



THE HILL SITE

Land Use Ammendment & Supporting Information Report





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LANSDOWNE
BUILDING FOR THE FUTURE



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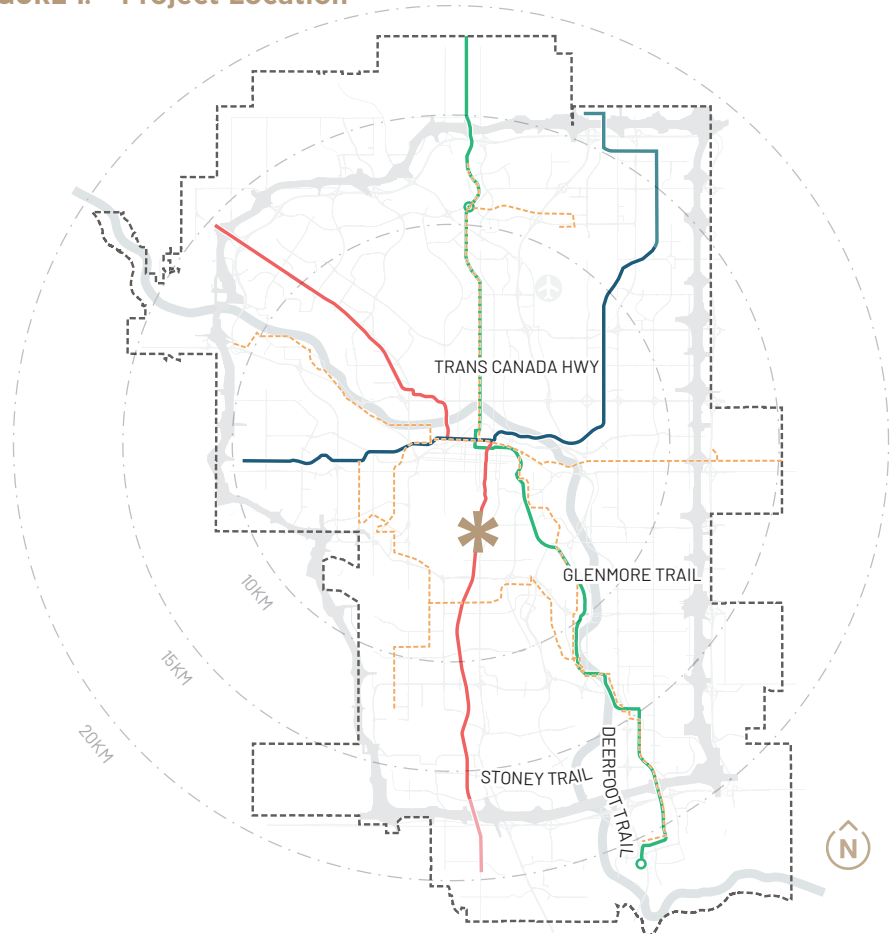
1.1 Welcome to The Hill Site

On behalf of Lansdowne Equity Ventures, B&A Studios seeks approval of a land use amendment to allow for a high density mixed-use development in close proximity to primary transit.

The subject site is located in the community of Manchester in close proximity to primary transit, commercial amenities, open space and employment lands. The site is currently developed with a single storey commercial building containing restaurants and a fitness centre. A significant amount of surface parking surrounds the commercial building and there is existing vehicle and pedestrian access from Macleod Trail S. Vehicle access is also provided on the east side through a rear lane.

The site is located within 600 metres of the existing 39th Avenue LRT station and just outside the 600 metres radius of the

FIGURE 1: Project Location



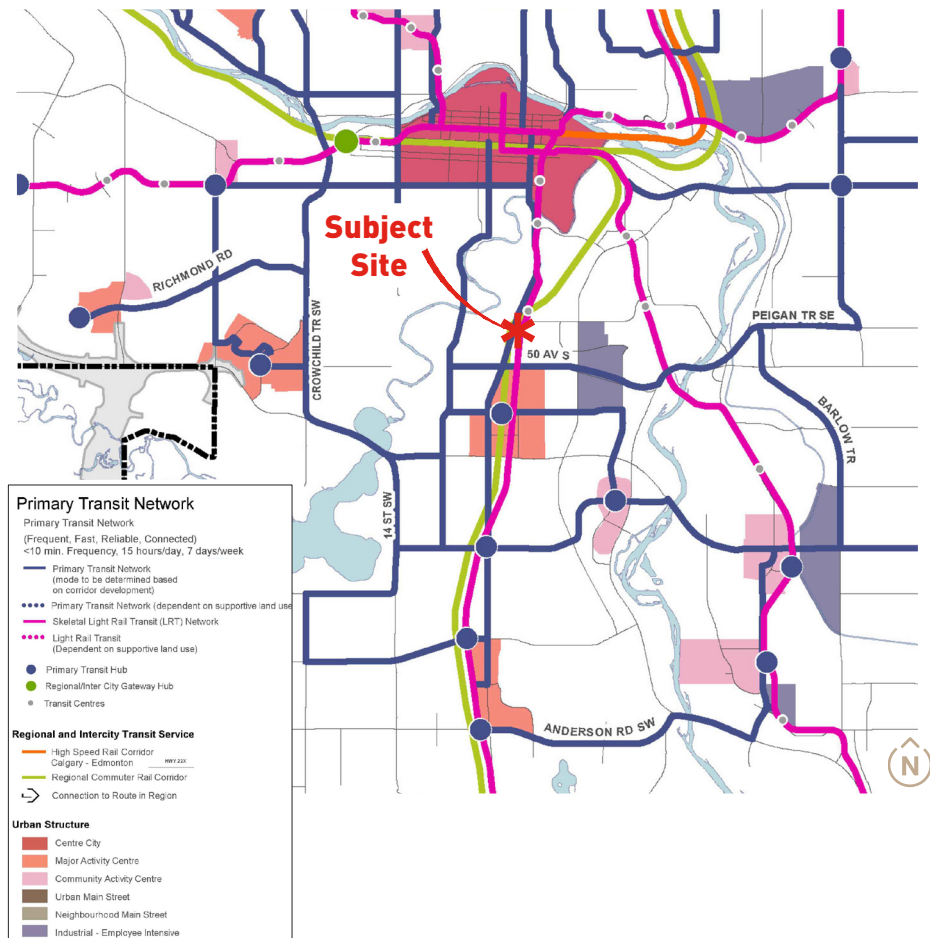
2.1 Vision

Our vision for the site proposes to create a pedestrian and transit oriented development, focused on residential opportunities.

The site will serve to connect the distinct surrounding areas, offering commercial services and providing housing close to an LRT station. The proposed Mixed-Use - General (MU-1) District will allow for a broad range of uses and will allow the site to be developed in such a way to achieve the vision while maintaining enough flexibility to be viable in current and future market conditions.

The site is envisioned to provide for a high quality high density residential development in the form of four towers with complimentary commercial uses at-grade to activate the

FIGURE 2: Primary Transit Network



3.0

Site Context

3.1 Location

The subject site is ideally located to support the nearby LRT station, employment uses within the industrial area to the east and contribute to the Macleod Trail corridor.



The site is located on the east side of Macleod Trail just south of 42nd Avenue SW. The Manchester Industrial area with various industrial uses is located across the rear lane and LRT and CPKC railway tracks to the east. C-COR3f3.0h46 is located directly to the south and C-COR2f3.0h30 is located to the north and across Macleod Trail to the west. The low density residential community of Parkhill is located directly west of the commercial uses along Macleod Trail.

The subject site is strategic for higher density development for the following reasons:

- + Within 600 metres of the 39th Avenue LRT station;
- + Approximately 100 metres to the nearest bus stop providing service to Bus Route 10 (City Hall/Southcentre);
- + In close proximity to an industrial employment hub;
- + Easily accessible by active modes of transportation; and
- + Prime land for redevelopment and intensification.

FIGURE 3: Aerial Map



-  Subject Lands
-  Community Boundary



4.0

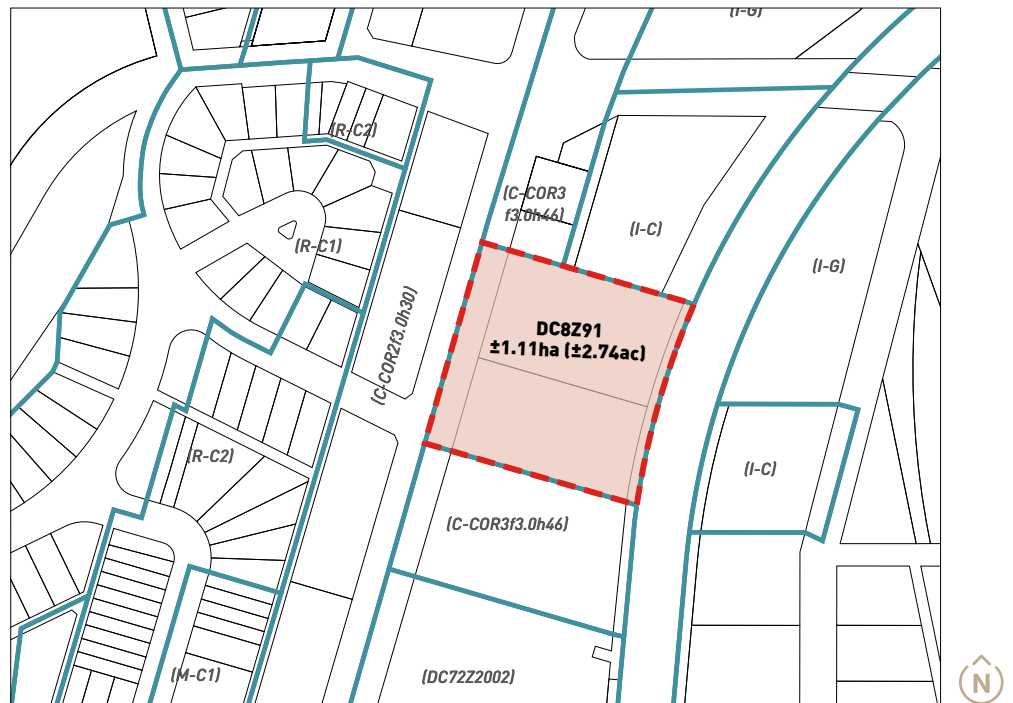
Land Use District

4.1 Existing Land Use District

The existing land use district does not allow the site to be developed to its full potential.

The existing Direct Control (DC) District (8Z91) is based on the C-3 District of Bylaw 2P80. This district allows for a maximum height of 46 metres and a variety of commercial units as well as dwelling units.

FIGURE 4: Existing Land Use District

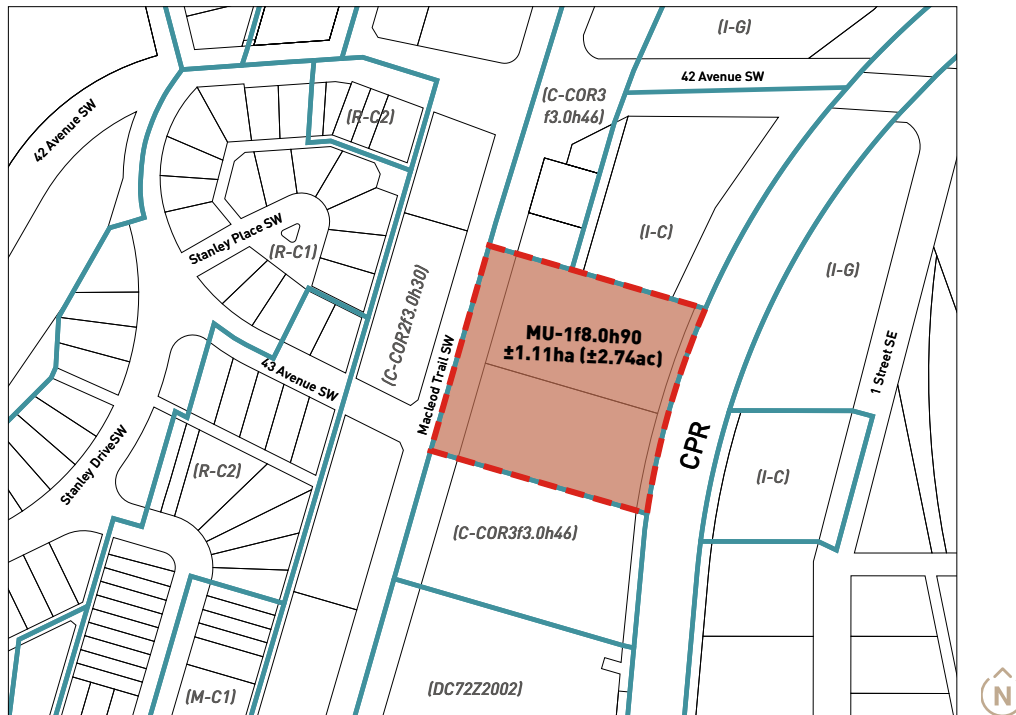


4.2 Proposed Land Use District

The proposed land use district will allow for a new vision of the site to be realized.

The proposed Mixed-Use - General (MU-1) District is intended to accommodate a mix of residential and commercial uses in the same building or in multiple buildings. The proposed development is intended to be predominantly residential with some support commercial. A proposed height modifier of 90 metres and a proposed FAR modifier of 8.0 will allow for the site to reach its full potential in close proximity to an LRT station. The MU-1 District allows for a wide variety of compatible uses and contains rules to help create a well-designed and attractive pedestrian and transit-oriented development.

FIGURE 5: Proposed Land Use District



5.0

Policy Alignment

5.1 Municipal Development Plan (2009)

The subject site is located within the Urban Main Street according to Map 1: Urban Structure within the Municipal Development Plan.

Calgary's Municipal Development Plan (MDP) contains policies and typologies to guide future land use and growth within Calgary. A key policy of the MDP is to accommodate 50% of future population growth over the next 60-70 years within the city's Developed Areas.

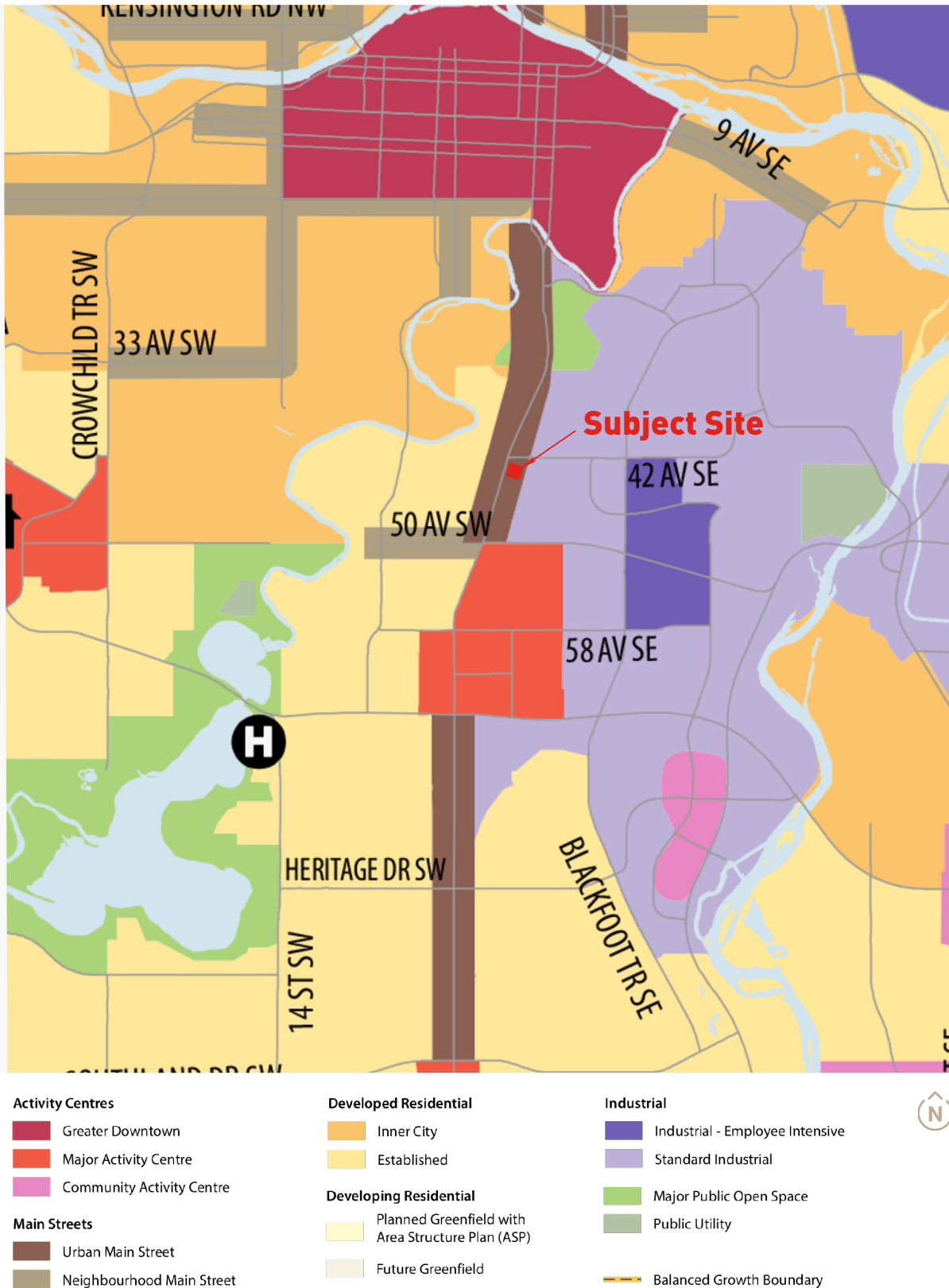
A number of MDP policies support this land use amendment. Shaping a more compact urban form is a key policy with a goal to "direct future growth of the city in a way that fosters a more compact efficient use of land, creates complete communities, allows for greater mobility choices and enhances vitality and character in local neighbourhoods".

The subject site is located within the Urban Main Street typology according to Map 1: Urban Structure within the MDP.

The subject site will support the creation of a new development that enhances the existing community by broadening the land use potential while leveraging the existing and planned surrounding amenities. The following key policies have also been considered:

- a)** Locate transit-supportive land uses, including higher density residential and employment developments, within Activity Centres and Main Streets supported by the Primary Transit Network
- b)** Increase development densities near the Primary Transit Network by targeting residential and employment intensities within 400 metres of transit stations and stops, in areas deemed appropriate through the local area planning process
- c)** Underutilized commercial and brownfield sites near the Primary Transit Network should be redeveloped over time, where feasible, as mixed-use and/or employment intensive sites.

FIGURE 6: MDP Urban Structure



5.2 L.R.T. South Corridor Land Use Study (1980)

The L.R.T. South Corridor Land Use Study was approved by City Council in 1980 and serves to provide land use planning policies for Calgary’s first Light Rail Transit Corridors.

The L.R.T. South Corridor Land Use Study (LUS) identified areas within 400 metres of the LRT stations to be within each station’s area plan. The subject site is within the 42nd Avenue Station Area Plan according to page 69 of the LUS. Policies within the LUS have identified that areas east of Macleod Trail “present opportunities for L.R.T.-oriented projects...” and that “comprehensive mixed use projects with the potential for both commercial and residential components are recommended for the sites east of Macleod Trail”.

Although policies within the LUS are close to 45 years old, the vision for the subject site to be a mixed-use transit-oriented development have been maintained. The proposed land use district will realize this vision.

5.3 DRAFT Chinook Communities Local Area Plan

The Chinook Communities Local Area Plan is currently underway and is currently scheduled for Committee and Council review and decision in Fall of 2024.

The subject site is currently identified as being located within the Neighbourhood Flex urban form category according to the draft Urban Form map. The proposed MU-1f8.0h90 District aligns with the intent of the Neighbourhood Flex area.

The subject site is currently identified as being located within the Mid (up to 12 Storeys) category according to the draft Building Scale map. The location of the site within 600 metres of the existing 39th Avenue LRT Station as well as just outside the 600 metres of the proposed 50 Avenue LRT station, makes this an ideal candidate to be within the High (up to 26 Storeys) category. The site directly to the north of the subject site is currently being shown within the High building scale and, as such, that category would be appropriate to extend to the subject site to allow

FIGURE 7: DRAFT Urban Form Map

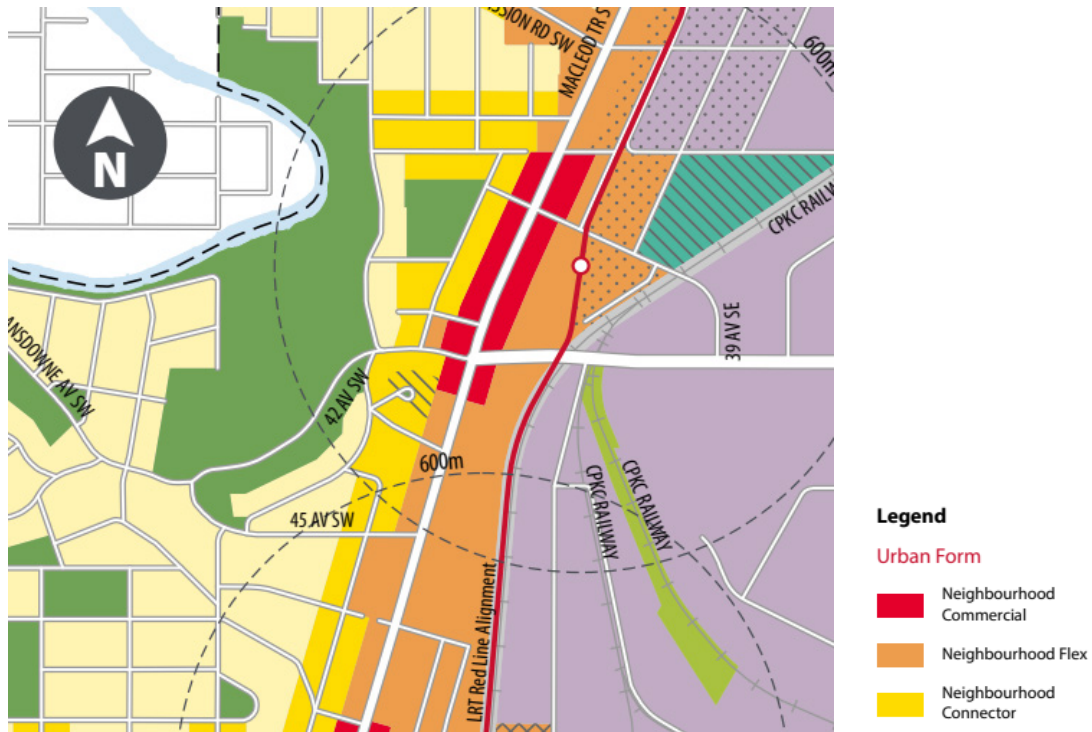
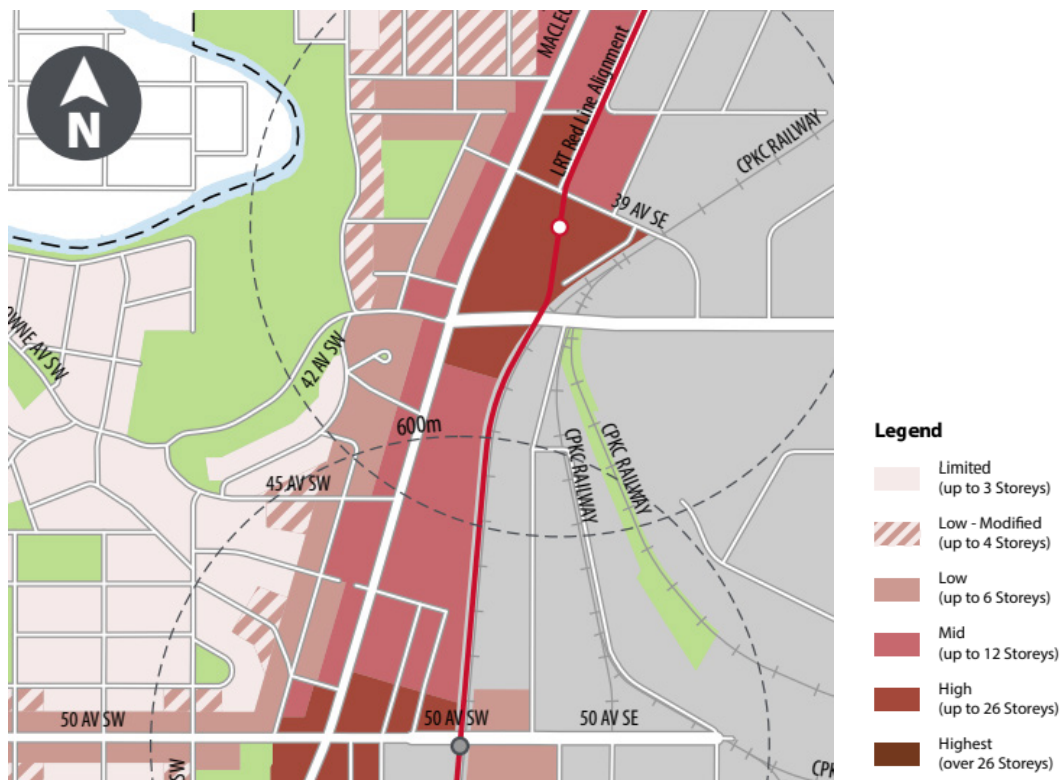


FIGURE 8: DRAFT Building Scale Map



6.0

Summary

6.1 Summary

The proposed land use and intended development of the site will provide a significant contribution to the surrounding neighbourhoods by bridging several distinct surrounding areas, providing needed services and housing, creating a community hub.

The site is an ideal location in close proximity to an LRT station and within an Urban Main Street. The proposed land use amendment meets policies within the Municipal Development Plan and will allow for a high density development in a strategic location.

Lansdowne and B&A look forward to working with the Development Applications Review Team on this project.



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