

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Glendale, mid-block on the south side of 17 Avenue SW between Glenmount Drive SW and Grand Oaks Drive SW. The laned site is approximately 19 metres wide and 30 metres deep with an area of approximately 0.06 hectares (0.15 acres).

Surrounding development is characterized by a mix of low to medium density residential. The large parcel directly north of the site across 17 Avenue SW is designated Multi-Residential – Contextual Low Profile (M-C1) District. A parcel to the east is designated Mixed Use – General (MU-1f1.7h11) District and parcels east of Grand Oaks Drive SW are designated Housing – Grade Oriented (H-GO) District. The site is approximately 300 metres (a five-minute walk) east of an area designated Commercial – Corridor 1 (C-COR1) District located south of 17 Avenue SW and west of 37 Street SW.

The subject site is located approximately 300 metres (a five-minute walk) east of the 45 Street LRT Station and 1.2 kilometres (a 20-minute walk) west of the Westbrook LRT Station and Community Activity Centre.

Community Peak Population Table

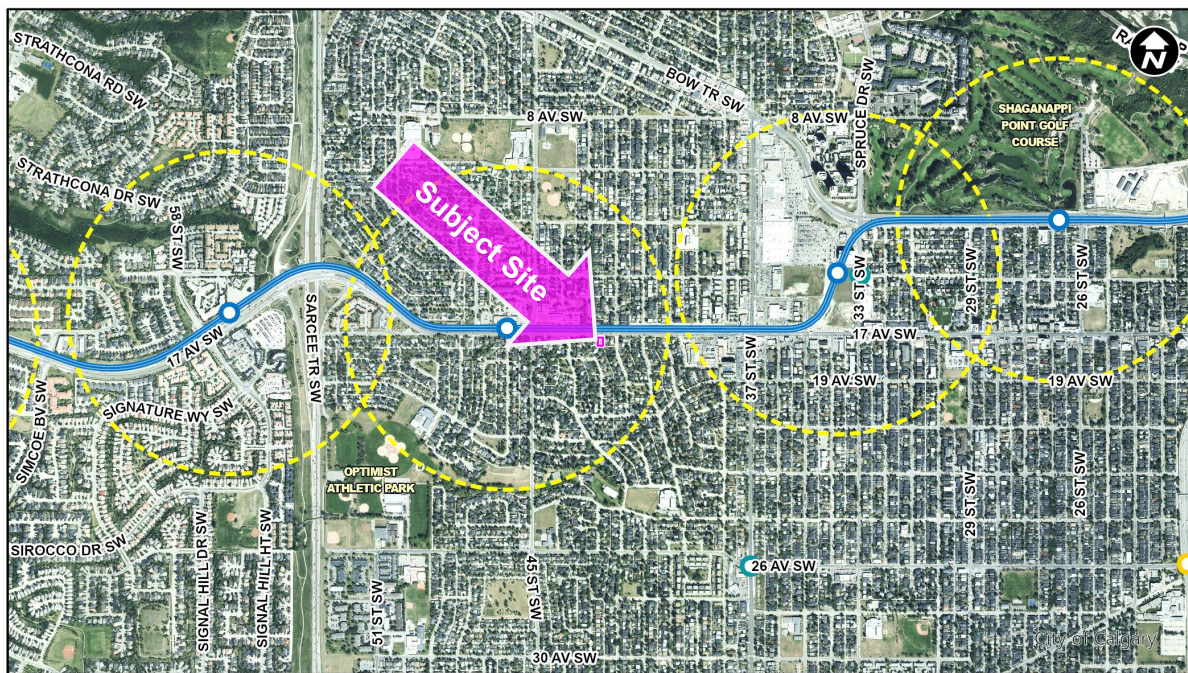
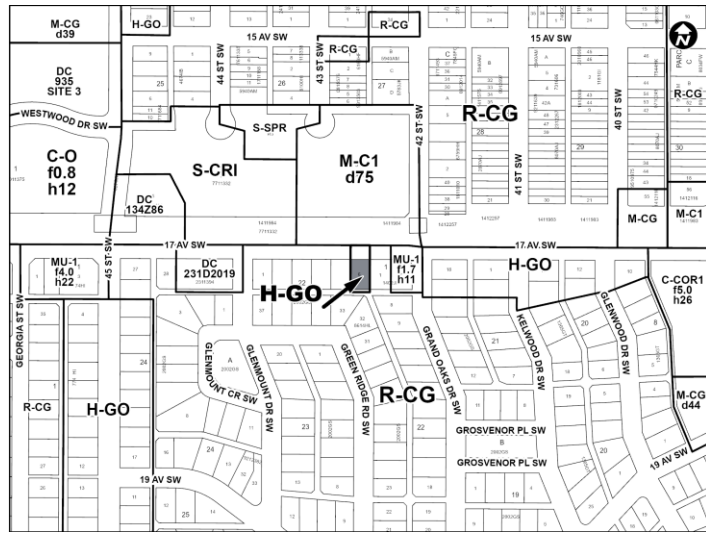
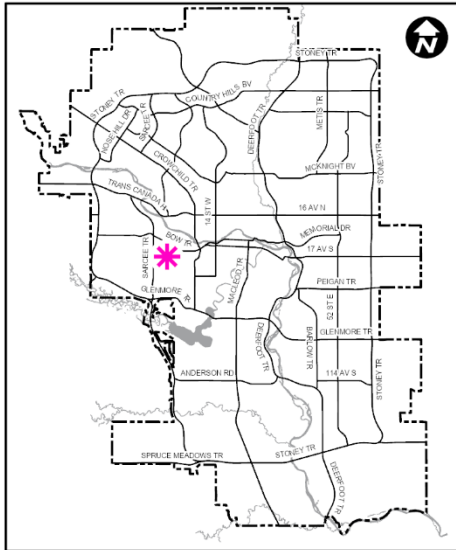
As identified below, the community of Glendale reached its peak population in 1969.

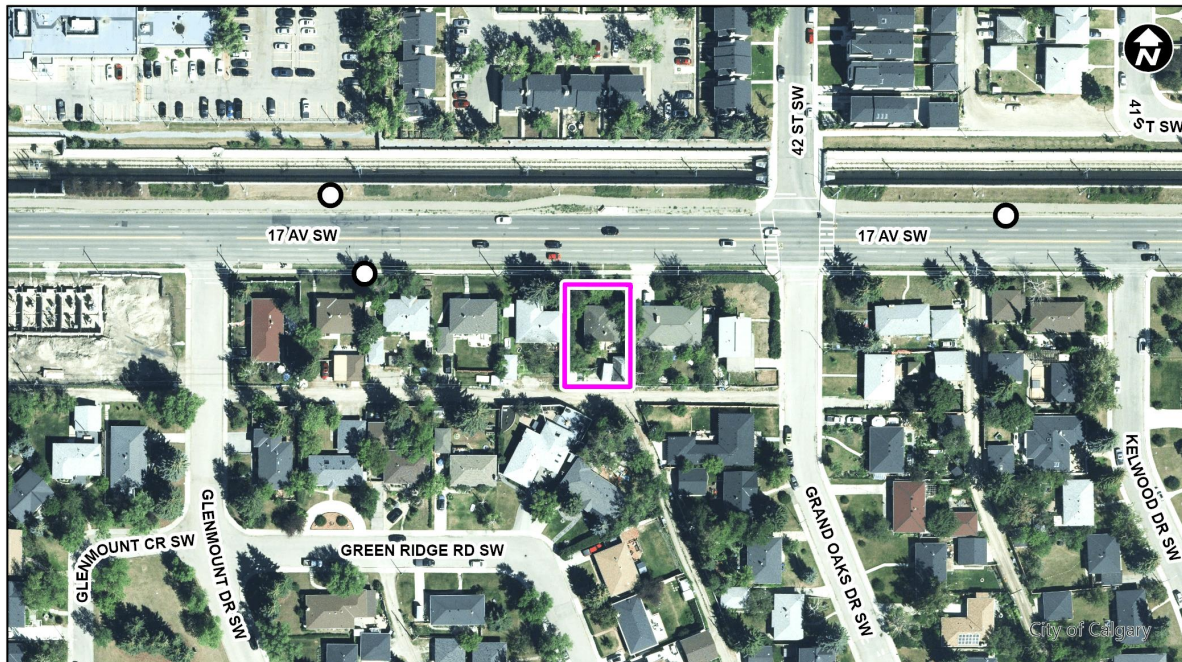
Glendale	
Peak Population Year	1969
Peak Population	3,950
2019 Current Population	2,765
Difference in Population (Number)	- 1,185
Difference in Population (Percent)	- 30%

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 Residential – Grade-Oriented Infill (R-CG) District is a low-density residential designation applied to developed areas that accommodates single detached, semi-detached, duplex dwellings, rowhouse and townhouse buildings. The R-CG District allows for a maximum building height of 11 metres and a maximum of 75 dwelling units per hectare. Based on the area of the subject site, this would allow for up to four dwelling units. Secondary suites are permitted uses within the R-CG District.

The proposed H-GO District accommodates grade-oriented developments in a range of housing forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings in a form and scale that is consistent with adjacent low density residential districts. The H-GO District offers a balance of compatibility with the adjacent residential districts and greater design flexibility.

The H-GO District also provides rules for:

- a minimum building separation of 6.5 metres where there is more than one residential building on a laned parcel (between the residential building at the front and the residential building at the rear) to ensure functional courtyard amenity space;
- a maximum parcel area to 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 dwelling unit and secondary suite.

Section 1386(d) of the Land Use Bylaw 1P2007 provides locational criteria for where the H-GO District may be considered appropriate. In areas that are subject to an approved Local Area Plan, such as this subject site, the H-GO District is intended for areas which are identified as either the Neighbourhood Connector or Neighbourhood Flex Urban Form Category. The subject site is identified as Neighbourhood Flex on Map 3: Urban Form in the *Westbrook Communities Local Area Plan* (LAP) and therefore meets the locational criteria of Section 1386(d).

Development and Site Design

The rules of the proposed H-GO District, along with the policies of the LAP, will 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 will be considered in the development permit review includes, but are not limited to:

- providing high quality design and building articulation;
- appropriate location of landscaping and amenity space; and
- access, parking provision and encouragement of alternative mobility options.

Transportation

Pedestrian access to the site is available via the sidewalk on 17 Avenue SW and vehicular access to the site will be from the rear lane. Road classifications adjacent to the parcel include 17 Avenue SW as an arterial street. Parking is prohibited on 17 Avenue SW. The site is near an existing on-street bikeway on Grand Oaks Drive SW.

The site is well-served by Calgary Transit with the 45 Street LRT Station located 300 metres (a five-minute walk) to the west. Stops for Route 2 (Mount Pleasant/Killarney 17 Av SW) are 120 metres away (a two-minute walk) and stops for Route 306 (MAX Teal Westbrook/Douglas Glen) and Route 9 (Dalhousie Station/Chinook Station) on 37 Street SW are 550 metres (a nine-minute walk) to the east.

Environmental Site Considerations

No environmental concerns were noted for this site.

Utilities and Servicing

Water storm and sanitary sewers are available to service this site.

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 of 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 proposed H-GO District allows for a modest redevelopment of the site in a form that is sensitive to the existing context in terms of 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](#). The applicant has committed to providing rough ins for electric vehicle charging and solar panels as part of a future development permit application. This supports Program D: Renewable energy.

Westbrook Communities Local Area Plan (Statutory – 2023)

The [Westbrook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighborhood Flex category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for up to six storeys. Neighbourhood Flex areas are characterized by a mix of commercial and residential uses with units that are oriented to the street. The proposed H-GO District is in alignment with the LAP, as the H-GO District would fulfill objectives of the plan with respect to design, street interface, transition to adjacent dwellings and building height.