

Background and Planning Evaluation

Background and Site Context

The three adjoining sites are approximately 0.14 hectares (0.34 acres) in size, and the applicant intends to consolidate the lots. The parcels are located on the northwest corner of 33 Street SW and 26 Avenue SW. The southernmost/corner parcel is developed with a single detached dwelling with an attached garage that is accessed from 26 Avenue SW, while the two north adjoining parcels were previously developed with single detached dwellings and rear detached garages, both of which have since been demolished.

Development in the immediate vicinity includes a range of single detached, semi-detached, rowhouse and multi-residential dwellings under Residential - Contextual One / Two Dwelling (R-C2), Residential – Grade-Oriented Infill (R-CG) and Multi-Residential – Contextual Low Profile (M-C1) Districts. A site designated as the Housing-Grade Oriented (H-GO) District is also located three blocks east of the subject sites, also along 26 Avenue SW.

Nearby amenities include the Calgary Young-Nak Presbyterian Church directly east of the three parcels across the lane, as well as two separate commercial strip malls to the south across 26 Avenue SW. The commercial uses include a range of retail stores, restaurants and medical and personal services.

Community Peak Population Table

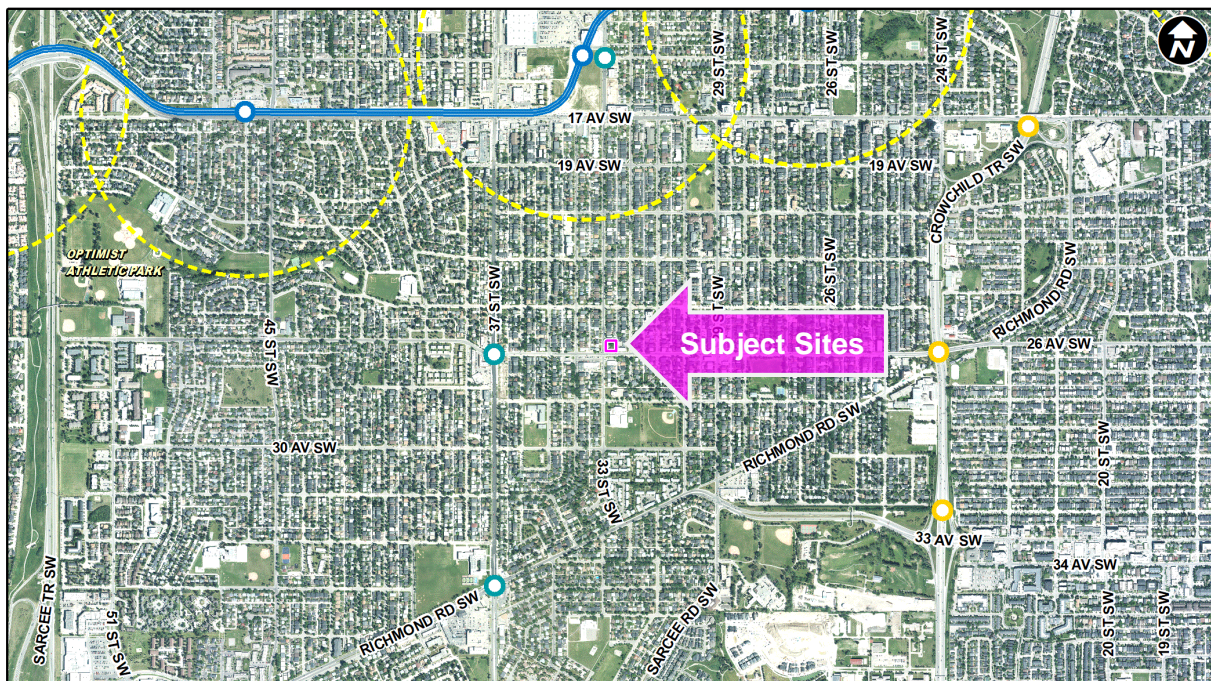
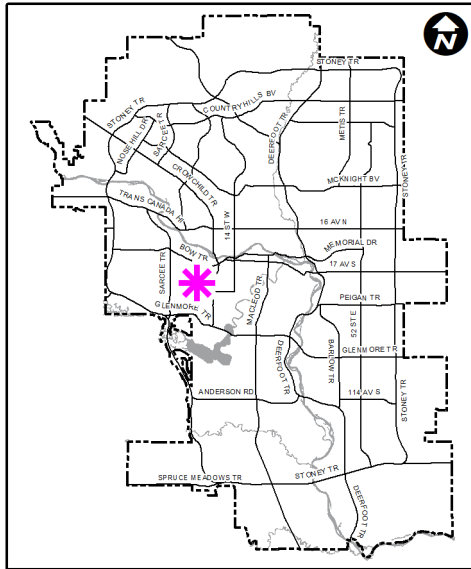
As identified below, the community of Killarney/Glengarry reached its peak population in 2019.

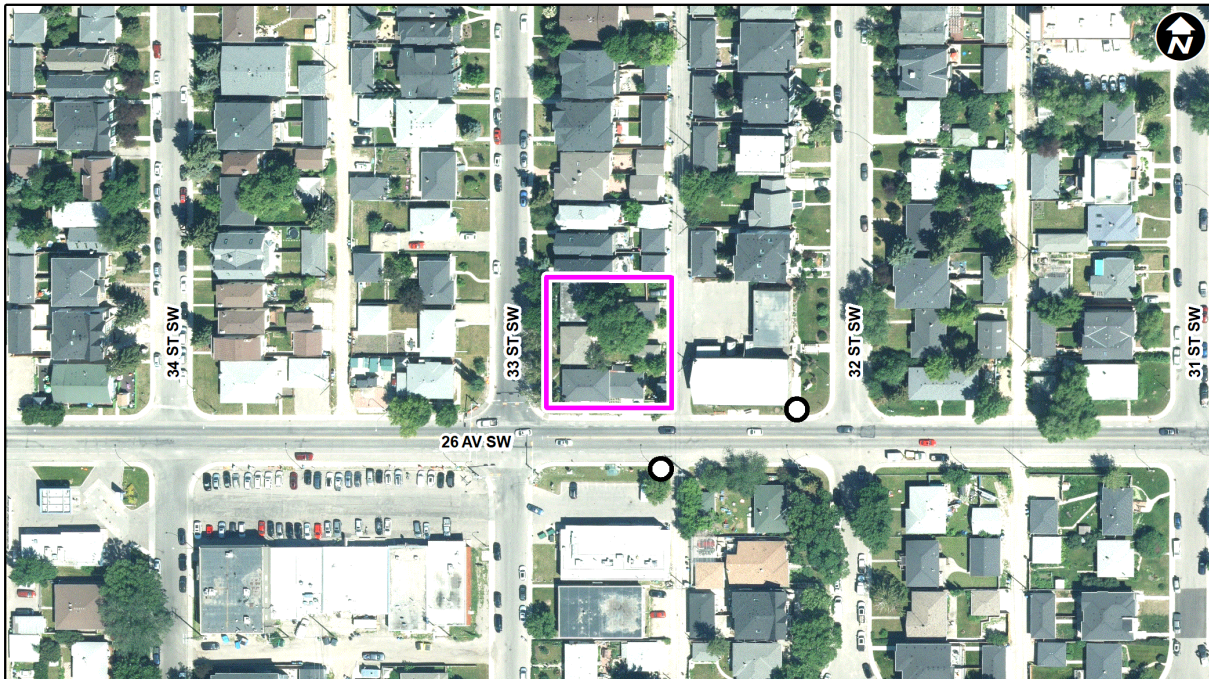
Killarney/Glengarry	
Peak Population Year	2019
Peak Population	7,685
2019 Current Population	7,685
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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 is primarily for single detached, semi-detached, duplex dwellings and secondary suites. The R-C2 District allows for a maximum height of 10.0 metres and a maximum of two dwelling units. Secondary suites are permitted uses within the R-C2 District.

This application initially proposed a redesignation to the R-CG District. After a review of the *Westbrook Communities Local Area Plan* (LAP) policies and further discussions with the applicant, it was determined that the H-GO District would be a more appropriate land use considering the site is categorized as part of the Neighbourhood Flex urban form category within the LAP and meets the location criteria within the purpose statement of the H-GO District. This urban form category supports higher intensity built forms, which the H-GO District could better accommodate compared to the R-CG District.

The proposed H-GO District supports grade-oriented developments in a range of housing forms where dwelling units may be attached or stacked within a shared building or cluster of buildings that also includes secondary suites.

The H-GO District also provides rules for:

- a minimum side separation of 3.0 metres between a residential building and a side property line where the building extends beyond the back of the adjacent residential building;

- 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 minimum requirement of 0.5 motor vehicle parking stalls per dwelling unit and secondary suite;
- a maximum floor area ratio (FAR) of 1.5; and
- a maximum building height of 12.0 metres.

Section 1386(d) of the Land Use Bylaw 1P2007 provides location criteria for where the H-GO District may be considered appropriate. In areas that are subject to an approved Local Area Plan, such as these subject sites, the H-GO District is intended for areas which are identified as either the Neighbourhood Connector or Neighbourhood Flex urban form category. The three sites are identified as Neighbourhood Flex as per Map 3: Urban Form, of the LAP.

Development and Site Design

If approved by Council, the rules of the H-GO District will provide guidance for future site redevelopment including appropriate uses, building massing, height, landscaping, parcel coverage and parking. Items that would be considered through the development permit review process include but are not limited to:

- the number, layout and configuration of dwelling units and secondary suites;
- architectural features and design;
- waste collection and impact mitigation;
- access and parking provision;
- mitigations of shadowing and privacy; and
- appropriate location of landscaping and amenity space.

Transportation

The subject sites front onto both 26 Avenue SW and 33 Street SW, which are classified as collector streets. Vehicular access to the sites is available via the existing rear laneway, and pedestrian access will continue to be maintained off the existing pathways along the respective street frontages.

There is currently a dedicated bicycle lane that runs east/west along both sides of 26 Avenue SW. 26 Avenue SW forms part of the existing 'On-Street Bikeway' of the City's Always Available for All Ages and Abilities (5A) Network, and 33 Street SW has been identified as a 'Recommended On-Street Bikeway'.

The site is not located within a Residential Parking Program (RPP) zone, and there is currently no on-street parking permitted along the portions of 26 Avenue SW and 33 Street SW that bound the site.

The site is well-serviced by Calgary Transit, with transit stops for Route 6 (Killarney/26 Av SW) located within 50 metres (a one-minute walk) of the sites.

Administration notes that there is a public realm setback requirement of 2.13 metres from 26 Avenue SW, to allow for future public realm improvements. The applicant has been advised of this through the review process, and Administration will ensure any future development comply with this setback requirement.

Environmental Site Considerations

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

Utilities and Servicing

Water, sanitary, and storm servicing is available for the subject site. Servicing details and arrangements will be further reviewed at the Development Permit stage to the satisfaction of Administration.

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 parcels are located within the Developed Residential – Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The proposed application complies with relevant land use policies that encourage redevelopment and modest intensification of Inner City Areas to support the transit network, deliver incremental benefits to climate resilience and make more efficient use of existing infrastructure and public amenities.

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 within the development permit review.

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 - Modified building scale modifier (Map 4: Building Scale), which allows for up to four storeys. The LAP speaks to primarily residential uses in the area and encourages a range of housing types with a high frequency of units facing the street. The low building scale policies within the Neighbourhood Flex category note that building forms should be designed to reduce the impacts of wind, provide sunlight access to streets and open spaces, and use variation in building height and material to reduce the perceived massing of larger buildings.

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