

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Rutland Park at the southwest corner of the Richmond Road SW and 33 Street SW. The site is approximately 0.09 hectares (0.22 acres) in size and is a triangle shape. The site measures approximately 65 metres by 61 metres by 26 metres. It is currently developed with a single detached dwelling with two rear detached garages. Vehicle access is currently provided from the rear lane.

The site is well-served by transit, with stops for Route 22 (Richmond Road SW) within 100 metres (a two-minute walk) along Richmond Road SW. MAX Teal Bus Rapid Transit (Westbrook/Douglas Glen) and Route 9 (Dalhousie Station/Chinook Station) stops are 400 metres (a seven-minutes walk) to the west on 37 Street SW.

Surrounding development is characterized primarily by single detached dwellings. Along Richmond Road SW, there are two existing rowhouse developments located to the north and west as well as a comprehensively designed multi-residential development to the northeast. The subject site is approximately 300 metres (a five-minute walk) away from Sir James Loughheed School. Rutland Park Community Association is approximately 600 metres (a ten-minute walk) away from the site.

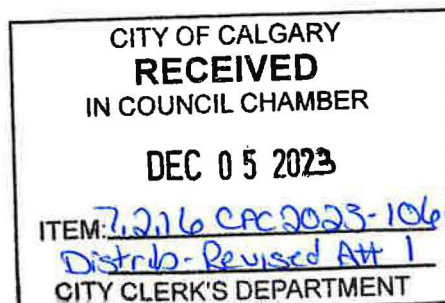
## Community Peak Population Table

As identified below, the community of Rutland Park reached its peak population in 1976.

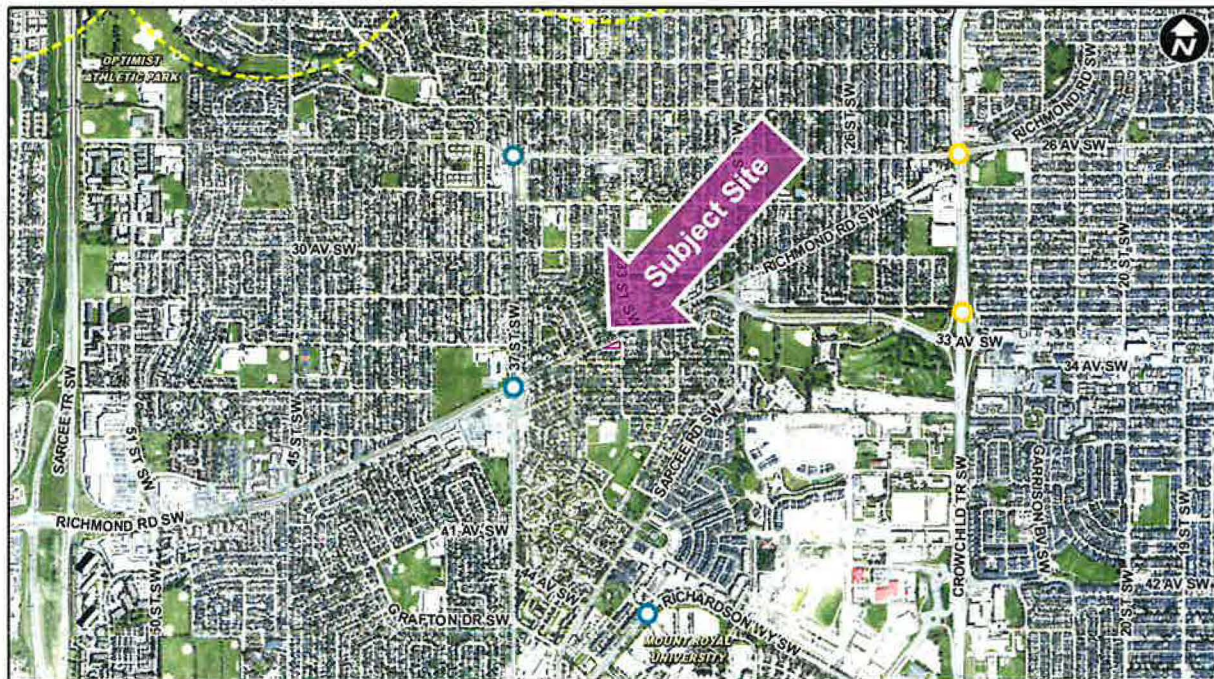
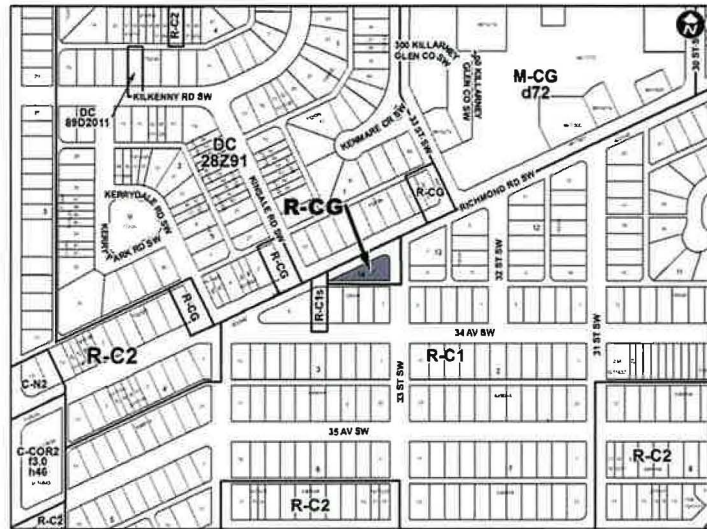
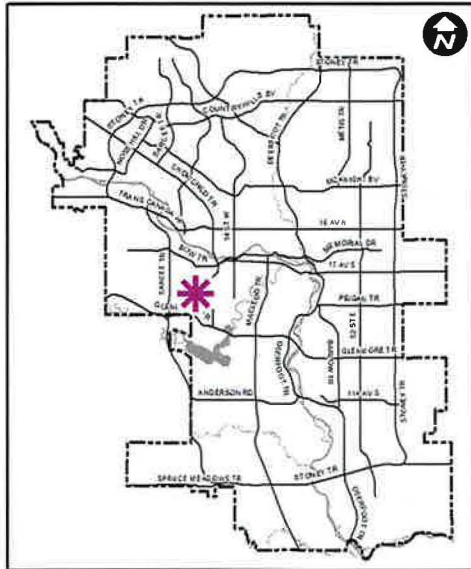
Rutland Park	
Peak Population Year	1976
Peak Population	3,090
2019 Current Population	2,263
Difference in Population (Number)	-827
Difference in Population (Percent)	-26.76%

Source: *The City of Calgary 2019 Civic Census*

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



# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-C1 District is intended to accommodate existing residential development and contextually sensitive redevelopment in the form of single detached dwellings, which may include secondary suites, in the developed area. The R-C1 District allows for a maximum building height of 10 metres and a maximum of one main residential building on a parcel.

The proposed Residential – Grade-Oriented Infill (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 subject site parcel area, this would allow for up to six dwelling units.

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 parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

### Development and Site Design

The rules of the proposed R-CG District would 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 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 Richmond Road SW and 33 Street SW;
- preserving existing mature trees; and
- mitigating shadowing, overlooking and privacy concerns.

### **Transportation**

The site is served well by transit, with stops for Route 22 (Richmond Road SW) within 100 metres (a two-minute walk) along Richmond Road SW. MAX Teal Bus Rapid Transit (Westbrook/Douglas Glen) and Route 9 (Dalhousie Station/Chinook Station) stops are 400 metres (a seven-minutes walk) to the west on 37 Street SW.

Pedestrian access to the site is available via the existing sidewalks on Richmond Road SW and 33 Street SW. Street parking is available and unrestricted along both roads.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

All necessary services, including water and sanitary mains are available to this site. Site servicing details will be reviewed at the development permit stage.

## **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 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 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 alignment with the applicable policies of the MDP.

### **Calgary Climate Strategy (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has indicated that they will be seeking a LEED Gold certification for this project. The proposed actions include:

- preserving large trees and plant new trees and shrubs;
- encouraging green roof and walls;
- using permeable pavement;
- installing electric vehicles chargers upon request; and

- promoting and encouraging the use of solar panels.

This supports Program Pathway D: Renewable energy – Implement neighbourhood-scale renewable energy projects, Program Pathway E: Support a clean provincial energy supply, and Program F: Zero emissions vehicles – Accelerate the transition to zero emissions vehicles of the Climate Strategy.