

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Killarney/Glengarry, mid-block along 29 Street SW, south of 30 Avenue SW. The site is approximately 15 metres wide and 46 metres long with an area of approximately 0.07 hectares (0.17 acres).

The parcel is surrounded by low density development on all sides, with single storey detached properties to the north and east, a two-storey semi-detached dwelling to the south and a single storey detached property to the west across the lane. Additionally, directly to the east of the site (across 29 Street SW) a property that was recently redesignated to the Housing – Grade Oriented (H-GO) District and to the southeast there is a property fronting onto Richmond Road SW that is zoned as the Residential – Grade-Oriented Infill (R-CG) District.

The parcel is approximately a three-minute walk to primary transit on Richmond Road SW (to the south), with a local shopping centre to the south. Parks and open spaces are nearby and include Richmond Green tennis courts and playground, Gladmere baseball field, Killarney/Glengarry Community Association and community garden, and Killarney Elementary School.

## Community Peak Population

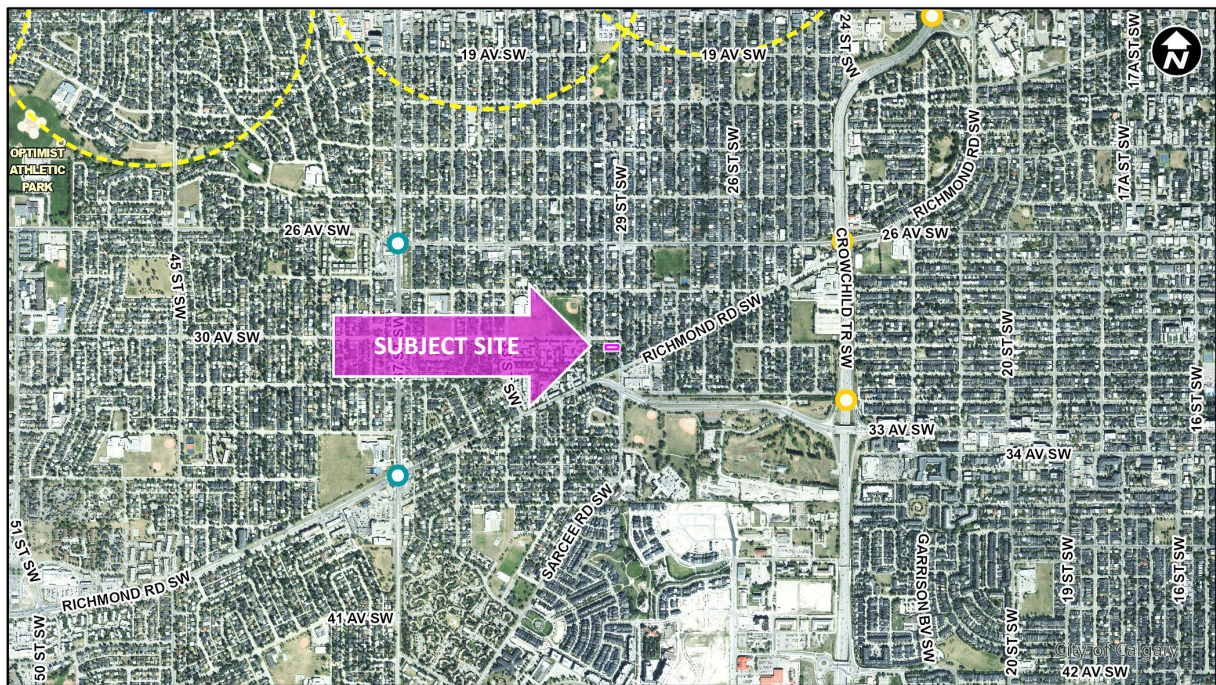
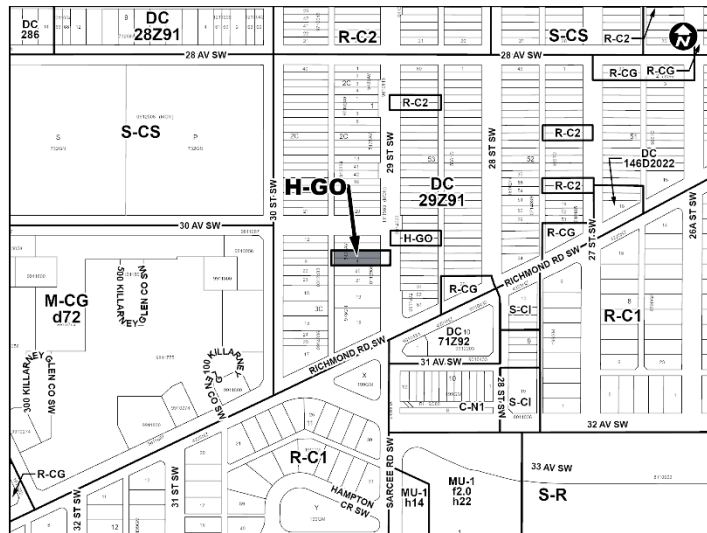
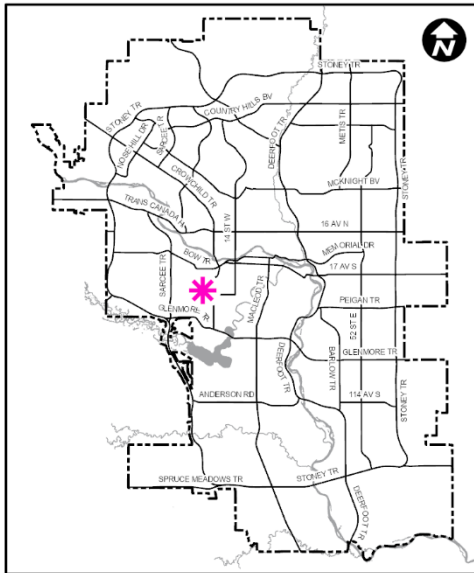
As identified below, the community of Killarney/Glengarry reached its peak population in 2019.

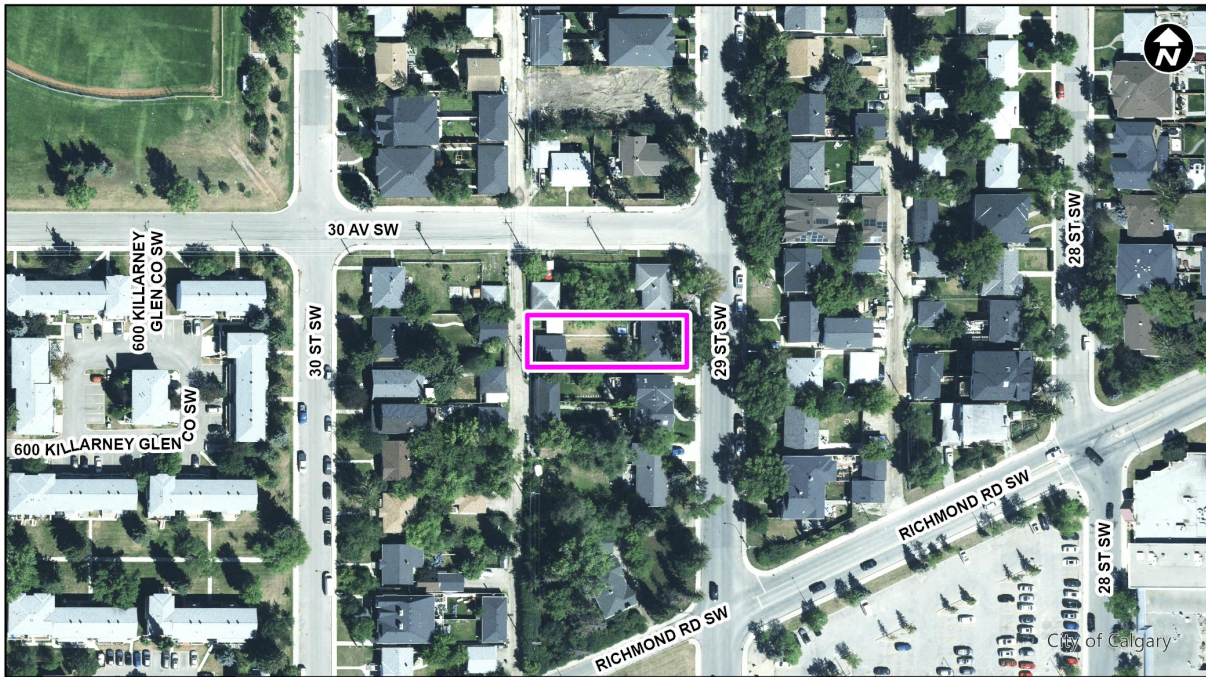
<b>Killarney-Glengarry</b>	
Peak Population Year	2019
Peak Population	7,685
2019 Current Population	7,685
Difference in Population (Number)	0
Difference in Population (Percent)	0.00%

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 subject parcel is currently designated as a Direct Control (DC) District ([Bylaw 29Z91](#)). This DC District applies to several blocks between 24 Street SW and 30 Street SW and north of Richmond Road SW in the Killarney/Glengarry community. This DC District applies the R-2 Residential Low Density District rules from Land Use Bylaw 2P80 to all parcels and has specific rules governing a minimum lot width and a minimum lot area.

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

The H-GO District also provides rules for:

- a minimum building separation of 6.5 metres where there is more than one residential building on a laned parcel (between the residential building at the front and the residential building at the rear) 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;
- a maximum building height of 12 metres; and

- building chamfer rules where sites are adjacent to low density residential, H-GO and Multi-residential - Contextual Grade-Oriented (M-CG) Districts.

Section 1386(d) of the Land Use Bylaw 1P2007 provides locational 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 therefore meets the locational criteria of Section 1386(d) for sites designated H-GO District.

### **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:

- mitigating shadowing, overlooking and privacy concerns with neighbouring parcels;
- ensuring appropriate provision and design of a range of mobility options including motor vehicle parking, bicycle parking and alternate mobility storage lockers;
- accommodating appropriate waste management pick-up and storage; and
- ensuring appropriate amenity space for residents.

### **Transportation**

Pedestrian access to the site is available via existing sidewalks on 29 Street SW, which is designated as a collector class road. Additionally, 29 Street SW is a designated on-street bicycle route that connects directly to the 26 Avenue SW on-street bicycle lanes, which provide a connection to the larger bicycle network into the Centre City. An [improvement project](#) is also underway on 26 Avenue SW to provide a safe street for everyone including those walking, wheeling, driving and taking transit (project is currently in engagement stage). The site is also located nearby to the recently constructed 37 Street SW Main Street project which includes a multi-use pathway.

The site is approximately 170 metres from a westbound Calgary Transit Route 22 Richmond Road SW (West) bus stop, which provides service through Rutland Park, Glamorgan, and on to the Westhills bus loop, with access to other routes.

The site is also approximately 265 metres away from an eastbound Calgary Transit Route 22 Richmond Road SW (East) bus stop, which provides service through Richmond, South Calgary, Upper Mount Royal, and on to the Downtown core, with access to the Light Rail Transit (Primary Transit, approximately six and a half minutes away) as well as other routes.

Direct vehicular access to the proposed development will be from the lane.

### **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 (deep) utilities exist adjacent to the site (within public road rights-of-way). Servicing requirements will be determined at the time of development permit.

## **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 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 within inner-city areas to support the transit network, make more efficient use of existing infrastructure, public amenities and deliver 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 currently being explored and encouraged within the development permit review process.

### **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 urban form category (Map 3: Urban Form). The LAP also indicates a Low-Modified building scale modifier for the site (Map 4: Building Scale), which allows for building forms up to four storeys. Neighbourhood Flex areas are characterized by a mix of commercial and residential uses with units that are oriented to the street. The proposed H-GO District is in alignment with the LAP, as the H-GO District would fulfill objectives of the plan with respect to design, street interface, transition to adjacent dwellings and building height.