

Background and Planning Evaluation

Background and Site Context

The subject site is located mid-block along 67 Avenue SW to the east of 6 Street SW. The site is approximately 0.06 hectares (0.14 acres) in size and is approximately 14 metres wide and 36 metres deep. The site is currently developed with a single detached dwelling with detached garage and lane access.

Surrounding development to the north, south, east and west is primarily single and semi-detached dwellings designated as Residential – Contextual One / Two Dwelling (R-C2) District and low-rise apartment buildings designated Multi-Residential – Contextual Grade-Oriented (M-CG) District, Multi-Residential – Contextual Low Profile (M-C1) District and Multi-Residential – Contextual Medium Profile (M-C2) District. Additionally, to the south is Loomis Park designated as Special Purpose – Community Service (S-CS) District.

Community Peak Population

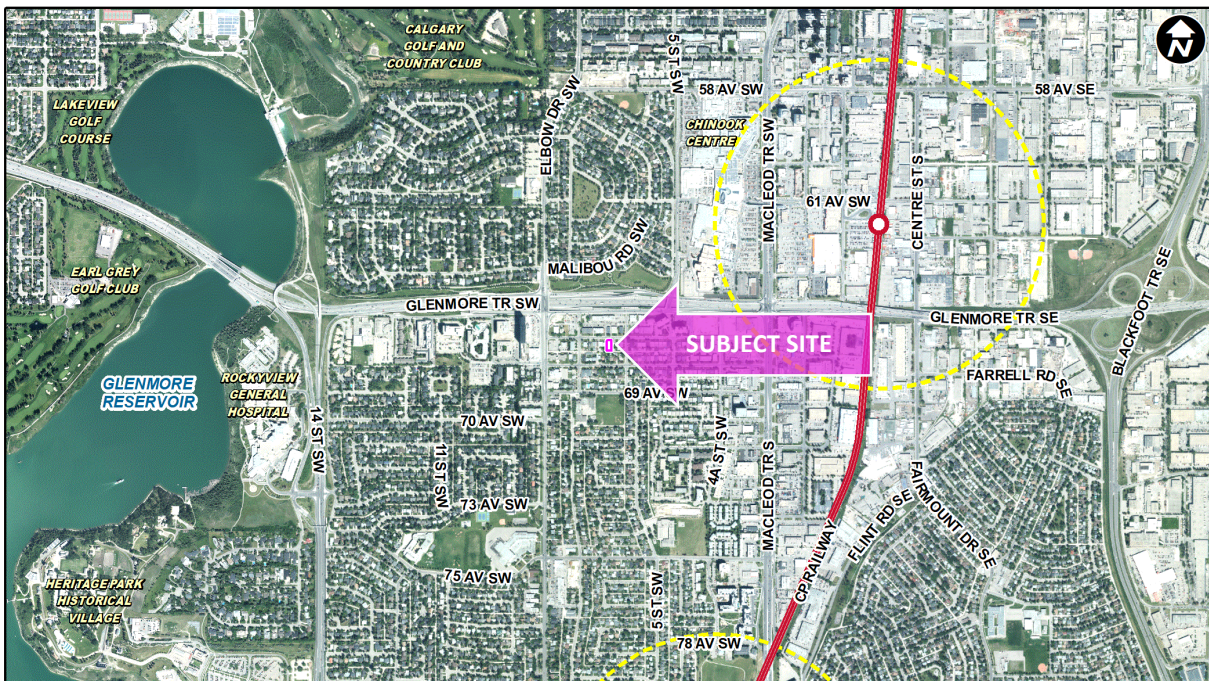
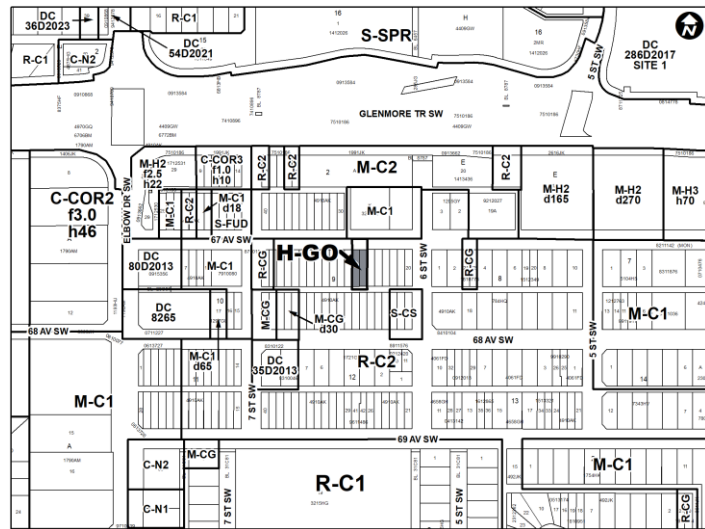
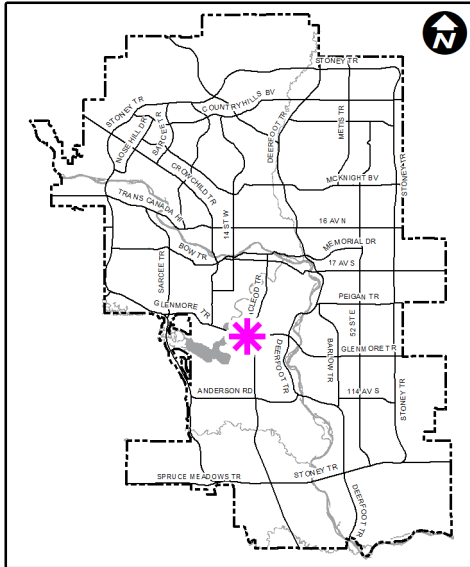
As identified below, the community of Kingsland reached its peak population in 1971.

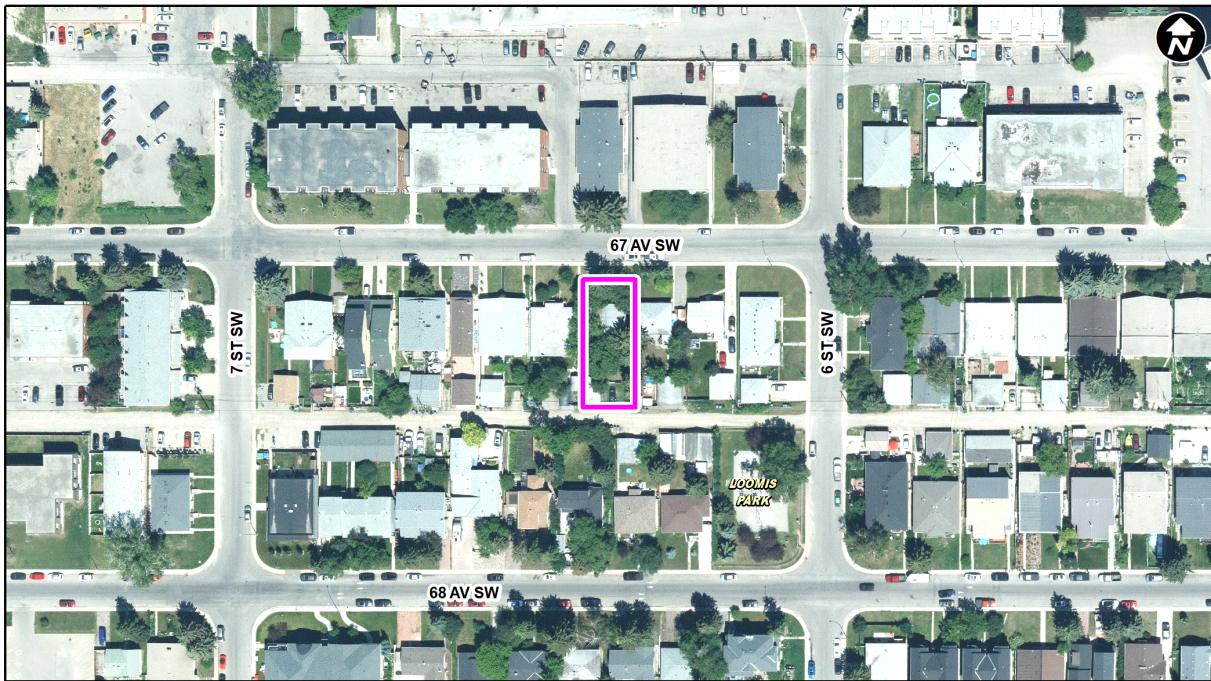
Kingsland	
Peak Population Year	1971
Peak Population	5,341
2019 Current Population	4,688
Difference in Population (Number)	-653
Difference in Population (Percent)	-12.23 %

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through [Kingsland 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 metres and a maximum of two dwelling units. Secondary suites are permitted uses within the R-C2 District.

The proposed Housing – Grade Oriented (H-GO) District accommodates 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 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 metres.

Section 1386(d) of 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 this subject site, the H-GO District is intended for areas which are identified as either the Neighbourhood Connector or Neighbourhood Flex urban form category. The subject site is identified as Neighbourhood Connector on Map 3: Urban Form of the *Heritage Communities Local Area Plan* (LAP) and is consistent with the relevant planning policies for that area.

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 and configuration of dwelling units and secondary suites;
- access and parking provision;
- mitigations of shadowing and privacy; and
- appropriate location of landscaping and amenity space.

Transportation

The site is located midblock, fronting onto 67 Avenue SW, which is classified as a Residential Street. Vehicle access to the site will be via the existing rear laneway, typically accessed from 6 Street SW or 7 Street SW. Pedestrian access will be from the existing sidewalks fronting the site.

On-street parking adjacent to the parcel is presently located within Residential Parking Program (RPP) zone KK. Parking adjacent to the parcel is presently restricted to permit holders only. Transit amenities in proximity to the parcel include bus stops for Route 3 (Sandstone/Elbow Dr SW), located within 250 metres (a four-minute walk), and bus stops for Route 9 (Chinook Station), located within 400 metres (an eight-minute walk).

The parcel is located 50 metres from 6 Street SW, which is classified as an existing on-street bikeway. The bikeway further connects to the regional pathway system on the north side of Glenmore Trail, which forms part of the greater Always Available for All Ages and Abilities (5A) Networkk.

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, storm and water services available from 67 Avenue SW for the proposed 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 parcel is located within the Developed Residential – Established 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 Established Areas to support the transit network, make more efficient use of existing infrastructure, public amenities and delivers incremental benefits to climate resilience.

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 stage.

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 low building scale modifier (Map 4: Building Scale), which allows for up to six 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 and supports higher density when located near commercial areas and transit station areas. The low building scale policies within the Neighbourhood Connector 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 policy of the LAP.