

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Ogden at the northeast corner of 62 Avenue SE and 18A Street SE. The site is 0.06 hectares  $\pm$  (0.16 acres  $\pm$ ) in size, with dimensions of approximately 17 metres wide and 40 metres deep. The parcel is currently unoccupied and fenced off for construction under a previously approved development permit application (DP2023-01929) for a rowhouse development with four units and four secondary suites. The applicant is seeking permission to add more density, up to 10 dwelling units and no secondary suites with the current application.

Surrounding development is characterized primarily by single detached dwellings on parcels designated as the Residential – Grade-Oriented Infill (R-CG) District. There is a rowhouse development on a parcel designated as the R-CG District to the south across 62 Avenue SE. The parcel to the west across 18A Street SE is designated as the Commercial – Neighbourhood 2 (C-N2) District to accommodate neighbourhood-scale commercial and retail uses.

A bus stop serving Routes 24 (Ogden) and 779 (Wisewood/Riverbend) is located directly adjacent to the site. An existing 5A (Always Available for All Ages and Abilities) on-street bikeway is available along 62 Avenue SE. The future Lynnwood/Millican Green Line LRT Station is approximately 600 metres (a 10-minute walk) to the southeast. The site is approximately 350 metres (a six-minute walk) to Lynwood Ridge Park, 400 metres (a seven-minute walk) to Lynnvew Playground, and 500 metres (a nine-minute walk) to Pop Davies Athletic Park. Lynn Ridge Supermarket is located across 18A Street SE from the site.

## Community Peak Population Table

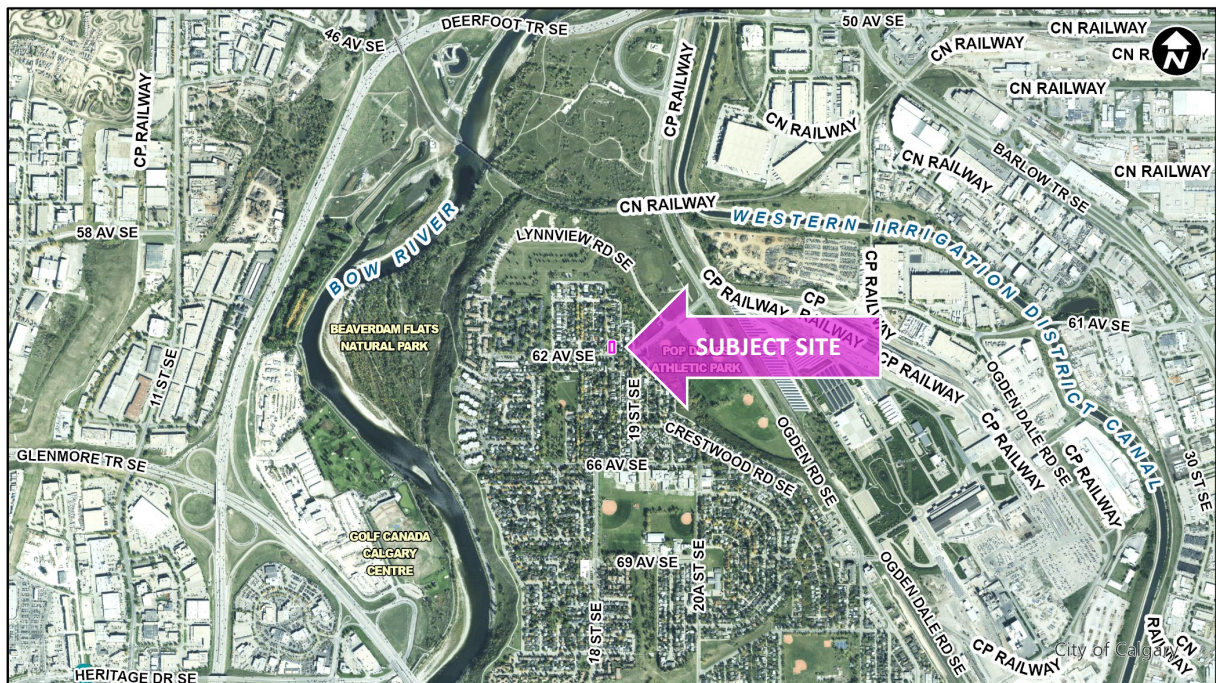
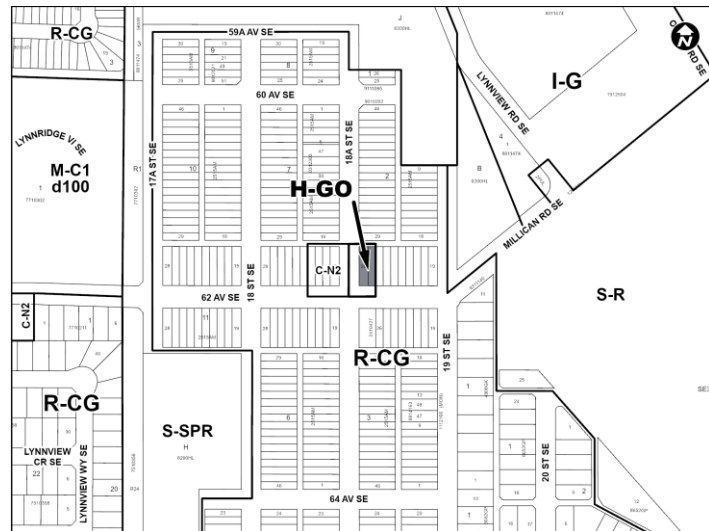
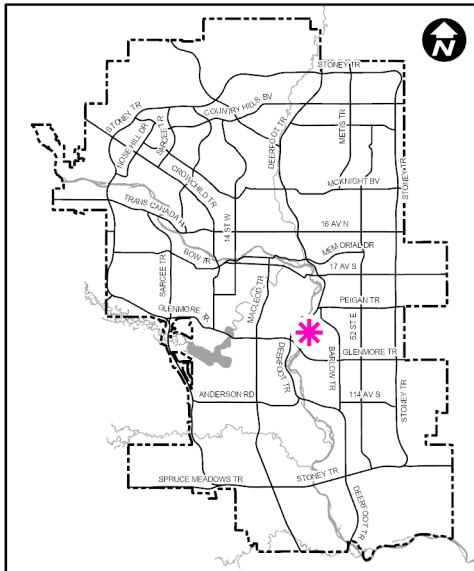
As identified below, the community of Ogden reached its peak population in 1982.

<b>Ogden</b>	
Peak Population Year	1982
Peak Population	11,548
2019 Current Population	8,576
Difference in Population (Number)	- 2,972
Difference in Population (Percent)	- 25.74%

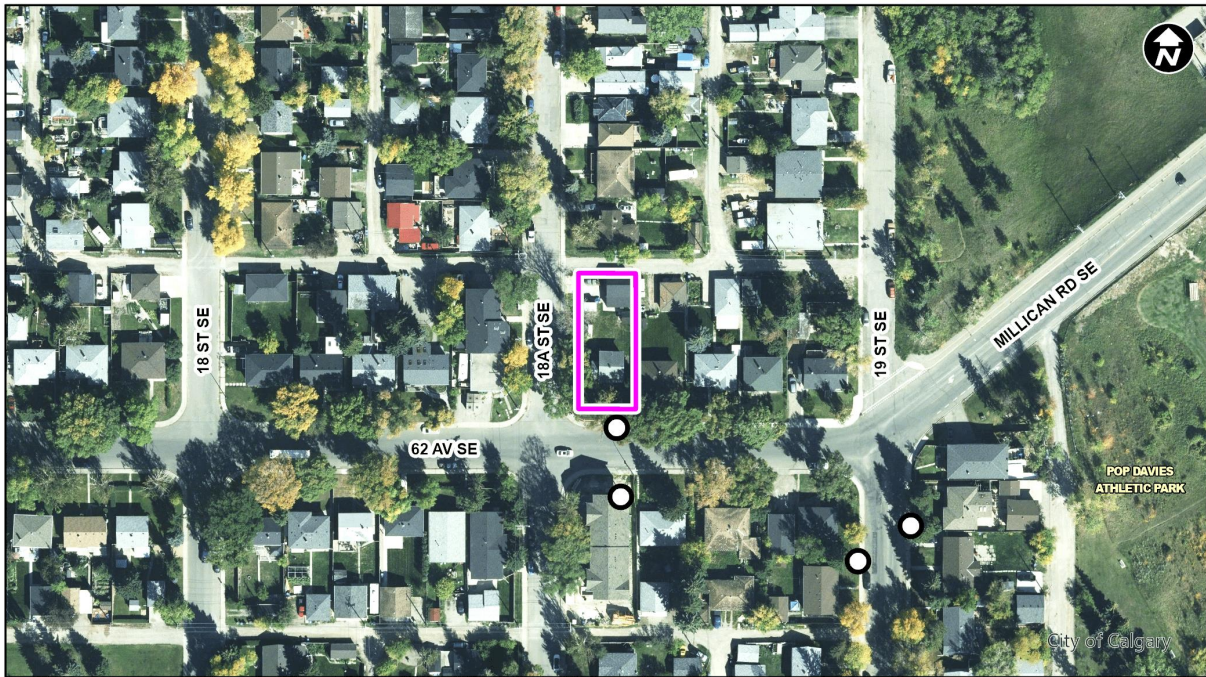
Source: *The City of Calgary 2019 Civic Census*

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 existing R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on site area, this would allow for up to four dwelling units on the parcel. Secondary suites are permitted uses within the R-CG District and do not count towards allowable density.

The proposed Housing – Grade Oriented (H-GO) District is intended to provide an opportunity for dwelling units to be developed in a wide range of housing forms where units may be attached or stacked within a shared building or cluster of buildings, in a form and scale that is consistent with low density residential development. In the H-GO District, development scale and intensity are managed through a combination of:

- a maximum floor area ratio of 1.5;
- 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 enable a functional courtyard amenity space;
- a maximum building height of 12.0 metres; and
- a minimum requirement of 0.5 motor vehicle parking stalls per dwelling unit and per secondary suite.

Section 1386(d) of the Land Use Bylaw 1P2007 provides locational criteria for where the H-GO District may be considered appropriate. Sites that do not have an approved Local Area Plan (LAP) must be within the Centre City or Inner City and meet at least one of the following criteria to qualify for the H-GO District:

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

The subject site is considered appropriate for the H-GO District as it is located within the Inner City area as per the MDP, and is also within 600 metres of a future Green Line Station. Therefore, the subject site is appropriate for redesignation to the H-GO District.

### **Development and Site Design**

The rules of the proposed H-GO District would provide guidance for future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this site, additional items that would be considered at the development permit stage include, but are not limited to:

- ensuring an engaging interface along 62 Avenue SE and 18A Street SE;
- mitigating shadowing and privacy concerns with neighbouring parcels; and
- ensuring appropriate amenity space for residents.

### **Transportation**

The area is served by Calgary Transit Route 24 (Ogden) and 779 (WiseWood/Riverbend) immediately adjacent to the site on 62 Avenue SE. The future Green Line Lynnwood/Millican Station is located approximately 600 metres (a 10-minute walk) to the southeast.

There is an existing on-street cycling facility immediately adjacent to the site on 62 Avenue SE which connects to an existing off-street pathway on Millican Road to the east and eventually to the Bow River Pathway approximately 600 metres to the west.

Pedestrian access to the site is available from existing sidewalks along 18A Street SE.

On-street parking is available on 18A Street SE and is currently unrestricted adjacent to the site. Direct vehicular access to the proposed development will be required to come from the rear lane. Neither a Transportation Impact Analysis (TIA) nor a Parking Study was required for this application.

### **Environmental Site Considerations**

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

### **Utilities and Servicing**

Water, sanitary and storm utilities are available. Servicing requirements will be further determined at the time of 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.

### **Municipal Development Plan (Statutory – 2009)**

The subject parcel is located within the Developed Residential - Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established communities to make more efficient use of existing infrastructure, public amenities and transit—thereby representing an incremental benefit to climate resilience. The proposal is in keeping with the policies of the MDP.

### **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 on this site with applicable climate strategies will be explored and encouraged at subsequent development permit stages.

### **Transit Oriented Development Policy Guidelines (2004)**

The [Transit Oriented Development Policy Guidelines](#) (TOD Guidelines) provide direction for the development of areas typically within 600 metres of a transit station. The TOD 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 proposed land use meets the key policy objectives of the TOD 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 or Medium Density Multi-Dwelling Residential' in the [Millican-Ogden Area Redevelopment Plan](#) (ARP) which is compatible with the existing R-CG District. A text amendment to Policy 3.4.3.3.2 is required to support the proposed H-GO District, recognizing the density (up to a maximum floor area ratio of 1.5) allotted through the H-GO District for this specific site.