

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of South Calgary at the southwest corner of the intersection of 33 Avenue SW and 14 Street SW. The site is currently occupied with single detached dwelling and detached garage with rear lane access. The corner site is relatively flat and is 0.06 hectares $\pm$ (0.15 acres $\pm$) in size, with dimensions of approximately 15 metres in width by 38 metres in depth.

The site is situated along a Neighbourhood Main Street and is located within a five-minute walk east of commercial, retail and residential uses of varied forms and intensities along 33 Avenue SW. Both 33 Avenue SW and 14 Street SW are part of the Primary Transit Network with nearby bus stops providing direct connections to downtown, Mount Royal University and West Hills Towne Centre shopping area.

Surrounding development is characterized by single and semi-detached dwellings to the north and east, designated as Residential – Grade-Oriented Infill (R-CG) District. Development to the south and west is characterized by a mixture of multi-residential, mixed-use development and commercial development designated as Multi-Residential – Contextual Low Profile (M-C1) District, Mixed Use – General District (MU-1f3.6h24) District, and Commercial – Neighbourhood 2 (C-N2) District. Active redevelopment and recent construction are evident along 33 Avenue SW.

The intent of this land use amendment is to incorporate the subject parcel with the adjacent westerly five parcels which were redesignated to the Mixed Use – General (MU-1f3.6h24) District. The total area of the assembled land is approximately 0.35 hectares (0.44 acres) and would facilitate the developer's intent to construct a mixed-use development.

Community Peak Population Table

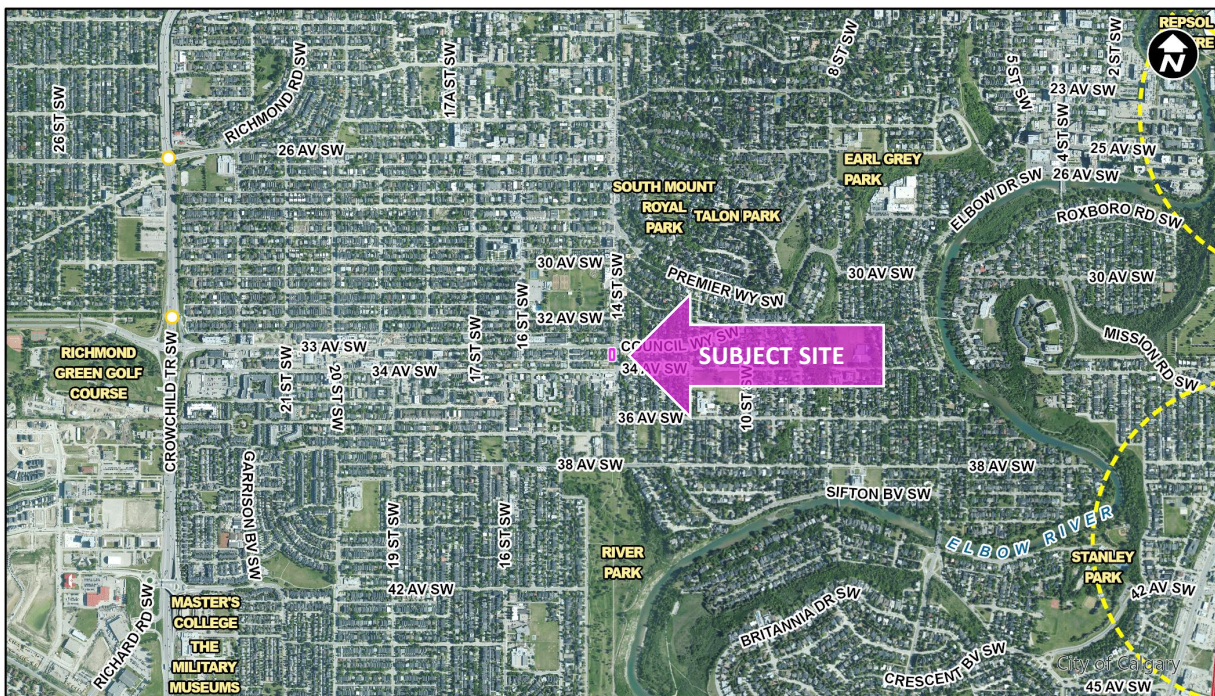
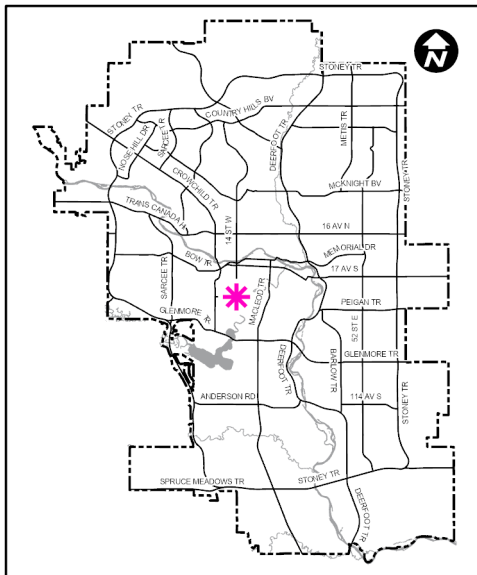
As identified below, the community of South Calgary reached its peak population in 2019.

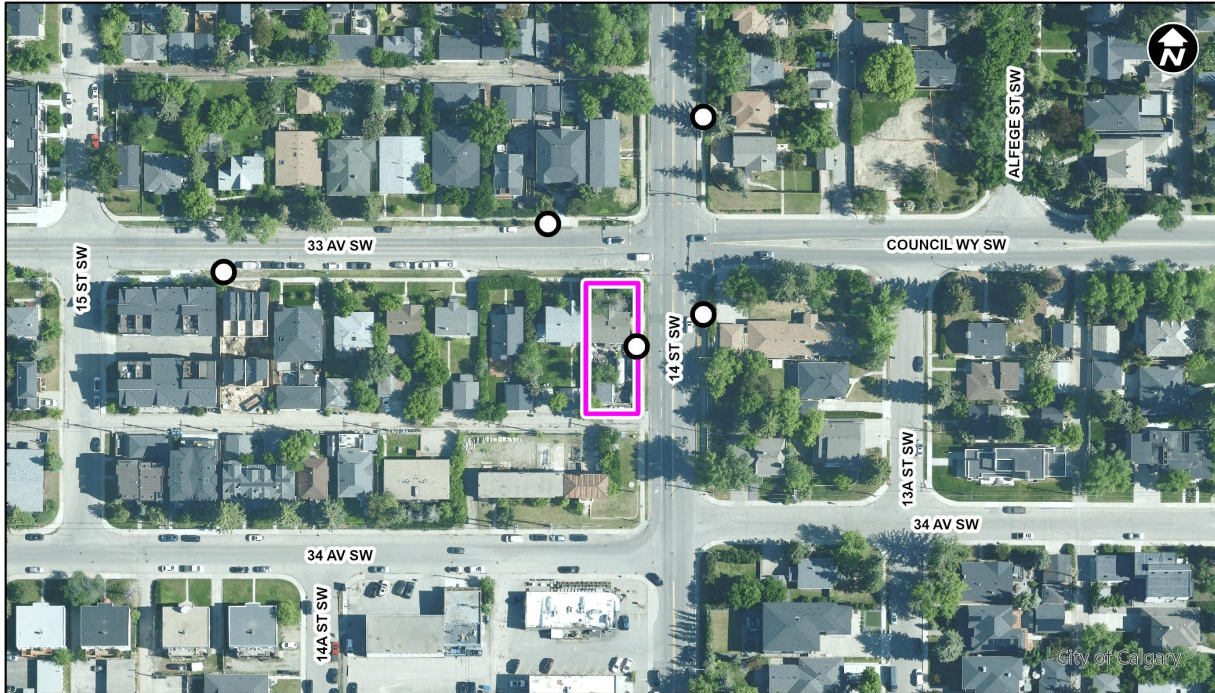
South Calgary	
Peak Population Year	2019
Peak Population	4,442
2019 Current Population	4,442
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [South Calgary 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 (approximately three storeys) and a maximum density of 75 dwelling units per hectare. Based on the subject site parcel area, this would allow up to four dwelling units. Secondary suites (one backyard suite or one secondary suite per dwelling unit) are also allowed in the R-CG District and do not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

The proposed MU-1f3.6h24 District is intended to accommodate a mixed-use development with commercial or residential uses on the ground floor and residential dwelling units above at a maximum building height of 24 metres (up to six storeys). The proposed land use will allow for a maximum building floor area of approximately 2,088 square metres through a maximum floor area ratio (FAR) of 3.6. The MU-1 District allows for street-oriented development and it provides flexibility for residential and commercial uses in the same building but does not require commercial uses to be provided at grade.

The MU-1 District is designed to be located adjacent to low-density residential development with specific rules for setbacks, stepbacks and maximum height at the shared property line or lane. This district is intended to be located along commercial streets where both residential and commercial uses are supported at grade.

Development and Site Design

If approved by Council, the Land Use Bylaw 1P2007 rules for the proposed MU-1 District and the policies in the *West Elbow Communities Local Area Plan (LAP)* would provide guidance for future site development including the overall distribution of buildings, building design, mix, location and size of uses, and site layout details such as parking, landscaping and site access. Given the specific context of the subject site, additional items that will be considered through the development permit process include, but are not limited to:

- articulation of built form and physical separation from low-density residential parcels;
- mitigating shadowing, overlooking, and privacy concerns to adjacent residential parcels;
- the design of the eastern facing elevation, as this will be highly prominent;
- integrating a Main Streets streetscape design along 33 Avenue SW;
- ensuring a pedestrian-oriented built interface along 33 Avenue SW; and
- the interface with the rear lane, along with access into the site.

Transportation

The subject site fronts onto two Neighborhood Boulevard roads: 33 Avenue SW and 14 Street SW. Vehicle access to the subject site would be required from the rear lane and pedestrian access is available from both 33 Avenue SW and 14 Street SW.

The site is well-served by the cycling infrastructure with an existing on-street bikeway along 34 Avenue SW extending east/west from 14 Street SW to 20 Street SW. The bicycle lanes on 20 Street SW provide north-south connectivity into downtown, the Glenmore Reservoir pathway system, and the greater Always Available for All Ages and Abilities (5A) Network.

The site is located on the Primary Transit Network with numerous transit stops including Route 7 (Marda Loop), Route 22 (Richmond Rd SW), and Route 13 (Altadore) located on 33 Avenue SW and 14 Street SW which are within a one-minute walk of the subject site.

On-street parking is available on 33 Avenue SW, with a portion of the street having restrictions at the intersection with 14 Street SW. The parcel is not presently located within an active Residential Parking Permit Zone but there are snow route restrictions for parking adjacent to the site.

A Transportation Impact Analysis and a Parking Study were not required for the land use amendment application. At the time of a development permit application, access and mobility requirements will be to the satisfaction of Mobility Engineering. All bylaw-required parking, loading and bike parking are to be provided on site, and vehicular access is to be from the lane.

There is a bylaw public realm enhancement setback along 14 Street SW which requires 5.182 metres on each side, and a 4.5 metres by 4.5 metres corner cut is required off the existing property line on 33 Avenue SW. No buildings or structures should be allowed within these areas at redevelopment. At the time of redevelopment, the adjacent sidewalks fronting the site may have to be removed and replaced with sidewalks that meet current Design Guidelines for Subdevelopment Servicing standards.

Environmental Site Considerations

There are no known environmental concerns at this time and no reports were required for this application.

Utilities and Servicing

There are existing sanitary and water mains available to service the site. Additional storm servicing may be provided by drywell or main extension, to be determined with a future development permit application.

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 [Municipal Development Plan](#) (MDP) identifies the subject site as being within the 'Developed Residential Inner City Area' as well as within 33 Avenue SW 'Neighbourhood Main Street' (Map 1: Urban Structure). The land use policies direct a greater share of new growth to the Main Streets and Activity Centres that provide a mix of employment, residential, retail and service uses that support the needs of adjacent communities. Furthermore, policies aim to concentrate urban development in a built form that helps to optimize existing public investment, municipal infrastructure and facilities, whilst supporting a range of housing opportunities in terms of type, tenure, unit size and affordability.

The MDP also provides direction for respecting and enhancing neighbourhood character by ensuring that new developments provide an appropriate transition between the Neighbourhood Main Street and the adjacent residential areas. These transitions should generally occur at a rear lane or public street and be sensitive to the scale, form and character of surrounding areas, while still creating opportunities to enhance the connectivity with the community. The proposal aligns with MDP policies that 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.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. One of the Climate Mitigation Plan themes and Program Pathways is 'Zero Carbon Neighbourhoods'. By 2050, the goal is to have 95 percent of Calgarians live within 2000 metres of a dedicated transit facility (e.g. LRT, MAX bus service). In this case, the MAX Yellow dedicated bus route lies within 1.5 kilometres to the west of the subject parcels at the junction of 33 Avenue SW and Crowchild Trail SW, thus meeting this goal.

West Elbow Communities Local Area Plan (Statutory – 2025)

The [West Elbow Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the 'Neighbourhood Main Street' (Map 1: Community Characteristics and Attributes) and 'Neighbourhood Flex' (Map 3: Urban Form) with a 'Low' building scale modifier (Map 4: Building Scale), which allows for up to six storeys. Neighbourhood Flex areas are characterized by a mix of commercial and residential uses and buildings are oriented to the street. Development in Neighbourhood Flex areas may include either commercial or residential uses on the ground floor facing the street. The proposal aligns with the applicable policies of the LAP.