

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Mahogany, situated at the southeast corner of Mahogany Boulevard SE and Mahogany Road SE. The undeveloped subject site consists of two abutting parcels with a total area of approximately 5.48 hectares (13.54 acres).

There are currently undeveloped Multi-Residential – Medium Profile (M-2) sites to the north and west, and a low density Residential – One Dwelling (R-1) site to the east. The site is bound to the east and south by linear open space, as well as Mahogany Lake to the south. The subject site is also adjacent to the eastern edge of the Transit Station Planning Area (TSPA) along 52 Street SE, and located within a 600 metre radius of the future Auburn Bay/Mahogany LRT Station.

No development permit application has been submitted at this time, however, as noted in the Applicant's Submission (Attachment 3), the applicant intends to pursue a development permit application for a comprehensively planned development consisting of semi-detached dwellings and low-rise apartment buildings with shared recreational and open space amenities.

## Community Peak Population Table

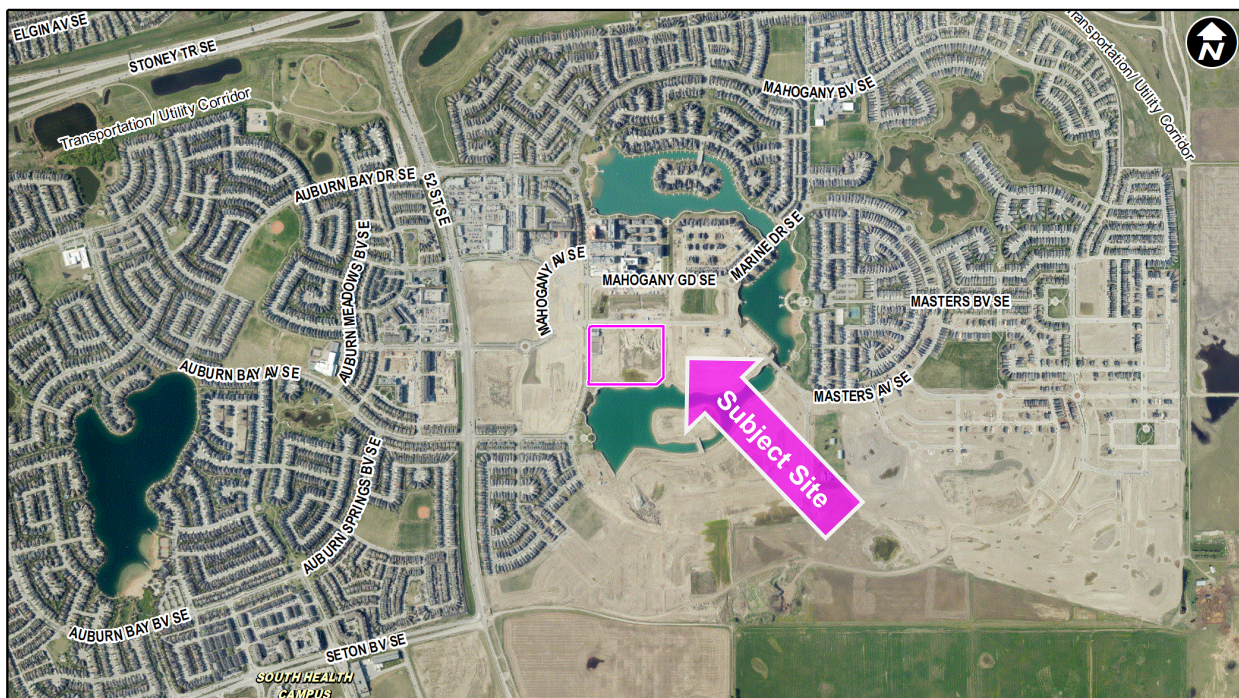
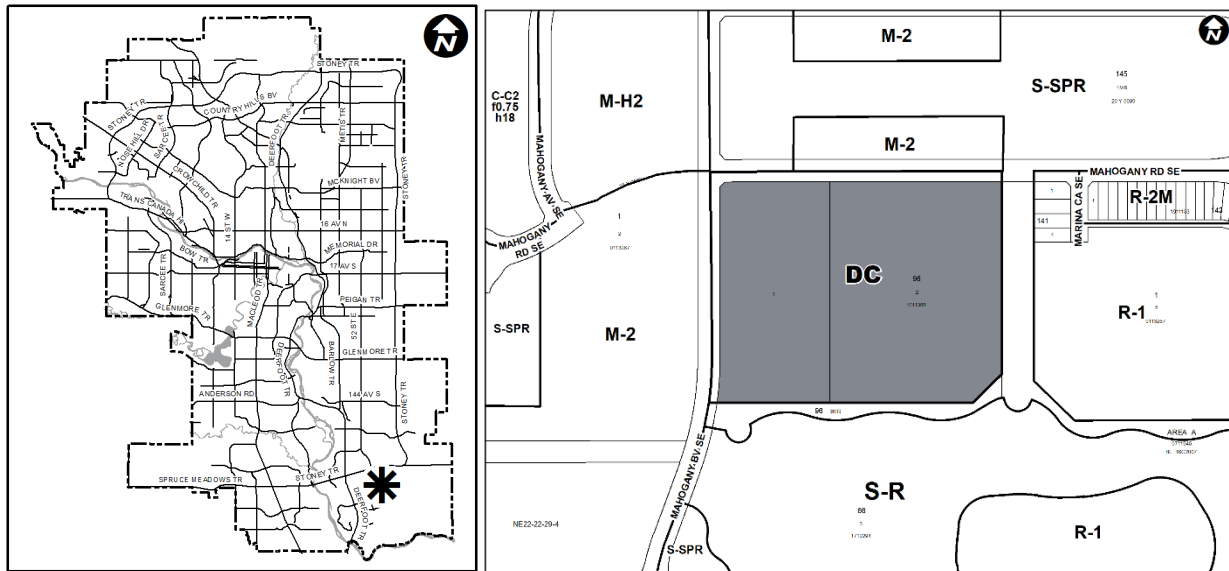
As identified below, the community of Mahogany reached its peak population in 2019.

<b>Mahogany</b>	
Peak Population Year	2019
Peak Population	11,784
2019 Current Population	11,784
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

This land use amendment application proposes to facilitate the inclusion of semi-detached “villa-style” dwelling units and unique low-scale apartment buildings within a comprehensively planned development. As indicated in the Applicant Submission (Attachment 3), addressing evolving market conditions and supplying varied housing options for different income and lifestyle groups, the provision of lower density dwelling types complements the existing high density residential development available in a seniors resort-style development (Westman Village) located north of the subject site. Given the subject site’s proximity to the future Green Line station, and Mahogany’s commercial retail facilities, greater opportunities are provided for residents to age in place with greater access to community amenities.

Consisting of two parcels, the westerly portion of the subject site is approximately 2.14 hectares (5.20 acres), with a current land use designation of Multi-Residential – High Density Medium Rise (M-H2) District, which would accommodate high density, medium rise development. The M-H2 District allows for a maximum building height of 50.0 metres and a minimum density of 150 units per hectare. The easterly portion of the site is approximately 3.34 hectares (8.25 acres) and is currently designated Multi-Residential – Medium Profile Support Commercial (M-X2) District, which supports medium profile multi-residential buildings with support commercial. The M-X2 District allows for a maximum building height of 16.0 metres and a minimum density of 60 units per hectare.

This application proposes to redesignate both parcels to a DC Direct Control District, based on Multi Residential – Low Profile (M-1) District. The M-1 District allows for low profile and medium density multi-residential development in a variety of forms, providing compatible transition with adjacent low density development. A minimum density of 50 units per hectare is required in the M-1 District, with a maximum density of 148 units per hectare.

The proposed DC District varies from the standard M-1 District by including the following rules:

- additional discretionary uses of semi-detached dwellings and secondary suites in order to accommodate for a wider range of housing types for varying household demographics;
- a minimum density requirement of 20 units per hectare, which equates to 110 units, to allow for low density residential uses within a comprehensively planned development, yet ensuring alignment with the minimum *Municipal Development Plan* community density targets; and
- an increase in maximum building height to 16.0 metres (approximately 4 to 5 storeys) from 14.0 metres in order to accommodate varying grade changes and provide flexibility for building form along the open space and Mahogany Lake interfaces of the site.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district. Section 8 has also been added to this relaxation rule in order to allow for some minor variations of the building height if needed.

### **Development and Site Design**

The rules of the proposed DC District provide guidance for the development of the site, including appropriate residential uses, building height, and density. Other key factors to be considered during the review of the development permit application include the following:

- street oriented public realm interface along the north and west roadways, having direct and convenient pedestrian connections to the future Auburn Bay/Mahogany LRT Station;
- integration of the multi-residential development with the surrounding neighbourhood through site design, pedestrian connectivity and landscaping;
- comprehensively planned development with a mix of housing types; and
- appropriately designed shared amenity spaces for the residents.

### **Transportation**

Pedestrian and vehicular access to the site is available via Mahogany Boulevard SE and Mahogany Road SE. The area is served by Calgary Transit Route 302 SE BRT with a bus stop approximately 600 metres east of the site on 52 Street SE. The area is also serviced by Calgary Transit Route 468 Cranston Mahogany with a bus stop approximately 500 metres east of the site on 52 Street SE. The site is within a 600 metre radius of the future Auburn Bay/Mahogany Green Line LRT Station on 52 Street SE and is therefore in the Transit Oriented Development area. On-street parking adjacent to the site is un-regulated on Mahogany Boulevard SE. Parking is prohibited on the south side of Mahogany Road SE, as the parking lane was replaced with an on-street bike lane.

### **Environmental Site Considerations**

There are no environmental concerns associated with the proposal or site at this time. As such, no Environmental Site Assessment was deemed required.

### **Utilities and Servicing**

Water, storm, and sanitary deep utilities are available. Development servicing requirements will be determined at the future development permit stage.

## **Legislation and Policy**

### **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](#) 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 Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment builds on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

### **Municipal Development Plan (Statutory – 2009)**

The subject lands are identified on [Map 1: Urban Structure](#) of the [Municipal Development Plan](#) (MDP), as Developing Residential Communities with Area Structure Plan (ASP) area. This proposal meets the minimum Municipal Development Plan neighbourhood density target of 20 units per hectare.

### **Climate Resilience Strategy (2018)**

The [Climate Resilience Strategy](#) identifies programs and actions intended to reduce Calgary's greenhouse gas emissions and mitigate climate risks. This application anticipates development that will:

- be 20% more efficient than the requirements under the National Energy Code for Buildings (NECB 2017);
- provide solar photovoltaic (PV) systems serving the development (capacity of the future systems will be confirmed at time of development); and
- provide electric vehicle (EV) charging infrastructure (220 volt outlets and 30 amp breakers – number of services to be confirmed at time of development).

The above noted matters support Program 1: Energy Performance Standards, Program 3: Renewable and Low-carbon Energy Systems, and Program 4: Electric and Low-emissions Vehicles.

### **Mahogany Community Plan (Statutory - 2006)**

This site is identified on Map 3 in the [Mahogany Community Plan](#) as a Residential Area, intended to accommodate a variety of low to medium density housing types. The *Mahogany Community Plan* also identifies the subject site within the urban typology boundary of Neighbourhood Area 6. While this application proposes to reduce densities on the subject site, the overall neighbourhood density reduction will be offset by the approved developments in the surrounding area. In particular, with the densities built out in the multi-residential development of Jayman's Westman Village at 147 units per hectare, densities within Neighbourhood Area 6 are anticipated to meet or exceed the minimum targets for both the *Mahogany Community Plan*

and MDP. The proposed redesignation aligns with the policies of the *Mahogany Community Plan*.