

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast community of Marlborough at the northwest corner of 52 Street NE and Memorial Drive E. The parcel is approximately 0.41 hectares (1.01 acres) and is approximately 68 metres wide by 73 metres deep. Motor vehicle access is available from 52 Street NE and Memorial Drive E. A lane is located along the northwest edge of the site. The site is developed with a single storey commercial building. Parking is available from the lane and between the building and adjacent roadways.

Surrounding development is characterized by a mix of commercial, low density residential, multi-residential development and special purpose land use districts. This includes single detached dwellings to the west and north, commercial developments to the south and east and multi-residential development located southeast of the site. Transit service near the site includes Route 67 (Memorial Drive E) and Route 23 (52 Street E). The Maddock West Playground is located approximately 650 metres to the northeast (an 11-minute walk). Marlborough School is approximately 850 metres to the northeast (a 14-minute walk).

## Community Peak Population Table

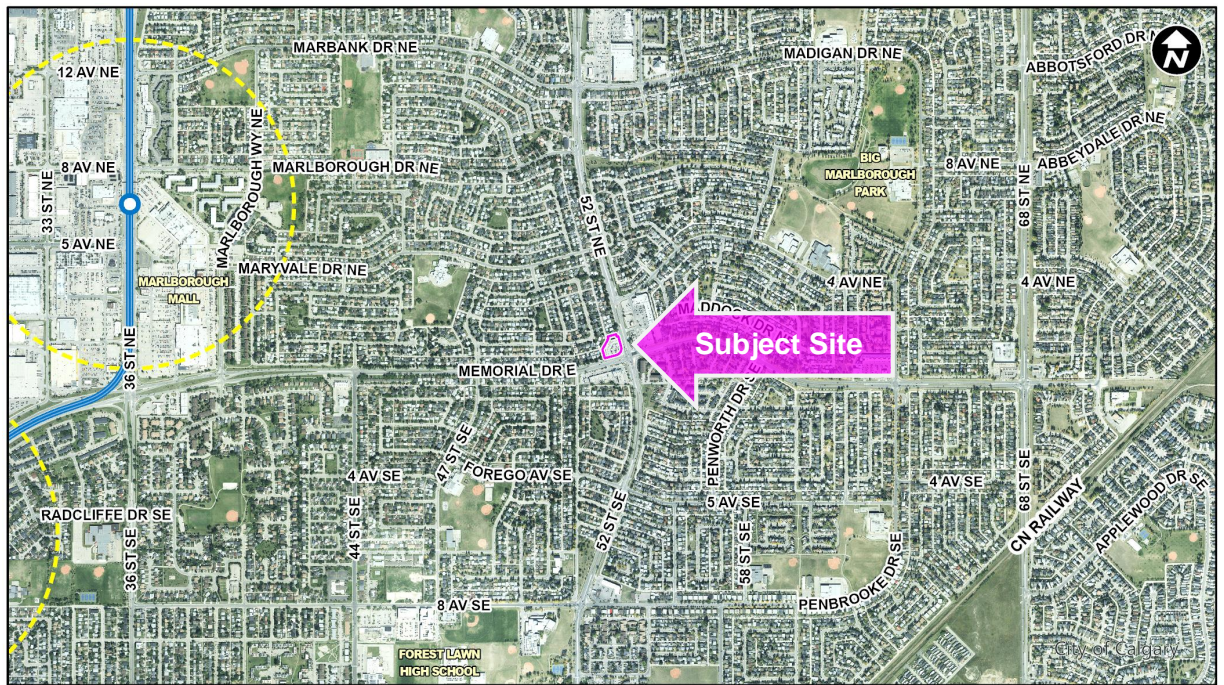
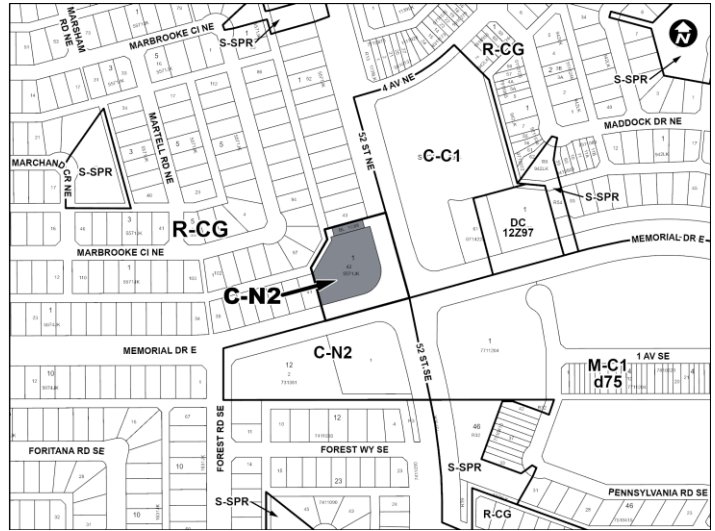
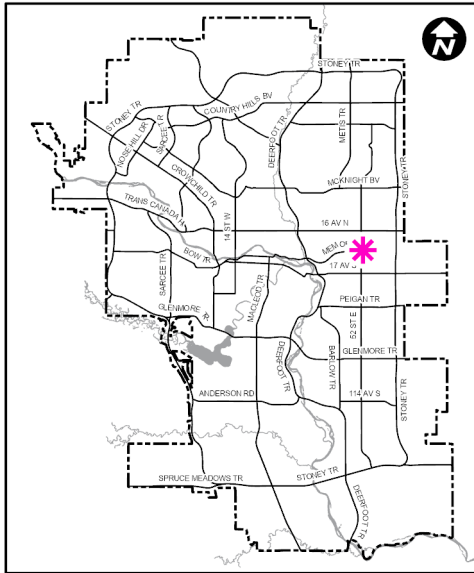
As identified below, the community of Marlborough reached its peak population in 1982.

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

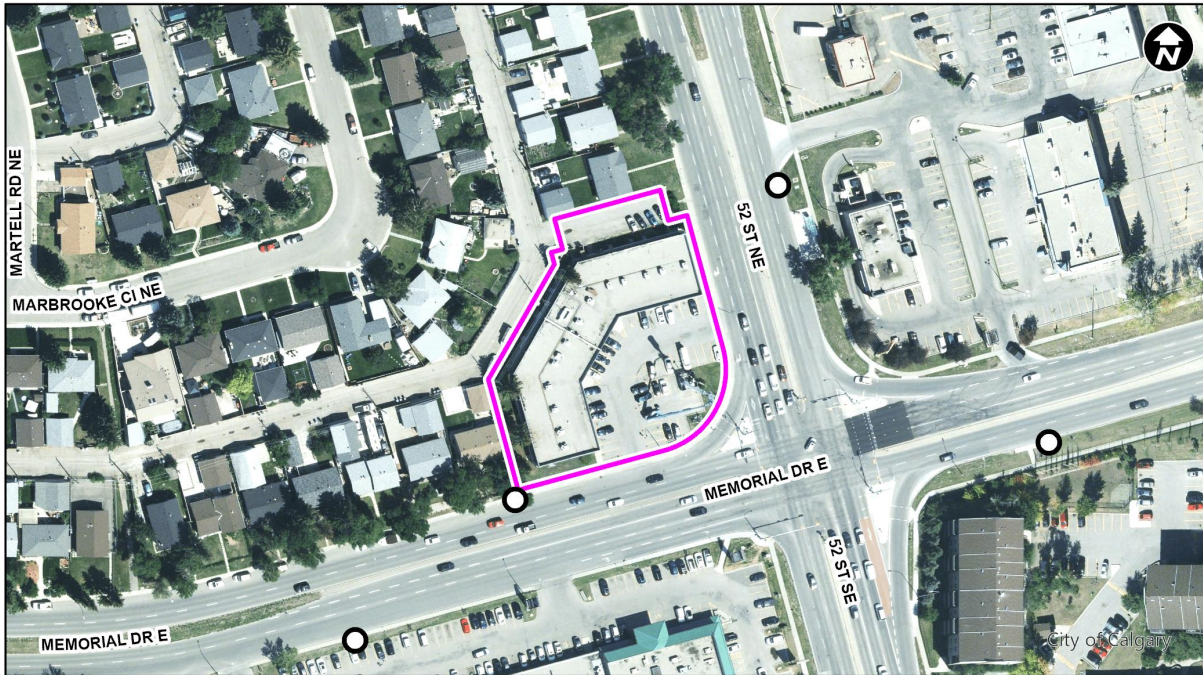
Source: *The City of Calgary 2019 Civic Census*

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 Direct Control (DC) District ([Bylaw 3Z88](#)) is based on the C-1A Local Commercial District of Land Use Bylaw 2P80 with additional rules to limit specific uses and building height. The DC District allows for a maximum height of 6.0 metres, and limits the allowable floor area of Restaurant, Lounge and Grocery Store uses. This DC District was approved on 1988 January 18.

The proposed Commercial – Neighbourhood 2 (C-N2) District is intended for small scale commercial developments that are one to two storeys and are accessible by motor vehicles. This District includes limited use sizes and has limited automotive uses as discretionary uses. Any new building would be subject to a discretionary review against applicable policies and the Land Use Bylaw 1P2007. Additional characteristics of the district include ground-oriented storefronts with pedestrian connections from the public sidewalk to buildings on the site. The District allows for parking between the building and the street, potentially decreasing the impacts on adjacent residential areas that share a lane with the site. The C-N2 District would increase the maximum height from 6.0 metres to 10.0 metres, allowing for two storey buildings.

### Development and Site Design

The rules of the proposed C-N2 District would allow for additional flexibility of uses within the existing development on the site. Should a redevelopment occur in the future, the C-N2 District will provide guidance on items such as building height and massing, landscaping and parking.

Given the specific context of this site, additional items that would be considered in future redevelopment permit applications include, but are not limited to:

- site access and treatment of the lane;
- providing an engaging building design and interface along both street frontages; and
- mitigating impacts of the commercial development on adjacent residential properties.

### **Transportation**

Pedestrian access to the site is available from 52 Street NE and Memorial Drive E. Both 52 Street NE and Memorial Drive E are proposed future on-street bikeways as part of the Always Available for All Ages and Abilities (5A) Network.

The subject site is well served by Calgary Transit bus service with the Primary Transit Network located adjacent to the site at 52 Street NE. The site is adjacent to bus routes located on 52 Street NE and Memorial Drive E including Route 67 (Memorial Drive E) and Route 23 (52 Street E).

A Transportation Impact Assessment is not required for this proposal.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary sewer and storm 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 a development permit review 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 [Municipal Development Plan](#) (MDP) identifies the subject site located within the Established - Developed Residential area (Map 1: Urban Structure). The applicable MDP policies encourage redevelopment and modest intensification of Established areas to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience.

### **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 on this site with the applicable climate resilience strategies may be explored and encouraged with future development permit applications.