

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Southview on the south side of 17 Avenue SE (International Avenue) at the corner of 30 Street SE. At present, 30 Street SE is designed as a cul-de-sac and does not provide direct vehicular access to 17 Avenue SE. The site is comprised of four parcels that are approximately 0.71 hectares (1.74 acres) in size and is approximately 143 metres wide by 49 metres deep. The lands are currently developed and operating as a neighbourhood commercial centre that is presently occupied by food service, medical and personal service based tenants. A service station is also presently located on site and currently operating on the parcel located at 2825 – 17 Avenue SE.

Surrounding development is characterized by a mix of commercial uses along 17 Avenue SE and residential development comprised of single detached dwellings to the south of the parcel. Pockets of redevelopment are emerging near the subject site as mid-rise multi-residential and low density residential development has started to take place in Southview and Forest Lawn.

The subject site is located along the 17 Avenue SE Urban Main Street corridor, which is comprised of a broad range of commercial uses with active frontage. At present, development along 17 Avenue SE primarily consists of small scale commercial uses. However, they have been identified as appropriate sites for intensification and Transit Orientated Development due to their close proximity to the Primary Transit Network. The 26 Street SE MAX Purple BRT Station is located adjacent to the site and provides direct service to the downtown core. An assortment of open space amenities are located within a 400 metre radius of the site which includes, but is not limited to, the Bow Waters Canoe Club, Inglewood Golf Club and Southview Rink.

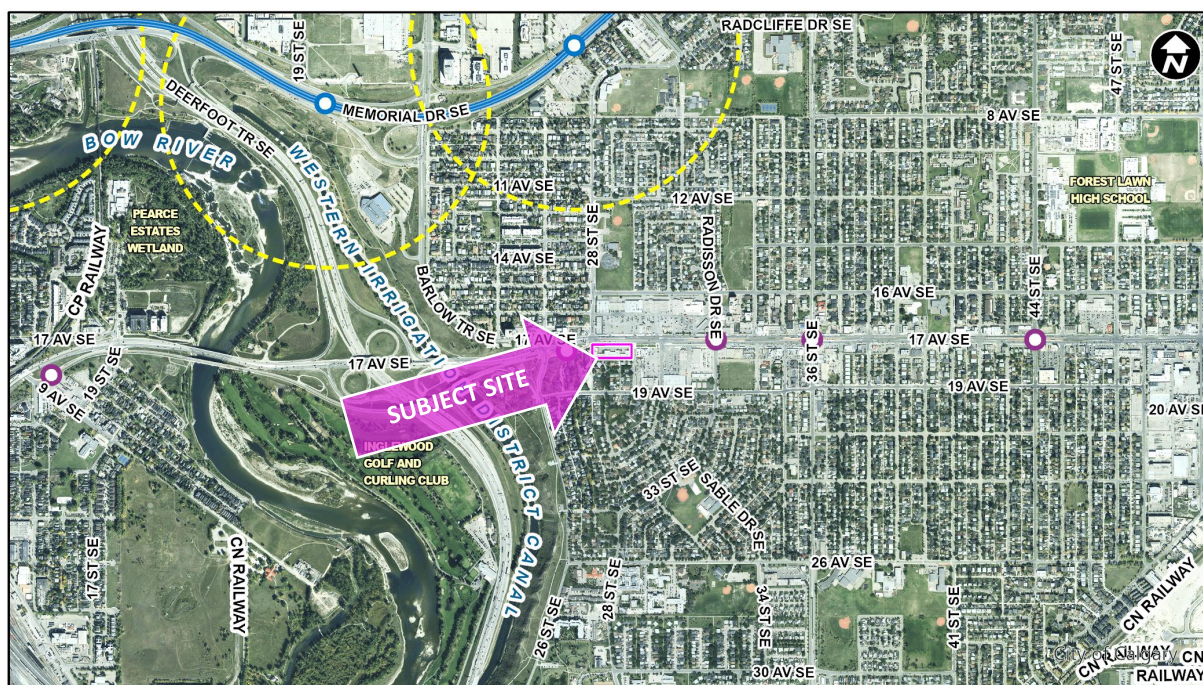
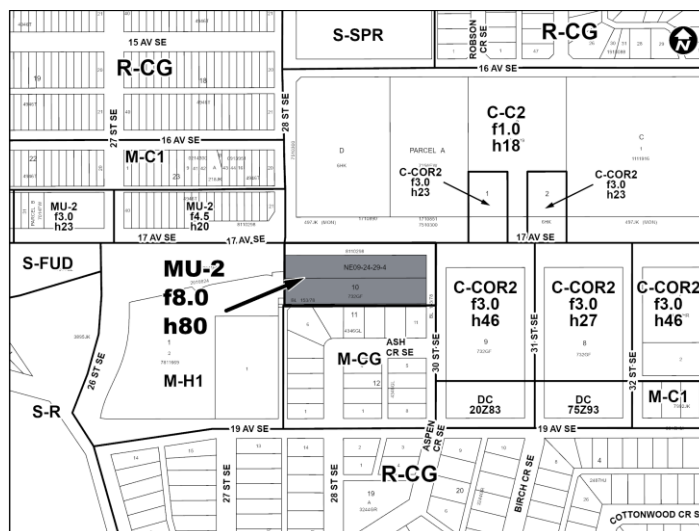
Community Peak Population Table

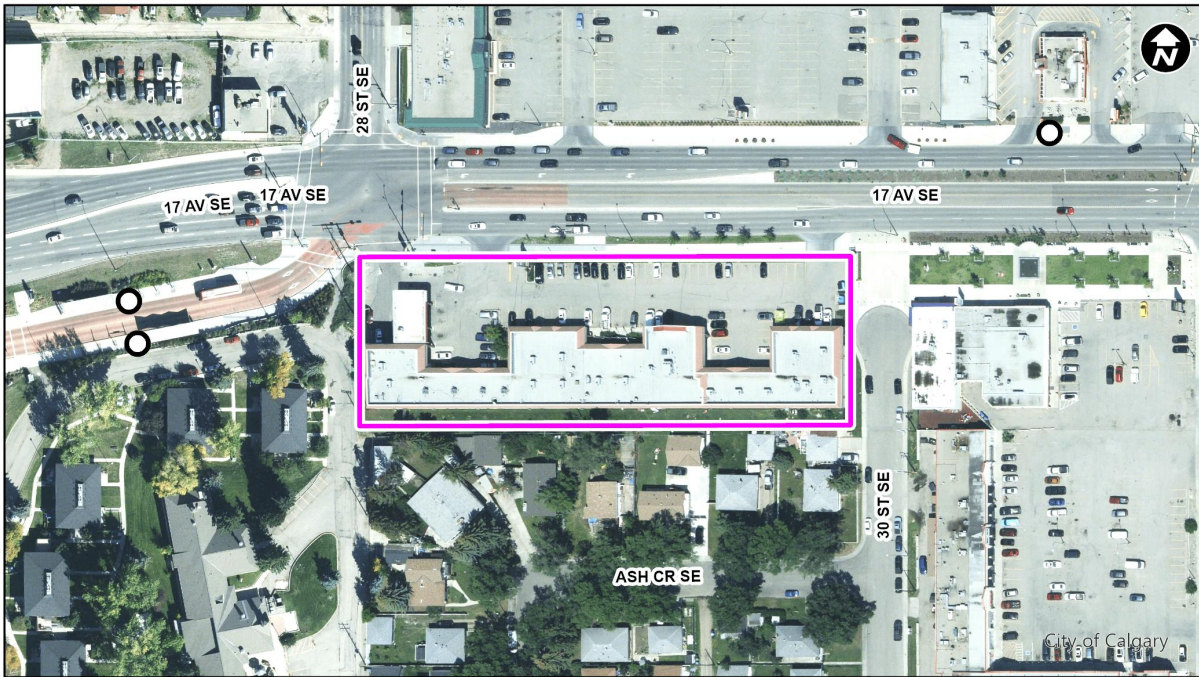
As identified below, the community of Southview reached its peak population in 1970.

Southview	
Peak Population Year	1970
Peak Population	3,464
2019 Current Population	1,805
Difference in Population (Number)	-1,659
Difference in Population (Percent)	-47.9%

Source: *The City of Calgary 2019 Civic Census*

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





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing MU-2f2.0h10 District is intended to accommodate street oriented mixed use developments including a requirement that active commercial uses be located at grade to promote street level activity. The current district includes a maximum floor area ratio (FAR) of 2.0 and a maximum building height of 10 metres.

The proposed MU-2f8.0h80 District is intended to accommodate street oriented mixed use developments including a requirement that active commercial uses be located at grade facing the commercial street to promote street level activity. The proposed land use will allow for a maximum building height of 80 metres (26 storeys) and floor area of approximately 57,000 square metres through an FAR of 8.0.

If approved, the MU-2f8.0h80 will require commercial uses on the ground floor that are oriented towards 17 Avenue SE and allow flexibility for uses above grade. This will create a continuous block face design and promote a mix of commercial and residential uses within the same building. The height and floor area ratio modifiers being proposed provide design controls that respond to the local context and align with design principles for future development along 17 Avenue SE as outlined by the *East Calgary International Avenue Communities Local Area Plan* (LAP).

Development and Site Design

If approved by Council, the rules of the MU-2f8.0h80 District would provide guidance for the future redevelopment of the site including appropriate uses, building height, massing, landscaping and parking. Other key factors that would be considered during the review of a development permit application include the following:

- environmental testing and remediation associated with service station site;
- building design and interface with 17 Avenue SE;
- vehicular access to site and provision for a future underground parking structure;
- public realm enhancements along 17 Avenue SE in alignment with the Main Streets policies;
- mitigating shadowing, overlooking, and privacy concerns to adjacent residential dwellings; and
- building massing and relationship with the residential parcels to the south.

Transportation

Pedestrian access to the site is available from the existing sidewalk on 17 Avenue SE (International Avenue). An existing walking and wheeling facility connecting the Always Available for All Ages and Abilities (5A) Network on 19 Avenue SE is less than 300 metres (a five-minute walk) south of the site. An existing on-street bikeway along 26 Street SE/Radcliffe Drive SE is available directly north of the site. The on-street bikeways on both 19 Avenue SE and 28 Street SE connect to the Bow River pathway system and provide access to downtown.

Vehicular access to the site is currently available along 17 Avenue SE, while future development is anticipated to be from 30 Street SE.

The site has great access to transit service as the 26 Street SE station is located adjacent to the parcel. MAX Purple (City Centre/East Hills) and Route 1 (Bowness/Forest Lawn) provide BRT and Crosstown service to the downtown core.

A Transportation Impact Assessment (TIA) was required and accepted by Administration as a part of this application. Pedestrian and cycling infrastructure improvements will be negotiated through a future development permit application.

Environmental Site Considerations

No environmental concerns were identified as a part of this application. Prior to any future development on site, the service station site will need to be decommissioned, have its infrastructure removed and all subsurface soil and groundwater assessed for environmental contamination. The submission of a Phase II Environmental Assessment (ESA) report will also be required as a part of any future development permit application submission for the subject site. If the Phase II ESA report indicates a requirement for remediation or risk management, the applicant will be required to submit a Remedial Action Plan, Exposure Control Plan and a Risk Management Plan.

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 will be reviewed in detail 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.

Municipal Development Plan (Statutory – 2009)

The subject parcels are located within the Developed Residential Established policy area as well as an Urban Main Street as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The MDP's City-wide policies in Section 3 directly speak to this application. Section 3.4 Main Streets provides direction that an Urban Main Street should contain a broad range of employment, commercial and retail uses as well as housing (form, tenure and affordability) to accommodate a diverse range of the population. Apartments, mixed-use developments and ground-oriented housing forms are encouraged. A walkable pedestrian environment is integral within an Urban Main Street. Section 2 also speaks directly to the application as higher density development is encouraged when located in close proximity to the Primary Transit Network

Overall, the application supports the objectives and applicable policies of the MDP by proposing a high density development near the Primary Transit Network that will encompass an array of uses and enhance the pedestrian realm along 17 Avenue SE.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

East Calgary International Avenue Communities Local Area Plan (Statutory – 2024)

The site is contained within the [East Calgary International Avenue Communities Local Area Plan](#) (LAP). The LAP identifies the subject site as being part of the Neighbourhood Commercial category with active frontage (Map 3: Urban Form) with a Building Scale of High (Map 4: Building Scale), which allows up to 26 storeys in building height. The LAP indicates that areas that have been identified as active frontage must contain active uses on the ground floor. It also notes that public space in commercial areas should be designed to support high volumes of pedestrians in all seasons through features such as wide sidewalks, street furniture and lighting. Development in Active Frontage Areas should support active uses that may include, but is not limited to frequent entrances and windows that maximize views to and from the street, setbacks to accommodate an extension of the use outside the building and floor to ceiling height that supports a range of active uses.

The LAP also identifies the subject site as being located along the 17 Avenue SE Urban Main Street Corridor and 26 Street SE Core Transit Station Area. The LAP encourages development in this area to have the most pedestrian activity and have the highest building scale. Active frontage, high quality architectural design and a strong public realm are encouraged in this area while auto orientated uses are not.

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