

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Killarney/Glengarry on the north side of Richmond Road SW, east of 37 Street SW. The site is approximately 0.06 hectares (0.14 acres) in size with dimensions of approximately 15 metres wide and 37 metres deep. The subject site is currently designated Residential – Contextual One / Two Dwelling (R-C2) District and developed with a single detached dwelling and garage accessed by a rear lane.

The surrounding context includes predominantly low density residential designated R-C2 Districts to the immediate east and west, and south across Richmond Road SW, with the exception of Residential – Grade-Oriented Infill (R-CG) District corner lots at 3604 and 3504 Richmond Road SW. At the rear of the site are properties that are mostly designated Direct District 28Z91, which was based on the R-2 Residential Low Density District

The site is also close to a range of community amenities, including Rutland Park, which includes a playground, ice rink and a soccer field, the Glamorgan Off-Leash Park, Sir James Lougheed School, and A.E. Cross School, all located within a 10-minute walk or less. The portion of Richmond Road SW that the subject site fronts onto is designated as an Arterial Street in the *Municipal Development Plan* Road and Street Network map. The site is well serviced by Route 22 along Richmond Road SW, and Route 9 and the MAX Teal Route 306 along 37 Street SW.

Community Peak Population Table

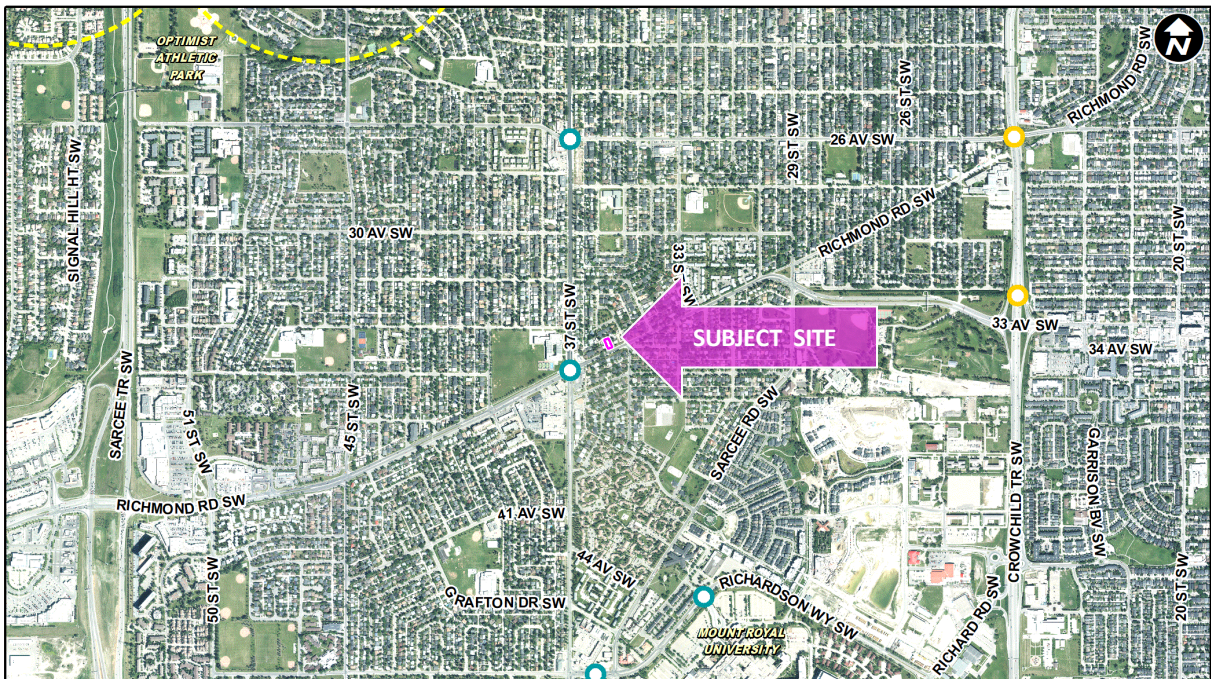
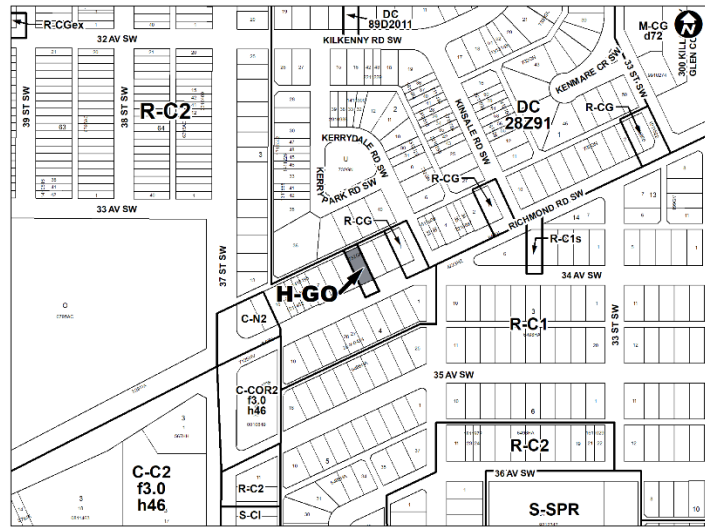
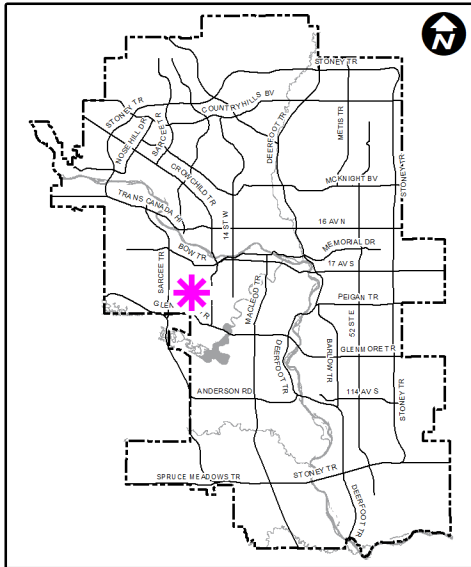
As identified below, the community of Killarney/Glengarry reached its peak population in 2019.

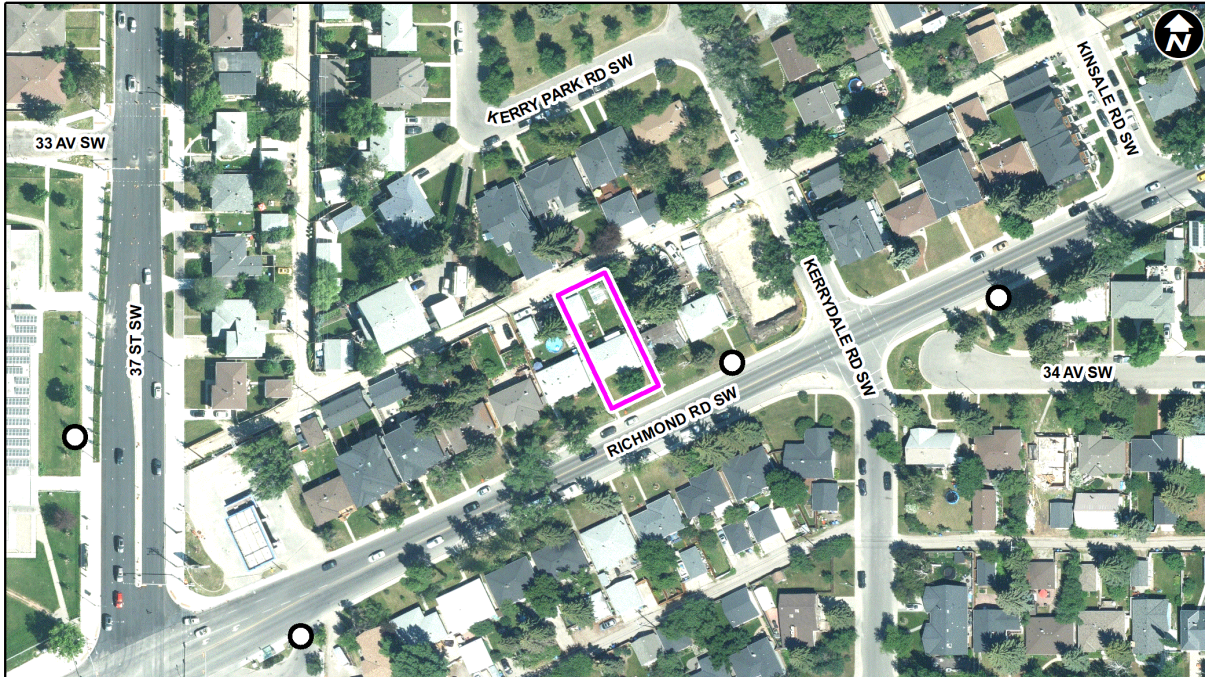
Killarney/Glengarry	
Peak Population Year	2019
Peak Population	7,685
2019 Current Population	7,685
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C2 District accommodates contextually sensitive redevelopment in the form of single detached, semi-detached, and duplex dwellings. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units. Secondary suites are permitted uses within the R-C2 District.

The proposed H-GO District is intended to provide an opportunity for dwelling units to be developed in a wide range of housing forms including rowhouse, townhouse, and stacked townhouse units. There is no maximum density required under the H-GO District; rather, development scale and intensity are managed through a combination of:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear;
- a maximum floor area ratio (FAR) of 1.5 that allows for a total developable area of 840 square metres (9,042 square feet);
- a maximum building height of 12.0 metres; and
- a minimum of 0.5 motor vehicle parking stalls per unit and suite.

This site is appropriate for the proposed H-GO District as it meets the location criteria established in Land Use Bylaw 1P2007, which states H-GO “should only be designated on parcels located within (i) an area that supports the development form in an approved Local Area

Plan as part of the Neighbourhood Connector or Neighbourhood Flex Urban Form Categories.” The subject site is located on a parcel that is categorized as a Neighbourhood Connector in the Westbrook Local Area Plan.

Development and Site Design

If approved by Council, the rules of the proposed H-GO District 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 at the development permit stage include, but are not limited to:

- ensuring an engaging built interface along public frontages;
- mitigating shadowing, overlook and privacy concerns with neighbouring parcels;
- ensuring appropriate provision and design of a range of mobility options including vehicle parking, bicycle parking and alternate mobility storage lockers;
- accommodating appropriate waste management pick-up and storage; and
- ensuring appropriate amenity space for residents.

Transportation

Pedestrian access to the subject site is available from the sidewalk along Richmond Road SW, while vehicular access to the subject site is from the existing rear lane. The subject site is well served by Calgary Transit and is located 50 metres (one-minute walk) from westbound stop for Route 22 on Richmond Road SW and 100 metres (two-minute walk) from the eastbound stop. Southbound Bus stops on 37 Street SW for Route 306 MAX Teal and Route 9 are 200 metres (three-minute walk) from the site. Existing on-street bike routes in proximity to the site include 26 Avenue SW and 29 Street SW. The new multi-use path on 37 Street SW provides a connection to the north. The north side of Richmond Road SW is not within a parking zone, and on-street parking is presently unrestricted.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary sewer and storm mains are available adjacent to the site. Details of site servicing, as well as appropriate stormwater management are being considered and reviewed as part of 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.

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 City of Calgary [Municipal Development Plan](#) (MDP) identifies this site as part of the Developed Residential – Inner City area as identified in Map 1: Urban Structure. Sections 2.2.5 and 2.3.2 of the MDP identify opportunities including allowing for innovative and creative designs, providing an appropriate transition of intensity, and complementing the established character of the area. These sections support growth and change in low-density neighbourhoods through redevelopment of a similar scale and built form and developing a range of housing types including “accessory suites, semi-detached, townhouses, cottage housing, rowhousing and other ground-oriented housing” with the goal of providing a greater range of housing, stabilizing population declines, and supporting the demographic needs of communities.

The proposed H-GO District complies with relevant MDP policies and allows for modest intensification in a form that respects 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](#). Further strategies may be explored at the development permit stage.

Westbrook Local Area Plan (Statutory – 2023)

The [Westbrook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Connector category (Map 3: Urban Form) with a Low-Modified building scale (Map 4: Building Scale), which allows for up to four storeys. The LAP speaks to areas that are characterized by a broad range of housing types along higher activity, predominantly residential streets. Developments in these areas should support a higher frequency of units and entrances facing the street. The subject site is identified within the transition zone in Figure 16: Richmond Road Transition Station Area. The transition zone is where building scale decreases from the higher intensity Core Zone to the surrounding low-density areas.

The proposed land use amendment is in alignment with applicable policy of the LAP.