

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of North Glenmore Park on the southwest corner of 54 Avenue SW and Lissington Drive SW. The site is approximately 0.05 hectares in size and is approximately 14 metres wide by 36 metres long. The site comprises a single detached dwelling and a detached garage with access from Lissington Drive SW.

The surrounding land use to the north, south and east are mainly designated as Residential – Contextual One Dwelling (R-C1) District and Residential Contextual One / Two (R-C2) District, that are developed with a mix of single and semi-detached dwellings. To the west of the parcel is a Multi-Residential – Contextual Low Profile (M-C1) District and to the northeast across 54 Avenue SW is a parcel designated Residential – Grade-Oriented Infill (R-CG) District. Lord Shaughnessy High School is located two blocks north of the subject site. The site is also less than two kilometres from Mount Royal University.

## Community Peak Population Table

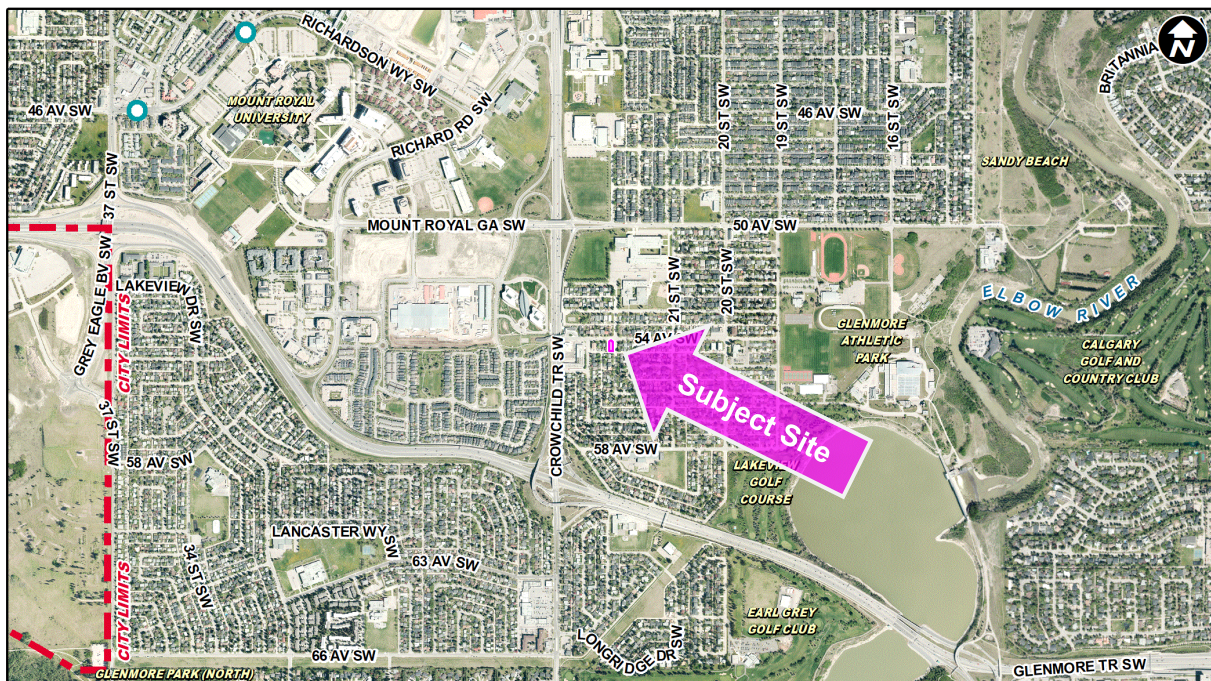
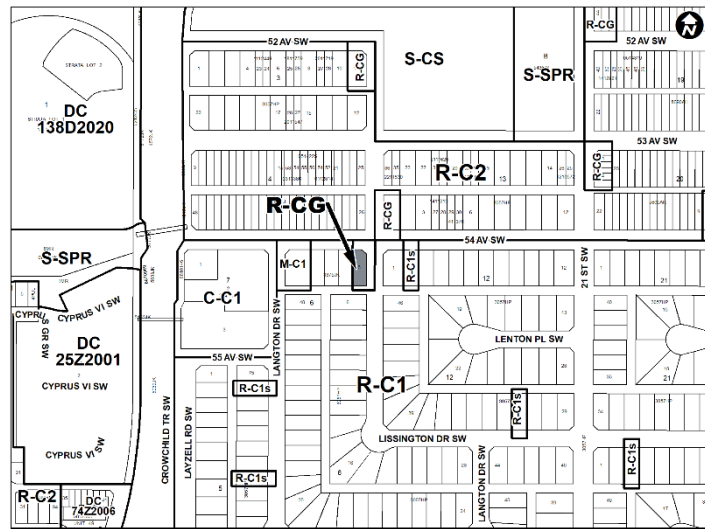
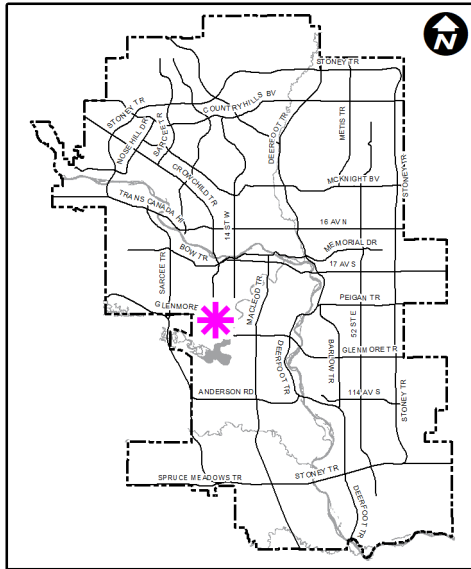
As identified below, the community of North Glenmore Park reached its peak population in 1970.

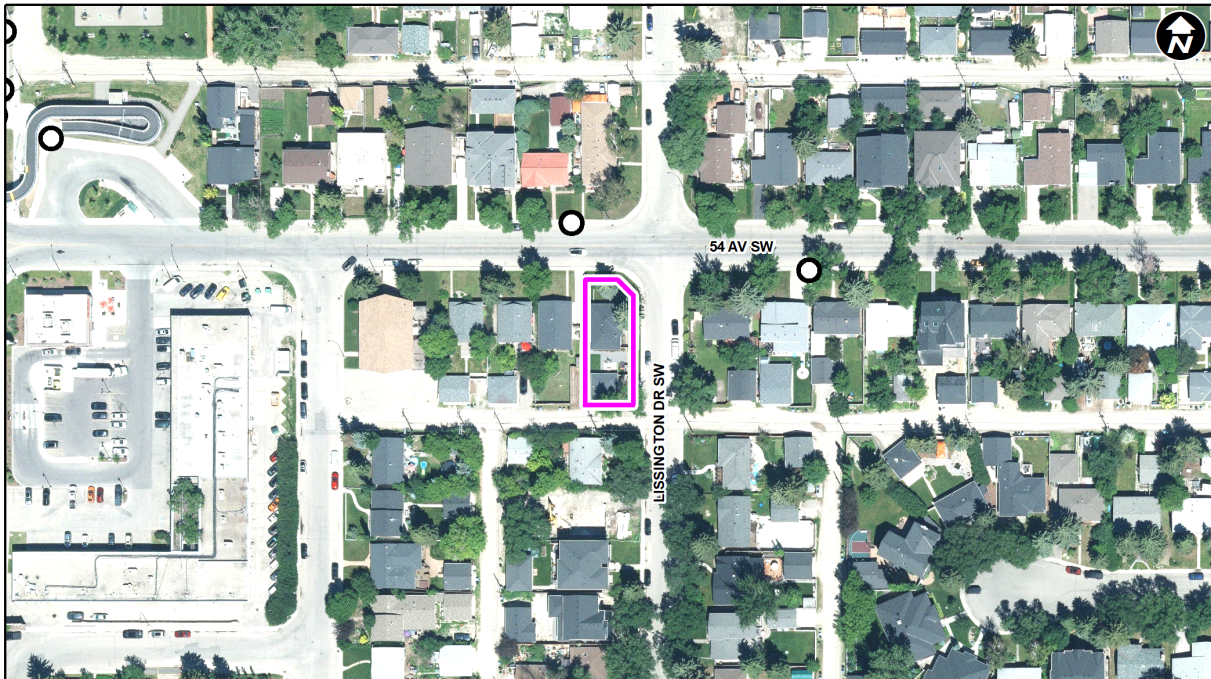
| North Glenmore Park                |         |
|------------------------------------|---------|
| Peak Population Year               | 1970    |
| Peak Population                    | 3,776   |
| 2019 Current Population            | 2,391   |
| Difference in Population (Number)  | -1,385  |
| Difference 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-C1 District is a low-density district used in the developed area and is primarily for single detached homes. The R-C1 District allows for a maximum building height of 10 metres and one dwelling unit.

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 three dwelling units could be developed on this parcel with this district.

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 and height, landscaping and parking. Given the specific context of this corner site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along both 54 Avenue SW and Lissington Dr SW; and
- mitigating shadowing, overlooking, and privacy concerns.

### **Transportation**

Pedestrian access to the site is available via sidewalks on 54 Avenue SW and Lissington Drive SW. 54 Avenue SW is part of the 5A (always available for all ages and abilities) network with a recommended on-street bikeway (currently unfunded). The site is located near the existing 20 Street SW bike lanes, which provides access to downtown and the Glenmore reservoir. The subject site is well served by Calgary Transit with a bus stop directly across the street for Route 7. The subject site is also less than 180 metres walking distance (three-minute walk) from the Primary Transit Network on Crowchild Trail, with access to Routes 7, 9, 20, MAX Teal and MAX Yellow.

Road classifications adjacent to the parcel include 54 Avenue SW as a Collector and Lissington Drive SW as a Local Road. Current vehicular access is available from the lane. On-street parking adjacent to the parcel along 54 Avenue SW and Lissington Drive SW is currently unrestricted. The subject parcel is located within the Residential Parking Program (RPP) Zone II.

### **Environmental Site Considerations**

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

### **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.

### **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.

### **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](#) (MDP). The applicable MDP policies encourage modest redevelopment of established areas to make more efficient use of

existing infrastructure, public amenities and transit, and delivers small and incremental benefits to climate resilience.

There is no local policy plan for the subject area.