

Background and Planning Evaluation

Background and Site Context

The subject site is in the southwest community of Shaganappi. The site is approximately 0.18 hectares (0.44 acres) in size and is approximately 47 metres wide and 38 metres deep. It is located just south of Bow Trail SW. Vehicular access to the site is provided from the lane located along the south property line. While the property is technically bounded by 26 Street SW to the west, the 12 Avenue SW right-of-way goes through the parcel along the western property line, limiting the developable area of the site.

Surrounding development east and south of the site consists of a mix of low density residential designated Residential — Grade-Oriented Infill (R-CG) District and Housing – Grade Oriented (H-GO) District. Across 26 Street SW, to the west, is a parcel designated Multi-Residential – Medium Profile Support Commercial (M-X2) District. Various other multi-residential development and Mixed Use – General (MU-1) District parcels are located west of the subject site and to the south of Shaganappi Point Light Rail Transit (LRT) Station.

The site is well located, with the LRT station located 130 metres (a two-minute walk) to the northwest and a Calgary Transit stop located 100 metres (a two-minute walk) to a stop for Route 9 (Dalhousie Station/Chinook Station) on Bow Trail SW. The site is near Shaganappi Park and Playground, located approximately 110 metres (a two-minute walk) east of the subject parcel.

Community Peak Population Table

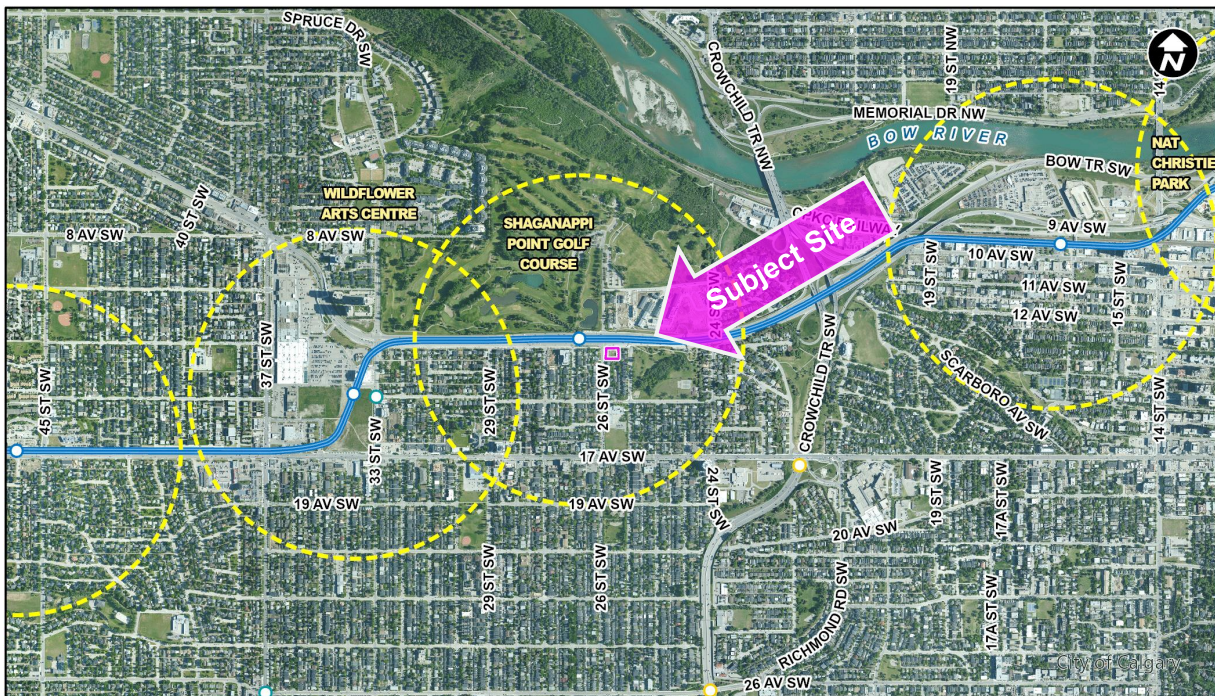
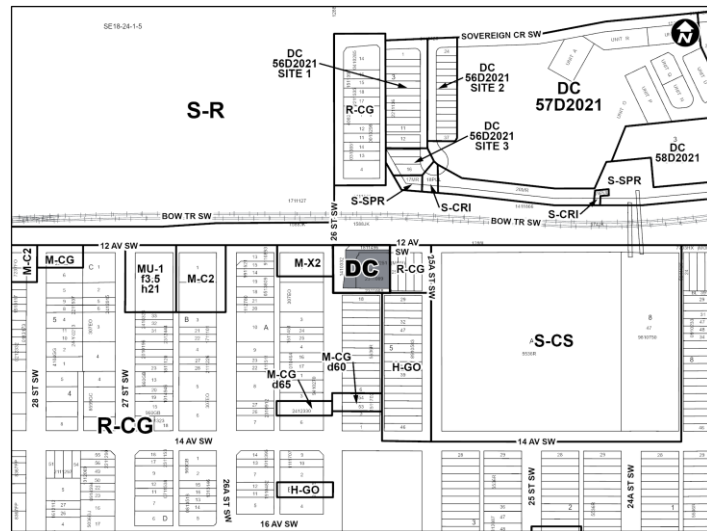
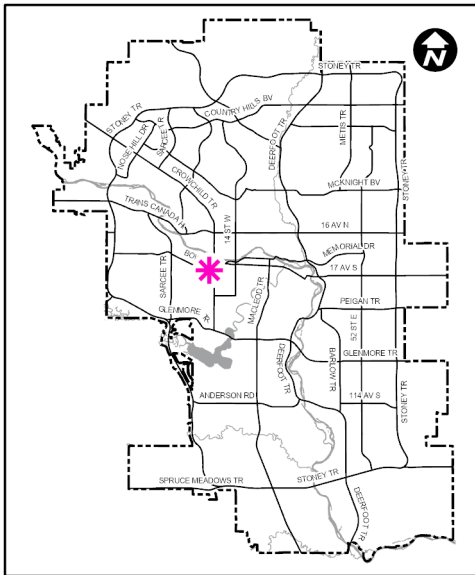
As identified below, the community of Shaganappi reached its peak population in 1969.

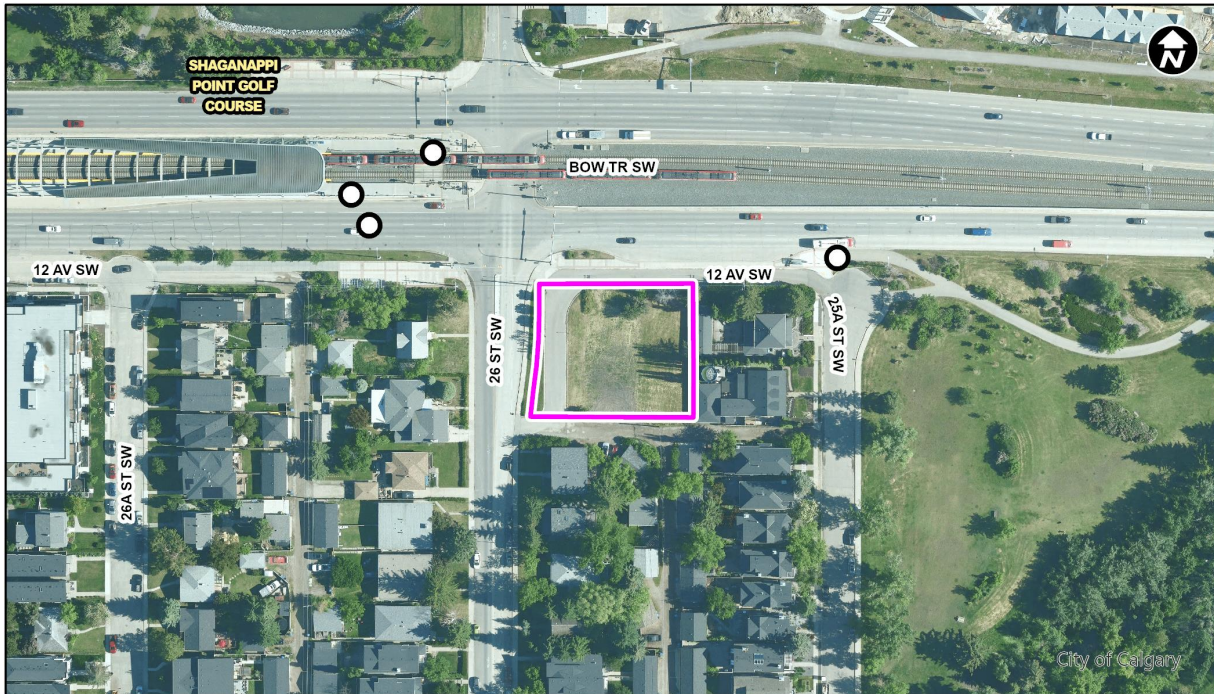
Shaganappi	
Peak Population Year	1969
Peak Population	2,132
2019 Current Population	1,626
Difference in Population (Number)	- 506
Difference in Population (Percent)	- 23.7%

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-X2 District is intended for multi-residential development with support commercial uses. This includes developments with higher numbers of dwelling units and traffic generation than low density residential dwellings and low profile multi-residential districts. Also, M-X2 District requires a minimum of 300 square metres of commercial multi-residential uses located on the main floor.

The proposed land use is a Direct Control (DC) District based on the MU-1 District. This will allow a mix of residential and commercial uses, either in the same building or in multiple buildings, and does not require a minimum amount of commercial uses at grade. A maximum building height of 20.0 metres and a maximum floor area ratio (FAR) of 3.0 is proposed. While the applicant is an affordable housing provider, the main purpose of this DC District is to implement site specific regulations due to presence of the 12 Avenue SW right-of-way within the parcel that impacts the developable area of the site. These constraints affect the development of multi-residential, particularly accessible dwelling units at grade. This DC District outlines setback and landscaping rules specific to this parcel and establishes Transportation Demand Management (TDM) measures to increase cycling facilities on site in exchange for lower parking rates.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to unusual site constraints. The parcel includes a portion of 12 Avenue SW (Road Plan 141 0332) and an Enmax right-of-way, rendering approximately 30 per cent of the site unusable. Therefore, the DC District includes specific rules that will enable mixed-use development. The same result could not be achieved using a standard land use district in the Land Use Bylaw 1P2007.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6, 10 and 13 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. Section 10 and 13 include rules related to setbacks and landscaping that may consider minor relaxations at the time of development permit.

This application proposes 0.25 parking stalls per dwelling unit and 0 visitor parking stalls per unit when TDM measures are provided. Administration is supportive of the proposed rate of parking given the proximity to the LRT station and other alternative modes of transportation. TDM measures proposed by the applicant include a rate of at least one class one bicycle stall per unit, a proposed bike repair facility and a minimum of 50 per cent of the total bicycle stalls to be provided at-grade in a horizontal format.

Development and Site

If the land use redesignation is approved by Council, the rules of the proposed DC District and the base MU-1 District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and site access. Additional items that will be considered through the development permit process would include:

- ensuring an engaging built interface along both 26 Street SW and 12 Avenue SW;
- shadowing, overlooking and privacy; and
- ensuring high quality finishes and materials that are in keeping with the surrounding context.

Transportation

The subject site is well-served by Calgary Transit. The existing Shaganappi Point LRT Station is located approximately 130 metres northwest of the subject site (a two-minute walk). In addition, a transit stop for eastbound Route 9 (Dalhousie Station/Chinook Station) is located approximately 100 metres (a two-minute walk) from the subject site.

The site fronts onto 26 Street SW, classified as a Collector Road, and in close proximity to Bow Trail SW, classified as an Arterial Road.

The site is well-served by cycling infrastructure with an existing on-street bikeway along 26 Street SW and 12 Avenue SW which connects to the greater Always Available for All Ages and Abilities (5A) Network.

Vehicular access to the subject site would be provided from the rear lane. Restricted on-street parking is available on 26 Street SW. No on-street parking is available on 12 Avenue SW adjacent to the site.

Environmental Site Considerations

No environmental concerns have been noted for this parcel.

Utilities and Servicing

Public water, sanitary and storm exist within the adjacent public right-of-way. Development servicing will be determined at the development permit and development site servicing plan stage.

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 in the Developed Residential - Inner City area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). 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 MDP's city-wide policies, Section 2.2: Shaping a More Compact Urban Form, provides direction to encourage development that makes optimal use of transit infrastructure and improves the quality of the environment in communities. The intent of these policies is to direct future population growth and density in the city in a way that fosters a more compact and efficient use of land, creates complete communities, allows for greater mobility choices and enhances vitality and character in local neighbourhoods.

According to Section 2.3.1 (f) Housing – Housing Diversity and Choice, there is direction to increase opportunities for affordable housing by encouraging it to locate in all areas of city, with a focus on locations served by the Primary Transit Network and in close proximity to parks, schools, recreation facilities and commercial nodes.

City-wide policies in Section 2.3.1 Housing also encourage a full range of housing forms, tenures and affordability, along with community services and facilities to help stabilize population declines and encourage personal growth, health and learning opportunities.

Overall, the proposed land use amendment meets the 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 will be explored and encouraged at subsequent development approval stages.

Westbrook Communities Local Area Plan (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) with a Low building scale modifier (Map 4: Building Scale), which allows for development up to six storeys. The Neighbourhood Flex classification is characterized by a mix of commercial and residential units, with buildings oriented to the street. Uses may be mixed horizontally or vertically within a building or a block. 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.

Further, the site is located within the Shaganappi Point Station Area, within the Core Zone. Transit station area also serves as access point to Shaganappi Point Golf Course which has a City Civic and Recreation urban form category. Commercial activity is not required in proximity to the station or in the Core Zone, since commercial opportunities exist in proximity to the station along 17 Avenue SW, but the Neighbourhood Flex urban form category is applied to allow for the flexibility for commercial use to locate in this area in the future to serve transit users accessing the station. The application as proposed is in alignment with the policies of this LAP.