

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Red Carpet on the west side of 68 Street SE near the intersection of Applewood Drive SE. The application includes a total area of approximately 8.08 hectares (19.97 acres) and is part of a larger development site that extends along 68 Street SE from the Canadian National rail line to 14 Avenue SE. The site has been partially developed through phased multi-residential development occurring since 2020.

Surrounding development consists of predominantly low-density residential development in the form of single detached dwellings, manufactured homes and low-rise multi-residential development along 17 Avenue SE. Local commercial uses are available across 68 Street SE at Applewood Drive SE, and adjacent to the southwest is Mountview Park, which includes a playground, baseball diamonds and a cricket pitch. The subject site is approximately 500 metres north (an eight-minute walk) of 17 Avenue SE, which includes a MAX Purple station located within 750 metres (a 13-minute walk) of the site. West of 60 Street SE, 17 Avenue SE is identified as an Urban Main Street, also known as International Avenue.

The existing land use for the subject site was established through a land use amendment and outline plan in 2018 to accommodate a comprehensively planned mixed-use development called Elliston Village. The application included the Multi-Residential – Contextual Grade-Oriented (M-CGd60) District, Multi-Residential – High Density Low Rise (M-H1h18d155) District and Commercial – Corridor 1 f3.0h16 (C-COR1f3.0h16) District. Since the approval of the first application, Council has approved two subsequent land use amendments to increase the allowable density while generally maintaining the original concept. Currently, 174 dwelling units have been completed through the first three phases in the form of grade-oriented multi-residential development, with another 184 units approved for phase 4.

Community Peak Population Table

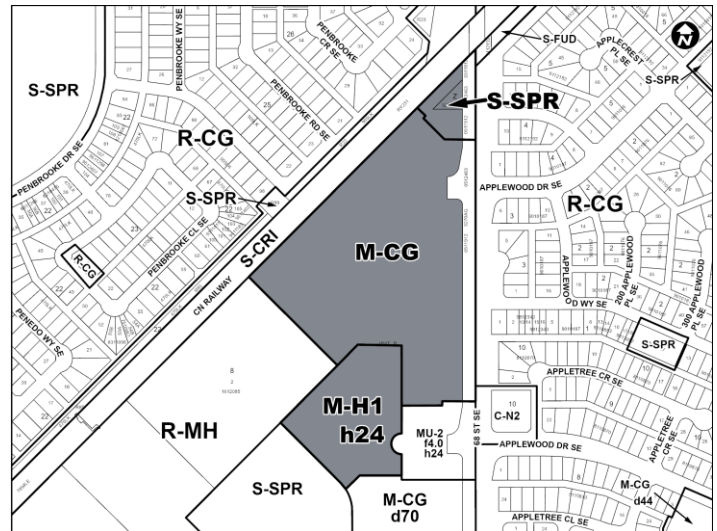
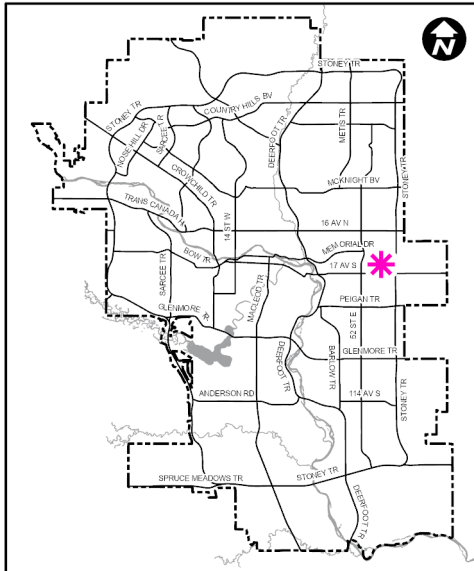
As identified below, the community of Red Carpet reached its peak population in 2006.

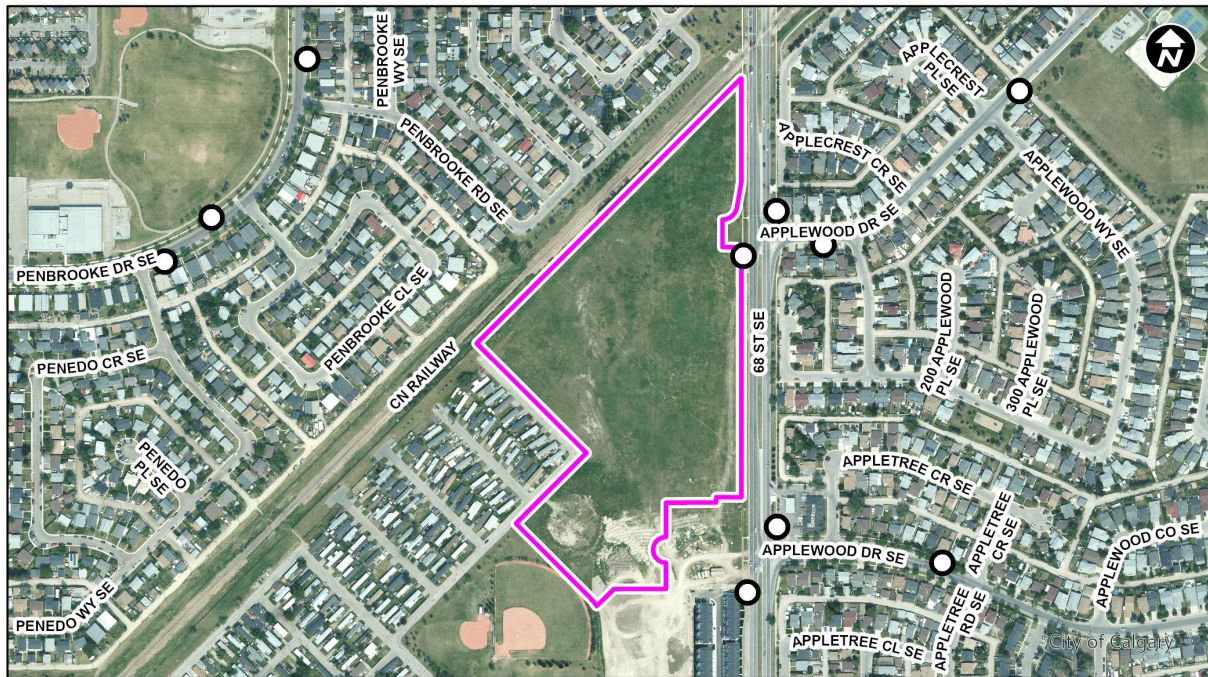
Red Carpet	
Peak Population Year	2006
Peak Population	1,777
2019 Current Population	1,594
Difference in Population (Number)	-183
Difference in Population (Percent)	-10.3%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Multi-Residential Contextual – Grade-Oriented (M-CGd60) District is a multi-residential designation that accommodates multi-residential development in a variety of forms, with higher numbers of dwelling units and higher traffic generation than low-density residential districts. M-CGd60 allows for a maximum building height of 12.0 metres and a maximum density of 60 units per hectare. Based on the current M-CGd60 area, this would allow for a maximum of 364 dwelling units.

The proposed M-CG District removes the density modifier of 60 units per hectare for the standard density of 111 units per hectare. This would allow for a maximum of 658 dwelling units based on the proposed M-CG area.

The existing Multi-Residential – High Density Low Rise (M-H1h18d155) District allows for high-density multi-residential development, is intended to be located at community nodes and allows for a limited range of support commercial uses. M-H1h18d155 allows for a maximum floor area ratio (FAR) of 4.0 (approximately 77,200 square metres), a maximum building height of 18 metres (approximately five storeys) and a maximum density of 155 units per hectare. Based on the current M-H1h18d155 area, this would allow for a maximum of 299 dwelling units. The M-H1 District also has a minimum density requirement of 150 units per hectare, requiring at least 289 dwelling units for the subject area.

The proposed M-H1h24 District would increase the maximum height to 24 metres (approximately six storeys) and removes the density modifier. The adjusted land use boundary would reduce the M-H1 area by 0.10 hectares, reducing the maximum floor area by 4,000 square metres.

The existing Special Purpose – Future Urban Development (S-FUD) District is applied to lands that are awaiting urban development and utility servicing and allows for a limited range of temporary uses.

The proposed Special Purpose – School, Park and Community Reserve (S-SPR) District is intended to provide for schools, parks and open spaces, and is applied to land dedicated as reserve pursuant to the *Municipal Government Act*. The proposal includes the redesignation of 0.26 hectares (0.64 acres) of M-CGd60 to S-SPR, which will satisfy deferred reserve for the subject parcel upon subdivision. This area would be supplemented by the adjacent City-owned parcel, for a combined S-SPR area of 0.33 hectares. This parcel was deemed surplus to the needs of the Mobility Business Unit, and stewardship was transferred to Parks and Open Spaces in support of this application and the subsequent development of a park.

Development and Site Design

The rules of the proposed M-CG, M-H1h24 and S-SPR District would provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping and parking.

Other key factors that will be considered during the review of the development permits include, but are not limited to:

- ensuring an engaging built interface along the 68 Street SE frontage;
- establishing the layout and configuration of dwelling units and pedestrian routes; and
- providing an appropriate interface with the proposed park.

Transportation

Pedestrian access is available from existing sidewalks adjacent to the site on 68 Street SE and 14 Avenue SE. Existing pathways along 68 Street SE provide a connection from the site to 17 Avenue SE and primary transit service as part of the current Always Available for All Ages and Abilities (5A) Network.

The nearest transit service is available adjacent to the site on 68 Street SE, with southbound service for Routes 68 (68 St E) and 87 (Applewood/17 Av SE), and corresponding northbound service across 68 Street SE within 100 metres (a two-minute walk) of the site. The MAX Purple BRT is located to the south on 17 Avenue SE, with the nearest station approximately 750 metres from the subject site (a 13-minute walk).

Vehicular access to the site is currently available via the internal road network accessed from 14 Avenue SE; however, a second access from 68 Street SE will be provided as part of the construction of phase 4 and a third access for phase 5.

A Transportation Impact Assessment was not required as part of this application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm services are available to the site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of future development permit applications. Improvements to public sanitary mains will be required at the developer's expense.

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 Residential – Developed – Established 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. The proposal is in keeping with relevant MDP policies as the proposed land use provides for an increase in density in a form that is consistent and compatible with previously constructed phases of the comprehensive development, and in close proximity to a Neighbourhood Activity Centre.

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 will be explored and encouraged at subsequent development approval stages.

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

The [East Calgary International Avenue Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Connector Urban Form Category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for up to six storeys. Neighbourhood Connector areas are intended for a broad range of housing forms along higher activity streets and may include small-scale commercial uses to serve the surrounding area. The proposed M-CG and M-H1h24 Districts are in alignment with the applicable policies of the LAP, as they provide for a mix of housing forms along an important community corridor as well as a limited range of commercial uses, restricted in size and location.

To accommodate the proposed S-SPR District, this application proposes amendments to Map 3: Urban Form and Map 4: Building Scale of the LAP to recognize this 0.32-hectare (0.79 acre) area with categories that are consistent with the parks and open space network throughout the Plan. On Map 3, the subject area would change from Neighbourhood Connector to Parks and Open Space. On Map 4, the subject area would change from Low (up to six storeys) to Parks, Civic and Recreation. If these amendments are approved by Council, Administration would perform similar updates to the following non-statutory Appendix Maps:

- Map B3: Growth Plan Placetype Alignment;
- Map C1: Pedestrian Corridors;
- Map C2: Cycling Network;
- Map C3: Road and Street Network;

- Map C4: Goods Network; and
- Map C5: Transit Network.

Administration supports this amendment, as it is aligned with the Plan's core values and realizes an opportunity for new parks and open space in the Plan Area. The LAP notes that parks, natural areas and open spaces provide a number of ecological benefits and contribute to mental and physical health, a sense of belonging and general wellness.

The Development Next to Freight Rail Corridors Policy (Non-Statutory – 2018)

The site is subject to the [*Development Next to Freight Rail Corridors Policy*](#) (Policy), as it falls within 30 metres of a freight railway corridor and allows for what the Policy identifies as High Density Residential and Commercial Uses. The Policy outlines risk mitigation measures to enable development that supports the vision of the Local Area Plan in close proximity to the freight rail. Risk mitigation, as well as mitigation of noise and vibration impacts will be considered and reviewed at the development permit stage.