

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Killarney/Glengarry at the northeast corner of Richmond Road SW and 27 Street SW. The parcel is irregularly shaped with an approximate size of 0.1 hectares (0.25 acres). Currently, the site is developed with a single-storey fourplex with front and rear-lane driveway access.

Surrounding development is generally characterized by single detached and semi-detached dwellings. A five-unit rowhouse development is located west of the subject site. Parcels to the north and east are designated as a DC District ([Bylaw 29Z91](#)) which permits a maximum of two dwelling units. The parcel to the south is designated as Residential – Contextual One Dwelling (R-C1) District.

The Glamorgan Shopping Centre is located two blocks to the west along Richmond Road SW. Community association facilities, including a playground and park, are located within a two-minute walk north of the subject site. Cycling routes are located on 29 Street SW and 26 Avenue SW. Nearby bus stops provide direct connections to downtown, Marda Loop and Mount Royal University.

## Community Peak Population Table

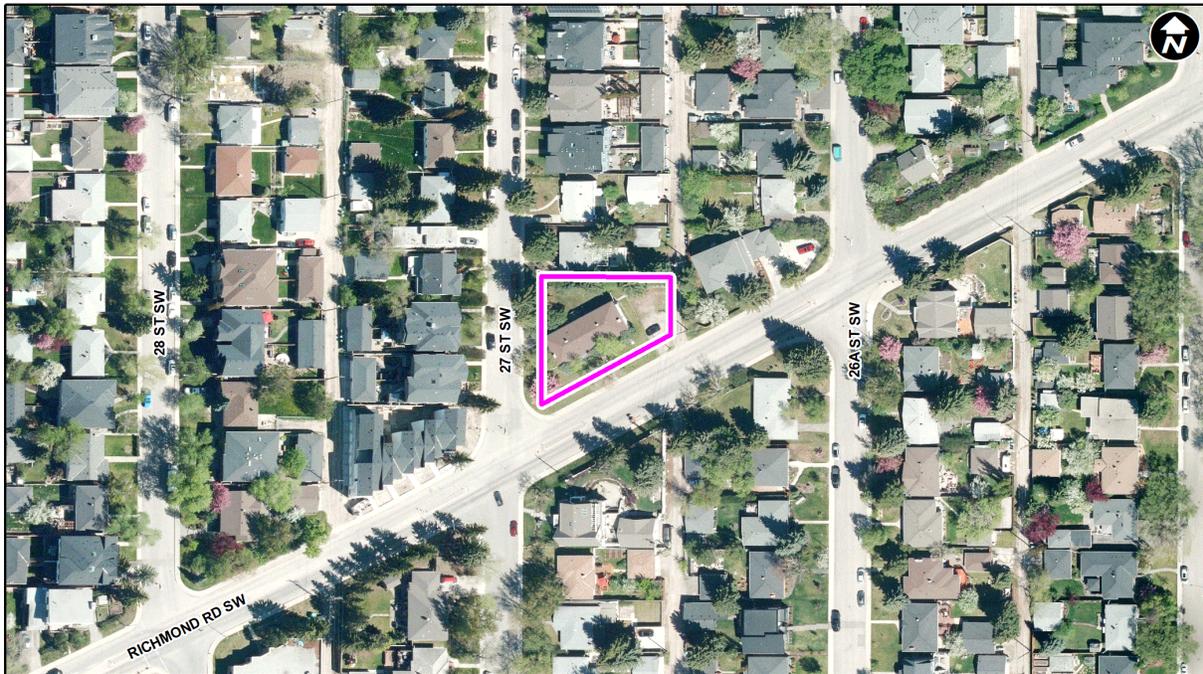
As identified below, the community of Killarney/Glengarry reached its peak population in 2019.

<b>Killarney/Glengarry</b>	
Peak Population Year	2019
Peak Population	7,685
2019 Current Population	7,685
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socioeconomic information may be obtained online through the [Killarney/Glengarry Community Profile](#).





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC District is based on the R-2 Residential Low Density District of [Land Use Bylaw 2P80](#). This District is intended to accommodate a maximum of two dwelling units in the form of single detached, semi-detached or duplex dwellings with a maximum building height of 10.0 metres.

The proposed DC District is intended to accommodate a rowhouse building in addition to the dwelling types listed in the existing District. The proposed DC District is based on the R-CG District and maintains rules such as a maximum height of 11.0 metres and a maximum density of 75 dwelling units per hectare. Based on the area of this site, a maximum of seven dwelling units could be developed. Secondary suites are also permitted in the proposed DC District but are not considered a dwelling unit as they are subject to other rules in the district. Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration, and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to the unique site characteristics. The proposed DC District will include provisions that cannot be accommodated in the base R-CG District, specifically:

- a combination of common and private amenity area;
- secondary suites with reduced motor vehicle parking requirements; and
- rules for waste and recycling management.

In addition, the proposed DC District (Attachment 3) includes specific rules around motor vehicle parking stalls and waste storage in response to concerns raised by surrounding residents. The intent of these rules is to enable successful development of the site such that at least one vehicle parking stall will be provided for each dwelling unit, at least one bicycle stall - class 1 will be provided for each secondary suite and waste management can be adequately contained on site.

The proposed DC District includes a rule that allows the Development Authority to relax Section 7 through 9 of the DC District Bylaw. Any relaxations granted will still need to meet the test for relaxation included in Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can be relaxed in the same way they would be in the standard base district.

### **Development and Site Design**

If this redesignation is approved by Council, the rules of the proposed DC District will provide guidance for future site development including appropriate uses, building massing, height, landscaping, waste management and parking.

The site is proposed to be developed with a four-unit rowhouse and a two-unit semi-detached dwelling oriented around a central courtyard. The development permit (Attachment 5) also proposes a total of five secondary suites, with one secondary suite at grade in the semi-detached building, and the other four below grade in the rowhouse. The secondary suites are proposed to be 45 square metres or less in size. Vehicle parking is to be provided through a parking pad that is accessed via the rear lane. Items being addressed through the development permit review include, but are not limited to:

- minimizing overlooking and privacy for both residents and the neighbour to the north;
- well-considered amenity space design;
- waste and recycling services; and
- inclusion of Transportation Demand Management (TDM) measures.

### **Transportation**

The site fronts onto Richmond Road SW which is a collector road. Pedestrian connectivity in the neighbourhood is provided through sidewalks on each street frontage. Transit service to Mount Royal University, downtown Marda Loop, and a Max Yellow Bus Rapid Transit stop on Crowchild Trail SW are provided by local bus stops within a five-minute walk of the subject site. A stop for southbound Route 66 (Lakeview) is located on Sarcee Road SW approximately 400 metres away (a five-minute walk). A westbound Route 22 (Richmond Road SW) stop is located approximately 400 metres away on 32 Avenue SW.

Vehicle access to the subject site would be provided from the rear lane. The subject site is not located within a residential street parking permit zone. A Transportation Demand Management (TDM) measure being explored by the applicant through the development permit review process is to apply a permanent condition to the alternative mobility storage spaces for each of the secondary suites to be designed to accommodate and secure a bicycle parking stall - class 1. The applicant's TDM measure is a strategy intended to appeal to future inhabitants of the secondary suites who would rely on the nearby cycling routes and public transit for their daily commute.

A transportation impact assessment was not required for this proposal. A parking study was provided to justify the vehicle parking reductions for secondary suites outside the minimum distance of 150 metres from a frequent bus service route. The study was accepted by Administration.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary, and storm sewer mains are available to service the site. Specific details of site servicing, stormwater management and waste and recycling management are being reviewed in detail through the development permit application.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

The recommendation by Administration in this report has considered and is aligned 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.

### **Interim Growth Plan (2018)**

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed policy and land use amendments build on the principles of the IGP 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 defined on Map 1: Urban Structure of the [Municipal Development Plan \(MDP\)](#). Applicable policies encourage low to moderate residential intensification and grade-oriented built forms with access to transit and local commercial uses. MDP policies also promote housing diversity and choice through a wide range of housing types and densities to create diverse neighbourhoods.

### **Calgary Climate Strategy – Pathways to 2050 (2022)**

This application does not include any specific actions that address the objectives of [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.

### **Killarney/Glengarry Area Redevelopment Plan (Statutory – 1986)**

The subject site falls within the Residential: Conservation/ Infill area as identified on Map 2: Land Use Policy of the [Killarney/Glengarry Area Redevelopment Plan](#) (ARP). The intent of this area is to maintain stability in the community and to protect the existing residential character and quality of the neighbourhood.

To accommodate the proposed DC District, a minor amendment to Map 2 is required to change the land use category of the subject site to Residential: Low Density Townhousing, which allows for contextually appropriate townhouse development.

**Westbrook Communities Local Area Planning Project**

Administration is currently working on the [Westbrook communities local plan project](#) which includes Killarney/Glengarry and surrounding communities. Planning applications are being accepted for processing during the local area planning process. The proposed land use is in alignment with the urban form category and building scale modifier found in the draft *Westbrook Communities Local Area Plan*.