

# Background and Planning Evaluation

## Background and Site Context

The subject site is comprised of five parcels located in the southwest community of Shaganappi, at the southeast intersection of 12 Avenue SW and 27 Street SW south of Bow Trail SW. The site is bounded on the north by 12 Avenue SW and Bow Trail SW, and on the west and south by low density residential developments. A five storey multi-residential development exists to the east across the lane on parcels designated as M-C2 District. Presently, the site is developed with five single detached dwellings, each with a detached garage that is accessed from the rear lane.

The subject site is approximately 200 metres (3-minute walk) from the Shaganappi Point LRT Station. Alexander Ferguson Elementary School is a 5-minute walk to the southeast and the Killarney Aquatic and Recreation Centre is an approximate 8-minute walk to the southwest. Other location attributes include the site's walkability to the 17 Avenue SW Main Street and Westbrook Mall, access to a cycle lane on 12 Avenue SW, parks, and regional pathways.

## Community Peak Population Table

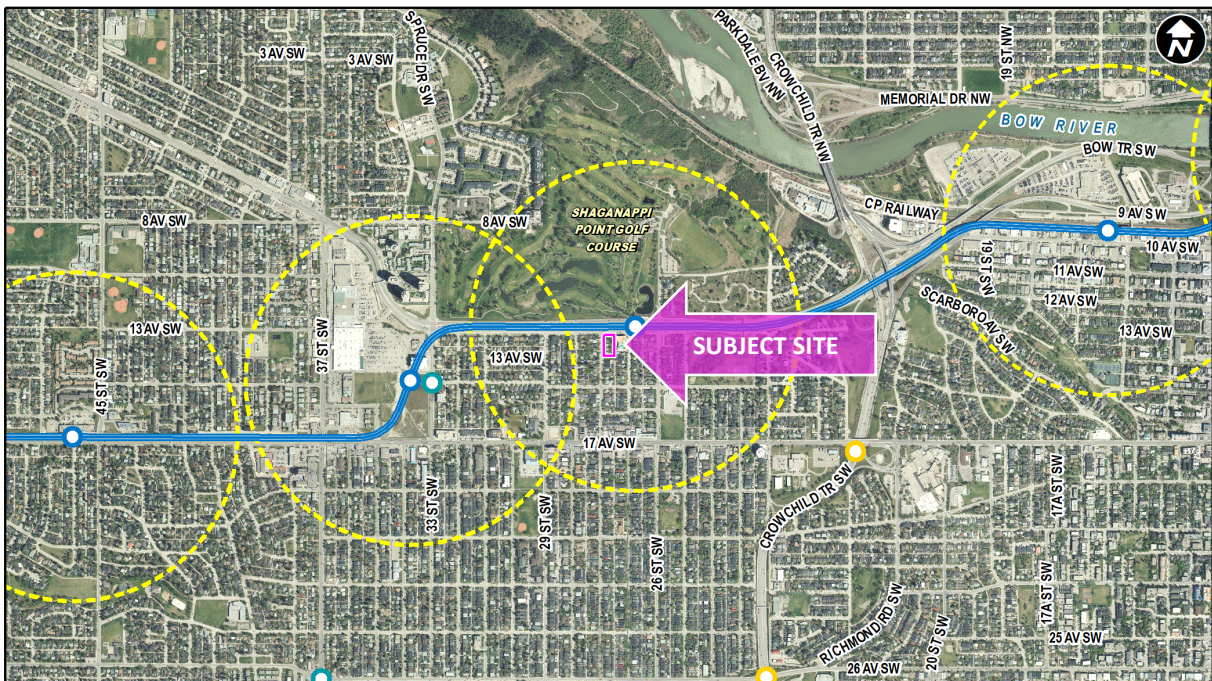
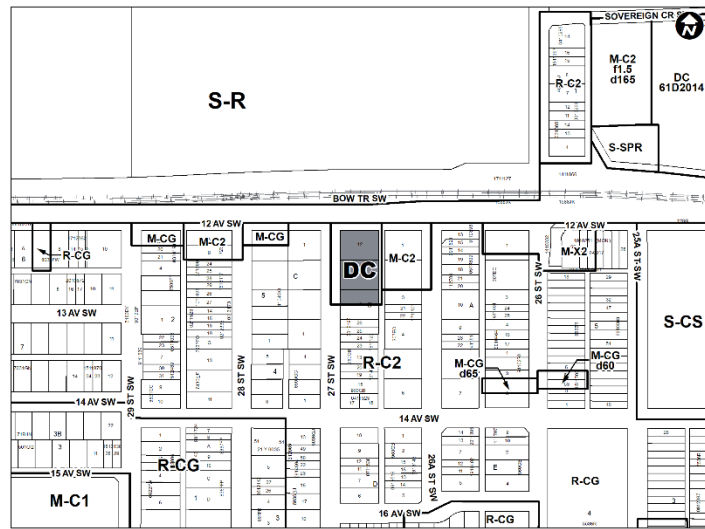
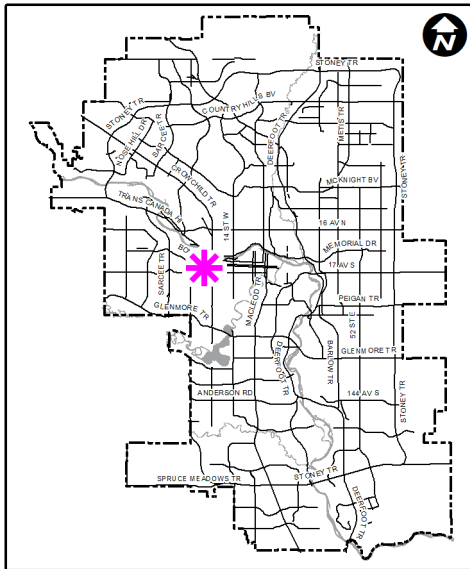
As identified below, the community of Shaganappi reached its peak population in 1969.

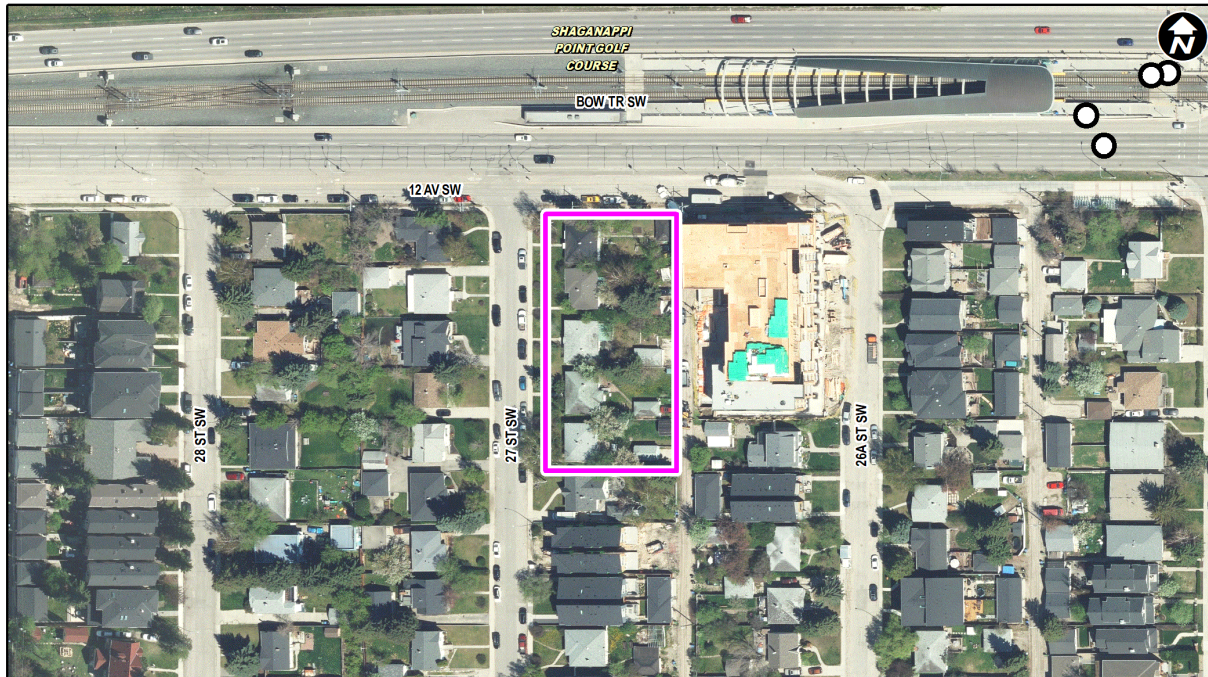
<b>Shaganappi</b>	
Peak Population Year	1969
Peak Population	2,132
2019 Current Population	1,626
Difference in Population (Number)	-506
Difference in Population (Percent)	-24%

Source: *The City of Calgary 2019 Civic Census*

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

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

On 2015 February, the three northerly parcels (1404, 1408, and 1410 – 27 Street SW) were redesignated from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Medium Profile (M-C2f2.5) District, which allows for a maximum building height of 16 metres and a maximum floor area ratio (FAR) of 2.5. A development permit for a 60 unit multi-residential development was also approved in 2016 August but the development never proceeded with construction. The two southern parcels (1414 and 1418 – 27 Street SW) are currently designated Residential – Contextual One / Two Dwelling (R-C2) District and would allow for up to two units on each lot with a maximum building height of 10 metres.

The proposed DC District is based on the Multi-Residential – Contextual Medium Profile (M-C2) District. Section 20 of [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 to use a DC because it is taking an innovative approach to transitioning the intensity of the TOD site. There are lower density areas nearby and this is moving the TOD area towards more transit supportive intensity in the future.

The proposal would facilitate a six storey multi-residential development, which cannot be accommodated in M-C2 District without significant relaxations. As part of Administration's review, alternative land use districts were explored, including the M-H1 District and the MU-1

District; however, it was determined that neither M-C2, MU-1, nor M-H1 Districts were appropriate land use districts for this proposal given the applicant's intent. The lack of an appropriate land use which bridges the height requirements of M-C2 to M-H1 was identified, and the use of a DC District is supported.

The proposed DC District is based on the rules of the M-C2 District with the purpose of accommodating a transit-supportive multi-residential development near the LRT station. The DC District proposes to:

- establish a maximum floor area ratio (FAR) of 3.2;
- allow a maximum building height of 22.5 metres (approximately six storeys) that steps down from 12 Avenue SW to 17.0 metres (approximately five storeys) and then to 10.0 metres (approximately three storeys) within 10.0 metres of a low density development;
- provide a minimum 3.0 metres building setback from the street;
- increase building setback from a low density parcel to a minimum 3.0 metres;
- reduce resident parking to a minimum of 0.5 stalls per unit;
- provide visitor parking in accordance to M-C2 (0.15 stalls per dwelling unit and 0.5 stalls per live work unit);
- increase the provision of class 1 (secured) bicycle parking to 0.75 stalls per unit; and
- adapt electric vehicle (EV) supply equipment for a ratio of parking stalls to future-proof the building for future EV charging capability.

The DC District also includes a rule that allows the Development Authority to relax Sections 7, 9, 10, and 11 of the DC District. Section 7 incorporates the rules of the base district in Bylaw 1P2007 where the DC 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 9, 10 and 11 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 beyond the building height envelope but would not have a significant result on neighbouring properties.

### **Development and Site Design**

If this application is approved by Council, the rules of the proposed DC District would provide guidance for future site development including appropriate building design, height, landscaping and motor vehicle and bicycle parking requirements. The *Shaganappi Point ARP* also contains built form and site design policies to inform site and building design elements such as building façade articulation, amenity areas, and other architectural details.

### **City Wide Urban Design**

This application was reviewed by the City Wide Urban Design Team, and the Urban Design Review Panel (UDRP) on 2021 April 14. As there is no active development permit, the Panel's review focused on the land use proposal, specifically the appropriateness of the DC District's rules to encode sensitive built form transitions. The Panel endorses the proposal and is supportive of the increase in density with reduced parking requirements at this location. The Panel noted the DC District's form and setback rules provide an appropriate level of transition to the lower density residential context directly south, while balancing city-wide imperatives to match land use decisions with significant capital investments in the adjacent primary transit

network. The Panel also provided comments on areas requiring further review include building interface with 12 Avenue SW, setback along 27 Street SW frontage to create a more engaging public realm.

### **Transportation**

As identified above the site is located approximately 200 metres (3-minute walk) from the Shaganappi Point LRT Station and within walking distance of multiple bus routes nearby. Route 9 provides access to Westbrook Mall and LRT Station, Mount Royal College, and Chinook Mall and LRT Station. Eastbound, it connects to Kensington, Foothills Hospital, and the University of Calgary. The site is also a 10-minute walk to Routes 2 and Route 698, which provide a direct connection to Western Canada and St. Mary's High Schools, along with other locations in downtown. A nearby on-street bikeway links the site through 26 Street SW and Sovereign Crescent SW to the wider Bow River pathway system to the north, and a cycle track connects to Westbrook LRT Station along 12 Avenue SW.

A parking analysis was submitted with the land use amendment application which supports the reduced residential parking proposed in the Direct Control District. Additional Class 1 bicycle parking beyond the Land Use Bylaw requirement is proposed to help encourage cycling for residents and encourage the reduction of dependence on private vehicle for residents. On-street parking adjacent to the site is regulated through the Calgary Parking Authority's residential parking permit system. Residents of multi-family sites will not be eligible for residential parking permit program for on-street parking. The developer should pursue additional Transportation Demand Management (TDM) measures at the development permit stage to encourage and support its prime connection to transit and active modes networks in the area.

Vehicular access, waste and recycling operations and loading will occur off the rear lane and upgrades may be required at development permit stage.

### **Environmental Site Considerations**

There are no environmental concerns resulting from the proposed land use amendment.

### **Utilities and Servicing**

Sanitary, water, and storm utilities are available to service the subject site. A sanitary service study will be required at part of a future development permit application. Further utility and servicing details will be determined at the development permit stage of development.

## **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](#) (SSRP) 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 promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

### **Municipal Development Plan (Statutory – 2009)**

The [Municipal Development Plan](#) identifies the site as located within the Developed - Inner City area on the Urban Structure Map (Map 1). The proposal is consistent with the General Policies for Developed Residential Areas (Section 3.5.1), and Inner City Area policies (Section 3.5.2). The MDP's City-wide policies (Section 2) and specifically Section 2.2 Shaping a More Compact Urban Form provides directions to encourage transit use, making optimal use of transit infrastructure, and improve the quality of the environment in communities. The goals of these policies is to direct future growth of the city in a way that fosters a more compact and efficient use of land, create complete communities, allows for greater mobility choices and enhances vitality and character in local neighbourhoods.

The proposed land use application allows for the site to develop with higher intensity that is transit-oriented and is in keeping with the MDP policies.

### **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 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. In addition, the applicant has committed to providing one electric vehicle charging station as part of a future development permit application and adapting electric vehicle supply equipment for 80 percent of the required parking stalls. This supports Program 4: Electric and Low-Emissions Vehicles of the Climate Resilience Strategy. The increase in density close to the LRT Station supports Program 5.6: Enable transit oriented development along the Green, Red and Blue LRT lines.

### **Shaganappi Point Area Redevelopment Plan (Statutory – 2014)**

The [Shaganappi Point Area Redevelopment Plan](#) (ARP) provides policies to encourage higher density development along 12 Avenue SW and near the LRT station by ensuring redevelopment respects and enhances the existing community. The ARP also encourages the development of a diverse range of residential unit types and sizes to accommodate a broad demographic group, ranging from old to young and singles to families.

The three northerly parcels (1404, 1408, and 1410 – 27 Street SW) are indicated in the ARP as located within the Medium Density Residential area on Map 2.1: Land Use Policy Areas of the ARP. The intent of the Medium Density Residential area is to provide opportunity for increase in density, while ensuring redevelopment is sensitive to the surrounding community. The ARP envisions that new development within this area should be limited to medium-density multi-residential developments and include townhouses, apartments, and live/work units. The two southern parcels (1414 and 1418 – 27 Street SW) are indicated on Map 2.3 as located adjacent to the Medium Density Residential area, in a Low Density Residential area.

Map 2.1 identifies land use the boundaries as conceptual only. While Administration is satisfied that the proposed application aligns with the intent of the overall objectives of the *Shaganappi Point ARP*, an amendment to Map 2.1 of the ARP is being proposed to accommodate this application in order to provide clarity for stakeholders on the extent of the Medium Density Residential area on this block. An amendment to Figure 3.4 Building Height and Setbacks is also required to accommodate the proposed building height. Administration believes the proposed amendments are consistent with the MDP, and the planned context of the area. If supported by Council, the proposed amendment aligns with future local area planning work.

### **Westbrook Local Area Plan (under review)**

The Westbrook Local Area Plan is under review as Administration is currently working on the [Westbrook Communities Local Area Planning Project](#) (LAP) which includes Shaganappi and surrounding communities. Planning applications are being accepted for processing during the local growth plan process.

### **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 the majority of the [Location Criteria for Multi-Residential Infill](#), as follows: (Note, three of the lots are already designated as M-C2).

- **Corner Lot:** The subject site occupies a corner lot, allowing the proposed development to contribute to the neighbourhood streetscape by addressing both 12 Avenue SW and 27 Street NE with grade-oriented units and entrances.
- **Proximity to transit:** 200 metres (3-minute walking distance) to the Shaganappi Point LRT Station.
- **On a collector standard roadway:** The subject site is not located along a collector road.
- **Adjacent to existing or planned non-residential development or multi-unit development:** The subject site is located across the lane from Giordano, a 5 storey Multi-Residential development under construction. The parcels along 12 Avenue SW are also indicated as medium density residential in the ARP.
- **Proximity to an existing open space, park, or community amenity:** The subject is located within 400 metres of the Shaganappi Park, community hall and tennis courts. It's also located within a 5-minutes walk to an elementary school, an 8-minute walk to the Killarney Aquatic Recreation Centre and the Shaganappi Community Church. The site is also located within close proximity to Westbrook Mall and the Public Library.
- **In close proximity to an existing or planned corridor:** The site is in close proximity to 17 Avenue and 37 Street SW Main Streets projects.
- **Direct lane access:** The subject site has direct lane access, facilitating a development that orients vehicle access to the rear lane.