

Background and Planning Evaluation

Background and Site Context

The subject site is located on the south side of 42 Avenue SW, east of Macleod Trail S and south of the 39 Avenue LRT Station in the community of Manchester. The LRT Red Line tracks are located east of the subject site. The 0.58 hectare ± (1.44 acre ±) parcel is approximately 79 metres wide and 112 metres deep and is currently developed with two single storey industrial buildings with various tenants. Vehicle access to the site is available from a driveway along the north boundary of the site.

Surrounding land uses are a mix of Industrial – General (I-G) District, Commercial – Corridor 3 f3.0h46 (C-COR3 f3.0h46), Special Purpose – Community and Regional Infrastructure (S-CRI) District, and a [Direct Control \(8Z91\) District](#) based on the General Commercial (C-3) District of Land Use Bylaw 2P80 with the additional use of Self Storage Warehouse. Businesses in the area are a mix of light industrial and support commercial uses.

Community Peak Population Table

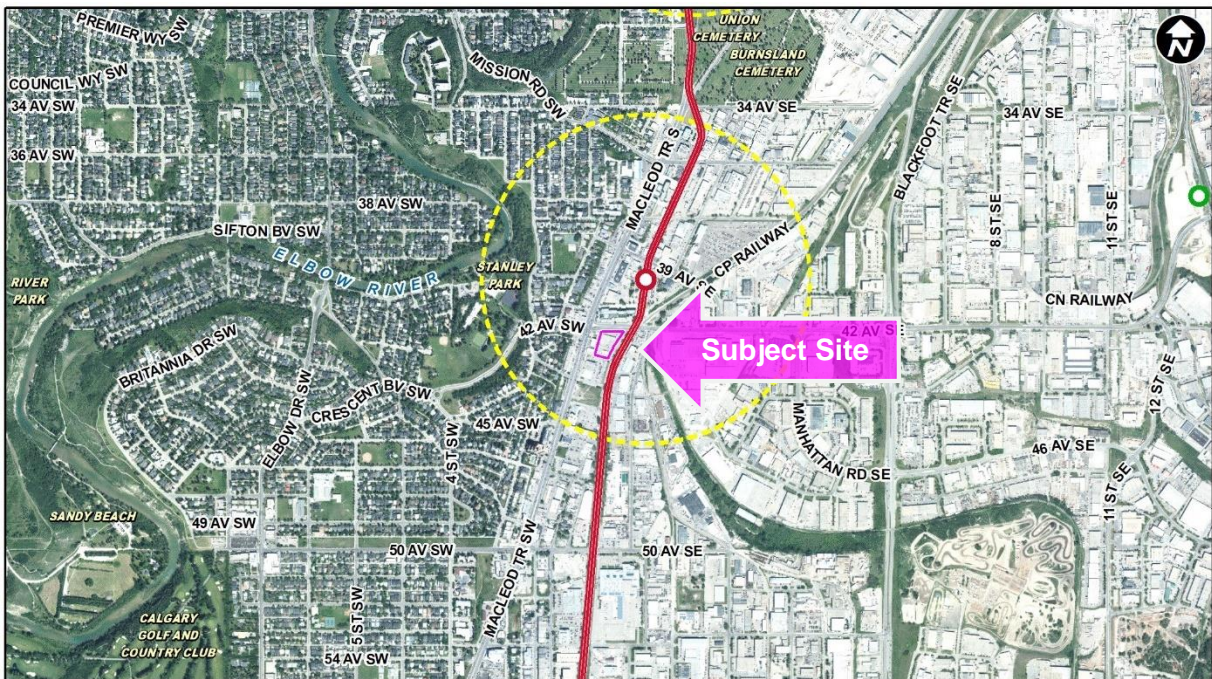
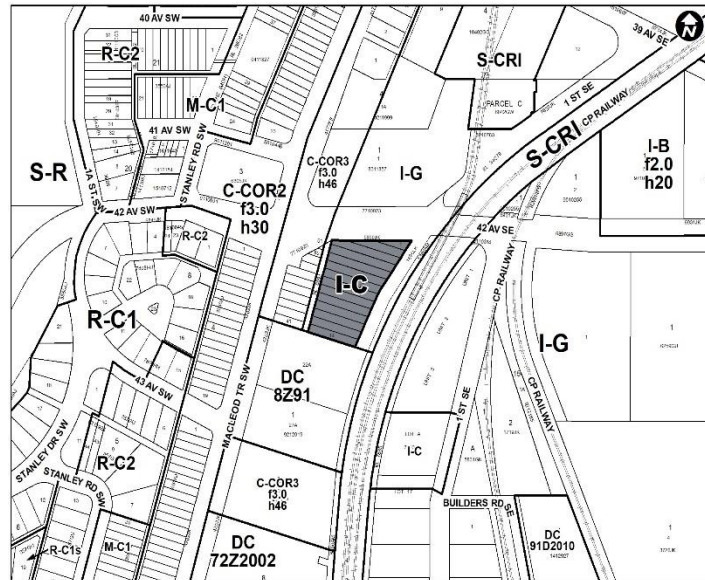
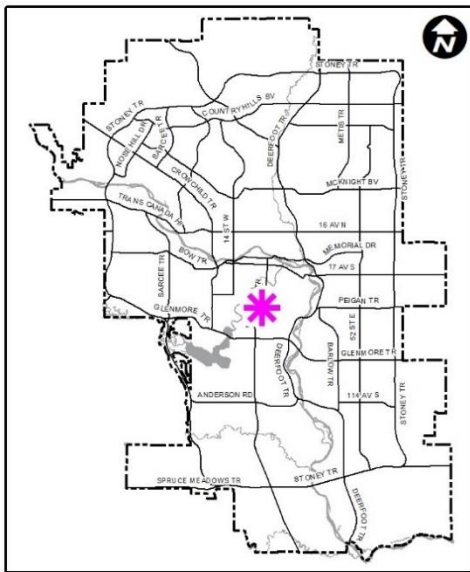
As identified below, the community of Manchester reached its peak population in 2014.

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 the [Manchester Community Profile](#).

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 and a limited number of supporting commercial uses. The I-G District has no maximum building height for parcels that are not directly adjacent to a residential district or a parcel designated as Special Purpose – School, Parks, and Community Reserve (S-SPR) District. The maximum floor area ratio (FAR) for buildings on a parcel that is serviced by City water and sewer is 1.0, which is approximately 5,800 square metres of floor area for the subject parcel. The existing I-G District does not include Retail and Consumer Services as an allowable use.

The proposed I-C District is also an industrial designation that allows for light industrial and a wider variety of commercial uses that are compatible with adjacent industrial areas. As the subject site is within close proximity to the Macleod Trail S Urban Main Street, the 39 Avenue LRT Station, and is located on the perimeter of the Manchester Industrial Park, redesignation to the proposed I-C District is consistent with the district's purpose statement and is anticipated to provide a compatible transition from the commercial uses along Macleod Trail S and the general industrial uses of the Manchester Industrial Park. The proposed I-C District allows Retail and Consumer Services as a permitted use when located within existing approved buildings.

Through the application review process, the applicant was encouraged to explore alternative land use districts and to incorporate residential uses due to the site's proximity to the 39 Avenue LRT Station and the Macleod Trail S Urban Main Street. The applicant advised that the site is

occupied by existing General Industrial – Light tenants that would be more compatible within the industrial district.

Development and Site Design

The rules of the proposed I-C District will provide basic guidance for future site development including landscaping, parking, and access.

Transportation

Pedestrian access to the site is available via 42 Avenue SW and Macleod Trail S, with the existing sidewalks. A regional pathway exists on the north side of 42 Avenue, west of Macleod Trail S. An off-street cycling facility adjacent to the site east of Macleod Trail S along 42 Avenue SW is planned as part of the City's overall Always Available for All Ages and Abilities (5A) Network, and as part of the "Barley Belt" improvements. Transit Routes 10, 30, 147 and 449 are available at a stop on Macleod Trail S approximately 80 metres away. The site is also approximately 200 metres (four-minute walk) from the 39 Avenue SW Red Line C-Train station.

Vehicle access to the site is available from 42 Avenue SW. No on-street parking is available adjacent to the site. No traffic impact assessment or parking study were required as part of this application.

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

Utilities and Servicing

Public water and sanitary mains exist within the adjacent public road rights-of-way. No public storm utilities are immediately available, adjacent to the development site, within the adjacent road rights-of-way.

Future development, and/or possible future subdivision, will require the developer to extend public storm infrastructure, as to adequately service the development. All work will be at the developer's expense, and subject to the terms and conditions of a long form Indemnification Agreement.

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 site is located in the 'Urban Main Street' typology on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). Section 3.4.2 of the MDP states that Urban Main Streets

should contain a broad range of employment, commercial and retail uses as well as housing to accommodate a diverse range of the population. The proposed redesignation from I-G to I-C District aligns with the applicable policies as it supports commercial development, encourages a broader range of employment uses, and provides a compatible transition from the commercial uses along Macleod Trail S and the general industrial uses of the Manchester Industrial Park to the east.

L.R.T South Corridor Land Use Study (1981)

The subject site is located in the 'High Density Commercial' and 'Residential Bonus: Medium and High Density Residential' typologies on Map 14: Generalized Land Use Concept Plan of the [L.R.T South Corridor Land Use Study](#). The Study recommends Commercial and/or Mixed-Use development for the subject lands. The proposed redesignation from I-G to I-C District aligns with the applicable policies as it supports commercial development, encourages a broader range of employment uses, and provides a compatible transition from the commercial uses along Macleod Trail S and the general industrial uses of the Manchester Industrial Park.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize the use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide transit riders alike. The subject site is well-served by transit and the proposed land use meets the key policy objectives of the Guidelines, including optimizing existing sites and infrastructure.

The Development Next to Freight Rail Corridor Policy (2018)

The subject site is in proximity to a freight rail corridor and is subject to the [Development Next to Freight Rail Corridor Policy](#). The purpose of this policy is to promote the vision of the MDP and local area plans to ensure that development and redevelopment reach their full potential near freight railways within acceptable risk levels. The proposal is in keeping with the applicable policies.

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.

Chinook Communities Local Area Planning Project

Administration is currently working on the [Chinook Communities Local Area Planning project](#), which includes Manchester and surrounding communities. Planning applications are being accepted for processing during the local area planning process and are reviewed using existing legislation and Council approved policy.