

Background and Planning Evaluation

Background and Site Context

The subject site is situated in the established community of North Glenmore Park, on 55 Avenue SW, just east of 20 Street SW. The site is approximately 36 metres deep by 15 metres wide and is serviced by a rear lane. Development in the area consists of single detached dwellings, institutional uses, rowhouses, multi-residential development and small-scale commercial. The site is across the street from St. James Catholic Church. Transit Route 7 (Marda Loop) runs along 20 Street SW and 54 Avenue SW, one block (a two-minute walk) north of the subject site.

Background and Site Context

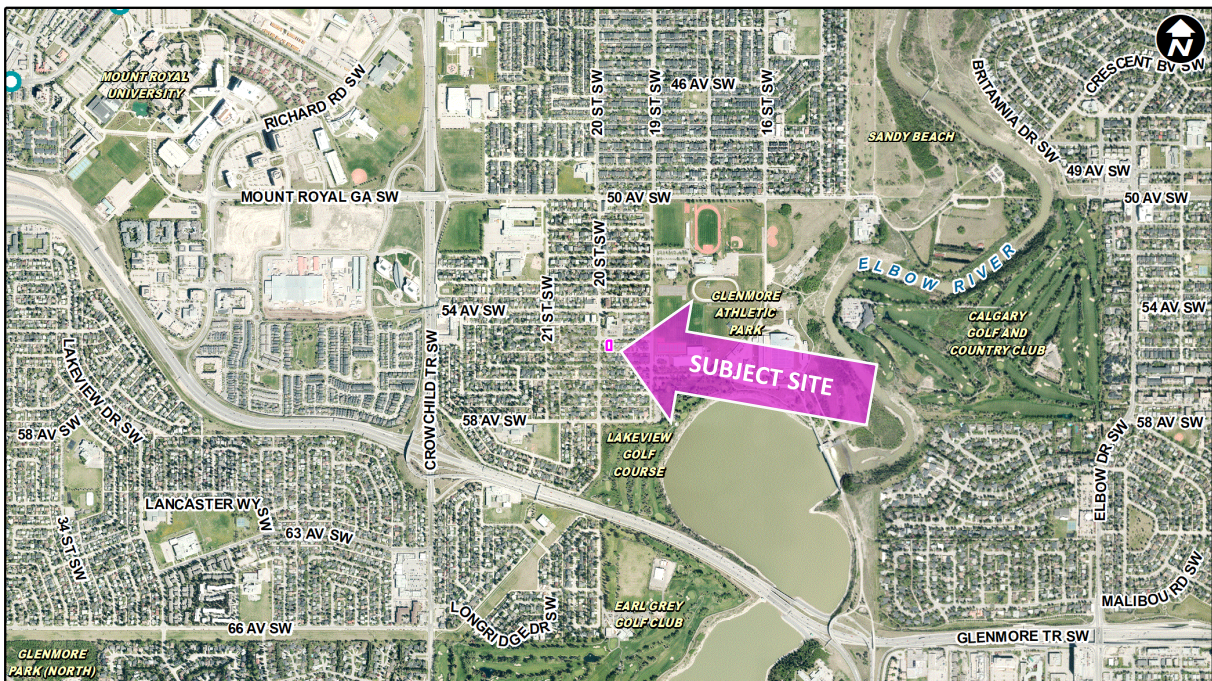
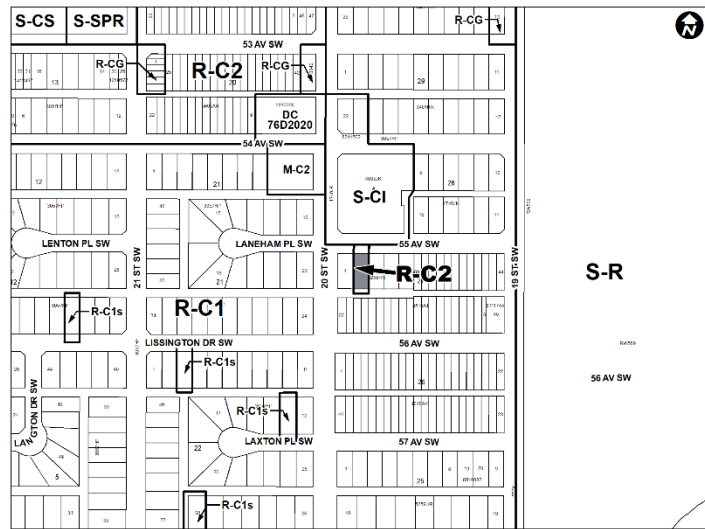
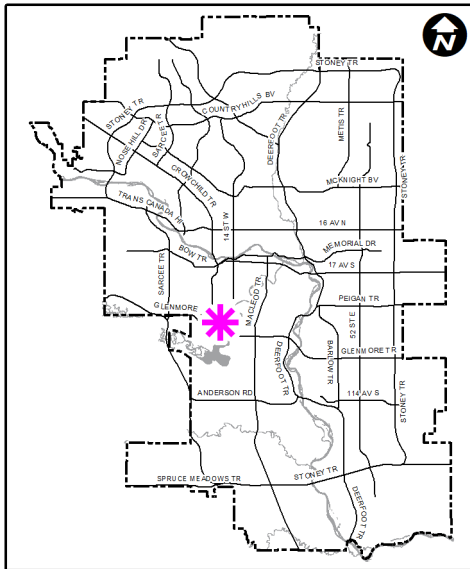
As identified below, the community of North Glenmore Park reached its peak population in 2019.

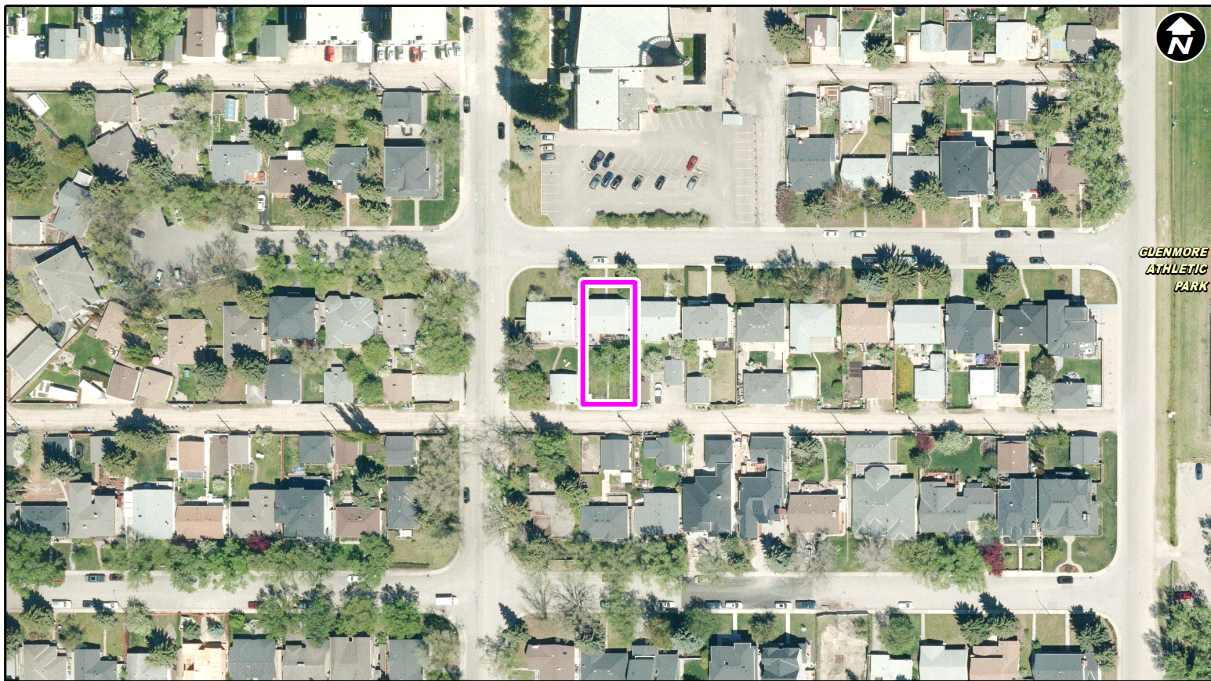
North Glenmore Park	
Peak Population Year	2019
Peak Population	2,931
2019 Current Population	2,931
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

The Residential – Contextual One Dwelling (R-C1) District is primarily for single detached dwellings and secondary suites in the developed areas. The R-C1 District allows for a maximum building height of 10 metres and a maximum of one dwelling unit per parcel.

In addition to the residential uses allowed in the R-C1 District, the proposed R-C2 District allows for the additional uses of Duplex Dwellings and Semi-detached Dwellings. The R-C2 District allows for a maximum building height of 10 metres and two dwelling units on the parcel. Secondary suites are a permitted use within the R-C2 District.

Development and Site Design

If approved by Council, the rules of the proposed R-C2 District will provide guidance for future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking.

Transportation

Pedestrian access to the site is available via 55 Avenue SW. Bus stops for Route 7 (Marda Loop) are located one block (a two-minute walk) north on 54 Avenue SW at 20 Street SW, providing access to the Primary Transit Network. Street parking is available along 55 Avenue SW and vehicular access to the site is via the lane.

Environmental Site Considerations

No environmental concerns have been identified.

Utilities and Servicing

Water, sanitary sewer and storm mains are available adjacent to the site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of the future development permit application.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered, and is 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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Developed Residential – Established area as defined on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The MDP encourages modest redevelopment of Established Areas. More efficient use of existing infrastructure, public amenities and transit represent incremental benefits to climate resilience.

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.