

Background and Planning Evaluation

Background and Site Context

The subject site is located on a separate access road on the east side of Macleod Trail S, in a triangular parcel between the Canadian Pacific and Kansas City (CPKC) and Light Rail Transit (LRT) rail line and the Macleod Trail S overpass. The site is approximately 0.74 hectare (1.82 acres) in size and is currently operating as vehicle sale and rental and other retail and service uses. Shops, services, and amenities are in close proximity, with a high concentration of residential, employment and retail uses such as Chinook Centre and multi-family development by Trico Homes across Macleod Trail S from the site.

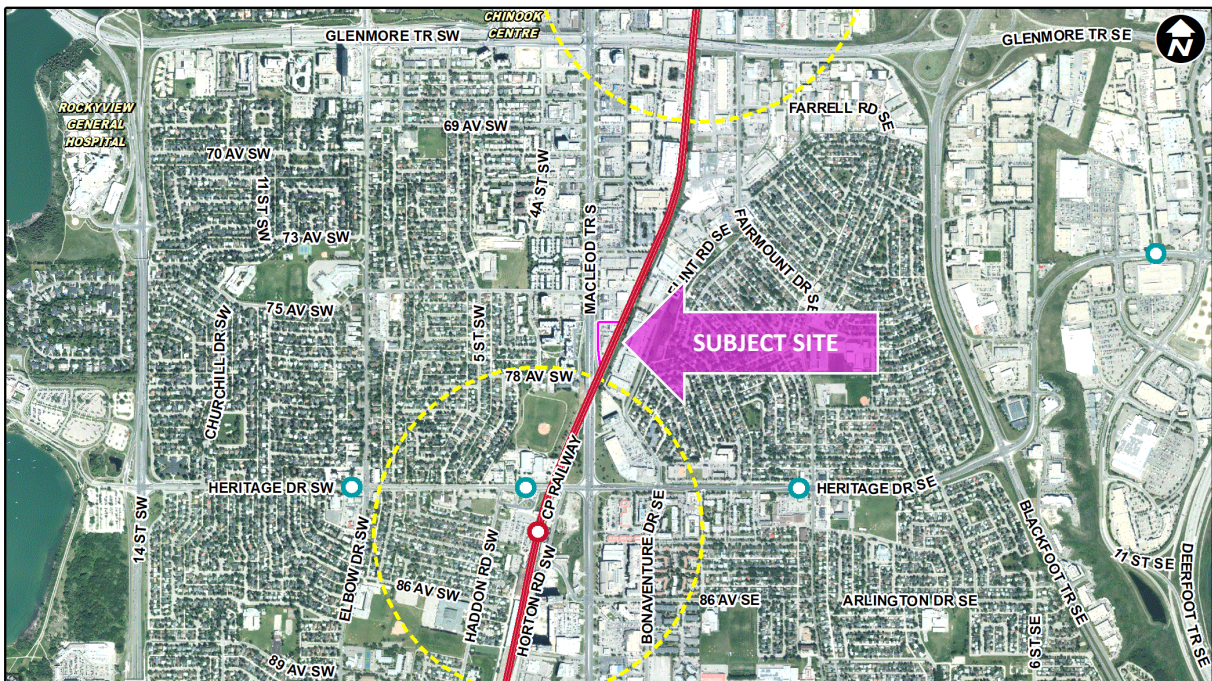
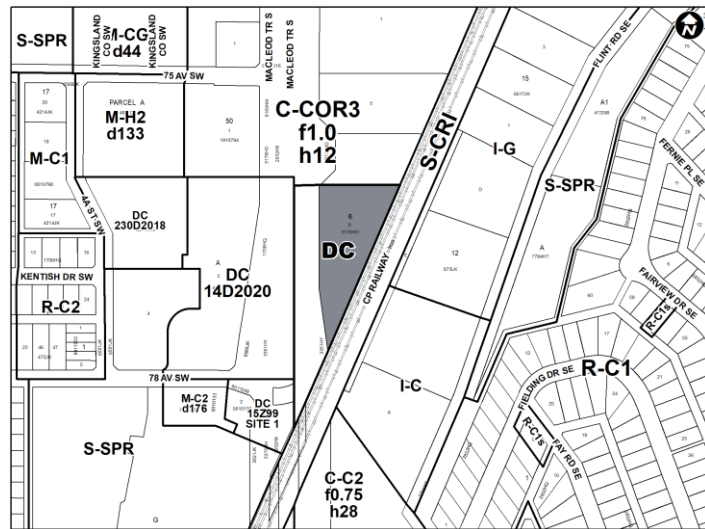
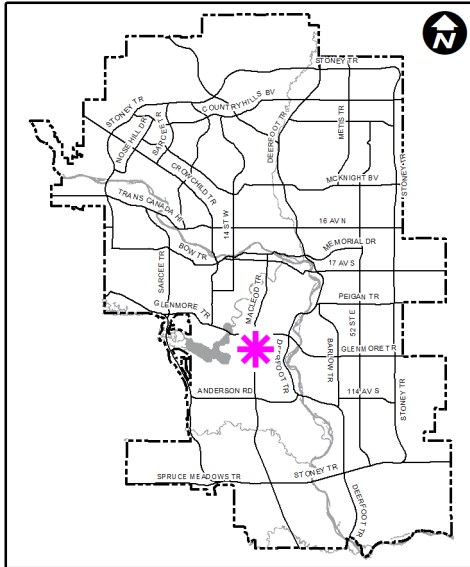
Surrounding development is characterized by a mix of commercial and residential developments including low to high density residential developments to the west across Macleod Trail S and commercial and retail uses to the north. There is a CPKC/LRT rail line running along the southeast boundary of the site with commercial and retail uses on the other side.

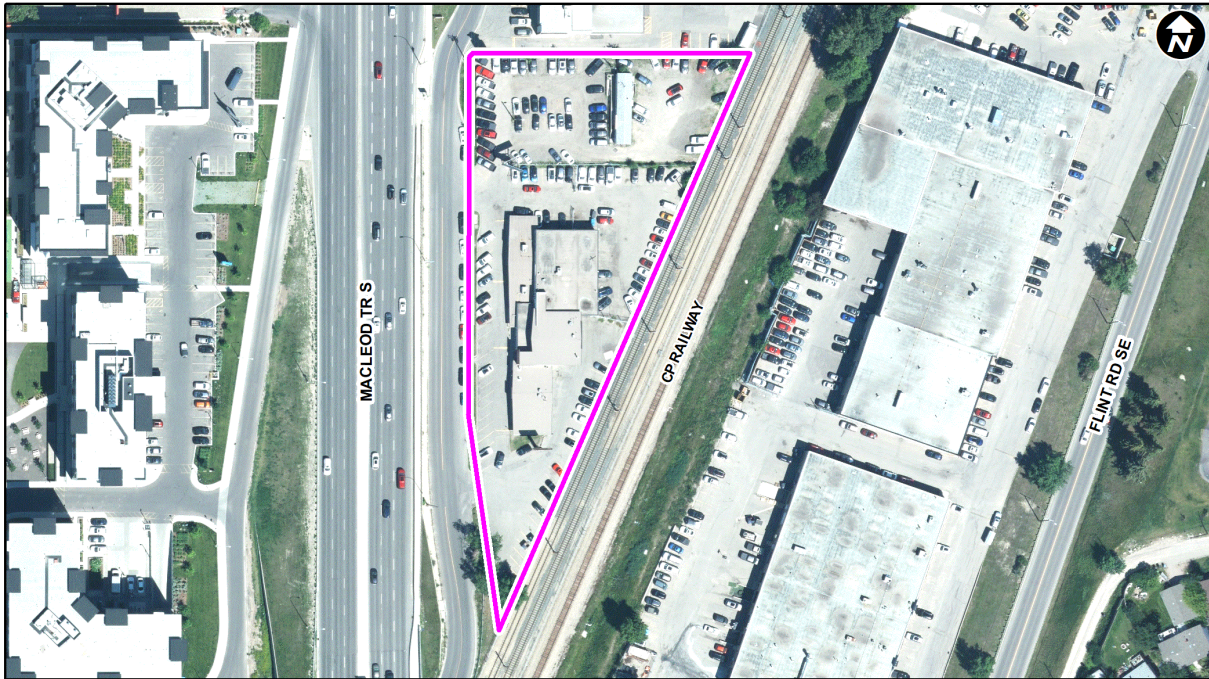
The Heritage LRT Station is approximately 1.0 kilometres (17-minute walk) to the southwest. There are also three bus stops within a similar distance. The subject site has grade separation from Macleod Trail S that results in limited access. Pedestrian route to transit from the subject site is also circuitous.

Community Peak Population Table

Not available because the subject area is in an industrial area with no population statistics.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Commercial – Corridor 3 f1.0h12 (C-COR3f1.0h12) District is intended to accommodate limited large retail uses on sites of various sizes that are located along major roads. The C-COR3 District allows for a maximum building height of 12 metres and a maximum floor area ratio (FAR) of 1.0. Even though the subject site is zoned commercial district, there are challenges due to grade separation and limited access and therefore, the DC District is proposed to maintain at-grade commercial while introducing a new use with additional rules.

The proposed DC District is based on C-COR3 District with the additional discretionary use of Self Storage Facility. To ensure the subject site will support the vision of a pedestrian-oriented environment for the community, additional rules have been included to ensure the Self-Storage Facility use integrates well into its surrounding context. The rules have been designed to ensure that active uses remain at-grade and future building will be street-oriented with high quality visual appearance. The specific rules include:

- a Self Storage Facility cannot exceed 90.0 per cent of the ground floor gross floor area (GFA) of a building;
- street facing building façade require a minimum of 15 per cent of unobscured windows for the upper floors and a minimum of 50 per cent of unobscured windows for façade between a height of 0.6 metres and 2.4 metres; and
- building orientation contributes to a street-oriented environment.

The proposed DC District would allow for a maximum building height of 20 metres from the current 12 metres and a maximum FAR of 1.8 from the current 1.0.

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 Direct Control District is necessary to provide for the applicant's proposed development due to innovative ideas and unusual site constraints. The only standard land use districts in the Land Use Bylaw that allow for a Self Storage Facility are industrial districts, which are not a suitable option as the subject site is located within an Urban Main Street identified in the Municipal Development Plan (MDP). The proposal represents an innovative idea because it introduces the use in a more urban area. A Self Storage Facility can provide storage options for both households and retailers, which makes higher density living and business operations more appealing and manageable. It also responds to the existing site constraints by maintaining the C-COR3 District base to accommodate a broad range of limited large retail uses with additional rules for at-grade use and façade design to ensure the future development is pedestrian-friendly and street-oriented with high quality building design. The same result could not be achieved through the use of 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 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 this DC District can also be relaxed in the same way that they would be in a standard district. Sections 7 through 11 include provisions for building height, use area, building façades and orientation rules.

Development and Site Design

If this application is approved by Council, the rules of the proposed DC District and C-COR3 District would provide guidance for the future redevelopment. Given the location and policy context of the site, additional consideration will be given to elements including the appropriateness of proposed uses, building height, building frontage and orientation, landscaping, parking, and site access at the development permit stage.

Transportation

The subject site is serviced by Heritage LRT station, which is approximately 1.0 kilometre (a 17-minute walk) from the site. Also, Calgary Transit Routes 99 (Acadia/Oakridge), 149 (Point Trotter Industrial) and 880 (St Matthew/Heritage) are within 1.0 kilometre (a 17-minute walk) of the site.

Both pedestrian and vehicular access to the site are available via the MacLeod Trail S access road.

An off-street bikeway is recommended as per the Always Available for All Ages and Abilities (5A) Network immediately to the west of the site as which would eventually connect to the existing off-street cycling facility on Heritage Drive SE.

Parking is available on-site, as well as immediately adjacent to the site on northbound MacLeod Trail access road but is fully restricted on the southbound side. This site is outside of the Residential Parking permit zones.

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

Utilities and Servicing

Public water and sanitary mains exist within the adjacent public road right-of-way (Macleod Trail S). Public sanitary servicing does not span the entire frontage (Macleod Trail S) of the development site.

There is no existing public storm sewer located within Macleod Trail S (immediately adjacent to the site). A public storm sewer does exist within the subject site, within an existing utility right-of-way.

Servicing requirements will be determined at the time of development. Should it be deemed required, public main extensions and / or improvements will be 100 per cent at the developer's expense, and (if required) subject to the terms and conditions of an Indemnification Agreement (IA).

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.

Growth Plan (2022)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the 'Urban Main Street' area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Urban Main Street area emphasizes a walkable pedestrian environment fronted by a broad range of employment, commercial and retail uses. The proposal to redesignate the site from C-COR3 to DC District to accommodate a Self Storage Facility and at-grade commercial and retail uses is generally consistent with the applicable policies of the MDP as it will allow for a greater diversity of businesses in the area.

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

Heritage Communities Local Area Plan (Statutory – 2023)

The [Heritage Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Commercial Corridor category (Map 3: Urban Form) with a Mid building scale modifier (Map 4: Building Scale), which allows for up to 12 storeys. The LAP speaks to a range of commercial uses with improved connectivity and a comfortable pedestrian experience. The applicable policies of the LAP support commercial uses on the ground floor facing a public street and establish a pedestrian-oriented environment. The proposal is consistent with the applicable policies.

Development Next to Freight Rail Corridor Policy (Non-Statutory – 2018)

The subject site is in proximity to a freight rail corridor and is subject to the [Development Next to Freight Rail Corridor Policy](#). The purpose of this policy is to promote the vision of the Municipal Development Plan and local area plans to ensure that development and redevelopment reach their full potential near freight railways within acceptable risk levels. The proposal is in keeping with the applicable policies.