

Background and Planning Evaluation

Background and Site Context

The subject site is in the southwest community of Glamorgan at the northeast corner of 41 Avenue SW and 42 Street SW. The site is approximately 0.07 hectares (0.16 acres) in size with dimensions of approximately 18 metres wide and 37 metres deep. The site is served by a rear lane and is currently developed with a single detached dwelling.

Surrounding development is characterized by single detached dwellings designated primarily as Residential – Contextual One Dwelling (R-C1) District. The five parcels between 42 Street SW and Glenway Drive SW facing 41 Avenue SW, including the subject site, are single detached dwellings designated as Residential – Contextual One / Two Dwelling (R-C2) District.

The site is directly across from a park containing two schools, athletic fields and the Glamorgan Community Association (CA). Northbound and southbound bus stops for Route 9 (Dalhousie/Chinook) are located approximately 360 metres (a five-minute walk) of the site.

Community Peak Population Table

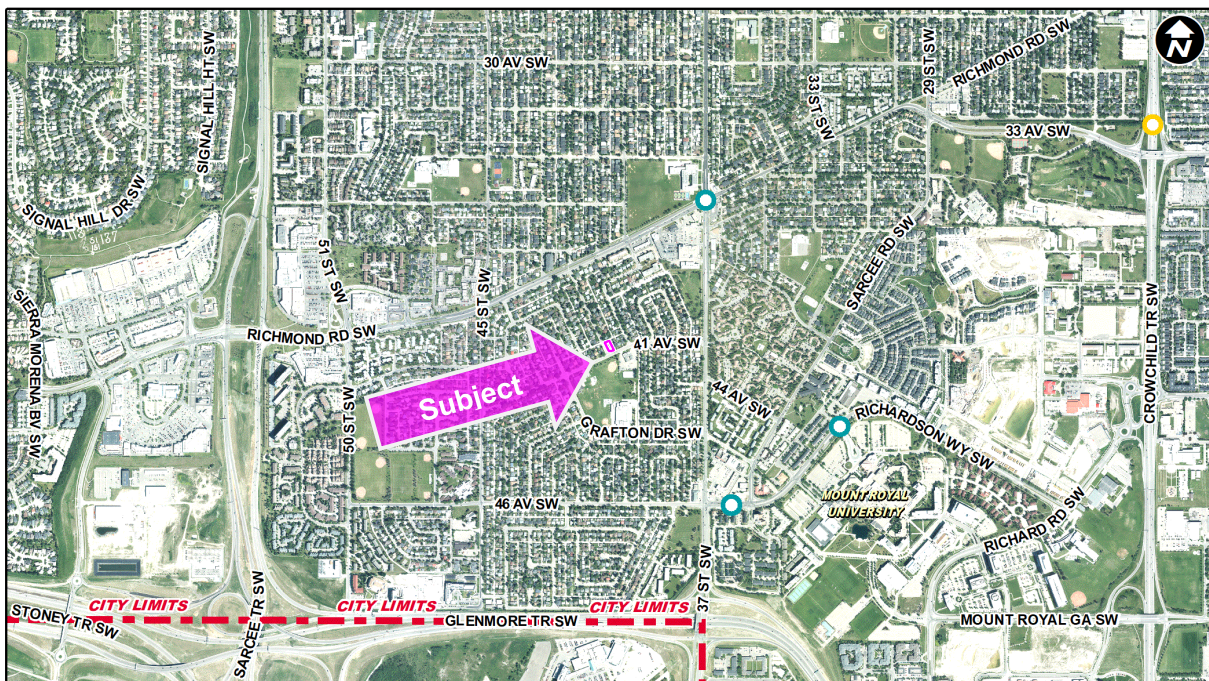
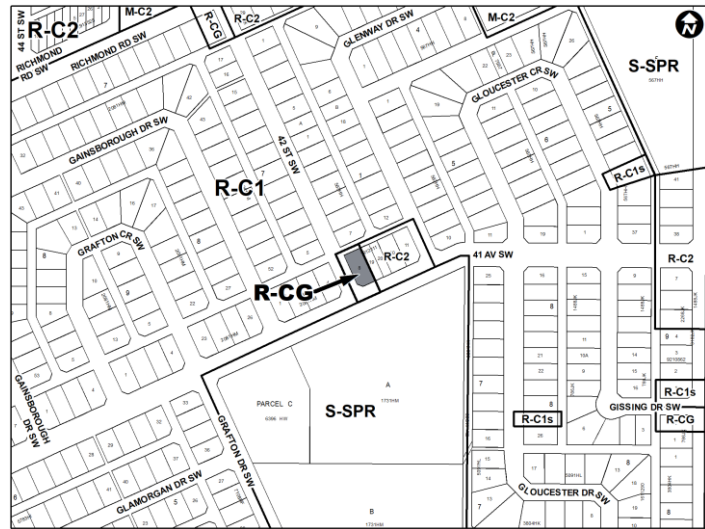
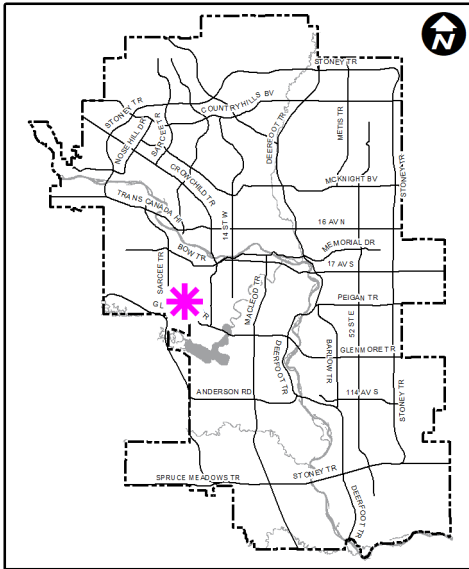
As identified below, the community of Glamorgan reached its peak population in 1982.

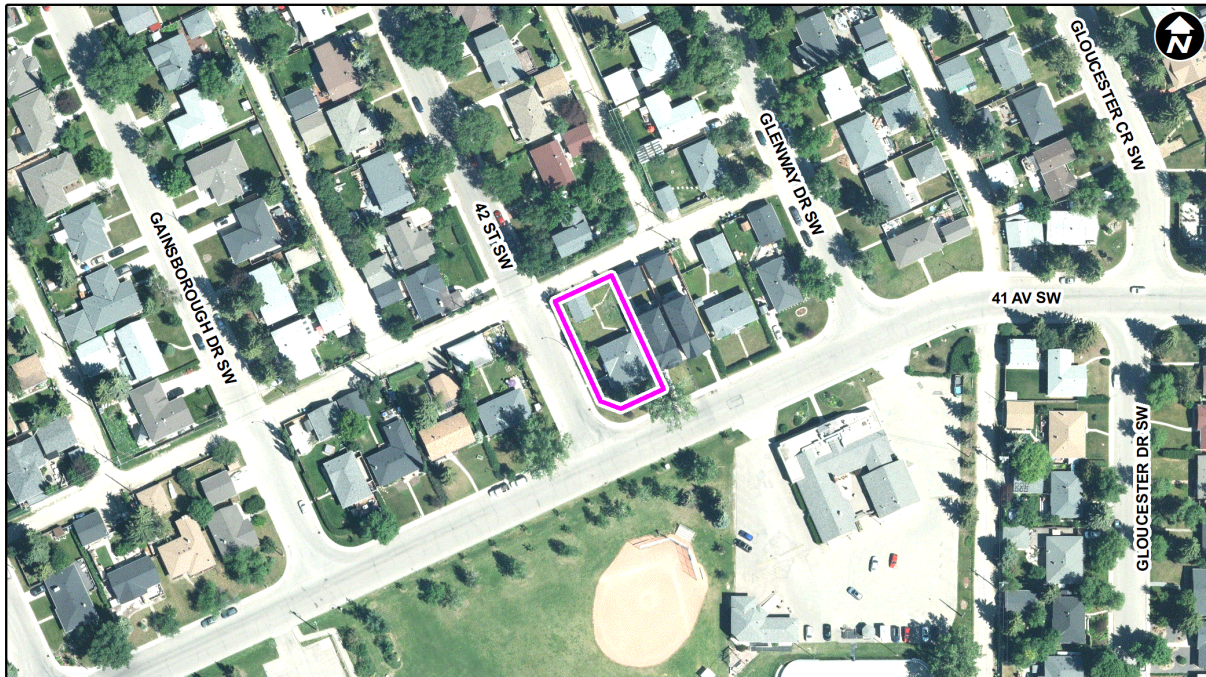
Glamorgan	
Peak Population Year	1982
Peak Population	7,258
2019 Current Population	6,522
Difference in Population (Number)	-736
Difference in Population (Percent)	-10.14%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C2 District is intended for single detached, semi-detached, duplex dwellings and secondary suites. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units. Secondary suites are permitted uses within the R-C2 District.

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, townhouses and rowhouses. 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 up to four dwelling units on the parcel.

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, 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 interface along both 41 Avenue SW and 42 Street SW; and
- mitigating shadowing, overlooking and privacy concerns.

Transportation

The subject site is a corner lot with lane access that fronts on to two Residential class roads, both with less than 5,000 vehicle trips per day.

The site is approximately 360 metres (a five-minute walk) from a northbound Route 9 (Dalhousie/Chinook) bus stop. The route goes through Killarney and on to the Westbrook LRT station (Primary Transit approximately 3.4 kilometers away). The Westbrook LRT station provides service westward to the 69 Street LRT station and eastbound into the Downtown core, with access to other routes.

The site is also approximately 360 metres (a five-minute walk) from a southbound Route 9 (Dalhousie/Chinook) bus stop which provides service through Glenbrook, Currie Barracks, Mount Royal, North Glenmore, and eastward to the Chinook LRT station.

The site is currently not within a Residential Parking zone and has no on-street parking restrictions. At the time of redevelopment, all bylaw-required parking, loading and bike/mobility parking are to be provided on-site. Vehicular access is to be from the lane.

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 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.

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 established communities to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience.

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.