

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Killarney/Glengarry, mid-block along 29 Street SW. The site is approximately 15 metres wide and 38 metres deep with an area of approximately 0.06 hectares (0.15 acres).

The parcel is surrounded by low density development on all sides, with single storey detached properties to the south and west, a two-storey semi-detached dwelling to the north and a single storey detached property to the east across the lane.

The parcel is approximately a three-minute walk to primary transit on Richmond Road SW to the south, with a local shopping centre to the south. Parks and open spaces are nearby and include Richmond Green tennis courts and playground, Gladmere baseball field, Killarney-Glengarry Community Association and Community Garden and Killarney School.

Community Peak Population Table

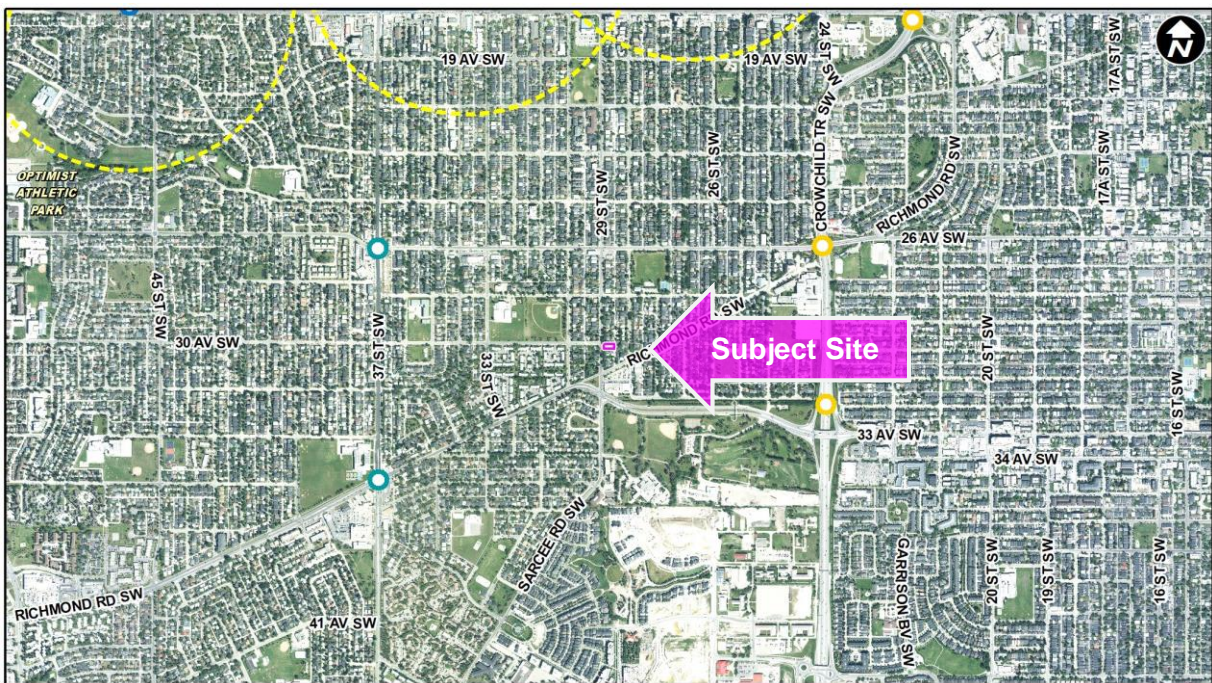
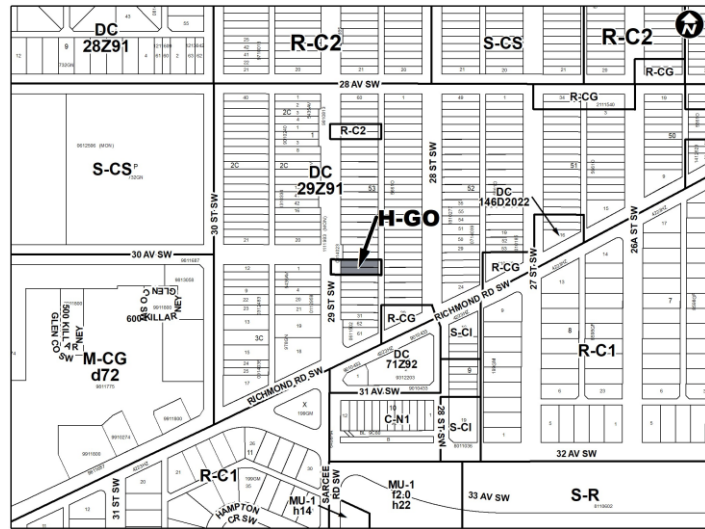
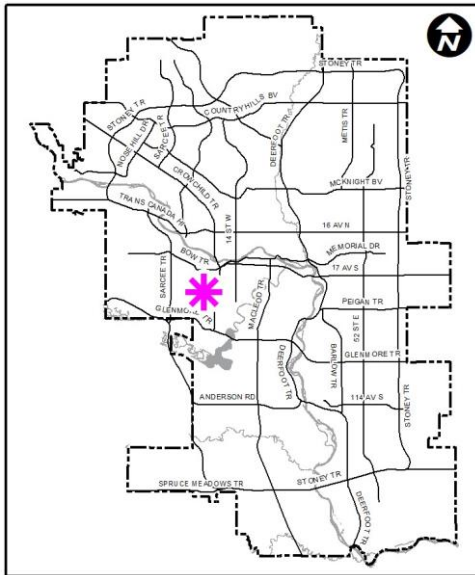
As identified below, the community of Killarney/Glengarry reached its peak population in 2019.

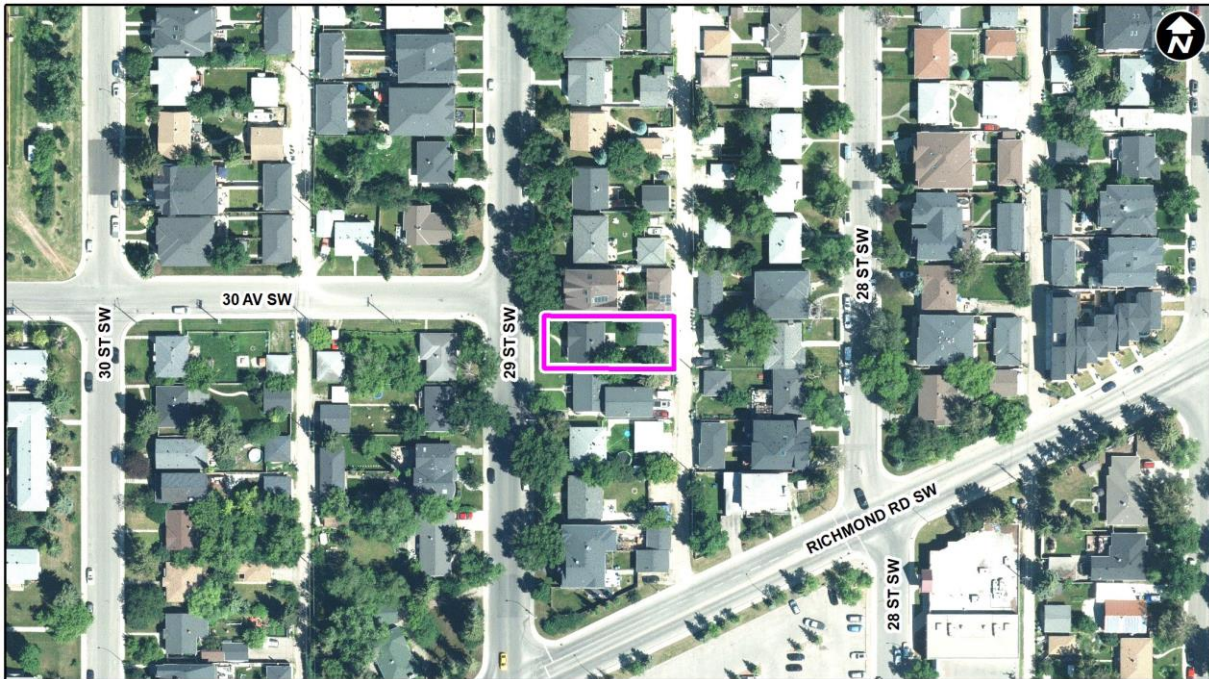
Killarney-Glengarry	
Peak Population Year	2019
Peak Population	7,685
2019 Current Population	7,685
Difference in Population (Number)	0
Difference in Population (Percent)	0.00%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Killarney – Glengarry profile](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The subject parcel is currently designated as a Direct Control (DC) District ([Bylaw 29Z91](#)). This DC District applies to several parcels between 24 Street SW and 30 Street SW and north of Richmond Road SW in the Killarney/Glengarry community. This DC District applies the R-2 Residential Low Density District rules from Land Use Bylaw 2P80 and has specific rules governing a minimum lot width and a minimum lot area.

The proposed Housing – Grade Oriented (H-GO) District allows for a range of grade oriented building forms that can be contextually appropriate in low-density areas. The district includes rules for height, parcel coverage, height chamfers and amenity space intended to limit massing and shadowing impact on nearby properties.

The H-GO District also provides rules to:

- provide a minimum building separation of 6.5 metres between a residential building at the front and a residential building to the rear of the parcel to provide a usable courtyard;
- a maximum floor area ratio (FAR) of 1.5;
- a maximum building height of 12.0 metres; and
- a minimum of 0.5 parking stalls per unit or suite.

Development and Site Design

The rules of the proposed H-GO District would provide guidance for the future development of the site including the number of units, uses, building height, and massing, landscaping and parking.

Transportation

Pedestrian access to the site is available via existing sidewalks on 29 Street SW, which is designated as a collector road.

29 Street SW is a designated on-street bicycle route that connects directly to the 26 Avenue SW on-street bicycle lanes, which provide a connection to the larger bicycle network into the Centre City. 26 Avenue SW is undergoing an [improvement project](#) to provide a safe street for everyone including those walking, wheeling, driving and taking transit. The site is located near to the recently constructed 37 Street SW Main Street project which includes a multi-use pathway.

The site is located approximately 150 metres (approximately a three minute walk) from bus stop 6526 on 33 Avenue SW which provides service to Route 22 on the Primary Transit Network.

The subject is within Residential Parking zone "T", but there are currently no on-street parking restrictions.

Direct vehicular access to the proposed development will be provided from the lane.

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

Utilities and Servicing

Water, sanitary and storm (deep) utilities exist adjacent to the site (within public road rights-of-way). Servicing requirements will be determined at the time of development.

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)

The 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 site falls in the Developed Residential – Inner City area 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 proposed H-GO District complies with relevant MDP Policy.

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.

Westbrook Communities Local Area Plan (Statutory - 2023)

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