

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Kingsland, on the east side of Elbow Drive SW between 77 Avenue SW and Heritage Drive SW. The site is approximately 0.09 hectares (0.21 acres) in size, with dimensions of approximately 19 metres wide and 44 metres deep. The site is currently developed with a single detached dwelling. Vehicular access and a parking pad is provided from the rear lane.

Surrounding development consists mainly of single detached dwellings designated as Residential – Contextual One Dwelling (R-C1) District, with some multi-residential and commercial land uses designated Multi-Residential – Contextual Grade-Oriented (M-CG) District, Multi-Residential – Contextual Medium Profile (M-C2) District, and Commercial – Community 1 (C-C1) District within close proximity.

The parcel is located 240 metres (a four-minute walk) to various retail and commercial uses at the junction of Elbow Drive SW and 75 Avenue SW, and within 450 metres (a seven-minute walk) of retail and commercial uses at the junction of Elbow Drive SW and Heritage Drive SW. The parcel is also within 800 metres (a 13-minute walk) from the Macleod Trail S Urban Main Street to the east. Within 600 metres (a 10-minute walk) is a variety of local amenities, including six parks with playgrounds, five elementary and secondary schools, Kingsland and Chinook Park, Kelvin Grove, Eagle Ridge Community Associations, and the Rose Kohn and Jimmie Condon Arenas.

Route 3 (Sandstone/Elbow Drive SW) runs adjacent to the site along Elbow Drive SW. Transit Routes 20 (Heritage Station/Northmount Drive N), 56 (Woodbine) and 306 (MAX Teal Westbrook/Douglas Glen) lie approximately 470 metres (a seven-minute walk) to the south of the parcel, at the junction of Elbow Drive SW and Heritage Drive SW. Heritage LRT Station lies 1 kilometre (a 17-minute walk) to the south.

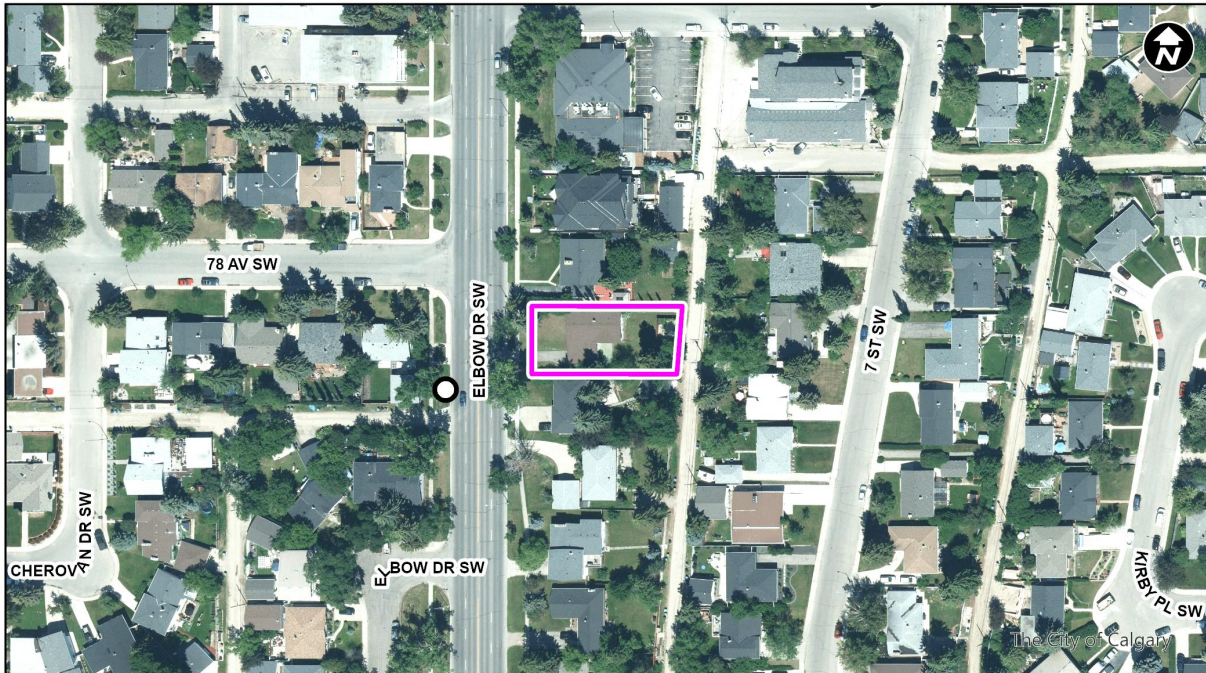
Community Peak Population Table

As identified below, the community of Kingsland reached its peak population in 1971.

Kingsland	
Peak Population Year	1971
Peak Population	5,341
2019 Current Population	4,688
Difference in Population (Number)	-653
Difference in Population (Percent)	-12.23%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Multi-Residential – Contextual Grade-Oriented (M-CGd50) District enables multi-residential development of low height and low density. The M-CG District is intended to be applied to sites within close proximity or adjacent to low density residential development and contains contextual rules which enable developments to respond to their context. The M-CGd50 District allows for a maximum building height of 14 metres and a maximum density of 50 units per hectare, which equates to four units on this parcel.

The proposed H-GO District accommodates grade-oriented development in a range of housing forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings and in a form and scale that is consistent with adjacent residential districts. The H-GO District also provides rules for:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of a parcel 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 parking stalls per unit or suite.

The H-GO District is intended to be designated on parcels located within 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 portion of Elbow Drive SW identified as a Neighbourhood Connector on Map 3: Urban Form, in the *Heritage Communities Local Area Plan* (LAP). It thereby meets the criteria to be considered for the H-GO District.

Development and Site Design

The rules of the proposed H-GO District, along with the policies of the LAP will provide guidance for future site redevelopment including appropriate uses, building massing, height, landscaping, parcel coverage and parking. Additional items that will be considered through the development permit review process include, but are not limited to:

- ensuring an engaging built interface along Elbow Drive SW;
- the layout and configuration of dwelling units;
- access and parking provision;
- waste collection and impact mitigation;
- mitigation of shadowing, privacy and visual overlooking; and
- appropriate location of landscaping and amenity space.

Transportation

Pedestrian access to the site is available from existing sidewalks along Elbow Drive SW. An on-street bike route is recommended as per the Always Available for All Ages and Abilities (5A) Network immediately adjacent to the site on Elbow Drive SW.

The site is served by Calgary Transit bus Route 3 (Sandstone/Elbow Drive) with a bus stop 25 metres across the street. The site is also within 470 metres (a seven-minute walk) to the MAX Teal (Westbrook/Douglasglen) BRT and is therefore a Transit-Oriented Development (TOD) site.

Direct vehicular access to the proposed development will be required to come from the rear lane. On-street parking is currently restricted on Elbow Drive SW from Monday-Friday 7 a.m. – 8:30 a.m. and 3:30 p.m. – 6 p.m. There are no other restrictions despite the parcel being located within existing Residential Parking Permit (RPP) zone KK.

Environmental Site Considerations

There are no known environmental concerns with the proposed land use amendment application at this time.

Utilities and Servicing

There are existing sanitary and water services available from the Lane for the proposed development. Storm servicing is available from Elbow Drive SW.

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 site 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 established areas to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience. Such redevelopment is intended to occur in a form and nature that respects the scale and character of the neighbourhood context.

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 the subsequent development approval stages.

Heritage Communities Local Area Plan (Statutory – 2023)

The [Heritage Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Connector category (Map 3: Urban Form) with a Limited building scale modifier (Map 4: Building Scale), which allows for up to three storeys. The LAP encourages a range of housing types along higher activity, predominantly residential streets in the Neighbourhood Connector areas. The Limited building scale policies within the Neighbourhood Connector category notes that building forms should consider the local built form context, be oriented towards the street, consider shadowing impacts on neighbouring properties and provide access to off-street parking and loading from the lane.

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