

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northwest community of Montgomery at the northeast corner of 48 Street NW and 20 Avenue NW. The parcel is approximately 0.06 hectares (0.14 acres) in size and is approximately 15 metres wide and 36 metres deep. The parcel is currently developed with a single detached dwelling and detached garage with vehicle access from the rear lane.

Surrounding development is primarily made up of single and semi-detached dwellings designated Residential – Contextual One / Two Dwelling (R-C2) District. The property located at the southwest corner of 48 Street NW and 20 Avenue NW and properties one block to the southwest of the site are designated Residential – Grade-Oriented Infill (R-CG) District.

The subject site is located approximately 200 metres (a three-minute walk) from Bowness Road NW, which is a Neighbourhood Main Street. The site is approximately 350 metres (a six-minute walk) from Terrace Road School to the southwest and Montalban Park to the west. Dale Hodges Park, which connects to the Bow River Pathway, is approximately 550 metres (a nine-minute walk) to the northwest. Shouldice Athletic Park and the Montgomery Community Association are approximately 800 metres (a 13-minute walk) to the southeast. The subject site is approximately 1 kilometre (a 17-minute walk) southwest of Market Mall.

## Community Peak Population Table

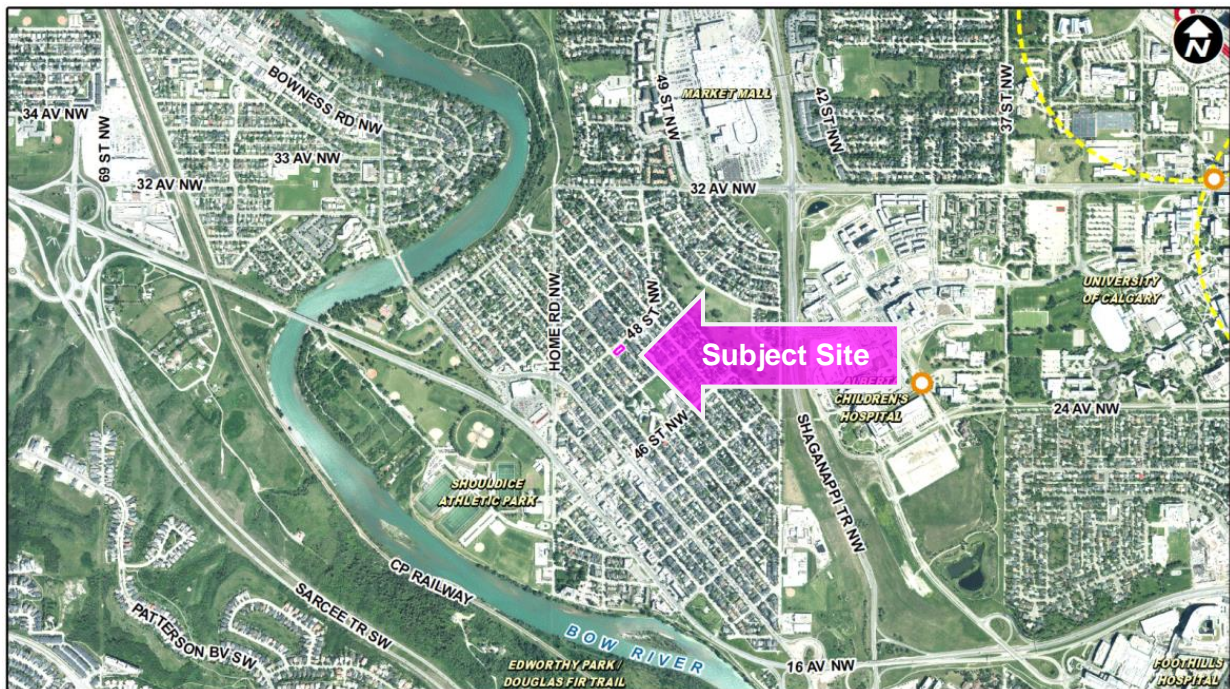
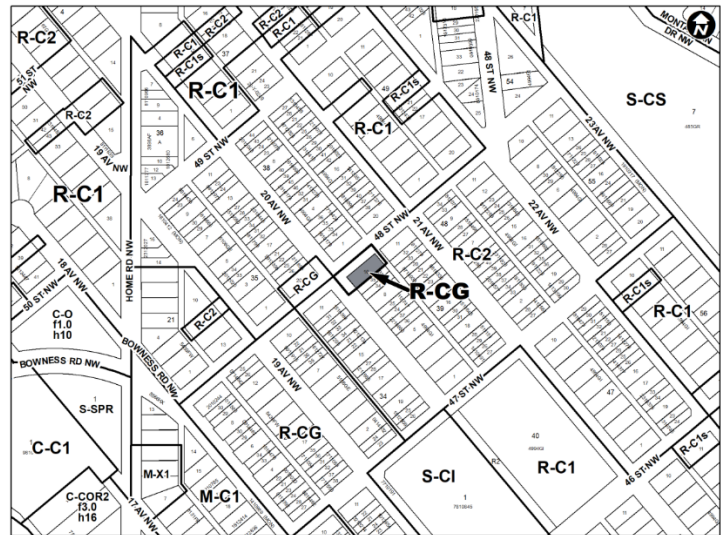
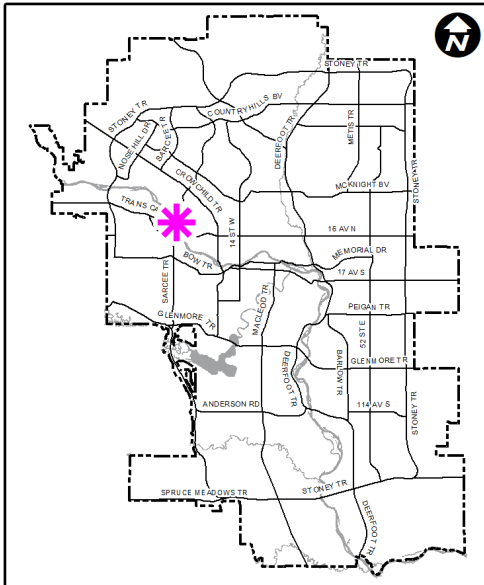
As identified below, the community of Montgomery reached its peak population in 1969.

<b>Montgomery</b>	
Peak Population Year	1969
Peak Population	5,287
2019 Current Population	4,515
Difference in Population (Number)	- 772
Difference in Population (Percent)	-14.6%

Source: *The City of Calgary 2019 Civic Census*

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

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-C2 District is primarily 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 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.

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. Items that would be considered through the development permit review process include, but are not limited to:

- the layout and configuration of dwelling units and any proposed secondary suites;

- site access and provision of parking;
- landscaping and amenity space;
- mitigation of shadowing, privacy and visual overlook; and
- appropriate building setbacks, massing and landscaping requirements.

### **Transportation**

Pedestrian access to the site is available from the existing sidewalk along 20 Avenue NW and 48 Street NW. Existing on-street bikeways are available on Home Road NW and 22 Avenue NW, providing access to the Always Available for All Ages and Abilities (5A) Network.

The subject site is approximately 150 metres northeast and southwest (a three-minute walk) of transit stops for Route 422 (Dalhousie/Montgomery). Route 1 (Bowness/Forest Lawn), Route 40 (Crowfoot Station/North Hill) and Route 53 (Brentwood Station/Greenwood) transit stops are located approximately 300 metres (a five-minute walk) to the southwest on Bowness Road NW. A transit stop for Route 53 (Brentwood Station/Greenwood), Route 108 (Paskapoo Slopes) and Route 422 (Dalhousie/Montgomery) is approximately 350 metres (a six-minute walk) to the west of the property on Home Road NW.

The R-CG District includes specific requirements to provide alternate mobility storage and secure bicycle parking for units that do not include a dedicated vehicle parking stall. At the time of a development permit application, vehicular parking is to be provided on-site with access from the rear lane.

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

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water and sanitary sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of 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 and policy 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 – Inner City area as identified in Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies

encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience.

The proposal is in keeping with relevant MDP policies as the rules of the R-CG District allow for development forms that are low density in nature and are sensitive to the established residential development in terms of building height, scale and massing.

### **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 strategies are being explored and encouraged at the development approval stages.

### **Montgomery Area Redevelopment Plan (Statutory – 2005)**

The subject site is located within the Low Density Residential Area as identified on Figure 1.3: Future Land Use Plan of the [Montgomery Area Redevelopment Plan](#) (ARP). Residential objectives include the accommodation of a range of housing design styles that can accommodate a range of household size and incomes.

The Low Density Residential Area policies of the ARP discourage redesignation of residential parcels to higher densities but also notes the importance of increasing and stabilizing Montgomery's population. A minor map amendment is required to accommodate this land use amendment which would amend Figure 1.3: Future Land Use Plan from 'Low Density Residential' to 'Low Density Residential/Townhouse' for the subject site. The proposed amendment will allow the ARP's policies to better align with the MDP, which supports a wider range of low density housing forms.

### **South Shaganappi Communities Local Area Planning Project**

Administration is currently working on the [South Shaganappi Communities local area planning project](#) which includes Montgomery and surrounding communities. Planning applications are being accepted during the local area planning process and are reviewed using existing legislation and Council approval policy.