

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Altadore on 14 Street SW south of 34 Avenue SW. Approximately **0.10** hectares (**0.25** acres) in size, the site is approximately 26 metres wide by 38 metres deep. Vehicular access comes from both 14 Street SW and the rear lane, allowing vehicles to maneuver throughout the entire commercial complex. The site is currently developed with a two-storey commercial building, one of four stand-alone buildings comprising the commercial area. The commercial area interfaces with low-rise apartment buildings to the west and single detached houses to the south and east.

River Park is one block south, through which the Elbow River and Sandy Beach Park can be accessed. The Marda Loop Community Association, South Calgary Park, and Giuffre Family Library are within 400 metres north of the site. The Marda Loop shopping district is less than a kilometre to the west, and Mount Royal University is approximately three kilometres west of the site across Crowchild Trail. The site is 1.7 kilometres south of 17 Avenue SW.

No development permit application has been submitted at this time, however through pre-application discussions, the applicant identified the intent to pursue a development permit application for a small standalone take-out restaurant or café.

## Community Peak Population Table

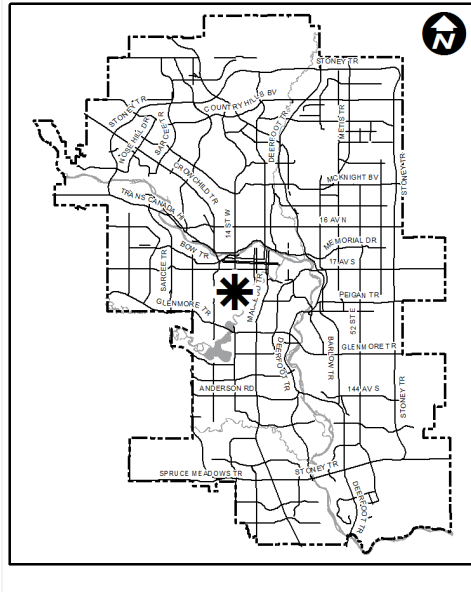
As identified below, the community of Altadore is currently at its peak population as of 2019.

<b>Altadore</b>	
Peak Population Year	2019
Peak Population	6,942
2019 Current Population	6,942
Difference in Population (Number)	0
Difference in Population (Percent)	0%

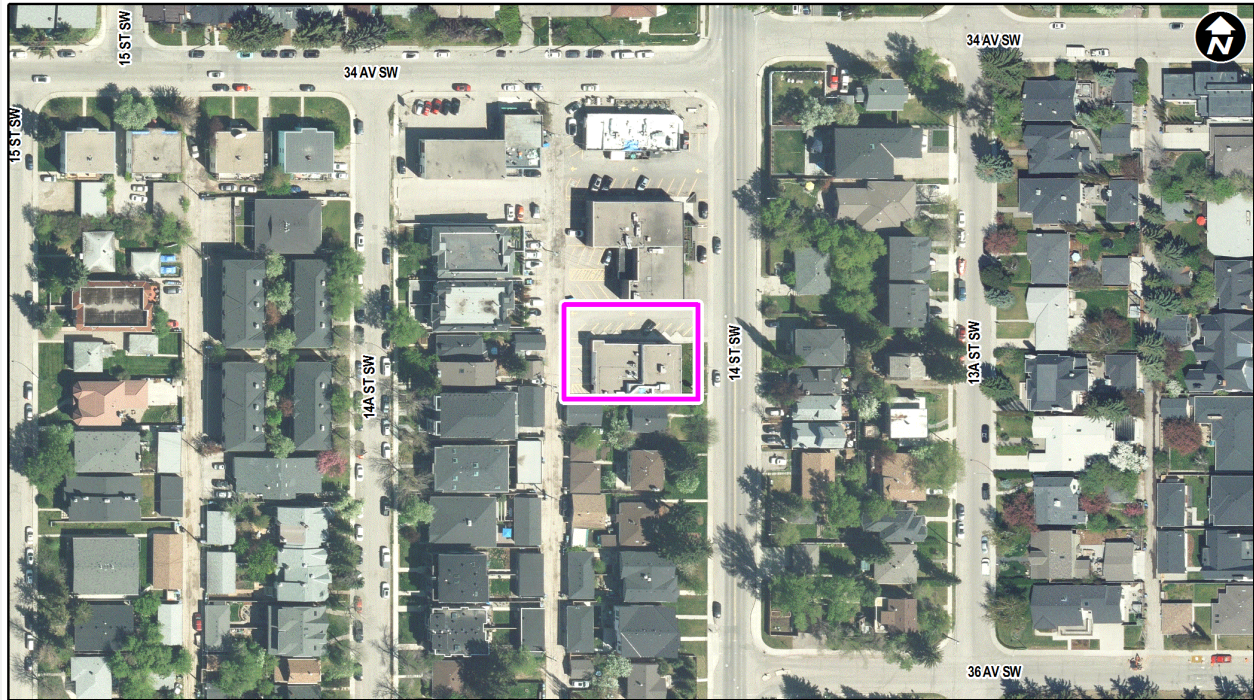
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC Direct Control District from 1985 is based on the C-1 District of Land Use Bylaw 2P80 and restricts the allowable uses in the existing building to offices, retail stores, and personal service businesses. This is a more restrictive set of uses than those allowed in the remainder of the shopping centre, which was also designated C-1. In this location, the C-1 District was translated to C-N2 District when Land Use Bylaw 1P2007 was implemented.

The proposed C-N2 District is designed to support small-scale commercial development accessible by both pedestrians and vehicles and in close proximity to residential areas. A wider range of uses are permitted to support local neighbourhood activity. Floor area is restricted to a floor area ratio of 1.0, and the maximum building height is 10.0 metres.

An alternative land use district to support the intended use would be C-N1. This district offers the same height and density, but prioritizes the pedestrian experience by excluding several auto-oriented uses. It further focuses on the streetscape by including several rules designed to orient commercial buildings toward the street, specifically:

- that the public entrance to a commercial building be oriented toward the street;
- that the façade of the building cover 80 per cent of the property line;
- that all vehicular access is to come from the lane; and
- that smaller setbacks from residential development are acceptable.

While these rules encourage desirable urban design, the existing building is not designed in this manner and cannot comply with these rules. For this reason, the C-N2 District is more appropriate.

A wider range of uses is allowed in C-N2 than in C-N1, including Auto Service – Minor, Catering Service – Minor, Drive Through, Gas Bar, Vehicle Rental – Minor and Veterinary Clinic, many of which are auto-oriented or may incite higher levels of vehicle traffic. However, the limited degree of parking and maneuverability on the site, as well as the constraints of the area's overland drainage requirement, means that a feasible auto-oriented use would be prohibitively difficult to design and operate. For this reason, the risk of the auto-oriented uses being pursued in this location is low.

Administration has determined that the desired development outcome more appropriately conforms to the rules of the C-N2 District and that the C-N2 District is appropriate in this location and context.

### **Development and Site Design**

The development concept will not require any changes to the site or building exterior. A 5.182-metre public realm setback exists along 14 Street SW for future widening, which may affect future plans for landscaping or patio construction.

### **Transportation**

The subject site is easily accessible for pedestrians, drivers, and transit riders. A Route 13 bus stop providing inbound service to Downtown and LRT routes is available within 115 metres (two-minute walk). Outbound service is within 125 metres (two-minute walk), connecting through Altadore to Currie Barracks and on to Westhills. On-street parking is unrestricted. Parking within the commercial plaza is shared, meaning that future redevelopment of the site may necessitate underground parking.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water and sanitary mains are available and can accommodate the proposed land use redesignation without the need for network upgrades at this time. Stormwater is managed through overland drainage. Any proposed changes to site servicing and stormwater management would be reviewed in detail at the development permit stage and may require an updated Stormwater Management Report. No changes to site layout are proposed at this time.

## **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 parcel is located within the Residential – Developed – Inner City area as identified on [Map 1: Urban Structure](#) in the [Municipal Development Plan](#) (MDP). The applicable MDP policies support modest intensification and mixing of uses within inner-city communities to make more efficient use of existing infrastructure, public amenities and transit. The proposal is in keeping with relevant MDP policies as the C-N2 District provides for commercial uses in a form and scale that is sensitive to nearby low-density residential development.

### **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 may be explored and encouraged at subsequent development approval stages.

### **South Calgary/Altadore Area Redevelopment Project (Statutory – 1986)**

The [South Calgary/Altadore Area Redevelopment Project](#) (ARP) currently identifies the property as Local Commercial on Map 2: Land Use Policy. The applicable ARP policies focus only on limiting the impact of traffic and parking on surrounding residential areas and on preventing the creation of new commercial areas in the community.

### **West Elbow Local Area Planning Project**

The *South Calgary/Altadore ARP* is under review as Administration is currently working on the [West Elbow Communities Local Area Planning project](#) which includes Altadore and surrounding communities. Planning applications are being accepted for processing during the local growth plan process. The project has been put on hold but is anticipated to be relaunching in 2021.