

Background and Planning Evaluation

Background and Site Context

The subject parcel is located in the southwest community of Signal Hill, on the west side of Sarcee Trail SW and at the southeast corner of Signature Park SW and Sirocco Drive SW. The site is approximately 0.44 hectares (1.08 acres) in size and is approximately 121 metres wide by 45 metres deep.

The site is developed with two commercial buildings which are at the end of their lifecycle, as well as a surface parking lot accessible from Signature Park SW. The site is owned by Signal Hill Plaza Inc., who is seeking to redesignate the site to allow for a six-storey mixed-use development.

Surrounding development is characterized by low-density residential buildings in the form of single detached dwellings and low profile multi-residential buildings. Surrounding land uses include Residential – Grade-Oriented Infill (R-CG) District to the southwest of the subject site and Multi-Residential – Contextual Low Profile (M-C1 and M-C1d84) District to the north and south of the subject site.

The subject parcel is approximately 270 metres (a five-minute walk) west from the Sirocco LRT Station and approximately 30 metres (a one-minute walk) east of the West Market Square shopping centre which contains various commercial services.

Community Peak Population Table

As identified below, the community of Signal Hill reached its peak population in 2005.

Signal Hill	
Peak Population Year	2005
Peak Population	14,117
2019 Current Population	13,395
Difference in Population (Number)	- 722
Difference in Population (Percent)	- 5.11%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Signal Hill Community Profile](#).



Previous Council Direction

None.

Planning Evaluation

Land Use

The current Commercial – Community 1 (C-C1 District) accommodates a small to mid-scale commercial developments, which may include opportunities for residential and office uses to be located in the same building. The maximum floor area ratio (FAR) is 1.0 and maximum building height is 10 metres. The district also contains rules regarding maximum use area and location of uses within buildings.

The proposed Mixed Use – General (MU-1) District allows for commercial storefronts or residential units at-grade along a commercial street in a street-oriented building. This provides opportunities for a mix of commercial and residential uses in the same building or in multiple buildings throughout an area. The land use district also provides rules to guide compatible transitions with adjacent residential areas.

The proposed MU-1f3.0h25 District would allow for a maximum floor area ratio (FAR) of 3.0, which equates to a building floor area of approximately 12,300 square metres. The proposed building height maximum of 25 metres would allow for approximately six storeys.

Development and Site Design

The rules of the proposed MU-1 District would provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking.

Other key factors that may be considered in the review of the development permit application include the following:

- interface and public realm enhancements along Signature Park SW;
- building massing and relationship with the residential parcels to the north;
- mix of uses within the building; and
- appropriate amenity space for residents.

Transportation

The subject site is located at the corner of Sirocco Drive SW and Signature Park SW on two Collector class roads. Sirocco Drive SW gets approximately 7,000 vehicle trips per day, while Signature Way SW has less than 5,000 vehicle trips per day. Due to Sirocco Drive SW, and Signature Way SW both being Collector-class roads, at the time of redevelopment the existing sidewalks along both frontages will have to be replaced with two-metre sidewalks per the current Design Guidelines for Subdivision Servicing.

The subject site is approximately 165 metres from a southbound Route 94 (Strathcona/Signal Hill) bus stop, which provides service through Signal Hill and loops around to go northbound. The site is also approximately 145 metres from a northbound Route 94 (Strathcona/Signal Hill) bus stop, which provides service to the Sirocco LRT Station (Primary Transit Network, approximately 270 metres away or a five-minute walk), and then carries on through Christie Park and loops around Strathcona Park.

The subject site is within Residential Parking zone “SIG” and currently there are no parking restrictions. At the time of redevelopment, all bylaw requirements for parking and loading (e.g., amount, size) will be accommodated on site.

Due to the proposed development generating in excess of 100 vehicle trips per day, a small-scale Transportation Impact study was requested, provided and approved by Mobility Engineering.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm services are available to the site. Details of site servicing will be considered and reviewed as part of future development permit applications.

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.

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.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Developed Residential – Established area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The proposed application complies with relevant land use policies that encourage redevelopment of inner-city communities focused on Neighbourhood Activity Centres and at appropriate densities to support the transit network. These policies aim to make more efficient use of existing infrastructure and public amenities and deliver small and incremental benefits to climate resilience.