

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Rosscarrock, on the west side of 38 Street SW between 8 Avenue SW and 10 Avenue SW. The site is approximately 0.09 hectares (0.22 acres) in size, measuring approximately 23 metres wide by 38 metres deep. The subject site is currently developed with a single detached dwelling and rear detached garage accessed from the rear lane.

The site is surrounded predominantly by low-density residential development (single detached, semi-detached and duplex dwellings) to the north, south, east and west. A newly constructed three-storey multi-residential building sits next to the adjacent property in the south. A block east of the site, fronting onto 37 Street SW, are some older three-storey multi-residential buildings interspersed with single and double-storey dwellings, besides some smaller local commercial buildings.

The site is one block west of Westbrook Mall and is approximately 600 metres from the Westbrook LRT station.

Community Peak Population Table

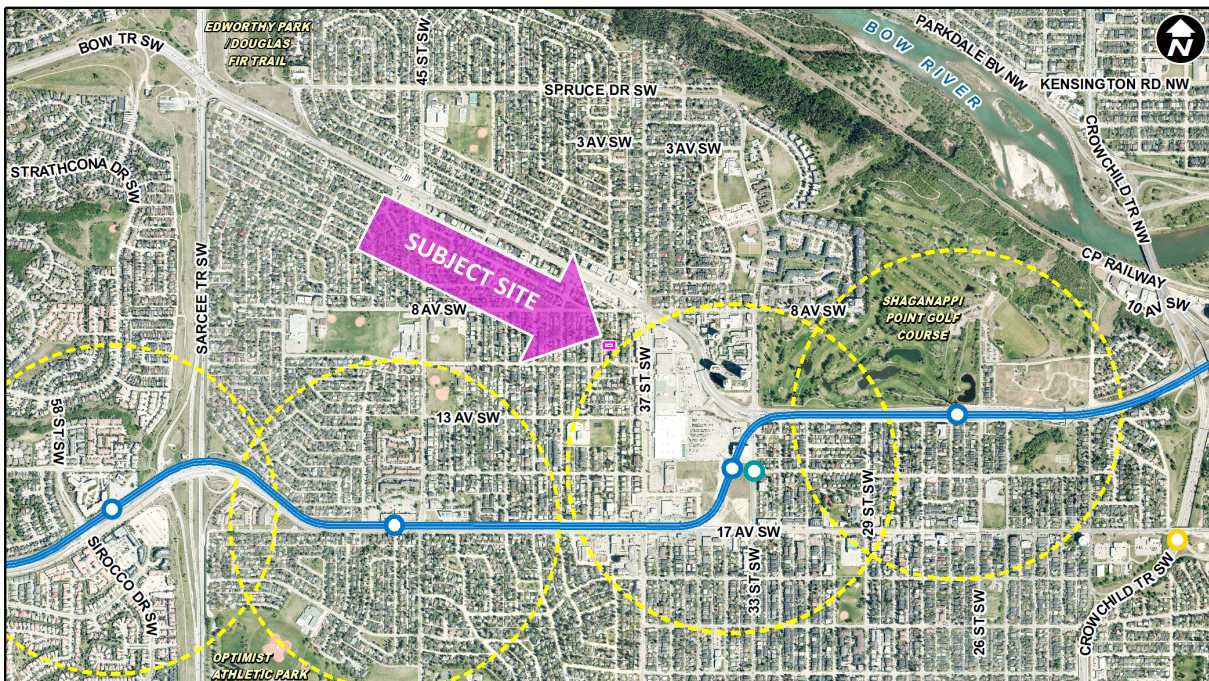
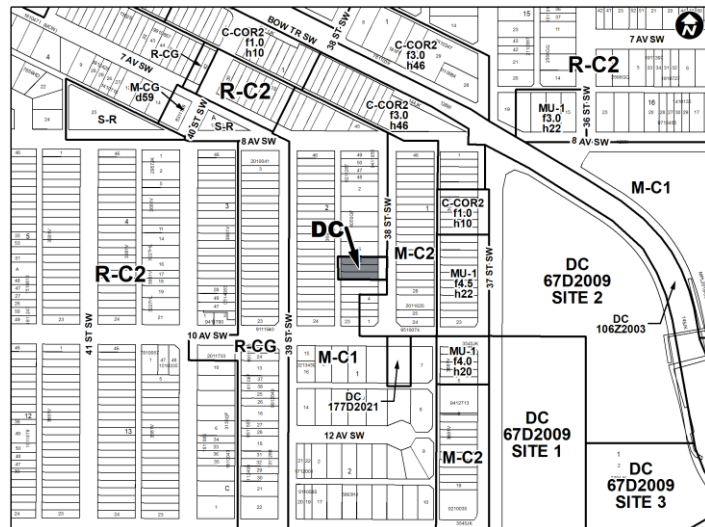
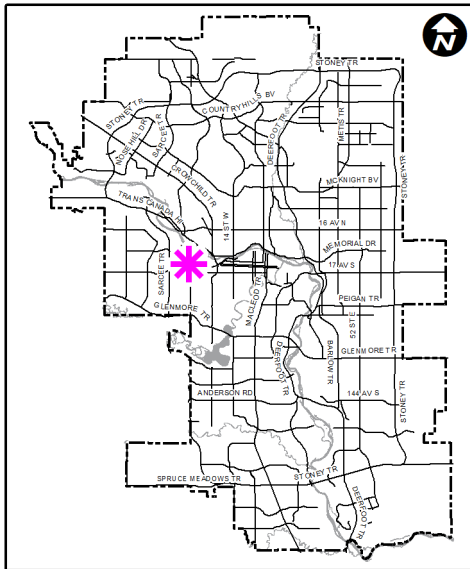
As identified below, the community of Rosscarrock reached its peak population in 1971.

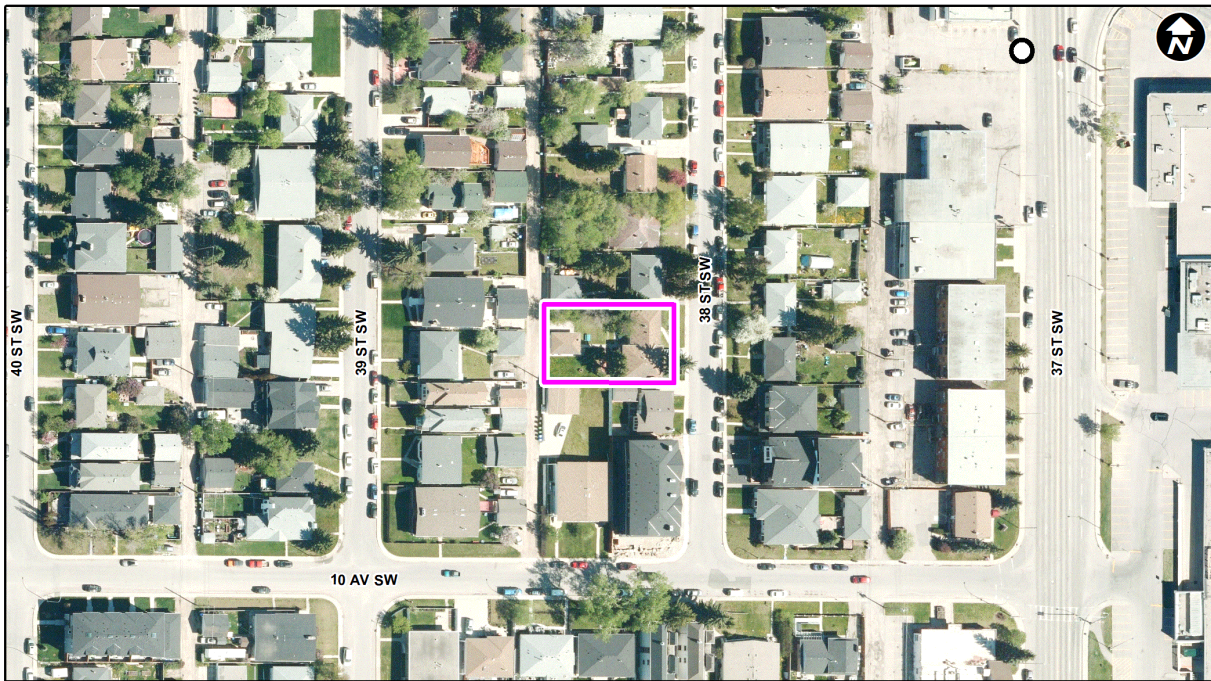
Rosscarrock	
Peak Population Year	1971
Peak Population	3,868
2019 Current Population	3,625
Difference in Population (Number)	243
Difference in Population (Percent)	-6.28%

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 Multi-Residential – Contextual Low Profile (M-C1) District allows contextually sensitive low-height and medium-density multi-residential redevelopment in a variety of forms, to a maximum building height of 14 metres. Under the District's maximum density of 148 units per hectare, the site could support a maximum of 12 units. 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 Direct Control (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 Building use would accommodate a maximum of four dwelling units with up to four secondary suites, and parking stalls onsite.

Administration supports this application as the proposed land use amendment aligns with the long-term direction of the *Westbrook Village Area Redevelopment Plan* (ARP) as follows:

- For the community to evolve and grow towards the complete fruition of the ARP's goals and objectives, the ARP recognizes the benefit of interim land uses until the optimal density and intensity of land uses could be feasibly realized in the redevelopment potential of sites such as this.

- Multi-residential dwellings in the form of Rowhouse Buildings are very feasible housing products in high demand. Rowhouse development is often able to offer a more comparatively affordable housing product in desirable inner-city communities like Rosscarrock.
- By adhering to the M-C1 District, there is little to no planning and development risk of eroding the ARP's growth policy goals and objectives.

Section 6 of the proposed Direct Control Bylaw incorporates the rules of the base M-C1 District in Bylaw 1P2007, whilst its Section 7 incorporates the rules specific to rowhouse development.

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 facilitate innovative ideas in the applicant's proposed development.

This proposal allows for the applicant's intended rowhouse development with secondary suites, while maintaining the M-C1 District base to optimize on the higher density of 148 units per hectare, flexibility in built form design, current multi-residential development requirements of consolidated waste & recycling, and more comprehensive landscaping. The same outcome could not be readily achieved by using a standard land use district in the Land Use Bylaw.

The proposed DC District includes a relaxation rule that allows the Development Authority to relax Sections 6 and 7 of the Direct Control Bylaw. This relaxation rule is to allow for flexibility in addressing minor bylaw relaxations, should any 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 development permit application for the redevelopment of the site, including the M-C1 base district uses, density and building height of 14 metres, plus the additional use of Rowhouse Building. 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 38 Street SW;
- ensuring adequate and proper amenity space, and waste and recycling storage provisions; and
- mitigating shadowing, overlooking, and privacy concerns.

To enhance the streetscape, the provision of boulevard trees along the property frontage will be encouraged in the development permit application. Parks has recommended street tree species like American Elm, Green Ash, Prairie Spire Green Ash, or Bur Oak, with tree sizes to be between 60mm and 80mm.

Transportation

Pedestrian access to the subject site is available from sidewalks along 38 Street SW, while vehicular access to the subject site is to come from the existing rear lane, accessed from 8 Avenue SW and 10 Avenue SW. The area is served by Calgary Transit with a Route 9 stop located approximately 150 metres to the northeast on 37 Street SW. A Route 70 and Route 111 transit stop is located approximately 250 metres to the northeast on Bow Trail. These are both

within 5-minute walking distances. The Westbrook LRT station, along 33 Street SW, is located approximately 600 metres (about a 10-minute walk) to the east of the site.

The subject site is located near cycling infrastructure, with on-street bicycle lanes on Spruce Drive SW, approximately 600 metres to the east of the site connecting to the Bow River Pathway system. There are currently no parking restrictions along 38 Street SW adjacent to the parcel. All parking provisions will be further reviewed through the development permit application.

Environmental Site Considerations

There are no known environmental concerns associated with the proposal and/or site at this time.

Utilities and Servicing

Water and sanitary utilities are available to the site. Storm mains are not available to service the subject site, with a potential storm main extension to be required with the development permit application. This extension will be at the expense of the developer. All development servicing requirements will be determined 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)

The subject parcel is located within the Developed – Residential – Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established communities to make more efficient use of existing infrastructure, public amenities, and transit, whilst delivering small and incremental benefits to climate resilience.

The proposal is in keeping with relevant MDP policies for a modest increase in density in a form that respects the scale and character of the neighbourhood context.

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 the development permit application stage.

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 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 Communities Local Area Planning Project

The *Westbrook Village ARP* is under review as 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. The Westbrook Communities Local Area Plan is anticipated to be finalized in late 2022.