

Planning & Development Report to
Calgary Planning Commission
2020 September 17

ISC: UNRESTRICTED
CPC2020-0941

Development Permit in Carrington (Ward 3) at multiple properties, DP2020-0064

EXECUTIVE SUMMARY

This development permit application was submitted on 2020 January 07 by Abugov Kaspar, on behalf of the landowner Royop (Carrington) Developments Ltd, and proposes a new commercial development in the developing community of Carrington consisting of:

- 11 one-storey buildings including a supermarket and other retail and commercial service uses that integrates well with an adjacent public park and future undeveloped multi-residential developments to the east;
- A total of 8,141 square metres of commercial uses when fully built; and
- Conduit in the parking lot to facilitate future electric vehicle charging stations.

The layout, design and integration with a new public park to the south were carefully considered during the review process. The proposal is in alignment with planning policy in the *Municipal Development Plan and Keystone Area Structure Plan*. It was also endorsed by the Urban Design Review Panel (Attachment 3).

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed Development Permit application DP2020-0064 for New: Liquor Store, Medical Clinic, Restaurant: Food Service Only – Medium, Sign – Class C (Freestanding Signs - 3), Sign Class B (Fascia Signs - 83), Car Wash – Single Vehicle, Gas Bar, Take Out Food Service, Fitness Centre, Financial Institution, Drive Through, Child Care Service, Supermarket, Restaurant: Licensed – Small; Restaurant: Licensed – Medium, Instructional Facility, Retail and Consumer Service, Cannabis Store (multiple phases, 11 buildings) at 1637 Carrington Boulevard NW and 77 Carrington Plaza NW (Plan 1912103, Block 1, Lot 3; Plan 1811075, Block 1, Lot 2), with conditions (Attachment 1).

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

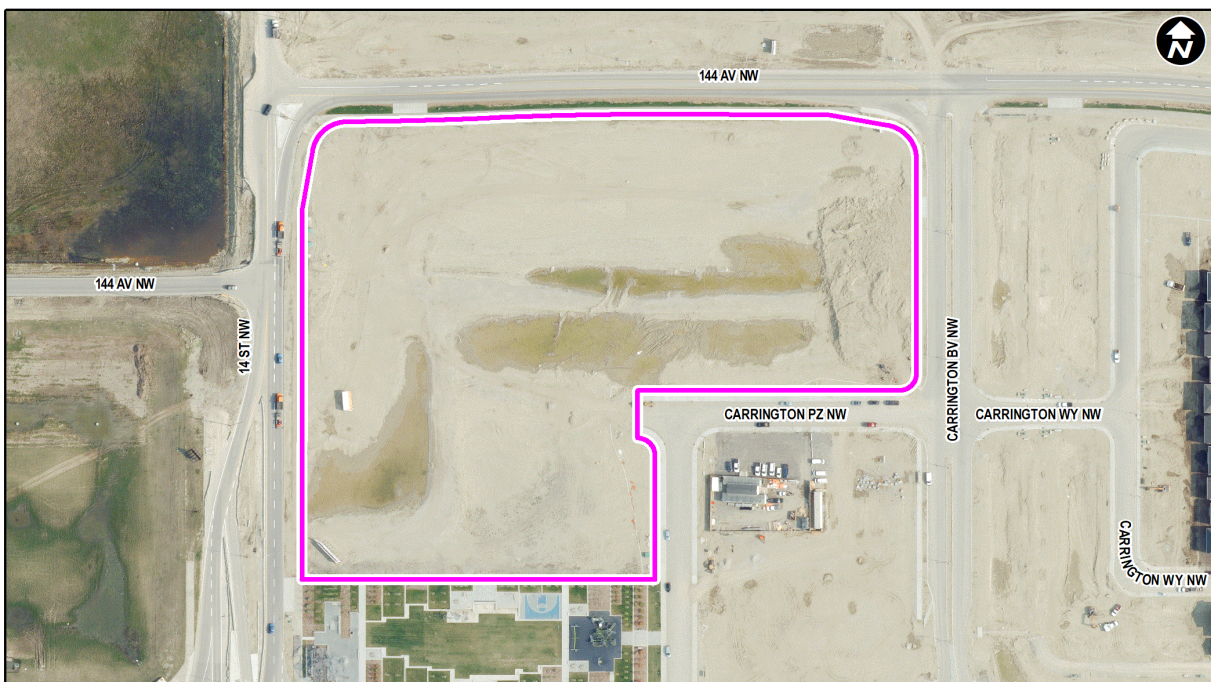
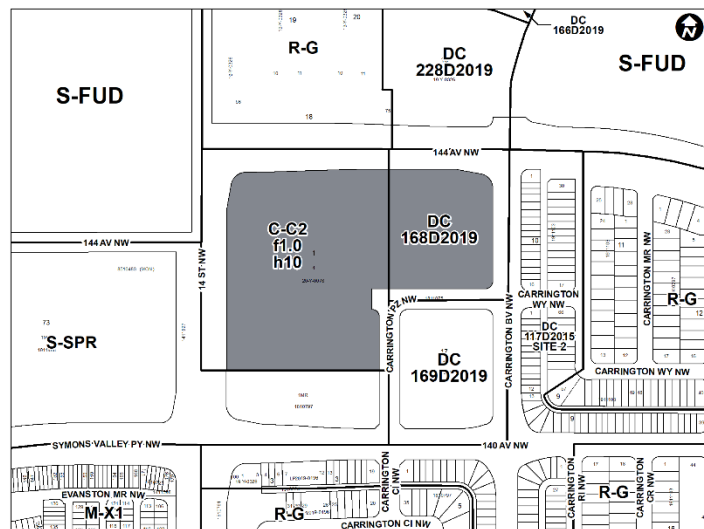
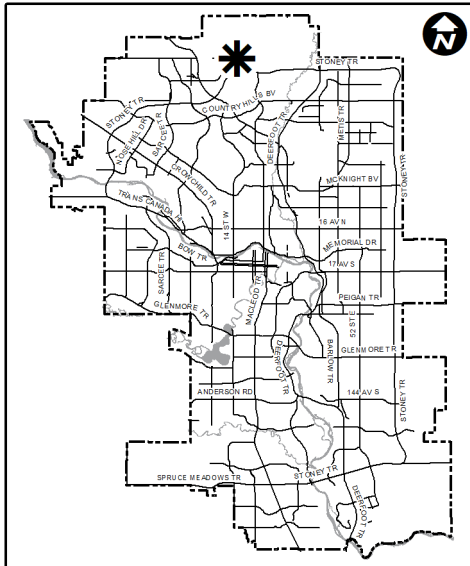
This application was submitted on 2020 January 07 by Abugov Kaspar, on behalf of the landowner Royop (Carrington) Developments Ltd. The site contains two land use districts. The west half is designated [Commercial – Community 2 \(C-C2\) District](#) with a maximum floor area ratio of 1.0 and a maximum height of 10.0 metres. The C-C2 District is intended for large commercial developments that are comprehensively designed with several buildings and provide retail and consumer services for several communities. The east half is designated as a DC Direct Control District (Bylaw [168D2019](#)), which uses the [Commercial – Community 1 \(C-C1\) District](#) as a base and excludes certain vehicle-oriented uses to better reflect the community retail focus of the site. The DC District does set a minimum requirement for residential uses, which the applicant has indicated will be achieved on the remainder of the DC District area that is not part of this application.

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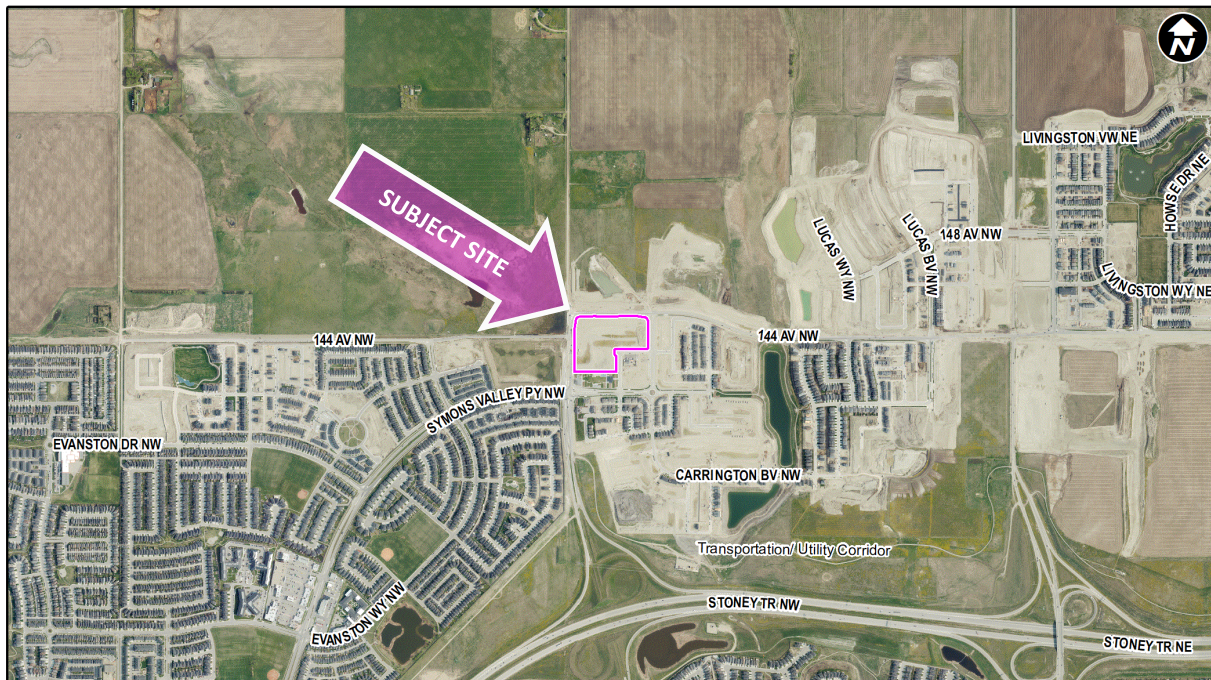
Location Maps



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Site Context

The site is at a prominent location in Carrington southeast of the intersection of 144 Avenue NW and 14 Street NW. It sits north of a new public park, Carrington Playground and Skate Spot. To the east is an approved multi-residential building and future mixed-use development. West of the site is a future school site and residential development.

The 4.45 hectare (11.0 acres) site is flat and has been stripped and graded in line with previous approvals in preparation for development.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Land Use

The site is regulated by two Land Use Districts including the [Commercial – Community 2 \(C-C2\)](#) district and a DC District, and a DC District, [168D2019](#), that is based on the [Commercial – Community 1 \(C-C1\) District](#).

Administration highlights the following relaxations to the Land Use Bylaw 1P2007. Administration has reviewed each relaxation and considers them to be acceptable for the reasons outlined in the table below.

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Land Use Bylaw Relaxations			
Regulation	Standard	Provided	Administration Rationale Supporting a Relaxation
185 Drive Through	(e) must not have any drive through aisles in a setback area;	Plans indicate the drive through of Building J is located in a setback area.	<i>Minor relaxation: Landscaping requirements are otherwise met</i>
	(g) must not have pedestrian access into the premises that crosses a drive through aisle;	Plans indicate pedestrians would have to cross the aisle of the drive through on Building C to access the building.	<i>Specific measures used to ensure crosswalk is clearly visible to pedestrians and people driving vehicles in the drive through have been proposed.</i>
168D2019 Parking	15(1)(d) for all other uses is 3.25 stalls per 93.0 square metres of gross usable floor area	Plans indicate 36 stalls required and 29 are provided (-7)	<i>Minor relaxation to Building E requirements. Remaining area (C-C2) has a 3 stall surplus. Total relaxation is 4 stalls from 347 required..</i>

Site and Building Design

This application proposes 11 buildings developed that are intended to be anchored by a grocery store in the northwest portion of the site. The buildings will function as single storey developments but include design elements to provide more visual variety in building heights across the site.

Particular attention was paid by Administration and the applicant to providing a wide range of comfortable opportunities for pedestrians to move throughout the site and connect to significant features, including public and private, but publicly accessible, gathering spaces within or adjacent the site. A transit stop on 14 Street NW provides convenient access into the site, as well as the Carrington Playground and Skate Spot to the south. Users of a skate park already developed in the public park will have access to a convenience store across a raised decorative crosswalk that has its own patio space to enable users to look out onto the park. This has been designed to allow free flow of pedestrians through these two areas. A second transit stop serving the site, from 144 Avenue NW, has a convenient north-south pedestrian connection running the entire length of the site and connecting into the park to the south.

The applicant was asked to explore the addition of second floor uses in buildings along the south boundary, to take advantage of views into the adjacent park, however it was not found to be feasible given the costs to construct and anticipated market rents that second floor space would have returned. This opinion was echoed in comments made by the Urban Design Review Panel (Attachment 3). Residential units were also not deemed feasible in this first generation of development, given the plans for a large amount of multi-residential development east of the subject site. The main street concept shown on the northeast side of the development proposal will integrate well with approved and planned multi-residential adjacent the site.

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The proposed areas for waste, recycling and compost have been reviewed and are in compliance with The City's requirements for this site. The applicant is proposing a mix of semi-in-ground waste collection and rolling bins within enclosures constructed of split face concrete block and decorative steel gates (Attachment 2, DP0.4)

Transportation

Pedestrian access to the site is available from the park to the south, 14 Street NW, 144 Avenue NW and Carrington Plaza NW. The application evolved from its first concept to continually improve pedestrian mobility throughout the site, paying particular attention to integration of the future businesses with the park to the south.

Transit service, via Route 124 which connects riders to the North Pointe LRT Station, is provided from transit stops on 14 Street NW and 144 Avenue NW.

Vehicular access to the site is provided from 14 Street NW, 144 Avenue NW and Carrington Plaza NW.

A supportable, minor relaxation of four parking stalls, out of a total requirement of 347 stalls is being requested with this application.

Environmental Site Considerations

Previous reviews completed at the area structure plan and outline plan stages showed that there are no known outstanding environmentally related concerns associated with the proposal nor site at this time. As such, an environmental site assessment was required.

Utilities and Servicing

Water, sanitary and storm sewer mains are available and can accommodate the potential redevelopment of the subject site without the need for off-site improvements at this time. A Development Site Servicing Plan (DSSP) is required to be submitted prior to the release of the development permit.

Climate Resilience

The applicant is providing a designated conduit to four parking stalls in proximity to the proposed grocery store that would enable subsequent connection of electric vehicle charging stations by site tenant(s). No other measures to support climate resilience were proposed.

Urban Design Review Panel

The application was reviewed by the Urban Design Review Panel (UDRP) first in 2019 and most recently on 2020 March 11. The applicant was able to address much of the UDRP's initial comments with their amended plans, which resulted in the panel endorsing the current proposal (Attachment 3).

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UDRP comments included that the development “optimizes placement on site, making good use of the unique Greenway Park immediately south, and framing a main street area with strong built form edges.” As well, the “building massing is interpreted to be executed with positive human-scale elements,” and “the engagement and activation of the greenway park is supported by the use of ‘double fronted’ architectural expressions that address the park equally to the parking field.”

In suggesting improvements, UDRP requested an additional east-west pedestrian connection and noted the lack of building articulation along 14 Street NW, particularly with the grocery tenant. In response, the applicant has added an additional east-west connection between the south end of the Main Street and 14 Street NW and provided additional planting along the rear façade of the grocery store (Building A). The applicant also proposes a more unifying look of the grocery store with the rest of the site via a high level of glazing and added colour. The Citywide Urban Design Team is also supportive of the application, as proposed.

Stakeholder Engagement, Research and Communication

In keeping with the Administration’s standard practices, this application was circulated to all relevant stakeholders and notice posted on-site. Notification letters were also sent to adjacent landowners and the application was advertised online.

No public meetings were held by the applicant or Administration in association with this application.

No comments were received regarding this application. There is no community association for this area.

Strategic Alignment

Administration considered the proposal against relevant planning policies listed below and found the proposal to be acceptable.

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned 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.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Calgary Metropolitan Region Board’s Interim Growth Plan (IGP)*. This development permit builds on the principles of the IGP by means of promoting efficient use of land, regional infrastructure and establishing strong sustainable communities

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Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Planned Greenfield with Area Structure Plan (ASP) as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The proposal is in keeping with the applicable MDP policies. In particular, city-wide policies on urban design in section 2.4 encourage developments that add value to the existing character of communities and contributes positively to the public realm and street. Both the interface with the Carrington Skate Spot and Greenway park developed on the site's south boundary have been carefully considered throughout the application review by the applicant, administration and the Urban Design Review Panel. As well, the Main Street style design provided for uses along the east side of the site will integrate well with approved and planned multi-residential developments to the south and east of the main street.

Keystone Hills Area Structure Plan (Statutory – 2012)

The site is located with an area generally identified for a community retail centre as indicated on Map 5 of the [Keystone Hills ASP](#). The ASP encourages the opportunity for on-site ground-oriented and Medium- to High- Density Multi-Residential Development integrated horizontally and/or vertically with other uses in the community retail centre area. In this instance, Administration asked the applicant to explore the inclusion of multi-residential. However, given that multi-residential is planned or approved for adjacent sites to the east, the applicant did not believe this site could also support multi-residential uses. This application complies with the applicable policies of the ASP and can be further intensified in the future.

Climate Resilience Strategy (2018)

The [Climate Resilience Strategy](#) identifies programs and actions intended to reduce Calgary's greenhouse gas emissions and mitigate climate risks. Providing conduit for future tenants to connect four electric vehicle charging stations supports Program 4: Electric and Low Emissions Vehicles.

Social, Environmental, Economic (External)

There are no environmental or economic issues or risks relevant to this development permit. The proposed development will provide a range of employment and retail / commercial service uses in close proximity to developing residential areas in Carrington and Livingston.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns.

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Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

This Development Permit aligns with statutory planning policy and complies with the applicable rules of the Land Use Bylaw excepting the minor relaxations noted above. The site's design provides convenient and safe access for pedestrians, transit users and people arriving in vehicles, whether locally or regionally, given the site's location near the developing interchange at Stoney Trail NW and 14 Street NW. The development optimizes the locations of buildings, making good use of the unique public park immediately south and framing a main street area with strong built form edges. The site is also designed to integrate well with future multi-residential and mixed-use developments to the east. It will also integrate well with existing and planned pedestrian and cyclist connections within the adjoining communities.

ATTACHMENT(S)

1. Conditions of Approval
2. Development Permit Plans
3. Urban Design Review Panel Comments