

Background and Planning Evaluation

Background and Site Context

The subject site is in the southwest community of Altadore at the southeast corner of 36 Avenue SW and 17 Street SW. The site is approximately 31 metres wide by 37 metres deep for a total area of 0.11 hectares and consists of two lots developed with single detached housing with detached rear garages.

Development to the east, west and north consists of low-density multi-residential (fourplexes, rowhouses and low-rise apartment buildings). Development to the northeast and south across the lane is a mixture of older single detached and newer semi-detached housing. The current Multi-Residential – Contextual Grade-Oriented (M-CGd72) land use designation serves as a bridge between the Multi-Residential – Contextual Low Profile (M-C1) District to the north and Residential – Contextual One / Two Dwelling (R-C2) District to the south.

A small commercial plaza is 250 metres (a three-minute walk) to the northwest. Kiwanis Park is a similar distance to the southeast. Groceries and daily needs are available 650 metres to the northwest in Marda Loop (an eight-minute walk). An elementary school is one kilometre south (a 12-minute walk), and Mount Royal University is 2.7 kilometres to the southwest (an eight-minute bus ride).

Community Peak Population Table

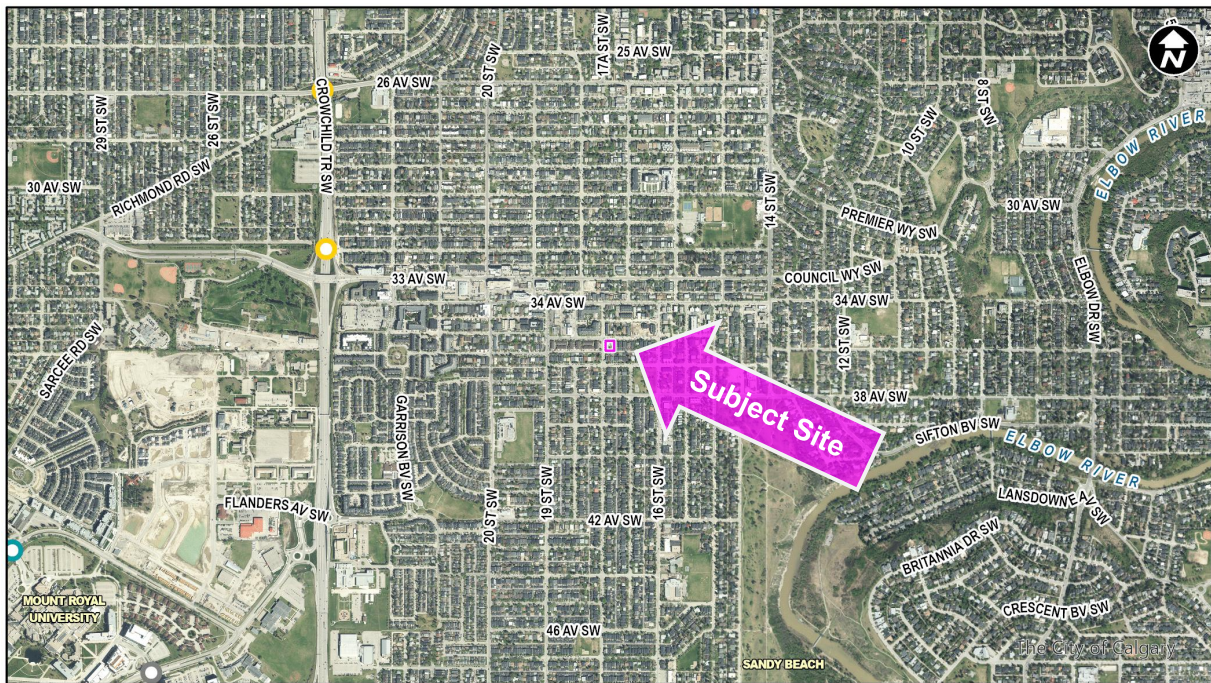
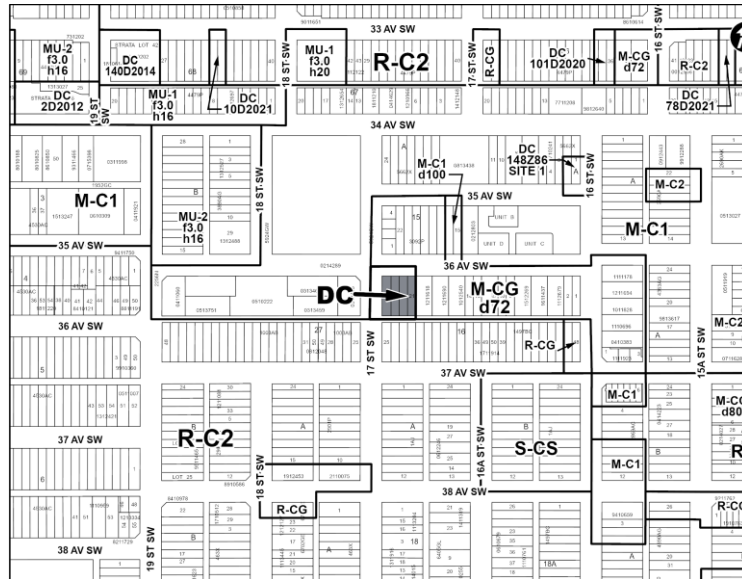
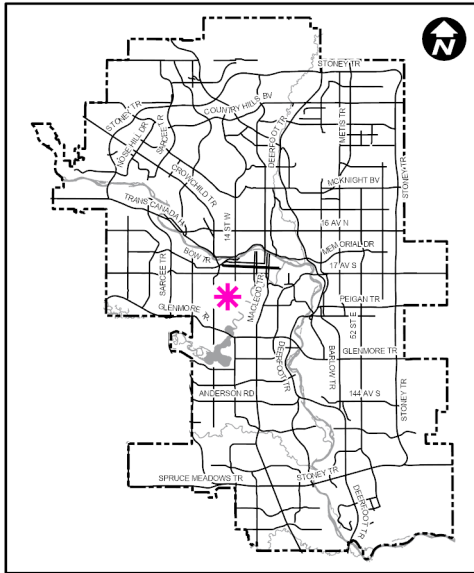
As identified below, the community of Altadore reached its peak population in 2019.

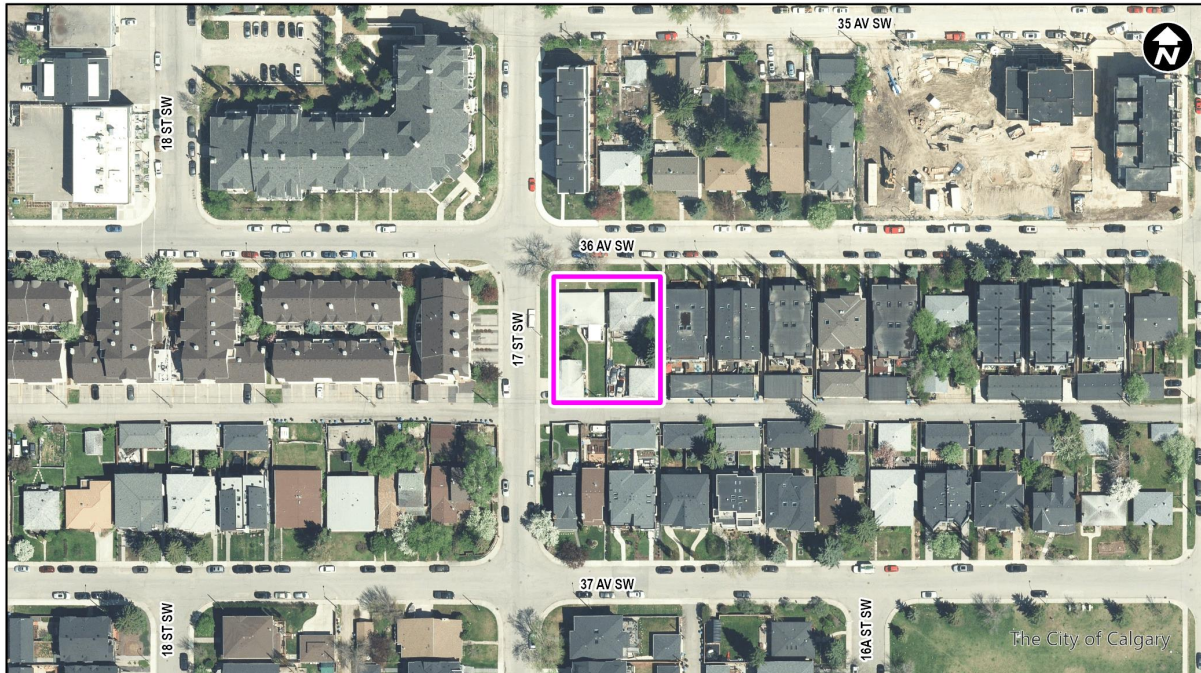
Altadore	
Peak Population Year	2019
Peak Population	6,942
2019 Current Population	6,942
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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 M-CGd72 District is intended to accommodate multi-residential development of low height and medium density which is adjacent and sensitive to low-density development. The District allows for a maximum building height of 12 metres and would allow for up to seven units on the subject site. All units would be required to be directly accessible from grade.

The proposed DC District is based on the existing M-CG District and is intended to allow for grade-oriented multi-residential development that is low in height and of similar massing to nearby low-density development. The proposed building form is very similar to the building form of the current land use district. The M-CG maximum height of 12 metres remains, as do the contextual height restrictions near adjacent parcels.

The proposed DC District departs from the base M-CG District by regulating density through a maximum floor area ratio (FAR) of 1.5 rather than through units per hectare, which allows flexibility in how units can be configured on the site. The proposed DC District includes parking reductions for smaller units (45 square metres or less). These smaller units may not comprise more than half the total units of the development and must be assigned storage for bicycles or other mobility devices in lieu of a vehicle parking stall. Additional regulations in the proposed DC District include appropriate separation distances between residential buildings and minimum requirements for amenity space.

The proposed DC District also includes a rule that allows the Development Authority to relax specific rules. The intent in allowing a 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 a 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 regulate aspects of development not made explicit in this DC District can also be relaxed in the same way that they would be in a standard district.

Other rules specific to the proposed DC District, including the motor vehicle parking requirement (Section 18) are excluded from being able to be relaxed, as the regulations outlined in the DC District are important to balancing the success of the development with minimizing the impact to surrounding properties.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, the application for a DC District has been reviewed by Administration, and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to innovative ideas, as the proposal combines building forms, unit densities and parking provisions, which could not be achieved through the use of a standard land use district in the Land Use Bylaw.

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. The site is proposed to be developed with two buildings oriented around a central courtyard (Attachment 5). The development permit proposes 11 larger units and 11 smaller units that are 45 square metres or less in size. Vehicle parking is to be provided only for the larger units through a carport accessible via the lane. Other key factors that are being considered during review of the development permit application include, but are not limited to, the following:

- street character at grade;
- building massing and height interface with adjacent residential property to the east;
- design of central courtyard space to support its use as an amenity for residents;
- ability for residents to maneuver into and out of assigned parking stalls;
- the ability to navigate the lane;
- bicycle storage and feasibility of car-free living in this location;
- waste and recycling storage, staging and pickup scheduling and operations; and
- preservation of a mature tree near the street corner.

Transportation

The site fronts onto 36 Avenue SW, which is classified as a local road. Pedestrian connectivity in the neighbourhood is provided through sidewalks on each street frontage. Cycling connectivity in the community will be greatly improved with the planned implementation of separated cycling lanes as part of Main Streets improvements on 34 Avenue SW over the next several years. When complete, the cycle track will directly connect the site to the west end of Marda Loop which is one kilometre away (a five-minute bike ride).

Transit stops for Route 7 to Downtown and Marda Loop are available within 350 metres (a four-minute walk) on 33 Avenue SW. Transit stops for Route 13 to Downtown, Mount Royal University and Westhills Shopping Centre are within 400 metres (a five-minute walk). Vehicle access is from the lane off 17 Street SW. Data for on-street parking shows high usage (60 to 80 percent) but 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 unit 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, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site falls within the Residential Inner City Area as identified on Map 1: Urban Structure of the [Municipal Development Plan \(MDP\)](#). Policy for this area supports intensification of residential areas, particularly close to identified nodes and corridors such as the 33 Avenue SW Main Street. Development in this area should be contextually sensitive to adjacent low-density development through careful height transitions. This application also aligns with broader city-wide policies supporting greater diversity in housing stock and by instituting land uses that support transit service.

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 – Low Density typology as identified on Map 2 of the [South Calgary/Altadore Area Redevelopment Plan](#). The intent of this typology is to support infill projects which may be larger and more intensive than new single or semi-detached housing.

This application proposes an amendment to Map 2 to reclassify the site to 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 may be most appropriate in densifying communities. Though the criteria are not meant to be applied in an absolute sense to determine whether an application should be approved or not, they assist in evaluating whether a site is appropriate for multi-residential infill development. This application satisfies five out of eight criteria:

- On a corner parcel (✓)
- 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 (x)
- Adjacent to existing or planned non-residential or multi-unit development (✓)
- Adjacent to or across from an existing or planned open space, park, or community amenity (x)
- Along or near an existing or planned corridor or activity centre (✓)
- Direct lane access (✓)

The subject site is not located within 600 metres of a primary transit stop, with the nearest being Max Yellow BRT service on Crowchild Trail, 1.3 kilometres away. However, the site is within 400 metres of two local routes providing service to Downtown, which offer relatively high-frequency travel during rush hour. The site is located on two local roads rather than on at least one collector; however, the proximity of transit, local amenities and services, and imminent bicycle infrastructure reduce the importance of needing a higher-standard roadway. The site is not located adjacent to a park; however, Kiwanis Park is located one block away. For these reasons, Administration believes accommodating multi-residential development is appropriate on this site.