

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Mayfair, directly west to the corner parcel of Elbow Drive SW and Malibou Road SW. The site fronts onto Malibou Road SW, located south of the entryway to Melville Place SW. The site is approximately 0.06 hectares (0.17 acres) in size and is approximately 18 metres wide by 38 metres long. There is a lane to the south of the parcel that provides an additional access to the site.

The land use proposal seeks to redesignate the site from the existing Direct Control (DC) District based on C-1 Local Commercial District to a new DC District based on Commercial – Neighbourhood 1 (C-N1) District to accommodate additional local neighbourhood uses on a low-density residential street.

Surrounding development consists of primarily low-density residential development. A linear park with a regional pathway and Glenmore Trail SW is located south of the site. There is a mix of commercial and mixed-use developments towards south along Elbow Drive SW, across Glenmore Trail SW. The subject parcel currently has a single storey office building with six motor vehicle stalls access from the rear lane. The adjacent parcel to the east by Elbow Drive SW had a land use amendment approval from a DC District based on C-1 to a DC District based on C-N1 in 2021.

## Community Peak Population Table

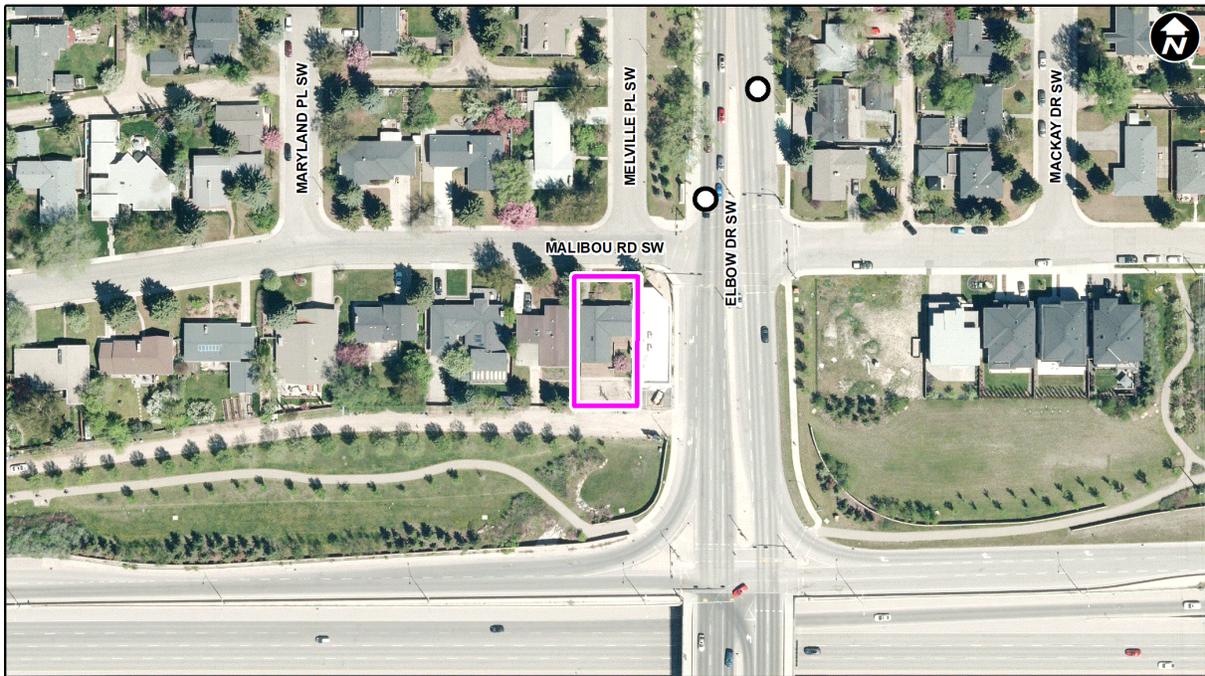
As identified below, the community of Mayfair reached its peak population in 1968, and the population has since decreased.

<b>Mayfair</b>	
Peak Population Year	1968
Peak Population	838
2019 Current Population	432
Difference in Population (Number)	- 406
Difference in Population (Percent)	- 48.4%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Mayfair Community Profile](#).





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The site is currently designated as a DC District ([Bylaw 101Z2007](#)) based on the C-1 Local Commercial District from Land Use Bylaw 2P80. The existing DC District provides for limited commercial and residential uses in a low-density form with a maximum building height of 10 metres (two storeys). The neighbouring property at 6507 Elbow Drive SW also shared DC District 101Z2007 before a new DC 54D2021 District based on C-N1 District was approved in 2021.

The subject parcel's existing DC District requires the public entrance of the building to be oriented towards Elbow Drive SW. As a result of the adjacent 2021 redesignation, the site is no longer bounded by Elbow Drive SW and the requirement to face Elbow Drive SW is impossible to meet.

The existing DC also establishes a commercial use on what is primarily a residential street.

A standard district cannot accommodate these unique established characteristics. The stock CN-1 District requires frontages and setbacks to be oriented to a commercial street. As Malibou Road SW is a primarily residential street, these provisions cannot be met. Other commercial districts present a list of uses that is not appropriate for a primarily residential street. Therefore, pursuant to Section 20 of the Land Use Bylaw 1P2007, Administration considered the use of DC District appropriate.

The proposed DC (Attachment 2) is based on the C-N1 District, and permits a broader range of neighbourhood-oriented commercial uses than currently allowed, while also dealing with the building orientation issue. No development permit application has been submitted at this time.

The proposed DC District will remove Sections 708 and 709 of the Land Use Bylaw 1P2007 which reference building orientation towards a commercial street. The rules of the C-N1 District will apply otherwise, with a maximum floor area ratio of 1.0 and a maximum building height of 10.0 metres. This will allow a proposed development to face Malibou Road SW without needing an interpretation of commercial street.

The existing DC District has a limited number of allowable uses. The applicant sought a wider range of allowable uses to provide more flexibility in securing a tenant. However, neighbours raised concerns regarding potential impacts that some new commercial uses at the subject site would generate. In order to mitigate potential community impacts, the proposed DC District will move a number of permitted C-N1 uses to discretionary.

### **Development and Site Design**

If this application is approved by Council, the DC would provide rules for the development of this site. Information associated with parking demands and transportation demand management will be requested and considered at the development permit stage. Any potential changes to the building, signage or design of the site will also be determined through the development permit process.

### **Transportation**

The area is well served by Calgary Transit, and the subject site has close access to transit stops Routes 3 and 9, and is approximately 1.5 kilometres from the Chinook LRT Station. The site is located north of a regional pathway and on-street parking is available along Melville Road SW and Malibou Drive SW. At the time of a development permit review, access and mobility requirements will be to the satisfaction of Administration.

Neither a Transportation Impact Assessment nor a parking study were required as part of this land use amendment application.

### **Environmental Site Considerations**

No environmental concerns were identified. An Environmental Site Assessment was not required.

### **Utilities and Servicing**

Public water, sanitary and storm deep utilities exist immediately adjacent to the site. Development servicing requirements will be determined at the time of development, to the satisfaction of Administration.

## **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 efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

### **Municipal Development Plan (Statutory – 2009)**

The site is located in the Developed Residential - Established area as shown on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The MDP generally supports development opportunities to create complete communities to generate more choices so that residents have the opportunity to live and remain in their own neighbourhood. It supports redevelopment close to Neighborhood Activity Centres, incorporating densities and a mix of land uses to enhance a pedestrian friendly environment, connectivity, and transit network. Redevelopment should respect the existing context of the surrounding low density residential areas and provide an appropriate transition in build form and use compatibility.

The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities, and transit, and delivers small and incremental benefits to climate resilience. This proposal aligns with the MDP as the proposed land use amendment allows for small scale commercial developments in keeping with the scale of the nearby residential developments.

### **Calgary Climate Strategy (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.