

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Altadore at the southwest corner of 15A Street SW and 38 Avenue SW. The undeveloped parcel is approximately 0.06 hectares (0.15 acres) in size and is approximately 15 metres wide and 38 metres deep.

Lands directly to the north and south of the site consist of low-density residential development (single detached, semi-detached and duplex dwellings). Across the street to the east is a six-unit rowhouse development. West of the site across the lane is a five-unit rowhouse development. Northwest of the site is an undeveloped parcel that is located east of the Kiwanis Park that was recently redesignated.

## Community Peak Population Table

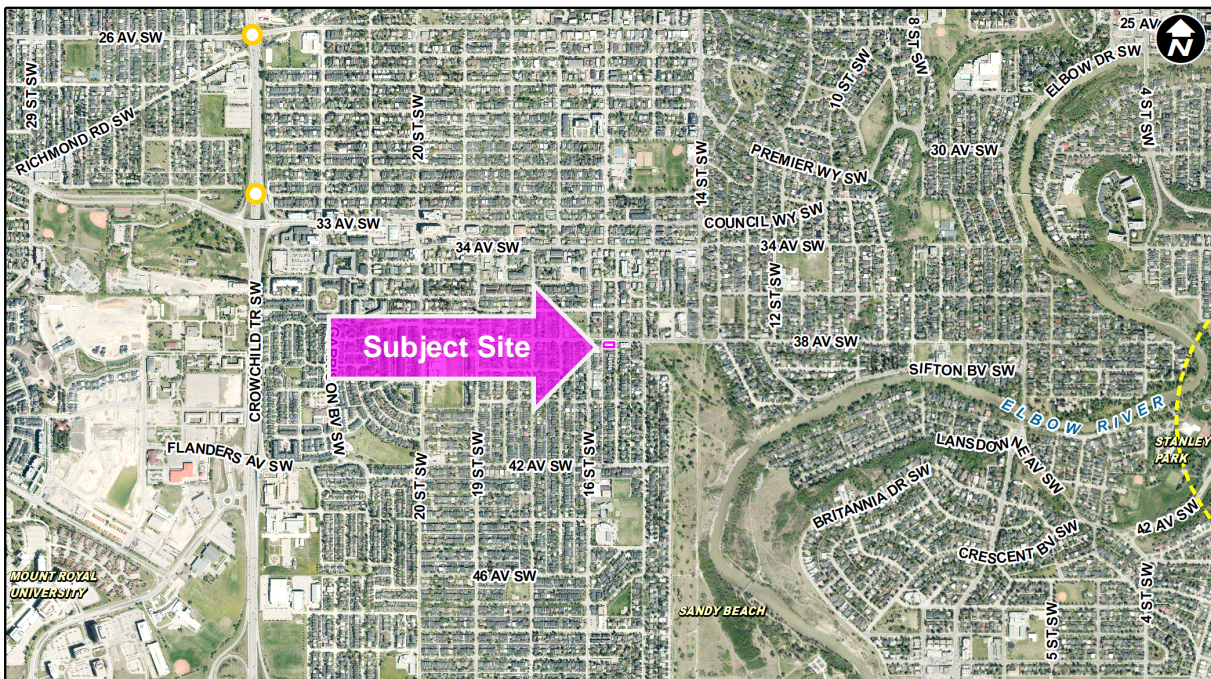
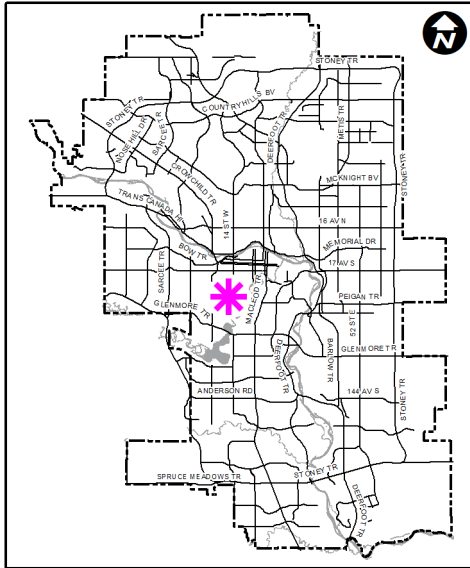
As identified below, the community of Altadore reached its peak population in 2019.

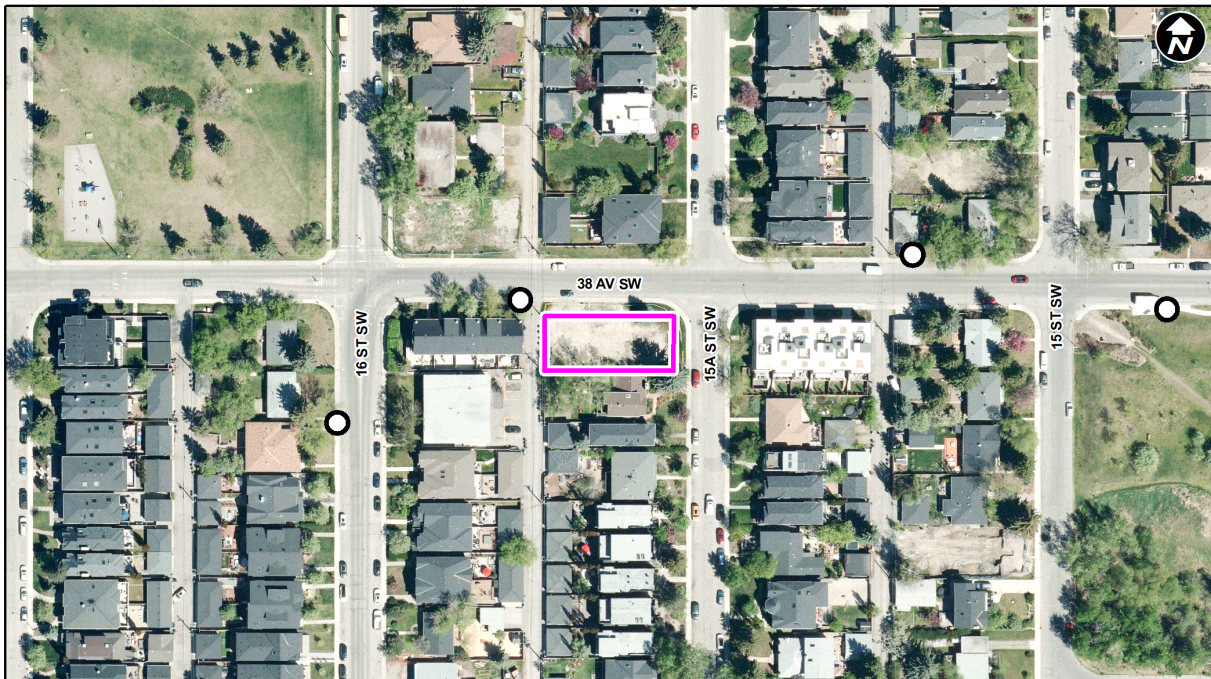
<b>Altadore</b>	
Peak Population Year	2019
Peak Population	6,942
2019 Current Population	6,942
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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-CG District is a low-density residential district applied to developed areas and allows for single detached, semi-detached, duplex and rowhouse buildings. The District allows for a maximum building height of 11 metres and a maximum density of 75 units per hectare, plus secondary suites. Based on parcel area, this would allow for up to four dwelling units.

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. This proposal allows for the applicant's intended five-unit rowhouse development with secondary suites, while maintaining the R-CG District base. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District, based on the R-CG District, proposes a slight increase to the base district's density regulation to a maximum to 85 units per hectare, allowing for the development of five units on subject parcel rather than four units under the current R-CG District. This is achieved by maintaining the overall height, parcel coverage and parking rules that align with the base R-CG District.

The proposed DC District includes rules (Section 10) that allow the Development Authority to relax Section 6 and 8 of the DC. Section 6 incorporates the 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 rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC 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 9), 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. While a development permit has not been submitted, the intent is to develop a five-unit rowhouse building with secondary suites.

Given the specific context of this corner site, additional items that will be considered through the development permit process 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; and
- waste and recycling services.

### **Transportation**

The area is well served by Calgary Transit as the subject site is located within 75 metres of Route 13 (Altadore) bus stops for both north and south-bound service. As per the Calgary Transportation Plan, 38 Avenue SW is identified as a collector road and 15A Street SW as a residential street. Vehicular access is from the paved lane only. There are no parking restrictions on 38 Avenue SW or 15A Street SW.

Neither a Transportation Impact Assessment (TIA) nor a Parking Study was required as part of the land use amendment application. Parking, access and mobility requirements will be reviewed and approved to the satisfaction of Administration during the review of the development permit.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, storm, and sanitary deep utilities are available for the subject site. Development servicing requirements will be determined at the future development permit and Development Site Servicing Plan 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 and policy amendments build 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 application is within the Inner City Area as identified on Map 1 of 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, while delivering small and incremental benefits to climate resilience.

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 options 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 built form.

### **Climate Resilience Strategy (2018)**

Administration has reviewed this application in relation to the objectives of the [Climate Resilience Strategy](#) programs and actions. The applicant has indicated, if requested, that they will provide electric vehicle charging stations as part of a future development permit application. This supports Program 4: Electric and Low-Emissions Vehicles of the Climate Resilience Strategy. The applicant is also seeking LEED gold certification.

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

This subject site is within the Residential Low Density typology of the [South Calgary/Altadore Area Redevelopment Plan](#), a local area plan approved prior to the MDP. The intent of this area is to restrict development to a maximum of 75 dwelling units per hectare and low-density development.

To facilitate this application, a minor map amendment is required to change the subject site to Residential Medium Density. The Residential Medium Density area is intended to offer flexibility in accommodating redevelopment and intensification while allowing for a logical transition of interfaces.