

Background and Planning Evaluation

Background and Site Context

The subject site is comprised of four parcels located in the southwest community of Shaganappi, at the southeast intersection of 12 Avenue SW and 27 Street SW. Bow Trail is immediately North, and travels parallel to 12 Avenue SW. To the west and south are low density residential developments. To the east, across the lane is a five storey multi-residential development with a designation of Multi-Residential – Contextual Medium Profile (M-C2) District. Presently, the subject site is developed with four single detached dwellings, each with a detached garage that is accessed from the rear lane.

The subject site is approximately 250 metres (three-minute walk) from the Shaganappi Point LRT Station. Alexander Ferguson Elementary School is about 400 metres (five-minute walk) to the southeast. And the Killarney Aquatic and Recreation Centre is approximately 600 metres (eight-minute walk) to the southwest. Other locational attributes include the site’s walkability to the 17 Avenue SW Main Street and Westbrook Mall, and quick access to a cycle lane on 12 Avenue SW, multiple parks, and regional pathways.

Community Peak Population Table

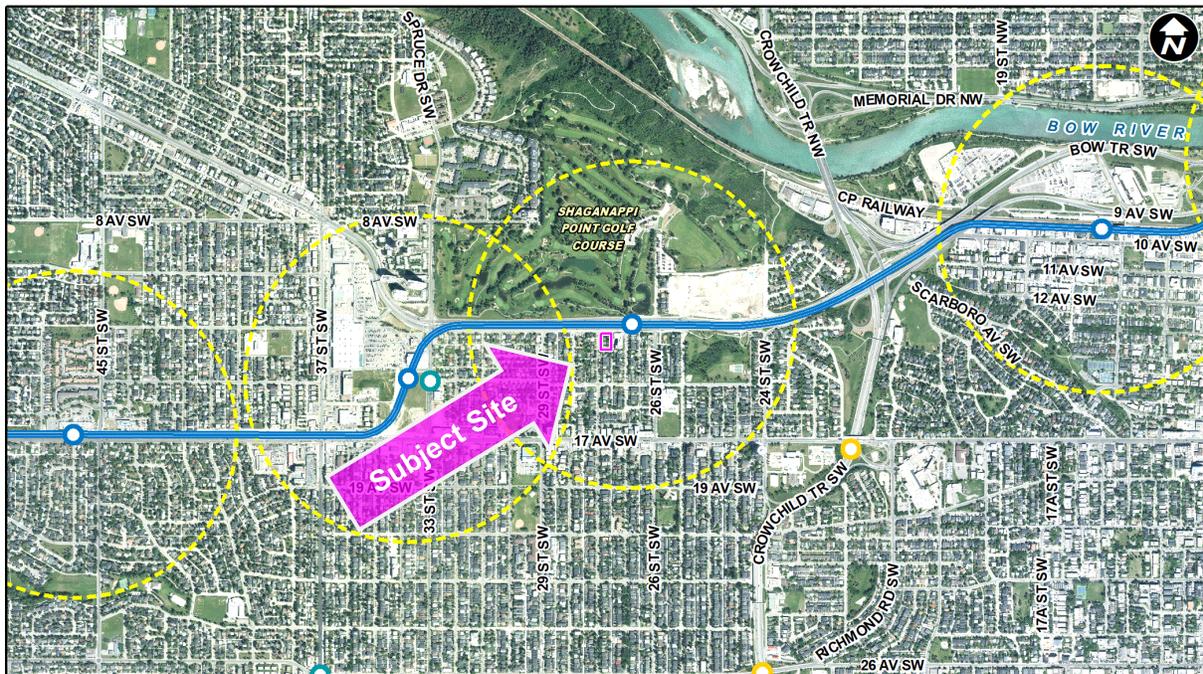
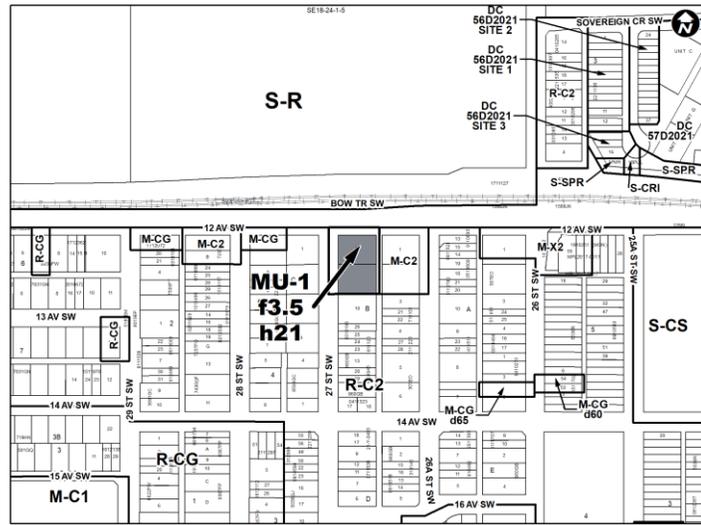
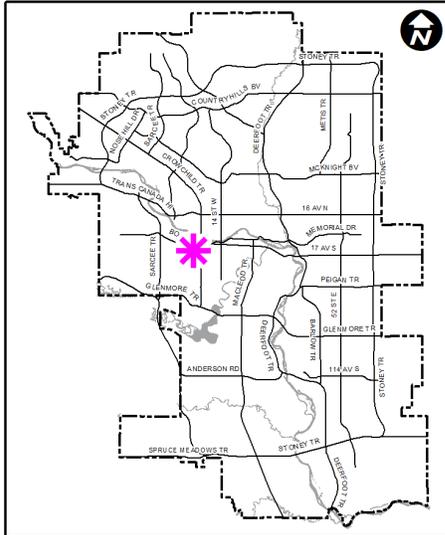
As identified below, the community of Shaganappi reached its peak population in 1969.

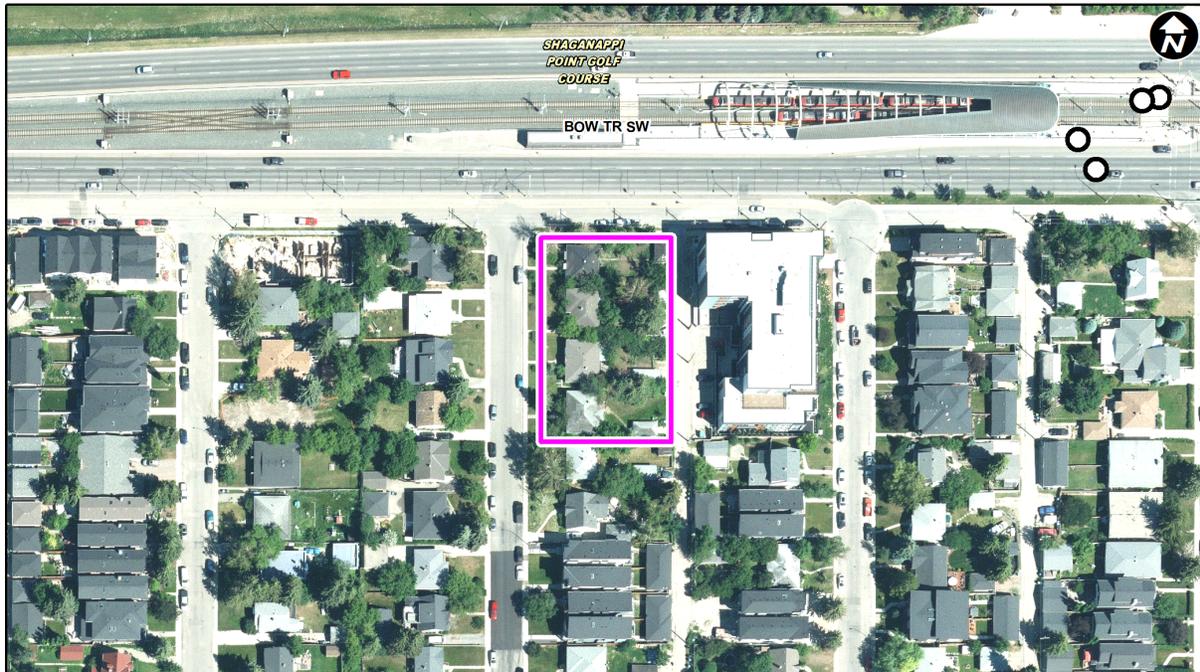
SHAGANAPPI	
Peak Population Year	1969
Peak Population	2,132
2019 Current Population	1,626
Difference in Population (Number)	-506
Difference in Population (Percent)	-23.73%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

On 2015 February 10, Council approved the redesignation of the three northerly parcels (1404, 1408, and 1410 – 27 Street SW) from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Medium Profile (M-C2f2.5) District. This allowed for a maximum building height of 16 metres and a maximum floor area ratio (FAR) of 2.5.

A development permit for a 60-unit multi-residential development was approved on 2016 August 25. At that time, no construction occurred on site, and the development permit lapsed on 2018 August 25.

The southernmost parcel (1414 – 27 Street SW) is currently designated as Residential – Contextual One / Two Dwelling (R-C2) District and would allow for up to two units with a maximum building height of 10 metres.

The proposed Mixed Use – General (MU-1f3.5h21) District allows for street-oriented development that may accommodate a mix of residential and commercial uses in the same building. The proposed MU-1 District will allow a maximum building height of 21.0 metres (up to 6-storeys). The MU-1 District is designed to be adjacent to low density residential development with specific rules for setbacks and maximum heights at the shared property line or lane. The proposed land use will allow for a maximum building floor area of approximately 8,014 square metres through a FAR of 3.5.

The proposed six-storey multi-residential development would require significant relaxations within the current M-C2 District. When reviewing the application, multiple alternative land use districts were considered; specifically, the Multi-Residential – High Density Low Rise (M-H1) District and the Direct Control (DC) District. The M-H1 District was ultimately rejected due to incompatibility with the applicant's design and intent. The use of a DC District was also rejected due to the requirements of section 20 of the Land Use Bylaw 1P2007 - unique characteristics, innovative ideas, or unusual site constraints that require specific regulation unavailable in other land use districts. A DC was not pursued as the MU-1 District can achieve the intensity of a transit-oriented development with adequate approach to transitioning to the low-density parcel to the south.

Development and Site Design

If this application is approved by Council, the rules of the MU-1 District will provide guidance for the design of the development, including appropriate building height and floor area.

In addition, the *Westbrook Communities Local Area Plan* (LAP) contains built form and site design policies to inform design elements such as building façade articulation, street wall height, and other architectural details, and will ensure the development is responsive to both the existing and planned context. Specifically, the LAP speaks to establishing appropriate street wall height and step-backs above the street wall to respond to the existing scale and uses of the area. It also directs development to respect the neighbourhood street context and to improve pedestrian experience through variation in building materials, articulations, setbacks, height, rooflines and massing to reduce building bulk.

Transportation

To the north, the site is bordered by 12 Avenue SW, which is a residential road with one-way eastbound traffic and a contraflow bike lane. To the west is 27 Street SW, which is also a residential road.

The site is located approximately 250 metres (three-minute walk) from the Shaganappi Point CTrain Station and within walking distance of multiple bus routes. Westbound, Route 9 Dalhousie / Chinook provides access to Westbrook Mall and LRT Station, Mount Royal College, and Chinook Mall and LRT Station. Eastbound, Route 9 connects to Kensington, Foothills Hospital, and the University of Calgary. The site is a 10-minute walk to Routes 2 Mount Pleasant/Killarney 17 Avenue SW and Route 698 to the downtown.

On-street bikeways on 12 Avenue and 26 Street connect the site to the wider Bow River pathway system to the north, the Westbrook LRT Station to the west and downtown to the east.

On-street parking adjacent to the site is regulated through the Calgary Parking Authority's residential parking permit system. This site is within Zone RR which sees 26 Street, 28 Street and some parts of 12 Avenue having two-hour parking restrictions in place.

Vehicular access, and waste and recycling operations/loading, will occur from the rear lane. Upgrades may be required through the development permit.

A Transportation Memo to assess impacts to the adjacent network will be submitted with the development permit.

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 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 [Municipal Development Plan](#) (MDP) identifies the site as located within the Developed - Inner City area on the Urban Structure Map (Map 1). The proposal is consistent with the General Policies for Developed Residential Areas (Section 3.5.1) and Inner City Area policies (Section 3.5.2). The MDP's City-wide policies (Section 2) and specifically Section 2.2, Shaping a More Compact Urban Form, provides direction to encourage transit use, making optimal use of transit infrastructure, and improve the quality of the environment in communities. The goals of these policies are to direct future growth of the city in a way that fosters a more compact and efficient use of land, create complete communities, allow for greater mobility choices, and enhance vitality and character in local neighbourhoods.

The proposed land use application allows for the site to develop with higher intensity that is transit-oriented and is in keeping with the MDP policies.

Calgary Climate Strategy (2022)

This application proposes electric vehicle stalls, a density increase and the implementation of transit-oriented development, which aligns with the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies is being explored and encouraged with the development permit application.

Westbrook Communities Local Area Plan (Statutory – 2023)

The [Westbrook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Flex Urban Form category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for up to 6 storeys. The LAP speaks to buildings oriented to the street, and mentions that commercial development would be appropriate, but is not required. The subject site is also identified within the core zone in Figure 12: Shaganappi Point Transit Station Area. Pedestrian activity and building scale are envisioned to be the highest at the core zones. The proposed land use amendment is in alignment with the applicable policies of the LAP.