

Planning & Development Report to
Calgary Planning Commission
2019 February 21

ISC: UNRESTRICTED
CPC2019-0156

Land Use Amendment in Kingsland (Ward 11) at Multiple Addresses, LOC2018-0158

EXECUTIVE SUMMARY

This land use redesignation application was submitted by Stantec Architecture on 2018 July 06 on behalf of the landowner, Glenmac Corporation Ltd. The application proposes three land use districts on four parcels: Commercial – Corridor 3 (C-COR3f1h12) District to Multi-Residential – High Density Low Rise (M-H1) District, Multi-Residential – High Density High Rise (M-H3h70) District and a DC Direct Control District based on Commercial – Corridor 2 (C-COR2) District to allow for:

- mixed-use buildings up to 26 metres (M-H1);
- mixed-use buildings up to 70 metres (M-H3h70); and
- mixed-use buildings up to 90 metres with an FAR of 6.0 (DC based on C-COR2).

This proposal is in compliance with applicable policies of the *Municipal Development Plan* (MDP). A development permit has not been submitted for this site.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw the proposed redesignation of 1.92 hectares \pm (4.75 acres \pm) located at 517, 531, and 612 – 67 Avenue SW and 6711 Macleod Trail SW (Plan 4910AK, Block 6, Lots 1 to 10; Plan 9913221, Block 4, Lot 1; Plan 1152JK, Block Z) from Commercial – Corridor 3 f1.0h12 (C-COR3f1.0h12) District **to** Multi-Residential – High Density Low Rise (M-H1) District, Multi-Residential – High Density High Rise (M-H3h70) District and DC Direct Control District to accommodate mixed-use mid and high-rise development with guidelines (Attachment 3); and
2. Give three reading to the proposed bylaw.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2019 FEBRUARY 21:

That Council hold a Public Hearing; and

1. **ADOPT**, by bylaw the proposed redesignation of 1.92 hectares \pm (4.75 acres \pm) located at 517, 531, and 612 – 67 Avenue SW and 6711 Macleod Trail SW (Plan 4910AK, Block 6, Lots 1 to 10; Plan 9913221, Block 4, Lot 1; Plan 1152JK, Block Z) from Commercial – Corridor 3 f1.0h12 (C-COR3f1.0h12) District to Multi-Residential – High Density Low Rise (M-H1) District, Multi-Residential – High Density High Rise (M-H3h70) District and DC Direct Control District to accommodate mixed-use mid and high-rise development with guidelines; and
2. Give three reading to **Proposed Bylaw 87D2019**.

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PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

The land use redesignation application was submitted by Stantec Architecture on 2018 July 06 on behalf of Glenmac Corporation Ltd. (Attachment 1). During the application review, Administration worked collaboratively with the applicant to develop a DC Direct Control District on the northeast parcel that provided larger maximum use areas to allow for flexibility at the development permit stage, building setbacks that mimic adjacent land use districts, and restricted floor plate areas to ensure appropriate massing.

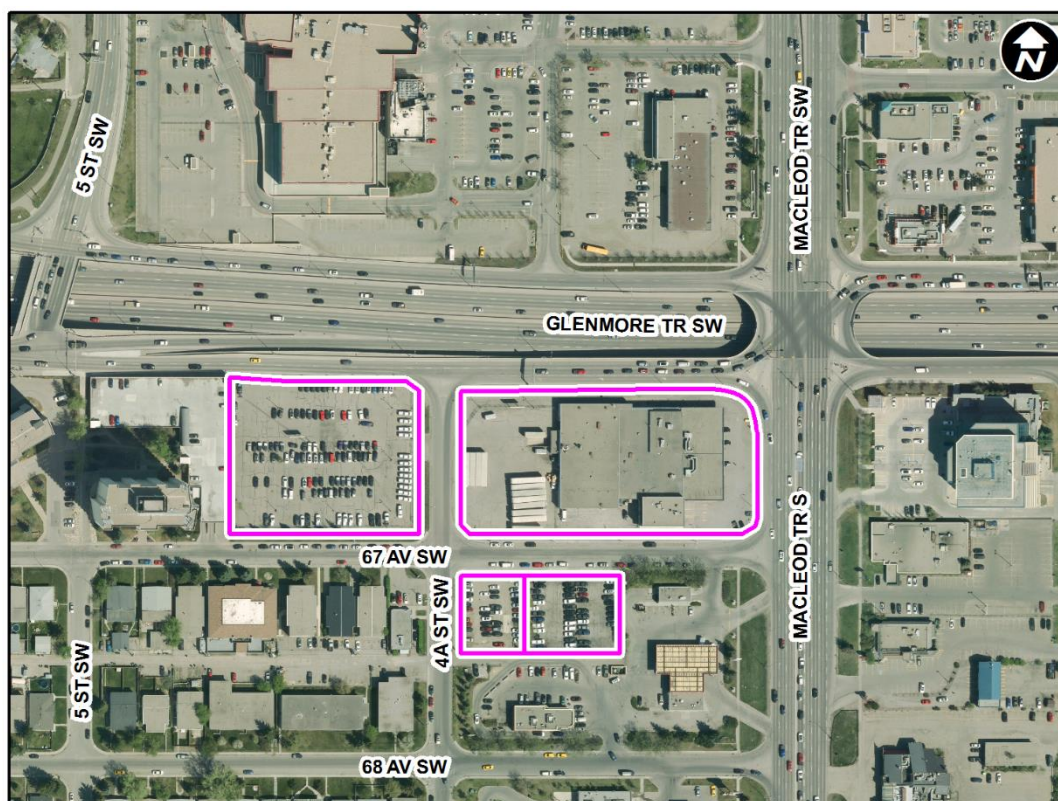
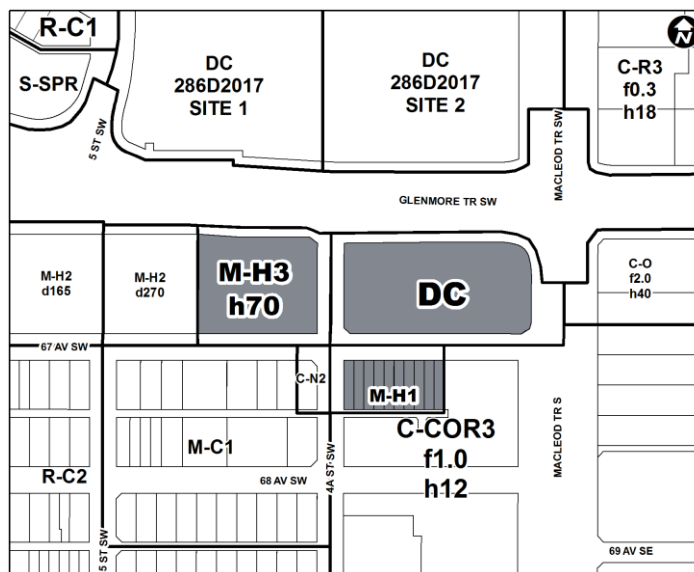
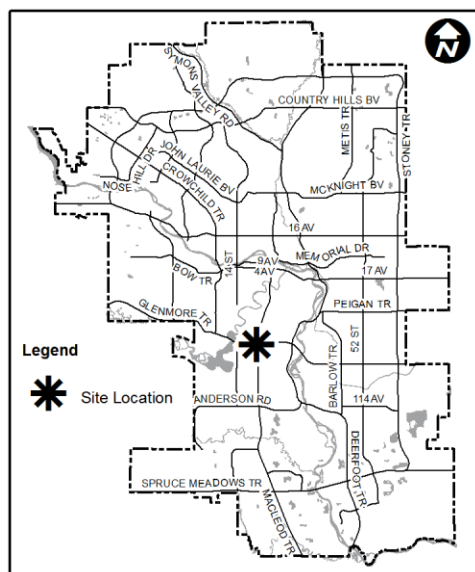
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Location Maps



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Site Context

The subject site is located in the community of Kingsland, south of Glenmore Trail SW and west of Macleod Trail S. Commercial land uses are located to the north across Glenmore Trail SW at CF Chinook Centre in the form of a DC Direct Control District, to the east as Commercial – Office (C-O) District, and to the south as Commercial – Corridor 3 (C-COR3f1h12). Multi-Residential – Contextual (M-C1) District and Commercial – Neighbourhood (C-N1) District are located to the south. Multi-Residential – High Density Medium Rise (M-H2d270) is located to the west.

The subject site, comprised of four parcels, is approximately 1.92 hectares in size. The northeast parcel is currently developed with retail. The west and south parcels are developed as private surface parking lots for automobile sales.

A 19 storey multi-residential development is located to the west of the west parcel. To the south of the west parcel is a mix of three and four storey multi-residential development and limited commercial development. A gas bar and fast food restaurant (Tim Hortons) with a drive through are located to the south of the south parcel.

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 (Percent)	-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

This proposed land use amendment allows for development that has the ability to be compatible with the established built form of the existing community, while intensifying development along major transportation corridors.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

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Land Use

This application proposes three land use districts on four parcels: Multi-Residential – High Density High Rise (M-H3h70) is proposed for the west parcel. Multi-Residential – High Density Low Rise (M-H1) District is proposed for the two south parcels. Finally, a DC Direct Control District based on Commercial – Corridor 2 (C-COR2) District is proposed for the northeast parcel with a maximum height of 90 metres and a maximum floor area ratio (FAR) of 6.0.

The DC District is intended to accommodate a mix of mid and high-rise development with pedestrian-oriented buildings. At-grade development along Glenmore Trail SW and Macleod Trail S will have non-residential uses. Development at-grade along 4A Street SW and 67 Avenue SW will be predominately residential.

Building setbacks along 4A Street SW and 67 Avenue SW included in the DC will mimic those in the M-H1 land use district to the south, providing setbacks to create a defined and consistent streetwall.

The maximum use area for a cinema or a cinema combined with another use has been increased from 550.0 square metres to 2,500.0 square metres and the maximum area for a supermarket or a supermarket combined with another use has been increased from 2,500.0 square metres to 4,000.0 square metres. The increase in maximum use areas for these two uses will provide additional flexibility at the development permit stage in order to accommodate a larger tenant.

Development and Site Design

No development has been submitted at this time. The proposed redesignation provides guidance for site development at the development permit stage. Site design considerations including parking, active frontages, pedestrian connection and interface with adjacent uses will be reviewed at the time of development permit.

Environmental

At the development permit stage, a Remedial Action Plan and/or Risk Management Plan shall be submitted to address concerns as identified in previously submitted Phase II Environmental Site Assessment reports.

Transportation

The site is located at the southwest corner of the intersection of Macleod Trail S and Glenmore Trail SW. Glenmore Trail SW is classified as a skeletal road in the *Calgary Transportation Plan* and Macleod Trail SW is classified as an Urban Boulevard.

The site is located approximately 750 metres walking distance to the Chinook LRT Station. There are three Calgary Transit bus routes in the vicinity of the plan area: Route 81 (Macleod

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Trail) provides north / south service along Macleod Trail. There are three Calgary Transit bus routes that provide east / west service along Glenmore Trail, they are the 36 (Riverbend) and 41 (Lynwood) and 47 (Lakeview). These bus routes stop approximately a 300 metre to 350 metre walking distance to the site.

The nearest cycling facilities are located approximately 400 metres, or two city blocks to the west. The Glenmore Pathway system begins at 5 Street SW and provides cycling connections along Glenmore Trail SW to numerous destinations to the west including Glenmore Park, Heritage Park and the Elbow River pathway system. Additionally, 5 Street SW is designated as an on-street bike route.

Currently, pedestrian crossings at Glenmore Trail SW and Macleod Trail S are at-grade crossings. As per the draft *Chinook Station Area Redevelopment Plan*, a pedestrian bridge is required across Glenmore Trail SW connecting the subject site to CF Chinook Centre. Details regarding the design of the pedestrian bridge and construction/funding obligations are to be finalized at the development permit stage.

Vehicular access to the subject sites will be via 67 Avenue SE or 4 Street SE. The existing on-site vehicular access to and from Macleod Trail S is to be permanently closed when the development commences. Access to and from Glenmore Trail SW exit ramp (eastbound Glenmore Trail SW to northbound or southbound Macleod Trail S) will be prohibited.

As per the recommendations of the Transportation Impact Assessment, various intersection and lane improvements are required on Macleod Trail S to accommodate the proposed development. Final intersection configuration and improvements will be reviewed in detail at the development permit stage.

Utilities and Servicing

Sanitary sewers are presently available to service the development. As part of the development permit application process, a Sanitary Servicing Study must be submitted to determine whether upgrades are required to the existing public infrastructure.

Water and storm mains are presently available to service the development. Further details for servicing and waste collection facilities will be reviewed at the development permit stage.

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.

The Kingsland Community Association (CA) was circulated the application and provided an updated letter on 2019 January 31 (Attachment 2) supporting commercial, office and residential land uses and densification. The CA provided specific comments for each parcel, requesting

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first reading of the land use as there is no concurrent development permit, requesting lower heights and floor area ratio and proposing future infrastructure upgrades to consider for the area.

Administration received no letters in support or opposition to the application.

No public meetings were held by the applicant or Administration.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

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 land use amendment 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 (Statutory - 2008)

The subject site is located within the Residential Developed - Established and Urban Main Street area of the *Municipal Development Plan* (MDP). Applicable MDP policies along Urban Main Streets provide for a high level of residential and employment intensification and provide a broad range of employment, commercial and retail uses. Apartments, mixed-use development and ground-oriented housing are encouraged. Applicable Residential Developed – Established area policy supports development that revitalizes the community with an increase of population and a mix of commercial and service uses.

There is no local area plan.

Social, Environmental, Economic (External)

The recommended lands uses have the potential to increase the mix of uses in Kingsland and provide local amenities for community residents.

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Financial Capacity

Current and Future Operating Budget

The construction of a pedestrian bridge over Glenmore Trail SW will have impacts to the future operating budget, to be determined through the detailed design and construction of the bridge.

Current and Future Capital Budget

The construction of a pedestrian bridge over Glenmore Trail SW may have impacts to the future capital budget, to be determined through the detailed design and construction of the bridge.

Risk Assessment

There are no known risks associated with this application.

REASON(S) FOR RECOMMENDATION(S):

The proposed land use redesignation is in keeping with applicable policies of the *Municipal Development Plan* and could contribute to the intensification of mixed-use development in Kingsland and along an Urban Main Street.

ATTACHMENT(S)

1. Applicant's Submission
2. Community Association Letter
3. **Proposed Bylaw 87D2019**
4. **Public Submissions**
5. **CPC Member Comments**