

# Background and Planning Evaluation

## Background and Site Context

The subject site is located on the east side of Granville Street SW, just north of the junction with 26 Avenue SW. **It is designated Residential – Contextual One Dwelling (R-C1) District and currently vacant.** The site is midblock and approximately 0.05 hectares ± (0.11 acres ±), measuring approximately 15.21 metres wide by 30.50 metres deep.

Surrounding context is characterized by low density residential developments designated R-C1 District. There are multifamily developments designated Multi-Residential – Contextual Low Profile (M-C1) District located 300 metres (five-minute walk) to the east and neighbourhood commercial uses designated Commercial – Neighbourhood 2 (C-N2) located 300 metres (five-minute walk) to the west of the site on 26 Avenue SW.

The site is approximately 270 metres (five-minute walk) to community amenities such as a tennis court and an outdoor rink. St. Thomas Aquinas School is 210 metres (four-minute walk) and Glendale school is 550 metres (nine-minute walk) from the site. A westbound Route 6 (Killarney / 26 Avenue SW) bus stop is 70 metres (two-minute walk) and an eastbound Route 6 (Killarney / 26 Avenue SW) bus stop is 160 metres (three-minute walk) from the site on 26 Avenue SW.

## Community Peak Population Table

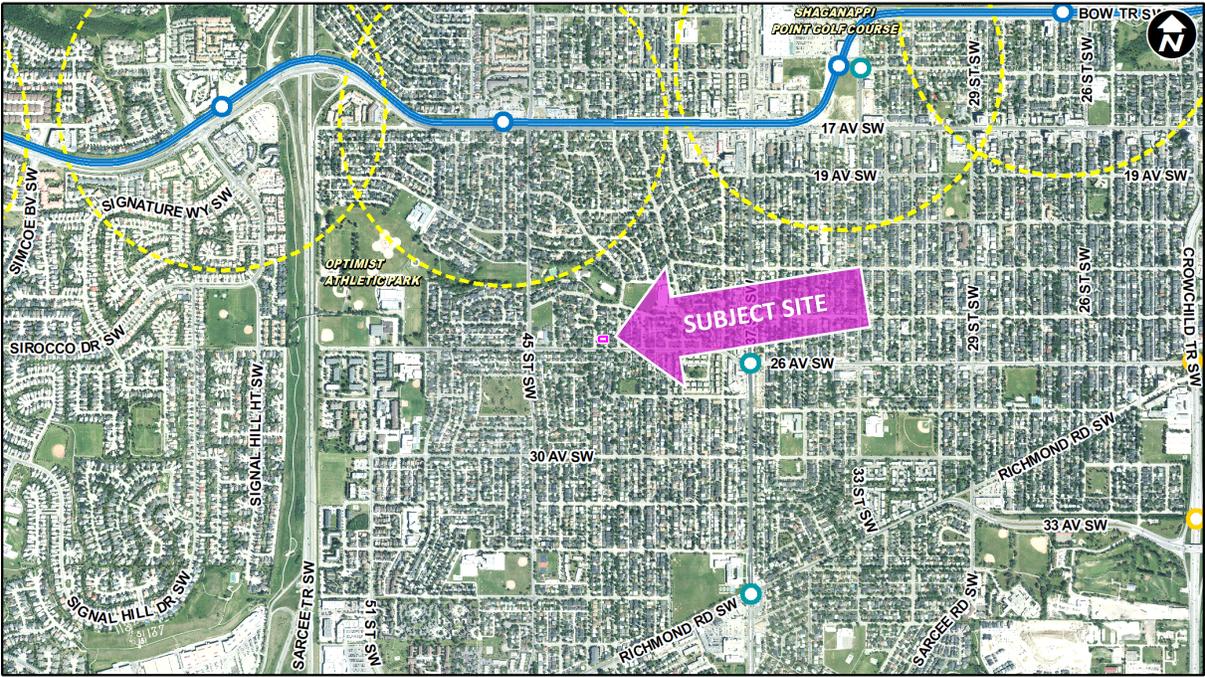
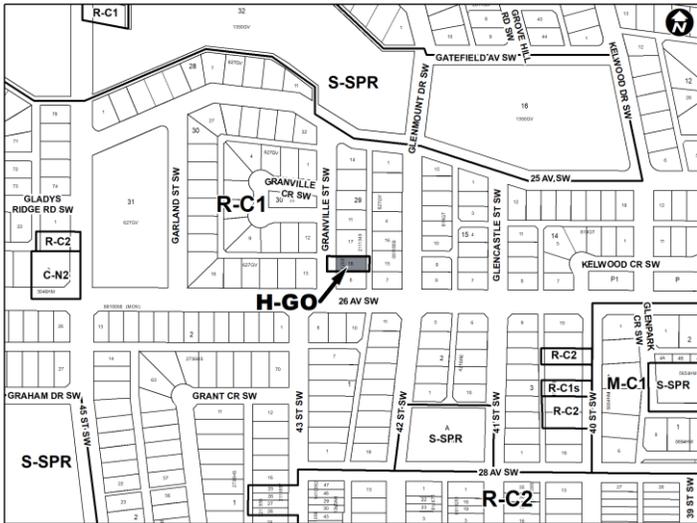
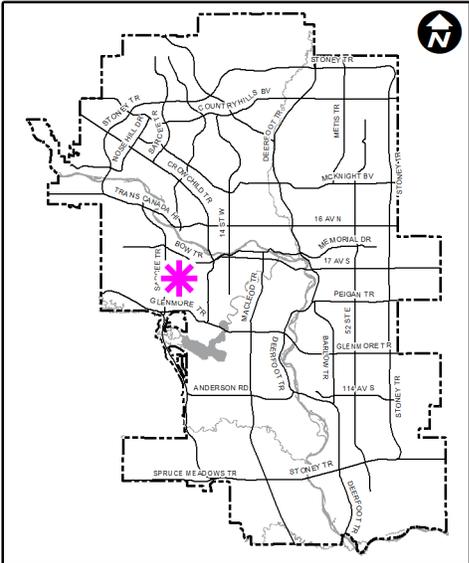
As identified below, the community of Glendale reached its peak population in 1969.

<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 R-C1 District accommodates contextually sensitive redevelopment in the form of single detached dwellings. It allows for a maximum building height of 10 metres and a maximum of one main residential building on a parcel. Secondary suites are discretionary within the R-C1 District.

The proposed Housing – Grade Oriented (H-GO) District is intended to provide an opportunity for dwelling units to be developed in a wide range of housing forms where dwelling units may be attached including rowhouse, townhouse, and stacked townhouse units. As part of Administration’s review, alternative land use districts were explored with the applicant including the Residential – Grade-Oriented Infill (R-CG) District. However, it was determined that the H-GO district offered a compatible built form with the most site design flexibility for the current mid-block context.

There is no maximum density under the H-GO District. Development scale and intensity are managed through a combination of:

- a minimum building separation of 6.5 metres between a residential building at front and a residential building at the rear of a 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 motor vehicle parking stalls per unit or suite.

Section 1386(d) of the Land Use Bylaw 1P2007 provides location criteria for where the H-GO District may be considered appropriate. In areas which are subject to an approved Local Area Plan, the H-GO District is intended for areas which are identified as part of the Neighbourhood Connector or Neighbourhood Flex urban form categories. The subject site is located on 26 Avenue SW, which is designated as a Neighbourhood Connector on Map 3: Urban Form of the [Westbrook Communities Local Area Plan](#) (LAP).

### **Development and Site Design**

If approved by Council, the rules of the proposed H-GO District 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 site, additional items that may be considered at the development permit stage include, but are not limited to:

- the layout and configuration of dwelling units and secondary suites;
- an engaging built interface along public frontages;
- mitigating shadowing, overlook and privacy concerns with neighbouring parcels;
- access, parking provision and enabling of mobility options; and
- appropriate landscaping and amenity space for residents.

### **Transportation**

The site is one lot north in from a corner lot and has lane access. There is an existing curb cut on Granville Street SW that is to be closed and rehabilitated at the developers expense.

The site is approximately 70 metres (two-minute walk) away from westbound Route 6 (Killarney / 26 Avenue SW) bus stop, which provides service through Glendale, and on to the Signal Hill bus loop, which provides access to other routes.

The site is also approximately 160 metres (three-minute walk) from an eastbound Route 6 (Killarney / 26 Avenue SW) bus stop, which provides service through Killarney, South Calgary, Mount Royal, Beltline, and then into the downtown core, with access to light rail transit (Primary Transit, approximately seven metres away), as well as access to other routes.

The site is within the Residential Parking zone "GDL", and there are currently no on street parking restrictions.

At the time of redevelopment, all required parking/ loading and bicycle/ mobility storage (amount and size) is to be situated on site, and all vehicular access is to come from the lane.

### **Environmental Site Considerations**

There are no known environmental concerns with the proposed land use amendment application at this time.

### **Utilities and Servicing**

There are existing Sanitary and Water services available from Granville Street SW for the proposed development. Storm servicing is not currently available adjacent to the site and may require an extension at a future stage 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 in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage modest redevelopment of the Established Areas. New developments in Established Areas should incorporate appropriate densities, a mix of land uses and a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network. The proposal is consistent with the policies of the MDP.

### **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.

### **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 Limited building scale modified (Map 4: Building Scale), which allows for up to three storeys. Neighbourhood Connector areas encourage a broad range of housing types along residential streets with higher activity, such as 26 Avenue SW. The proposed land use amendment is in alignment with applicable policy of the LAP.