

Background and Planning Evaluation

Background and Site Context

This subject site is located in the southwest community of Killarney/Glengarry, at the northeast corner of 37 Street SW and 25 Avenue SW. The community of Glendale is located across 37 Street SW to the west. The site is approximately 0.06 hectare (0.14 acre) in size with dimensions of approximately 15 metres wide and 36 metres deep. The parcel is currently developed with a single detached dwelling and a detached garage with access from 25 Avenue SW although there is a rear lane.

Surrounding development is characterized by single detached dwellings on parcels designated as the Multi-Residential – Contextual Low Profile (M-C1) District to the north, Mixed Use – General (MU-1f3.0h16) District to the west, Mixed Use – Active Frontage (MU-2f4.0h26) District to the south, and Residential – Grade-Oriented Infill (R-CG) District to the east. The site subject was amended to the current M-C1 District as part of the City Initiated Main Street Project – 37 Street SW in 2016.

The subject site is well served by Calgary Transit with a transit stop for Route 9 (Dalhousie Station/Chinook Station) 120 metres (two-minute walk) away on 37 Street SW and 1.2 kilometres (twenty-minute walk) from the Westbrook Light Rail Transit (LRT) Station to the northeast. The site is also within close proximity to a range of commercial and retail amenities located 400 metres (seven-minute walk) to the north and 190 metres (three-minute walk) to the south along 37 Street SW.

Community Peak Population Table

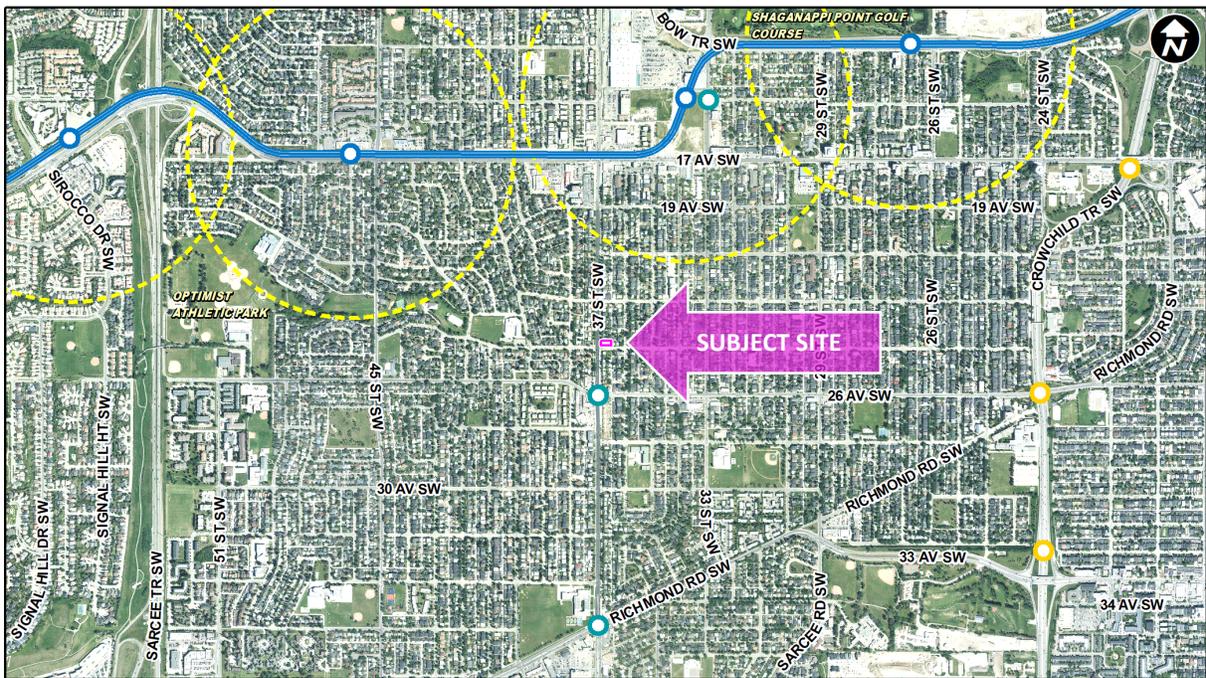
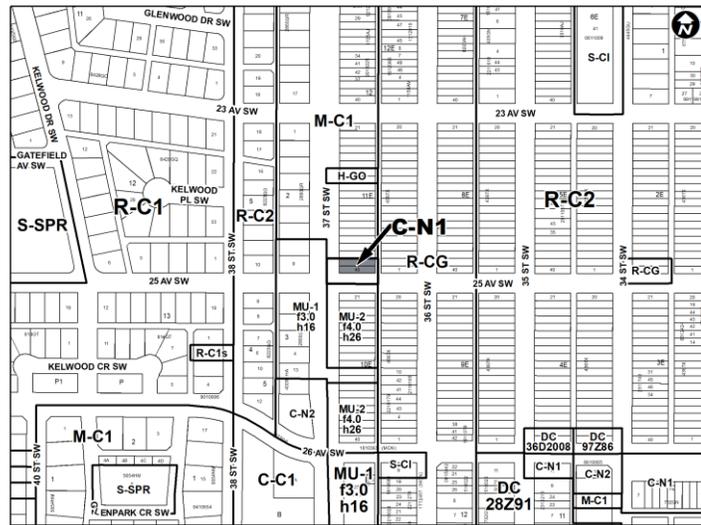
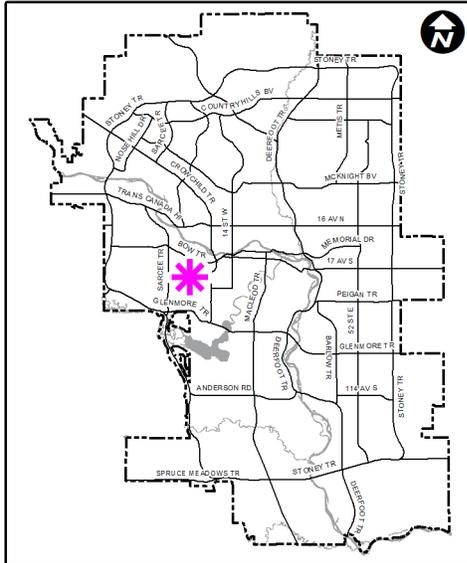
As identified below, the community of Killarney/Glengarry reached its peak population in 2019.

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](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-C1 District accommodates multi-residential development of primarily apartment buildings and townhouses. The M-C1 District contains contextual rules and is intended to be applied to sites within close proximity or adjacent to low density residential development. The M-C1 District allows for a maximum building height of 14 metres and a maximum density of 148 units per hectare. Based on the subject site parcel area, this would allow up to eight dwelling units.

The proposed C-N1 District allows small scale commercial developments in buildings that are close to each other, the street and the public sidewalk, storefront commercial buildings oriented toward the street, buildings that are in with the scale of nearby residence and opportunities for residential uses to occur on the upper floors of buildings. The proposed land use allows for a maximum floor area ratio of 1.0 and building height of 10 metres.

During the review process, Administration explored the possibilities of other land use districts including Mixed – Use General (MU-1) District and Commercial – Neighbourhood 2 (C-N2) District. Under the MU-1 District, the length of the building façade that faces a street is limited to a maximum of 9 metres for the intended Health Care Service, which is not suitable for the future development intended by the applicant. Comparing to C-N2 District, the proposed C-N1 District offers more street- and pedestrian-oriented uses given that the subject site is fronting onto a

multiuse pathway along a Neighbourhood Main Street. As a result, Administration supports the proposed C-N1 District as the most appropriate land use district for the subject site.

Being located on a corner lot along a Neighbourhood Main Street, the subject parcel has more potential for small-scale commercial uses in terms of easy access and active frontage. In addition, the proposed district would ensure an engaging street-oriented building frontage towards the street that is more suitable for the size and scale of the site. Furthermore, the proposal would provide more community amenities and services to meet residents' daily needs while allowing residential opportunities on the upper floors, which gives more flexibility for the applicant in the future.

Development and Site Design

If approved by Council, the rules of the proposed C-N1 District, along with the policies of the *Westbrook Communities Local Area Plan* (LAP), will provide guidance for the future development of the site, including appropriate uses, building height and massing, landscaping, and parking.

Given the specific context of this corner site, additional items that will be considered at the development permit stage include, but are not limited to:

- creating an active public realm along the 37 Street SW Neighbourhood Main Street, in line with policies outlines in both the LAP and the *Municipal Development Plan* (MDP);
- ensuring an engaging and active interface along 25 Avenue SW; and
- mitigating access and traffic concerns.

Transportation

Pedestrian access to the site is via the multiuse pathway on 37 Street SW, a neighbourhood boulevard, and the sidewalk on 25 Avenue SW, a residential street. There are several transit connections near the subject site. A bus stop for MAX Teal Bus Rapid Transit (Westbrook/Douglas Glen) and Route 9 (Dalhousie / Chinook) is on 37 Street SW, with a stop for both routes located approximately 150 metres (a three-minute walk) south of the site. Stops serving Route 6 (Killarney/26 Avenue SW) are approximately 250 metres (a four-minute walk) south of the site on 26 Avenue SW. The site fronts the 37 Street SW multi-use pathway and is 200 metres (a three-minute walk) north of the 26 Avenue SW on-street bikeway. On-street parking is presently unrestricted along 25 Avenue SW. 37 Street SW has no-stopping restrictions Monday through Friday 7 a.m. to 9 a.m. and 3 p.m. to 6 p.m.

Environmental Site Considerations

No environmental concerns were noted and no reports were required for this land use.

Utilities and Servicing

Sanitary, stormwater, and water servicing are available from 37 Street SW. Sanitary and stormwater are also available from 25 Avenue SW. A Fire Flow letter will be required at the development permit stage.

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 identified as within the Neighbourhood Main Street area on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The Neighbourhood Main Street area supports a mix of uses within a pedestrian-friendly environment and encourages the opportunity for moderate levels of intensification of both jobs and population over time. The proposal is consistent with the applicable policies in the MDP.

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) identified as Neighbourhood Connector on Map 3: Urban Form with a building scale of Low on Map 4: Building Scale, which allows up to six storeys. Development in Neighbourhood Connector areas is characterized by a broad range of housing types along higher activity, predominantly residential streets and may include local commercial uses to serve nearby residents such as cafes, corner stores, retail, personal service uses, work-live units or home-based businesses. The proposal is consistent with the applicable planning policies in the LAP.