

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Shaganappi, midblock on the east side of 33 Street SW, between 14 Avenue SW and 17 Avenue SW. The site is approximately 0.31 hectares (0.77 acres) in size and is approximately 92 metres wide by 34 metres deep. The site is currently developed with six single detached dwellings. There is no direct vehicular access to 33 Street SW.

The area east of 33 Street SW is generally characterized by single and semi-detached dwellings designated as Multi-Residential – Contextual Medium Profile (M-C2) District and Residential – Contextual One / Two Dwelling (R-C2) District. To the north is a four storey apartment building. Directly to the south is a three storey office and retail building designated as Mixed Use – Active Frontage (MU-2f5.0h26) District along 17 Avenue SW. The 17 Avenue SW Neighbourhood Main Street is located approximately 40 metres to the south.

The Westbrook LRT Station is approximately 200 metres (two to three-minute walk) across 33 Street SW to the west. The lands surrounding the LRT station are not yet developed and are currently vacant. Further to the west of the LRT station is the Westbrook Mall shopping centre.

## Community Peak Population Table

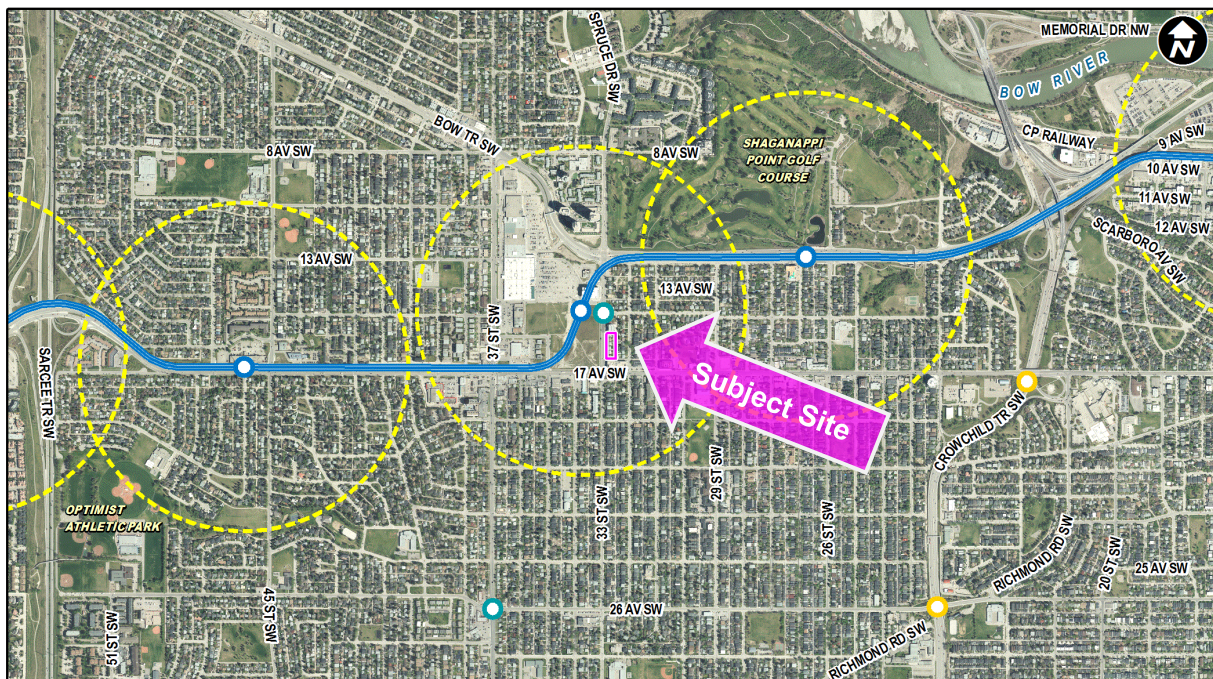
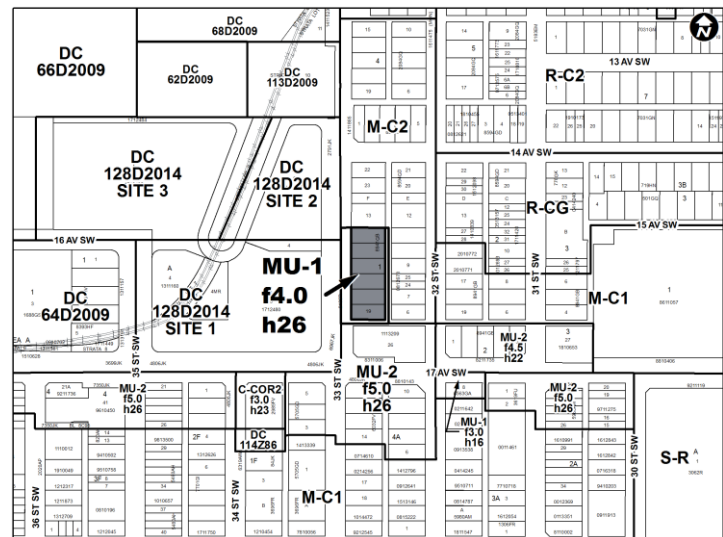
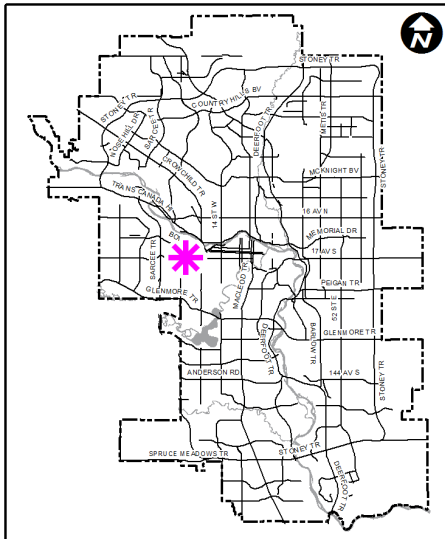
As identified below, the community of Shaganappi reached its peak population in 1969.

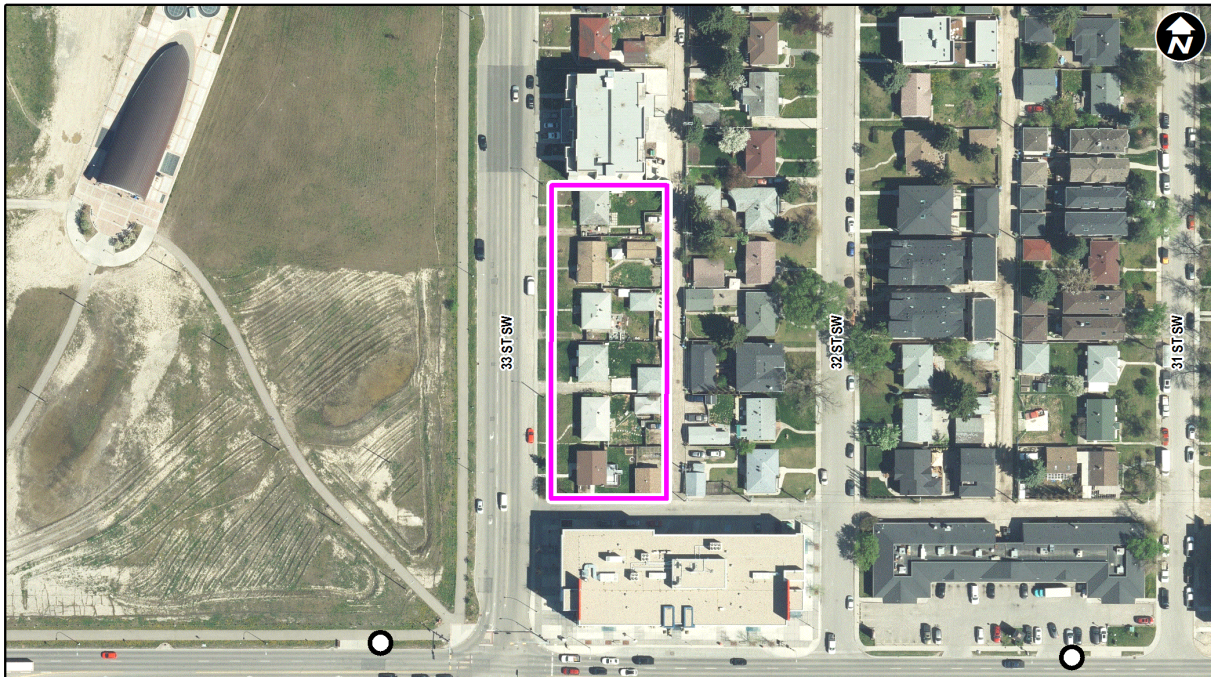
| <b>Shaganappi</b>                  |       |
|------------------------------------|-------|
| Peak Population Year               | 1969  |
| Peak Population                    | 2,132 |
| 2019 Current Population            | 1,626 |
| Difference in Population (Number)  | -506  |
| Difference in Population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

The current M-C2 District accommodates multi-residential developments with higher numbers of dwelling units and higher traffic generation than low density residential and lower profile multi-residential land use districts. The M-C2 District allows for a maximum floor area ratio of 2.5 and a maximum building height of 16.0 metres (approximately four to five storeys).

The proposed MU-1f4.0h26 District allows street-oriented developments with opportunities for a mix of residential and at-grade commercial uses; however, commercial uses are not required in the district. The proposed land use also includes rules that provide for a compatible transition from the surrounding developments.

The proposed MU-1 District allows for a maximum floor area ratio of 4.0 which equates to a building floor area of approximately 12,349 square metres. The proposed 26-metre maximum building height would enable the intended six-storey development.

### Development and Site Design

If approved by Council, the rules of the proposed MU-1 District and the policies of the *Westbrook Village ARP* will provide guidance for the future development of the site.

The corresponding development permit for the site proposes a six-storey, mixed-use building with 100 residential dwelling units and approximately 1,286 square metres of retail

commercial space at-grade. Although the proposed building is six storeys at approximately 22 metres tall for the vast majority of the mass of the building, the height of the building at its highest point reaches 25.5 metres due to an architectural feature and pergola on the roof that are included in the building height measurement as per the Land Use Bylaw.

### **Transportation**

The area is well served by Calgary Transit with the Westbrook LRT Station (Primary Transit) being 200 metres (two to three-minute walk) from the site, which provides service westbound to the 69 Street LRT Station, and eastbound to the Downtown core with access to other stations, and other routes. The site is also approximately 140 metres (two-minute walk) north of both westbound and eastbound Route 2 Killarney / 17 Avenue / Mount Pleasant bus stops located on 17 Avenue SW.

Pedestrian access to the site is available from 33 Street SW, with vehicular access provided from the rear lane. The subject site is within Residential Parking zone "RR". Currently on street parking is by permit only on the east side of 33 Street SW and there is two-hour parking on the west side of 33 Street SW from 07:00 - 18:00 Monday to Friday. A Transportation Impact Assessment was prepared as part of the application which demonstrated that the anticipated traffic generated by the redesignation can be accommodated by existing infrastructure.

### **Environmental Site Considerations**

No environmental concerns were identified. A Phase 1 Environmental Site Assessment was submitted as part of the application and no concerns were identified.

### **Utilities and Servicing**

Water and sanitary sewer are available for connection and specific site servicing details, and stormwater management is being evaluated with the associated development permit.

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

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

The [Municipal Development Plan](#) (MDP) identifies the site as located within the Developed Residential – 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 direction for encouraging transit use, making optimal use of transit infrastructure, and improving the quality of the environment in communities. The goals of these policies are to direct future growth of the city in a way that

fosters a more compact and efficient use of land, creates complete communities, allows for greater mobility choices, and enhances the 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. The development permit application associated with 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 increase in density close to the LRT Station supports Program 5.6: Enable transit-oriented development along the Green, Red and Blue LRT lines.

### **Westbrook Village Area Redevelopment Plan (Statutory – 2009)**

The subject site is indicated in the [Westbrook Village ARP](#) as Medium Density Residential on Map 3.1 Land Use Precincts. The ARP also identifies the maximum building height as 16 metres and a maximum floor area ratio (FAR) of 2.5. The proposed policy amendment would change the sites to Urban Residential Retail Precinct with a maximum height of 26 metres and maximum FAR of 5.0. The Urban Residential Retail Precinct is the most suitable ARP land use as its description best fits with what the applicant is proposing, particularly with the MU-1 District and the intent for mixed-use residential/commercial development. The rationale for the change includes the direct proximity to the Westbrook LRT Station and the 17 Avenue SW Main Street. It is also important to note this site is adjacent to a parcel on 17 Avenue SW designated as MU-2 with a maximum FAR of 5.0 and maximum height of 26 metres.

### **Westbrook Communities Local Area Plan**

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