

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest inner city community of Cliff Bungalow situated at the intersection of 5 Street SW and 19 Avenue SW with laneway access. The corner site, comprised of four contiguous parcels, is approximately 0.21 hectares (0.52 acres) in size and is approximately 60 metres wide by 35 metres deep. The lands, owned by Louson Investments Ltd, are currently occupied by low density building forms or vacant.

Surrounding development is characterized by a mix of multi-residential, low density residential and commercial developments. The land uses to the north include multi-residential and commercial as it intensifies towards the 17 Avenue SW Main Street commercial area. Across the lane to the west are existing low density buildings, while to the east across 5 Street SW are a mixture of low density and multi-residential forms. Directly to the south adjacent to the subject site is a three storey apartment building on a Multi-Residential – Contextual Grade-Oriented (M-CGd72) parcel.

The site is within walking distance to various parks and open spaces, schools, transit, and commercial-retail/employment opportunities a block away along the 17 Avenue SW and 4 Street SW Main Streets and in the nearby downtown core.

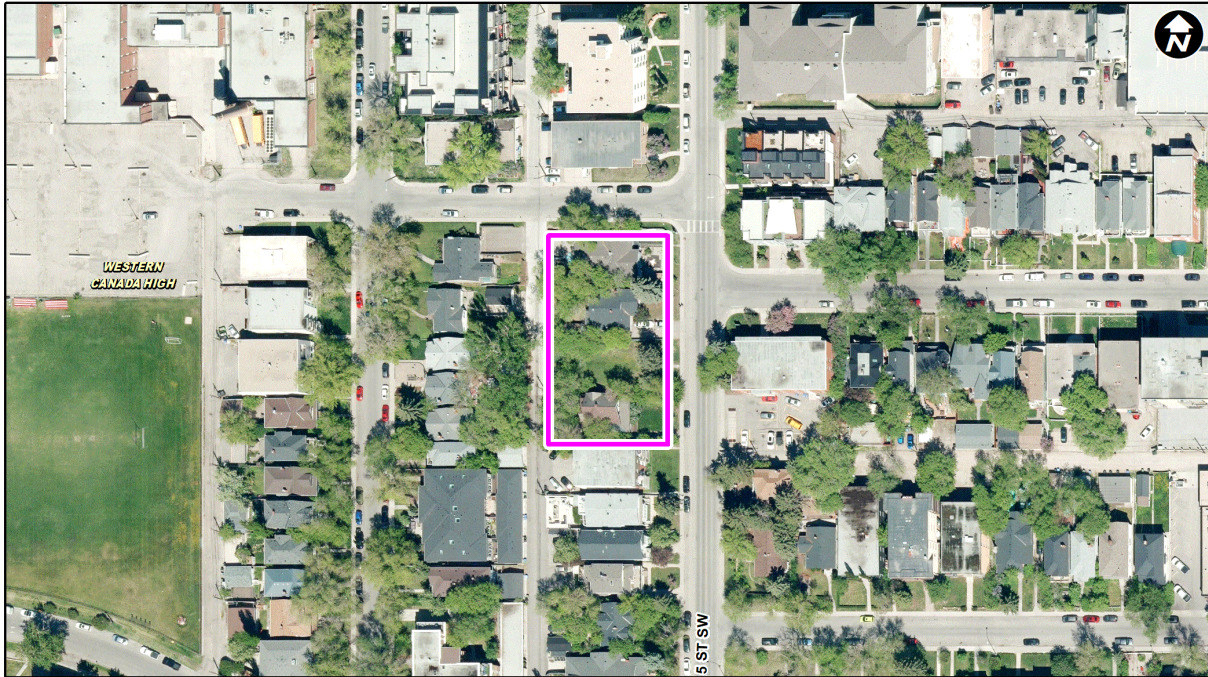
Community Peak Population Table

As identified below, the community of Cliff Bungalow reached its peak population in 1982.

Cliff Bungalow	
Peak Population Year	1982
Peak Population	2,219
2019 Current Population	1,895
Difference in Population (Number)	- 324
Difference in Population (Percent)	-14.60%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Multi-Residential – Contextual Grade-Oriented (M-CG d72) District allows for multi-residential a variety of forms where some or all the units have direct access to grade. The M-CG District is intended to be applied in close proximity or adjacent to low-density residential development and has a maximum height of 12 metres and a density modifier of 72 units per hectare. It contains rules for development which allow for varied building setbacks that reflect the built form of the area.

The proposed M-H1f3.0h24 District allows for multi-residential development with a higher density within a variety of building forms and limited range of support commercial uses. The proposed district allows for a maximum floor area ratio of 3.0 and a maximum building height of 24 metres (approximately 5 storeys). The M-H1 District has rules on street wall stepbacks, and building separation to respond to immediate urban context as well as requirements on landscaping and amenity space. The proposed density and height are considered appropriate as it will allow for more housing choice within the community and more efficient use of existing infrastructure, public amenities, and transit.

Development and Site Design

If approved by Council, the rules of the proposed M-H1 District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking.

Given the corner site context and existing surrounding parcels, additional items would be considered through the development permit process include, but are not limited to:

- well-considered amenity space design;
- shifting mass away from immediately affected parcels;
- ensuring an engaging interface along both the 19 Avenue SW and 5 Street SW frontages;
- investigating public realm opportunities to include landscaping and traffic calming;
- vehicular access; and
- mitigation of shadowing, overlooking and privacy concerns.

Transportation

Pedestrian access to the subject site is available from existing sidewalks along 5 Street SW and 19 Avenue SW. A separate 2.0 metre sidewalk is planned to replace the existing monowalk on 5 Street SW adjacent to the site. Two developer-funded curb extensions are proposed on the SW and NW corners of 5 Street and 19 Avenue SW, where there is an existing Rectangular Rapid Flashing Beacon (RRFB). These improvements aim to reduce crossing distances and improve overall pedestrian safety in the area.

The subject site is well-served by cycling infrastructure, located two blocks away from the 5 Street SW cycle track on the 5A network (always available for all ages and abilities). The site is also located near the Elbow River Multi-use Pathway System.

The subject site is well-served by Calgary Transit. The subject parcel is approximately 1.1km from the Erlton LRT Station (Red Line) and within one block of the Primary Transit Network (both 17 Avenue SW and 4 Street SW). Transit routes 6 and 7 are located on 17 Avenue SW. Transit routes 3, 17 and 449 are located on 4 Street SW. Routes 3 and 6 are classified as high frequency service. Transit stops are approximately 200m away from the parcel (approximately 4 minutes walking distance).

The site fronts onto 5 Street SW (Neighbourhood Boulevard) and 19 Street SW (Local Road). Vehicular access to the subject site shall be from the adjacent lane accessed from 19 Avenue, and will be finalized during the development permit stage. On street parking is currently restricted along 5 Street SW (2 hour parking, 07:00 – 17:00, Mon - Fri) and 19 Avenue SW (existing loading zone) adjacent to the site. The subject site is located within an existing Residential Parking Permit (RPP) Zone J.

Environmental Site Considerations

No environmental site concerns were identified.

Utilities and Servicing

Water, sanitary, and storm sewer mains are available to service the site. Specific details of site servicing, stormwater management and waste and recycling 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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed policy amendment and 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 subject site is located within the Developed Residential – Inner City area as defined on Map 1 (Urban Structure) of the [Municipal Development Plan \(MDP\)](#). Applicable policies encourage higher density and intensification that is consistent and compatible with the existing area, especially areas with access to transit and local commercial uses. The MDP policies also promote housing diversity and choice through a wide range of housing types and densities to create diverse neighbourhoods.

Calgary Climate Strategy (2022)

Although this application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#), the applicant is investigating as part of the DP, Electric Vehicle (EV) charging stations for 2 parking stalls, installing infrastructure for potential future solar photovoltaic panels and additional bicycle parking to utilize on-street cycle infrastructure.

Cliff Bungalow Area Redevelopment Plan (Statutory – 1984)

The subject site is currently identified as Conservation and Infill, as shown on Figure 3, Land Use Policy Areas, in the [Cliff Bungalow Area Redevelopment Plan](#) (ARP). These areas are intended to permit infill redevelopment while retaining the existing residential character of Cliff Bungalow, which is comprised of older two and three storey houses with some apartments. It would also allow small-scale redevelopment projects which would be sensitive to the scale and character of the older houses.

An amendment to Figure 3, Land Use Policy Areas, is required to support the proposed redesignation to the M-H1 f3.0h24 District, recognizing a change in the applicable land use policy for the site from 'Conservation and Infill' to 'Medium Density' (Attachment 2). Medium Density areas are intended to include townhousing and apartments and would allow for the provision of diverse unit types while the design should reflect the character of the original community. The proposed land use amendment would represent a gradual transition to a higher density built form.