

# Background and Planning Evaluation

## Background and Site Context

The subject site is located on the south side of 33 Avenue SW, between 14 Street SW and 15 Street SW, in the community of South Calgary, four blocks east of the Marda Loop commercial area. 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 lane.

Parcels to the north and east are designated as R-C2 District, and generally consist of single detached and semi-detached dwellings. The parcel to the west is designated as Multi-Residential – Contextual Grade-Oriented (M-CG) District, and consists of a 10-unit multi-residential development. The parcels to the south are designated as Multi-Residential – Contextual Low Profile (M-C1) District.

The subject site is 150 metres (a two-minute walk) from South Calgary Park which also adjoins South Calgary Outdoor Pool, the Marda Loop Community Association building and the Giuffre Family Library. The Marda Loop commercial area along 33 Avenue SW is located 800 metres to the west (a ten-minute walk).

## Community Peak Population Table

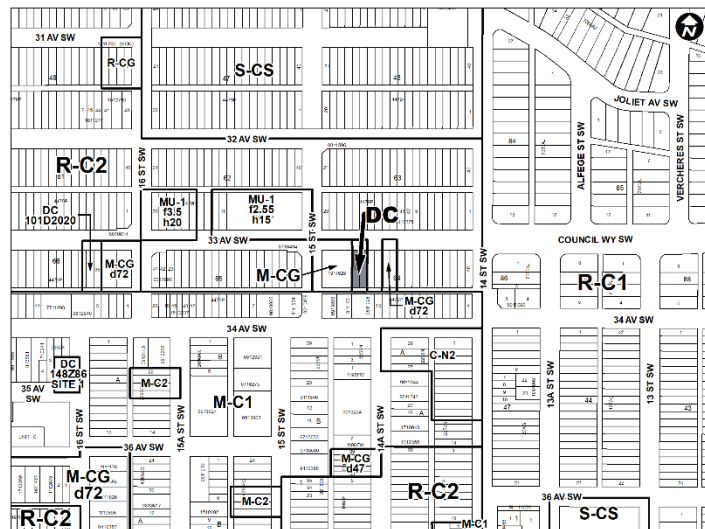
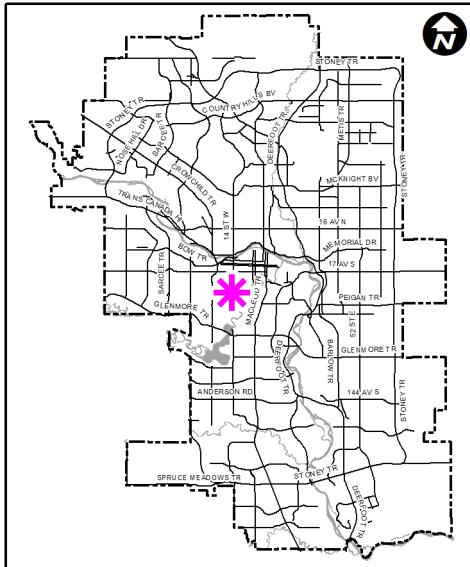
As identified below, the community of South Calgary reached its peak population in 2019.

<b>South Calgary</b>	
Peak Population Year	2019
Peak Population	4,442
2019 Current Population	4,442
Difference in Population (Number)	0
Difference in Population (Percent)	0%

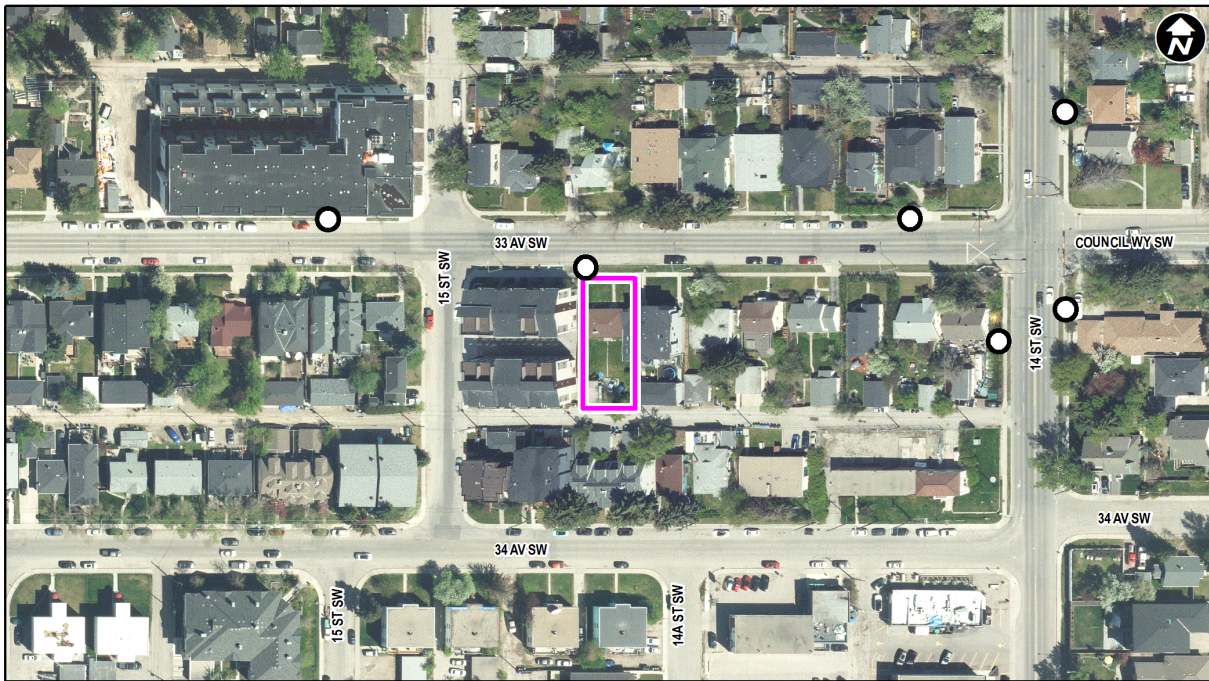
Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [South Calgary 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 development. The proposed DC District maintains key rules of the M-CG District such as building height, chamfer 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 19) 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 ten units that are focused around a central courtyard. The development permit (Attachment 5) proposes five larger units at-grade, while another five will be below-grade units of 45 square metres or less in size. Vehicle parking is to be provided through a carport that is accessed via the lane. Items 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.

### **Transportation**

The site fronts onto 33 Avenue SW, which is designated as a Neighbourhood Main Street. Transit service to Mount Royal University, Downtown, Marda Loop, and Bus Rapid Transit (BRT) connections on Crowchild Trail are provided by bus stops within a five-minute walk. Pedestrian connectivity in the neighbourhood is provided through sidewalks on each street frontage.

A transit stop for eastbound Route 7 is directly in front of the subject site and connects communities in the south from North Glenmore, through South Calgary and into the Downtown Commercial Core. A westbound Route 7 stop is located less than 100 metres walking distance (a one-minute walk) to the east at 14 Street SW.

Vehicle access to the subject site is to be provided from the two-way lane, travelling east-west between 15 Street SW and 14 Street SW. The subject site is currently not located in a residential street parking permit zone.

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 located along 33 Avenue SW which is designated as a Neighbourhood Main Street.

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](#), a local area plan approved prior to the MDP. 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 developments such as townhouses.

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

The [Location Criteria for Multi-Residential Infill](#) represents a list of criteria to determine where multi-residential infill development may be most appropriate. These 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 west of the subject site is located on a corner parcel and recently accommodated a 10-unit multi-residential infill development. The subject site is not located within 600 metres of a primary transit stop, yet benefits from four transit stops, all within a two-minute walking distance to four bus routes. While the subject site is not directly across from South Calgary Park, it remains in very close proximity to the park and is less than a two-minute walk away. For these reasons, Administration believes accommodating multi-residential development is appropriate on the subject site.