

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Mahogany. The parcel has a total area of approximately 0.81 hectares (2.0 acres), with approximately 100 metres of frontage along Mahogany Road SE and approximately 81 metres along Mahogany Avenue SE.

Surrounding development is characterized primarily by three to five-storey apartment buildings to the north and east of the subject site designated Multi-Residential – High Density Medium Rise (M-H2) District. Surrounding developments to the south and west of the subject site include the balance of the larger C-C2 District development which currently includes a mixture of retail and service commercial uses. The 52 Street SE corridor is located approximately 150 metres to the west of the subject site which is anticipated to accommodate a future Green Line LRT Station.

Community Peak Population Table

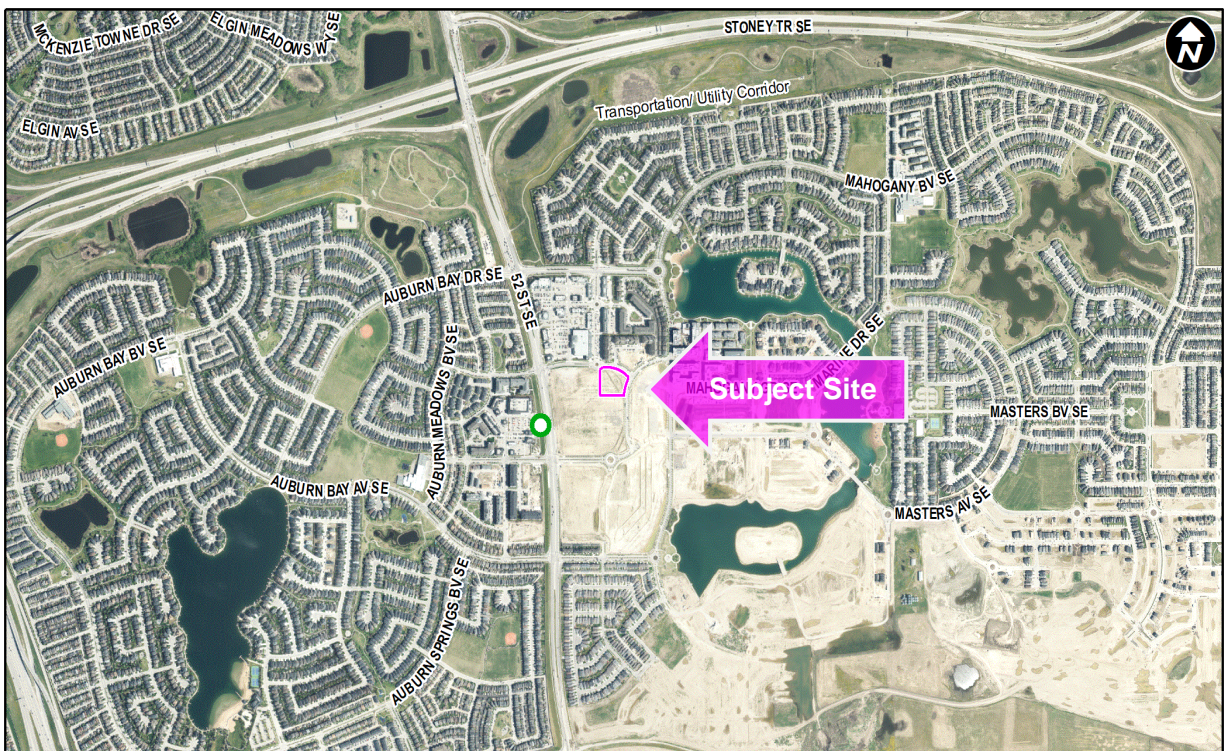
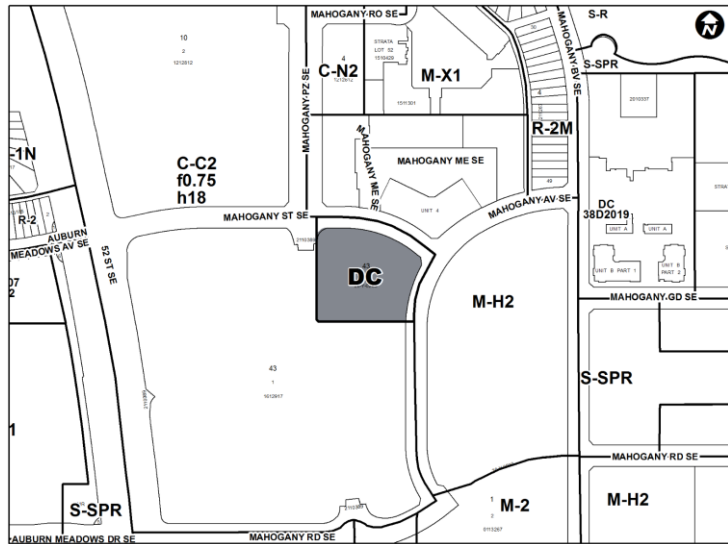
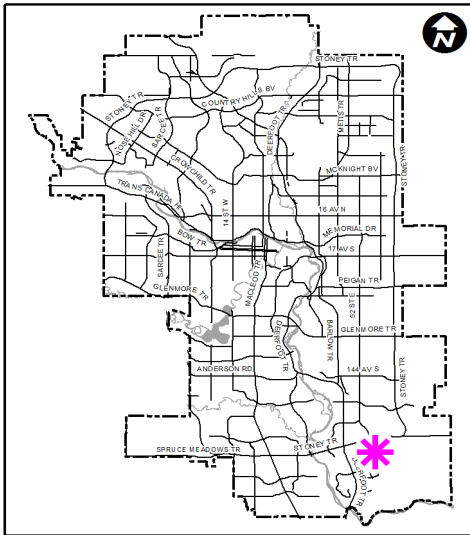
As identified below, the community of Mahogany reached its peak population in 2019.

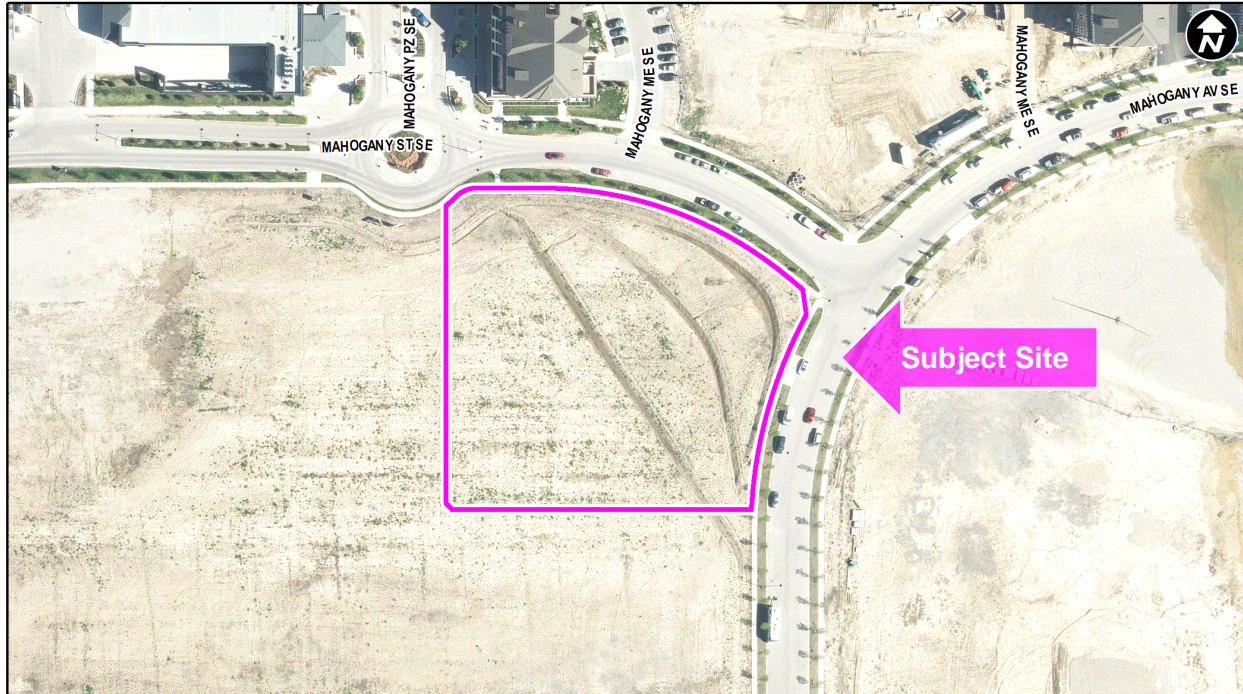
Mahogany	
Peak Population Year	2019
Peak Population	11,784
2019 Current Population	11,784
Difference in Population (Number)	0
Difference in Population (Percent)	0.0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Mahogany community profile](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing C-C2f0.75h18 District is characterized by larger commercial developments that allow for a wide range of commercial uses. The C-C2f0.75h18 District allows for a maximum building height of 18 metres and a maximum Floor Area Ratio (FAR) of 0.75 which could accommodate a maximum building size of 6,075 square metres.

The proposed DC District is based on the C-C2 District with the additional discretionary use of Self Storage Facility. Specific rules have been added to the DC District which require at least 10 per cent of the ground floor gross floor area (GFA) of the building to be dedicated to commercial uses. Commercial uses in this DC District Bylaw are defined as uses listed in the C-C2 District with the exception of those uses that are part of the Automotive Use Group in Schedule 'A' of Bylaw 1P2007. In addition, the DC District requires all access to the individual storage compartments to be internal to the building. No changes are being proposed to the maximum height of 18 metres, however, the maximum FAR of 0.75 is increasing to 2.0. This would allow for a maximum building size of approximately 16,200 square metres on the site. Despite the maximum FAR the DC District limits the use area of the Self Storage Facility to a maximum of 12,000 square metres.

The DC District also has a rule that allows the Development Authority to relax all the rules of the DC. 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 7, 8, 9, and 10 that include provisions for building size, building height, and location of commercial uses may also be relaxed. The intent is to allow the Development Authority to consider minor relaxations for unique building design, architectural elements, and distribution of uses throughout the building that would not have significant impacts on adjacent lands.

Development and Site Design

If this application is approved by Council, the rules of the proposed DC District and polices of the *Mahogany Community Plan* will provide guidance for future site development including appropriate uses, building massing, building height, landscaping and parking. Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface that compliments the surrounding commercial and residential built form;
- ensuring the building layout and overall site design can transition in the future to a more intensive use to further compliment the TOD nature of the site; and
- mitigation of shadowing and privacy concerns to adjacent properties.

Transportation

Pedestrian and vehicular access to this site is available from the adjacent private road via an access easement agreement. This site is within roughly 150 metres walking distance of transit service on 52 Street SE and is served by Calgary Transit Routes 302, 468, 845, 863, and 864. Route 302 SE Bus Rapid Transit (BRT) provides service every 20 minutes in the peak hours. On street parking is available adjacent to the site on Mahogany Street SE and Mahogany Avenue SE. A Transportation Impact Assessment was not required for this land use amendment.

Environmental Site Considerations

There are no known outstanding environmentally related concerns associated with the proposal and/or site at this time. As such, no Environmental Site Assessment was required.

Utilities and Servicing

Service connections are available from the existing on-site water main, sanitary sewer and storm sewer for Mahogany Village Commons from Mahogany Avenue SE.

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 subject site is located within the “Developing Residential - Planned Greenfield within Area Structure Plan” area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). These areas are primarily comprised of residential communities that have been planned and are still being developed. The proposal to redesignate the subject site from the C-C2 District to DC District to accommodate a Self Storage Facility is generally consistent with the Urban Structure policies of the MDP.

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 parcel with applicable climate resilience strategies may be explored and encouraged at the development permit stage.

Mahogany Community Plan (Statutory – 2006)

The subject site is located in the Core Commercial Centre, as identified on Map 3: Land Use Concept, of the [Mahogany Community Plan](#). The Core Commercial Centre area is intended to accommodate a range of retail and service commercial uses. The area is designed to create a cohesive shopping, living and leisure environment that incorporates complementary and compatible institutional, recreational, office and employment-oriented uses, and mixed-use buildings. The proposal is generally consistent with the Core Commercial Centre policy direction of the *Mahogany Community Plan*.

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

The subject site is located within a future Transit Oriented Development (TOD) area as a future Green Line LRT station is anticipated to be located at 52 Street SE approximately 230 metres southwest of the subject site. The [TOD Policy Guidelines](#) are intended to provide policy guidance to ensure TOD sites incorporate elements of higher density, walkable, and mixed-use environments that optimize existing and future transit infrastructure. The *TOD Policy Guidelines* provide guidance to ensure TOD sites incorporate a diverse mixture of land uses that include supporting retail and service uses, limit non-transit supportive uses, and prioritize pedestrian-oriented uses at the ground floor level.