

Background and Planning Evaluation

Background and Site Context

The subject site is located at the corner of 17 Avenue SW and Glenwood Drive SW in the community of Glendale. The site is approximately 0.07 hectares (0.17 acres) in size and is approximately 28 meters wide 32 metres long. The parcel contains a single detached dwelling and a single car garage accessed from the rear lane.

Surrounding development is generally characterized by single detached dwellings, a commercial development to the east of the subject site and the Blue Line LRT Train to the north of 17 Avenue SW. The 45 Street Light Rail Transit (LRT) Station is located approximately 600 metres (10-minute walk) to the west along 17 Avenue SW. Westbrook Mall is located approximately 400 metres (six-minute walk) to the northeast.

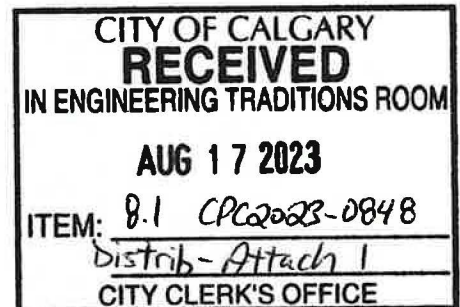
Community Peak Population Table

As identified below, the community of Glendale reached its peak population in 1969.

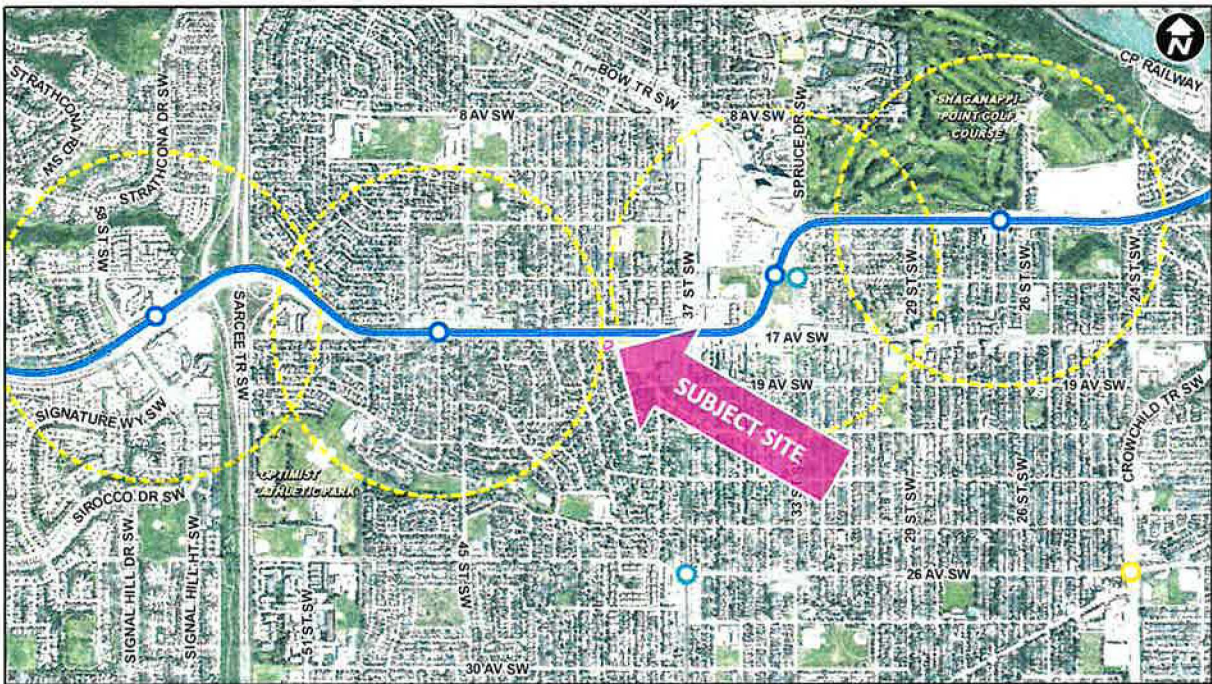
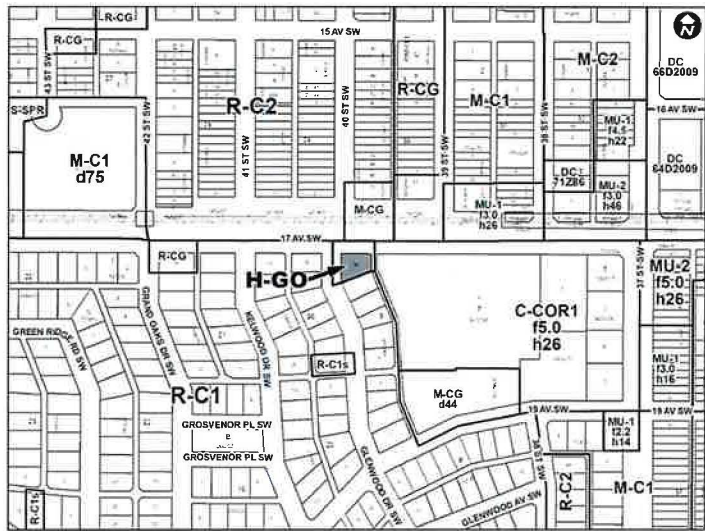
Glendale	
Peak Population Year	1969
Peak Population	3,950
2019 Current Population	2,765
Difference in Population (Number)	-1,185
Difference in Population (Percent)	-30%

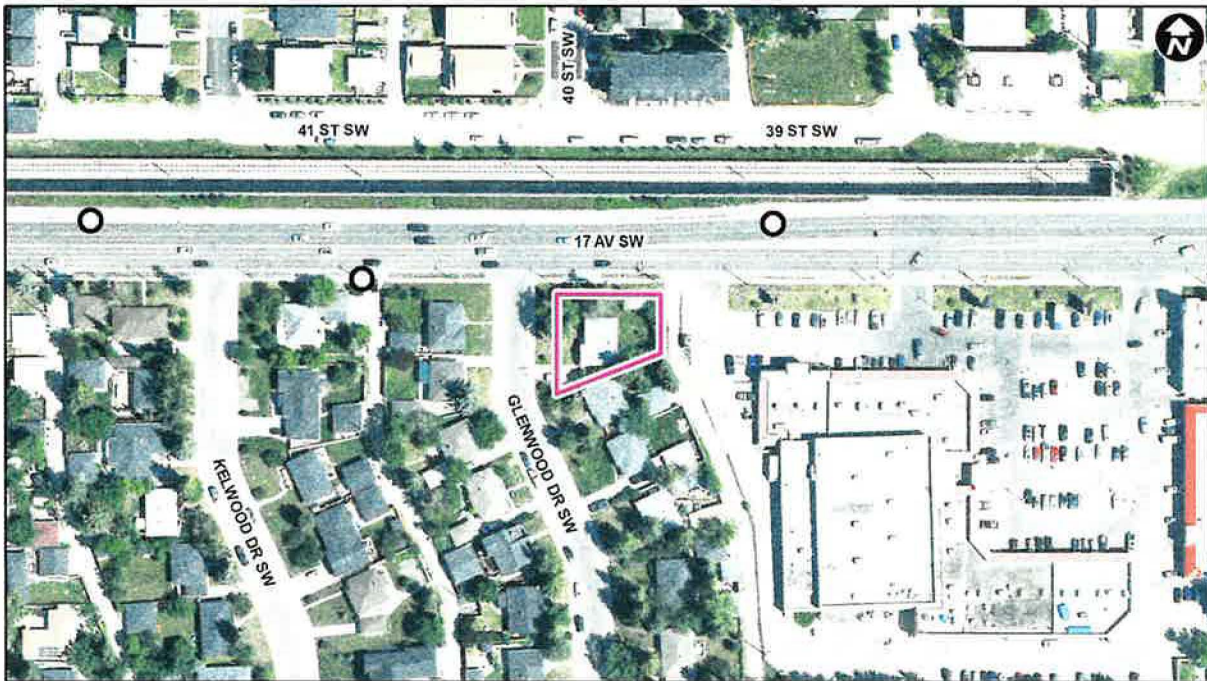
Source: *The City of Calgary 2019 Civic Census*

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 R-C1 District accommodates contextually sensitive redevelopment in the form of single detached dwellings with suites. This district allows for a maximum of one dwelling and a maximum building height of 10 metres.

The proposed H-GO District allows for a range of grade-oriented building forms that can be contextually appropriate in low-density residential areas. The proposed H-GO District includes rules for overall height, parcel coverage, height chamfers and amenity space that are intended to decrease massing and shadowing impacts on neighbouring properties. The district accommodates grade-oriented development in a range of housing forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings in a form and scale that is consistent with low density residential districts. The H-GO District also provides rules for:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of the parcel to ensure functional courtyard amenity space;
- a maximum parcel area to floor area ratio (FAR) of 1.5;
- a maximum building height of 12.0 metres;
- a minimum of 0.5 parking stalls per unit or suite; and
- a minimum of 0.5 mobility storage locker.

The purpose statement of the H-GO District establishes certain location criteria, which the subject site satisfies.

Development and Site Design

The rules of the proposed H-GO District provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking. 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 engaging built interface along Glenwood Drive SW as well as 17 Avenue SW;
- mitigating shadowing, overlooking, and privacy concerns with neighbouring parcels; and
- ensuring appropriate inclusion of required vehicular parking and alternative mobility storage areas.

Transportation

Pedestrian access to the subject site is available from sidewalks along 17 Avenue SW and Glenwood Drive SW, while vehicular access to the subject site is from the existing rear lane. The site is approximately 65 metres (one-minute walk) away from an eastbound #2 Mount Pleasant/Killarney 17 Avenue SW bus stop, which provides service to the Westbrook Light Rail Transit (LRT) station (Primary transit approximately 650 metres away or an 11-minute walk). The site is also approximately 260 metres away (four-minute walk) from a Westbound #2 Mount Pleasant/Killarney 17 Avenue SW bus stop, which provides service to the 45 Street LRT station and loops around at Glenside Drive SW.

The site is within residential parking zone "GDL", and currently restricted on-street parking is by permit only. There is an existing curb cut on Glenwood Drive SW that is to be closed and rehabilitated at the developer's expense at the time of redevelopment. All future vehicular site access is to come from the lane.

Environmental Site Considerations

There are no known outstanding environmental concerns associated with the site and/or proposal at this time.

Utilities and Servicing

Water, sanitary and storm (deep) utilities exist adjacent to the site (within public road rights-of-way). Servicing requirements will be determined at the time of development permit.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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 identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit. The proposal is in keeping with relevant MDP policies as the proposed H-GO District allows for a modest redevelopment of the site in a form that is sensitive to the existing context in terms of height, scale and massing.

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 – Modified building scale modifier (Map 4: Building Scale), which allows for up to four storeys. The LAP speaks to being primarily residential with higher frequency of units and entrances facing the street. Small format local commercial uses may also be supported to serve the needs of nearby residents. The proposed land use amendment is in alignment with applicable policy of the LAP.