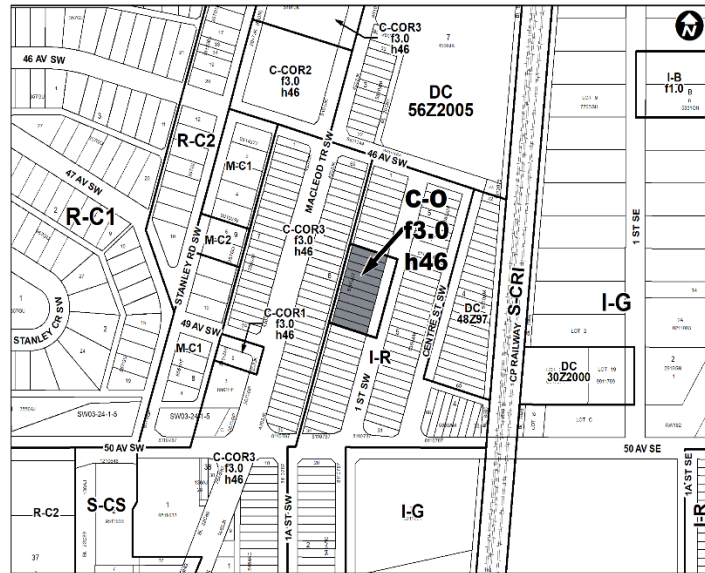
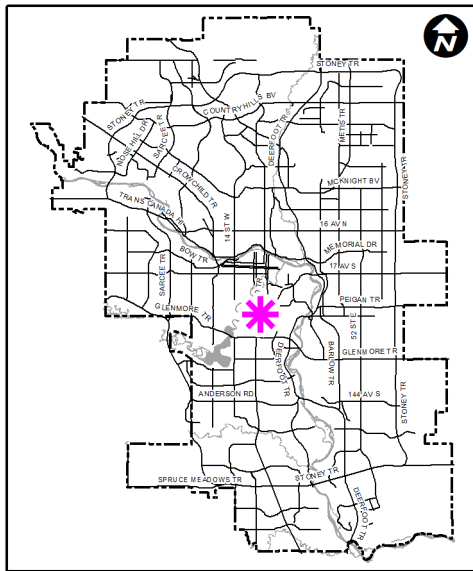
As identified below, the community of Manchester reached its peak population in 2014.

<b>Manchester</b>	
Peak Population Year	2014
Peak Population	1,332
2019 Current Population	1,024
Difference in Population (Number)	-307
Difference in Population (Percent)	-23%

Source: *The City of Calgary 2019 Civic Census*

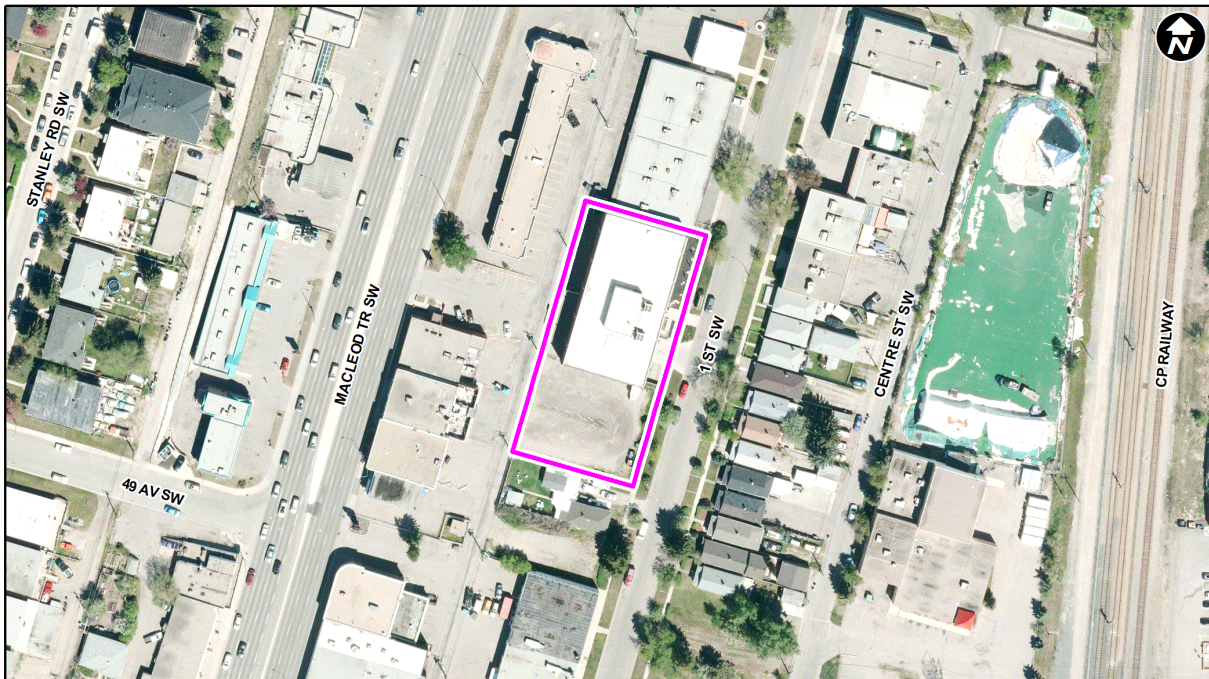
Additional demographic and socio-economic information may be obtained online through the [Manchester](#) community profile.

# Location Maps





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## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject site is currently designated as the I-R District which allows for a variety of industrial uses. This area of Manchester is experiencing a great deal of business transition and, as such, the I-R District currently applied to the site does not reflect the diverse nature of business in the area. Additionally, the site is functioning as a commercial/office style building, further supporting the transition of this site from the current I-R District to a more commercially oriented district.

The proposed C-O District allows for a maximum floor area ratio (FAR) of 3.0 and a maximum building height of 46.0 metres and is intended to apply to locations of high employment that are along or near major roads and transit facilities. The conversion of this parcel from the I-R District to the C-O District would enable the area to continue its transition by further enabling commercial/office style employment opportunities. The proposed building modifiers will also enable the site to transition to a building scale that is compatible with the adjacent C-COR3f3.0h46 land uses to the west. Due to the commercial context of the area, the proposed C-O District can be appropriately applied to this site.

### Development and Site Design

The intent of this application is to allow for greater flexibility of appropriate uses on the subject site. The development permit currently under review by Administration (which proposes a Medical Clinic) is being evaluated against the proposed C-O District land use rules for its

climate resilience, the appropriateness of the use, parking and access arrangements, reducing the visual impacts of waste/recycling/organic storage areas, and green building and adaption considerations.

### **Transportation**

Pedestrian and vehicular access to the site is available via 1 Street SW which is classified as an Industrial Street as per the [Calgary Transportation Plan](#). The site is served by a rear lane along its western edge as well as Calgary Transit Route 81 (Macleod Trail South) with a bus stop on 50 Avenue SW approximately 150 metres (a two-minute walk) from the subject site. Route 81 provides transit service every 30 minutes during the peak hours. The area is also serviced by Calgary Transit Route 10 (City Hall/Southcentre) with a bus stop on Macleod Trail, providing service every 45 minutes during peak hours. On-street parking adjacent to the site is regulated on 1 Street SE with a two-hour parking maximum. A Transportation Impact Analysis was not required in support of this land use redesignation application.

### **Environmental Site Considerations**

There are no known environmental issues associated with the subject parcels and/or proposal.

### **Utilities and Servicing**

Water, sanitary and storm deep utilities are available within the adjacent public rights-of-way. Servicing requirements are being determined with the development permit application to the satisfaction of the Development Authority.

## **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.

### **Growth Plan (2022)**

The recommendation by Administration aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

### **Municipal Development Plan (Statutory – 2009)**

The [Municipal Development Plan](#) (MDP) identifies the subject site as part of the Macleod Trail Urban Main Street on Map 1: Urban Structure. The purpose of the Urban Main Street is to contain a broad range of employment, commercial and retail uses that emphasize business activity and a walkable pedestrian environment.

As the intent of the proposed C-O District is to locate high employment along or near major roads, the proposal to redesignate the subject site to the District is in keeping with the relevant MDP policies.

### **Calgary Climate Strategy – Pathways to 2050 (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development on this site

with applicable climate strategies are being explored and encouraged through the current development permit.