

Planning & Development Report to
Calgary Planning Commission
2019 February 21

ISC: UNRESTRICTED
CPC2019-0209

Development Permit in Kingsland (Ward 11) at 7711 Macleod Trail SW, DP2018-2692

EXECUTIVE SUMMARY

This development permit application was submitted by Alvin Reinhard Fritz Architect Inc. on 2018 June 05 on behalf of Trico Communities Inc. This application proposes a new mix-used development of three buildings that comprises of:

- one six-storey residential building;
- one building with at-grade commercial and five storeys of residential;
- one building with two storeys of office and four storeys of residential;
- 271 total residential units;
- Class B (fascia) and Class C (freestanding) signs; and
- development consistent with the intent of the DC Direct Control District (Bylaw 230D2018).

The application proposes a comprehensive development that will overlook and integrate with a new adjacent City park space to be developed by the applicant through a land swap with The City of Calgary. The development will also be home to Trico Communities' head office.

The development aligns with policies in the *Municipal Development Plan* and will provide a mixed-use development with local retail and employment opportunities designed to activate a new adjacent park.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed development permit DP2018-2692 for a New: Multi-Residential Development, Office, Retail and Consumer Service (3 buildings), Sign – Class B (11), Sign – Class C (1) at 7711 Macleod Trail SW (Plan 9210959, Block A, Lot 1), with conditions (Attachment 3).

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

The development permit application (Attachment 2) was submitted by Alvin Reinhard Fritz Architect Inc. on 2018 June 05 on behalf of Trico Communities Inc. to comprehensively develop the site with a mix of multi-residential, office and at-grade commercial uses.

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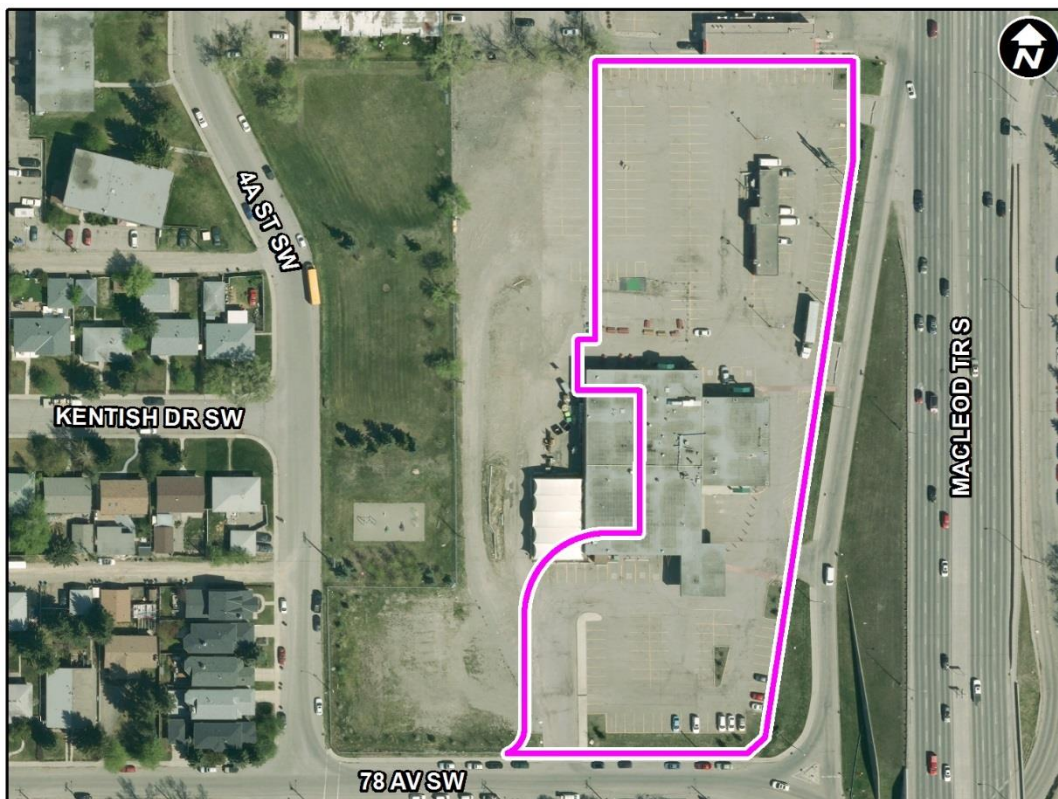
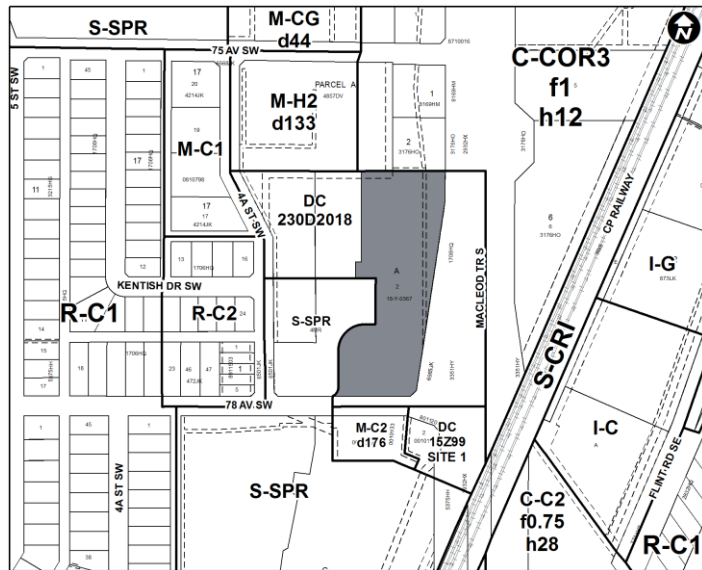
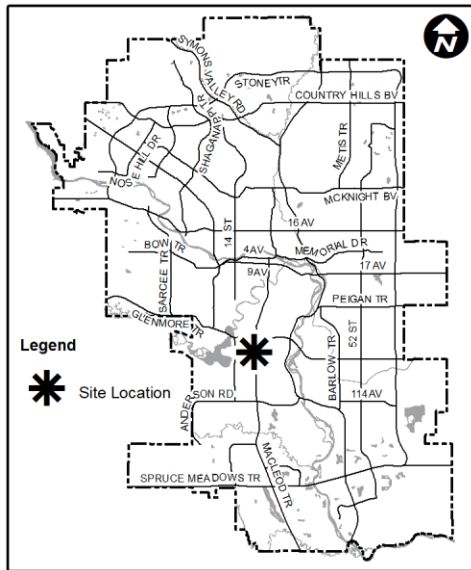
The original development permit submission consisted of four buildings on 2.15 hectares (5.3 acres) of land. During Administration's review of the development permit, the applicant decided to pursue a subdivision of the parcel. A subdivision application (SB2018-0367) was submitted on 2018 October 17 to subdivide the northwest portion of the site (not included in DP2018-2692) from the larger site and remove it from the development permit scope. The new parcel will be approximately 1.27 hectares (3.18 acres) in size. At the time of writing of this report, the subdivision application was under review.

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Location Maps



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Site Context

The proposed development is located in the community of Kingsland, west of Macleod Trail S and north of 78 Avenue SW. Development to the west is designated as Special Purpose – School, Park and Community Reserve (S-SPR). A public park with a small playground currently exists and will be relocated and expanded as part of the applicant's recent land swap with The City of Calgary.

The Kingsland Community Association and a four-storey multi-residential building are located to the south. A gas station is located to the north of the application, along with two multi-residential buildings, a two-storey building and a 14 storey building. The site is adjacent to the Macleod Trail S right-of-way to the east.

As identified in Figure 1, the community of Kingsland saw its peak population in 1971.

Figure 1: Community Peak Population

Kingsland	
Peak Population Year	1971
Peak Population	5,341
2017 Current Population	4,667
Difference in Population (Number)	-674
Difference in Population (Percentage)	-12.6%

Source: *The City of Calgary 2017 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Kingsland](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Land Use

At the 2018 September 10 Council meeting, Council approved the redesignation of this site to a DC Direct Control District based on the Multi-Residential – High Density Low Rise (M-H1) District to allow for a range of multi-residential, commercial and office uses.

The DC (Bylaw 230D2018) incorporated additional discretionary uses to provide a greater mix of amenities for future residents of the site and community including food and liquor service, restaurants, markets, specialty food store, financial institution, instructional facility and drinking establishments.

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The DC District allows for a maximum building height of 26 metres and a floor area ratio (FAR) of 4.0 which is consistent with the M-H1 district. As part of this land use amendment, Municipal Reserve (MR) dedication was required. A portion of the MR was provided in the form of land and the remainder will be collected as cash-in-lieu. Land provided through the MR dedication will be incorporated into the City park.

Application Review

Site Building and Design

The proposed development consists of three six-storey buildings: one building with multi-residential units, one building with at-grade commercial with multi-residential units above, and one building with two storeys of office uses and the remaining four-storeys of multi-residential units. A single underground parkade services the site along with at-grade parking primarily for visitors and commercial uses.

The proposed development is intended to align with the recently approved DC Direct Control District (Bylaw 230D2018) with a maximum height of 26 metres, a maximum FAR of 4.0 and minimum units per hectare (UPH) of 150. The development exceeds the minimum density with 210 units per hectare proposed. The proposed development will have a total of 271 residential units, 2,942 square metres (31,667 square feet) of office space and 1,687 square metres (18,159 square feet) of commercial space. The development permit proposes a mixture of unit types, including a mix of 36 studio, 100 one bedroom, 38 one bedroom plus den and 97 two bedroom residential units. The units range in size from approximately 43 square metres (461 square feet) to 80 square metres (860 square feet).

The proposed development provides street-oriented multi-residential units in Building 1, and at-grade commercial in Building 2. Building 3 will be home to Trico Communities' head office along with a fitness centre for employees and residents' use. Windows along the east and west facade of Building 2 provide opportunities for direct sightlines through the commercial spaces to the adjacent park space.

Soft and hard landscaping throughout the site is focused on the provision of small gathering spaces that integrate with the adjacent park space. As part of the land use amendment to create a DC Direct Control for this site, an existing park owned by The City of Calgary was shifted south in a like for like land swap. A concept plan for the park space has been submitted by the applicant and is currently undergoing review by Calgary Parks.

Building 1

Building 1 is an L-shaped building located on the south end of the site and orients proposed surface parking away from the park and 78 Avenue SW. Street-oriented residential units are located along 78 Avenue SW and the west façade that overlooks the park. A shared building entrance provides direct access from the surface parking. Additional building entrances are located at the southwest corner of the building, along 78 Avenue SW for convenient pedestrian access from the street to the first floor indoor amenity space.

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Building materials include white, grey and dark grey Hardie panel, grey Ecostone, and 'Trico' blue aluminum trim. The blue trim and grey Ecostone add dimension and visual interest to the articulated building. An entrance feature is located at the southeast corner of the building.

Outdoor amenity space including benches and soft landscaping is provided next to the surface parking area which will consists of pavers to allow the space to be used for gatherings during events and to create a more welcoming environment for pedestrians.

Balconies that meet or exceed the *Land Use Bylaw 1P2007* size requirements along with patios for ground-oriented units, provide private amenity space for residents.

Building 2

Located in the centre of the site, along the eastern edge, Building 2 is proposed to have five commercial retail units (CRU) at-grade. Each CRU has access from the east and west building façades to allow shoppers to easily access the CRU from either the park to the west or the surface parking to the east. A common hallway in the middle of the building extends from the east façade to the west to provide additional pedestrian permeability. The resident entryway is accessed from the east façade. An indoor amenity space is provided on the second floor of the building for residents.

An entrance canopy provides a sense of arrival as residents enter the building. Pavers are located directly outside the west façade of the building with outdoor furniture seating to allow for businesses to spill out into the public realm. Like Building 1, Building 2 materials include white, grey and dark grey Hardie panel. Dark grey Ecostone and 'Trico' red aluminum trim on Building 2 provide contrast from the other buildings, while still maintaining a cohesive look and feel. The aluminum red trim provides visual interest and as the brightest building material within the development, is used to draw people towards the commercial spaces.

Balconies that meet or exceed the *Land Use Bylaw 1P2007* size requirements provide private amenity space for residents.

Building 3

Similar to Building 1, Building 3, located on the north end of the site, is an L-shaped building. The first two storeys of the building will be home Trico Communities head office. A fitness centre, accessible to employees and residents of all three buildings will be located on the south side of the building. An internal amenity space for residents is provided on the third floor.

The building entrance for residents is in the centre of the building, facing the surface parking lot. Additional building entrances are located along the east and south façades, facing the surface parking lot. Pavers and soft landscaping soften the area between the building and the surface parking and provide opportunities to sit. Additional outdoor benches are provided along the western façade, connecting to a pedestrian pathway that will provide access to Building 2 and the park.

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Building 3 materials include pearl grey and white Hardie panel and stone tile, white aluminum trim complementary to the materials provided on Buildings 1 and 2. Fascia signage denoting Trico Communities is located at the entrance to the office building and along the south façade facing the surface parking lot.

Balconies that meet or exceed the *Land Use Bylaw 1P2007* provide private amenity space for residents.

Landscaping and Public Realm

The public realm for the development consists of at-grade pedestrian spaces oriented towards the adjacent future park space. Planters and seating areas under and around two gazebos along the western façade of Building 2 are intended provide opportunities for residents, employees and visitors to the site to enjoy the park. Pedestrian pathways connect the three buildings to each other and will connect to the park once it has been constructed.

Throughout the site, 111 trees and 867 shrubs are proposed. Trees include a mix of coniferous and deciduous trees including Elm, Ash, Spruce, Aspen and Amur Cherry trees. Landscaping along the east property line provides greenery and buffers the development from Macleod Trail S. Landscaping is also provided along the at-grade units on the south and west façades of Building 1, contributing to the pedestrian experience along the sidewalk. Shrubs adjacent to Building 1 and Building 3 soften the surface parking lot for pedestrians walking along the pathway.

Urban Design Review Panel

The related land use amendment proposal was reviewed by the Urban Design Review Panel (UDRP) on 2018 March 28. Many comments received from UDRP were focused on development permit details. After the development permit was submitted, UDRP reviewed the development permit again on 2018 July 11.

UDRP was generally supportive of the proposal and endorsed elements of the project including the massing, massing distribution, shadow impacts, street orientation, and site safety and security. Potential improvements that UDRP noted included connections to the park, retail transparency, pedestrian-first design and pathways. UDRP comments and the applicant's response to the comments can be found in Attachment 5.

Examples of how the applicant amended the plans to incorporate UDRPs comments include adding patio and café seating to address the park, rotating Building 1 so parking is fronting onto Macleod Trail S, not the park and incorporating plaza elements such as pavers in the parking area to create a more pedestrian-friendly environment.

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Site Access and Parking

Vehicular site access is from the slip road off Macleod Trail S and 78 Avenue SW. Vehicular access to a single underground parkade is via two ramps that services all three buildings. Pedestrian access is provided throughout the site connecting the three buildings to each other and the adjacent City park.

Parking provided on site is supported by Administration based on a submitted parking study. A relaxation of 31 parking stalls is granted for commercial parking, which is supported due to the proposed uses on site that create shared parking efficiencies between the office development and the fitness uses. The relaxation of five residential parking stalls and three visitor parking stalls are deemed appropriate given the location of the development, approximately 700 metres from the Heritage LRT station. On-street parking adjacent to the site is unregulated.

The development provides 41 Class 1 bicycle parking stalls above the bylaw requirement and are located strategically on the first level of the parkade close to the down ramps for easy access. The development also provides 24 Class 2 bicycle parking stalls above the bylaw requirement and are located throughout the development.

Phasing

This development permit consists of two phases. Building 1 and Building 2 along with the parkade areas below these two buildings are proposed as Phase 1a and 1b, respectively and will be constructed concurrently. Building 3 and the parkade below that building are proposed to be Phase 2. The parkade will be constructed so it can operate independently between Phase 1 and Phase 2.

Although not in scope for this development permit, the City park space will be constructed as a future Phase 3, with a final site, also owned by Trico Communities Inc. located to the north of the park and to the west of Building 3 to be a future Phase 4. This will ensure that the City park space is constructed prior to the applicant constructing the final building of their comprehensive development. A concept plan for the park space has been submitted by the applicant and is currently undergoing review by Calgary Parks.

Transportation

The applicant submitted a Transportation Impact Assessment (TIA) in support of this development permit application. Macleod Trail S, located to the east of the subject site, is classified as an Urban Boulevard and is identified as part of the Primary Transit Network in the Calgary Transportation Plan. Access to the subject site is provided via one driveway from the slip road off Macleod Trail S and one driveway from 78 Avenue SW, with an emergency only access from the slip road off Macleod Trail S.

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To improve pedestrian connectivity, the development proposes to widen sidewalks along the Macleod Trail S slip road and 78 Avenue SW to 2.0 metres and provide a new 1.5 metre sidewalk along 4A Street SW. To improve walkability to nearby transit, curb extensions will be added to the intersection of 78 Avenue and 4A Street to improve connectivity to the Heritage LRT station.

A sidewalk extension is also proposed along Macleod Trail S, north of 75 Avenue SW to provide improved access to the existing bus stop at this location.

Bus route 81 runs adjacent to the site along Macleod Trail S with a bus stop approximately 180 metres from the site. The closest LRT station, Heritage LRT Station, is located an approximately 700 metre walking distance from the site through the adjacent park. The site is connected to the pathway system along Heritage Drive SW.

Utilities and Servicing

Sanitary sewers are available to service the development. A Sanitary Servicing Study for the proposed development has been submitted by the Applicant and approved by Water Resources. No off-site upgrades are required.

Water mains are presently available to service the development and can accommodate the potential redevelopment of the subject site without the need for off-site improvements as indicated in the provided Fire Flow calculation letter.

Storm sewers are presently available to service the proposed development.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

In 2018 March, when the land use amendment review was underway, the applicant held an open house that included renderings of the proposed development. Feedback was generally positive from the community. Administration and the applicant also met with the Community Association during the development permit review to discuss the proposal.

Kingsland Community Association was circulated and provided a letter supporting the application and also noted their appreciation of Administration's and applicant's efforts to enhance the project with building upgrades (Attachment 6).

No letters of support or objection were received in regard to the development permit application.

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Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan (SSRP)* which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed development builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (2009)

This site is located adjacent to Macleod Trail S, which is designated as an Urban Main Street in the *Municipal Development Plan (MDP)*. Urban Main Streets are intended to provide compact, mixed-use, high quality urban development, and concentrate jobs and people in areas well-served by primary transit service, located close to transit station and stops. A range of housing services are supported in terms of type, tenure, unit size and affordability and development should create an urban environment and streets that promote walkability.

This proposal is in keeping with relevant MDP policies as it provides opportunities for mixed-use development including contributing to a range of housing options and the provision of jobs in an area well-served by transit.

Land Use Bylaw 1P2007

The proposed development generally complies with the Land Use Bylaw with the exception of the below discrepancies. These Bylaw discrepancies, identified in the table below, are supported by Administration as the development still meets the intent of the rules, and relaxations of the rules has minimal adverse impact on adjacent developments.

Bylaw Relaxations		
Regulation	Standard	Provided
9 Setback Area As Per Direct Control	The depth of all setback areas must be equal to the minimum building setback required in section 10.	Plans indicate Building 1 is located within a setback area. <i>Buildings facing the street are encouraged to be located closer to the street with active frontages (i.e at-grade units). The setback area relaxations are supported.</i>

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<p>10 Building Setbacks As Per Direct Control</p>	<p>(1) Unless otherwise referenced in subsection (2) and (3), the minimum building setback from a property line shared with a street is 6.0 metres.</p>	<p>Plans indicate Building 1 is 0.31m (-5.69m) from the southeast property line.</p> <p>Plans indicate Building 1 is 1.10m (-4.90m) from the south property line.</p> <p>Plans indicate the architectural feature of Building 1 is 0.28m (-5.72m) from the East property line.</p> <p>Plans indicate Building 1 is 1.24m (-4.76m) from the east property line.</p> <p><i>Buildings facing the street are encouraged to be located closer to the street with active frontages (i.e. at-grade units). The building façade relaxations are supported.</i></p>
<p>549 Projections Into Setback Areas (max.)</p>	<p>(1) Unless otherwise referenced in subsections (2), (3), (4), (5), (6), and (7), a building or air conditioning units must not be located in any setback area.</p>	<p>Plans indicate Building 1 is located within a setback area.</p> <p><i>Due to the discrepancies above, portions of the building also extend into the limit for projections into setback areas. See rationale above, relaxations supported.</i></p>
	<p>(5) Eaves may project a maximum of 0.6m,</p>	<p>Plans indicate the east eave of Building 1 projects 5.69m (+5.09m) into the East setback area.</p> <p>Plans indicate the south eave of Building 1 projects 2.05m (+1.45m) into the South setback area.</p> <p>Plans indicate the southeast eave of Building 1 projects 5.58m (+5.28m) into the West setback area.</p> <p><i>Due to the discrepancies above, portions of the building also extend into the limit for projections into setback areas. See rationale above, relaxations supported.</i></p>

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11 Building Height As Per Direct Control	(2) Unless otherwise referenced in subsection (3), where a parcel shares a property line with a street or a parcel designated as a M-H2 District, the maximum building height referenced in subsection (1) is reduced to 10.0 metres measured from grade within 4.0 metres of that shared property line.	Plans indicate portions of Building 1 projects within the building height chamfer formed with the east property lines. <i>Due to the discrepancies above, portions of the building also extend into the limit for projections into setback areas. See rationale above, relaxations supported.</i>
	(3) Along the 78 Avenue SW property line, the maximum building height referenced in subsection (1) or (2) is reduced to 10.0 metres measured from grade within 3.0 metres of that shared property line.	Plans indicate portions of Building 1 project within the building height chamfer formed with the South property line. <i>Due to the discrepancies above, portions of the building also extend into the limit for projections into setback areas. See rationale above, relaxations supported.</i>
12 Rules for Commercial Multi-Residential Uses As Per Direct Control	(2) Parking areas for commercial multi-residential uses must: (a) be separated from residential parking areas;	Plans indicate residential and commercial parking areas provided together on level 1 and level 2 of the parkade. <i>As the stalls are clearly marked, the relaxation is supported.</i>
551 Specific Rules for Landscaped Areas	(3) The max. hard surfaced landscaped area is: (b) 40.0 % of the req. L.S. area, in all other cases.	Plans indicate 2471.45m ² (436.33m ²) or 48.58% (+8.58%) of the landscaping provided is hard surfaced. <i>As the site will be located next to a new park space, the additional hardscaping will provide additional seating opportunities that overlook the park, the relaxation is supported.</i>
552 Planting Requirements	(3) 25.0 % of all trees provided must be coniferous.	Plans indicate 25 (-3) of the provided trees are coniferous. <i>Efforts have been made to provide trees as per the bylaw. Given the location of the site next to the new park space, the relaxation is supported.</i>
Residential Motor Vehicle Parking	305 Residential Motor Vehicle Parking	Plans indicate 261 (-5) residential motor vehicle parking stalls are provided on site. <i>A relaxation of 5 stalls granted based on shared parking. The proposed uses onsite will create shared parking efficiencies between office development and fitness uses.</i>

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Commercial Motor Vehicle Parking Stalls	186 Commercial Motor Vehicle Parking Stalls Required	Plans indicate 93 (-31) commercial motor vehicle parking stalls are provided on site. <i>A relaxation of 31 stalls is supported based on a parking study. The proposed uses onsite will create shared parking efficiencies between office development and fitness uses.</i>
Visitor Parking Stalls	37 Visitor Parking Stalls Required	Plans indicate 36 (-5) visitor parking stalls are provided on site. <i>A relaxation of 5 stalls is supported based on the location and context of the development.</i>
Loading Stalls	4 Loading Stalls Required	Plans indicate 3 (-1) loading stalls are provided on site. <i>A relaxation of 1 loading stall for building 3 is supported as a single loading stall for building 3 is deemed to be sufficient.</i>

Social, Environmental, Economic (External)

The proposal has the potential to increase the mix of uses in Kingsland, provide local amenities for community residents and to redevelop an underutilized park space for community residents.

As a condition of the development permit, the applicant submitted a Soil Management Plan documenting how existing impacted soil on the site will be addressed at the construction stage. The report has been accepted by The City's Environmental & Safety Management group.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current or future operating budgets at this time.

Current and Future Capital Budget

The proposed development does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

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REASON(S) FOR RECOMMENDATION(S):

The proposed development is aligned with applicable policies in the *Municipal Development Plan* and will contribute to the intensification of Kingsland through a mixed-use development that provides a variety of housing options. The development will also provide employment opportunities and local amenities for community residents.

ATTACHMENT(S)

1. Applicant's Submission
2. Development Permit Plans
3. Conditions of Approval
4. Direct Control District Bylaw 230D2018
5. Urban Design Review Panel Comments and Applicant Responses
6. Community Association Letter