

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Rosscarrock, on the south side of 10 Avenue SW between 37 Street SW and 39 Street SW. The site is approximately 0.09 hectares (0.22 acres) in size and is approximately 24 metres wide by 37 metres deep. The subject site consists of an existing semi-detached dwelling and rear detached garage with access from the lane.

The site is surrounded predominantly by low density residential development (single detached dwellings, semi-detached dwellings and duplex dwellings) to the north, south, and west. Northwest from the site, across 10 Avenue SW and 38 Street SW, is a newly constructed three-storey multi-residential building. Further east of the site, fronting onto 37 Street SW, are some older three-storey multi-residential buildings interspersed by single and double storey dwellings.

Community Peak Population Table

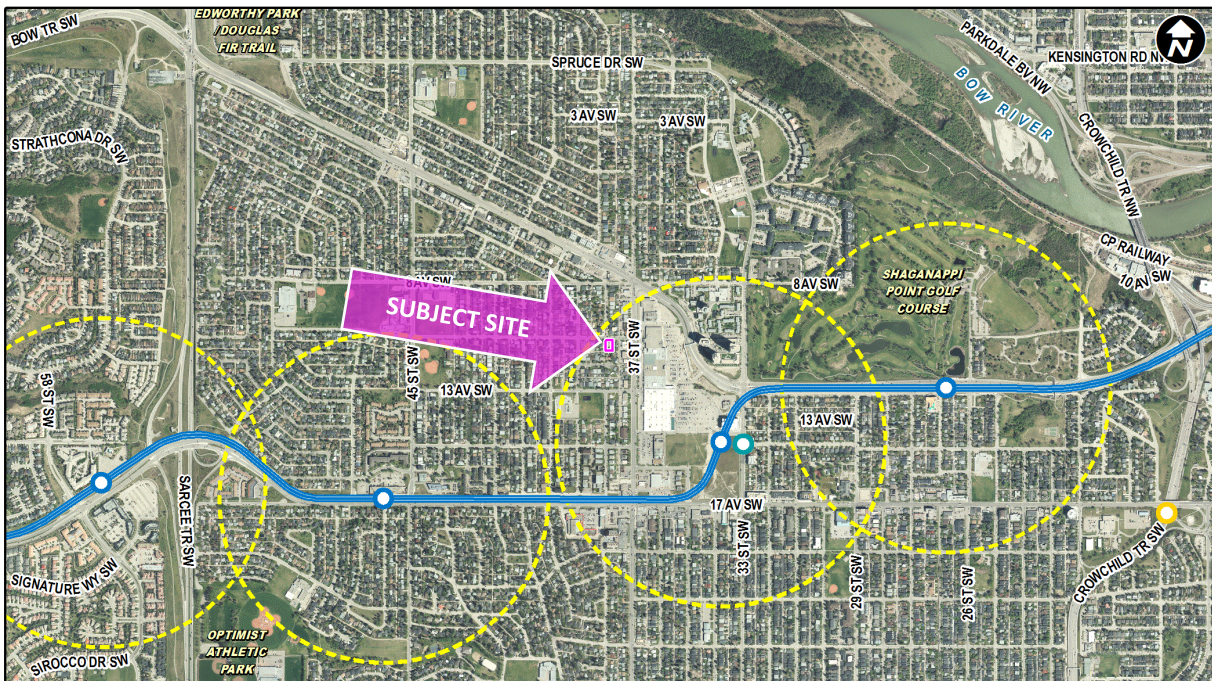
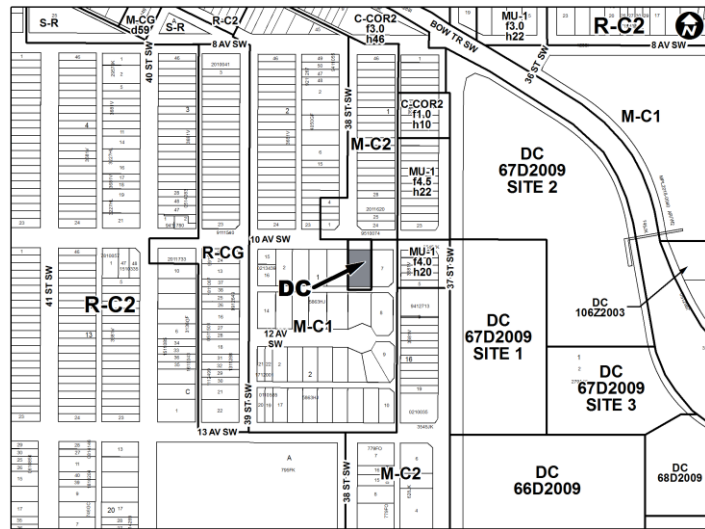
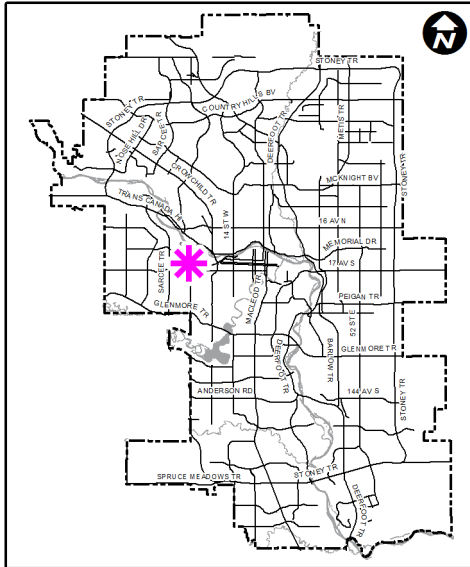
As identified below, the community of Rosscarrock reached its peak population in 1971.

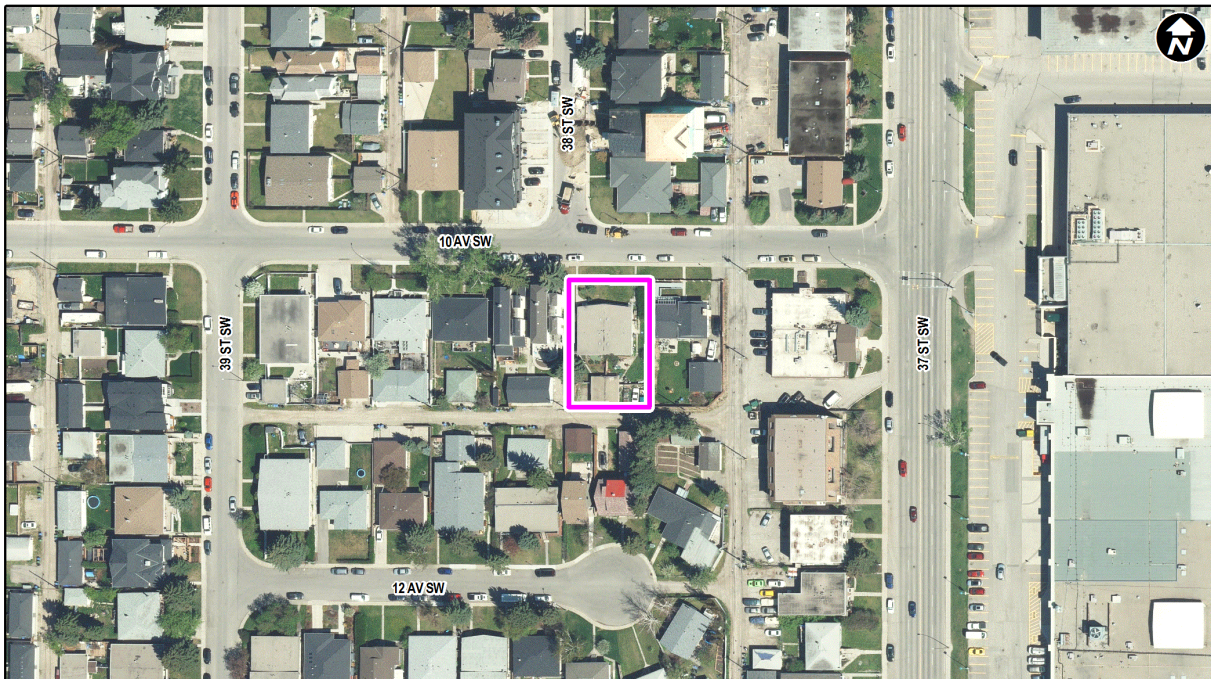
Rosscarrock	
Peak Population Year	1971
Peak Population	3,868
2019 Current Population	3,625
Difference in Population (Number)	243
Difference in Population (Percent)	-6.28%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-C1 District accommodates the existing development and contextually sensitive low height and medium density multi-residential redevelopment in a variety of forms, to a maximum building height of 14 metres and maximum density of 148 units per hectare. The M-C1 District allows for rowhouse forms of development only as a multi-residential use and not as a use that includes secondary suites.

The proposed DC District, based on the M-C1 District, proposes the additional use of Rowhouse Building as a discretionary use to enable the subject site to accommodate the intended future rowhouse redevelopment. This rowhouse use would accommodate a maximum of four dwelling units with up to four secondary suites, and a detached garage as an accessory building on this site. Section 7 of the DC Bylaw incorporates the rules specific to rowhouse development.

The proposed DC District includes a relaxation rule that allows the Development Authority to relax Section 6 of the DC Bylaw. Section 6 incorporates the rules of the base M-C1 District in Bylaw 1P2007.

These are rules of standard districts and can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC relaxation rule is to ensure such rules that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district.

This relaxation rule is to allow for flexibility in addressing minor bylaw relaxations, should these be identified during the development permit review process. Any relaxation granted must meet the test for relaxation as provided by Bylaw 1P2007.

Development and Site Design

If approved by Council, the rules of the proposed DC District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, 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 along both 10 Avenue SW; and
- mitigating shadowing, overlooking, and privacy concerns.

At the development permit application stage, provision of boulevard trees along 10 Avenue SW will be requested to enhance the streetscape. Should utility conflicts prevent the planting of such boulevard trees, planting of private trees will be required along the property frontage.

Transportation

The site is well served by Calgary Transit as it is within 500 metres of primary transit routes at 37 Avenue SW and Bow Trail SW. The nearest transit stop for Route 9, along 37 Street SW, is approximately 180 metres (5-minute walk) from the site. The nearby transit routes connect directly to the Westbrook LRT Station which is approximately 700 metres away (10-minute walk).

Vehicular access is from the lane only. There is a no parking restriction on 10 Avenue SW. All parking provisions would be addressed at the time of a development permit application.

Environmental Site Considerations

No environmental concerns have been identified at this time.

Utilities and Servicing

Water, storm, and sanitary deep utilities are available. Development servicing requirements will be determined at the future development permit and development site servicing plan (DSSP) stage.

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 sitel is located within the Developed Residential areas as identified in the [Municipal Development Plan](#) (MDP). The relevant MDP policies encourage such infill redevelopment and

modest intensification of inner-city communities to optimize efficient use of existing infrastructure, public amenities and transit, whilst delivering small and incremental benefits to climate resilience.

Climate Resilience Strategy (2018)

The [Climate Resilience Strategy](#) identifies programs and actions intended to reduce Calgary's greenhouse gas emissions and mitigate climate risks. Whilst this application does not include any action that specifically meets the objectives of this plan, opportunities to align the development of this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.

Westbrook Village Area Redevelopment Plan (Statutory – 2019)

The subject site falls within the medium density residential precinct between 37 Street SW and 39 Street SW, of the [Westbrook Village Area Redevelopment Plan](#) (ARP). The built form, of predominantly low to mid-rise residential buildings here, is to facilitate the tapering down of the higher densities and greater building heights at Bow Trail and the transit plaza, westwards, to the stable low density residential neighbourhoods of Rosscarrock.

Policies for this area are intended to offer maximum flexibility in accommodating redevelopment and intensification while allowing for a logical transition at the interfaces, and as the planned area builds out to its full potential.

The proposed redesignation is in alignment with the ARP as it will facilitate low height and medium density development and will not exceed the prescribed maximum density.

Westbrook Local Area Planning Project

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