

# Background and Planning Evaluation

## Background and Site Context

The subject site is comprised of a single parcel (formerly four parcels, consolidated on 2023 August 02, following submission of the land use amendment application) located in the southwest community of Glendale, and includes a full block located to the south of 17 Avenue SW, bordered by 45 Street SW to the east and Georgia Street SW to the west. The site is approximately 0.25 hectares (0.62 acres) in size and is approximately 70 metres wide by 37 metres deep. The subject site is currently developed with four single detached dwellings, each with a detached garage that is accessed from either a rear lane or adjacent street. To the east, west and south is low density residential development made of single-family dwellings.

The subject site is located immediately to the south of the 45 Street LRT Station, across 17 Avenue SW. The site is within 400 metres (five-minute walk) to 800 metres (ten-minute walk) of seven schools: Westgate, Vincent Massey, St. Michael, Glenmeadows, St. Gregory, St. Thomas and Glendale. The Rosscarrock Community Hall, Calgary Arts Academy and the Westland Neighbourhood Commercial Centre are within 400 metres (five-minute walk) to 800 metres (ten-minute walk). Other locational attributes include the site's walkability to the 17 Avenue SW and 37 Street SW Main Street corridors, multiple parks, and a regional pathway on 45 Street SW and 17 Avenue SW.

## Community Peak Population Table

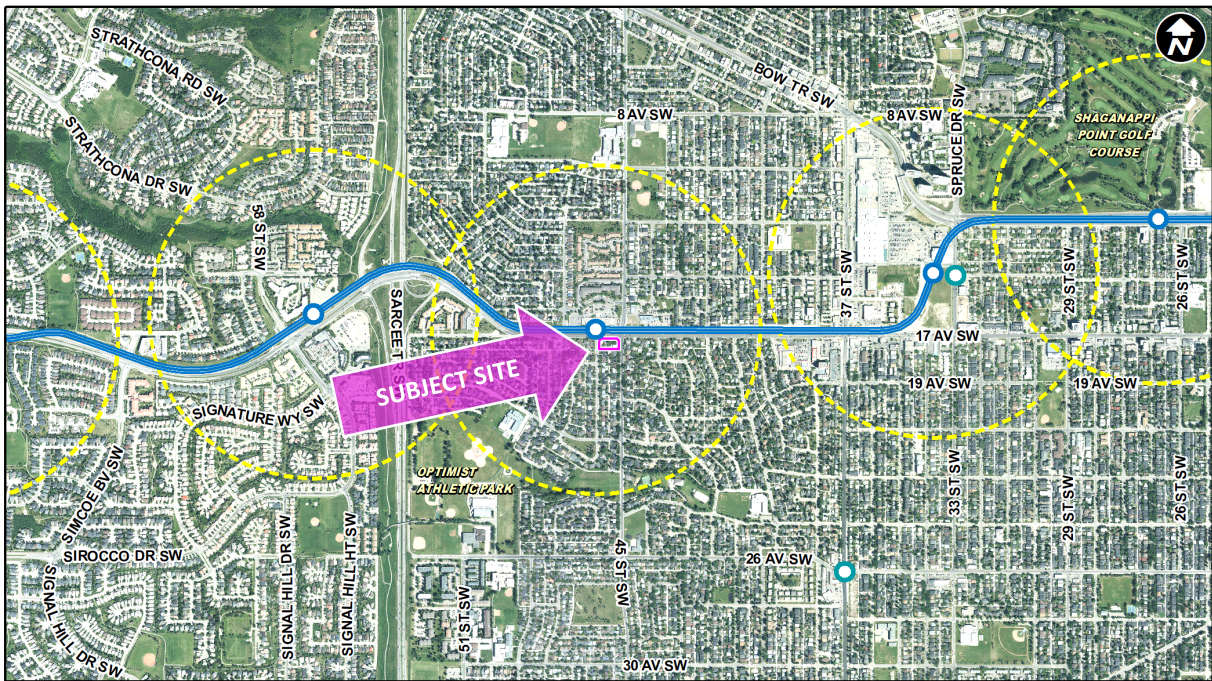
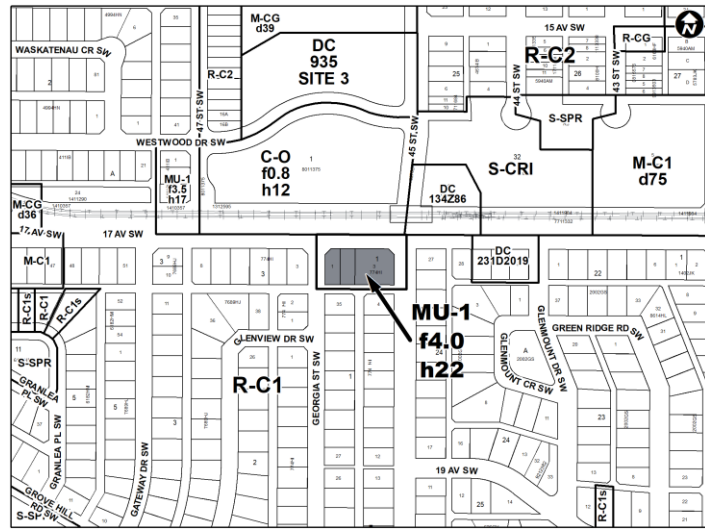
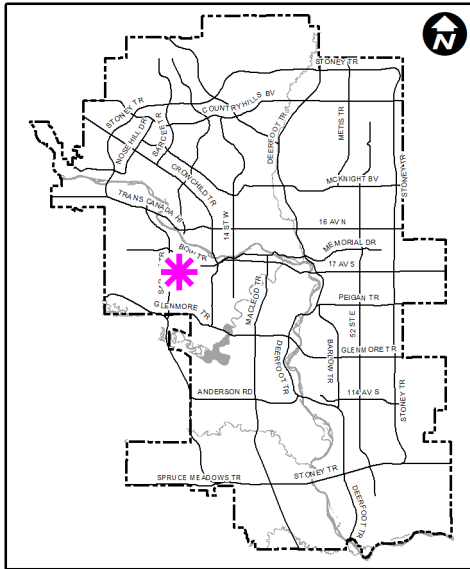
As identified below, the community of Glendale reached its peak population in 1969.

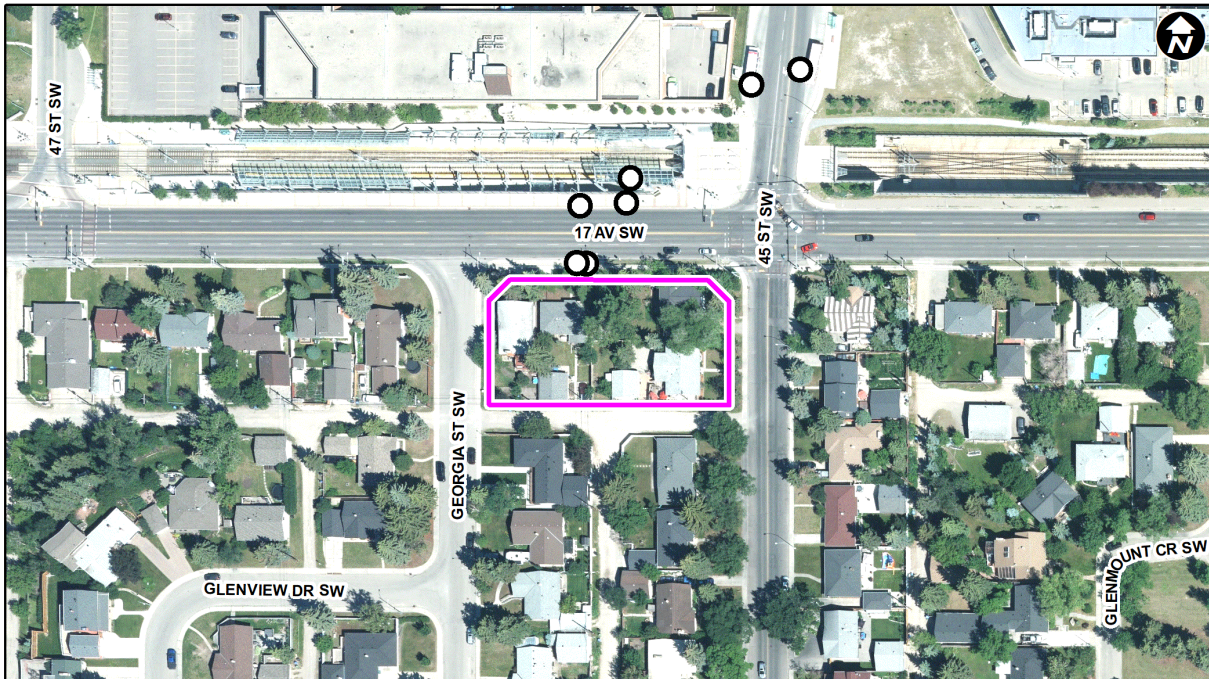
<b>Glendale</b>	
Peak Population Year	1969
Peak Population	3,950
2019 Current Population	2,765
Difference in Population (Number)	-1,185
Difference in Population (Percent)	-30%

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 Residential – Contextual One Dwelling (R-C1) District is intended to accommodate contextually sensitive development in the form of single detached dwellings which may include secondary suites. The R-C1 District allows for a maximum building height of 10 metres and a maximum of one dwelling unit per parcel.

The proposed Mixed Use – General (MU-1) District allows for street-oriented development that may accommodate a mix of residential and commercial uses in the same building. The proposed District, with a height modifier, would allow a maximum building height of 22 metres (up to 6-storeys) and is designed to be adjacent to and accommodate low density residential development with specific rules for setbacks and maximum heights at the shared property line or lane. The proposed land use will allow for a maximum building floor area of approximately 10,000 square metres through a FAR modifier of 4.0.

### Development and Site Design

If this application is approved by Council, the rules of the MU-1 District will provide guidance for the design of the development, including appropriate building height and floor area. A development permit (DP2023-02650) for a six-storey, multi-residential development for 101 dwelling units (with no commercial element) was submitted on 2023 April 27 and is under review.

In addition, the [Westbrook Communities Local Area Plan](#) (LAP) contains built form and site design policies to inform design elements such as building façade articulation, street wall height, and other architectural details, and will ensure the development is responsive to both the existing and planned context. Specifically, the LAP speaks to establishing appropriate street wall height and step-backs above the street wall to respond to the existing scale and uses of the area. It also directs development to respect the neighbourhood street context and to improve pedestrian experience through variation in building materials, articulations, setbacks, height, rooflines and massing to reduce building bulk.

### **Transportation**

The site is well-served by Calgary Transit with the 45 Street LRT Station immediately adjacent to the north, where stops for Route 2 (Mount Pleasant/Killarney 17 Avenue SW) and Route 93 (Coach Hill/Westbrook Station) are also located.

Road classifications adjacent to the parcel include 17 Avenue SW as an arterial street, 45 Street SW as a collector road and Georgia Street SW as a residential street. This area of Glendale is within the 'GDL' Residential Parking Zone. Parking is prohibited on 17 Avenue SW. Vehicular access, and waste and recycling operations/loading, would occur from the rear lane, accessed from 45 Street SW, Georgia Street SW and to a lesser degree, Grove Hill Road SW, which permits lane access approximately 320 metres to the south of the site. Upgrades to portions of the lane may be required through the development permit process.

A Transportation Impact Assessment to assess impacts to the adjacent network has been submitted with the development permit.

### **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 are being reviewed in detail 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 policy and 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 [Municipal Development Plan](#) (MDP) identifies the site as being located within the Developed – Established Area on the Urban Structure Map (Map 1). The proposal is consistent with the General Policies for Developed Residential Areas (Section 3.5.1) and Established Area

policies (Section 3.5.3). The MDP's City-wide policies (Section 2) and specifically Section 2.2, Shaping a More Compact Urban Form, provides direction to encourage transit use, making optimal use of transit infrastructure, and improve the quality of the environment in communities. The goals of these policies are to direct future growth of the city in a way that fosters a more compact and efficient use of land, create complete communities, allow for greater mobility choices, and enhance vitality and character in local neighbourhoods.

The proposed land use application allows for the site to develop with higher intensity that is transit-oriented and is in keeping with the MDP policies.

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

This application proposes a density increase and the implementation of transit-oriented development, which aligns with the objectives of the [Calgary Climate strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies is being explored and encouraged with the development permit application.

### **Westbrook Communities Local Area Plan (Statutory – 2023)**

The [Westbrook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the 'Neighbourhood Flex' Urban Form category (Map 3: Urban Form) with a 'Low' Building Scale modifier (Map 4: Building Scale), which allows for up to 6 storeys. The LAP speaks to buildings oriented to the street, and notes that commercial development would be appropriate, but is not required. The subject site is also identified within the Core Zone in Figure 14: 45 Street Transit Station Area. Pedestrian activity and building scale are envisioned to be the highest at the core zones. The proposed land use amendment is in alignment with the applicable policies of the LAP.