

# Background and Planning Evaluation

## Background and Site Context

The subject site is located on the southwest corner of 26 Avenue SW and 31 Street SW. The site is approximately 0.06 hectares (0.14 acres) in size and is approximately 17 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. Additionally, directly to the west sites are designated as Residential – Grade-Oriented Infill (R-CG) District and to the south is the Killarney School (kindergarten to grade six) and the Gladmere baseball field designated as Special Purpose – Community Service (S-CS) District.

## Community Peak Population

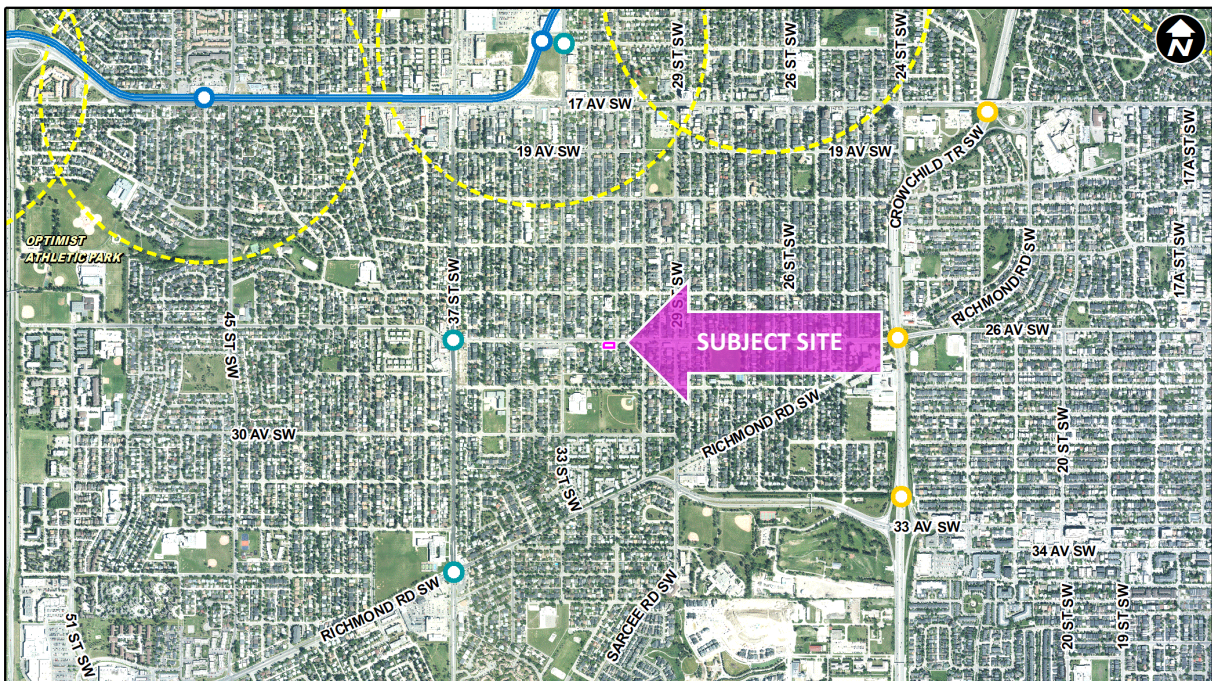
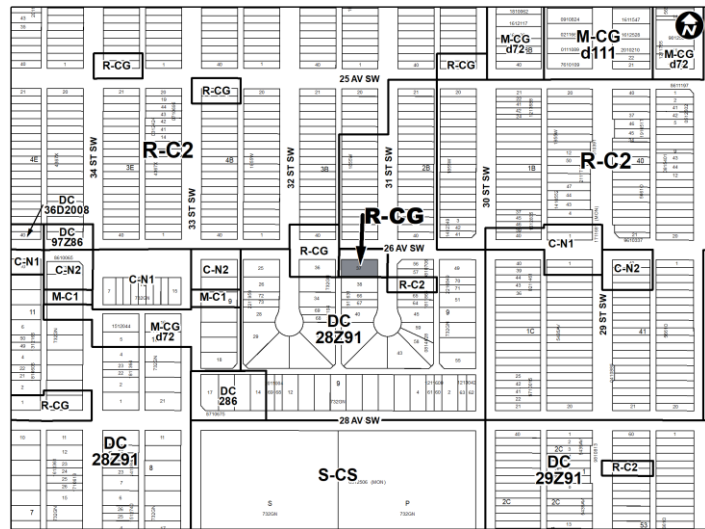
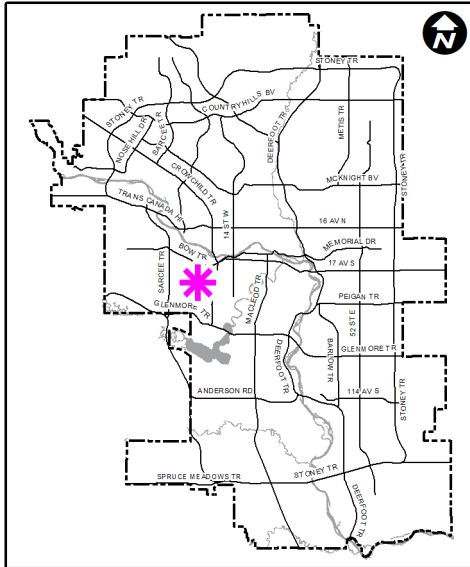
As identified below, the community of Killarney/Glengarry reached its peak population in 2019.

<b>Killarney/Glengarry</b>	
Peak Population Year	2019
Peak Population	6,889
2019 Current Population	6,889
Difference in Population (Number)	0
Difference in Population (Percent)	0 %

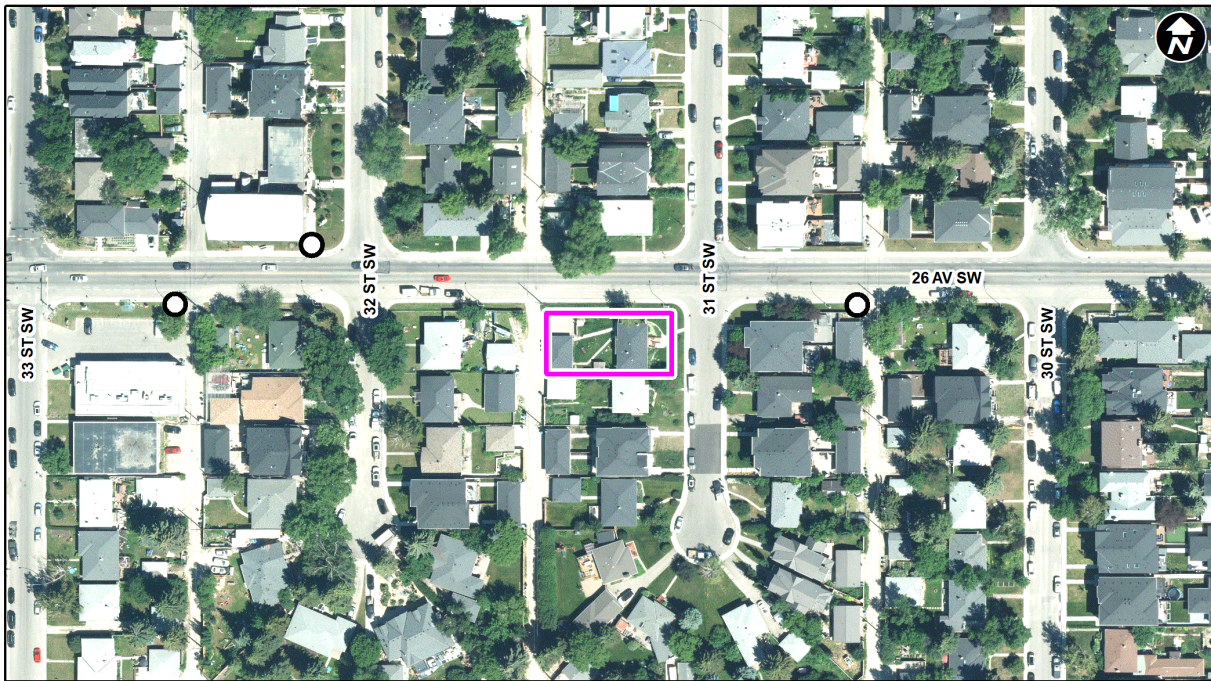
Source: *The City of Calgary 2019 Civic Census*

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

# Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Direct Control (DC) District ([Bylaw 28Z91](#)) is based on the R-2 Residential Low Density District of Land Use Bylaw 2P80 which is intended for low density residential development in the form of single-detached or semi-detached dwellings. The DC District includes rules for minimum lot width and lot area rules for single detached dwellings. The DC District allows for a maximum building height of 10 metres and a maximum density of two dwelling units. Secondary suites are not a permitted use in Land Use Bylaw 2P80.

The proposed R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the subject site parcel area, this would allow up to four dwelling units.

Secondary suites (one backyard suite or one secondary suite per dwelling unit) are also allowed in the R-CG District and do not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

### Development and Site Design

The rules of the proposed R-CG District would 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 are being considered through the development permit process include, but are not limited to:

- mitigating shadowing, overlooking and privacy concerns;
- ensuring appropriate amenity space for residents; and
- accommodating appropriate waste and recycling pick-up and storage.

### **Transportation**

Pedestrian access to the site is available via existing sidewalks on 26 Avenue SW and 31 Street SW which are designated as a Collector Street and Local Street, respectively. The site is also adjacent to an existing on-street bikeway along 26 Avenue SW, which connects to Calgary's Always Available for All Ages and Abilities (5A) Network.

The subject site is well-served by Calgary Transit. Transit stops are located within close proximity, with the Route 6 (Killarney/26 AV) on 26 Avenue SW, approximately 90 metres away (a one-minute walk).

Direct vehicular access to the proposed development will be from the rear lane. On-street parking directly adjacent to the parcel along 26 Avenue SW is currently unrestricted adjacent to the bike lane, and restricted along the north side of 26 Avenue SW. On-street parking is unrestricted along 31 Street SW.

### **Environmental Site Considerations**

There are no environmental concerns associated with the proposed land use amendment.

### **Utilities and Servicing**

Water, sanitary, and storm are available to service the subject site.

## **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 policy amendment and 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 are being 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 limited building scale modifier (Map 4: Building Scale), which allows for up to three 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.