

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Charleswood at the southeast corner of Charleswood Drive NW and Morley Trail NW. The site is approximately 0.07 hectares (0.16 acres) in size, with dimensions of approximately 18 metres wide and 37 metres deep. There are no existing buildings or structures developed onsite; features include several mature trees and a small corner plaza with bench seating. Future vehicle access is available from the rear lane along the northeast side of the site.

Surrounding development is primarily single detached dwellings designated as Residential – Contextual One Dwelling (R-C1) District. Directly northeast of the subject site is the Brentview Baptist Church and two multi-residential buildings designated as Multi-Residential – Contextual Low Profile (M-C1) District. To the northwest is the grocery-anchored Brentwood Village Shopping Centre and directly south is a small park designated as Special Purpose – School, Park and Community Reserve (S-SPR) District. The current configuration of this park is the result of several transportation infrastructure projects including the NW LRT extension, construction of the Crowchild Trail NW/Charleswood Drive NW overpass, and the realignment of Morley Trail NW. Further details regarding the history of these infrastructure projects and their impacts to the configuration of Municipal Reserve lands can be found in the Applicant Outreach Summary.

The site is located near the University of Calgary campus, University Research Park, transit stations, and community amenities. The University of Calgary/Research Park is located approximately 400 metres (five-minute walk) southwest of the site with direct pedestrian connections via 32 Avenue NW/Charleswood Drive NW. The Vecova Centre is located approximately 700 metres (nine-minute walk) southeast of the site on 32 Avenue NW. The Brentwood LRT Station and University LRT Station are located approximately 800 metres (11-minute walk) to the northwest and 550 metres (seven-minute walk) to the southwest, respectively.

This land use amendment application originally sought a redesignation to a Direct Control (DC) District based on the Multi-Residential – Contextual Grade-Oriented (M-CG) District. Following Council’s approved amendments to Land Use Bylaw 1P2007 to introduce the new Housing – Grade Oriented (H-GO) District, Administration worked with the applicant to revise the proposal and utilize the new standard district.

Community Peak Population Table

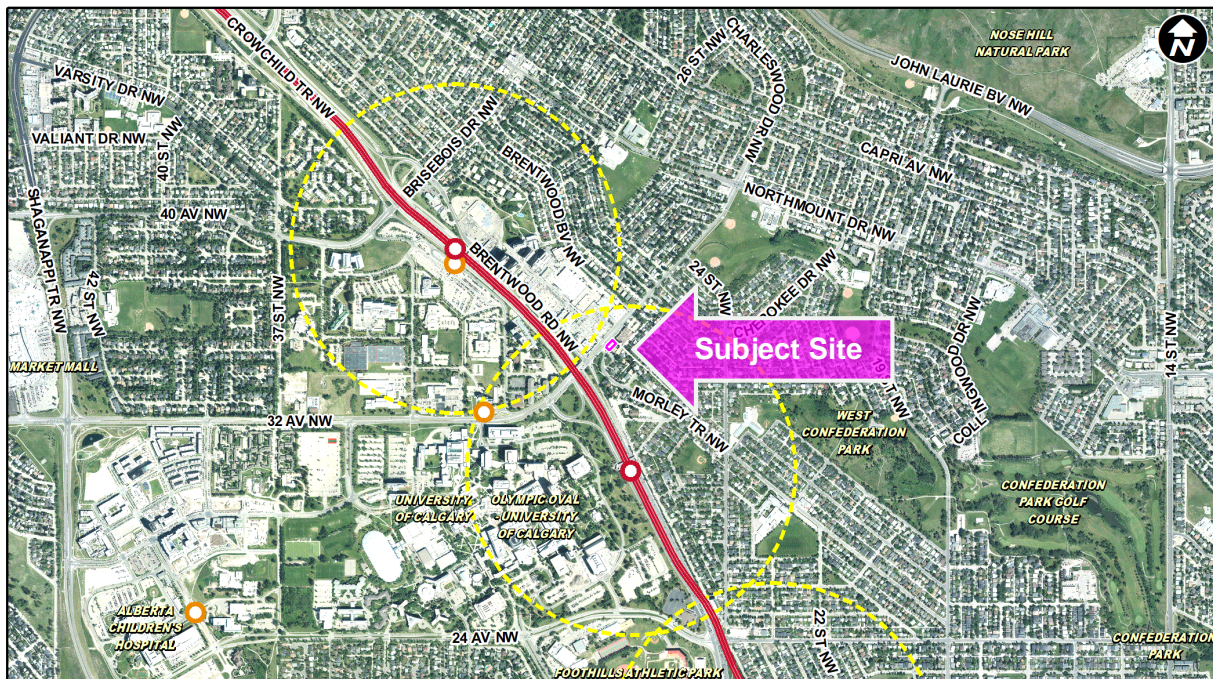
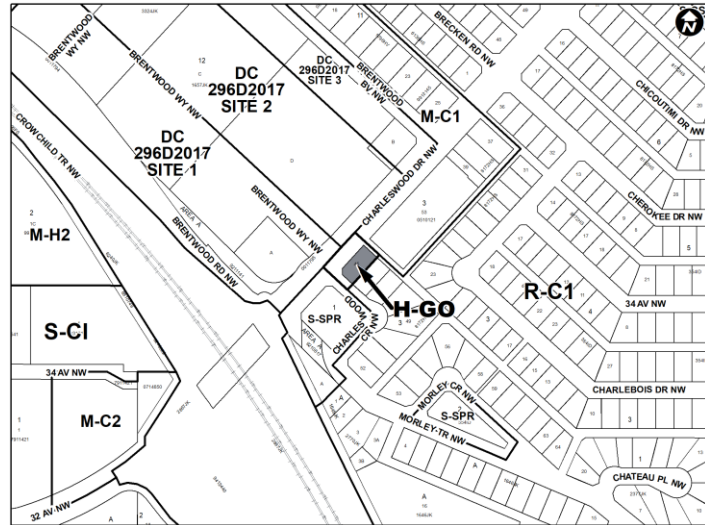
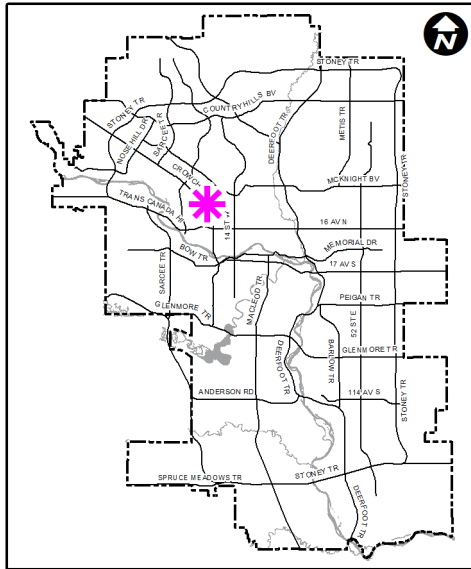
As identified below, the community of Charleswood reached its peak population in 1978.

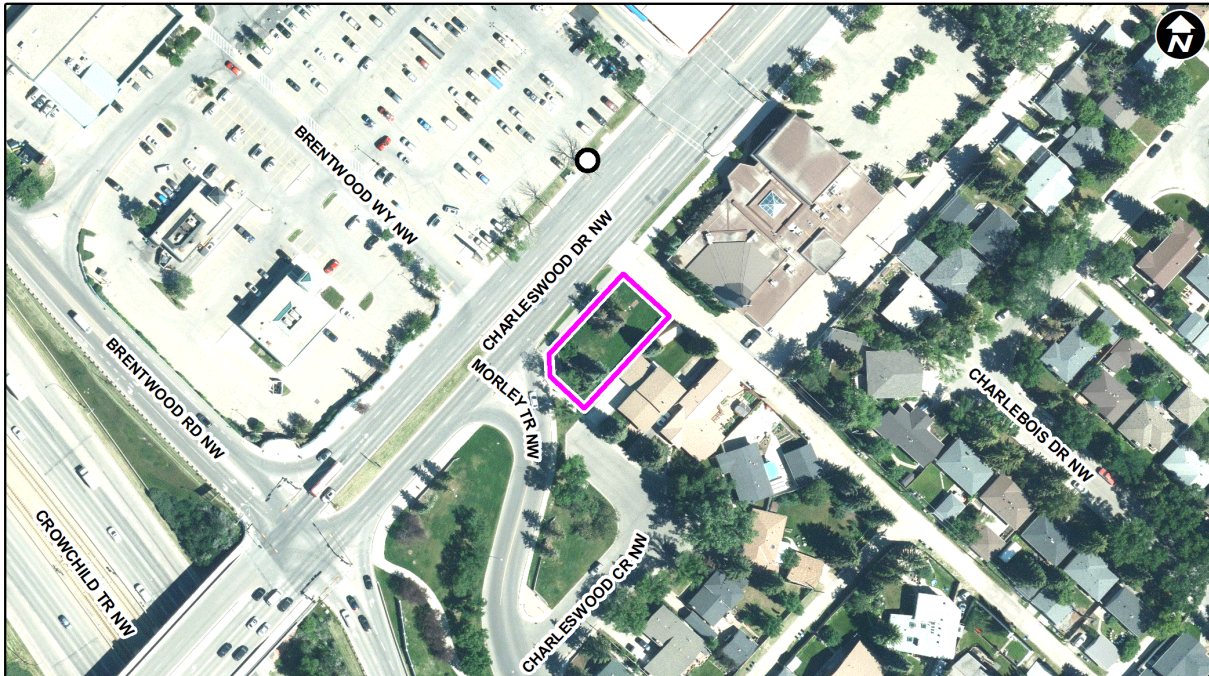
Charleswood	
Peak Population Year	1978
Peak Population	4,895
2019 Current Population	3,569
Difference in Population (Number)	-1,326
Difference in Population (Percent)	-27.1%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Charleswood](#) community profile.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C1 District is a low-density residential designation applied to developed areas that is primarily for single detached homes which may include a secondary suite. The R-C1 District allows for a maximum building height of 10 metres and a maximum density of one dwelling unit.

The proposed H-GO District allows for a range of grade-oriented building forms that can be contextually appropriate in low-density areas. The 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 proposed H-GO District accommodates grade-oriented development in a range of housing forms and configurations where the dwelling units may be attached or stacked within a building or cluster of buildings in a form and scale that is compatible with low density residential districts. The H-GO District also includes rules to allow or require:

- 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 floor area ratio (FAR) of 1.5;
- a maximum building height of 12.0 metres; and
- a minimum of 0.5 parking stalls per unit or suite.

Only the parcels that meet the site selection criteria located in the purpose statement of the district in the Land Use Bylaw 1P2007 have the potential to be redesignated to H-GO District. In areas that do not have an approved Local Area Plan, the H-GO District is only intended to be applied to parcels in the Centre City or Inner City Areas as identified on the Urban Structure Map of the Calgary Municipal Development Plan, and within one or more of the following areas:

- 200 metres of a Main Street or Activity Centre identified on the Urban Structure Map of the Calgary Municipal Development Plan;
- 600 metres of an existing or capital-funded LRT platform;
- 400 metres of an existing or capital-funded BRT station; or
- 200 metres of primary transit service.

This site is appropriate for the proposed H-GO District, as it is located within the Inner City and meets the locational criteria for proximity to a Major Activity Centre, existing LRT platform, and primary transit service.

Development and Site Design

If approved by Council, the rules of the proposed H-GO District will provide guidance for future site redevelopment including appropriate uses, building massing, height, landscaping, parcel coverage 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:

- providing an engaging built interface along Morley Trail NW and Charleswood Drive NW;
- directing all future vehicle access to the rear lane;
- providing appropriate waste & recycling storage for the site;
- ensuring high-quality landscaping and amenity space design; and
- mitigating shadowing, overlooking and privacy concerns.

Transportation

Pedestrian access to the site is available from existing sidewalks on Charleswood Crescent NW, Morley Trail NW and Charleswood Drive NW. Charleswood Drive NW, Morley Trail NW and Brentwood Drive NW are part of the current and future Always Available for All Ages and Abilities (5A) Network, supporting access to and from the site by various travel options.

The site is well served by Calgary Transit bus and LRT service. The University LRT Station is located approximately 550 metres (seven-minute walk) from the site and the Brentwood LRT Station is located approximately 800 metres (11-minute walk) from the site. Charleswood Drive NW, part of the Primary Transit Network (PTN), runs directly adjacent the site with several bus routes within approximately 120 metres walking distance (one-minute walk) including Route 20 (Heritage Station/Northmount Dr N), Route 38 (Brentwood Station/Temple) and Route 65 (Market Mall/Downtown West).

All future vehicle access is to be provided from the rear lane and will be reviewed in greater detail at the development permit stage. Street parking adjacent to the site is within a Residential Parking Zone (RPZ), with a small no parking zone at the terminus of Charleswood Crescent NW.

The H-GO District includes specific requirements to support a range of mobility options for residents, including either alternate mobility storage or secure bicycle parking for any units that do not include a dedicated parking stall.

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 sewer and storm sewer mains are available to service 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). 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 Residential – Developed – Inner City Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established communities to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience. The proposed land use amendment is in keeping with relevant MDP policies.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas typically within 600 metres of a Transit Station. The Guidelines encourage higher density, walkable, mixed-use developments within station areas to support high frequency, rapid transit service and provide for a variety of housing, employment, services, and amenities that benefit local communities and transit users alike. The proposed land use meets the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing density around transit stations.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). The proposed redesignation does however provide small and incremental climate benefits by allowing more people to live near existing services and amenities and optimizing existing transit infrastructure. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Local Area Plan

There is no existing local area policy for this site.