

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Manchester Industrial, situated between Macleod Trail SW and Blackfoot Trail SE. It is approximately 1.53 hectares (3.78 acres) in size, with approximately 173 metres of public street frontage and a depth of 109 metres at its deepest point and 75 metres at the shallowest point. The site is developed with a large warehouse building consisting of 7,582 square metres (81,612 square feet) of gross floor area with surface parking on all sides of the building. The subject site fronts onto Manitou Road SE to the north and vehicle access is also provided from Manitou Road SE.

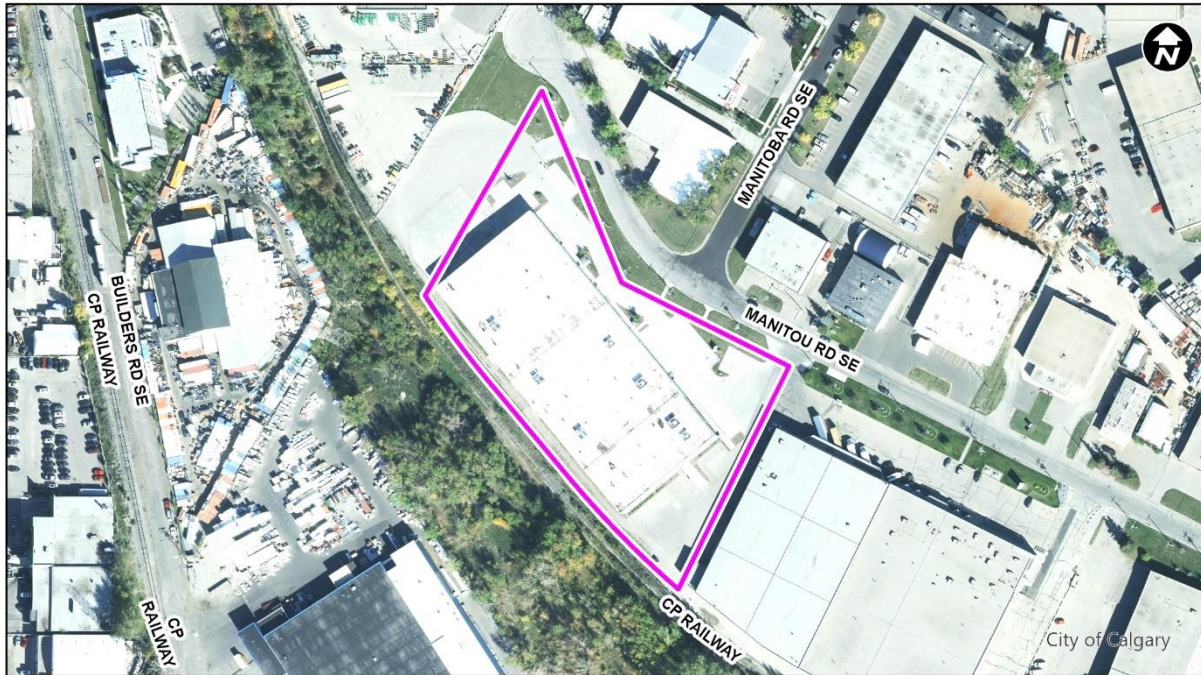
Development that is immediately surrounding the site consists of light industrial uses on all sides, designated Industrial – General (I-G) District, and an abandoned CP Railway line abuts the site on the south. The surrounding area is also designated as the I-G District and consists of light industrial uses. The subject site is approximately 500 metres to the west of Blackfoot Trail SE, which provides the area with vehicular connectivity.

## Community Peak Population Table

Not available because the subject site is in an industrial area.







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing I-G District is intended to provide a variety of general industrial uses and a limited number of support commercial uses. The maximum floor area ratio (FAR) for buildings on a parcel that is served by City water and sewer is 1.0, which is approximately 7,852 square metres of floor area. There is no maximum building height for a building located in the I-G District.

The proposed Direct Control (DC) District is based on the I-G District with the additional discretionary use of Indoor Recreation Facility, which can only be accommodate within an existing approved building. The maximum building height and FAR would remain unchanged. The DC District will ensure the continued opportunity for uses within the I-G District while also accommodating the additional proposed use.

The City's Industrial Growth Strategy and policy approach to industrial lands places a priority on maintaining the opportunity for industrial based uses. Utilizing the DC District, based on the I-G District best enables the retention of the original industrial uses contained within the I-G District while providing flexibility with the inclusion of the proposed additional recreational use. Conversion of this site from the I-G District to the I-C, I-B or I-E Districts would provide for Indoor Recreation Facility but would eliminate important industrial uses such as Crematorium, Distribution Centre, Fleet Service, Freight Yard, General Industrial – Medium, Motion Picture Production Facility and Municipal Works Depot.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a DC District is necessary to provide for the applicant's proposed development due to its unique characteristics and policy considerations. This proposal allows for a recreational use to accommodate the applicant's needs while maintaining the I-G District base and aligning with The City's industrial strategy objectives. The same result could not be achieved using a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the I-G base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in these DC Districts can also be relaxed in the same way that they would be in a standard district.

### **Development and Site Design**

The rules of the I-G District, on which the proposed DC District is based, would provide guidance for future site development, including landscaping, parking and access. The site is already developed with a large building that is intended to remain. A development permit for a change of use and changes to site plan has been submitted for Indoor Recreation Facility and Restaurant: Food Service Only.

### **Transportation**

Vehicle access to the site is available from Manitou Road SE. There is a sidewalk along the frontage of this parcel providing pedestrian access, however, the next closest sidewalk along Manitou Road SE is 350 metres to the east. An existing off-street bikeway, part of The City's Always Available for All Ages and Abilities (5A) Network, is approximately 600 metres (seven-minute walk) north of the site on 42 Avenue SE.

Bus stops for Route 30, which provides connection to the 39 Avenue LRT Station, are located approximately 400 metres (five-minute walk) to the northeast of the subject site on Manhattan Road SE. The 39 Avenue LRT Station is 1400 metres (18-minute walk) to the northwest of the site.

A Transportation Impact Assessment was not required in support of this application.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary and storm utilities are available and water and sanitary services exist to the site. Further servicing requirements will be determined as part of the associated development permit application.

## 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.

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

The site is located within the Standard Industrial area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable policies in the MDP state that the Standard Industrial areas should be predominantly industrial in nature and industrial land should be protected from encroachment of non-industrial uses. The MDP does however also support regional or city-wide recreation and sport facilities in industrial areas to meet the extensive land needs of city-wide recreation and sport programs, provided that there is minimal conflict for goods movement and the facilities are accessible to transit and cycling routes.

The proposed DC District maintains a broad range of industrial uses and expands opportunities for recreational uses. The proposed DC District is based on the I-G District and aligns with the policies of the MDP.

### **Calgary Climate Strategy (2022)**

This application does not include any specific actions that address the objective 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 as part of the associated development permit.

### **Chinook Communities Local Area Plan (Draft)**

Administration presented the proposed [Chinook Communities Local Area Plan](#) (LAP) which includes Manchester Industrial and surrounding communities to the Infrastructure and Planning Committee on 2025 February 27. The proposed LAP will be presented to Council on 2025 April 8 with a recommendation for approval. The proposed land use is in alignment with the applicable urban form category and building scale modifier for the subject site in the proposed LAP. Planning applications are being accepted for processing while the project is in progress, however, applications are reviewed using existing legislation and Council approved policy only.