

Background and Planning Evaluation

Background and Site Context

The subject site is a corner parcel located in the northeast community of Martindale at the intersection of Martindale Boulevard NE and Martinvalley Way NE. The site is approximately 0.04 hectares (0.09 acres) in size and is approximately 12 metres wide by 32 metres deep. The parcel is currently developed with a single detached home and double rear parking pad which is accessed from the rear lane. The applicant has indicated that a day home is currently operating under the Home Based Child Care – Class 1 use, which allows for up to six children to be cared for within the home.

Surrounding development is characterized by single detached dwellings designated as the Residential – Contextual Narrow Parcel One Dwelling (R-C1N) District with the Special Purpose – School, Park and Community Reserve (S-SPR) District along Martindale Boulevard NE to the east and west. The site is located 30 metres west of where the LRT crosses Martindale Boulevard NE and approximately 610 metres southwest (a 12-minute walk) of the Saddletowne LRT Station. The site is approximately 130 metres (a two-minute walk) from the Martinvalley Playground, 250 metres (a four-minute walk) from Manmeet Singh Bhullar School and 425 metres (an eight-minute walk) from Nelson Mandela High School, Genesis Centre and Saddletowne YMCA.

Community Peak Population Table

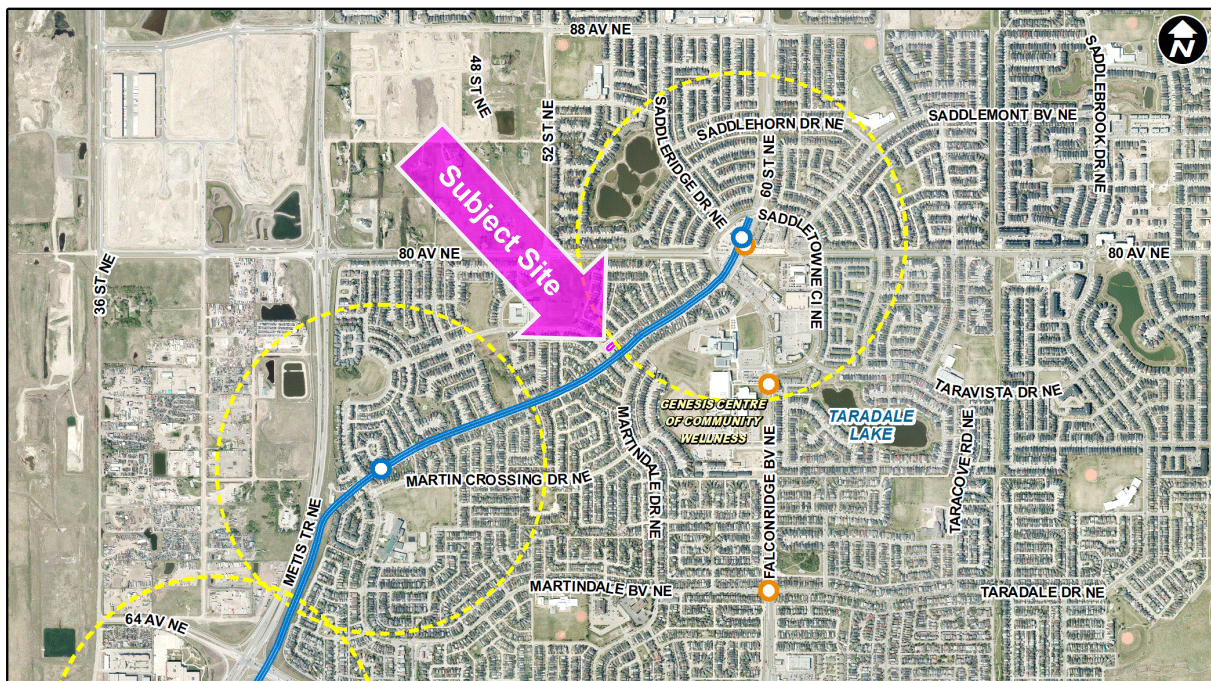
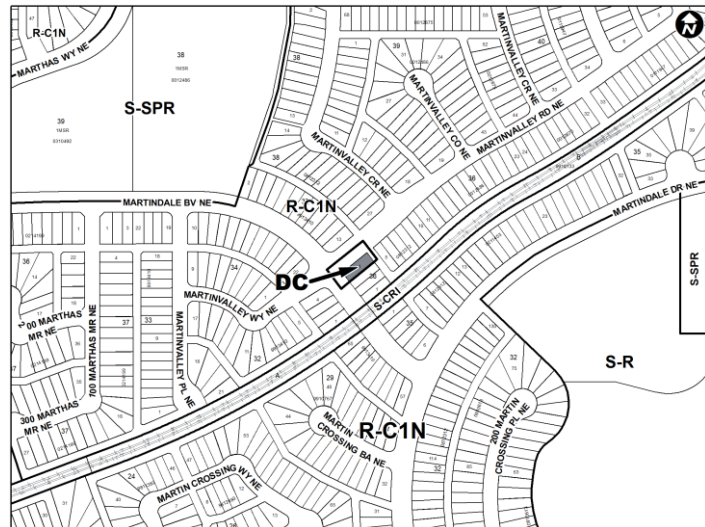
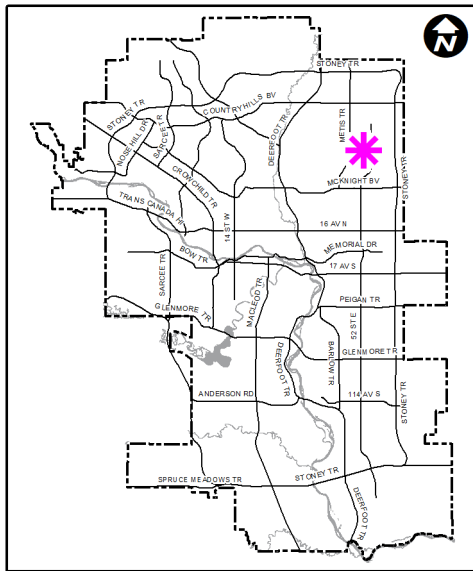
As identified below, the community of Martindale reached its peak population in 2015, and the population has decreased since then.

Martindale	
Peak Population Year	2015
Peak Population	15,055
2019 Current Population	14,245
Difference in Population (Number)	-810
Difference in Population (Percent)	-5.4%

Source: *The City of Calgary 2019 Civic Census*

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

Location





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C1N District is a residential designation applied to developing areas that is primarily for single detached homes on narrow parcels between 7.5 and 11.6 metres wide. The R-C1N District allows for a maximum building height of 10 metres and a maximum density of one dwelling unit per parcel. One parking stall per dwelling unit is required. The R-C1N District currently allows for day homes for up to six children through the Home Based Child Care – Class 1 use. Commercial child care operators are only allowed within places of worship in the district and not as a standalone use.

The proposed DC District is based on the existing R-C1N District with the additional discretionary use of Child Care Service. All existing rules in the R-C1N District would be retained, including height and general massing allowable for any new buildings. The Child Care Service use requires one parking stall for pick-up and drop-off for every ten children. No specific rate of staff parking is included in the use rules and would be evaluated as part of the development permit stage.

The proposed DC District would allow for residential uses consistent with surrounding development if the Child Care Service use is not commenced or is discontinued in the future. The DC District does not specify a maximum number of allowable children, as that would be determined at the development permit stage along with the provincial licensing requirements. The applicant has indicated the potential for between 15 and 20 children. This would require a

minimum of two pick-up and drop-off stalls plus parking for staff. Currently, two parking stalls are available on site and up to four stalls were conceptually able to be located on site.

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 supported by the [Child Care Service Policy and Development Guidelines](#) to allow a Child Care Service use proposed within an existing residential dwelling. This proposal allows for a commercial child care service to operate while maintaining the R-C1N District base. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that would allow the Development Authority to relax Section 6 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

Development and Site Design

If approved by Council, the rules of the proposed DC District and the Child Care Service Policy and Development Guidelines would provide guidance for the future redevelopment of the site.

A discretionary use development permit would be required to enable a child care service for more than six children. This site is appropriate for a child care service given its corner location at the intersection of two collector roadways, the availability of on-site pick-up and drop-off stalls, and its proximity to open spaces and transit options. The ultimate number of children, on-site parking stalls, location of pick-up and drop-off stalls and outdoor play areas would be confirmed through the development permit process. The maximum number of children will be managed by balancing provincial licensing requirements for staff and outdoor play space, and visitor pick-up and drop-off stalls.

Other specific issues to be addressed at the development permit stage include proper siting and fencing of the outdoor play spaces, upholding restrictions on the number and size of any signage and minimizing the impacts of overlook and privacy with adjacent residential development.

The child care service operators will also require provincial licensing and will also be evaluated by the province under the [Early Learning and Child Care Act](#).

Transportation

This segment of Martindale has sidewalks located on both sides of the street. Street parking is available along both frontages of this site and is not limited by front garages. Saddletowne LRT Station is located approximately 610 metres (a 10-minute walk) from the site. Local bus service is located at the intersection of Martindale Boulevard NE and Martindale Drive NE, 100 metres (a two-minute walk) from the site. Route 85 (Martin Crossing) connects riders to Saddletowne LRT Station.

A Transportation Impact Assessment was not required as part of this application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm mains are available to this site. Further details for servicing and waste collection facilities will be reviewed at the development permit stage.

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) by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Developed Residential – Established area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#). The neighbourhood is predominantly low-density residential. Pockets of multi-residential developments, commercial and community service developments are located at nodes, around LRT stations and along the edges of the neighbourhood. City-wide policies encourage child care services in residential, mixed use and commercial areas in addition to activity centres and main streets.

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.

Saddle Ridge Area Structure Plan (Statutory – 1984)

This site is located within the Residential area as identified on Map 6: Land Use Plan in the [Saddle Ridge Area Structure Plan](#) (ASP) and near the boundary of the 600-metre radius around the Saddle Ridge LRT Station identified as a Transit Oriented Development (TOD) Area. While no land-use-specific policies remain in place for the residential area it is noted that priority should be given to the construction of community facilities and the provision of other services to serve youth.

Child Care Service Policy and Development Guidelines (Non-Statutory – 2009)

The proposal has been evaluated using the [Child Care Policy and Development Guidelines](#), which is a non-statutory policy intended to guide the development of child care services in a variety of districts and of a variety of sizes across Calgary, including in the low-density residential areas. This policy also provides development guidelines to manage the impacts within low-density residential areas, which would be reviewed at future development permit stages.

Policies within this document note that child care services are an integral part of complete communities, and that child care services for greater than six children may be considered for a land use redesignation in low-density areas provided the parcel meets the site selection criteria

and development guidelines contained within this policy. The parcel and proposed DC District Control aligns with all of the applicable site selection criteria as noted below:

- located near an activity focused area which includes schools, parks, a community centre and commercial uses clustered around the Saddletowne LRT Station;
- the site can accommodate on-site parking accessed from the rear lane, and includes two street frontages for pick-up and drop-off;
- the site can accommodate outdoor play areas;
- the site is located on a pair of collector streets;
- the site is located on a corner parcel; and
- no other child care services are available within 50 metres.

The development guidelines are intended to inform more specific site and building design details at the development permit review stage. This includes parking, orientation of access/activities within the parcel and building, window placement and privacy considerations, orientation and enclosure of any outdoor play areas, and signage. A preliminary review indicates that development on the site would be able to comply with these guidelines.