

Background and Planning Evaluation

Background and Site Context

The subject site fronts onto 1 Street SW, south of 53 Avenue SW and to the east of 55 Avenue SW in the community of Manchester. The site is also directly adjacent, on its east property line, to the Light Rail Transit (LRT) Red Line tracks. The approximately 1.5 hectare (3.7 acre) parcel is approximately 166 metres wide and 102 metres deep, and is currently developed with two, two-storey office buildings. Vehicle access is available from 1 Street SW.

Surrounding land uses are a mix of Industrial – General (I-G) District, Industrial – Business (I-B) District and Industrial – Redevelopment (I-R) Districts. Businesses in the area tend to be a mix of light industrial and support commercial uses. Additionally, to the west and southwest of the site, properties are designated various commercial districts, which include Commercial – Corridor 2 (C-COR2) District, Commercial – Corridor 3 (C-COR3) District, Commercial – Office (C-O) District and Direct Control (DC) Districts developed mostly with commercial/office buildings and multiple high-rise residential apartment buildings.

Community Peak Population

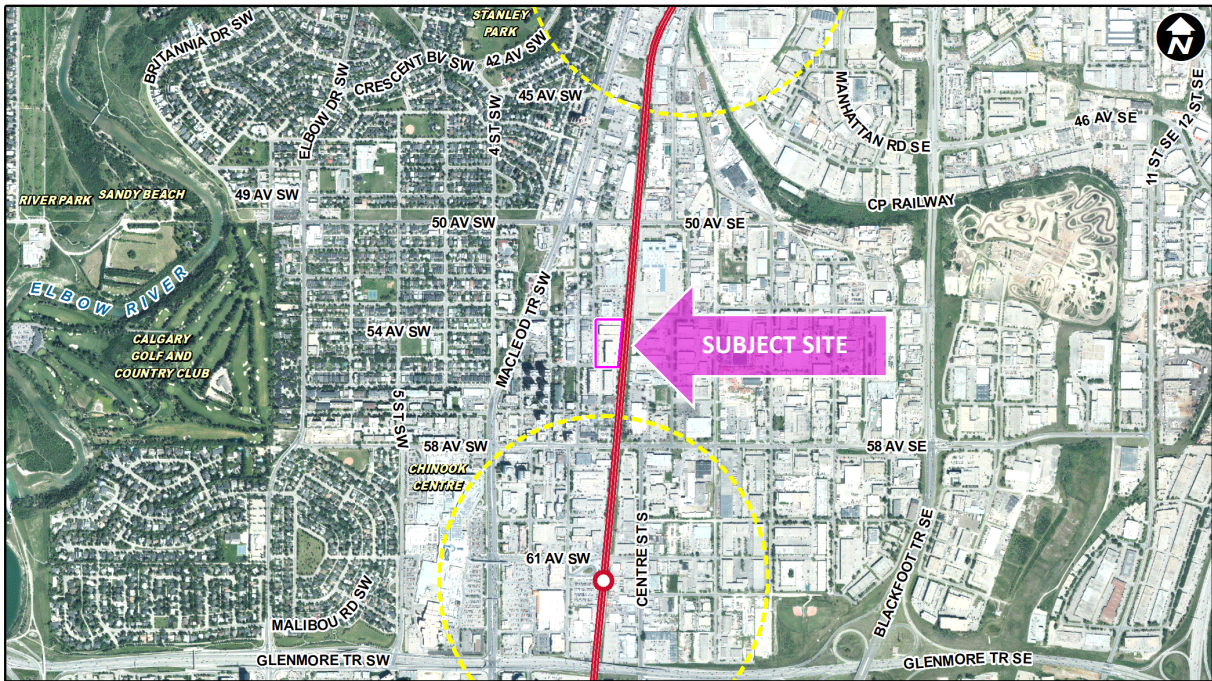
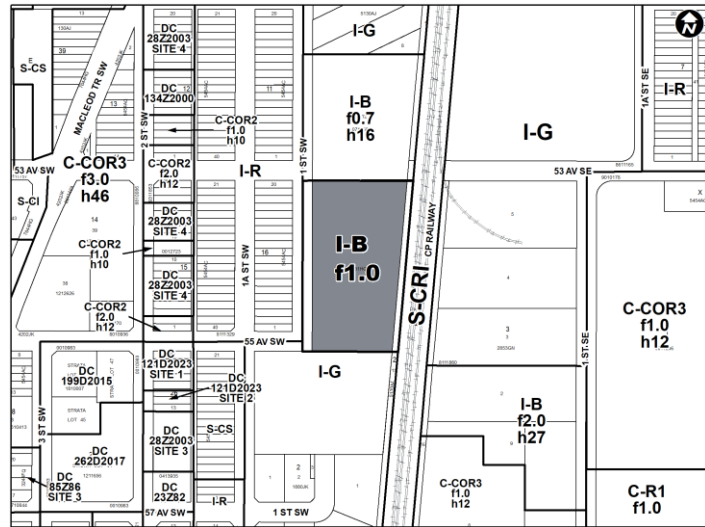
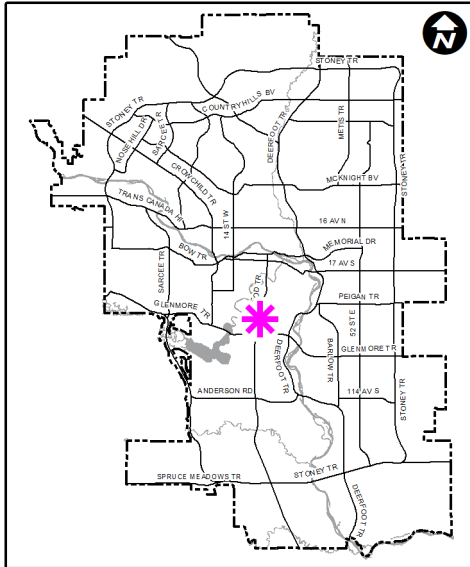
As identified below, the community of Manchester reached its peak population in 2014.

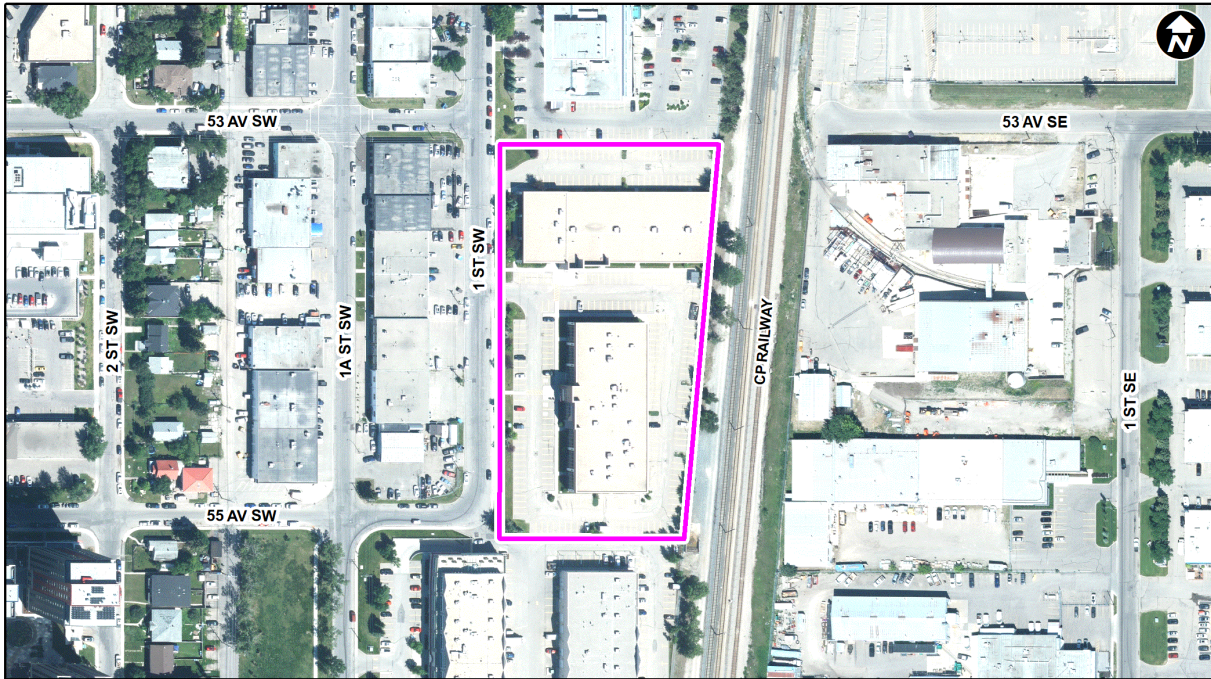
Manchester	
Peak Population Year	2014
Peak Population	1,332
2019 Current Population	1,025
Difference in Population (Number)	-307
Difference in Population (Percent)	-23.05 %

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through [Manchester Community Profile](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing I-G District is intended to provide a variety of light and medium general industrial uses and a limited number of support commercial uses. The maximum floor area ratio for buildings on a parcel that is served by City water and sewer is 1.0, which is approximately 15,214 square metres of floor area. There is no maximum building height for a building located in the I-G District.

The proposed I-B f1.0 District accommodates a range of uses that provide services to the office and industrial uses within the immediate area. The maximum floor area ratio remains 1.0 and the maximum building height is 12.0 metres.

Development and Site Design

The site is currently developed with two, two-storey office buildings under the existing I-G District. The applicant does not propose to change the layout or design of the buildings. The intent of this land use amendment application is to accommodate additional commercial uses that are compatible with and supplementary to the surrounding uses. If approved by Council, the rules of the proposed I-B f1.0 District would provide guidance for future site development.

Transportation

Pedestrian access to the site is available via 1 Street SW. There are currently no established cycling facilities in the immediate area, however, an off-street cycling facility directly to the east and adjacent to the Red Line LRT is recommended as part of Calgary's Pathway and Bikeway (5A) Network.

The site is serviced by Transit Route 10 (City Hall/South Centre) with a stop approximately 300 metres (a four-minute walk) to the west on Macleod Trail South. Service runs every half hour at peak periods. The site is approximately 700 metres (a 14-minute walk) to the closest LRT Station (Chinook Station).

Vehicular access to the site is available from the two accesses along 1 Street SW. Immediately adjacent to the site, two-hour parking is permitted from 7:00 a.m. to 6:00 p.m. Monday to Saturday, but parking is fully unrestricted across the street.

No Traffic Impact Assessment (TIA) nor parking study was required.

Environmental Site Considerations

There are no known environmental concerns with the proposed land use amendment application currently.

Utilities and Servicing

Public water and sanitary utilities exist adjacent to the site, within the public road right-of-way. No public storm utilities exist within the adjacent road right-of-way. At the time of further development, a public storm sewer main extension may be required.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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 within the Chinook Major Activity Centre (MAC) area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The proposed application complies with relevant land use policies that encourage mixed-use business centres and large format retail that provide services to residents within the MAC and surrounding communities.

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 with any future development permit review.

Manchester Area Redevelopment Plan (Statutory – 2003)

The [Manchester Area Redevelopment Plan](#) (ARP) identifies the subject site as being part of the Industrial area as identified on Map 3: Land Use Policy. The proposed application complies with the relevant land use policies which encourage light industrial and commercial development.