

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Glendale, midblock along 17 Avenue SW, between Gateway Drive SW and Glenside Drive SW. The total site area is approximately 0.32 hectares (0.79 acres), with a linear frontage of 88.5 metres along 17 Avenue SW and an approximate depth of 36.6 metres. The site is accessed by a rear lane and is ideally located approximately 250 metres (four-minute walk) west of the 45 Street Light Rail Transit (LRT) Station.

Surrounding development is generally characterized by single detached dwellings. Commercial developments are located to the west of the subject site and north of the LRT station.

Community Peak Population Table

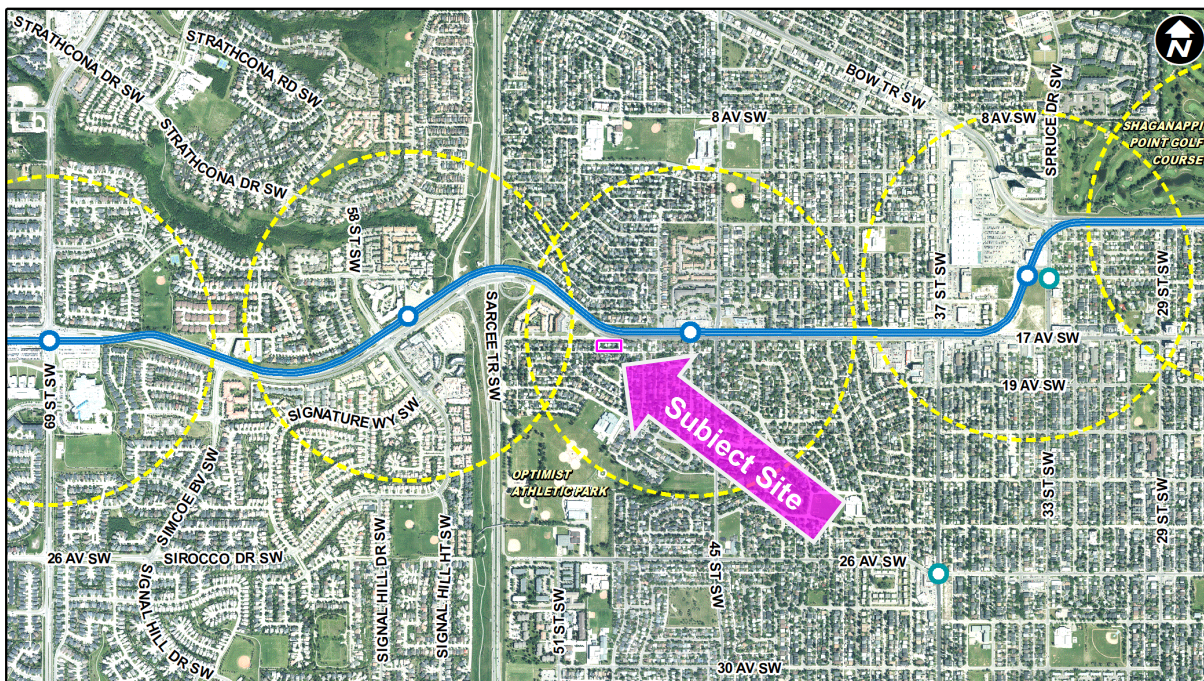
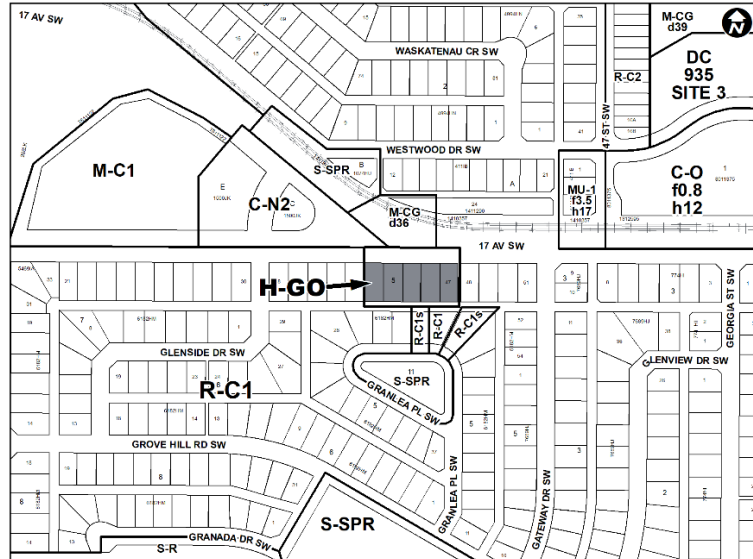
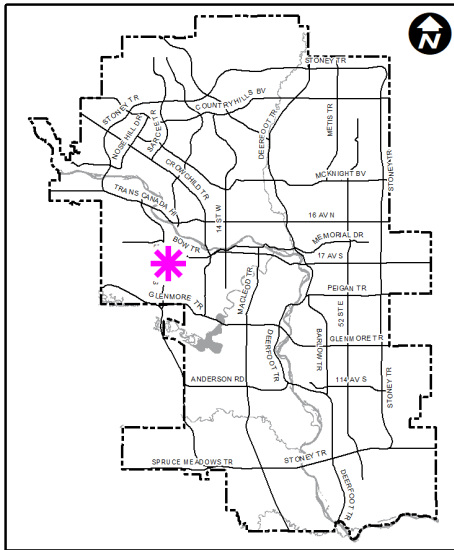
As identified below, the community of Glendale reached its peak population in 1969.

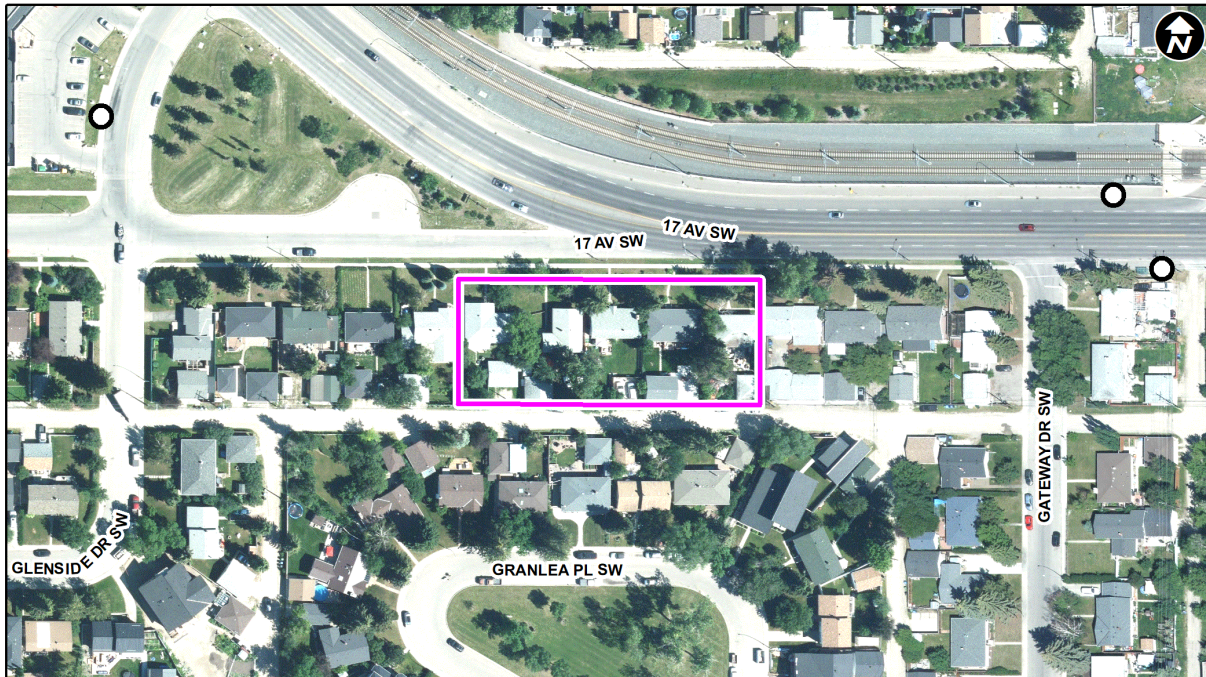
| Glendale | |
|------------------------------------|--------|
| Peak Population Year | 1969 |
| Peak Population | 3,950 |
| 2019 Current Population | 2,765 |
| Difference in Population (Number) | -1,185 |
| Difference in Population (Percent) | -30% |

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

On 2020 July 20, Council approved the redesignation of the same five parcels (4919, 4923, 4927, 4931, and 4935 – 17 Avenue SW) from Residential – Contextual One Dwelling (R-C1) District to Multi-Residential – Contextual Low Profile (M-C1) District.

The existing M-C1 District is primarily for multi-residential developments with a maximum building height of 14 metres (up to 4 storeys) and a maximum density of 148 units per hectare.

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 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 another at the rear of the parcel to ensure functional courtyard amenity space;
- a maximum floor to parcel 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 H-GO District is intended to be designated on parcels located within an area that supports the development form in an approved Local Area Plan as part of the Neighbourhood Connector or Neighbourhood Flex Urban Form Categories. The subject site is located on a portion of 17 Avenue SW identified as a Neighbourhood Connector on Map 3: Urban Form, in the *Westbrook Communities Local Area Plan*. It thereby meets the criteria to be considered for the H-GO District.

Development and Site Design

The rules of the proposed H-GO District will provide guidance for site redevelopment, including appropriate uses, building massing, height, landscaping, parcel coverage and parking. Items considered through the development permit review process include, but are not limited to:

- the layout and configuration of dwelling units;
- access and parking provisions;
- waste collection and storage;
- mitigation of shadowing, privacy, and visual overlooking; and
- appropriate location of landscaping and amenity spaces.

Transportation

Pedestrian access to the subject site is available from sidewalks along 17 Avenue SW, while vehicular access to the subject sites is from the existing rear lane. The sites are approximately 150 metres (two-minute walk) from an eastbound #2 Mount Pleasant/Killarney 17 Avenue SW bus stop, which provides service to the Westbrook LRT station, east into the Downtown core and access to other routes. Additionally, the site is located within 250 metres (four-minute walk) of the 45 Street LRT station. The parcels are currently within the on-street parking restriction area on 17 Avenue SW.

Environmental Site Considerations

No environmental concerns were identified.

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 were reviewed through the development permit application.

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 identified on Map 1: Urban Structure as Developed Residential – Established. The applicable [Municipal Development Plan \(MDP\)](#) policies encourage modest redevelopment and appropriate densities of established 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 intensification 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 includes actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). The proposed redesignation provides incremental climate benefits by allowing more people to live near existing services and amenities and optimizes existing transit infrastructure. Electric vehicle (EV) parking stalls that can support electric vehicle charging are proposed. Further opportunities to align the proposed development with applicable climate strategies may be proposed at the building permit stage.

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 (Map 4: Building Scale), which allows for up to six storeys. The LAP speaks to areas that are characterized by a broad range of housing types along higher activity, predominantly residential streets. Developments in these areas should support a higher frequency of units and entrances facing the street. The subject site is identified within the transition zone in Figure 14: 45 Street Transit Station Area. The transition zone is where building scale decreases from the higher intensity Core Zone to the surrounding low-density areas. The proposed land use amendment is in alignment with applicable policy of the LAP.