

Background and Planning Evaluation

Background and Site Context

The subject site is a corner parcel located in the northeast community of Marlborough at the intersection of Marlborough Drive NE and 52 Street NE. The site is approximately 0.07 hectares (0.18 acres) in size and is approximately 18 metres wide by 41 metres deep. The parcel is currently developed with a single detached dwelling and detached garage accessible from the rear lane.

Surrounding development is characterized by single detached dwellings designated Residential – Contextual One Dwelling (R-C1) District. Land designated Special Purpose – School, Park and Community Reserve (S-SPR) District is located east of 52 Street NE and a parcel designated Commercial – Neighbourhood 2 (C-N2) District is located north of Marlborough Drive NE. The site is located 400 metres south (a six-minute walk) of the TransCanada Centre shopping mall, and 240 metres southeast (a four-minute walk) of a local neighbourhood playground.

The site is approximately 700 metres west (an 11-minute walk) of Bob Edwards School, a Calgary Board of Education (CBE) school offering French immersion programming for grades six to nine, and 800 metres southwest (a 13-minute walk) from Marlborough School, a CBE school offering regular programming from Kindergarten to grade five.

Community Peak Population Table

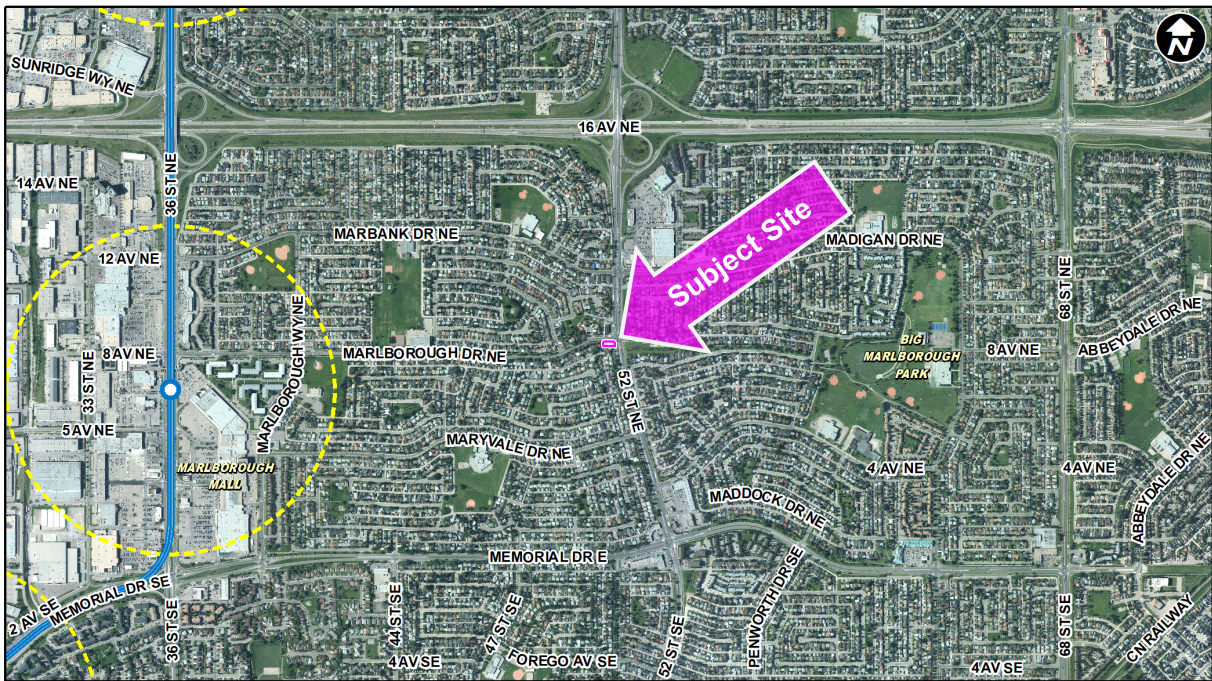
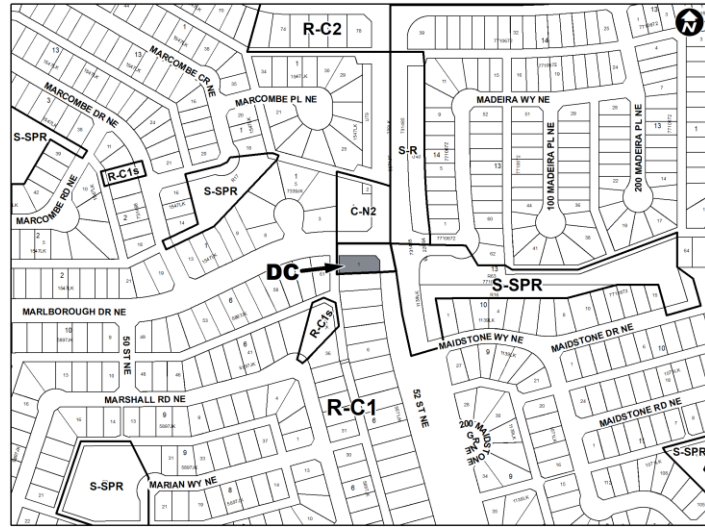
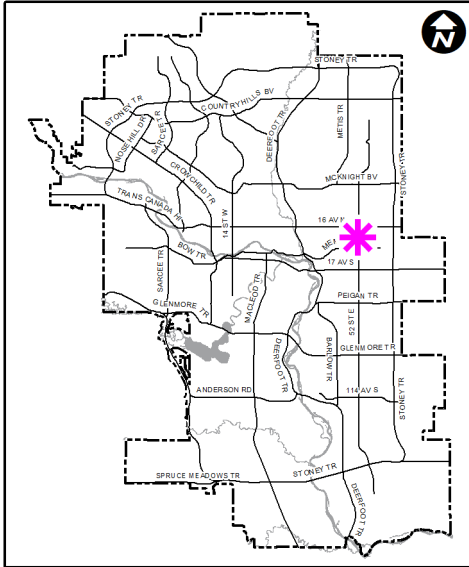
As identified below, the community of Marlborough reached its peak population in 1982.

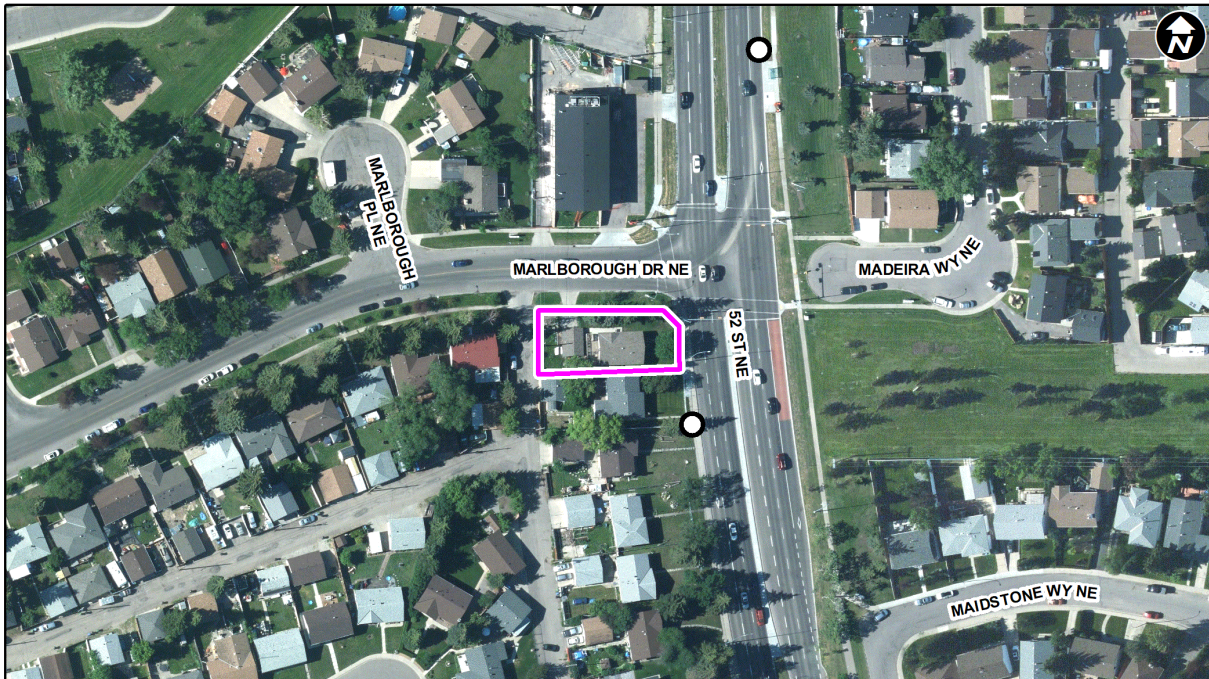
Marlborough	
Peak Population Year	1982
Peak Population	10,025
2019 Current Population	9,162
Difference in Population (Number)	- 863
Difference in Population (Percent)	- 8.6%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C1 District is intended to accommodate existing residential development and contextually sensitive redevelopment in the form of single detached dwellings in the developed area. This district allows for a maximum building height of 10 metres and a maximum density of one dwelling unit per parcel. One parking stall per dwelling unit is required.

The R-C1 District currently allows for day homes for up to six children through the use of Home Based Child Care – Class 1. The proposed DC District is based on the Residential – Grade-Oriented Infill (R-CG) District with the additional discretionary use of Child Care Service. This is to accommodate the upcoming redesignation of all R-C1 parcels to R-CG under the Rezoning for Housing initiative approved by Council on 2024 May 14. All existing rules in the R-CG District would be retained, including height and general massing allowable for any new buildings.

The Child Care Service use requires one parking stall for pick-up and drop-off for every ten children. No specific rate of staff parking is included in the use rules, and as such this requirement would be evaluated as part of the development permit stage. The DC District does not specify a maximum number of allowable children, as that would be determined at the development permit stage along with the provincial licensing requirements. The proposed DC District would further allow for residential uses consistent with surrounding development if the Child Care Service use is not commenced or is discontinued in the future.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed and is supported by Administration. The [Child Care Service Policy and Development Guidelines](#) recommends the use of a DC District when a Child Care Service is proposed within an existing low density residential building, and recommends the Special Purpose – Community Institution District (S-CI) District to support a Child Care Service in a new or existing institutional or commercial building in a low density residential area. In this particular situation a DC based on the R-CG District has been deemed the most appropriate land use because the site is in a highly residential area, and retaining a residential base use should offer more flexibility and longevity of use of the land use district without the need for another potential future redesignation.

The proposed DC District includes a rule that would allow the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district from Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules may be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure the same provisions for relaxation are available for the DC District.

Development and Site Design

If approved by Council, the rules of the proposed DC District and the *Child Care Service Policy and Development Guidelines* would provide guidance for the future redevelopment of the subject site.

A discretionary use development permit would be required to enable the Child Care Service use. The ultimate number of children, onsite parking stalls, location of pick-up and drop-off stalls and outdoor play areas would be confirmed through the development permit process.

The child care service operators will also require provincial licensing and will also be evaluated by the province under the [Early Learning and Child Care Act](#).

Transportation

Transit service is available immediately adjacent to the subject site on 52 Street NE. Route 23 (52 St E) connects riders from the Saddletowne LRT Station in the north to the community of Seton in the south. The site is located 250 metres south of the intersection of 52 Street NE and Madigan Drive NE which includes transit stops for Route 42 and Route 49 (Marlborough and Forest Heights). These routes are counter flow circle routes taking riders to stops including the Marlborough LRT station.

Street parking is limited along both frontages of this site, including no parking on 52 Street NE and restricted parking on Marlborough Drive NE on the approach to 52 Street NE.

Marlborough Drive NE is a future on street Bikeway and will make up a key component of the Always Available for all Ages and Abilities (5A) Network in the area, while 52 Street NE envisions an off-street pathway in the west boulevard.

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 mains are available to this site. Further details for servicing and waste collection facilities will be reviewed at 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 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 parcel is located within the Developed Residential – Established area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#). The neighbourhood is predominantly low-density residential. Pockets of multi-residential developments, commercial and community service developments are located at nodes, around LRT stations and along the edges of the neighbourhood. City-wide policies encourage child care services in residential, mixed use and commercial areas in addition to activity centres and main streets.

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.

Child Care Service Policy and Development Guidelines (Non-Statutory – 2009)

The proposal has been evaluated using the [Child Care Service Policy and Development Guidelines](#). This is a non-statutory policy intended to guide the development of child care services in various districts at various sizes across Calgary, including low density residential areas. This policy also provides development guidelines to manage the impacts within low density residential areas, which would be reviewed at the development permit stages.

Policies within this document note that child care is an integral part of complete communities, and that child care services for more than six children may be considered through a land use redesignation in low density areas provided the parcel meets the site selection criteria and development guidelines contained within this policy. The parcel and proposed DC District generally align with the applicable site selection criteria as noted below:

The site is located in proximity to activity focus areas in Marlborough;

- the site has the ability to accommodate an outdoor play area;
- the site can accommodate on-site parking accessed from the rear lane;
- the site is located at the intersection of a collector road and an arterial road;
- the site is located on a corner parcel; and
- no other child care services have been identified on the same block.

The development guidelines are intended to inform more specific site and building design details at the development permit review stage, including parking, privacy concerns, location of outdoor play areas and signage. A preliminary review indicates the site's characteristics would allow for these development guidelines to be applied.