

Background and Planning Evaluation

Background and Site Context

The subject site is comprised of two adjoining parcels located in the northern edge of the community of Manchester, and adjoining the eastern edge of the community of Parkhill. The site is located midblock bordered by Macleod Trail SW to the west, 42 Avenue SE to the north, 1 Street SE to the east and 46 Avenue to the south. The Manchester Industrial area is located to the east of the Light Rail Transit (LRT) and Canadian Pacific Kansas City Railway (CPKC) tracks. The closest residents are located across Macleod Trail SW to the west. The site is approximately 1.11 hectares (2.74 acres) in size and is approximately 114 metres wide by 99 metres deep. The site is currently developed with a single storey commercial building containing restaurants and a fitness centre. A significant amount of surface parking surrounds the commercial building and there is existing vehicle and pedestrian access from Macleod Trail SW. Vehicular access is provided on the east side through a rear lane.

Surrounding development is largely characterized by commercial development. Parcels designated Commercial – Corridor 3 f3.0h46 (C-COR3f3.0h46) District are located directly to the north and south and another parcel designated Industrial – Commercial (I-C) District is located to the north. A parcel designated Direct Control (DC) District based on the Commercial – Corridor 2 f3.0h30 (C-COR2f3.0h30) District is located to the west across Macleod Trail SW. The residential community of Parkhill is located further west of Macleod Trail SW.

The site benefits from a close proximity (approximately 600 metres, about a 10-minute walk) to the 39 Avenue LRT Station. The site is within 1,500 metres (a 20-minute walk) of Elboya School and Saint Anthony School. Stanley Park, the Parkhill Stanley Park Community Hall and playing fields are within 500 metres (an eight-minute walk) of the site. Elboya Park is 1,100 metres (a 16-minute walk) away.

Community Peak Population Table

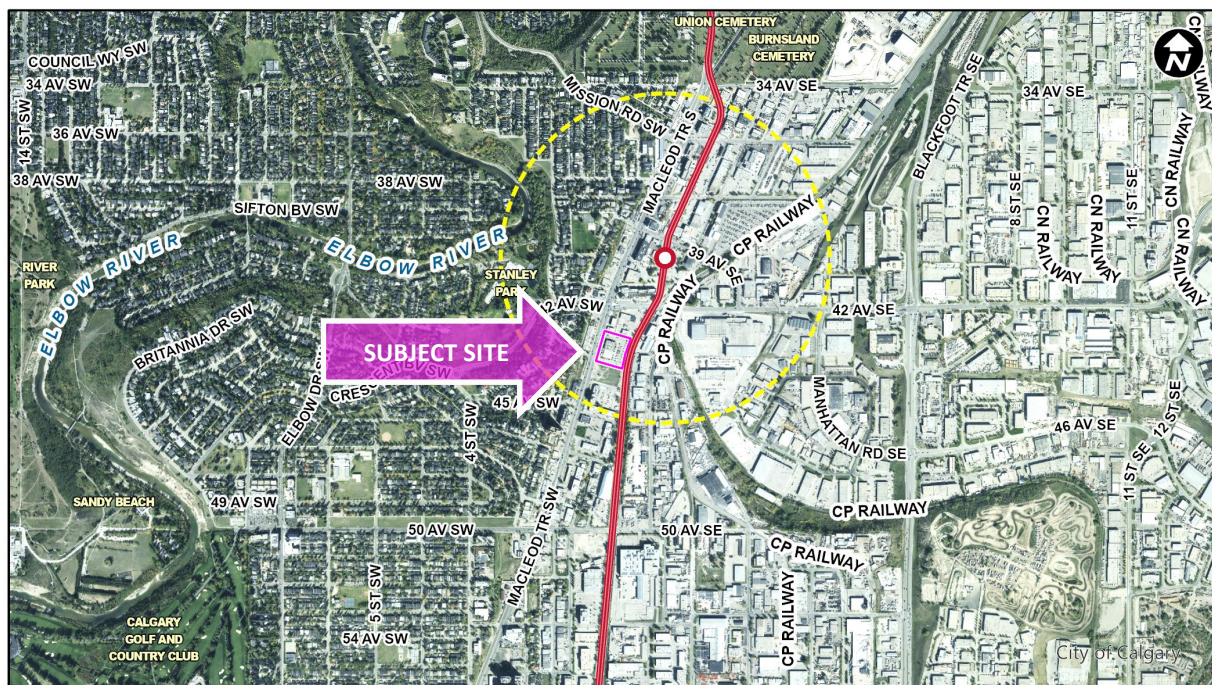
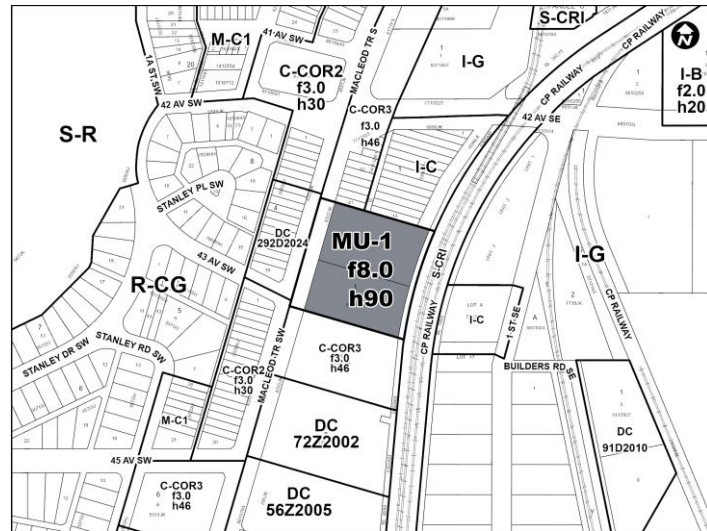
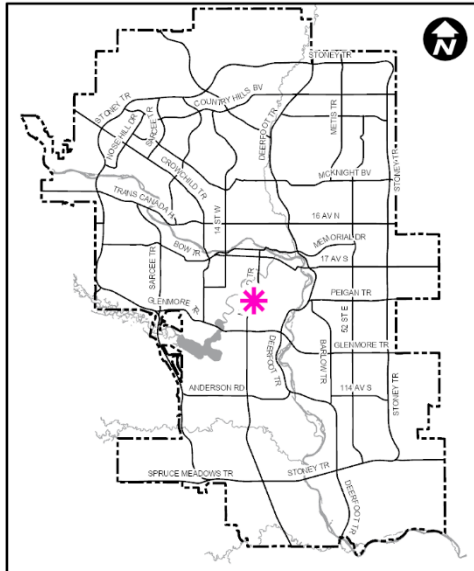
As identified below, the community of Manchester reached its peak population in 2014.

Manchester	
Peak Population Year	2014
Peak Population	1332
2019 Current Population	1025
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





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing DC District ([Bylaw 8Z91](#)) is based on the C-3 General Commercial District of Land Use Bylaw 2P80. This district allows for a maximum height of 46 metres and a variety of commercial units as well as dwelling units.

The proposed Mixed Use – General (MU-1f8.0h90) District is intended to accommodate a mix of residential and commercial uses in the same building or in multiple buildings. The proposed district with the height modifier of 90 metres, would allow a maximum building height of 26 storeys and is designed to be adjacent to and accommodate a wide variety of compatible uses with specific rules for setbacks and maximum heights at the shared property line or lane. The proposed land use will allow for a maximum building floor area of approximately 88,525 square metres through a floor area ratio (FAR) modifier of 8.0.

Development and Site Design

If this application is approved by Council, the rules of the MU-1 District and the *Chinook Communities Local Area Plan* (LAP) will provide guidance for the design of the development, including appropriate building height and floor area. Additional items that will be considered through the development permit include, but are not limited to, providing an appropriate interface with the adjacent pathway that runs north south along the rear of the site.

Transportation

The site is well-served by Calgary Transit with the 39 Avenue LRT Station approximately 600 metres (a 10-minute walk) northeast of the site, and a bus stop providing service to Route 10 (City Hall/ Southcentre) to the south. Pedestrian access to the site is available from existing sidewalks along MacLeod Trail South. On-street parking is not available and will have to be accommodated on-site. Vehicular access to the site is via MacLeod Trail SW as well as the lane just west of the LRT (Red Line). Neither a Transportation nor a Parking Study was required for this application.

Environmental Site Considerations

The site was formerly a service station and has a history of petroleum hydrocarbon contamination. An Environmental Site Assessment (ESA) Phase 1 report was submitted by the applicant. No significant concerns were identified to prevent support of the proposed land use amendment. Prior to any decision on a future development permit for the site, the applicant must address all recommendations made in the ESA Phase 1 report. This includes the submission of an ESA Phase 2 report for review and acceptance by Administration.

Utilities and Servicing

Public water, sanitary and storm utilities are available. Specific details of site servicing, stormwater management and waste and recycling management will be reviewed in detail through the future 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 [Municipal Development Plan](#) (MDP) identifies the site as an Urban Main Street on the Urban Structure Map (Map 1). The proposal is consistent with the General policies for Main Streets (Section 3.4.1) and Urban Main Street policies (Section 3.4.2). The MDP's City-wide policies (Section 2) and specifically Section 2.2, Shaping a More Compact Urban Form, provides direction to encourage transit use, making optimal use of transit infrastructure and improve the quality of the environment in communities. The goals of these policies are to direct future growth of the city in a way that fosters a more compact and efficient use of land, create complete communities, allow for greater mobility choices, and enhance vitality and character in local neighborhoods with transit-oriented development. A key policy of the MDP is to accommodate 50 percent of future population growth over the next 60-70 years within the City's Developed Areas. The proposed land use is in alignment with the applicable policies in the MDP.

Calgary Climate Strategy (2022)

This application proposes a density increase and the implementation of transit-oriented development, which aligns with 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 the development permit application.

The Chinook Communities Local Area Plan (Statutory – 2025)

The [Chinook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighborhood Flex Urban Form category. The location of the site within 600 metres of the existing

39 Avenue LRT Station, as well as just outside the 600 metres of the proposed 50 Avenue LRT Station, puts the subject site within the High (up to 26 stories) Building Scale category. Neighborhood Flex areas are characterized by a mix of commercial and residential uses. Buildings are oriented toward the street with units that may accommodate commercial, office, institutional, recreational or residential uses. Neighborhood Flex categories are applied to areas that are commercially oriented, or in areas where commercial development would be appropriate, but is not required. Either commercial or residential uses are appropriate on the ground floor facing the street, and the public realm should be designed to support moderate to high volumes of pedestrians.

The subject site also falls within the 39 Avenue Transit Station Transition Zone, meaning that there is an expectation that any future development should provide for a high-quality public space which enhances the transit interface and creates a well-defined street wall. Development in Transition Zones should not include vehicle-oriented uses and vehicle access should be located to reduce conflicts with pedestrian movement. Development in Transition Zones should activate the lane and should provide connections to adjacent mobility infrastructure to support a comfortable and safe pedestrian and cycling experience. The proposed land use amendment is in alignment with the applicable policies of the LAP.