

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Albert Park/Radisson Heights, on the southeast corner of 12 Avenue SE and 34 Street SE. The subject site is mostly surrounded by single and semi-detached dwellings. There are parcels nearby that are designated Residential – Grade-Oriented Infill (R-CG) District and Multi-Residential – Contextual Grade-Oriented (M-CG) District which allow for townhouse and rowhouse developments. A group home facility is located across the lane. Located to the east, across 34 Street SE, is the former David D. Oughton School site, planned for comprehensive redevelopment.

The subject site is within walking distance of community amenities, nearby primary transit, including the MAX Purple BRT line. The site is currently vacant. On-site parking is accessed via the rear lane.

Community Peak Population Table

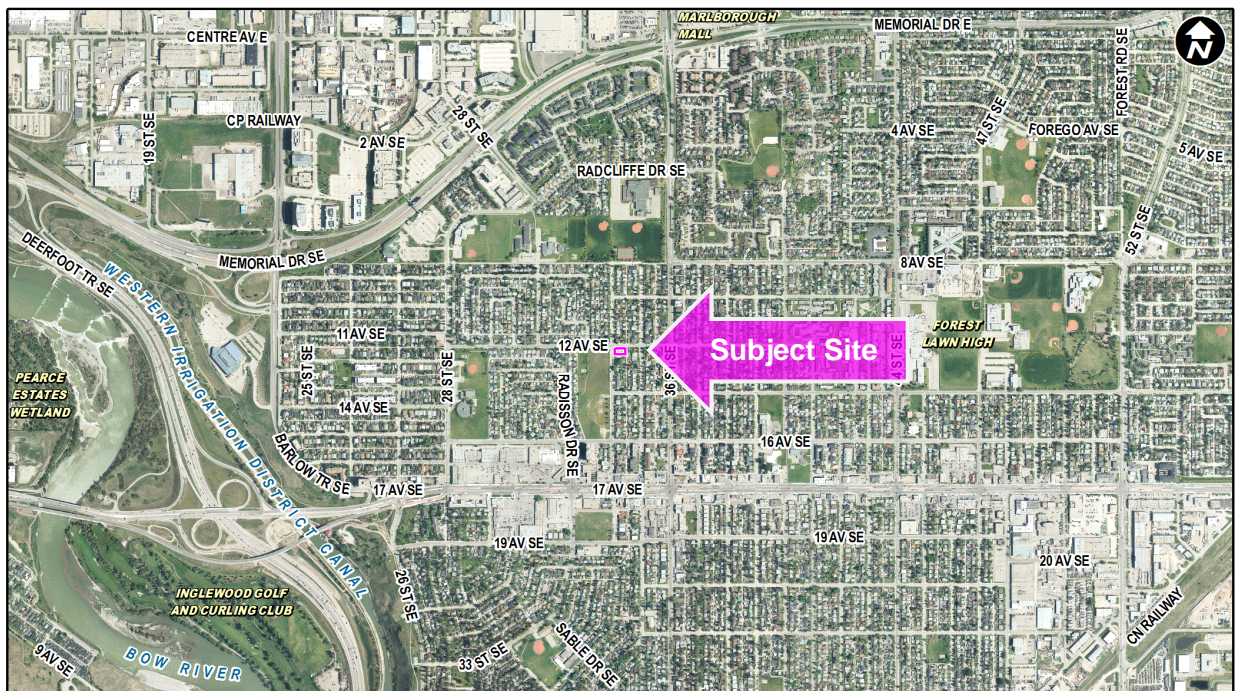
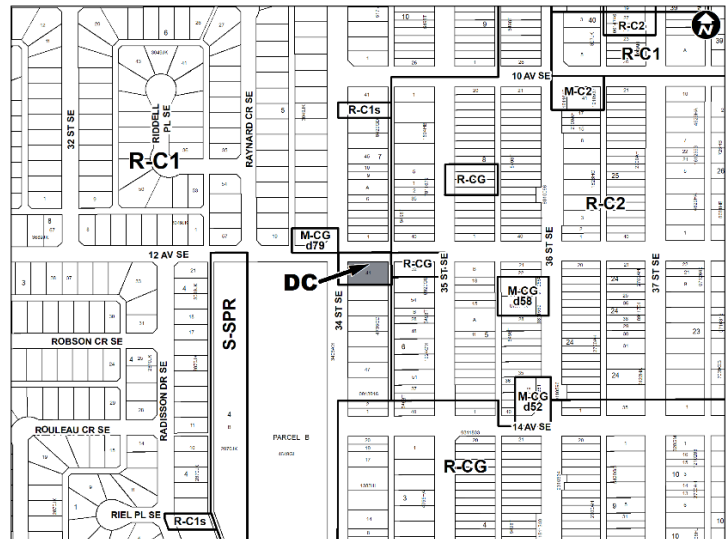
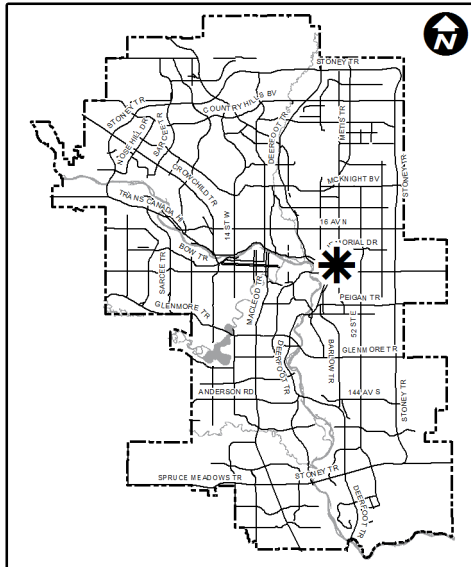
As identified below, Albert Park/Radisson Heights' peak population was in 2019, reaching 6,997 residents.

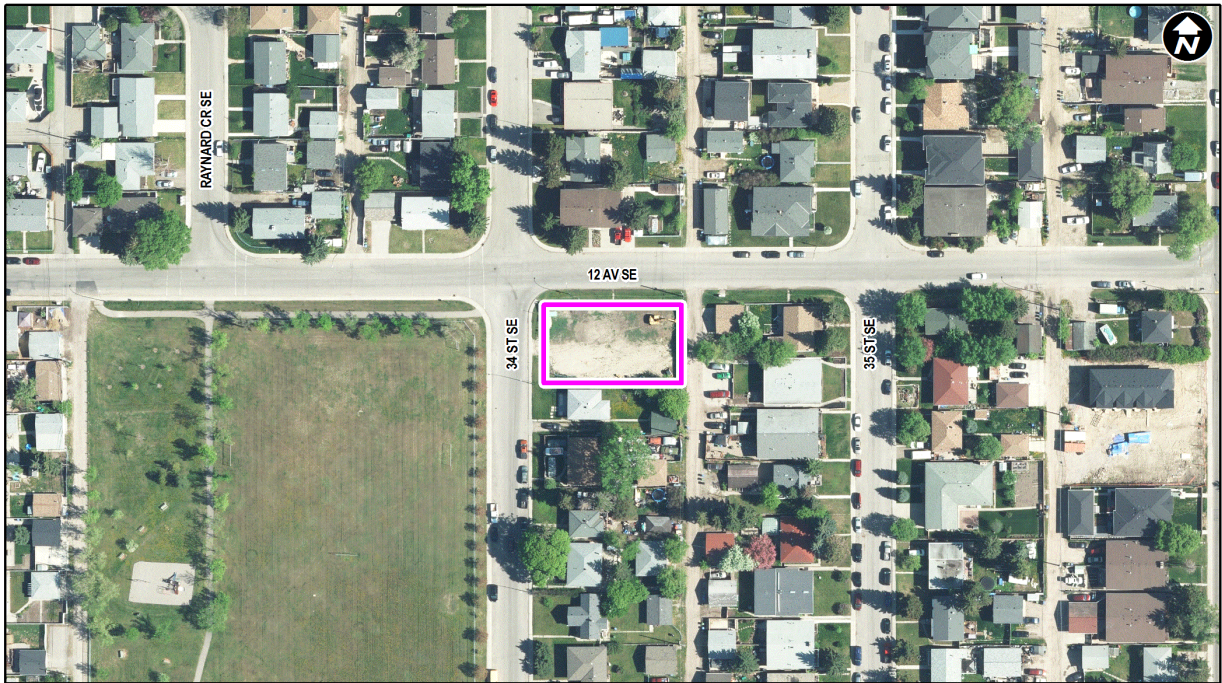
| Albert Park / Radisson Heights | |
|---------------------------------------|-------|
| Peak Population Year | 2019 |
| Peak Population | 6,997 |
| 2019 Current Population | 6,997 |
| Difference in Population (Number) | 0 |
| Difference in Population (Percent) | 0.0% |

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Albert Park/Radisson Heights community profile](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

In February 2018, the subject site was redesignated from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Grade-Oriented (M-CGd67) District, which allows for up to six dwelling units and a maximum height of 12 metres. A development permit for a six-unit townhouse development was also approved but the intended development never materialized.

The proposed DC District is based on the Multi-Residential – Contextual Low Profile (M-C1) District of Land Use Bylaw 1P2007. Section 20 of the Land Use Bylaw 1P2007 indicates that DC Districts must only be used for developments that, due to their unique characteristics, innovative ideas or unusual site constraints, require specific regulation unavailable in other land use districts. The proposal fits the criteria for a DC as the development is an innovative idea in that it is introducing higher density, stacked unit approach with grade-oriented entries for all units. This typology possesses multi-residential level density within a compact, neighbourhood-scaled rowhouse form, necessitating the use of a DC Direct Control District. As part of Administration's review, alternative land use districts were explored, however, it was determined that neither R-CG, M-CG, nor M-C1 Districts were appropriate land use districts for this unique residential use typology.

In addition to allowing for grade-oriented, rowhouse style multi-residential development with stacked units, the proposed DC District has a number of key components which include:

- allowing for a maximum floor area ratio (FAR) of 1.5;
- allowing for a building height of up to 14 metres;
- limiting the number of smaller units with a floor area of equal to or less than 45 square metres within a development;
- requiring that the building must have at-grade units, each with separate entrances accessible from the street;
- requiring all units to have individual exterior entries access from grade and that these entries connect to the public street;
- designing the development to have no parking between the building and the street;
- allowing for the required resident parking to be reduced to zero if the proposed units are 45 square metres or less, provide 2.5 square metres of storage area for mobility alternatives such as bicycles and strollers;
- requiring zero visitor parking; and
- a rule that allows the Development Authority to relax Sections 6, 10, 11, 13, and 14(1) of the DC Direct Control District. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC Direct Control District 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 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. Sections 10, 11, and 13 include provisions for building setbacks and building height. The intent is to allow the Development Authority to consider minor relaxations for unique building design, architectural elements that may inconsequentially project into required setback area(s) or extend being the building height envelope but does not materially have an adverse impact. Including section 14(1) is to ensure that relaxations for parking requirements for uses, other than Dwelling Units can be considered at the development permit stage.

Development and Site Design

The rules of the proposed DC District provide guidance for future site development including appropriate building design, unit mix, height, landscaping and motor vehicle and bicycle parking requirements. Given the specific context of the corner site, additional items that have been considered in the development permit (DP2020-7038) review include, but are not limited to:

- ensuring an engaging built interface along both the 12 Avenue SE and 34 Street SE frontages;
- adequate landscaping and private or common amenities area provided for all units; and
- ensuring the associated parking stalls and waste/recycling storage is adequate for this site.

The associated development permit (DP2020-7038) consists of two residential building, fronting 12 Avenue and 34 Street SE. A total of 16 units are proposed; eight three-bedroom units and eight one-bedroom units. DP2020-7038 was reviewed by the City Wide Urban Design Team

and the Urban Design Review Panel (UDRP) on 2021 January 20. The comments from UDRP are included in Attachment 7. UDRP notes that the design suitably challenges expectations of traditional design layouts through an increased density and unique configuration. The Panel views the proposed development to be attractive and it appropriately addresses most areas relating to the elements of urban design.

Transportation

Vehicular and pedestrian access is available to the site via 34 Street SE, 12 Avenue SE, and the rear lane. The site is within 200 meters walking distance to a shared Calgary Transit bus stop for Route 43 McKnight/Westwinds and Route 87 Applewood on 36 Street SE. Route 43 McKnight/Westwinds provides transit service every 10 minutes in the AM and PM peaks. Route 87 Applewood provides service every 30 minutes in the AM and PM peaks. The site is within 500 meters walking distance of the 33 Street SE MAX Purple BRT station on 17 Avenue SE. Twelve Avenue SE is designated a bikeway as per the Calgary Bikeway and Pathway Plan.

Parking is unrestricted on both 12 Avenue SE and 34 Street SE. A parking study was submitted with the land use amendment application to support the proposed parking requirements in the proposed DC Direct Control District. The parking study recommended various Transportation Demand Management (TDM) strategies. The TDM strategies are to be implemented at the development permit stage.

To support the proposed parking supply of one stall per dwelling unit and zero for units equal to or less than 45 square metres, the area and context of the site was reviewed. The presence of the bikeway on 12 Avenue SE promotes cycling use therefore an on-site storage is required for class 1 bicycle parking and to provide storage options for e-bikes, e-scooters or strollers. To encourage alternative modes, the applicant has committed to an active modes credit to residents for the development permit, this includes credit for transit passes, carshare trips and rideshare.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Public water and sanitary mains are available; while public storm sewers are not immediately available. Development site servicing will be determined as part of DP2020-7038, to the satisfaction of Water Resources; including the potential of a public storm sewer main extension. If deemed required, would be designed and constructed at the developer's expense.

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 policy and 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.

Calgary International Airport Vicinity Protection Area (2009)

The subject site is located within the Airport Vicinity Protection Area (AVPA), and part of the 25-30 Noise Exposure Forecast (NEF) contour. The proposal does not include any prohibited uses. This application was also circulated to Transport Canada, NAV, and Calgary Airport Authority and received no objections.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential – Developed Established area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage modest redevelopment, with appropriate densities and a mix of land uses contributing to a pedestrian-friendly environment.

The MDP's City wide policies include 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 efficient use of land, create complete communities, allow for greater mobility choices and enhances vitality and character in local neighbourhoods. Section 2 policies also encourage a full range of housing sizes and types to meet affordability, accessibility, life cycle and lifestyle needs of different groups.

This application meets applicable policies of the MDP by providing a mix of housing options in a variety of forms and tenures.

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 proposes modest measures to support low or zero-emissions transportation modes by providing bicycle parking beyond the Land use Bylaw requirements. This measure capitalizes on existing cycling infrastructure and supports Climate Mitigation Action Plan, Program 5: Low or Zero-Emissions Transportation Modes.

Albert Park/Radisson Heights Area Redevelopment Plan (Statutory – 1989)

The subject site is located within a Low Density Residential area as identified on the Land Use Map – Map 3, and forms part of Area 2 in the [Albert Park/Radisson Heights Area Redevelopment Plan](#) (ARP) (as identified on the Residential Character Areas Map - Map 2). The ARP has no specific land use policies for the site, except that the ARP encourages compatible infill development.

A map amendment to change the subject site from Low Density Residential to Medium Density Residential is required to accommodate the proposed land use amendment (Attachment 2).

Location Criteria for Multi-Residential Infill (Non-statutory – 2016)

The location criteria identify the preferred conditions to support land use amendments for multi-residential developments in low density residential areas. While these criteria are not to be used as a checklist, they do provide for a framework in which to evaluate a parcel's appropriateness for intensification. The proposed land use amendment meets all of the [Location Criteria for Multi-Residential Infill](#), as follows:

- Corner Lot: The subject site occupies a corner lot, allowing the proposed development to contribute to the neighbourhood streetscape by addressing both 12 Avenue SE and 34

Street NE with grade-oriented units and entrances.

- Proximity to transit: The subject site is located within 150 metres from frequent transit stops on 36 Street SE (Routes 43, 87, 135), 600 metres from transit service on 17 Avenue SE (Route 1, MAX Purple BRT), and under 900 metres from Franklin LRT Station (Blue Line).
- On a collector standard roadway: The subject site is located along 12 Avenue SE, identified as a collector road by the Calgary Transportation Plan, ensuring both ease of access and traffic capacity for future residents.
- Adjacent to existing or planned non-residential development or multi-unit development: The subject site is located across the lane from the Raddison Group Home. The subject site is also located adjacent to R-CG and M-CG land use district that allow for rowhouse development. The site is also located across 34 Street SE from the David D. Oughton school site that is set for comprehensive development.
- Proximity to an existing open space, park, or community amenity: The subject is located across 34 Street SE from an open space with sports fields and a playground. The site is also within a 10 minutes walk (800 metres) from six schools, more playgrounds and sports fields and the Forest Lawn pool.
- In close proximity to an existing or planned corridor: Located 450 metre south of the subject site is International Avenue Main Street (17 Avenue SE), home to a wide array of retail, dining, cultural, and employment opportunities.
- Direct lane access: The subject site has direct lane access, facilitating a development that orients vehicle access to the rear lane.