

Background and Planning Evaluation

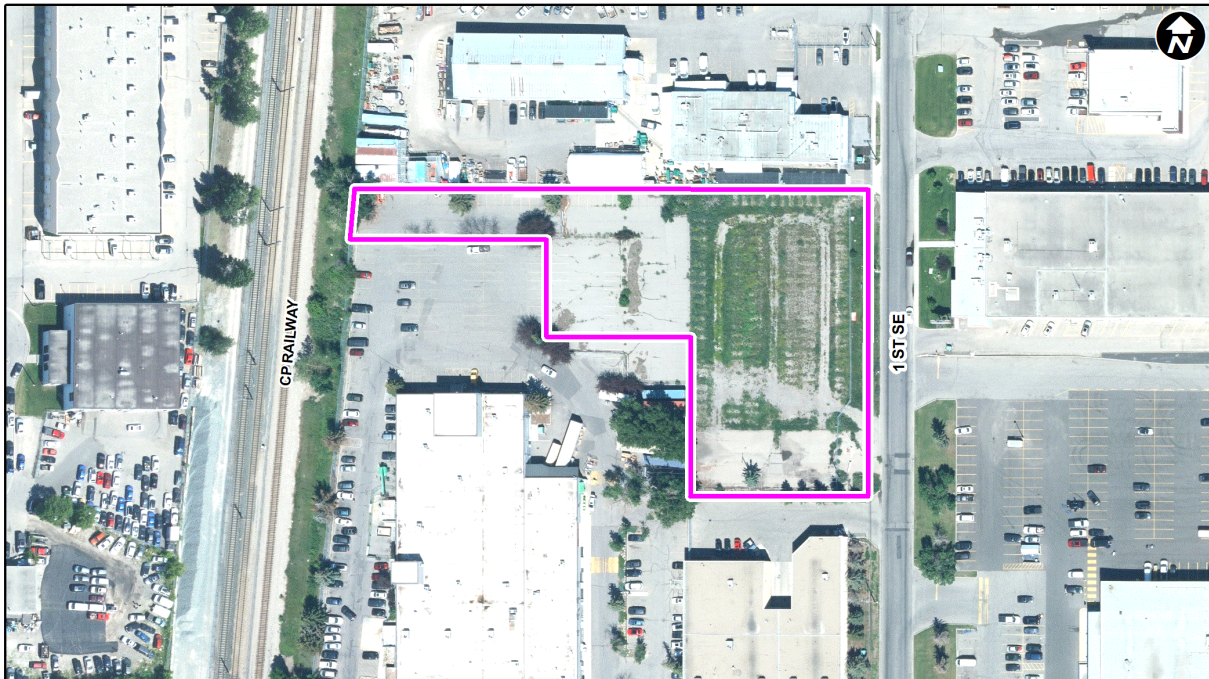
Background and Site Context

The subject site is in the community of Manchester Industrial, on the west side of the 1 Street SW. The Canada Pacific (CP) Rail and Red Line LRT tracks are immediately adjacent on the west side of the subject parcel. The site is currently vacant and has an irregular shape with an approximate size of 0.73 hectares (1.80 acres). It is located approximately 160 metres (two and half minute walking distance) north of 58 Avenue SE and approximately 300 metres (five-minute walking distance) from Centre Street SW which provides various transit routes to the area from other areas of the City like the Chinook Station and Downtown.

Surrounding development is generally characterized by a mix of industrial and commercial developments including Industrial – Business (I-B) District to the north, Commercial – Corridor 3 (C-COR3) District and Commercial – Regional 1 (C-R1) District to the east, and Commercial – Corridor 3 (C-COR3) District to the south.

Community Peak Population Table

There is no population data available since the subject site is in an industrial area (Manchester Industrial).



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing land use districts for the site are Commercial – Corridor 3 (C-COR3f1.0h12) District and Industrial General (I-G) District. The C-COR3 District is intended to be located in industrial areas and accommodate mid-scale retail and medium-to-large eating and drinking uses, including limited large retail uses. The floor area ratio modifier for this portion of the subject site is the same as the other commercial districts nearby. The I-G District allows for a variety of light and medium general industrial uses, with no restriction on building height but the same 1.0 FAR as the adjacent commercial districts.

The proposed Industrial – Business (I-Bf2.0h27) District would allow for manufacturing, research, and office development in a desirable location and will contribute to other employment uses in the area. The proposed uses are complementary to the area, as the surrounding parcels are primarily commercial or industrial. While the proposed height is an increase in comparison to the previous maximum height of 12 metres in the existing C-COR3 District, the I-G district does not have a maximum height. The proposed floor area would result in a maximum building floor area 14,600 square metres (based on the 0.73-hectare parcel size).

The intent of the proposed land use change is specifically to support the expansion of the business operations at 5711 – 1 Street SE (currently occupied by Trotter and Morton Group of Companies) to the subject site. The proposed redesignation of the subject parcels would have

the same I-Bf2.0h27 district as the adjacent parcel (5711 1 Street SE) it will be consolidating with.

Development and Site Design

If approved by Council, the rules of the I-B District would provide guidance for any proposed development of the site, including appropriate uses, building interface, massing, landscaping, and parking.

Transportation

The site is suitably serviced by private vehicles or by public transit. Pedestrian and vehicular access to the subject site is available via 1 Street SE. No access is available from the west as the site flanks the CP Rail and Red Line LRT right-of-way.

There is a Calgary Transit Route 81 (Macleod Trail South) eastbound bus stop on the south side of 58 Avenue SE, which is located within approximately 200 metre (three minutes) walking distance. The Calgary Transit Route 43 (McKnight Westwinds Station/Chinook Station) is a westbound bus stop on the north side of 58 Avenue SE and west of 2 Street SE that is located within approximately 280 metre (four minutes) walking distance. These bus routes provide connections to South Centre Mall, Acadia, Chinook Centre, Deerfoot Meadows, Ogden, Foothills, Dover, Marlborough Mall, Sunridge Mall and McKnight Westwind LRT Station.

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

No concerns were identified at this time. Water, sanitary sewer, and storm mains are available adjacent to the site. Additional details for site servicing and appropriate stormwater management for future development will be considered and reviewed as part of any future development permit application.

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 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 subject parcel is located in the 'Industrial-Employee Intensive' land use typology of the [Municipal Development Plan](#) (MDP) as identified on Map 1: Urban Structure. The redesignation of the subject parcel is in alignment with the MDP policies which encourage industrial uses to be the predominant primary use including other uses that support the industrial function in the area.

The proposed land use change will broaden the allowable industrial uses on the subject site for future development or industrial activities. The site location also meets the mobility policies of the MDP as it is adjacent to transit stops along a corridor served by a Primary Transit Network (52 Street SE).

Calgary Climate Strategy (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 of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Development Next to Freight Rail Corridor Policy (2018)

The subject site is subject to the [Development Next to Freight Rail Corridor Policy](#). As identified in Map 1: Freight Rail Corridor Section Area of the [Implementation Guide](#), the subject site is located in the Area 8 (MacLeod) freight rail corridor between 26 Avenue SE and 58 Avenue SE of. This location allows a maximum building width of 950 metres for high density uses within the rail proximity envelope (without mitigation or site-specific risk assessment), and 274 metres maximum use width without mitigation for sensitive uses within the rail proximity envelope (without mitigation or site-specific risk assessment).

During the development permit review process, the Development Authority will determine when a Site-Specific Risk Assessment, Train Impact Structural Review or a noise study is required if development is proposed within the Rail Proximity Envelope.