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MANDCORP BRITANNIA INC.

Application Brief

Concurrent Land Use Amendment (LOC 2022-0020) & Development Permit Application (DP 2022-00839)

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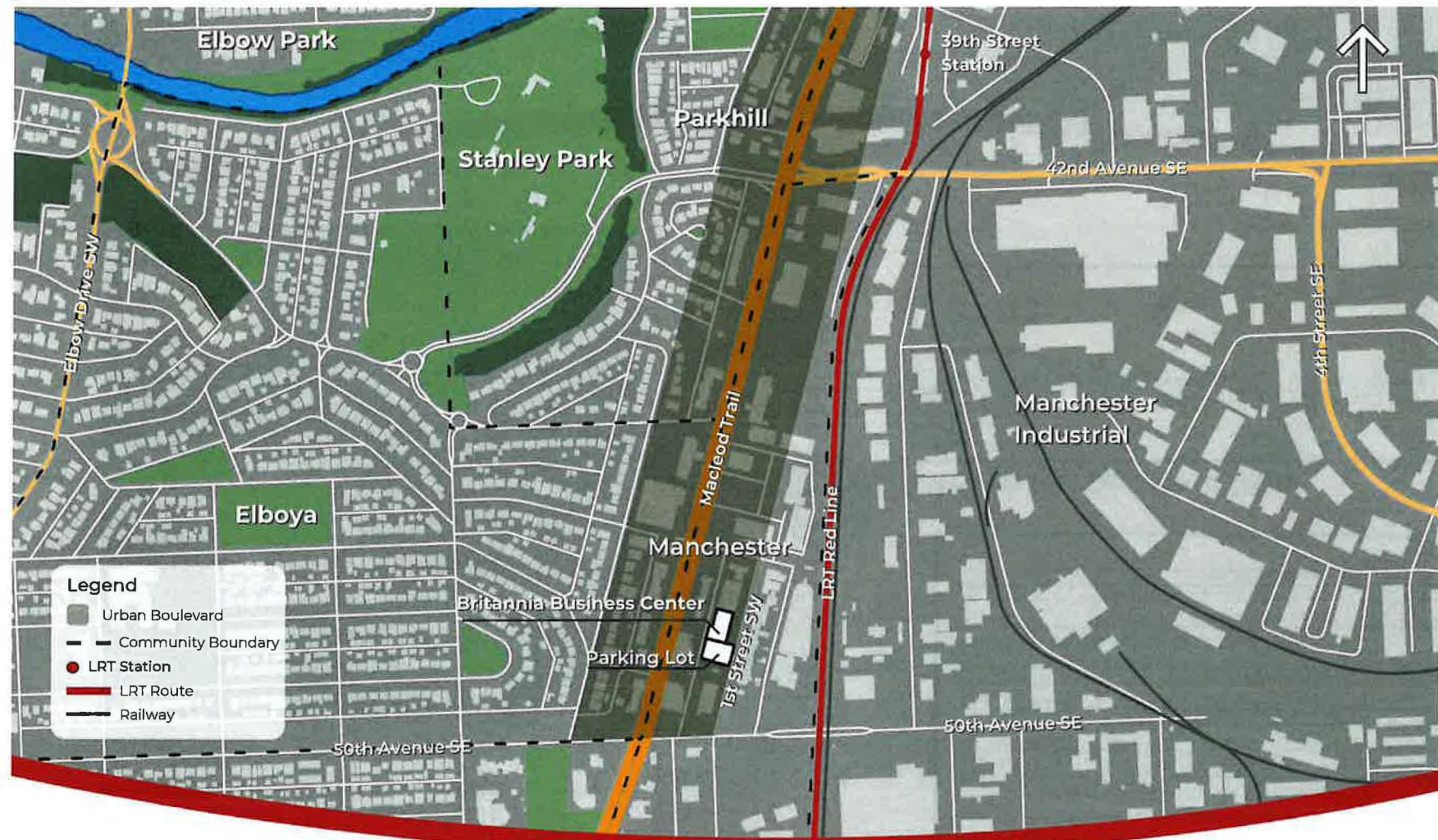
TOWNSHIP
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PURPOSE

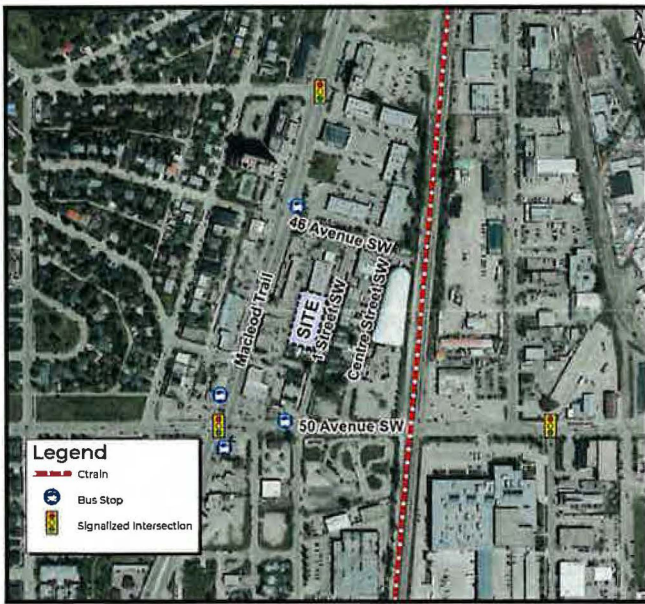
- Redesignation to C-O to allow for a greater range of health and medical uses to be undertaken within the building
- The current I-R zoning has precluded genuine medical uses in the building the rezoning is intended to assist. The site is within a main street boundary and the main street fabric in the MDP
- It is located on a great street that supports commercial and small business uses and has a genuine entrepreneurial live/work residential area that should be supported

SITE LOCATION & CONTEXT



PARKING STUDY

Study Area



Base Map Source: City of Calgary

Parking & Transportation Requirements

Table: Bylaw Bicycle Parking Requirement

STALL TYPE	USE	DENSITY	BYLAW REQUIREMENT		PROPOSED SUPPLY	DIFFERENCE
			Rate	Stalls		
Class 1	Health Care Service	2298 m ² GUA	0 stalls per 1000 m ² GUA	0	0	0
			TOTAL BYLAW REQUIREMENT		0	0
Class 2	Health Care Service	2298 m ² GUA	1.0 stalls per 1000 m ² GUA	3	3	0
			TOTAL BYLAW REQUIREMENT		3	0

Table: Bylaw Loading Requirement

USE	DENSITY	BYLAW REQUIREMENT		PROPOSED SUPPLY	DIFFERENCE
		Rate	Stalls		
Medical Clinic	2298 m ² GUA	1 stall per 9300 m ² GUA	1	2	+1
		TOTAL BYLAW REQUIREMENT		2	+1

*Source: Parking Study, Bunt & Associates

3 class 2 stalls

on-street loading

3.23 stalls per 100m²

need for 87 stalls

Parking Management Plan

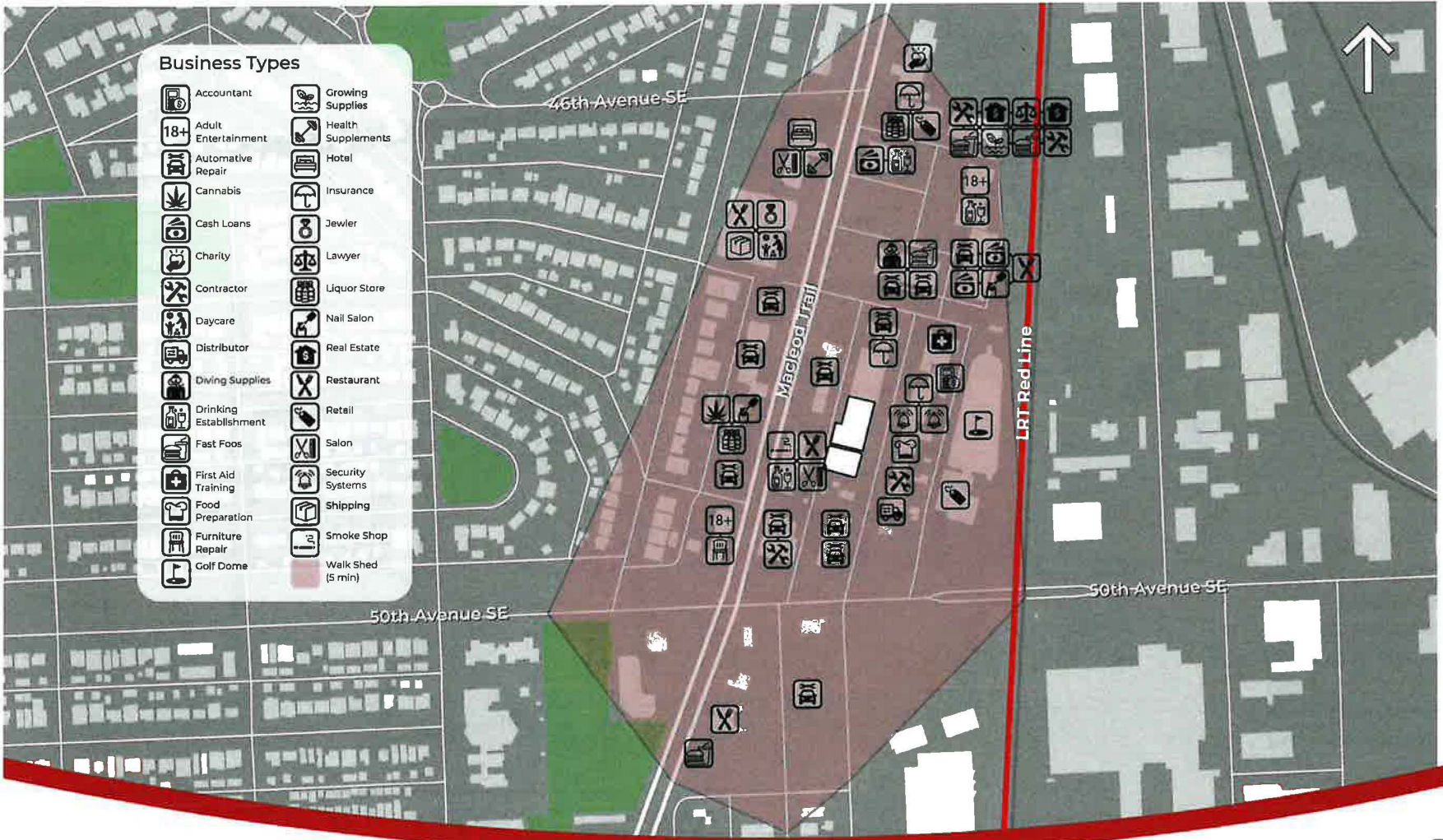
Off-Site Availability

$$\text{P } 16 \text{ stalls (within a 1 block radius)} = 80 \text{ stalls available parking} - 64 \text{ stalls maximum demand}$$

On-Site Availability

$$\text{P } 83 \text{ stalls} = 37 \text{ stalls surface parking lot} + 42 \text{ stalls underground parking (4 stalls accessible parking)}$$

BUSINESSES WITHIN 5 MIN WALK SHED









URBAN STRUCTURE



City of Calgary Urban Structures Map Overlaid on 47231 St SW Context Map

Land Use Typology

-  Major Activity Centre
-  Urban Main Street
-  Neighbourhood Main Street
-  Inner City Residential
-  Established Residential
-  Standard industrial
-  Major Public Open Space

LIVE / WORK



Entrepreneurs

Local Businesses



WHY NO C-COR 3?

Division 8: Commercial – Corridor 3 f## (C-COR3 f##) District

Purpose

813 The Commercial – Corridor 3 District is intended to be characterized by:

- (a) sites of various sizes;
- (b) locations along major roads;
- (c) locations in industrial areas to accommodate mid-scale retail, and medium to large eating and drinking *uses*;
- (d) motor vehicles having direct access from the road to the development;
- (e) perimeter *landscaping* that separates commercial activities from the road and surrounding development;
- (f) *uses* of various sizes;
- (g) limited large retail *uses* and no residential *uses*;
- (h) varying *building* density established through maximum *floor area ratio* for individual *parcels*; and
- (i) varying *building heights* established through maximum *building height* for individual *parcels*.

Concern was that given the building is setback from the sidewalk, and elevated, we could not achieve that at-grade retail to the street that we usually see with C-COR 3. This is the reason we chose commercial office, given difficulty in achieving active frontage with an existing building such as this one.

CONCLUSION

- No negative feedback from community reflected in our WWHR
- Parking is well taken care of with the aquisition of the surface parking lot
- The land use amendment allows for the occupancy of the building by medical and health professionals which has been in high demand in this area