

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Altadore at the southeast corner of 36 Avenue SW and 17 Street SW. The site is approximately 31 metres wide by 37 metres deep, amounting to a total area of 0.11 hectares and consists of two parcels developed with single-detached houses and detached rear garages.

Development to the east, west and north consist of low-density multi-residential typologies (fourplexes, rowhouses, and low-rise apartment buildings). Development to the northeast and south across the lane is a mixture of older single-detached and newer semi-detached housing. The current Multi-Residential – Contextual Grade-Oriented (M-CGd72) District serves as a bridge between the Multi-Residential – Contextual Low Profile (M-C1) District to the north and Residential – Contextual One / Two Dwelling (R-C2) District to the south.

A small commercial plaza is 250 metres (a three-minute walk) to the northwest. Kiwanis Park is a similar distance to the southeast. Groceries and daily amenities are available 650 metres (an eight-minute walk) to the northwest in Marda Loop. An elementary school is one kilometre south (a 12-minute walk), and Mount Royal University is 2.7 kilometers to the southwest (an eight-minute bus ride).

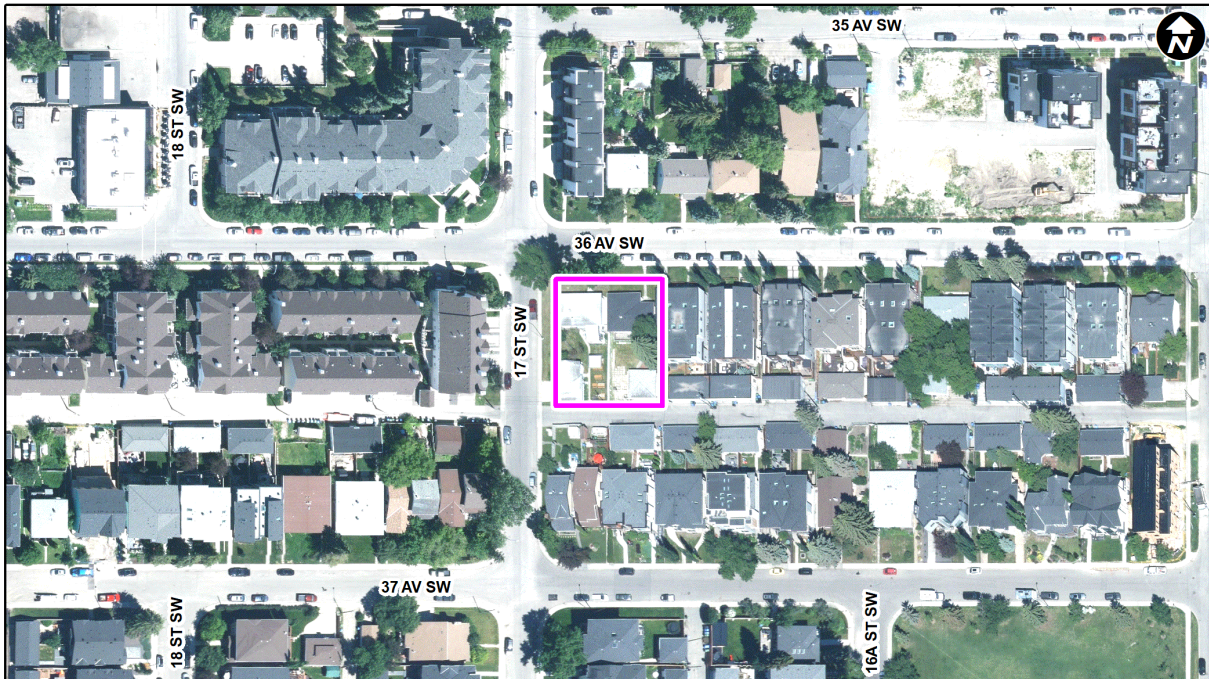
Community Peak Population Table

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

Altadore	
Peak Population Year	2019
Peak Population	6,924
2019 Current Population	6,924
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 [Altadore Community Profile](#).



Previous Council Direction

None

Planning Evaluation

Land Use

The existing Multi-Residential – Contextual Grade-Oriented (M-CGd72) District is intended to accommodate multi-residential development of low height and medium density which is adjacent and sensitive to low-density development. This District allows for a maximum building height of 12 metres and would allow for up to seven units on the subject site. All units would be required to be directly accessible from grade.

The proposed Housing – Grade Oriented (H-GO) District allows for a range of grade-oriented building forms that can be contextually appropriate in low-density areas. The district includes rules for overall height, parcel coverage, height chamfers and amenity space that are intended to limit massing and shadowing impacts on neighboring properties. The proposed H-GO District accommodates grade-oriented development in a range of housing forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings in form and scale that is consistent with low density residential districts. The H-GO District also provides for rules for:

- A minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of the parcel to ensure a functional courtyard amenity space;
- A maximum parcel area to floor area ratio (FAR) of 1.5;
- A maximum building height of 12.0 metres; and
- A minimum of 0.5 parking stalls per unit or suite.

The H-GO District is intended to be designated on parcels within inner city areas that meet one or more of the following criteria:

- within 200 metres of a Main Street or Activity Centre identified on the Urban Structure Map of the *Municipal Development Plan* (MDP);
- within 600 metres of the existing or capital-funded LRT platform;
- within 400 metres of an existing or capital-funded BRT station; or
- within 200 metres of a primary transit service.

The subject site is located within close proximity of 33 Avenue SW which is recognized as a Neighborhood Main Street in the MDP. As the site is located within 200 metres of the Neighborhood Main Street area, it meets the eligibility criteria to be considered for the H-GO District. The H-GO District, as opposed to the previous Direct Control District application, provides greater certainty to all interested parties, neighbors and the community in respect of site design, landscaping and parking considerations.

Development and Site Design

If approved by Council, the rules of the proposed H-GO District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping, and parking. Other key factors that are being considered during review of the development permit application include, but are not limited to, the following:

- street character at grade;
- building massing and height interface with adjacent residential property to the east;
- design of central courtyard space to support its use as an amenity for residents;
- ability for residents to maneuver into and out of assigned parking stalls;
- the ability to navigate the lane;
- bicycle storage and feasibility of car-free living in this location;
- waste and recycling storage, staging and pickup scheduling and operations; and
- preservation of a mature tree near the street corner.

Transportation

The site fronts onto 36 Avenue SW, which is classified as a local road. Pedestrian connectivity in the neighborhood is provided through sidewalks on each street frontage. Cycling connectivity in the community will be greatly improved with the planned implementation of separated cycling lanes as part of Main Streets improvements on 34 Avenue SW over the next several years. When complete, the cycle track will directly connect the site to the west end of Marda Loop which is one kilometre away (a five-minute bike ride).

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water and sanitary sewer mains are available and can accommodate the proposal 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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed policy 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 falls within the Residential Inner City Area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). Policy for this area supports intensification of residential areas, particularly close to identified nodes and corridors such as the 33 Avenue SW Main Street. Development in this area should be contextually sensitive to adjacent low-density development through careful height transitions. This application also aligns with broader city-wide policies supporting greater diversity in housing stock and by instituting land uses that support transit service.

Calgary Climate Strategy (2022)

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

South Calgary/Altadore Area Redevelopment Plan (Statutory – 1986)

The subject site falls within the Residential – Low Density typology as identified on Map 2 of the [South Calgary/Altadore Area Redevelopment Plan](#) (ARP). The intent of this typology is to support infill projects which may be larger and more intensive than new single or semi-detached housing.

An amendment to Map 2, Land Use Policy, is required to support the proposed redesignation to the H-GO District, recognizing a change in the applicable land use policy for the site from 'Residential – Low Density' to 'Residential – Medium Density'. Residential – Medium Density areas are intended to accommodate a variety of housing forms in proximity to activity nodes such as commercial areas or along streets that generally support higher traffic volumes. The intent of this typology is to support infill projects which may be larger and more intensive than new or single-detached housing and allowed for moderately scaled development such as townhouses.