

Background and Planning Evaluation

Background and Site Context

The subject site is located mid-block along 37 Street SW and is directly to the east of 33 Avenue SW and to the north of Richmond Road SW. The site is approximately 0.06 hectares (0.15 acres) in size and is approximately 18 metres wide and 31 metres deep. The site is currently developed with a single detached dwelling and detached garage with lane access.

Surrounding development is primarily single detached and semi-detached dwellings. Directly to the southeast, fronting along Richmond Road SW, there is one property designated Housing – Grade Oriented (H-GO) District (approved 2023 November 14) and one property designated Residential – Grade-Oriented Infill (R-CG) District. Immediately across 37 Street SW, is a AE Cross School (grades seven to nine). Additionally, to the south, sites are developed with gas stations and commercial/retail stores designated as Commercial – Neighbourhood 2 (C-N2) and Commercial – Corridor 2 (C-COR2) Districts.

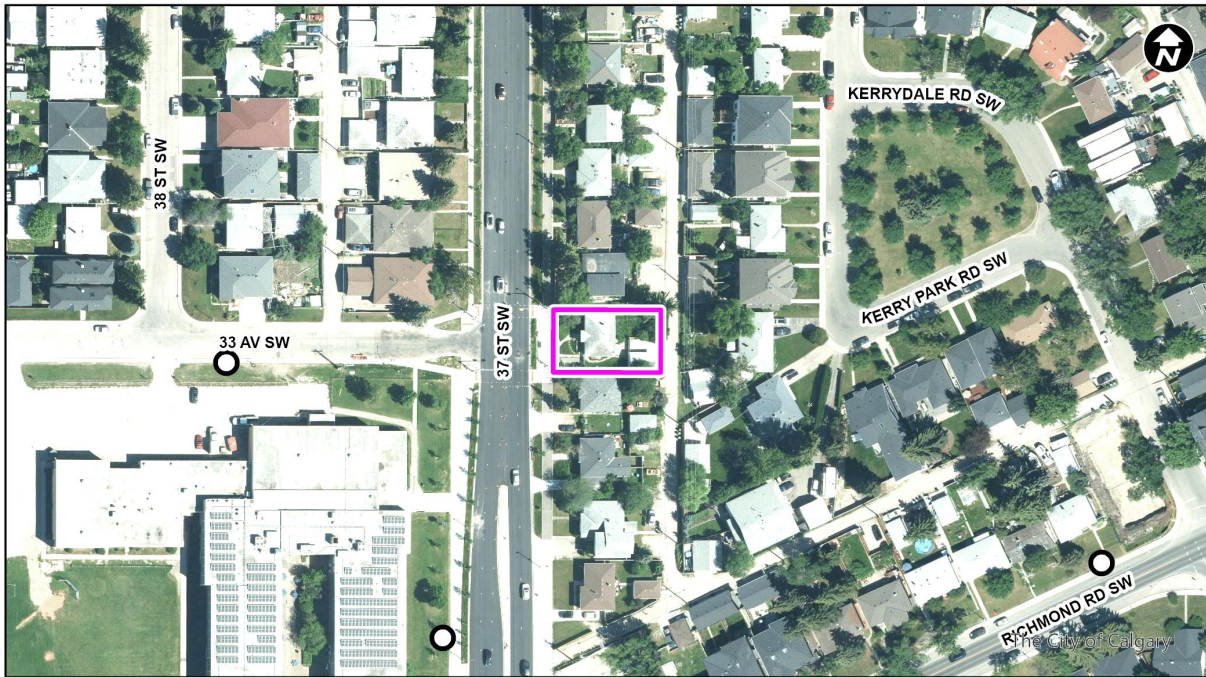
Community Peak Population

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 [Killarney/Glengarry Community Profile](#).



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Residential – Contextual One / Two Dwelling (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.

The proposed 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 12.0 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 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 *Westbrook 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 fronts onto 37 Street SW, which is classified as an arterial street. The site is additionally located adjacent to an intersection, directly opposite of 33 Avenue SW. Vehicle access to the site will be via the existing rear laneway. Pedestrian access will be from the existing multi-use pathway fronting the site.

The parcel is presently not located within a Residential Parking Program (RPP) zone. On-street parking for 37 Street SW, adjacent to the parcel, is signed as an existing no stopping zone. The subject site is well-served by Calgary Transit. Transit stops for Route 9 (Dalhousie/Chinook), Route 306 (MAX Teal), and Route 22 (Richmond Road SW) are located 150 metres (three-minute walk) from the subject parcel.

37 Street SW forms part of the Always Available for All Ages and Abilities (5A) Network which includes a multi-use pathway on the east side. The multi-use pathway traverses directly in front of the parcel, providing access to the Bow River Pathway System.

Main Street upgrades were recently completed on 37 Street SW. Upgrades directly adjacent to the parcel include accessibility improvements including wheelchair ramps and tactile plates, and signal upgrades at the intersection of 37 Street SW and 33 Avenue SW.

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 from 37 Street SW. Servicing details will be further reviewed at the Development Permit stage 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 parcel is 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, 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.

Westbrook Communities 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 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 policies of the LAP.