

Land Use Amendment in Southview (Ward 9) at 1820 – 33 Street SE, LOC2025-0064

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 1.33 hectares \pm (3.29 acres \pm) located at 1820 – 33 Street SE (Plan 1079HU, Block 3, Lot 4) from Multi-Residential – Contextual Low Profile (M-C1) District to Multi-Residential – High Density Low Rise (M-H1f4.0h26) District and Multi-Residential – High Density Medium Rise (M-H2f5.0h45) District.

HIGHLIGHTS

- This application proposes to redesignate the subject site to accommodate multi-residential development with a range of maximum building heights to a maximum of 12 storeys.
- This proposal would allow for an appropriate residential built form and density near the 17 Avenue SE (International Avenue) corridor and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *East Calgary International Avenue Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would provide for a broader range of inner-city housing options with convenient access to alternative transportation modes and employment areas, while promoting more efficient use of existing infrastructure.
- Why does this matter? The application would provide additional housing in response to Calgary's growing population and the increasing demand for more housing options. It would increase the residential density on a currently vacant site located along the Primary Transit Network, offering improved access to employment areas in the city.
- A development permit has been submitted and is currently under review.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This land use amendment in the southeast community of Southview was submitted by CivicWorks on behalf of the landowner, Calhome Properties LTD. (Calgary Housing), on 2025 March 28. A Development Permit (DP2025-01857) was submitted with this application and is currently under review by Administration. As noted in the Applicant Submission (Attachment 2), the proposal includes a four-building multi-residential development comprising of 372 dwelling units of varying sizes, with underground parking provided on-site.

The subject site consists of a single undeveloped parcel approximately 1.33 hectares (3.29 acres) in size and is framed by 19 Avenue SE to the south, 33 Street SE to the west, and 34 Street SE to the east. The land to the north, between the subject site and 17 Avenue SE (International Avenue), is developed with small scale one-storey retail/commercial development and an auto dealership. The site is situated in a transition zone between the commercial development along 17 Avenue SE and the primarily low-density residential development south of 19 Avenue SE.

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17 Avenue SE is designated as an Urban Main Street in the Municipal Development Plan (MDP) and is part of the Primary Transit Network. As a result, the subject site is well connected by transit, with the MAX Purple BRT line operating along 17 Avenue SE and a stop situated directly north of the site. A dedicated bikeway runs along the south property line of the subject site on 19 Avenue SE.

As referenced in the Applicant Submission (Attachment 2), in order to better capture the development potential of the site and provide a transition between the commercial development along 17 Avenue SE and the low-density residential development to the south of 19 Avenue SE, the application proposes a split zoning over the subject site with the highest development intensity and building height along the northern property line scaling down to 19 Avenue SE. Both land use districts are Multi-Residential – High Density (M-H1 and M-H2) but with varying development intensity modifiers. The proposed Multi-Residential – High Density Low Rise (M-H1) District proposes a maximum floor area ratio of 4.0 and a maximum building height of 26 meters, while the Multi-Residential – High Density Medium Rise (M-H2) allows for a maximum floor area ratio of 5.0 and a maximum building height of 45 metres.

A detailed planning evaluation, including location maps and site context is provided in the Background and Planning Evaluation (Attachment 1).

ENGAGEMENT AND COMMUNICATION

- ☒ Outreach was undertaken by the Applicant
- ☒ Public/interested parties were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. As indicated in Attachment 3, the applicant in response to the outreach toolkit conducted a comprehensive pre-application outreach process to engage the community and ensure transparency ahead of submitting land use and development permit applications. Engagement included early contact with the Ward 9 Councillor's Office, Community Association, Business Improvement Area, and residents. Key outreach activities featured three public information sessions held at the Southview Community Association on 2024 October 23, 2025 January 14, and 2025 March 11. Additional efforts included installation of event signage in the neighborhood, distribution of mailers to nearby residents, and the launch of a project [website](#) to share preliminary information. A virtual meeting with the Ward 9 Office on 2025 February 18 provided an opportunity to discuss the vision for the development permit application.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published [online](#). Notification letters were also sent to adjacent landowners.

One letter of opposition was received from the public, expressing general concerns about redevelopment and its potential to increase traffic congestion in the area.

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The Southview Community Association (CA) provided comments (Attachment 4) on the proposed land use amendment and although the CA expressed general support for increased density for the purpose of mixed-income housing, they also expressed concern with the potential increase in traffic congestion and the lack of parking supply. Specifically, the CA expressed concern with the lack of bicycle amenities, bicycle parking and integration with other public transit modes. The application was also circulated to the International Avenue Business Revitalization Zone (BRZ) who provided comments that will be addressed through the development permit application.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposed development is in alignment with the LAP in terms of height and built form. The building and site design, number of units, and on-site parking are being reviewed as part of the development permit review.

Following Calgary Planning Commission, notifications for a Public Hearing of Council will be posted on-site and mailed to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social

The proposed land use would allow for higher density development to accommodate the housing needs of diverse demographics, income levels, and lifestyles. It also allows for a flexible range of dwelling units sizes, including live-work units on the ground floor with street-facing access. Redeveloping these lands promotes the more efficient use of land and infrastructure, supports surrounding uses and amenities, and introduces additional housing units in closed proximity to public transit.

Environmental

This land use amendment application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Opportunities to align the future development on this site with applicable climate strategies are being explored through the development permit application.

Economic

This proposal would contribute to Calgary's housing supply and provide for greater housing options, while making more efficient use of existing infrastructure and services. It would also enhance transit ridership and support local business and employment opportunities within surrounding communities, revitalizing an otherwise vacant parcel of land.

Service and Financial Implications

No anticipated financial impact.

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Risk

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform