

Background and Planning Evaluation

Background and Site Context

The subject site is situated in the southeast community of Ogden midblock on Ogden Road SE, between 69 Avenue SE and 72 Avenue SE. The site is approximately 0.28 hectares (0.68 acres) in area and has dimensions of approximately 35 metres deep by 80 metres wide. The undeveloped site is directly across the street from a neighbourhood commercial development and a low-rise apartment development and is 100 metres (one-minute walk) northwest of the future fully funded Ogden LRT Green Line Station. Construction of the station is anticipated to begin in 2024 Q4. The site is also 80 metres (one-minute walk) south of stops for four transit routes, including Route 302 (BRT Southeast/City Centre). George Moss Park is 200 metres (three-minute walk) southwest. Lynwood Park is 720 metres (12-minute walk) west of the subject site, and is flanked by three schools, a community hall, a senior's centre and an arena. The proposed MU-2f7.0h40. District would allow a 12-storey mixed-use development.

Community Peak Population Table

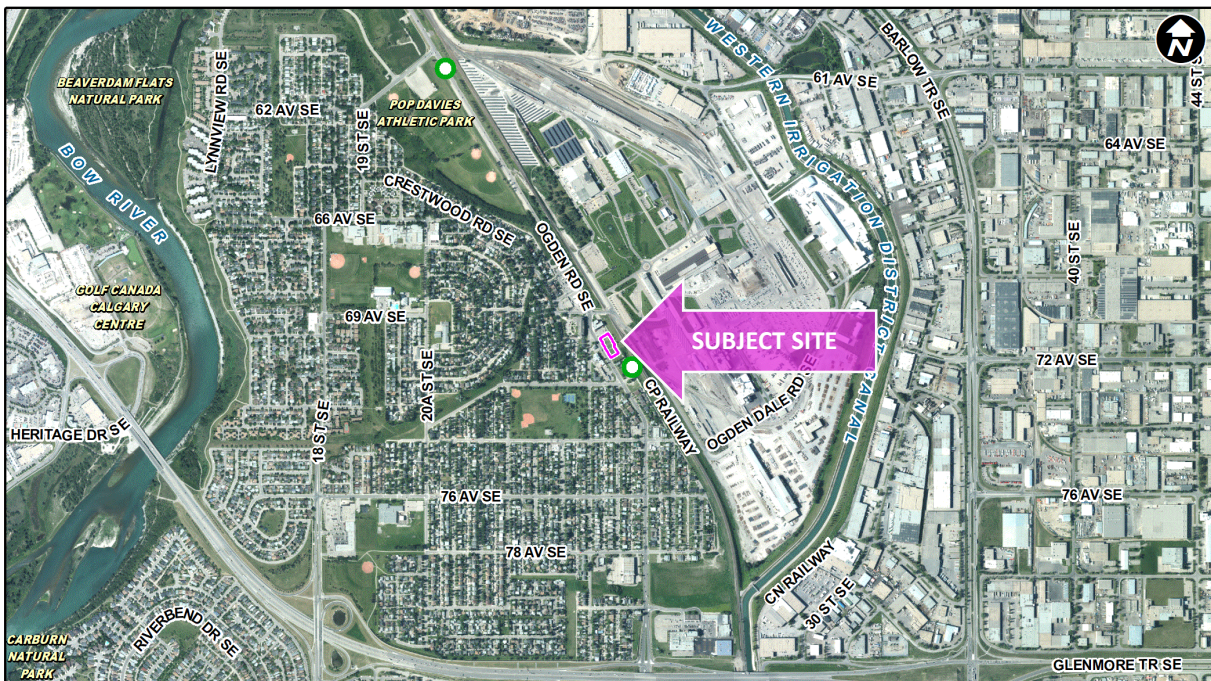
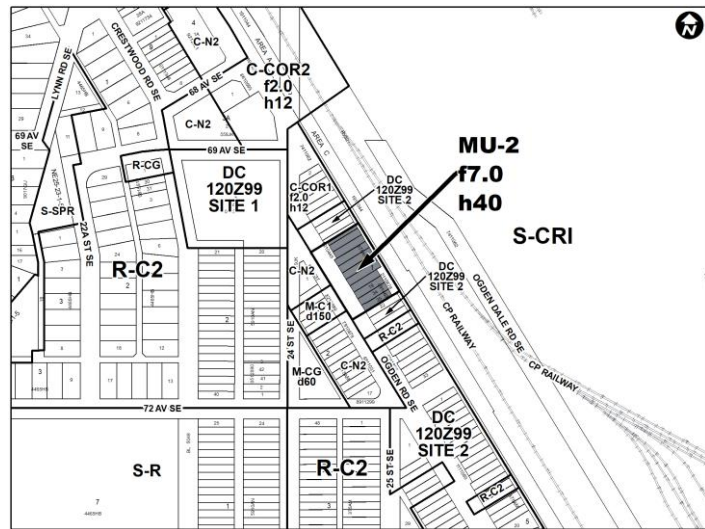
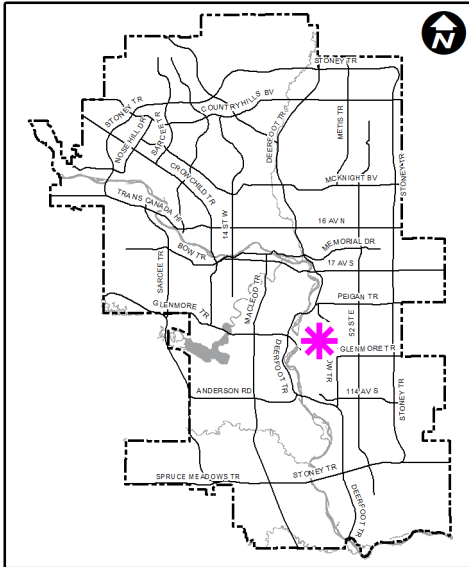
As identified below, the community of Ogden reached its peak population in 1982.

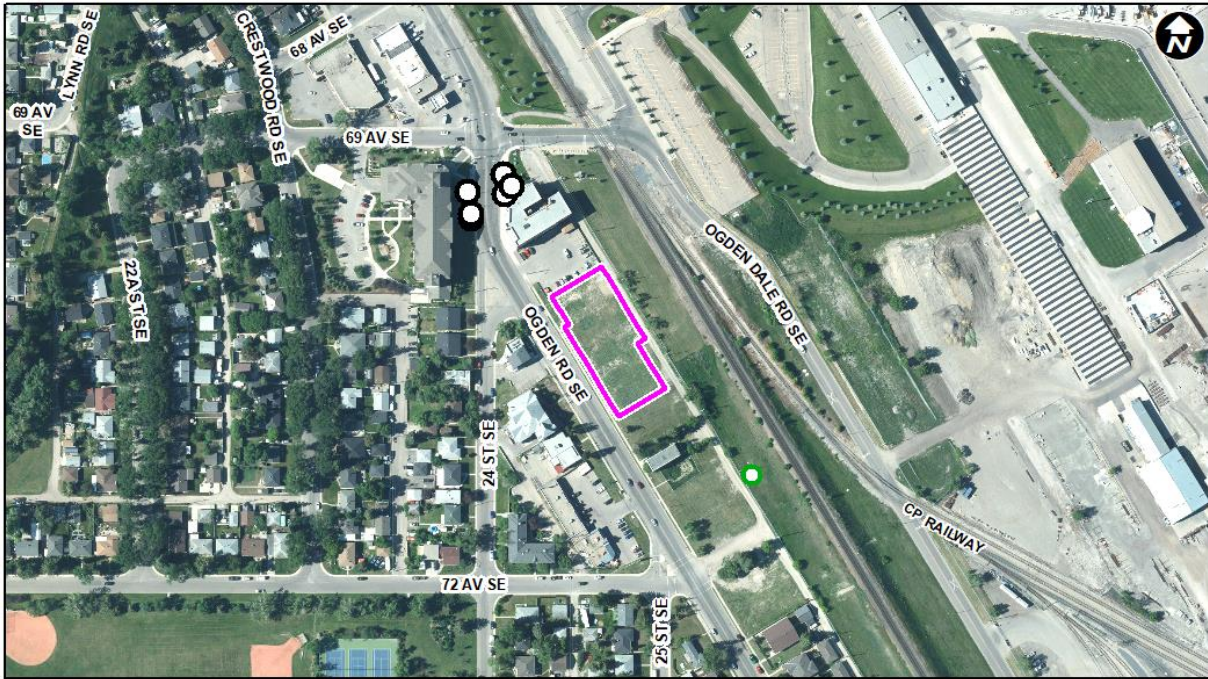
Ogden	
Peak Population Year	1982
Peak Population	11,548
2019 Current Population	8,576
Difference in Population (Number)	-2,972
Difference in Population (Percent)	-25.7%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The site is currently designated with two Direct Control (DC) Districts. The northern three quarters of the site is designated DC District ([Bylaw 115D2009](#)), which is based on the Multi-Residential – Contextual Low Profile (M-C1d60) District of Land Use Bylaw 1P2007 and allows low density multi-residential development and office, printing, publishing and distribution uses with guidelines. The southern quarter of the site is designated DC District ([Bylaw 120Z99 – Site 2](#)), which is based on the R-2 Residential – Low Density District of Land Use Bylaw 2P80 and allows for a range of low-density residential uses including single detached and semi-detached housing with the additional discretionary use of live-work units.

The proposed MU-2f7.0h40 District allows street-oriented development with opportunities for a mix of residential and commercial uses and provides a compatible transition to surrounding development. The proposed land use requires at-grade commercial uses to promote street-level activities.

The proposed MU-2f7.0h40 District allows for a maximum floor area ratio of 7.0, which equates to a building floor area of approximately 19,390 square metres. The proposed 40 metre building height would allow for approximately 12 storeys.

Development and Site Design

The rules of the proposed MU-2f7.0h40 District would provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping, parcel coverage and parking. Other key factors that will be considered during the review of any subsequent development permit application include the following:

- public realm enhancements within the bylaw-required setback along Ogden Road SE;
- mix of uses within the building;
- appropriate amenity space for residents; and
- the interface with the lane and access to the site.

Transportation

Pedestrian access to the site is available from an existing sidewalk along Ogden Road SE. A future pathway is planned along Ogden Road, which would be part of the Always Available for All Ages and Abilities (5A) Network.

The area is well served by Calgary Transit. Bus Rapid Transit (BRT) Route 302 (South Health Campus – City Centre) stops 60 metres (one-minute walk) north of the subject site and provides service every 20 minutes during peak times. The proximity of the BRT stop means that this site falls within the transit-oriented development area. Calgary Transit Route 131 (East Bow Express) and Route 151 (New Brighton Express) also stop 60 metres (one-minute walk) from the subject site on Ogden Rd SE. The site is 100 metres (one-minute walk) northwest of the future fully funded Ogden Green Line LRT Station.

Direct vehicular access to the proposed development will be required to come from the rear lane. A Transportation Impact Assessment (TIA) and Parking Study were not required for this land use application. The site is located within existing [Residential Parking \(RPP\) Zone Q](#).

Environmental Site Considerations

Environmental Site Assessment (ESA) 1 and 2 documents were submitted with the formal application and reviewed by Environmental Development Review. At this time there are no known outstanding environmental concerns associated with the site or proposal.

Utilities and Servicing

Public water and sanitary mains exist within the adjacent road right of way (Ogden Road SE). Public storm utilities do not exist adjacent to the subject site. At the time of development, a public storm sewer main extension will be required, at the developer's expense, to service the intended development.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use and 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)

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). The MDP encourages redevelopment of Inner City areas, particularly in transition zones adjacent to areas designated for higher density (i.e., transit station areas), to make more efficient use of existing infrastructure, public amenities and transit, and delivers small and incremental benefits to climate resilience.

The MDP states that sites within the Inner City Area may intensify, particularly in transition zones adjacent to areas designated for higher density or if the intensification is consistent and compatible with the existing character of the neighbourhood. Transition zones should be identified through a subsequent planning study and a range of intensification strategies should be employed to modestly intensify the Inner City Area, from parcel-by-parcel intensification to larger more comprehensive approaches at the block level or broader.

The MDP also speaks to maintaining and expanding local commercial development that provides retail and service uses in close proximity to residents, especially in the highest density locations. The MDP states that buildings should maximize front door access to the street and principal public areas to encourage pedestrian activity, and that at-grade retail which provides continuous, active, transparent edges to all streets and public spaces should be supported.

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.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide transit riders alike. The site is 100 metres (one-minute walk) northwest of the future fully funded Ogden LRT Green Line Station. The proposed land use meets the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing density around transit stations.

Millican-Ogden Area Redevelopment Plan (Statutory – 1999)

The subject site is currently identified as 'Low Density Conservation' in the [Millican-Ogden Area Redevelopment Plan](#) (ARP). An amendment to Map 5 (Proposed Land Use Policies) is required to support the proposed MU-2 District, recognizing a change in the applicable land use policy for the subject site from 'Low Density Residential or Live and Work' to 'Low or Medium Density Multi-Dwelling Residential or Live and Work' (Attachment 2) as well as a text amendment to recognize the density allotted through the MU-2 District for this specific site. Map 6 entitled 'Proposed Commercial and Residential Policies on Ogden Road' will be deleted and replaced as shown in Schedule 'A' of Attachment 2 to indicate that the subject site should be 'Low or

Medium Density Multi-Dwelling Residential or Live and Work'. An additional text amendment is required to recognize commercial uses at grade.

The objectives of the plan promote the preservation of existing low density residential area while accommodating new infill developments. This proposal supports a variety of housing types within close proximity to a future LRT Station. The MU-2 District is compatible with the proposed Low or Medium Density Multi-Dwelling Residential or Live and Work, allowing for transit-oriented development that is compatible with the existing community.