

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Seton on the eastern side of Seton Way SE, between Seton Drive SE to the south and Seton Link SE to the north. The site is approximately 0.75 hectares (1.86 acres) in size, with a maximum width of 89 metres and a maximum depth of 92 metres.

Vehicular access is provided at the northeast corner of the parcel, via a shared access with the parcel to the east at 3795 Seton Way SE.

Surrounding development is characterized by the Seton Multi-Services Facility directly to the east and vacant land directly to the north, south and west. In general, the community of Seton is gradually being developed, with the South Health Campus to the northeast, a large commercial site and a hotel to the north and a supermarket and cinema to the southwest. Access to Deerfoot Trail SE lies approximately one kilometre to the northwest.

A development permit for a three-storey multi-residential development comprising four buildings with 45 units was submitted by IBI Group Ltd on 2020 December 22 and is under review. See Attachments 2 and 4 for additional information.

## Community Peak Population Table

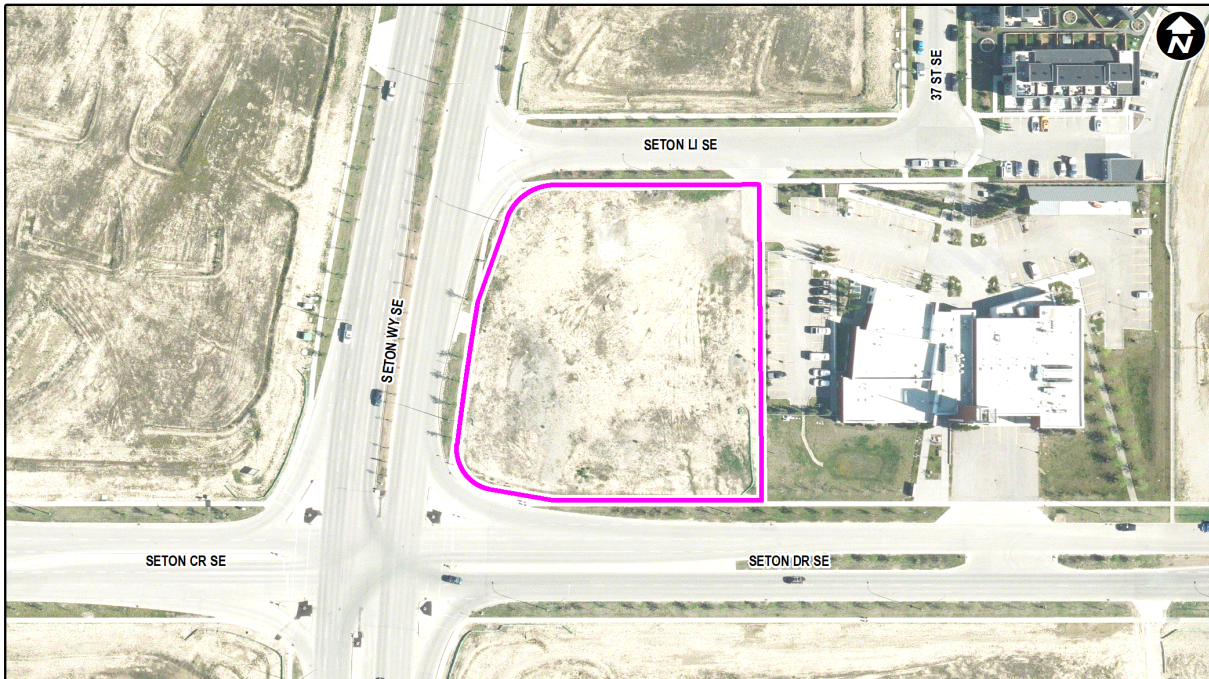
As identified below, the community of Seton reached its peak population in 2019.

<b>Seton</b>	
Peak Population Year	2019
Peak Population	1,134
2019 Current Population	1,134
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*







## Previous Council Direction

In 2016 July, Council approved “Foundations for Home”, Calgary’s Corporate Affordable Housing Strategy, which identified affordable housing as a Council Priority. The Affordable Housing Strategy defines a ten-year strategic direction for The City across six objectives including leveraging City owned land, which aims to support affordable housing development within the non-profit sector through land transactions.

At the 2019 September 30 Regular Meeting of Council, Council provided Administration with authorization to target market five parcels of City owned land to the affordable housing sector, including the subject parcel.

A full process of submission, evaluation, awarding and sale authorization was undertaken for each of the parcels. Applicants were evaluated on several different criteria, including their experience in operating affordable housing, experience in developing affordable housing in the past, capital funds in place, development timeline and potential partnerships. HomeSpace Society was selected as the successful applicant for the subject site with the sales authorization approved by the Management Real Estate Review Committee on 2020 October 01.

## Planning Evaluation

### Land Use

The existing Special Purpose – City and Regional Infrastructure (S-CRI) District is intended to provide for infrastructure and utility facilities operated by Federal, Provincial and Municipal levels of government. Multi-residential development is not an allowed use within the S-CRI District.

The proposed M-2 District is intended to provide multi-residential development in a variety of forms and of medium height and density in the developing areas. The maximum floor area ratio is 3.0, which equates to a building floor area of approximately 22,530 square metres. The M-2 District will also allow for a maximum building height of 16.0 metres (approximately four storeys) and setbacks to provide compatible transition with surrounding developments.

### **Development and Site Design**

The rules of the proposed M-2 District will provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping and parking. Other key factors that are being considered during the review of the development permit application include the following:

- ensuring an engaging built interface on all elevations;
- ensuring an appropriate interface with the Seton Multi-Services Facility to the east;
- proposed access and parking provision/layout;
- pedestrian circulation within the parcel; and
- appropriate amenity space for the residents.

### **Transportation**

Pedestrian and vehicular access to the site is available via Seton Way SE, Seton Drive SE and Seton Link SE. Seton Way SE and Seton Drive SE are both classified as Arterial Streets as per the *Calgary Transportation Plan*.

The area is served by Calgary Transit Route 406 Auburn Bay and Route 468 Cranston/Mahogany, with a shared bus stop directly adjacent to the site on Seton Way SE. Both transit routes provide transit service every 30 minutes during the peak hours. The site is within a 600 metre radius of the future Seton Green Line LRT Station. On-street parking is prohibited on Seton Way SE and Seton Drive SE, however parking is unregulated on Seton Link SE.

### **Environmental Site Considerations**

There are no environmental or contamination related issues associated with the site or proposal. An Environmental Site Assessment was not required.

### **Utilities and Servicing**

Public water, sanitary and storm deep utilities exist adjacent to the site, within the road right-of-way.

Development site servicing requirements will be determined at the time of development, to the satisfaction of Water Resources.

## **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 [development/land use amendment/policy 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 site is located within the Major Activity Centre (MAC) typology as identified on [Map 1: Urban Structure](#) in the [Municipal Development Plan](#) (MDP). Policy 3.3.2 states that the purpose of the MACs is to provide for the highest concentration of jobs and population outside of the Centre City area (a minimum intensity threshold of 200 jobs and population per gross developable hectare). Furthermore, Policy 3.3.2 (f) states that each MAC should contain a broad range of medium and high-density housing opportunities and a mix of housing tenure and affordability levels to accommodate a diverse range and age of population.

The proposed land use redesignation for the site in and of itself does not appear to meet the minimum population or employment intensity referenced in MDP Policy 3.3.2.b, however, this policy is meant to be applied generally across the entire MAC within the Local Area Plan (LAP) Area (*Southeast Centre Area Structure Plan*), and not uniformly. However, as this land is considered a surplus, and the M-2 District provides for a higher population and jobs intensity than the current S-CRI District, this land use amendment is compatible with the intent of the MAC policies.

The MDP's City-wide policies, Section 2 and specifically Section 2.2: Shaping a More Compact Urban Form, provides direction to encourage transit use, make optimal use of transit infrastructure, and improve the quality of the environment in communities. The intent of these policies is to direct future population growth and density in the city in a way that fosters a more compact and efficient use of land, creates complete communities, allows for greater mobility choices and enhances vitality and character in local neighbourhoods. The proposed M-2 land use would, therefore, be ideal for this site due to its location between two future LRT stations along the proposed Green Line: Hospital LRT Station to the east, which will serve as a Primary Transit Hub, and Seton LRT Station, within a 600 metre radius to the south.

The City-wide policies in Section 2 also encourage a full range of housing forms, tenures and affordability. The proposed M-2 land use would allow for the provision of new affordable housing opportunities in a developing community.

Overall, this application supports the objectives and meets the applicable policies of the MDP by providing affordable housing options in close proximity to transit and within a MAC.

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

This application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies are currently being explored and encouraged during the review of the development permit DP2020-8296.

### **Southeast Centre Area Structure Plan (Statutory – 2004)**

The site is situated in the 'Employment Precinct' land use framework of the [Southeast Centre Area Structure Plan](#) (ASP), which supports medium to high density residential developments, "subject to consideration of progress toward the strategic target of 70,000 square metres (750,000 square feet) of employment intensive development and provided that appropriate interface conditions can be provided between residential and non-residential development". The type of employment intensive development envisioned in the ASP is non-retail business uses. Progress has not been made toward satisfying this minimum, as a majority of the existing developments consist of retail. However, because the current land use district for the specific site was not originally intended for employment-intensive purposes and is deemed a land surplus, consideration can be given to supporting medium to high density residential development, as long as appropriate interface conditions are provided between residential and non-residential developments at the development permit stage. Administration considers that the proposal generally fits within the profile of the Employment Precinct and that no amendment to the ASP is needed.

### **Location Criteria for Multi-Residential Infill (Non-Statutory – 2016)**

In order to assist in the evaluation of land use amendment applications to support multi-residential developments, the following criteria are not meant to be applied in an absolute sense but are used in conjunction with other relevant planning policy such as the MDP or local area policy plans to assist in determining the appropriateness of an application in the local context.

The subject parcel meets the following criteria identified in the [Location Criteria for Multi-Residential Infill](#), as listed below:

- the parcel is located on a corner;
- the parcel is located within 400 metres of a transit stop;
- the parcel is located on a collector or higher standard roadway on at least one frontage;
- the parcel is located adjacent to existing or planned non-residential development or multi-unit development; and
- the parcel is along or in close proximity to an existing or planned corridor or activity centre.

The following location criteria have not been met with this application:

- the parcel is not adjacent to or across from an existing or planned open space, park or community amenity;
- the parcel is not located within 600 metres from an existing primary transit stop (however, will be within 600 metres of the future Seton Green Line LRT Station); and
- the parcel does not provide direct lane access (there is no lane available).

These criteria, when reviewed within the context of the MDP and the site-specific context, indicate that the proposed land use is appropriate.