

Background and Planning Evaluation

Background and Site Context

The subject site is a single lot located in the northern portion of the community of Manchester. The site is located midblock at 5325 – 1A Street SW. The block is bordered by 52 Avenue SW, 1A Street SW and a lane to the rear. The site is 0.06 hectares ± (0.14 acres ±) in size and measures approximately 15 metres wide by 38 metres deep. It is currently developed with a two-storey commercial building that is currently unoccupied. Vehicular access is provided on the west side through a rear lane.

The surrounding development is generally characterized by a mix of industrial and commercial development one to two stories in height. Parcels designated as Direct Control District (Bylaw 28Z2003 and Bylaw 134Z2000) are located across the lane to the west with Commercial – Corridor 2 (C-COR2f1.0h10, C-COR2f2.0h12) Districts to the south-west. Parcels to the north, south and east are designated Industrial Redevelopment (I-R) District with Industrial General (I-G) Districts and Industrial Business (I-B) Districts located further east.

The site is located in proximity to transit options including the Chinook LRT Station approximately 1200 metres (a 17-minute walk) to the southeast and bus stops for Route 10 located 320 metres (a five-minute walk) north or south of the site on Macleod Trail SW. The site is 650 metres (a 10-minute walk) east of Windsor Park School and 240 metres (a four-minute walk) north of Manchester playground and open space. The subject site is located within a Major Activity Centre identified in the *Municipal Development Plan* (MDP) and is 900 metres (a 13-minute walk) from the CF Chinook Centre Mall.

Community Peak Population Table

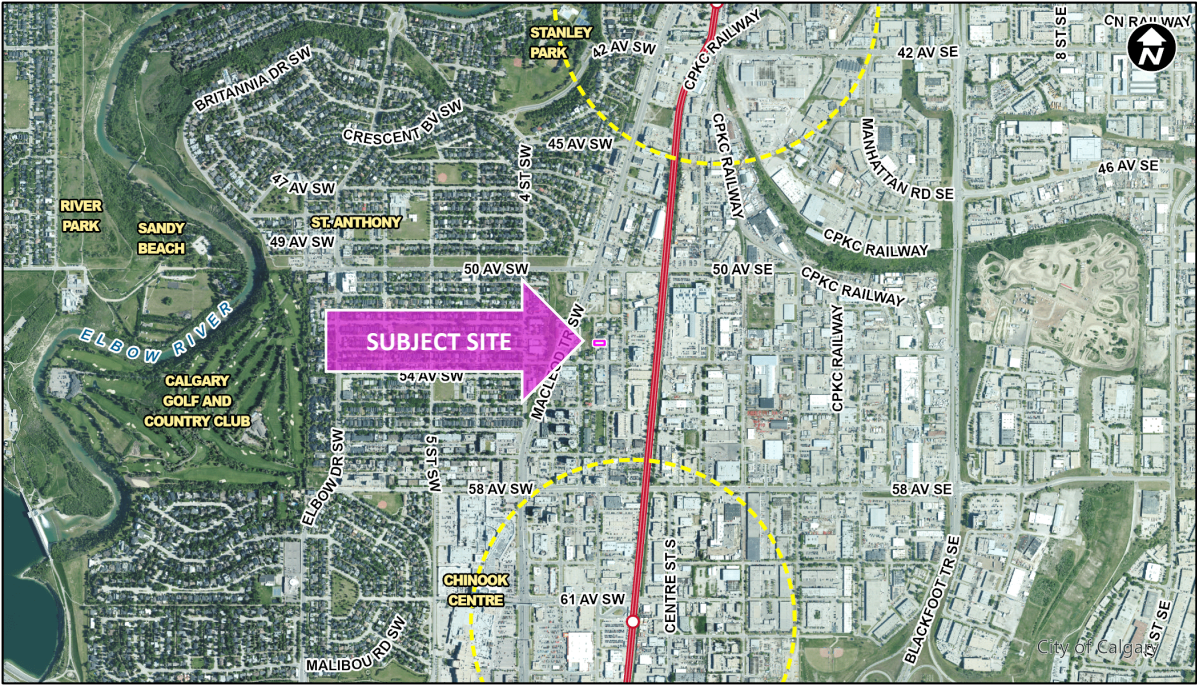
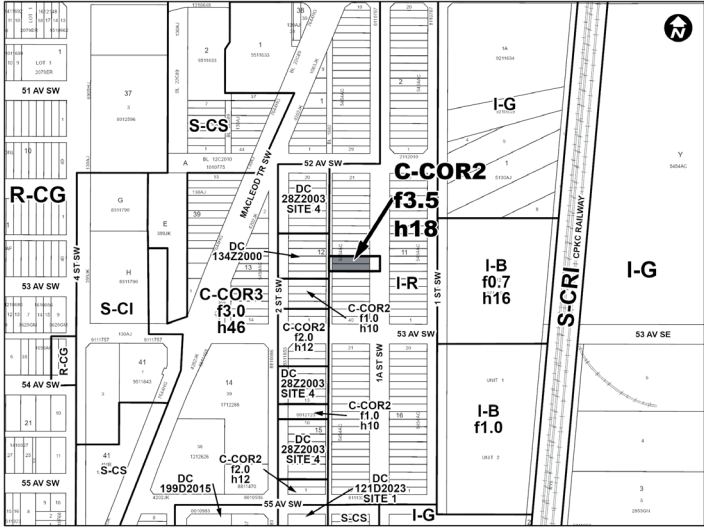
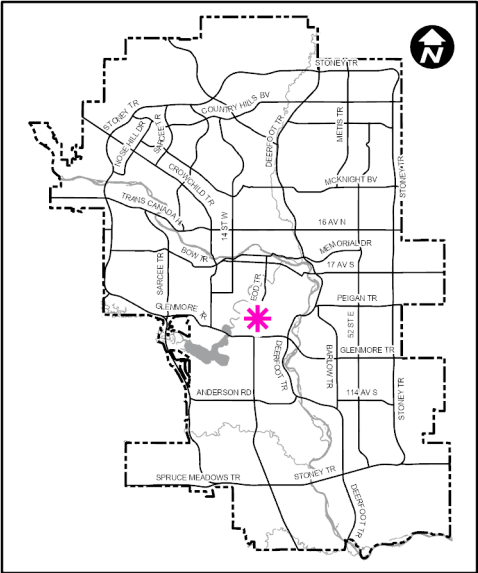
As identified below, the community of Manchester reached its peak population in 2014.

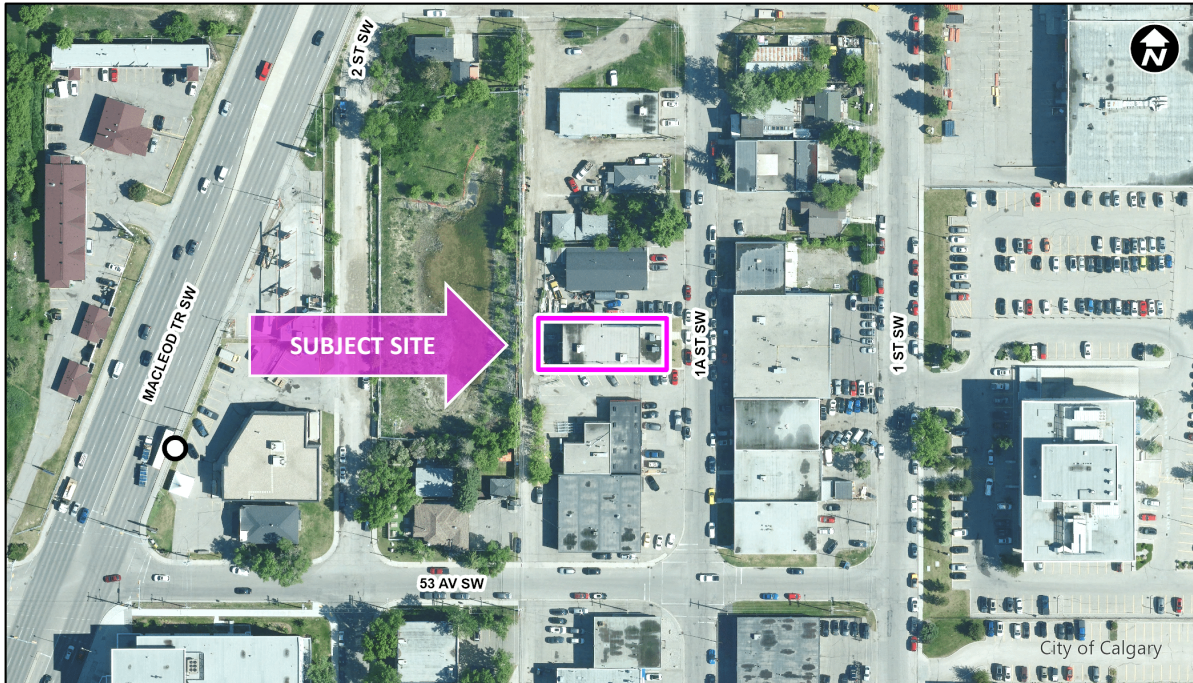
| Manchester | |
|------------------------------------|------|
| Peak Population Year | 2014 |
| Peak Population | 1332 |
| 2019 Current Population | 1025 |
| Difference in Population (Number) | -307 |
| Difference in Population (Percent) | -23% |

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 Industrial Redevelopment (I-R) District allows for a maximum height of 16.0 metres and allows for both commercial and industrial uses. This district does not allow for the use of 'Place of Worship – Small'. Other land use districts such as Industrial – General (I-G) District were considered through the review of the application to accommodate a 'Place of Worship' use. However, the I-G District only allows for a 'Place of Worship – Large' use, which requires a minimum assembly area of 500 square metres. The existing building intended to be used by the applicant cannot meet this requirement.

It was determined the proposed Commercial – Corridor 2 f3.5 h18 (C-COR2 f3.5 h18) District best accommodates the applicant's intent and aligns with applicable planning policies. The C-COR2 District is intended to accommodate mixed use and commercial uses; however, it also allows additional uses including 'Place of Worship – Small'. It requires a 300 square-metre minimum assembly area which was considered appropriate to the existing building and the applicant's needs.

The C-COR2 District proposes a maximum building height of 18 metres (up to six storeys) for this site. This is in accordance with the direction of LAP, which sets a maximum building height of **12** storeys or under for this area. The existing Industrial Redevelopment (I-R) District allows a maximum building area of 1.0 FAR, or approximately 581 square metres for this parcel. The proposed Commercial – Corridor 2 f3.5 h18 (C-COR 2 f3.5 h18) District would increase this to 3.5 FAR, or approximately 2,033 square metres.

Development and Site Design

If this application is approved by Council, the rules of the Commercial – Corridor f3.5 h18 (C-COR2 f3.5 h18) District and the *Chinook Communities Local Area Plan* (LAP) will provide guidance for the design of the development, including appropriate building height and massing. No development permit has been submitted at this time; however, the applicant intends to accommodate a Place of Worship – Small in the existing two storey building. Additional items that will be considered through any future development permit will include but are not limited to providing appropriate pedestrian interfaces and accommodation of parking.

Transportation

The site has several mobility options available including bus, light rail transit (LRT), and vehicular access. The Chinook LRT Station is approximately 1,200 metres (a seventeen-minute walk) southeast of the site. The nearest bus stop for Route 10 - City Hall/Southcentre is located approximately 320 metres (a five-minute walk) to the north at Macleod Trail SW and 50 Avenue SW. Pedestrian access to the site is from non-contiguous sidewalks adjacent to the site along 1A Street SW. On-street parking is available on 1A Street SW. Vehicular access to the site is via the lane to the rear. This site is located in a station area for a potential future 50 Avenue LRT Station, as well as in a Major Activity Centre (MAC). Major Activity Centres are areas of high job and population growth, located in strategic areas and linked city-wide by the Primary Transit Network.

Environmental Site Considerations

There are no known outstanding environmental concerns associated with the site. A Phase I Environmental Site Assessment (ESA) of the property was conducted which did not identify any potential subsurface impacts at the site. As such, no subsurface investigation work (Phase II ESA) was recommended at the time. Given the year of construction of the existing building and its addition (circa 1956 and 1967), there is a potential for asbestos-containing materials (ACMs) to be present. This issue would need to be identified and resolved at later stages of the permitting process.

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 a Major Activity Centre on the Urban Structure Map (Map 1). The proposal is consistent with the General policies for Activity Centres (Section 3.3.1) and Major Activity Centres policies (Section 3.3.2). 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, and enhance vitality and character in local neighborhoods. Section 2.2.1 and Section 2.2.4 support the development of complete communities and the provision of social infrastructure,

places of worship and community services. The proposed land use is in alignment with the applicable policies in the MDP.

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 the development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

The Chinook Communities Local Area Plan (Statutory – 2025)

The [Chinook Communities Local Area Plan](#) (LAP) identifies the subject site in Map 3 Urban Form as being part of the Neighborhood Flex Urban Form category. Neighbourhood Flex areas are intended to accommodate a range of commercial and residential uses in buildings that are oriented toward the street. In addition, the LAP identifies the site as being within an Industrial Transition area. These areas are intended to support the integration of a range of low-impact, light industrial uses and small-scale manufacturing uses in Neighbourhood Flex areas. Map 4 Building Scale identifies the site within the **Mid** category which allows for developments that are **12** storeys or less. The building height modifier of the proposed C-COR2 District is in alignment with the LAP's direction on Building Scale.

In addition, the LAP identifies the site as being within a Major Activity Centre and Transit Station Area for the potential 50 Avenue LRT station. LAP policies for these areas support compact development with a diversity of different uses and varied mobility options with convenient access to employment, amenities and commercial services. The proposed land use amendment is in alignment with the applicable policies of the LAP.