

# Background and Planning Evaluation

## Background and Site Context

Located at the northeast corner of 19 Street SW and 33 Avenue SW, the parcel is 91.3 metres wide and 38 metres deep with an approximate size of 0.35 hectares (0.85 acres). The site slopes downward from west to east, then north to south, with the lowest elevation at the southeast corner along 33 Avenue SW and the highest elevation at the northwest corner along 19 Street SW. The site contains seven residential parcels that are mostly developed with single detached dwellings (one storey) and detached garages with rear lane access.

The subject site is located in the southwest community of South Calgary. Lands to the west of the site form a part of a larger geographical area known as Marda Loop that consists of commercial and residential development of varied forms and intensities. The site is situated along a Neighbourhood Main Street (33 Avenue SW) at the eastern gateway of the Marda Loop Plan area. This location currently functions as a transition node between the South Calgary community and the Marda Loop community.

The subject site is within a five-minute walk of commercial and retail amenities located along 33 Avenue SW. Nearby bus stops also provide direct connection to downtown and Mount Royal University. Surrounding development is characterized by single and semi-detached dwellings to the north and east and designated as Residential – Contextual One / Two Dwelling (R-C2) Districts. The parcels to the west are designated as Mixed Use - Active Frontage (MU-2f3.0h16) Districts containing commercial and retail developments.

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Ongoing redevelopment has occurred within the South Calgary community along 33 Avenue SW to the east of the subject site with buildings that are either occupied, under construction, approved or planned. A six-storey building is currently under construction at the corner of 16 Street SW and 33 Avenue SW (three blocks east of the subject site), also referred to as The Hudson building. The land use district for this site was approved by Council on 5 Oct 2020 (Bylaw 137D2020) for a Mixed-Use General (MU-1) District with a maximum height of 20 metres and a maximum floor area ratio of 3.5. The development permit (DP2021-4340) was approved on 28 Oct 2021.

The Harrison building site, at the corner of 18 Street SW and 33 Avenue SW (one block to the east of Avenue 33 Building), has been developed with a five-storey building. This parcel is designated as a Mixed-Use General (MU-1) District with a maximum height of 20 metres and a maximum floor area ratio of 3.0. Additional six-storey mixed-use buildings exist further west of

the subject site within the Marda Loop community such as The Shoppes of Marda Loop (one block west), and the Arc 33 and Courtyard 33 buildings which are located two blocks west of the subject site.

## Community Peak Population Table

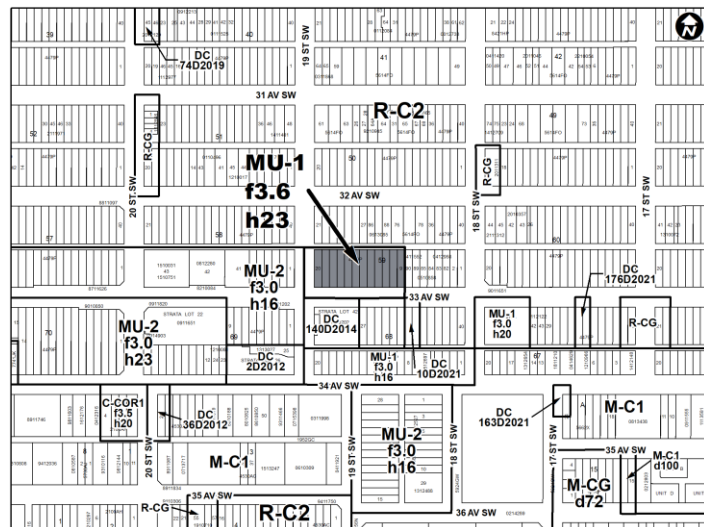
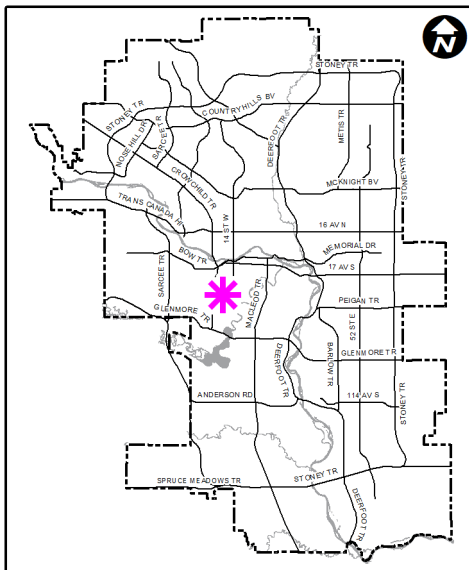
As identified below, the community of South Calgary reached its peak population in 2019.

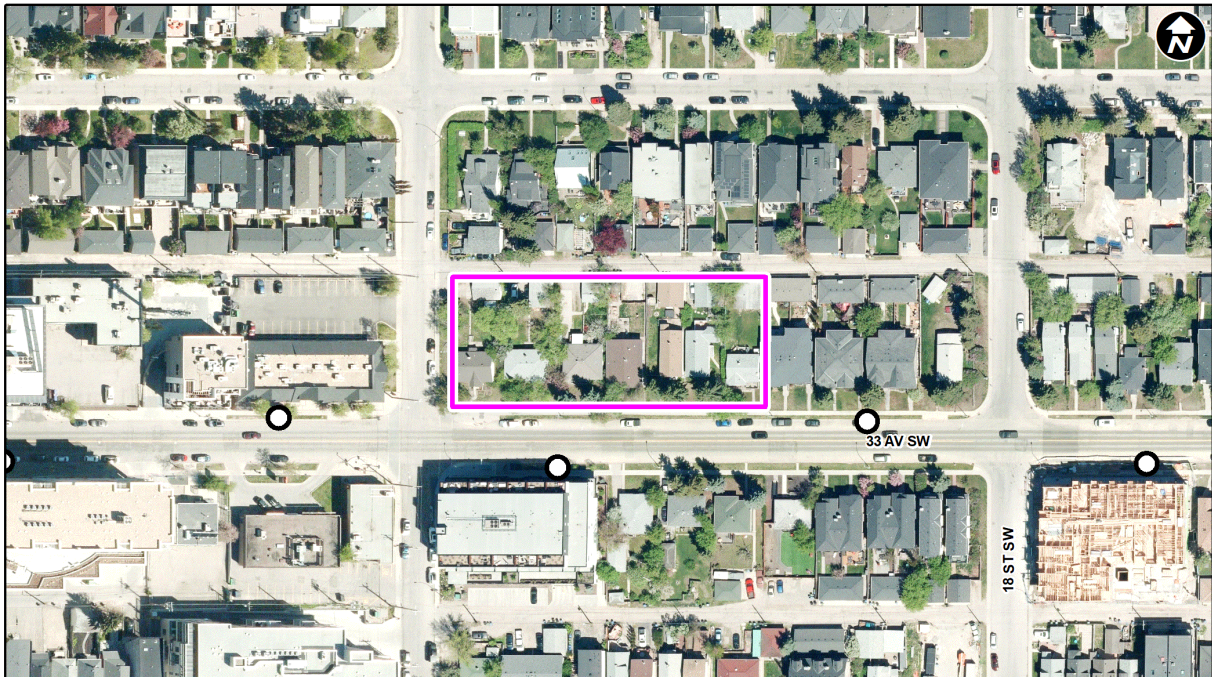
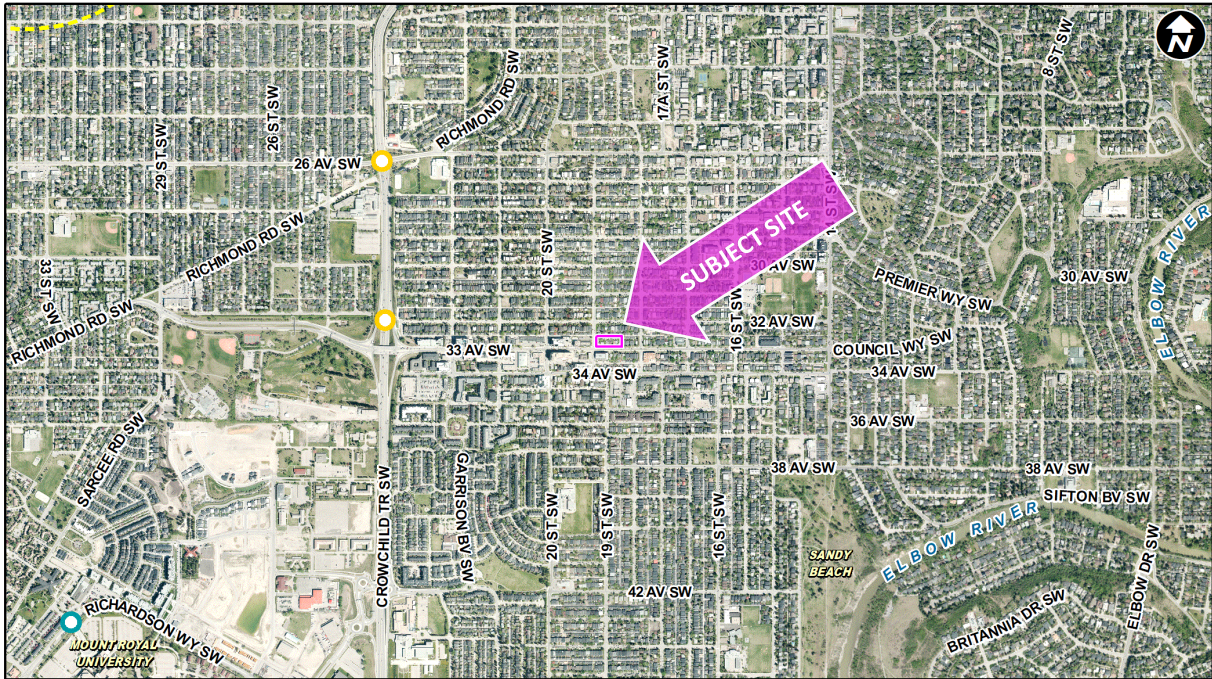
South Calgary	
Peak Population Year	2019
Peak Population	4,442
2019 Current Population	4,442
Difference in Population (Number)	0
Difference in Population (Percent)	0.00%

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 Residential – Contextual One / Two Dwelling (R-C2) District is primarily for single detached, semi-detached, and duplex dwellings including secondary suites. The R-C2 District allows for a maximum building height of 10.0 metres (2-3 storeys) and a maximum of two dwelling units. Secondary suites are permitted within the R-C2 District.

The proposed Mixed-Use General (MU-1f3.6h23) District is intended to accommodate a mixed-use development comprising of commercial/retail/residential on the ground floor with residential dwelling units above at a maximum building height of 23.0 metres (up to 6-storeys). The proposed land use will allow for a maximum building floor area of approximately 12,493 square metres through a floor area ratio of 3.6.

The MU-1 District is designed to be adjacent to low density residential development with specific rules for setbacks and maximum height at the shared property line or lane. This district is intended to be located along commercial streets where both the residential and commercial uses are supported at-grade, facing the commercial street. The MU-1 District also responds to local area context by establishing maximum building heights for individual parcels.

Administration suggested to the applicant that they consider a maximum building height of 20 metres; however, the applicant indicated that it was not feasible due to the inherent slope challenges of the site and would negatively impact the ground floor commercial units. The applicant also noted that a reduction to 20 metres would limit the ability to maintain large setbacks and step-backs from the low-density residential interface at the north and east portions of the site.

Administration considered the applicant's rationale in concert with similar mixed-use buildings that have been approved along 33 Avenue SW and feel that an appropriate building design could be achieved at 23 metres if the subject site is transferred into a current local policy document that can better manage the future development/built form of the site (i.e., the Marda Loop Plan area).

The 23-metre height is measured from the lowest grade of the site (the southeast corner) to the highest point of the building when measured vertically. A policy amendment would enable building step-back and setback rules so that an appropriate transition from the neighbouring parcel to the east and rear lane are achieved. The application of considerable building step-backs between the floors (specifically between floors 1-4 and floors 4-6) to break up the massing will ensure that the scale of the building will not detract from the pedestrian feel at street-level. The significant step back of the top floor will eliminate its visibility from the pedestrian level.

In consideration of the applicant's design intent, the proposed project was reviewed by the Urban Design Review Panel (UDRP) for early comments on 2022 Dec 15. The UDRP supported the project and provided detailed suggestions for improvement at the development permit stage.

### **Development and Site Design**

If this redesignation is approved by Council, the rules of the proposed MU-1f3.6h23 District will provide guidance for future site development including appropriate uses, building configuration, parcel coverage, building massing and height, landscaping, waste management and parking. 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:

- articulation of built form and physical separation from low-density residential sites,
- mitigating shadowing, overlooking, and privacy concerns to adjacent residential neighbour,
- integrating a Main Streets streetscape design along 33<sup>rd</sup> Avenue SW,
- ensuring a pedestrian-oriented built interface along both 33 Avenue SW and 19 Street SW, and
- the interface with the rear lane and access into the site.

### **Transportation**

The site fronts onto 33 Avenue SW which is a Main Street corridor between Crowchild Trail SW and 14 Street SW. Pedestrian connectivity in the neighbourhood is provided through sidewalks on 33 Avenue SW and 19 Street SW.

The subject site is well-served by cycling infrastructure with existing on-street bicycle lanes on 20 Street SW, providing north-south connectivity into downtown and to the Glenmore Reservoir. The Main Streets project proposes east-west connectivity via a multi-use pathway on 34 Avenue SW.

The proposed development is located on the Primary Transit Network. Transit Stops for Route 7 (Marda Loop) and Route 22 (Richmond Road SW) are located on 33 Avenue SW within a one-minute walk of the subject site. The parcel is also 750m (13-minute walking distance) away from Transit Stop #3382 on Crowchild Trail with access to the BRT MAX Yellow (Route 304), providing Transit service to downtown and Mount Royal University.

Transit service to downtown, Mount Royal University, and 304 - Max Yellow Bus Rapid Transit stop on Crowchild Trail SW, are provided by local bus stops within less than one-minute walk of the subject site. Stops for westbound Route 7 (Marda Loop)/Route 22 (Richmond Road SW) and eastbound Route 7 (Marda Loop) are located on 33 Avenue SW approximately within 60 metres walking distance.

Vehicle access to the subject site would be provided from the rear lane. On-street parking is also available on both 33 Avenue SW and 19 Street SW. There are currently no parking restrictions adjacent to the subject site. The parcel is not located within an existing Residential Parking Permit (RPP) Zone.

A Transportation Impact Assessment (TIA) was provided along with the land use redesignation application. Key findings include the recommendation for a new Rectangular Rapid Flashing Beacon (RRFB) on the west leg of 19 Street and 33 Avenue SW to enhance the pedestrian crossing. New traffic signals remain unwarranted with future development volumes.

### **Environmental Site Considerations**

No environmental 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 land use amendment/policy 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)**

Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) identifies the subject site as being within the 'Developed Inner City Residential Area' as well as within 33 Avenue SW 'Neighbourhood Main Street'. The land use policies encourage low to moderate density increase that is consistent and compatible with the existing character of the neighbourhood. Infill redevelopments are anticipated within this area, and the MDP notes that such proposals be reviewed on their own merits, on a parcel-by-parcel basis. The MDP also provides direction for respecting and enhancing neighbourhood character by ensuring that infill developments complement the established character of the area and do not create dramatic contrasts in the physical development pattern.

As indicated on Map 2 of the MDP, 33 Avenue SW is also identified as part of the 'Primary Transit Network'. The MDP encourages grade-oriented housing, low scale apartments and mixed-use retail buildings within the Neighbourhood Main Street, with the highest densities occurring near transit stops and in locations where they merge with Activity Centres, other Main Streets, and Future Comprehensive Plan Areas identified through a local area planning process. An appropriate transition between the Neighbourhood Main Street and the adjacent residential areas should generally occur at a rear lane or public street. These transitions should be sensitive to the scale, form, and character of surrounding areas while still creating opportunities to enhance connectivity to the community.

The proposal aligns with the MDP policies that 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.

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

This application does not include any specific actions that address the objectives of [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.

### **South Calgary/Altadore Area Redevelopment Plan (Statutory 1986) & Marda Loop Area Redevelopment Plan (Statutory 2014)**

The site is subject to the [South Calgary/Altadore Area Redevelopment Plan](#) (ARP) which identifies the site as 'Residential Conservation' land use classification (Map 2: Land Use Policy). This land use classification is for family-oriented low-profile infill developments in the form of single and semi-detached units, and duplex dwellings with built forms based on the R-C2 District.

Lands located to the west, including the adjacent parcel south of the subject site, fall within a boundary of the [Marda Loop Area Redevelopment Plan](#) (MLARP). The main elements that the MLARP addresses are:

- establishes a coherent and consistent vision for the area to guide its development and improvement;
- translates strategic policies from the Municipal Development Plan and Calgary Transportation Plan to the local area level;
- establishes a design and land use framework to achieve the vision;
- provides a clear design approach for new development, which will guide decision makers including Council, Calgary Planning Commission, Administration and the Subdivision & Development Appeal Board on Outline Plan/Land Use Amendment and Development Permit applications; and
- provides the basis on which development proposals will be evaluated.

#### Proposed Policy Amendments

To accommodate the proposal, Administration recommends adjusting the MLARP's boundary to include the subject lands. As a result, it is recommended that the South Calgary/Altadore ARP is amended to exclude these lands.

While Administration considered amending only the South Calgary/Altadore ARP, the expansion of the Marda Loop ARP's boundary to include this site is viewed as the most logical solution to accommodate this application. This is because the Marda Loop ARP, unlike the South Calgary/Altadore ARP, includes current and comprehensive policies intended to guide mixed-use redevelopment along the Main Street.