

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Southview on 33 Street SE, one block south of 17 Avenue SE (International Avenue). The site is approximately 1.33 hectares (3.29 acres) in size, measures approximately 105 metres wide by 127 metres deep and is bounded by a rear lane along the northern property line and public roads along the three other property lines. The site is currently undeveloped.

Surrounding development is characterized by commercial uses fronting onto 17 Avenue SE and extending southward to 19 Avenue SE occupying the depth of the city block. To the east and west of the subject site, across 34 Street SE and 33 Street SE respectively, low-density residential development exists, with the potential for future redevelopment. Across 19 Avenue SE to the south, a place of worship and childcare facilities exist. Further east along 36 Street SE, commercial development is the predominant use in the vicinity of the subject site. The site has excellent access to schools, open space amenities and recreational facilities. Radisson Heights Park, the Southview Community Association site, Slater Park Off-Leash Dog Park, Southview Park, Holy Cross School, Ian Bazalgette School, and Valley View School, among other educational and recreational facilities, are all within a 20-minute walking distance from the site.

The subject site has excellent access to public transportation with the MAX Purple BRT station located less than 100 metres (a two-minute walk) directly north of the site on 17 Avenue SE. The MAX Purple Line provides a direct public transit connection between Downtown Calgary and the East Hills Regional Shopping Centre, both major employment centres. Additional public transit routes exist along 36 Street SE.

As described in the policy section below, the proposal is in keeping with the *East Calgary International Avenue Communities Local Area Plan (LAP)* approved by Council in 2024.

Community Peak Population Table

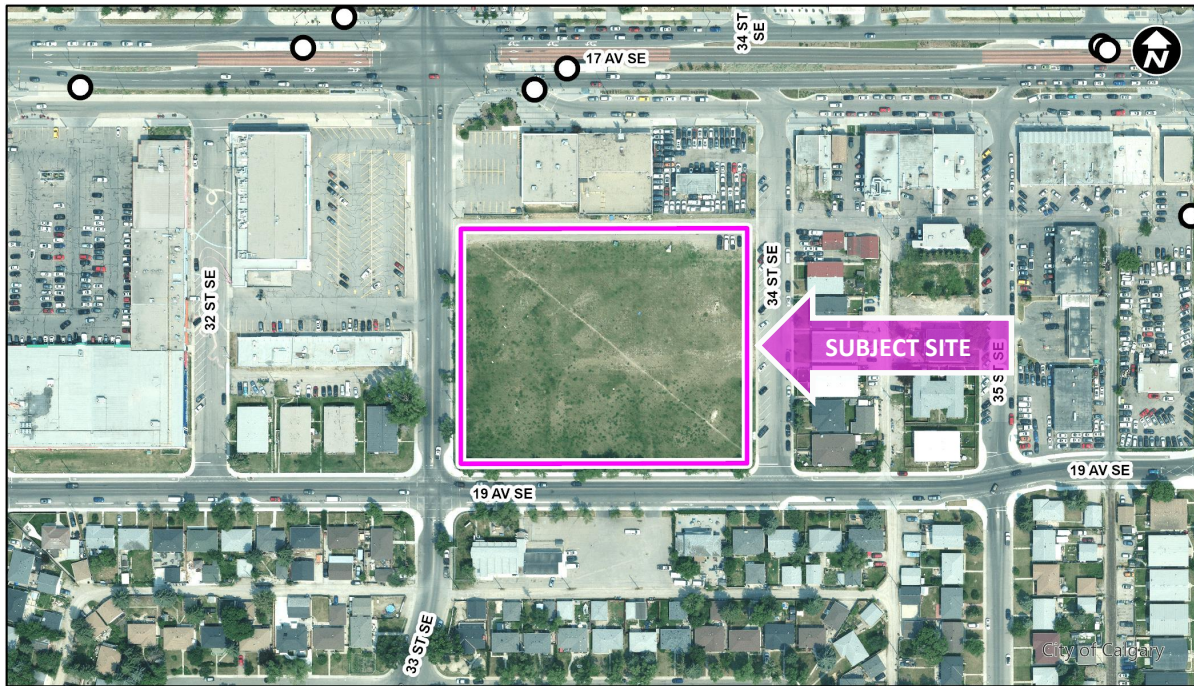
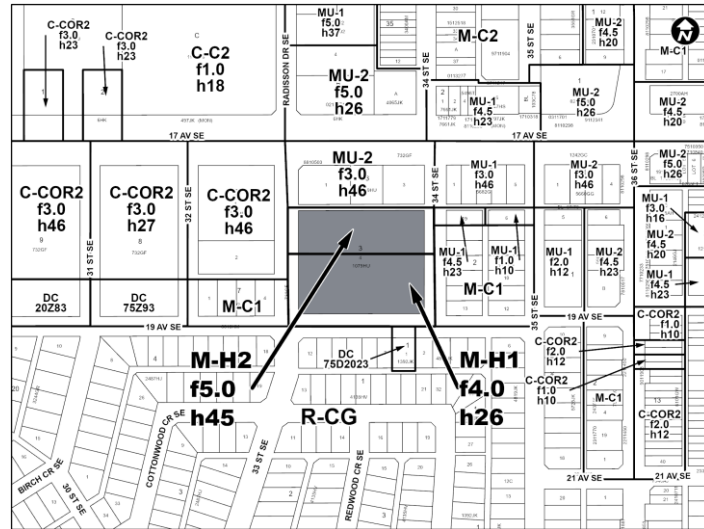
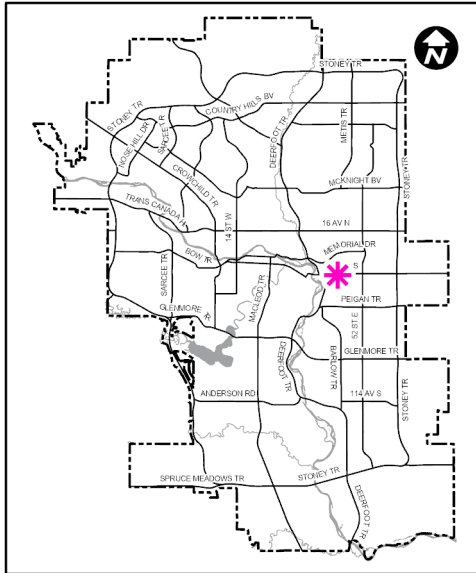
As identified below, the community of Southview reached its peak population in 1970.

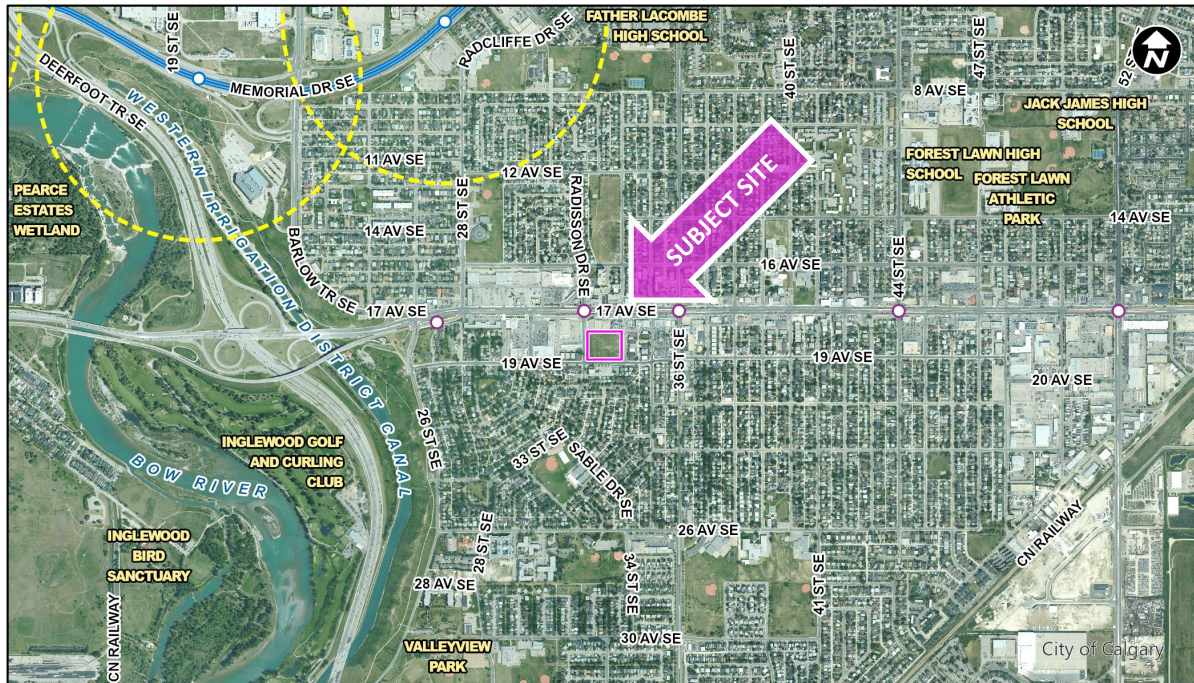
Southview	
Peak Population Year	1970
Peak Population	3,464
2019 Current Population	1,805
Difference in Population (Number)	-1,659
Difference in Population (Percent)	-47.9%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

Historically, the subject site was developed with housing at a density consistent with the Multi-Residential – Contextual Low Profile (M-C1) District, which permits up to 148 units per hectare and a maximum building height of 14 meters. The development aimed to provide multi-residential housing in close proximity to 17 Avenue SE, ensuring residents had convenient access to nearby commercial amenities and employment opportunities. The M-C1 District is intended to provide for multi-residential development of medium density and low height. Following the demolition of the aging housing development in 2014, the subject site has remained vacant.

Prior to a formal submission of the land use amendment application, the applicant conducted extensive public engagement. Feedback received through this process informed the decision to pursue a split-zoning approach for the site. The application proposes a dual zoning on the site to reflect the transition from commercial uses along 17 Avenue SE to the low-density residential development south of 19 Avenue SE; the proposed districts are Multi-Residential – High Density Low Rise (M-H1f4.0h26) on the south side of the subject site, and Multi-Residential – High Density Medium Rise (M-H2f5.0h45) on the north side of the subject site.

The intent of the proposed districts is to accommodate higher-density multi-residential development with increased building heights in strategic locations. These areas are typically situated along key transit and transportation corridors, nodes and near employment hubs. Both land use districts establish a minimum residential density of 150 units per hectare, supporting compact urban development that aligns with MDP objectives for efficient land use, transit-oriented growth, and the creation of walkable, complete communities.

Development and Site Design

A development permit (DP2025-01857) for multi-residential housing is currently being reviewed by Administration against the rules of the proposed M-H1f4.0h26 and M-H2f5.0h45 Districts. The review of the development permit will include a comprehensive assessment of the proposed land use, maximum building height, building massing, landscaping, and parking provisions to ensure alignment with applicable policies and design guidelines. Given the site's strategic location in proximity to 17 Avenue SE (designated as an Urban Main Street) and the Primary Transit Network, additional considerations will be addressed through the development permit process. These include, but are not limited to, ensuring high-quality urban design, active frontage along the streets, appropriate interface with adjacent developments, enhanced pedestrian connectivity, and transit-supportive site planning.

Transportation

A Transportation Impact Assessment (TIA) was submitted as part of this land use amendment application and was accepted by Administration. The TIA evaluated the overall circulation of multi-modal traffic around the site, including the street network, intersections, access management, and spacing. The TIA identified key issues and proposed mitigation measures related to transit access, active transportation modes, roadway capacity, and emergency access. The assessment also outlined specific mobility upgrades required as part of the development permit review and approvals process.

Primary vehicular access to the site will be provided via the rear lane and 34 Street SE and is under review as part of the development permit application. Pedestrian access is available from sidewalks along 33 Street SE, 34 Street SE, and 19 Avenue SE and will be finalized as part of the development permit application.

The site is well-served by public transit, with several routes operating along 17 Avenue SE and 36 Street SE, both of which are part of the Primary Transit Network. The following routes have bus stops within a five-minute walk:

- Route 307 MAX Purple Bus Rapid Transit (City Centre / East Hills).
- Route 1 (Bowness / Forest Lawn)
- Route 43 (McKnight – Westwinds Station/Chinook Station)
- Route 135 (Erin Woods/36 ST S)
- Route 155 (West Dover / Forest Lawn).
- Route 440 (Chateau Estates / Franklin Station).

The subject site qualifies as Transit Oriented Development due to its proximity to high frequency public transit on 17 Avenue SE (International Avenue SE). The general rules of the proposed Multi-Residential (M-H1 and M-H2) Districts in Bylaw 1P2007 allows for a 25% motor vehicle parking reduction for Transit Supportive Multi-Residential Development, which will be reviewed through the development permit process.

As part of [Calgary's Pathway and Bikeway Network](#) – Always Available for All Ages and Abilities (5A) Program, recent improvements to 19 Avenue SE (located south of the subject site) have enhanced access and connectivity, including upgraded infrastructure for walking and wheeling. Additional site-specific improvements will be determined and required during the development permit stage. The City's 5A pathway and cycling network, as it relates to the subject site, includes the following elements:

- Directly south of (adjacent to) the site, 19 Avenue SE includes an existing on street bikeway. This bikeway connects to the Deerfoot Trail pathway system west of the site;

- Immediately west of (adjacent to) the site, 33 Street SE will include a (future) on street bikeway; and
- East of the site, 36 Street SE will include (future) off street pathways on both sides of the street.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Sanitary, storm, and water servicing infrastructure is available to service the site, and no additional capital infrastructure is required to support the multi-residential development proposed in the development permit (DP2025-01857). A Sanitary Servicing Study was submitted and accepted as part of the land use amendment application. Details of other site servicing and appropriate stormwater management will be reviewed as part of the development permit application.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendations by Administration in this report have considered and are aligned 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 Urban Main Street typology as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The City-wide policies in Section 3 of the MDP are directly relevant to this application. Section 3.4 Main Streets provides direction that an Urban Main Street should contain a broad range of housing forms, tenure and affordability, as well as employment and commercial uses 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 contribute to the pedestrian realm along 17 Avenue SE.

Calgary Climate Strategy (2022)

This land use amendment application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#).

Opportunities to align the proposed future multi-residential development with Calgary's climate strategy have been explored through the development permit application (DP2025-01857). Consideration has been given to the inclusion of solar panels, electric vehicle parking stalls, and enhanced walkability to public transit to support reduced reliance on motor vehicles.

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

The subject site is located within the boundaries of the [East Calgary International Avenue Communities Local Area Plan](#) (LAP). The proposed land use amendment is consistent with the applicable policies of the Local Area Plan. It supports the broader planning objectives for the area by facilitating a contextually appropriate, multi-residential development that contributes to the ongoing revitalization of 17 Avenue SE and aligns with the vision for a dynamic, inclusive, and transit-supportive urban environment.

As identified in Map 3: Urban Form, the site is designated as Neighbourhood Connector, which supports a broad range of residential and live-work uses, encouraging diverse housing forms that are oriented toward the street. Development within this category is expected to mitigate shadow impacts on adjacent properties and provide access to off-street parking.

Map 4: Building Scale assigns the subject site a Mid building scale modifier, which permits a maximum building height of 12 storeys. The adjacent parcel to the north, located along 17 Avenue SE, is designated for a maximum building height of 26 storeys. Development within the Mid building scale category is expected to incorporate appropriate street wall heights, particularly in multi-residential and mixed-use buildings, to promote a pedestrian-friendly environment and ensure a built form that is contextually sensitive to its surroundings.

The subject site is also located within the 17 Avenue SE Urban Main Street, which is governed by area-specific policies. The LAP envisions this corridor as a vibrant, transit-oriented, and culturally diverse shopping boulevard that is safe, green, and walkable. This Urban Main Street is intended to accommodate the highest concentration of density and pedestrian activity within the plan area, supported by a mix of commercial and residential development.