

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Seton, at the northwest corner of Seton Way SE and Seton Way SE. The site is approximately 5.00 hectares (12.36 acres) in size, with dimensions of approximately 270 metres in length and 197 metres in width. Currently, the western portion of the site is developed with a large supermarket with accompanying gas station and liquor store located at the southeast and northeast corners of the parcel, respectively.

Surrounding parcels are primarily undeveloped, with some commercial development to the north, including a cinema and restaurants designated as DC District ([Bylaw 47Z2004](#)).

The subject site is within the developing regional retail area of the Seton Major Activity Centre, which is intended to be a regional destination that provides spaces to live, work, play and learn. The subject site is approximately 950 metres (a 12-minute walk) from the South Health Campus and approximately 750 metres (a 10-minute walk) from Market Street SE, an identified Mainstreet within the *Southeast Centre Area Structure Plan (ASP)*. The future Seton Green Line LRT Station is approximately 350 metres (a four-minute walk) east of the subject parcel at Seton Way SE and Seton Avenue SE. Development south of the subject parcel is primarily residential. The subject parcel is approximately 1.4 kilometres (a 20-minute walk) west of Joanne Cardinal-Schubert High School and approximately 2.0 kilometres (a 25-minute walk) west of Seton south soccer pitch.

Community Peak Population Table

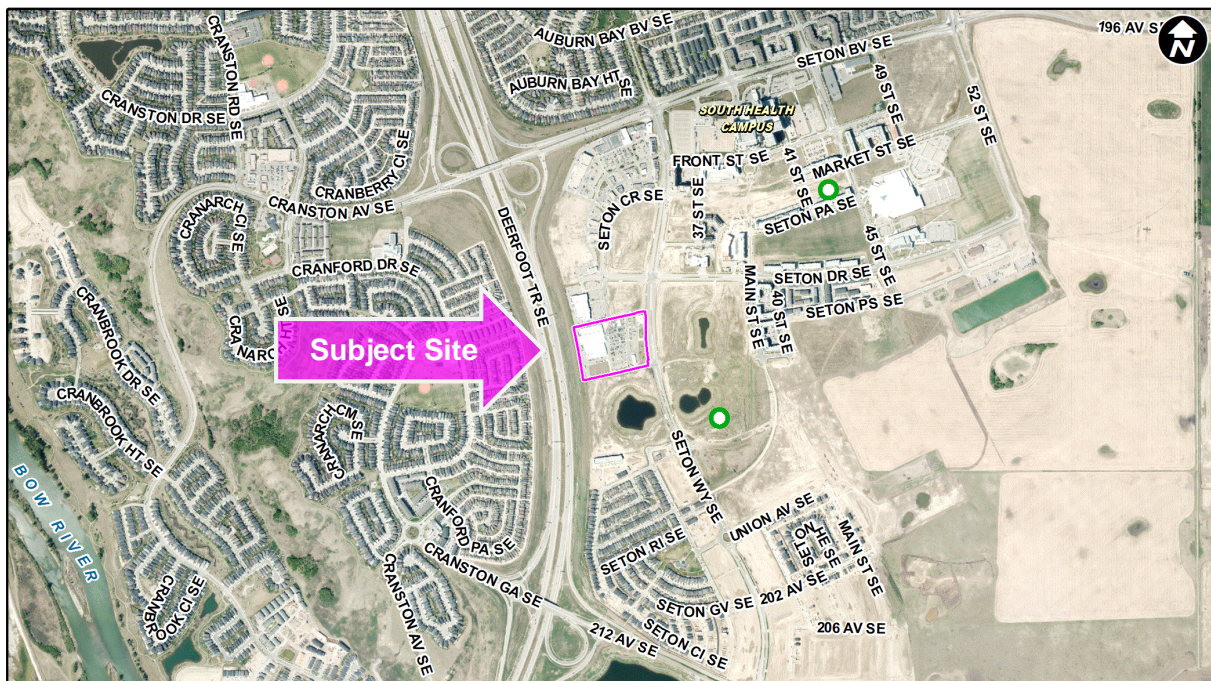
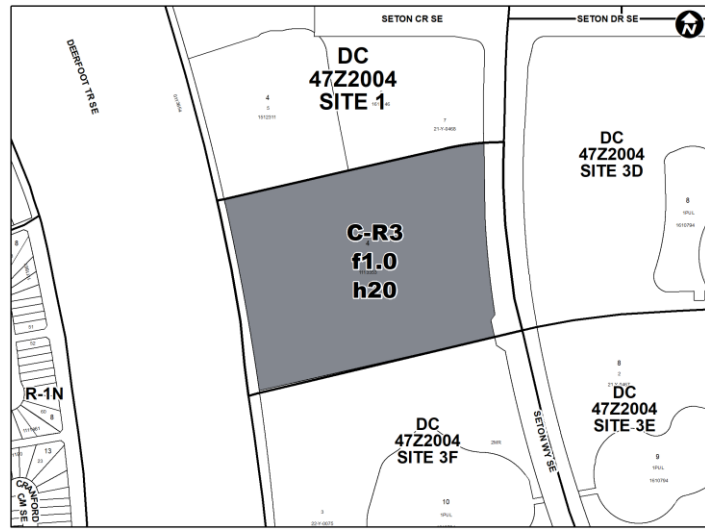
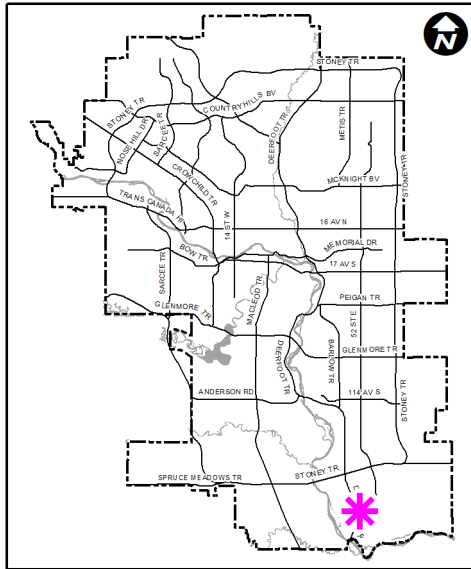
As identified below, the community of Seton reached its peak population in 2019.

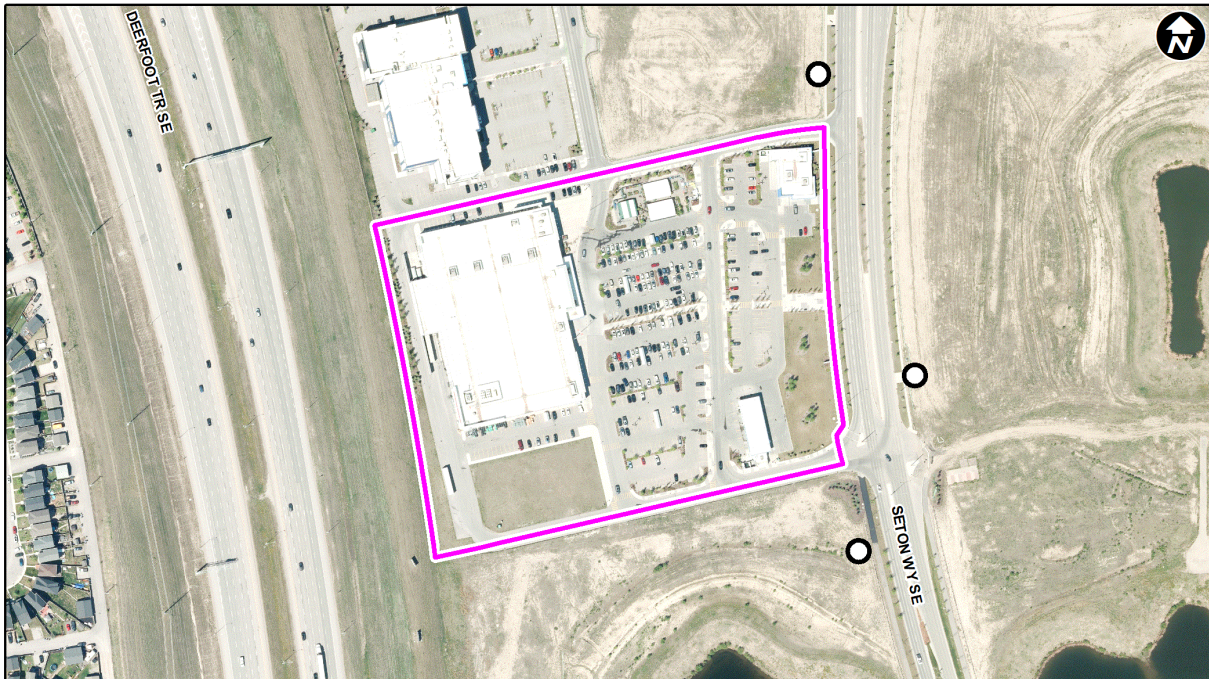
Seton	
Peak Population Year	2019
Peak Population	1,134
2019 Current Population	1,134
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Demographic and socio-economic information is not yet available as this is a developing new community.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The intent of the existing DC District ([Bylaw 47Z2004](#)) is to provide development guidelines for the Seton commercial areas. The DC District was adopted under previous [Land Use Bylaw 2P80](#) and is based on the C-5 Shopping Centre Commercial Districts. It features seven sites, of which the subject site forms part of Site 1. Rules for Site 1 include a maximum building height of 15.0 metres for retail and shopping and 18.0 metres for offices, medical clinics and hotels. The maximum gross floor area is 37,000 square metres.

The proposed Commercial – Regional 3 f1.0h20 (C-R3 f1.0h20) District is intended to allow for comprehensively planned and designed development of multiple buildings with varying heights and densities on multiple parcels. While the District is intended for parcels that are larger than 6.0 hectares, the 5.0-hectare site is surrounded by developments that are of the same character as allowed under the C-R3 District. The proposed district increases the allowable height by five metres to a maximum of 20.0 metres. The maximum floor area ratio of 1.0 would allow for an additional 13,000 square metres above the current maximum of 37,000 square metres. This fits in contextually with the types of development that have already taken place on-site and on surrounding parcels.

Development and Site Design

In alignment with the *Large Retail/Commercial Urban Design Guidelines*, the site features an internal street network with pedestrian connections, with buildings placed on the outside edge of the parcel.

If approved by Council, the rules of the C-R3 District will apply to any new development permit, including appropriate uses, building height and massing, and landscape design. The existing development permit approval would likely be modified by a change of use development permit application to allow for a cannabis store within one of the buildings.

Transportation

Pedestrian access to the site is available from an existing sidewalk along Seton Way SE. There is no on-street parking available on the adjacent streets. As a result, all parking will be provided internally on-site. Direct vehicular access to the site is off Seton Way SE.

The area is serviced by Calgary Transit with standard bus service (Route 79, Cranston/Mahogany) directly adjacent to the subject parcel along Seton Way SE. In addition, the site is approximately 350 metres (a four-minute walk) from the future Seton Green Line LRT Seton at Seton Way SE and Seton Avenue SE. The subject parcel is approximately 650 metres (an eight-minute walk) from the transit service along Seton Way SE. There are five bus stops in this area with stops for Routes 14 (Bridlewood/Cranston), 23 (52 St E), 302 (BRT Southeast/City Centre), 863 (All Saints Heigh/Mahogany/Cranston) and 864 (All Saints Hight/Auburn Bay).

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

Utilities and Servicing

Water, sanitary and storm utilities exist adjacent to the site within public road rights-of-way. Servicing requirements were determined to be sufficient for the proposed development.

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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP by promoting the efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within a Major Activity Centre (MAC) as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable policies promote a high intensity of jobs and large-format retail to provide services to residents of the MAC and the surrounding communities. The proposed land use amendment aligns with the *Southeast Centre*

Area Structure Plan which clarifies the intent for the development of the MAC. Given the alignment provisions in the MDP that specify that local area plans in existence at the time of adoption remain in effect, the proposal also aligns with the policies of the MDP.

Southeast Planning Area Regional Policy Plan (2004)

The subject parcel is within the Town Centre cell planning area as identified on Map 2: Planning Area within the [Southeast Planning Area Regional Policy Plan](#). The applicable policies encourage employment areas within the policy plan to be located within the Town Centre, which is focused on commercial uses.

Southeast Centre Area Structure Plan (Statutory – 2004)

The subject parcel currently falls within the Regional Retail Precinct area as identified on Map 1: South-East Centre Land Use Concept Plan, within the [Southeast Centre Area Structure Plan \(ASP\)](#). The purpose of this area is to accommodate a range of regional retail developments including big-box retail, drive-in business, entertainment facilities, faith facilities and car dealerships. The design of these areas should be compatible with adjacent development. This application is supported by the policies of the ASP.

Climate Resilience Strategy (2022)

This application does not include any specific actions that address the objectives of the Calgary [Climate Strategy – Pathways to 2050](#). The development permit also does not include any specific actions that address the objectives of the *Climate Strategy – Pathways to 2050*.

Large Retail/Commercial Urban Design Guidelines

The [Large Retail/Commercial Urban Design Guidelines](#) apply to large-format commercial developments such as this application. Policies of the guidelines are in alignment with the Municipal Development Plan and encourage sensitive integration with surrounding development, including similar uses, built form and street infrastructure. This application is supported by the policies of the *Large Retail/Commercial Urban Design Guidelines*.