

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Shawnee Slopes, at the northwest corner of Shawnee Boulevard SW and 6 Street SW. The site is situated within 400 metres of the Fish Creek-Lacombe LRT Station, and next to a park. The subject site is known as Fish Creek Exchange, and it serves an important function as a node for community gatherings in the area. Surrounding development consists of primarily residential and commercial developments. A City LRT Park and Ride parking lot is located to the east, and a park with a regional pathway is located to the west. The development has vehicular access from Shawnee Boulevard SW.

This site was part of the larger redevelopment of the former Shawnee Slopes golf course. Shawnee Park Inc is the landowner of the commercial portions within the mixed-use development. Due to market conditions, some of the at-grade commercial spaces have not been occupied on this development.

This land use proposal seeks to redesignate the site to accommodate additional commercial uses suitable for Transit Oriented Development. The development was subdivided by strata subdivision, and the proposed additional uses apply only to the existing commercial units.

Community Peak Population Table

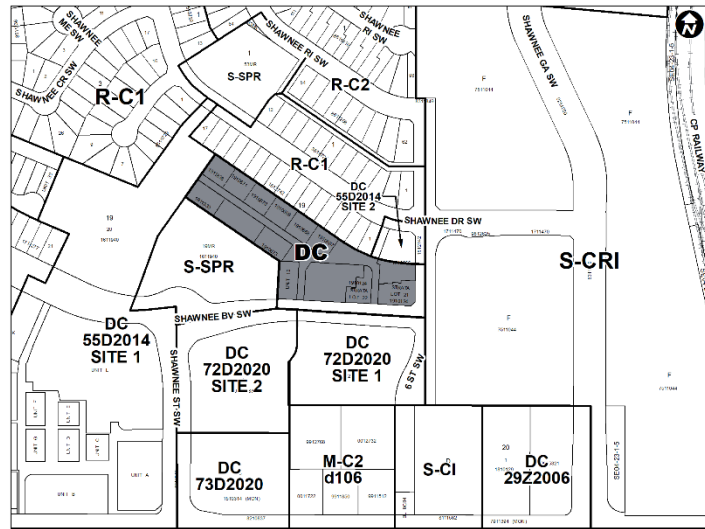
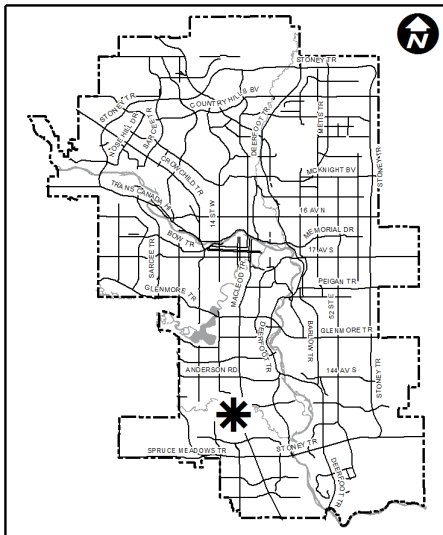
As identified below, the community of Shawnee Slopes reached its peak population in 2019.

Shawnee Slopes	
Peak Population Year	2019
Peak Population	1,911
2019 Current Population	1,911
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 [Shawnee Slope Community Profile](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The site is currently designated as a DC District (Bylaw [54D2012](#)). The DC District is based on the M-X2 District and is intended to accommodate mixed-use development. The DC District is also intended to provide a strong, pedestrian-oriented environment with development that is compatible with the adjacent residential context. The existing DC District allows a maximum building height of 26.0 metres, a floor area ratio (FAR) of 3.0, and maximum density of 160.0 units per hectare.

The proposed DC District (Attachment 2) is based on the same M-X2 District and would carry over the same rules as the existing DC District. Given the site's situation as a local community node, the proposed additional uses are intended to be pedestrian-oriented and does not include any auto-oriented uses. The proposed DC District allows each commercial use to have a maximum use area of 500 square metres to encourage smaller scale uses. No changes have been made to building height, built form, or density, and the proposed DC District maintains guidelines that are unique to this development site.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 6 through 18 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.

A recent Land Use Bylaw amendment ([Bylaw 48P2020](#)), approved at the Regular Meeting of Council on 2020 November 02, removed the minimum parking requirements for non-residential uses to better align with the actual parking count required by businesses, and to help reduce inefficient land use from an over-supply of parking. The Development Authority may still request parking rationales and parking related information for discretionary uses. The proposed DC District supports a range of discretionary commercial uses, and future uses would be further reviewed at the development permit stage.

Development and Site Design

The existing development (DP2016-2688), approved on 2016 December 29, accommodates commercial uses at-grade with active frontages to promote activity at the street level. There are currently eight commercial units, and each unit is approximately 350 square metres. Loading, waste and recycling services, and visitor and commercial parking are provided for the development.

If this application is approved by Council, the DC District 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

Pedestrian and vehicular access to the site is available from Shawnee Boulevard SW. The site is within a 400 metre radius (seven-minute walking distance) of the Fish Creek-Lacombe LRT Station and Park and Ride public parking lot. The development is serviced by Calgary Transit Route 52, which is located within 100 metres (two-minute walking distance) of the site on Shawnee Drive SW. On-street parking adjacent to the site is prohibited on 6 Street SW and around the Fish Creek-Lacombe LRT Station, however parking is unregulated on Shawnee Boulevard SW. The nearby residential dwellings have garages and front driveways. There is a regional pathway adjacent to the site on Shawnee Boulevard SW.

Neither a Transportation Impact Assessment nor a parking study were required as part of this land use application.

Environmental Site Considerations

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

Utilities and Servicing

Public utilities (water, sanitary and storm) exist within the adjacent public right-of-way. Development servicing will be determined at the future development permit and development site servicing plan circulation stages.

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 promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The [Municipal Development Plan](#) (MDP) identifies this area as Residential – Developed area, characterized by predominantly low density residential development, and calls for moderate intensification that respects the scale and character of the neighbourhood.

The proposed land use maintains development densities with additional uses that integrate well with the surrounding communities and is in alignment with the MDP's goals for moderate intensification in Residential Developed areas. The proposed DC District provides additional commercial uses that are compatible within Transit Oriented Development, and these uses provide the local community with additional services to live, play, and work within the community.

Transit Oriented Development Policy Guidelines (Non-Statutory – 2004)

The [Transit Oriented Development Policy Guidelines](#) (TOD) contain policies intended to guide development of areas within 600 metres of an LRT or BRT station with walkable, mixed-use, transit supportive land uses. TOD areas are intended to be characterized by a mix of uses, with medium density residential development as the predominant use. Commercial development in the area is intended to provide local access to retail shopping needs, and contribute to the vibrancy, activity, and pedestrian connections to the surrounding area.

The proposed DC District aligns with the TOD policy guidelines as it accommodates multi-residential development with additional commercial uses. The site is well served by public transit and may encourage a less auto-reliant lifestyle. The additional uses allow a range of commercial uses that can provide daily services for the local residents.

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.

The Revised Midnapore Phase 2 Area Structure Plan (Statutory – 1991)

The [Revised Midnapore Phase 2 Area Structure Plan](#) (ASP) identifies the site as a Special Policy Area B, a Transit Oriented Development (TOD) Area with Residential and related uses. Policies for the site support a mix of uses, including residential and commercial, as well as other non-residential uses that are considered appropriate and compatible. The ASP provides policy guidance for sensitive integration of new development into the surrounding area, with a range of housing choices and built forms.

The proposed commercial uses are intended to primarily serve the nearby residential community. The proposed DC District enables additional commercial uses to provide to more choices of services that can be supported by public transportation and transit in this area.