

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of North Glenmore Park, on the south side of 50 Avenue SW. The parcel is approximately 15.23 metres wide and 42.22 metres deep. Currently, this mid-block parcel is developed with a single-detached bungalow and detached garage accessed from the rear lane.

The surrounding development is characterized by low-density residential districts. Adjacent parcels to the immediate east, west and south are designated as Residential – Contextual One / Two Dwelling (R-C2) District. To the north is the Calgary Board of Education’s Alternative High School. Pockets of Residential – Grade Oriented Infill (R-CG) District located predominantly on corner lots are also found in the community.

The site is located within a walkable community, rich with amenities such as the Glenmore Athletic Park, which is located an eight-minute walk to the east. Additionally, Central Memorial High School and Lord Shaughnessy High School are located within a two-minute walk and seven-minute walk respectively. A cycling route is located on 20 Street SW. Nearby bus stops provide direct connections to downtown, Mount Royal University, Signal Hill Centre, and Westhills Towne Centre.

## Community Peak Population Table

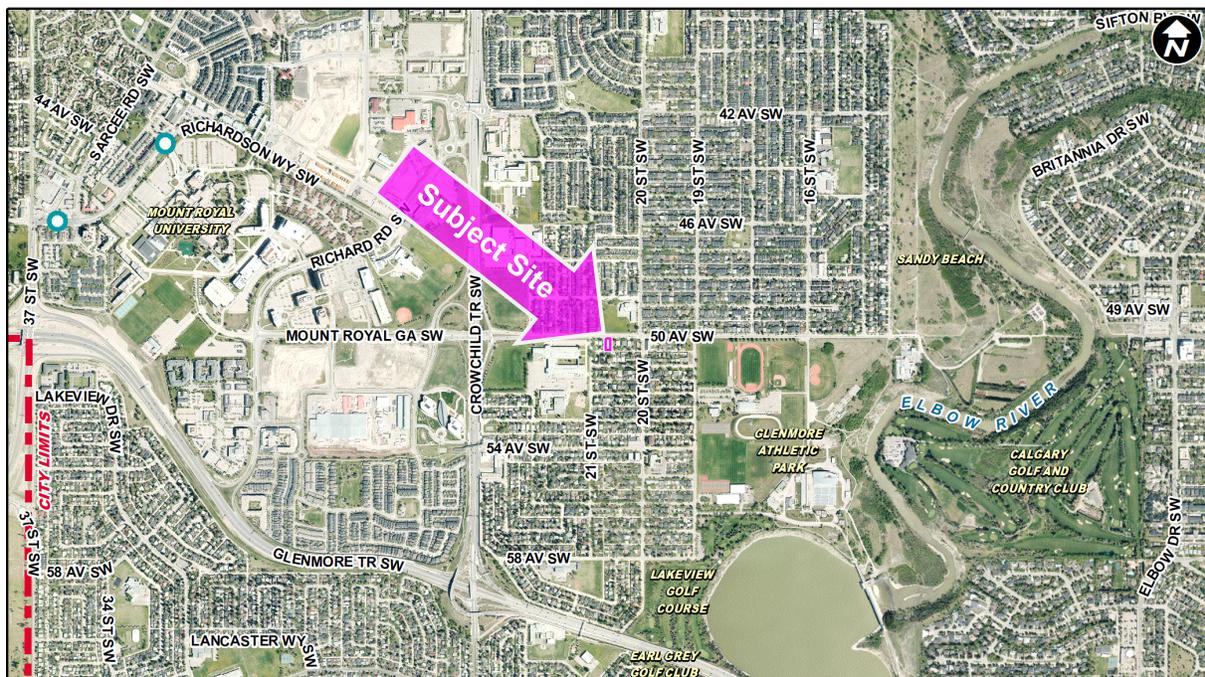
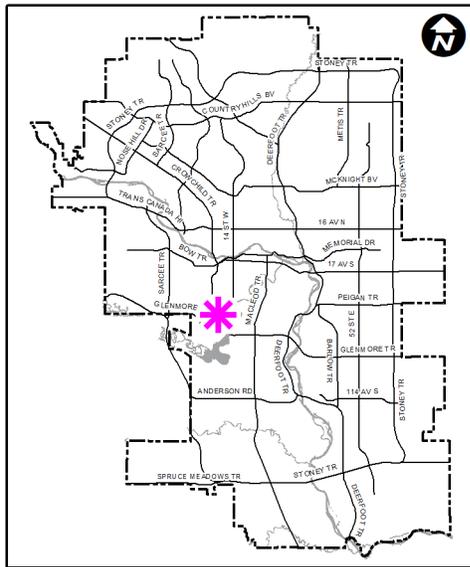
As identified below, the community of North Glenmore Park reached its peak population in 1970.

<b>North Glenmore Park</b>	
Peak Population Year	1970
Peak Population	3,776
2019 Current Population	2,391
Difference in Population (Number)	- 1,385
Difference in Population (Percent)	- 36.68%

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

### Land Use

The existing R-C2 District is primarily intended for a maximum of two dwelling units in the form of single detached, semi-detached, or duplex dwellings with a maximum building height of 10 metres. Secondary suites are permitted uses within the R-C2 District.

The proposed R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, rowhouses and townhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the parcel area of the site, a maximum of four dwelling units could be developed on this parcel with this district.

In 2023 January, amendments to the R-CG District came into effect. These amendments allow for additional configurations on these sites such as units facing the street with units separated by a courtyard space of a minimum 6.5 metres width behind them. These rear units also have a maximum building height of 8.6 metres.

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 development would require 0.5 parking stalls per dwelling unit and per secondary suite.

## Development and Site Design

If this redesignation is approved by Council, the rules of the R-CG District will provide guidance for future site development including appropriate uses, building massing, height, landscaping, waste management and parking.

The development permit application (Attachment 3) proposes two two-storey semi-detached buildings separated by an interior courtyard and comprising of four dwelling units and four secondary suites. Vehicle parking is to be provided in a detached garage that is accessed via the rear lane. Given the specific context of this mid-block site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an appropriate interface along 50 Avenue SW, and
- mitigating shadowing, overlooking, and privacy concerns.

## Transportation

The site fronts onto 50 Avenue SW, which is classified as a collector road. Pedestrian connectivity in the neighbourhood is provided through sidewalks on each street frontage. Transit service to downtown, Mount Royal University, Signal Hill Centre, Westhills Towne Centre and the 306 Max Teal Bus Rapid Transit stop on Richardson Way SW are provided by local bus stops within a one and two-minute walk of the subject site.

A bus stop for westbound Route 13 (Altadore) is located on 50 Avenue SW approximately 80 metres away, including an eastbound stop located approximately 150 metres away on the same street. A southbound Route 7 (Marda Loop) stop is also located approximately 180 metres away on 20 Street SW. A cycling route is also located on 20 Street SW.

Vehicle access to the subject site would be provided from the rear lane. The subject site is not located within a residential street parking permit zone and on-street parking is presently unrestricted along 50 Avenue SW.

## Environmental Site Considerations

No environmental site concerns were identified.

## Utilities and Servicing

Water, sanitary, and storm sewer mains are available to service the site. Specific details of site servicing, stormwater management and waste and recycling management are being reviewed in detail through the 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 site is located within the 'Developed Residential - Established Area' as indicated on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The proposal aligns with the MDP policies which 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)**

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.