

Background and Planning Evaluation

Background and Site Context

The subject site is in the southwest community of Shaganappi. The site is approximately 0.05 hectares (0.13 acres) in size and is approximately 15 metres wide and 33 metres deep. It is located just south of Bow Trail SW and bounded by 33 Street SW to the west, laneways to the north and east and a similarly sized parcel to the south, developed with a single detached dwelling and detached garage.

Surrounding development east and south of the site consists of a mix of low and multi-residential developments designated Multi-Residential – Contextual Medium Profile (M-C2) District. The three parcels located immediately north of the laneway adjacent to the subject site are designated Multi-Residential – High Density Low Rise (M-H1) District. Various other consolidated Mixed Use – General (MU-1) District parcels are located south of the subject site nearer to the commercial retail area of 17 Street SW, a Neighbourhood Main Street. West of 33 Street SW are large parcels under various Direct Control (DC) Districts, which support transit-oriented development (TOD) adjacent to the Westbrook Light Rail Transit (LRT) Station.

There are major infrastructure and development influences in the area including the following:

- the Westbrook LRT Station and Westbrook Calgary Public Library branch located 75 metres (a one-minute walk) west of the subject site across 33 Street SW;
- Westbrook Mall, a large commercial centre located approximately 260 metres (a four-minute walk) west of the site; and
- Bow Trail SW, a well-used arterial street located approximately 50 metres (a one-minute walk) north of the site.

Community Peak Population Table

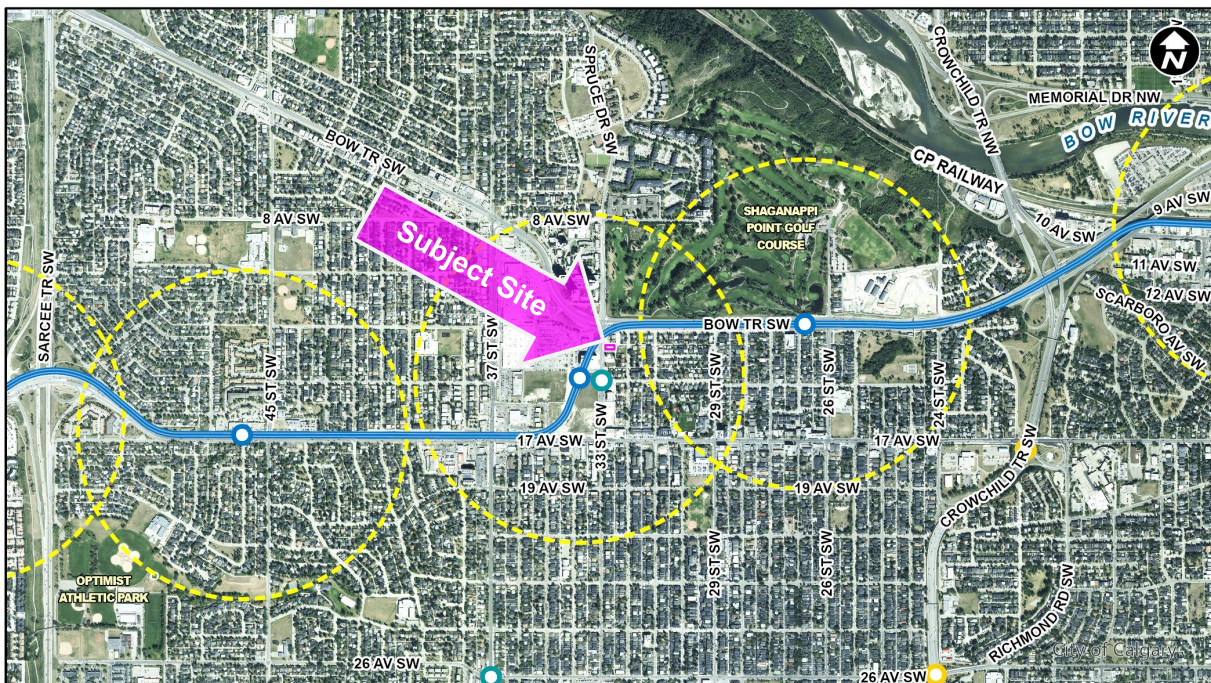
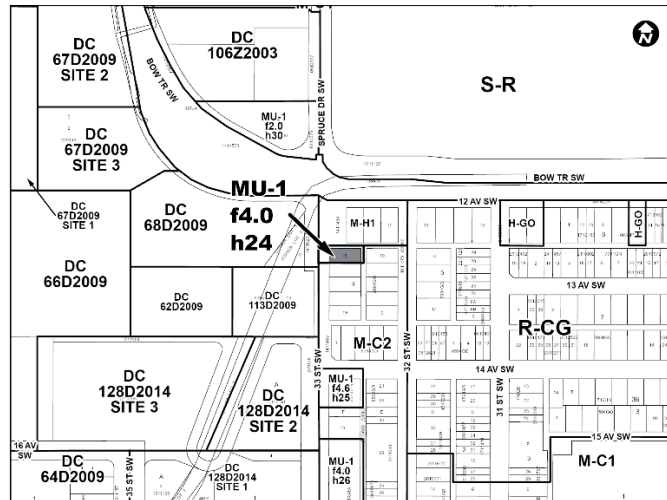
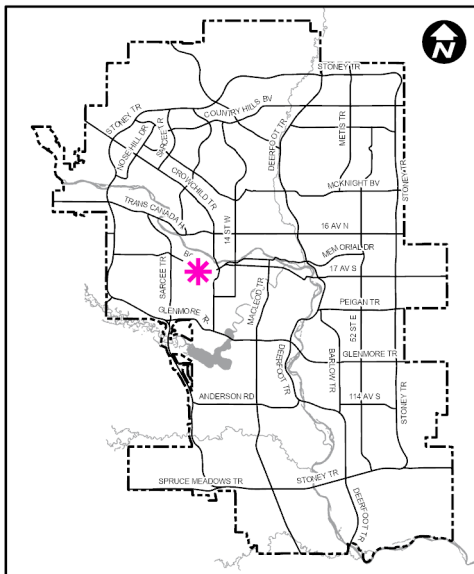
As identified below, the community of Shaganappi reached its peak population in 1969.

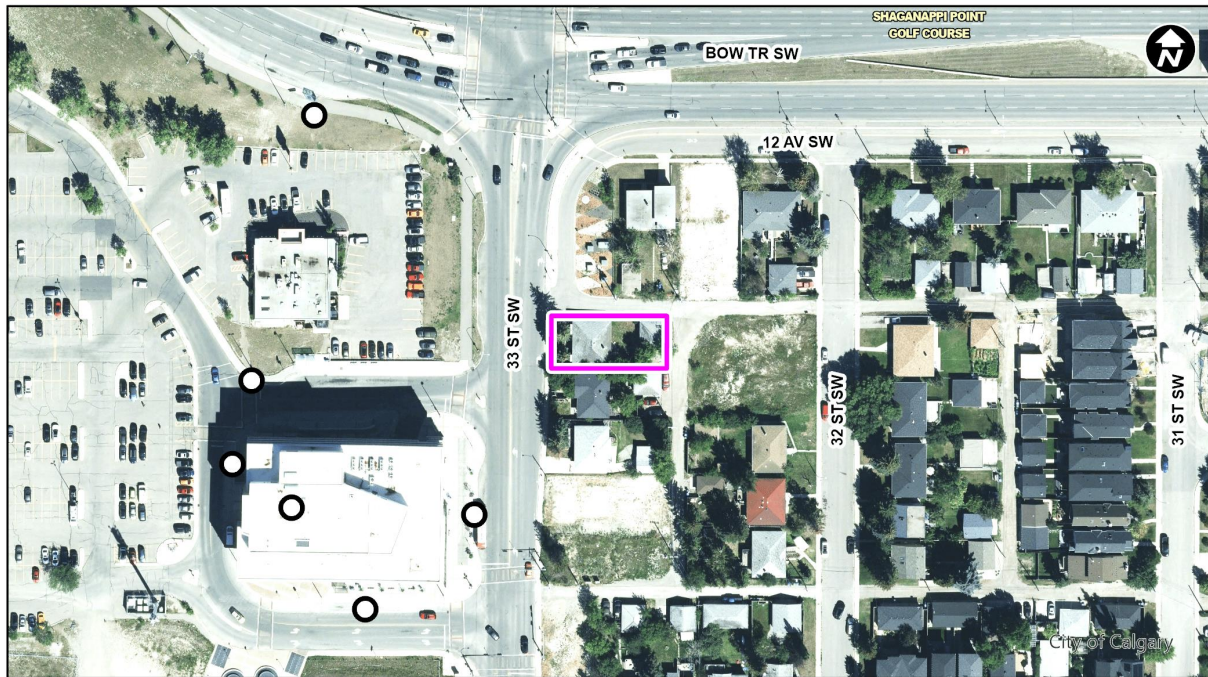
Shaganappi	
Peak Population Year	1969
Peak Population	2,132
2019 Current Population	1,626
Difference in Population (Number)	- 506
Difference in Population (Percent)	- 23.7%

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

The existing M-C2 District provides for multi-residential development in a variety of forms with medium height and density. The M-C2 District is typically located at community nodes or transit and transportation corridors and nodes and in close proximity to, or adjacent to, low density residential development. The maximum height allowed is 16.0 metres (three to five storeys), the maximum floor area ratio (FAR) is 2.5.

The proposed MU-1f4.0h24 District is intended to accommodate a mix of residential or commercial uses, either in separate buildings or in the same building, and does not require commercial uses to be located at grade facing a commercial street. The application proposes an FAR modifier to allow for a maximum FAR of 4.0 (approximately 2,076 square metres) and a maximum height of 24 metres (approximately six storeys). There is no density modifier proposed.

Development and Site Design

The rules of the proposed MU-1f4.0h24 District would provide guidance for development of the site including appropriate uses, building height, landscaping, parcel coverage and parking.

Other key factors that are being considered during the review of the development permit application include the following:

- building massing adjacent to lower density residential parcels;
- façade treatment along 33 Street SW;
- shadowing, overlooking and privacy; and
- residential amenity space.

While the proposed maximum FAR of 4.0 and maximum building height of 24 metres provide for an appropriate intensification of this site, the MU-1 District rules also include setbacks on sites located adjacent to low density residential land and allow for a transitional building height.

A 2.134 metre public realm setback also applies to this section of 33 Street SW and will be reviewed through the development permit. These setbacks are intended to accommodate public realm improvements, pedestrian environment improvements and context-specific mobility improvements. While there is no front setback requirement in the MU-1 District, all future development is obligated to be set back 2.134 metres from the existing front property line to accommodate the required public realm setback.

Transportation

The existing Westbrook LRT Station is located approximately 50 metres west of the subject site (a one-minute walk). This station also services Route 111 (Old Banff Coach Road) and Route 9 (Dalhousie Station/Chinook Station). Additional existing Calgary Transit bus stops are available approximately 360 metres south of the site (a six-minute walk) for Route 2 (Mount Pleasant/Killarney 17 Av SW) and 698 (17 Av/Western Canada/St. Mary's).

A sidewalk is available for pedestrians along the west boundary of the subject site. Cyclists are accommodated through a regional off-street pathway located on the western side of 33 Street SW and an on-street bikeway on 33 Street SW connects the Neighbourhood Greenway on 14 Avenue SW to a bicycle lane on 12 Avenue SW.

A Parking Study was submitted and accepted by Administration. Provision of parking will be considered during the review of the development permit.

Environmental Site Considerations

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

Utilities and Servicing

Public water, sanitary and storm utilities exist adjacent to the site. Servicing requirements will be 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 site is located within the Developed Residential – Inner City Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The Inner City Area comprises residential communities that were primarily subdivided and developed prior to the 1950s. Key features of these areas are a grid road network, older housing stock in the form of low to moderate housing densities and a finer mix of land uses along many of the edge streets. The applicable MDP policies encourage redevelopment and modest intensification of inner city communities to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience. The application is generally in alignment with applicable 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 of this site with applicable climate strategies is being explored and encouraged through the development permit review.

Westbrook Communities Local Area Plan (LAP) (Statutory – 2023)

The subject site is located within the [Westbrook Communities Local Area Plan](#) (LAP). The site is classified as Neighbourhood Flex (Map 3: Urban Form) and a Low Building Scale (Map 4: Building Scale), which allows for building up to six storeys. The Neighbourhood Flex classification in the is characterized by a mix of commercial and residential units, with buildings oriented to the street. The public realm and built form are designed to support frequent pedestrian interaction with the buildings and a moderate to high volume of pedestrian movement along the street. As such, vehicle-oriented uses are discouraged in locations such as this, which has a high level of pedestrian activity and is within the Westbrook LRT Station area. The application as proposed is in alignment with the policies of this LAP.

Further, the site is located within the Westbrook Transit Station Area, classified as Westbrook Transition Zone. Transit station areas are intended to provide a concentration of private and public amenities supported by high density and high levels of pedestrian activity. Development is expected to be designed to accommodate a high level of activity through a wide variety of uses, activities and mobility options. A specific policy applicable to this site is that loading and servicing areas should be located at the rear of buildings and screened from public streets and higher activity private streets. Additionally, new surface parking areas should not be provided adjacent to 33 Street SW.