

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast community of Franklin. The site is approximately 5.05 hectares (12.47 acres) with approximately 200 metres of frontage along 36 Street NE which is identified as an Urban Main Street in the *Municipal Development Plan* (MDP). The site is accessed from entrances located on 12 Avenue NE, 36 Street NE, 33 Street NE and an access driveway from 8 Avenue NE. The site is located one block north of Marlborough LRT station, which is a stop on the Blue Line.

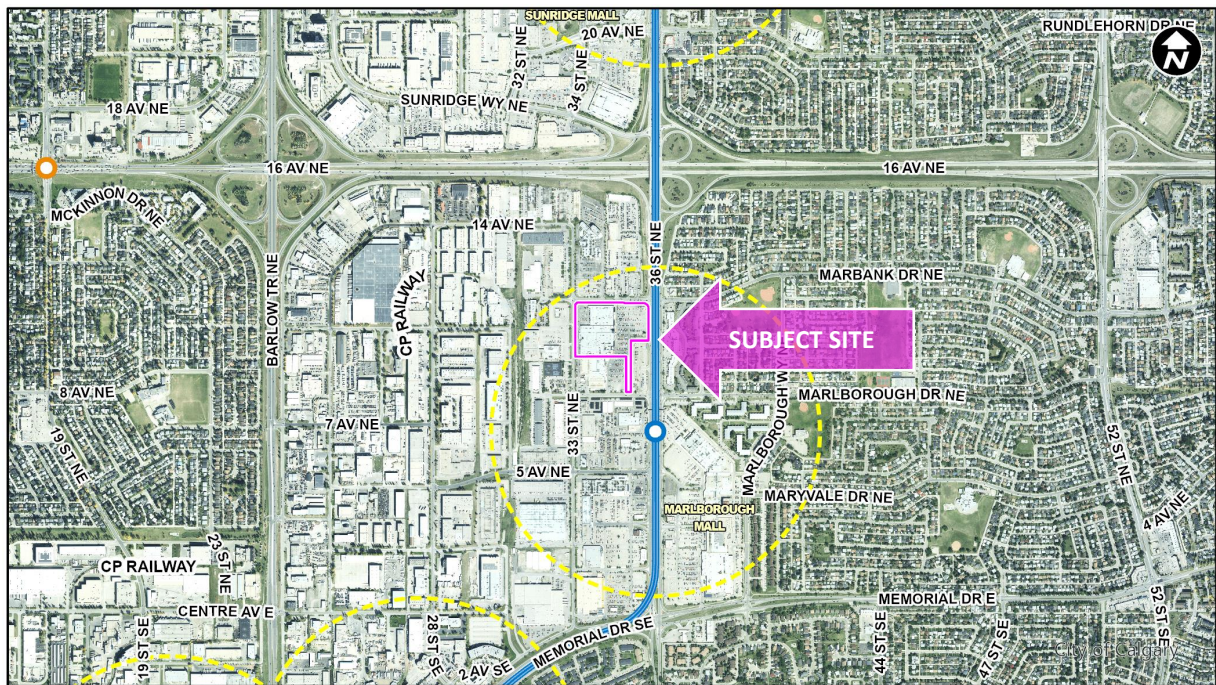
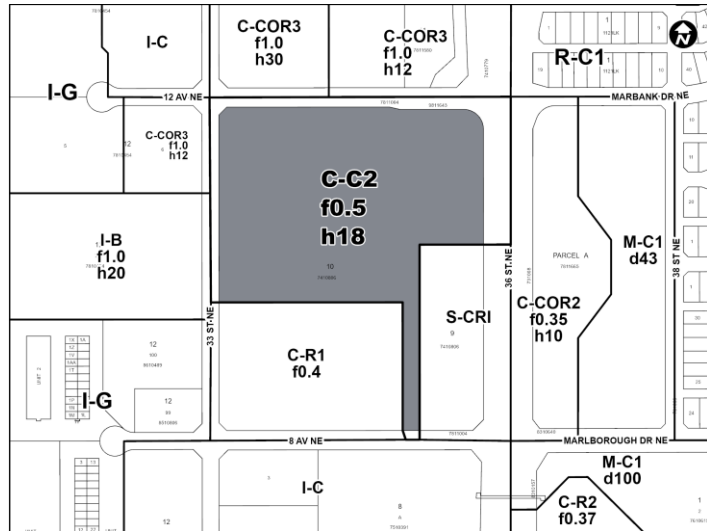
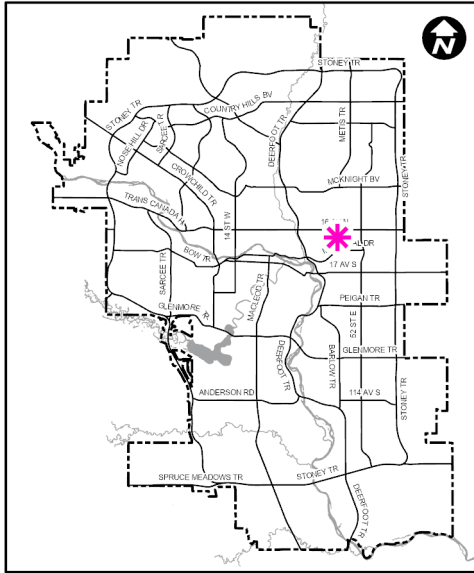
The site is currently developed with a large shopping centre (Pacific Place Mall) that is located on the west side of the parcel with a large parking lot located on the east side of the parcel adjacent to 36 Street NE. Pacific Place Mall was constructed in 1980 and the building has maintained its original size and shape. The site is also developed with a drive through restaurant (A&W Canada) that was completed in the 1990s and located at the northeast corner of the parcel. The site contains a variety of uses including medical clinic, grocery stores, restaurants, offices and retail stores.

Surrounding development is characterized by a mix of residential, commercial and industrial developments. The Marlborough Station Park and Ride Lot is located at the northeast corner of 36 Street NE and 8 Avenue NE with a designation of Special Purpose – City and Regional Infrastructure (S-CRI) District. Industrial uses area located west of the site. Commercial uses are located north, south and east of the site. A multi-residential development is located directly east of the 36 Street NE Urban Main Street commercial corridor. The site is ideally located near the Blue Line, one block north of the Marlborough LRT Station and adjacent to CTrain parking and a variety of walkable commercial and retail amenities.

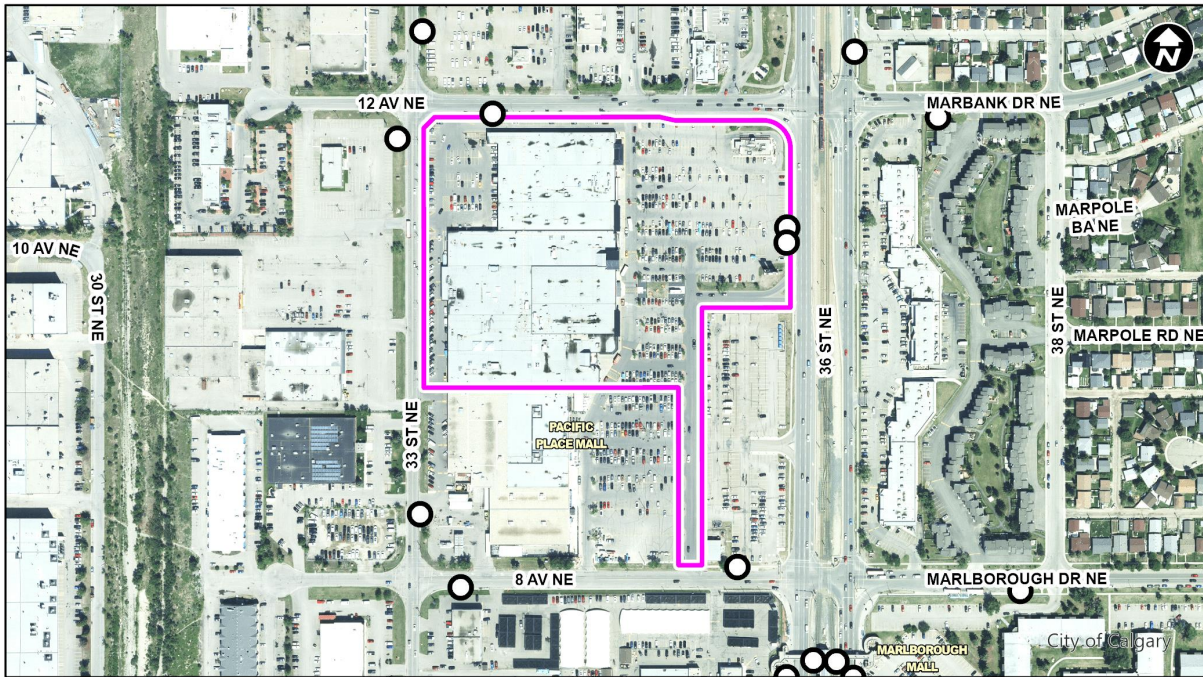
## Community Peak Population Table

Not available because the community of Franklin is mainly a commercial and industrial area.

# Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing C-C2f0.38h18 District is characterized by larger commercial developments that are located on the boundary of several communities and include a wide range of commercial uses with motor vehicle access to the site and pedestrian connection from public sidewalks and between buildings. It allows for a maximum building height of 18 metres (approximately four to five storeys) and a maximum floor area ratio (FAR) of 0.38 which equates to a building floor area of 19,171 square metres.

The proposed C-C2f0.5h18 District would increase the maximum floor area ratio (FAR) to 0.5 which equates to a building floor area of approximately 25,225 square metres (or an additional 6,054 square metres of building floor area on the site). The building height would remain unchanged at 18 metres.

Administration has reviewed the context and determined that the minor increase in density is appropriate given the site's location adjacent to an Urban Main Street where site intensification adjacent to the street is encouraged. The increased FAR will allow for infill commercial development on the site.

### Development and Site Design

The rules of the proposed C-C2f0.5h18 District would provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping, parcel coverage

and parking. Other key factors that are being considered during the review of the development permit application include the following:

- ensuring an engaging built interface that compliments the surrounding commercial and retail built form;
- ensuring the building layout and overall site design can transition in the future to a more intensive use to further compliment the Transit Oriented Development nature of the site; and
- enhancing the streetscape along 36 Street NE.

### **Transportation**

Pedestrian access to the site is available from public sidewalks surrounding the site on 12 Avenue NE, 36 Street NE and 33 Street NE. An existing on-street bikeway is located on 12 Avenue NE and 33 Street NE along the Always Available for All Ages and Abilities (5A) Network. There are recommended on street bikeways along 8 Avenue NE and 36 Street NE. Vehicular access to the site is available to entrances off 12 Avenue NE, 36 Street NE, 33 Street NE and an internal driveway from 8 Avenue NE.

### **Transit**

The area is well serviced by Calgary Transit. The Blue Line operates along 36 Street NE. Marlborough LRT Station is located 150 metres (a three-minute walk) south of the site along 36 Street NE. Route 43 (McKnight - Westwinds Station/Chinook Station), Route 49 (Forest Heights) and Route 127 (Maryvale/Franklin Industrial) are located adjacent to the parcel along 36 Street NE approximately 85 metres (a two-minute walk) south of 12 Avenue NE. Route 127 (Maryvale/Franklin Industrial) can be accessed at multiple stops along 12 Avenue NE, 33 Street NE and 8 Avenue NE as the bus operates a loop around the site. Multiple transit routes, BRT routes and LRT replacement shuttle routes are located at Marlborough LRT Station along 36 Street NE.

### **Parking**

The Marlborough LRT parking lot is located on the adjoining parcel designated as S-CRI and located on the northwest corner of 36 Street NE and 8 Avenue NE. An existing Restrictive Covenant is registered on this parcel's title which compels the City and Wesbild to monitor both parcels for parking issues, with the City providing 150 stalls on the Park and Ride lot (if necessary) to accommodate additional development. Administration has reviewed the parking at this location and determined that no additional or altered parking arrangements with the Park and Ride site are necessary.

A Transportation Impact Assessment was not required as part of this application but will be available at the development permit stage.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary, and storm deep utilities are available. Development servicing requirements will be reviewed at the development site servicing stage.

## 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.

### **Calgary International Airport Vicinity Protection Area (2009)**

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies the subject site as being located within the 25–30 Noise Exposure Forecast (NEF) of the AVPA. The AVPA Regulation was created to ensure that only compatible land uses are developed near airport flight paths. The AVPA Regulation establishes prohibited uses in certain locations, identified within Noise Exposure Forecast (NEF) areas. No prohibited uses are currently being considered. Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within an Urban Main Street area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The proposed application complies with relevant land use policies that support a broad mix of uses and employment intensification with an emphasis on walkable pedestrian environments. 36 Street NE, an Urban Boulevard, is a multi-modal environment with a strong focus on walking, cycling and transit while accommodating moderately high traffic volumes.

### **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.

### **Transit Oriented Development Policy Guidelines (Non-Statutory – 2004)**

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas typically within 600 metres of a transit station. The subject site is located 150 metres (a three-minute walk) north of the existing Marlborough LRT Station along the Blue Line LRT. The Guidelines encourage development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide transit riders alike. The proposed land use amendment would allow for minor intensification on the site prior to a comprehensively-designed TOD site.