

# **Calgary Planning Commission**

Agenda Item: 7.2.4



# LOC2024-0140 / CPC2025-0200 Land Use Amendment

February 27, 2025

CITY OF CALGARY
RECEIVED
NENGINEERING TRADITIONS ROOM

FEB 2 7 2025

TEM: 7.2.4 CPC 2025- 0200 <u>Sistrib-Presentation.</u> CITY CLERK'S OFFICE

ISC: Unrestricted

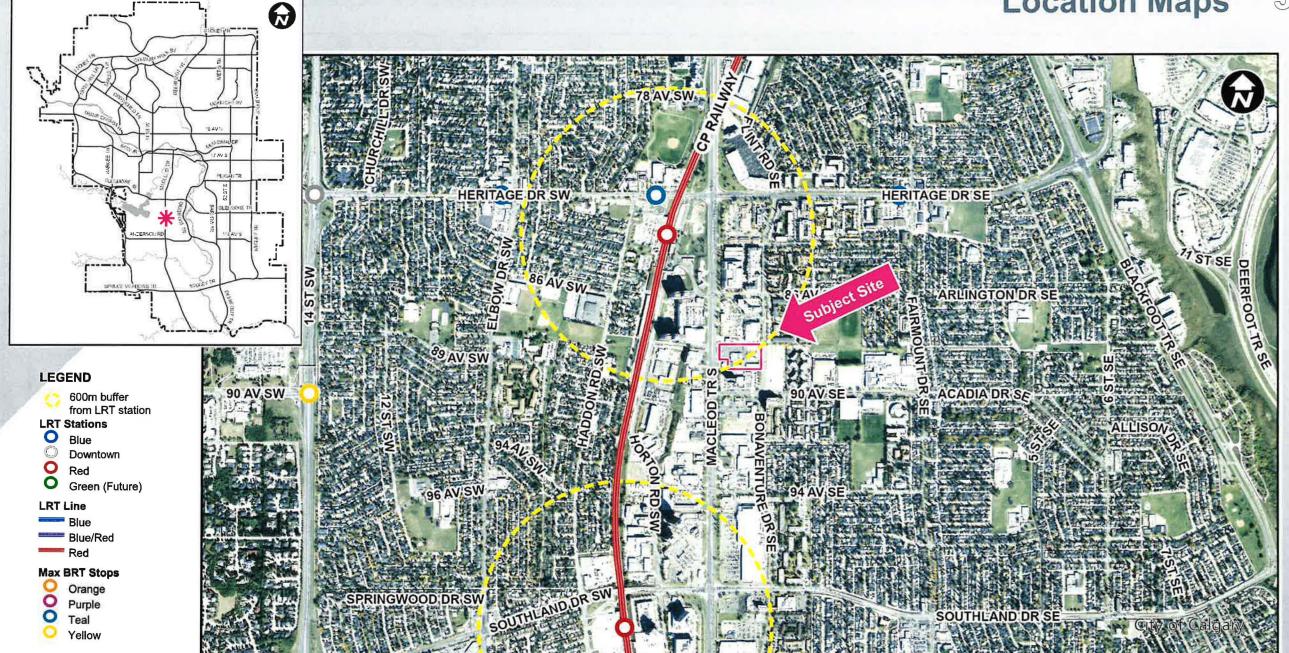
### **RECOMMENDATION:**

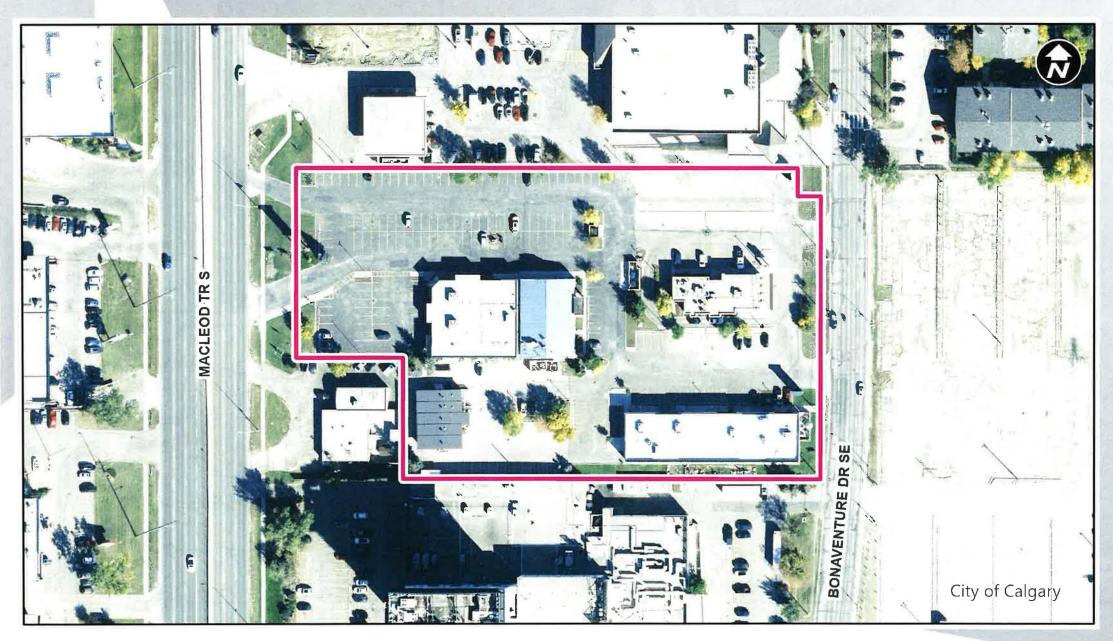
That Calgary Planning Commission recommend that Council:



Give three readings to the proposed bylaw for the redesignation of 1.60 hectares ± (3.96 acres ±) located at 8900 Macleod Trail SE (Plan 8211147, Block 119, Lot 2) from Commercial – Corridor 3 f1.75h37 (C-COR3 f1.75h37) District to Commercial – Corridor 2 f1.75h37 (C-COR2 f1.75h37) District.

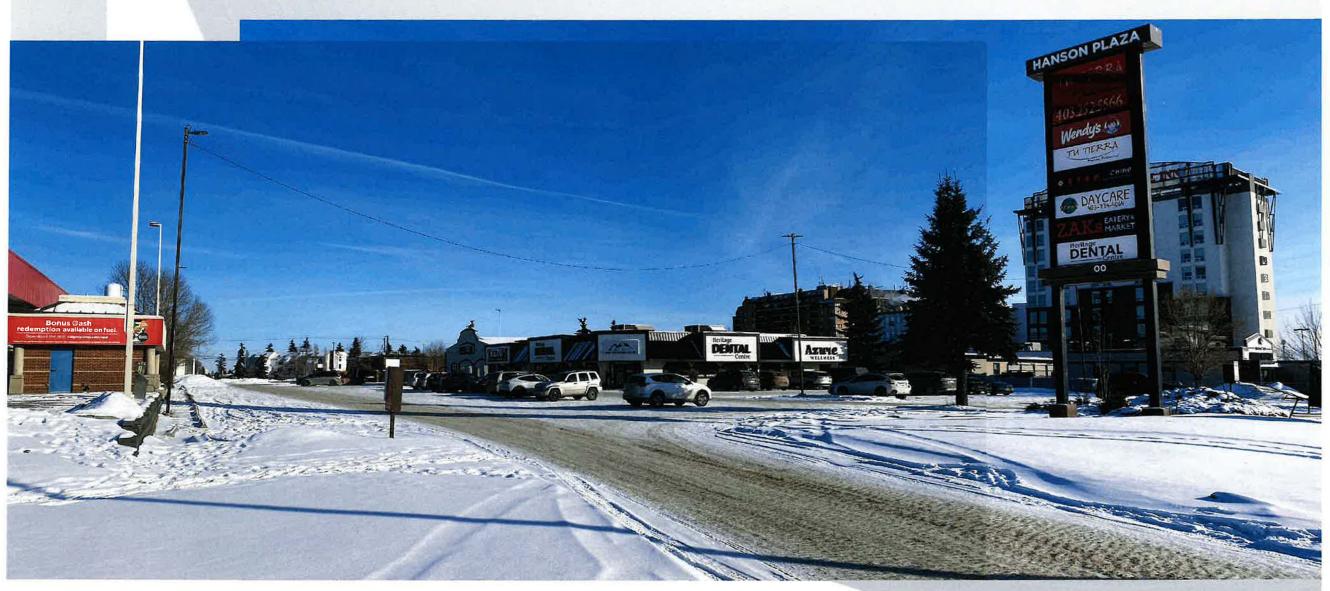
## **Location Maps**





Note: 30.48m URW along the north p/l

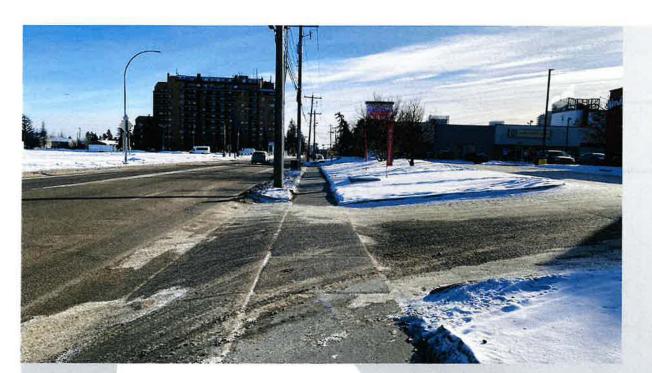
Parcel Size: 1.6 ha



From Macleod Trail - looking Southeast at the subject site - Carriage House Hotel adjacent south

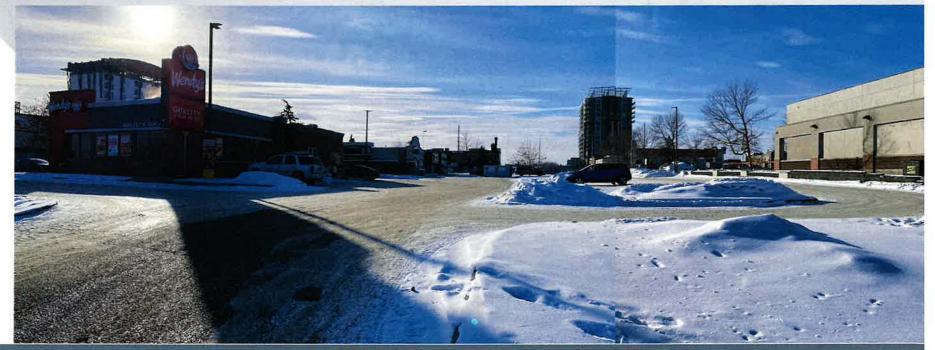


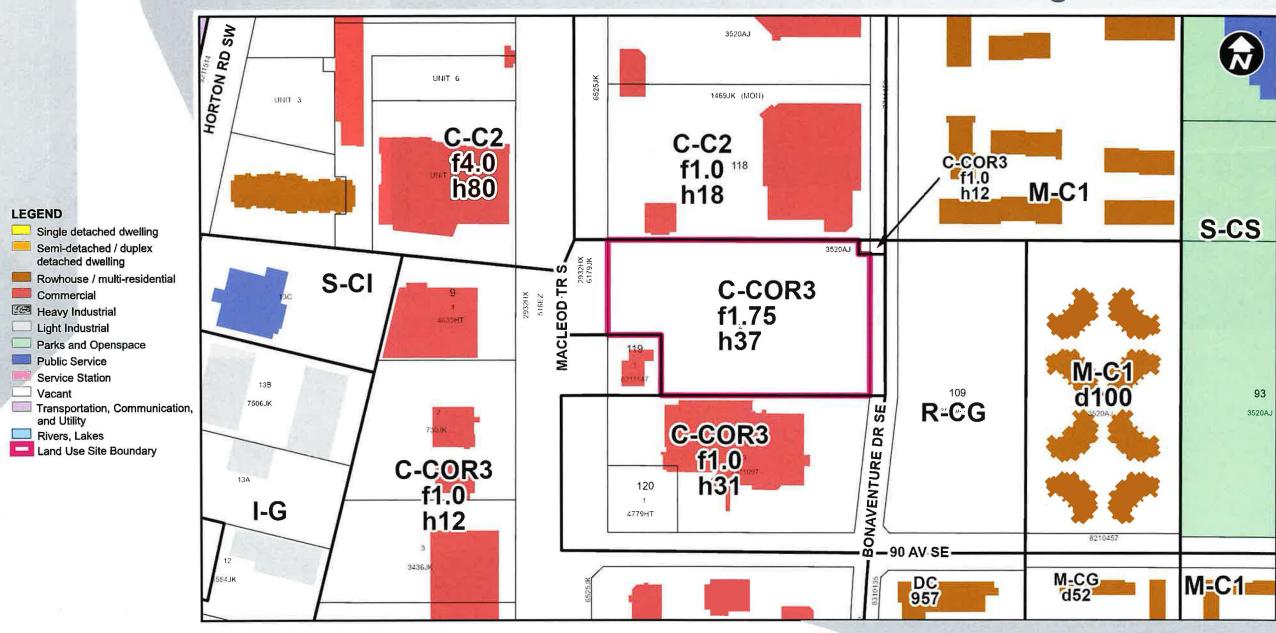
From Macleod Trail - looking Northeast at the subject site - Calgary Co-op adjacent north



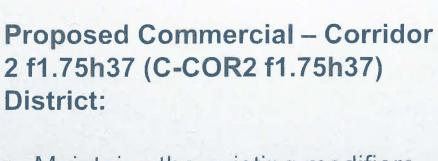
Looking South - Bonaventure Drive on the left and the subject site on the right

From Bonaventure Drive
- looking West across the subject site

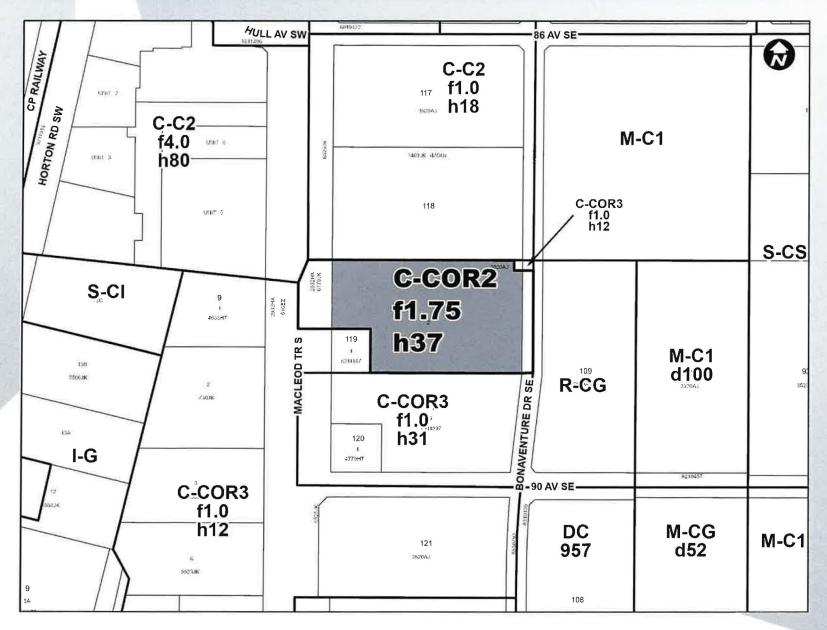




## **Proposed Land Use Map**



- Maintains the existing modifiers
- Floor Area Ratio (f): 1.75
   (28,060 square metres)
- Height (h): 37 metres (about 10 storeys)
- Allows for Dwelling Unit



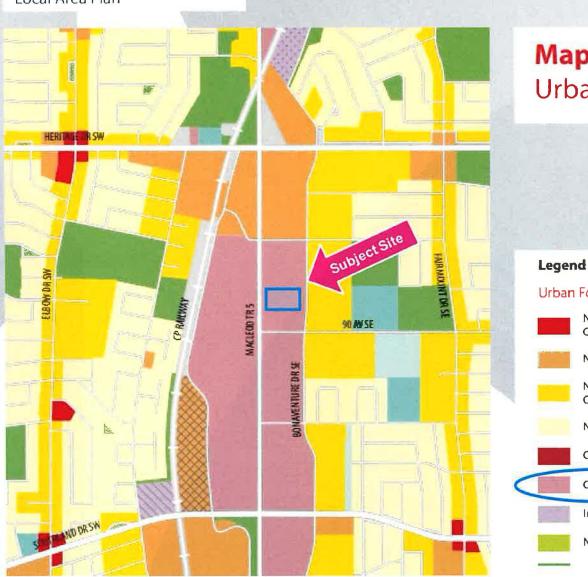
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Local Area Plan



### **Map 3: Urban Form**

#### **Urban Form Categories** Neighbourhood Commercial

Neighbourhood Flex

Neighbourhood Connector

Neighbourhood Local

Commercial Centre

Commercial Corridor

Industrial General

Natural Areas

#### Commercial Corridor Urban Form:

- may be vehicle-oriented
- parking areas between the building and the street
- redevelopment should frame the street
- Improve connectivity and pedestrian experience

#### Other Policies:

- Subject Site is located within the Macleod Trail Urban Main street but is outside of the Heritage LRT Station Area
- The Local Area Plan recognize that street-oriented development is generally limited to within and near the transit station areas.

