

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Mayfair, at the southwest corner of Elbow Drive SW and Malibou Road SW. The site is approximately 0.03 hectares (0.07 acres), and has right-in only access from Elbow Drive SW via a lane. The size, shape, and location of the site renders the site challenging from a redevelopment standpoint.

This land use proposal seeks to redesignate the site from DC District to a new DC District based on the Commercial – Neighbourhood (C-N1) District to accommodate additional local neighbourhood uses.

Surrounding development consists of primarily low density residential development. A linear park with a regional pathway and Glenmore Trail SW are located south of the site. The subject site was a remnant parcel and has been vacant since the completion of the Glenmore Trail widening interchange project. Prior to the interchange project, the site was historically used for commercial purposes. In 2018, a development permit was approved for a single storey office building with two motor vehicle and two bicycle stalls, and the development is near completion.

Community Peak Population Table

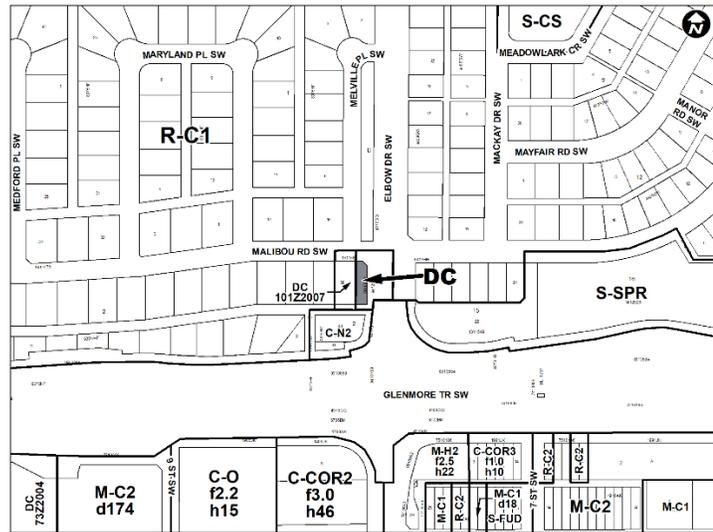
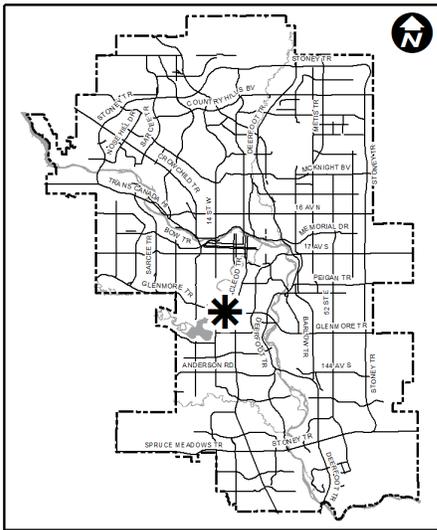
As identified below, the community of Mayfair reached its peak population in 1968, and the population has decreased.

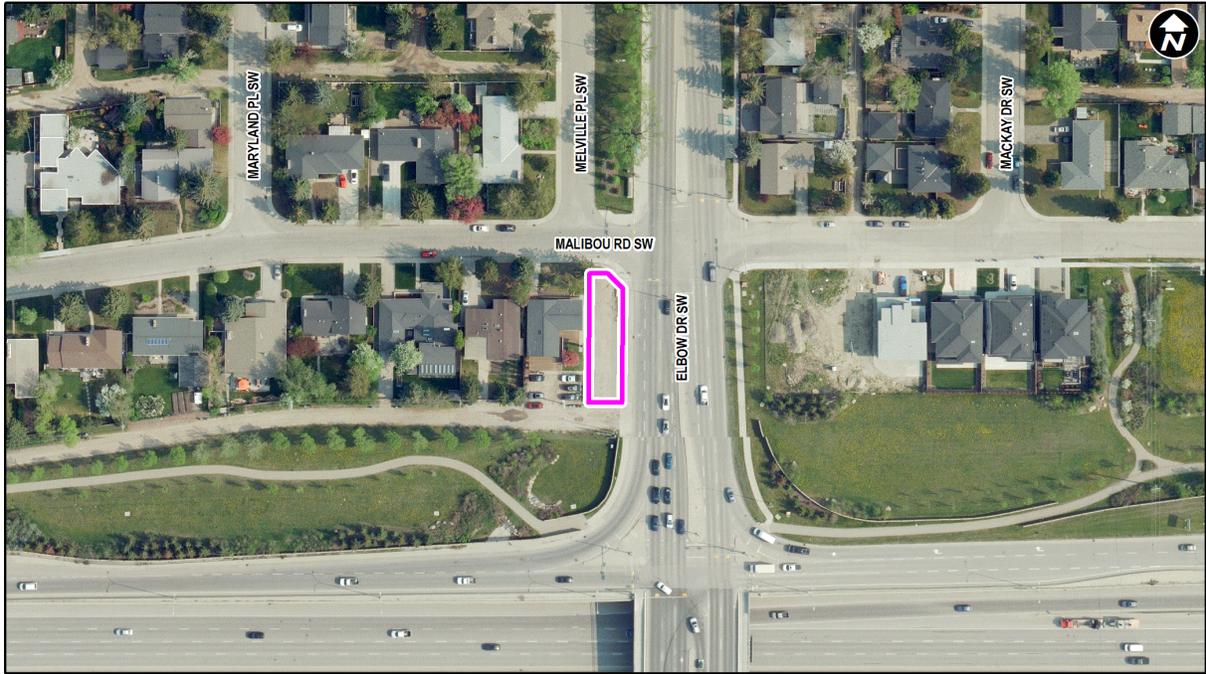
Mayfair	
Peak Population Year	1968
Peak Population	838
2019 Current Population	432
Difference in Population (Number)	-406
Difference in Population (Percent)	-48%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The site is currently designated as a DC District ([Bylaw 101Z2007](#)) based on the C-1 Local Commercial District from Land Use Bylaw 2P80. The existing DC District only allows for a limited number of uses including financial institutions, offices, essential public services, parks and playgrounds, dwelling units, and live-work units.

The proposed DC District (Attachment 2) is based on the C-N1 District and is intended for smaller commercial developments in keeping with the scale of the nearby residential developments. The proposed land use is intended to serve the local community and it does not allow auto oriented uses. The C-N1 District allows for a maximum building height of 10 metres and a floor area ratio of 1.0. The existing development complies with the rules of the C-N1 District.

The recent Land Use Bylaw amendment (Bylaw 48P2020), approved by Council on 2020 November 02, removed the minimum parking requirements for non-residential uses. The Land Use Bylaw still allows the Development Authority to request parking related information for discretionary uses. Given the constraints of the site, the proposed DC District lists a number of C-N1 permitted uses as discretionary so that these uses may be reviewed by Administration at the development permit stage.

Development and Site Design

If this application is approved by Council, the DC would provide rules for the development of this site. Information associated with parking demands and transportation demand management will be requested and considered at the development permit stage. Any potential changes to the building, signage or design of the site will also be determined through the development permit process.

Transportation

The area is well served by Calgary Transit, and the subject site has close access to transit stops Routes 3 and 9, and is approximately 1.5 kilometres from the Chinook LRT Station. The site is located south of a regional pathway and on-street parking is available along Merville Road SW and Malibou Drive SW. At the time of a development permit review, access and mobility requirements will be to the satisfaction of Administration.

A Transportation Impact Assessment or a parking study was not required as part of this land use amendment application.

Environmental Site Considerations

No environmental concerns were identified. An Environmental Site Assessment was not required.

Utilities and Servicing

Public water, sanitary and storm deep utilities exist immediately adjacent to the site. Development servicing requirements will be determined at the time of development, to the satisfaction of Administration.

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 site is located in the Residential - Developed - Established area as shown on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The MDP generally supports development opportunities to create complete communities to generate more choices so that residents have the opportunity to live and remain in their own neighbourhood. It supports redevelopment close to Neighborhood Activity Centres, incorporating densities and a mix of land uses to enhance a pedestrian friendly environment, connectivity, and transit network. Redevelopment should respect the existing context of the surrounding low density residential areas and provide an appropriate transition in build form and use compatibility.

This proposal aligns with the MDP as the proposed land use amendment allows for small scale commercial developments in keeping with the scale of the nearby residential developments.

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 will be explored and encouraged at subsequent development approval stages.