

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Shaganappi on the west side of 26 Street SW, between 16 Avenue SW and 14 Avenue SW. The site is currently developed with a single storey single detached dwelling and detached garage accessed by a rear lane.

The surrounding land use context includes primarily low density residential designated Residential – Contextual One / Two Dwelling (R-C2) District to the immediate north, east, and west. To the south across 16 Avenue SW there are eight parcels designated Residential – Grade-Oriented Infill (R-CG) District. To the south of the R-CG lots, along 17 Avenue SW, there are parcels designated as Mixed Use – General (MU-1 f4.5h22) District.

The site is located in close proximity to numerous community amenities. The site is directly across 26 Street SW from the Alexander Ferguson Elementary School. To the northeast of the site is Shaganappi Park, which includes an off-leash dog park, a playground, the community association building, tennis courts, and open space with walking paths. To the north across Bow Trail SW (600 metres) is Shaganappi Point Golf Course. To the south along 17 Avenue SW is an established commercial area with retail, food and drink establishments, general commercial, and services.

The site is easily accessible by public transit, with stops for east and west bound Route 2 and Route 698 along 17 Avenue SW to the south, and the Shaganappi Point LRT Station at Bow Trail SW to the north. Both the LRT Station and both the east and west bound bus stops are within a five minute walk from the site.

## Community Peak Population Table

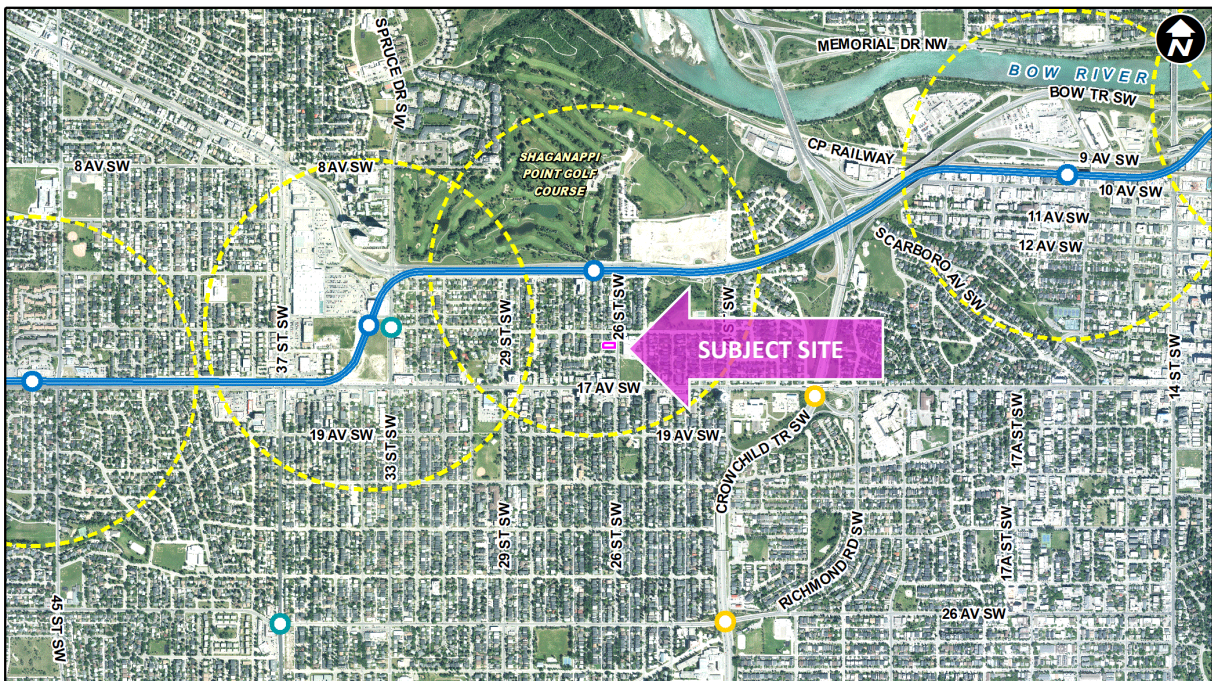
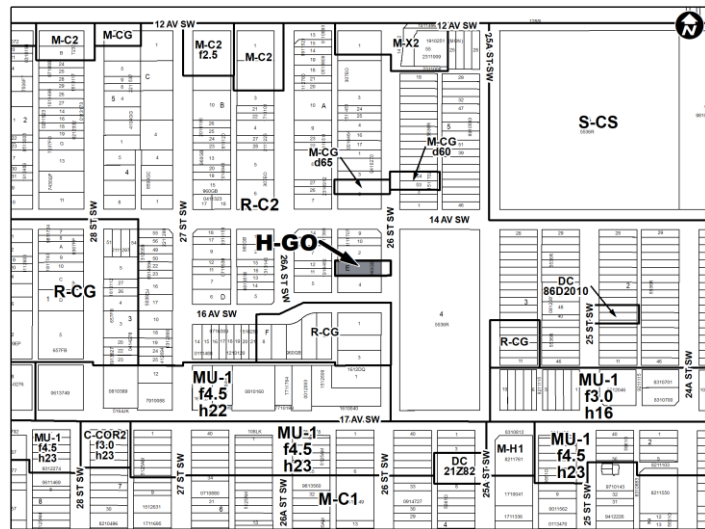
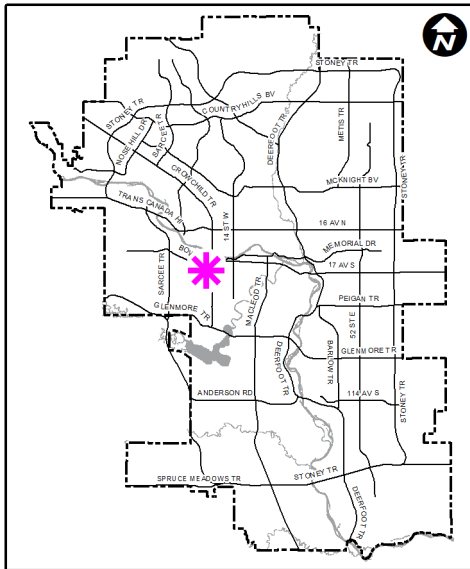
As identified below, the community of Shaganappi reached its peak population in 1969.

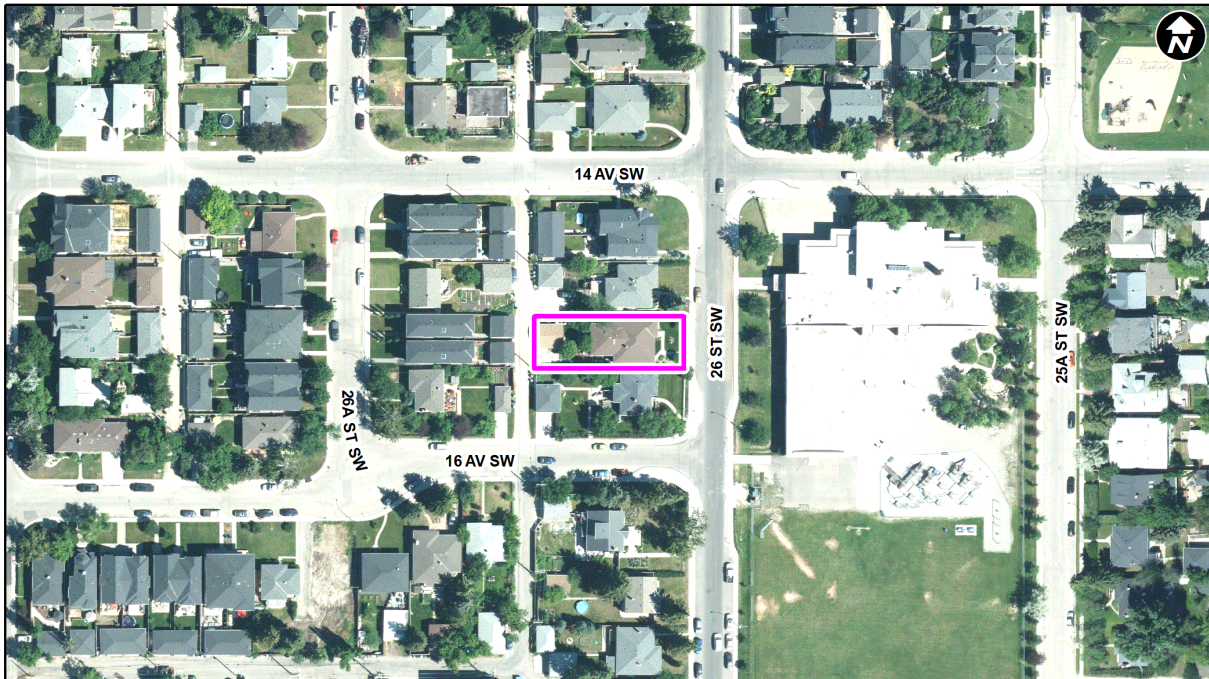
<b>Shaganappi</b>	
Peak Population Year	1969
Peak Population	2,132
2019 Current Population	1,626
Difference in Population (Number)	-506
Difference in Population (Percent)	-23.73%

Source: *The City of Calgary 2019 Civic Census*

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

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-C2 District accommodates contextually sensitive redevelopment in the form of single detached, semi-detached, and duplex dwellings. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units. Secondary suites are permitted within the R-C2 District.

The proposed H-GO District is intended to provide an opportunity for dwelling units to be developed in a wide range of housing forms where dwelling units may be attached including rowhouse, townhouse, and stacked townhouse units. As part of Administration's review, alternative land use districts were explored, including the Residential – Grade-Oriented Infill (R-CG) District and contextual multi-residential districts. However, it was determined that the H-GO District offered a balance between compatible built form for the current mid-block development context and flexibility to provide a two-building courtyard style development with a greater number of units on the site.

There is no maximum density required under the H-GO District; rather, development scale and intensity are managed through a combination of:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of a parcel to ensure functional courtyard amenity space;

- a maximum Floor Area Ratio (FAR) of 1.5 that allows for a total developable area of 840 square metres (9,042 square feet);
- a maximum building height of 12.0 metres; and
- a minimum of 0.5 motor vehicle parking stalls per unit and suite.

Section 1386(d) of the Land Use Bylaw 1P2007 provides location criteria for where the H-GO District may be considered appropriate. In areas which are subject to an approved Local Area Plan, the H-GO District is intended for areas which are identified as part of the Neighbourhood Connector or Neighbourhood Flex urban form categories. The subject site is located on a portion of 26 Street SW identified as a Neighbourhood Connector on Map 3: Urban Form of the *Westbrook Communities Local Area Plan* (LAP).

### **Development and Site Design**

If approved by Council, the rules of the proposed H-GO District provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this site, additional items have been considered in the development permit (DP2023-06288) review include, but are not limited to:

- ensuring an engaging built interface along 26 Avenue SW;
- the layout and configuration of dwelling units;
- access, parking provision and enabling of mobility options;
- waste collection and impact mitigation;
- mitigation of shadowing, privacy and visual overlooking; and
- appropriate location of landscaping and amenity space.

### **Transportation**

Pedestrian access to the subject site is available from sidewalks along 26 Street SW, while vehicular access to the subject site is from the existing rear lane.

The site is within close proximity to transit service, being approximately 275 metres (three minute walk) from the westbound transit stop Route 9 on Bow Trail SW, approximately 150 metres (three minute walk) from the eastbound transit stop Routes 2 on 17 Avenue SW, and 275 metres (three minute walk) from the Shaganappi Point LRT Station on Bow Trail SW.

The parcel is adjacent to the 5A network (Always Available for All Ages and Abilities) with an on-street bikeway on 26 Street SW, further connecting to the Shaganappi Point LRT Station, the Bow River Pathway System, and the greater 5A network.

The parcel is currently within on-street parking restrictions along 20 Street SW restricted under the RPP 'Zone RR' as permit parking only. Parking on the east side of 26 Street SW, fronting Alexander Ferguson School, is restricted to no parking (excluding buses) on school days between 07:00-17:00.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary and storm sewer are available to service future development on the subject site. Details of site servicing and stormwater management will be reviewed at the development permit stage.

## **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 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 this site as part of the Developed – Inner City area on Map 1: Urban Structure. The proposal is consistent with the General Policies for Developed Residential Areas (Section 3.5.1), Inner City Area policies (Section 3.5.2), and the MDP's City-wide policies (Section 2). The goals of these policies are to encourage housing diversity including ground-oriented housing, make more efficient use of existing infrastructure, public amenities and transit, and delivers incremental benefits to climate resilience.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). However, the redesignation of the subject site to enable higher density development in close proximity to transit options may allow for more people to choose a car-reduced or car-free lifestyle, thereby reducing vehicular emissions and contributing to the overall goal of achieving net zero emissions in Calgary by 2050 by accelerating the shift in mode share to zero or low emissions modes. Further strategies is being explored and encouraged as part of the development permit review.

### **Westbrook Communities Local Area Plan (Statutory – 2023)**

The [Westbrook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of a Neighbourhood Connector area (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for up to six storeys.

The LAP encourages a range of housing types along higher activity, predominantly residential streets in the Neighbourhood Connector areas. The Low building scale policies within the Neighbourhood Connector category notes that building forms should consider the local built form context, be oriented towards the street, consider shadowing impacts on neighbouring properties and provide access to off-street parking and loading from the lane.

The proposed land use amendment is in alignment with applicable policy of the LAP.