

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Killarney/Glengarry on a corner lot at the northwest corner of 26 Avenue SW and 29 Street SW. The site is approximately 0.07 hectares ± (0.17 acres ±) in size and is approximately 15 metres wide by 46 metres deep. The site is currently developed with a single detached dwelling and an accessory residential building (garage) with rear lane access.

The subject site is currently designated Commercial – Neighbourhood 1 (C-N1) District. Surrounding development is characterized by a mix of commercial and residential developments including single detached dwellings on parcels designated as Residential – Contextual One / Two Dwelling (R-C2) District to the north and east, and neighbourhood scale commercial and retail developments on parcels designated as C-N1 to the west and south across 26 Avenue SW.

A bus stop Routes 6 (Killarney/ 26 Avenue) is directly adjacent to the site. The site is approximately 200 metres (a three-minute walk) to a community open space on 26 Avenue SW and 800 metres (a 13-minute walk) to the Killarney Aquatic & Recreation Centre. Neighbourhood scale commercial and retail developments are located across 26 Avenue SW from the site.

Community Peak Population Table

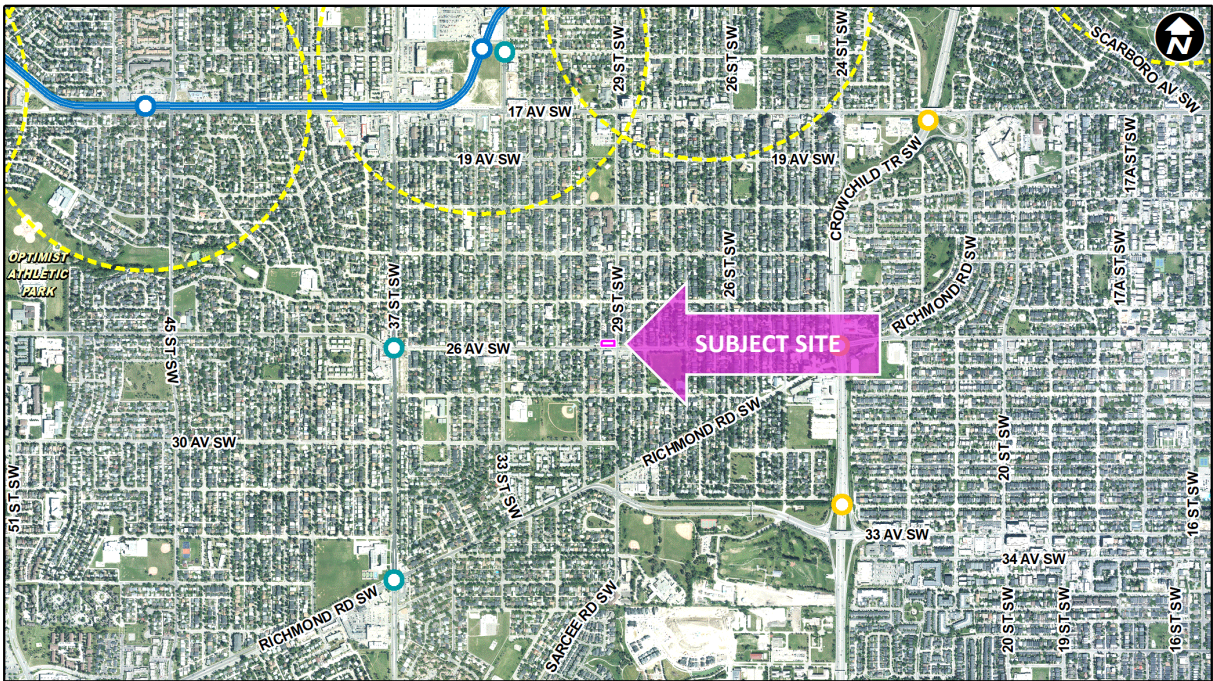
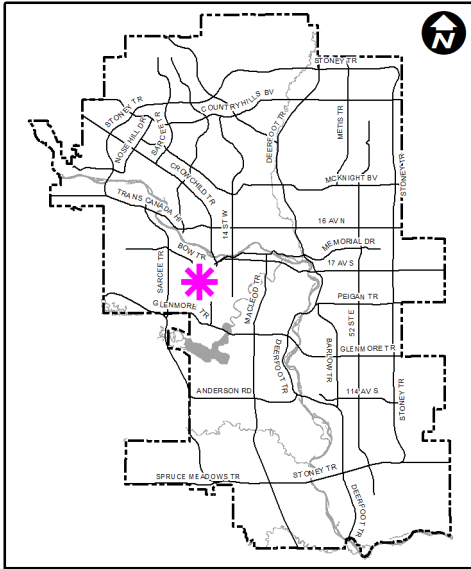
As identified below, the community of Killarney/Glengarry reached its peak population in 2019.

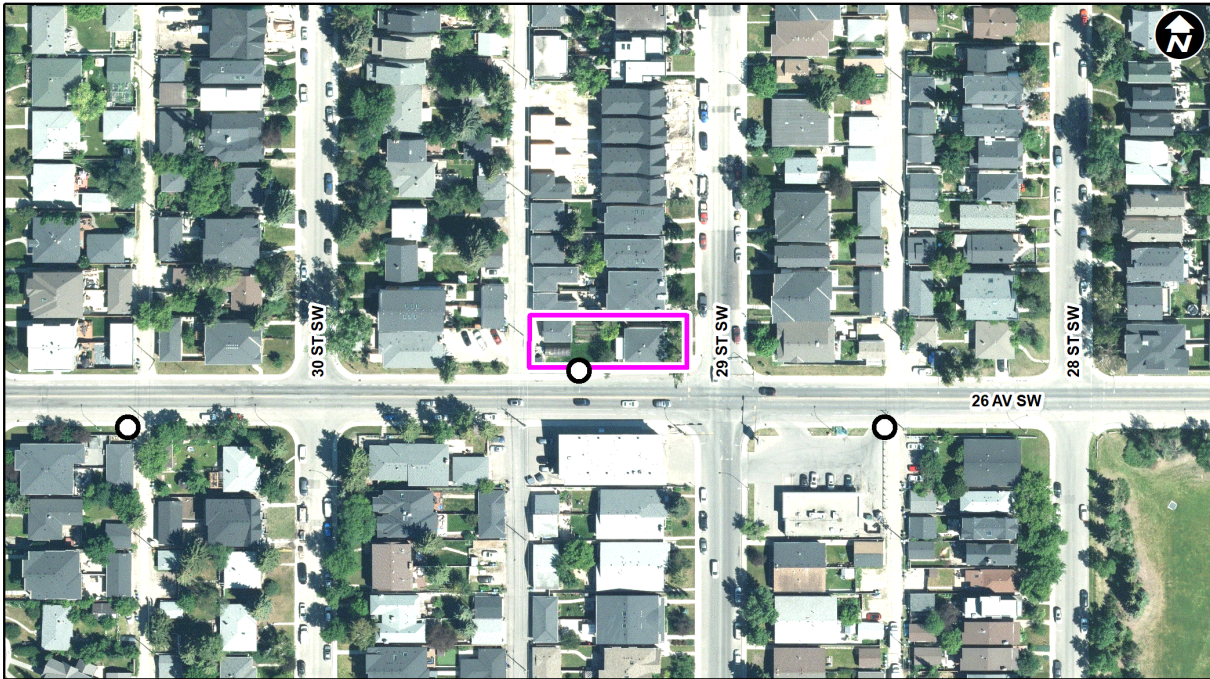
Killarney/Glengarry	
Peak Population Year	2019
Peak Population	7,685
2019 Current Population	7,685
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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 C-N1 District accommodates small scale commercial developments that are oriented towards the street and the public sidewalk. This district allows for a maximum floor area ratio (FAR) of 1, and maximum building height of 10 metres.

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. In the H-GO District, development scale and intensity are managed through a combination of:

- a minimum building separation of 6.5 metres between a residential building at front and a residential building at the rear of a parcel to ensure functional courtyard amenity space;
- A maximum 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 unit or suite.

This site is appropriate for the proposed H-GO District as it meets the location criteria established in Land Use Bylaw 1P2007 under Section 1386 (d). The Bylaw 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 26 Avenue SW, which is designated as Neighbourhood Flex Urban Form Category in the [Westbrook Communities Local Area Plan](#) (LAP), and is therefore eligible for H-GO designation. The applicable policies in the LAP encourages a mix of commercial and residential uses in the Neighbourhood Flex area, however, the applicant is not interested in other commercial uses but residential uses to provide housing diversity and choices.

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 may be considered at the development permit stage include, but are not limited to:

- the layout and configuration of dwelling units and secondary suites;
- ensure 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; and
- ensuring appropriate amenity space for residents.

Transportation

The subject site is a corner lot with lane access, and no existing curb cuts to close or rehabilitate. The site fronts on to two Collector class roads, with 26 Avenue SW having approximately 10,000 - 11,000 vehicle trips per day, and 29 Street SW having less than 5,000 vehicle trips per day.

The site is approximately 70 metres from an Eastbound Route 6 (Killarney/ 26 Avenue) bus stop, which provides service through Killarney, South Calgary, Mount Royal, and then into the Downtown core, and LRT (Primary Transit approximately 6 kilometres away). The subject site also has a Westbound Route 6 (Killarney/ 26 Avenue) bus stop right out front on 26 Avenue SW, which provides service through Glendale, Signal Hill, and on to the Westhill bus loop with access to other routes.

The site is currently not within Residential Parking zone, with no parking restrictions on 29 Street SW, but there is no curb side parking on 26 Avenue SW due to on street bike lanes. At the time of redevelopment, all Bylaw required parking are to be provided on site, and vehicular access is to be from the lane.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Public water and sanitary mains exist within the adjacent public rights-of-way. Development site servicing 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)

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 – Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage opportunities to create strong residential neighbourhoods while respecting and enhancing neighbourhood character. It supports 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”. The proposal is in keeping with the policies of the MDP.

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 modified (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 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.