

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Glendale, at the northwest corner of 37 Street SW and 25 Avenue SW. The site consists of two parcels and is approximately 0.10 hectares (0.24 acres) in size with dimensions of approximately 34 metres wide and 30 metres deep. Each parcel is currently developed with a single detached dwelling and a detached garage with a rear lane.

Surrounding development is characterized by single detached dwellings on parcels designated as the Multi-Residential – Contextual Low Profile (M-C1) District, Mixed Use – General (MU-1) District and Residential – Contextual One / Two Dwelling (R-C2) District.

The subject site is located within walking distance approximately 110 metres (one minute walk) to a nearby bus stop (Route 9 Dalhousie Station/Chinook Station) located at 37 Street SW and 1.3 kilometres from the Westbrook Light Rail Transit (LRT) station.

Community Peak Population Table

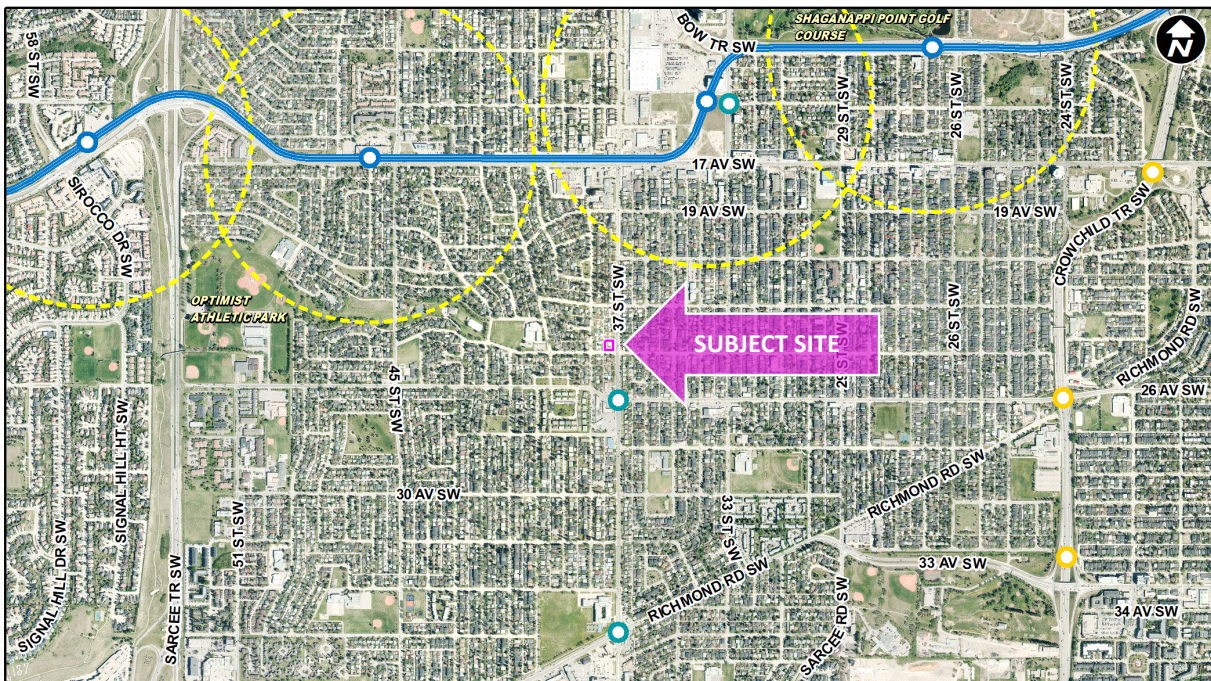
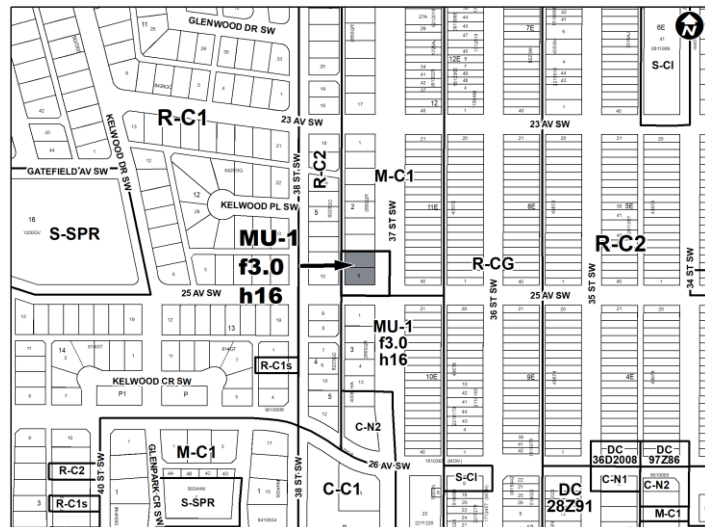
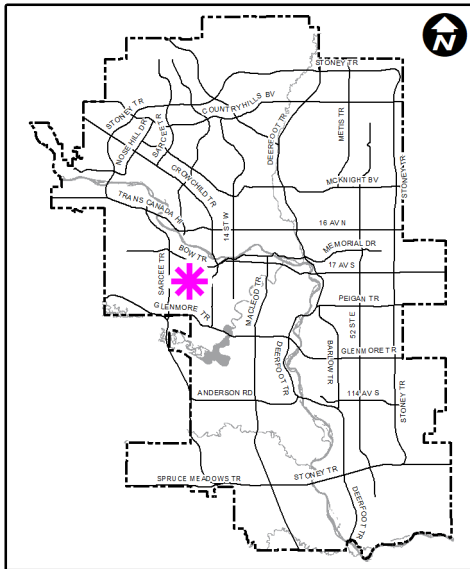
As identified below, the community of Glendale reached its peak population in 1969, and the population has decreased since then.

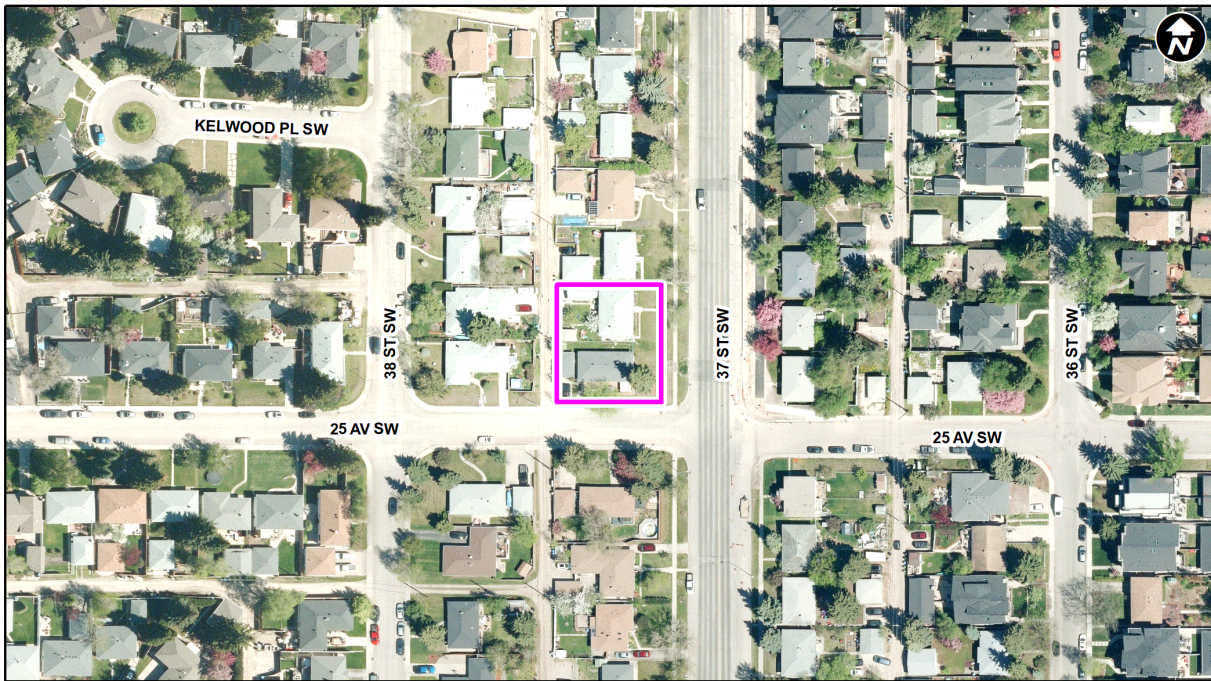
Glendale	
Peak Population Year	1969
Peak Population	3,950
2019 Current Population	2,765
Difference in Population (Number)	-1,185
Difference in Population (Percent)	-30%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-C1 District enables multi-residential development of a low height and medium density. The M-C1 District is intended to be applied to sites within close proximity or adjacent to low density residential development and contains contextual rules which enable developments to respond to the current context and buffer elements of a development that may have negative impacts on residents of nearby parcels. The M-C1 District allows for a maximum building height of 14 metres and maximum density of 148 units per hectare.

The proposed MU-1 District allows street-oriented developments with opportunities for a mix of both residential and commercial uses and provides a compatible transition with surrounding developments. The proposed land use accommodates a mix of residential and commercial uses in the same building or in multiple buildings throughout an area.

The proposed MU-1f3.0h16 District would allow for a maximum Floor Area Ratio (FAR) of 3.0 which is approximately 3,132 square metres, and a maximum height of 16 metres which is approximately four storeys.

Development and Site Design

If approved by Council, the rules of the proposed MU-1 District, along with the policies of the *Westbrook Communities Local Area Plan* (LAP), will provide guidance for the future development of the site, including appropriate uses, building height and massing, 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 the 37 Street SW Neighbourhood Main Street and 25 Avenue SW; and
- mitigating shadowing, overlook and privacy concerns.

Transportation

A Transportation Impact Assessment or Parking Study was not required as part of the land use amendment application. At the time of a development permit application, access and mobility requirements will be reviewed and approved to the satisfaction of Mobility Engineering, and is anticipated from the adjacent lane.

The subject parcels are adjacent to 37 Street SW which is presently identified as a Neighborhood Boulevard and 25 Avenue SW which is identified as a Residential Road. This portion of 37 Street SW is also noted as part of the Main Streets program.

The area is well served by Calgary Transit with the subject site located within 160 metres of the northbound Route 306 Max Teal (Westbrook/Douglas Glen) transit stop and 110 metres of the southbound Route 9 (Dalhousie Station/Chinook Station) transit stop on 37 Street SW. Additionally, the site is 270 metres of the eastbound and 350 metres of the westbound Route 6 (Killarney/26 Avenue SW) transit stops, both on 26 Avenue SW.

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 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 a Neighbourhood Main Street area as defined on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage low to medium density residential, retail and mixed-use buildings.

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 [Westbrook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Connector category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for up to six storeys. The Neighbourhood Connector areas are characterized by primarily residential uses in a broad range and mix of housing types and forms. The low building scale in this context includes forms such as apartments, stacked townhouses, and mixed-use buildings. The LAP also identifies the site as forming part of the Westbrook Transit Station Area Transition Zone, blending form and activities between the immediate station area and the surrounding community. The proposed land use amendment is in alignment with the applicable policies of the LAP.