

Background and Planning Evaluation

Background and Site Context

The subject parcel is located in the southwest community of Killarney/Glengarry at the southwest corner of 26 Avenue SW and 35 Street SW. The parcel is approximately 0.06 hectares (0.14 acres) in size measuring approximately 15 metres wide and 36 metres deep. The laned parcel is currently developed with a **semi-detached dwelling**.

Surrounding development is characterized by a mix of single and semi-detached residential buildings of one to two storeys. Directly east is a single detached dwelling located on a parcel designated as Commercial – Neighbourhood 2 (C-N2) District. Two blocks east from the subject site is a commercial development located on a parcel designated as Commercial – Neighbourhood 1 (C-N1) District. The subject site is located within 200 metres (a three-minute walk) from Holy Name School (Grades K-6), and within 300 metres (a five-minute walk) from Killarney School (Grades K-6) and the Glendale and Glenbrook Shopping Centres.

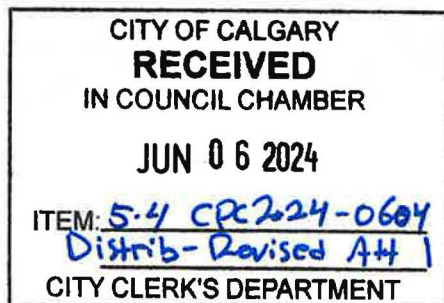
Community Peak Population Table

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](#).





Previous Council Direction

None.

Planning Evaluation

Land Use

The subject parcel is currently designated as a DC District ([Bylaw 28Z91](#)) for the purpose of accommodating low density development in the form of single detached, semi-detached, and duplex dwellings with specific minimum lot width and lot area requirements. The DC District allows for a maximum building height of 10 metres and a maximum density of two dwelling units.

The proposed R-CG District allows for a broader range of low density housing forms than the existing DC District including 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.

The subject site is identified as part of the Neighbourhood Flex Urban Form Category in the *Westbrook Communities Local Area Plan* (LAP) and therefore meets the location criteria for the Housing – Grade-Oriented (H-GO) District. The applicant indicated, however, that they wished

to pursue the R-CG District instead as they felt it better aligned with their vision of developing the site with a four-unit rowhouse with four secondary suites.

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 corner parcel, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring engaging building frontage interface along 35 Street SW and 26 Avenue SW; and
- mitigating shadowing, overlooking and privacy concerns to adjacent parcels.

Transportation

The subject site is located at the corner of 26 Avenue SW and 35 Street SW, which are classified as Collector Road and Residential Street, respectively.

Pedestrian connectivity in the neighborhood is provided through the existing sidewalks on both 26 Avenue SW and 35 Street SW. Streetscape improvements along 26 Avenue SW and adjacent to the subject site will take place to improve pedestrian, cycling, and transit services. Currently the site is served by cycling infrastructure with an existing on-street bike lane along 26 Avenue SW, which provides a connection to the greater Always Available for All Ages and Abilities (5A) Network.

The subject site is well-served by Calgary Transit. Bus stops are located approximately 50 metres away (one-minute walk) with access to the east/westbound Route 6 (Killarney/26 AV). The westbound route provides service through Killarney, Glendale, and on to the Westhills bus loop, which provides connections to other bus routes. The eastbound route provides service through South Calgary, Mount Royal, Beltline, and the Downtown Core, and access to the LRT which forms part of the Primary Transit network. The parcel is also located approximately 200 metres (a three-minute walk) east of the northbound MAX Teal transit stop on 37 Street SW.

Vehicular access to the subject site will be provided from the rear lane. Parking would be provided at the time of development permit, and is required to meet all the necessary specifications and bylaw requirements for parking stall size, quantity, etc. On-street parking is available on 35 Street SW. with no current parking restrictions. Future parking along 26 Avenue SW will be restricted due to the protected bike lane.

Environmental Site Considerations

There are no known environmental concerns associated with the proposal and/or site at this time.

Utilities and Servicing

Water, sanitary sewer utilities are available to the site. Development servicing requirements including stormwater management will be determined at the future development permit stages.

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 applicable MDP policies encourage redevelopment and modest intensification of established communities to make more efficient use of existing infrastructure, public amenities, and transit. Such development is intended to occur in a form and nature that respects the scale and character of the neighbourhood context. The proposal is in keeping with relevant MDP policies as the R-CG District provides for a modest increase in density in a form that is sensitive to existing residential development in terms of height, scale and massing.

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 – Modified building scale modifier (Map 4: Building Scale), which allows for up to four storeys. The Neighbourhood Flex areas are characterized by a mix of commercial and residential uses along corridors in communities that have commercial character or in areas where commercial development would be appropriate but is not required. The Low – Modified building scale is typically characterized by range of housing types such as single-detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhouses, stand-alone or mixed-use buildings. The proposed land use amendment is in alignment with applicable policies of the LAP.