

Background and Planning Evaluation

Background and Site Context

The subject site is located on the west side of 14 Street SW, approximately 50 metres north of 37 Avenue SW. The parcel is 15 metres wide by 38 metres deep for an approximate size of 0.06 hectares (0.14 acres). Currently, the site is developed with a single detached dwelling and detached garage accessed from the one-way rear lane.

Surrounding development is generally characterized by single detached and semi-detached dwellings. A six-unit multi-residential development is located one property south of the subject site. Parcels to the north and west are designated as R-C2 District, parcels to the east are designated as Residential – Contextual One Dwelling (R-C1) District, and parcels to the south are designated as Multi-Residential – Contextual Low Profile (M-C1) District and Special Purpose – Community Institution (S-CI) District.

A small commercial plaza is located at the north end of the block and shares lane access with the site. Both River Park and Peony Park are located within a two-minute walk, and local bus service provides direct connections to downtown and Marda Loop.

Community Peak Population Table

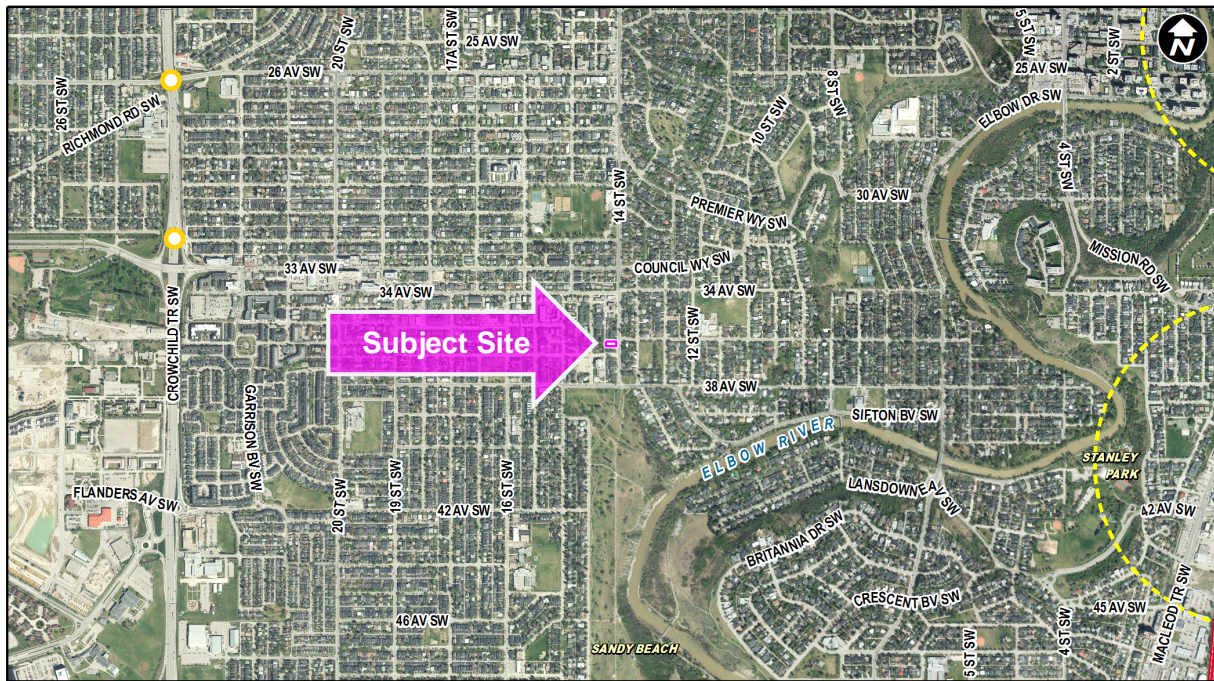
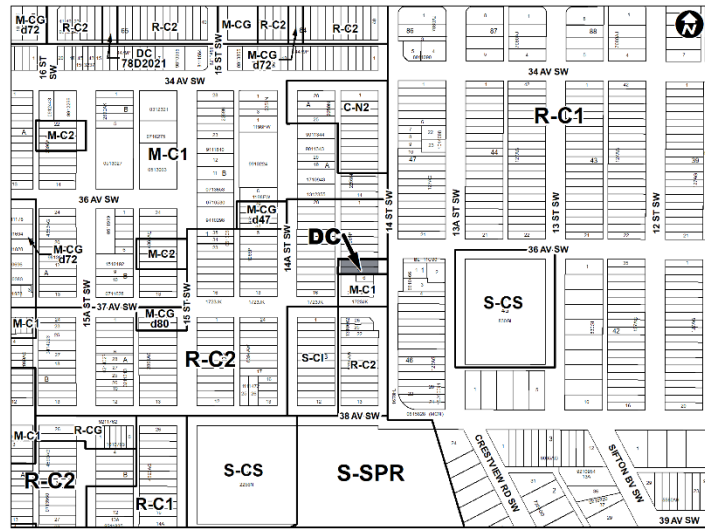
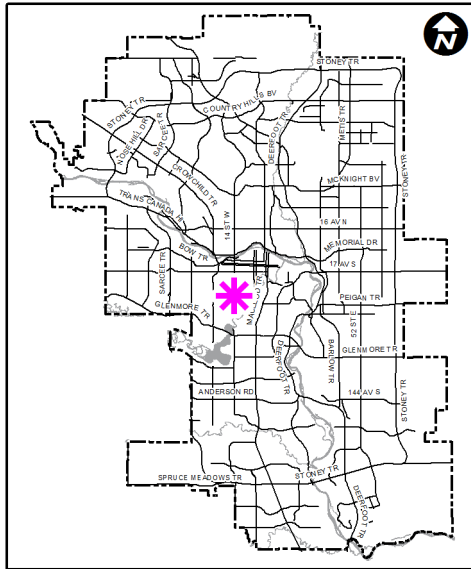
As identified below, the community of Altadore reached its peak population in 2019.

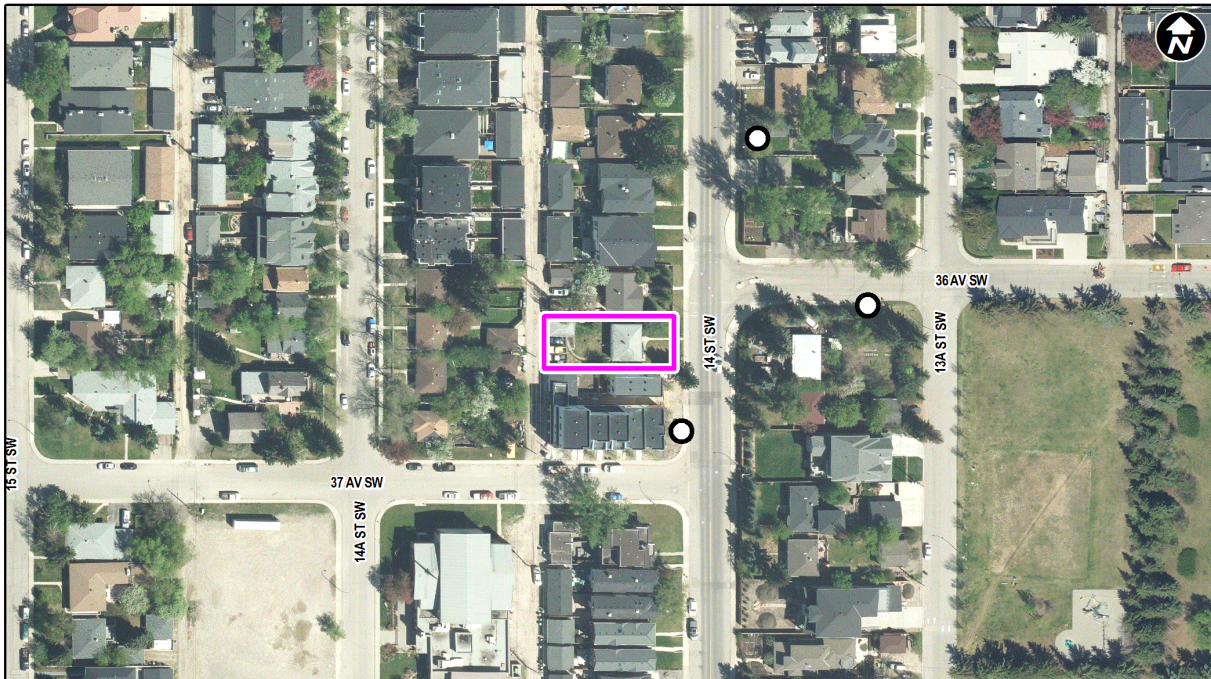
Altadore	
Peak Population Year	2019
Peak Population	6,942
2019 Current Population	6,942
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C2 District is a low-density residential district applied to developed areas and allows for single detached, semi-detached and duplex housing. The District allows for a maximum building height of 10.0 metres (approximately three storeys) and a maximum of two units on a parcel, plus secondary or backyard suites.

DC Districts are a tool that is available in the Land Use Bylaw, with criteria that is identified in Section 20. DC Districts often have a number of specific or unique set of rules that set it apart from an existing district in the Land Use Bylaw. Administration determined that a DC District was appropriate as the proposal included additional rules, such as contextual site design, consideration for smaller units and vehicle parking requirements, that combined, cannot be accommodated in an existing district in the Land Use Bylaw.

The proposed DC District is based on the Multi-Residential – Contextual Grade-Oriented (M-CG) District. The M-CG District allows for medium-density development in grade-oriented buildings that are sensitive to neighbouring low-density homes. The proposed DC District maintains key rules of the M-CG District such as building height, step backs and side setback rules. The proposed DC District removes the base district's density regulation and instead regulates building form through a maximum floor area ratio (FAR) of 1.5, which is anticipated to allow for ten dwelling units. At-grade orientation and street-orientation rules are included to ensure that development results in a built form that features front door access that is contextually appropriate for a low-density area. Rules are also included to ensure two smaller

buildings rather than one larger building, a minimum separation distance between the buildings and minimum amenity space areas that meet or exceed that of the base district (M-CG) to allow for a functional courtyard space.

The proposed DC District also includes a rule that allows the Development Authority to relax other specific rules. The intent in allowing relaxation to some of the rules is to allow for flexibility and discretion where minor bylaw relaxations may be justified if the development still meets the intent of the district. Section 7 of the DC District incorporates 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 District rule is to ensure that rules of Bylaw 1P2007 that regulates aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district.

All other rules specific to the DC District such as motor vehicle parking stall requirements (Section 17) are excluded from being able to be relaxed, as the minimums outlined in the DC District are important to the success of the development.

Development and Site Design

If approved by Council, the rules of the proposed DC District will provide guidance for future site development including appropriate uses, building massing, height, landscaping and parking. The site is proposed to be developed with two buildings situated around a central courtyard. The development permit (Attachment 5) proposes five larger units at grade, while another five will be below-grade units 45 square metres or less in size. Vehicle parking is to be provided through a carport that is accessed via the lane. Issues being addressed through review of the development permit include, but are not limited to:

- minimizing overlooking and privacy for both residents and neighbours;
- well-considered amenity space design;
- provision of trees and landscaping;
- waste and recycling services; and
- inclusion of Transportation Demand Management (TDM) measures.

Development of the site must take into account a 5.2 metre front setback from 14 Street SW, which is required by the Land Use Bylaw for future public realm improvements.

Transportation

The site fronts onto 14 Street SW, which is classified as a neighbourhood boulevard in this location. Pedestrian connectivity in the neighbourhood is provided through sidewalks on each street frontage and by park pathways providing access to the Elbow River valley.

A transit stop for southbound Route 13 is less than 30 metres from the site, providing direct service to Mount Royal University. A northbound Route 13 stop is located on the east side of 14 Street SW and can be reached by a five-minute walk). Bus service for Routes 7 and 22 is also available approximately 300 metres to the north (a four-minute walk) on 33 Avenue SW, providing access to Marda Loop and connects to BRT service on Crowchild Trail SW. Vehicle access is from the lane, which is a one-way lane travelling north between 37 Avenue SW and 34 Avenue SW. The lane also provides access to local commercial uses located north of the site. Street parking in the area is not controlled through a permit program.

A Transportation Impact Assessment was not required for this proposal, but a Parking Study was provided to justify the proposed vehicle parking reductions for units smaller than 45 square metres. The Study was accepted by Administration.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water and sanitary sewer mains are available and can accommodate the proposed land use redesignation without the need for network upgrades at this time. Specific details of site servicing and stormwater management are being reviewed in detail through the development permit application.

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)

This application is within the Inner City Area as identified on Map 1 of the [Municipal Development Plan](#) (MDP). Policy for this area supports residential intensification, particularly close to identified Main Streets with access to transit service and local commercial uses. This site is one block south from the intersection of the 14 Street SW and 33 Avenue SW Neighbourhood Main Streets.

Intensification policies in the MDP support grade-oriented housing in developed residential areas but also encourage a range of densities and building forms that provide varied housing choices for a diverse population. Policies also support enhancing and respecting the character of existing neighbourhoods, which in this case is achieved through the proposed grade-oriented form rather than a larger multi-residential form.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address the objectives of the [Climate Resilience Strategy](#).

South Calgary/Altadore Area Redevelopment Plan (Statutory – 1986)

The subject site falls within the Residential – Conservation typology as identified on Map 2 of the [South Calgary/Altadore Area Redevelopment Plan](#). The intent of this area is to support infill projects of a size and density consistent with their surroundings.

This application proposes an amendment to Map 2 (Land Use Policy) in order to reclassify the site as being in the Residential Medium Density typology, which allows for moderately scaled development such as townhouses.

Location Criteria for Multi-Residential Infill (Non-statutory)

The [Location Criteria for Multi-Residential Infill](#) are to be used by Administration to determine where multi-residential infill development may be most appropriate. Though the criteria are not meant to be applied in an absolute sense to determine whether or not a site should be recommended for approval, they assist in evaluating whether a site is considered appropriate for multi-residential infill development. This application satisfies four out of the eight criteria:

- On a corner parcel. (x)
- Within 400 metres of a transit stop. (✓)
- Within 600 metres of an existing or planned primary transit stop. (x)
- On a collector or higher standard roadway on at least one frontage. (✓)
- Adjacent to existing or planned non-residential development or multi-unit development. (✓)
- Adjacent to or across from an existing or planned open space, park or community amenity. (x)
- Along or in close proximity to an existing or planned corridor or activity centre (x)
- Direct lane access. (✓)

The adjoining parcel south of the subject site is located on a corner parcel and has been recently developed with a six-unit multi-residential infill development. The subject site is not located within 600 metres of a primary transit stop, yet benefits from four local transit stops all within a two-minute walking distance. While the subject site is not directly across from a park, it remains in very close proximity (a two-minute walk) to both River Park and Peony Park on 36 Avenue SW. For these reasons, Administration believes accommodating multi-residential development is appropriate on the subject site.