

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northwest community of Brentwood and is a mid-block parcel located on Blakiston Drive NW between Bell Street NW and Blow Street NW. The parcel is approximately 0.05 hectares (0.12 acres) in size with dimensions of approximately 15 metres wide and 31 meters deep. The parcel is currently developed with a single detached dwelling with a detached garage, and lane access is available along the east side of the site.

The site is designated Residential – Contextual One Dwelling (R-C1) District and development to the north, east and south is also characterized by single detached dwellings designated R-C1 District. Multiple parcels designated Multi-Residential – Contextual Low Profile (M-C1) District and one parcel designated Special Purpose – School, Park and Community Reserve (S-SPR) District are located directly across the subject site to the west. A variety of commercial designated parcels are located further west of the subject site.

The subject site is well served by Calgary Transit and is located approximately 270 metres (a four-minute walk) from the Brentwood LRT Station and 350 metres (a five-minute walk) from the Brentwood Village Shopping Centre, which is a Community Activity Centre as identified in the *Municipal Development Plan (MDP)*. The site is located approximately 500 metres (an eight-minute walk) from Brentwood School (kindergarten to grade 6) and approximately 1.4 kilometres (a 23-minute walk) from the University of Calgary. The subject site is also well serviced by public transit along Brentwood Road NW and Northmount Drive NW.

## Community Peak Population Table

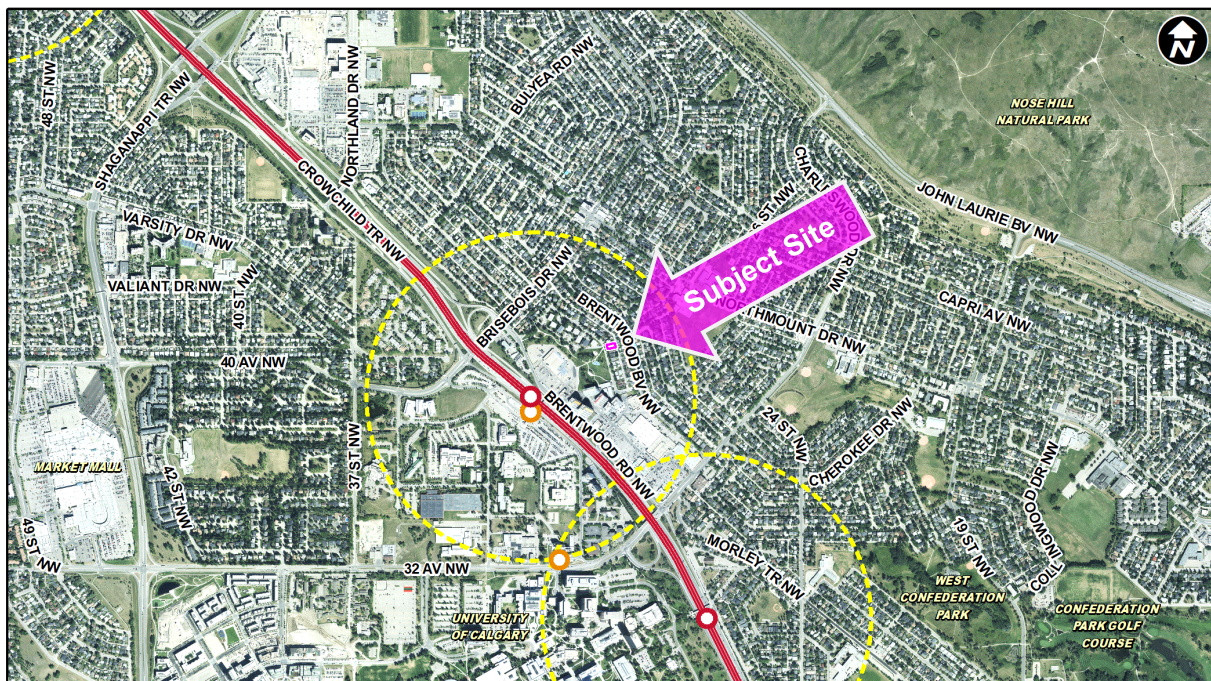
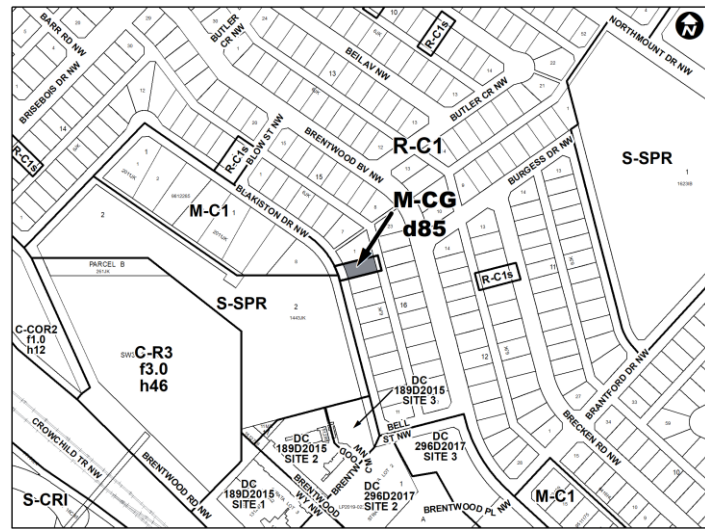
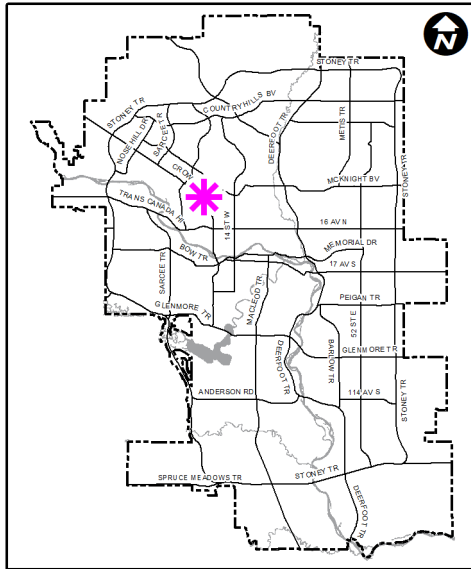
As identified below, the community of Brentwood reached its peak population in 1969.

<b>Brentwood</b>	
Peak Population Year	1969
Peak Population	9,086
2019 Current Population	7,267
Difference in Population (Number)	-1,819
Difference in Population (Percent)	-20.02%

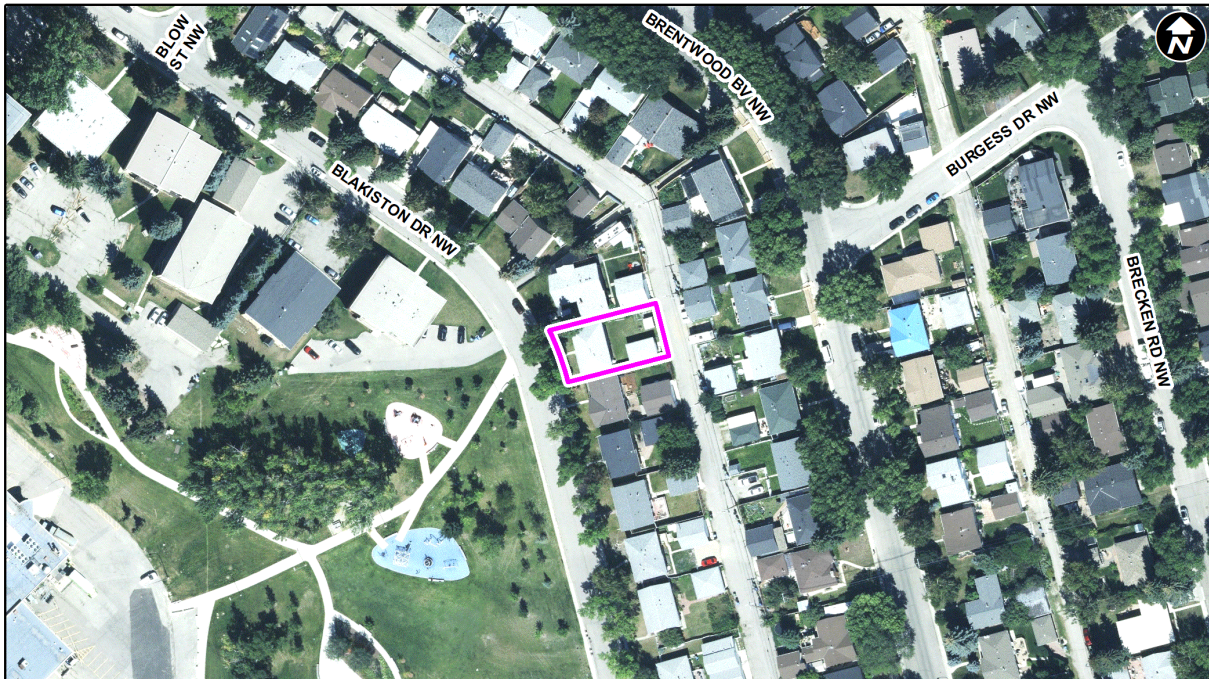
Source: *The City of Calgary 2019 Civic Census*

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

# Location Maps







## Previous Council Direction

On 2024 May 14, City Council approved Bylaw 21P2024 to redesignate multiple parcels citywide, which will take effect on 2024 August 6. The subject site is included in the bylaw and will be redesignated to the Residential – Grade-Oriented Infill (R-CG) District.

## Planning Evaluation

### Land Use

The existing R-C1 District is a low-density residential designation that has been applied to developed areas and is primarily for single-detached dwellings that may include a secondary suite. The R-C1 District allows for a maximum building height of 10 metres and a maximum density of one dwelling unit. Secondary suites are discretionary uses within the R-C1 District.

The Housing – Grade Oriented (H-GO) District was reviewed as a potential land use district to enable redevelopment; however, the subject parcel is not in an approved Local Area Plan, nor is it within the Centre City or Inner City. The site therefore did not meet the location criteria for the Housing – Grade Oriented (H-GO) District listed in Section 1386(d) of Land Use Bylaw 1P2007.

The proposed Multi-Residential – Contextual Grade-Oriented (M-CGd85) District is a multi-residential district for the Developed Area that is intended to be compatible with low density residential development. It allows for a range of multi-residential development of low-density and low height including semi-detached, townhouse, rowhouse, and fourplex buildings. The maximum building height in the M-CGd85 District is 12 metres (up to three storeys), and the maximum density is 85 units per hectare. Based on the site area, the M-CGd85 District would allow up to four dwelling units. Secondary suites are a permitted use within the M-CGd85 District.

### **Development and Site Design**

The rules of the proposed M-CGd85 District will provide basic guidance for the future development of the site including appropriate uses, building height, massing, landscaping and parking. Given the specific context of the site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along the Blakiston Drive NW frontage;
- providing amenity space for individual units; and
- building placement, height and transitioning of massing.

### **Transportation**

Pedestrian access to the site is available from existing sidewalks along Blakiston Drive NW, Bell Street NW and Blow Street NW.

The subject site is located 400 metres (a five-minute walk) from the existing on-street bikeway, which is part of the Always Available for All Ages and Abilities (5A) Network on Brentwood Road NW.

The subject site is well served by Calgary Transit. The subject site is approximately 270 metres (a four-minute walk) from Brentwood LRT Station. The station serves as a transit hub where Route 82 (Nolan Hill), Route 303 (MAX Orange Brentwood/Saddletowne), Route 38 (Brentwood/Temple) and Route 65 (Market Mall/Downtown West) are located. The subject site is 600 metres (a 10-minute walk) from Route 105 (Dalhousie/Lions Park) located on Northmount Drive NW.

The subject site is within the Calgary Residential Parking Zone – BB with two hour on-street parking available on Blakiston Drive NW.

A Transportation Impact Assessment was not required as part of this application.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary and storm sewer lines are available to service future development. Further details for site servicing, as well as appropriate stormwater management will be considered and reviewed as part of any future 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 located within the Residential – Developed – 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. The proposal complies with the relevant MDP policies as the proposed M-CGd85 District provides for an increase in density in a form that is sensitive to existing residential development in terms of height, scale and massing as well as making a more efficient use of the parcel.

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

Administration has reviewed this application in relation to the objectives of the [Calgary Strategy - Pathways to 2050](#) programs and actions. The applicant has noted that the project will be seeking LEED Gold Certificate with the encouragement of green roofs and EV charging stations. This supports Program Pathway F: Zero Emissions Vehicles of the *Climate Strategy*.

### **Location Criteria for Multi-Residential Infill (Non-statutory – 2016)**

The [Location Criteria for Multi-Residential Infill](#) is used in order to assist in the evaluation of land use amendment applications to support multi-residential and associated local area plan amendments. The subject parcel meets the following five out of the eight location criteria outlined in the non-statutory document. The site is:

- within 400 meters of a transit stop;
- within 600 meters of an existing or planned primary transit stop;
- across the street from a park;
- along or in close proximity to an existing or planned corridor or activity centre; and
- has direct lane access.