

**LAND USE AMENDMENT
BOWNESS (WARD 1)
69 STREET NW AND 44 AVENUE NW
BYLAW 237D2017**

MAP 34W

EXECUTIVE SUMMARY

This land use amendment application seeks to redesignate a single residential parcel from a Residential – Contextual One Dwelling (R-C1) District to a Residential – Contextual One Dwelling (R-C1s) District to allow for either a Secondary Suite or a Backyard Suite as an additional use. The site contains an existing single detached dwelling, to Administration's knowledge there is not an existing suite located on the parcel and the application was not submitted as a result of a complaint. The site is located in proximity to a railway corridor.

PREVIOUS COUNCIL DIRECTION

On 2013 September 16, Council directed Administration to remove fees associated with land use amendment and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

ADMINISTRATION RECOMMENDATION(S)

2017 June 01

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 237D2017; and

1. **ADOPT** the proposed redesignation of 0.07 hectares \pm (0.17 acres \pm) located at 4519 – 69 Street NW (Plan 6511HN, Block 36A, Lot 28) from Residential - Contextual One Dwelling (R-C1) District **to** Residential-Contextual One Dwelling (R-C1s) District, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 237D2017.

REASON(S) FOR RECOMMENDATION:

The proposed R-C1s district, which allows for one of two forms of secondary suite uses (Secondary Suite or Backyard Suite), is compatible with and complementary to the established character of the community. The proposal conforms to relevant policies of the Municipal Development Plan and Bowness Area Redevelopment Plan and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

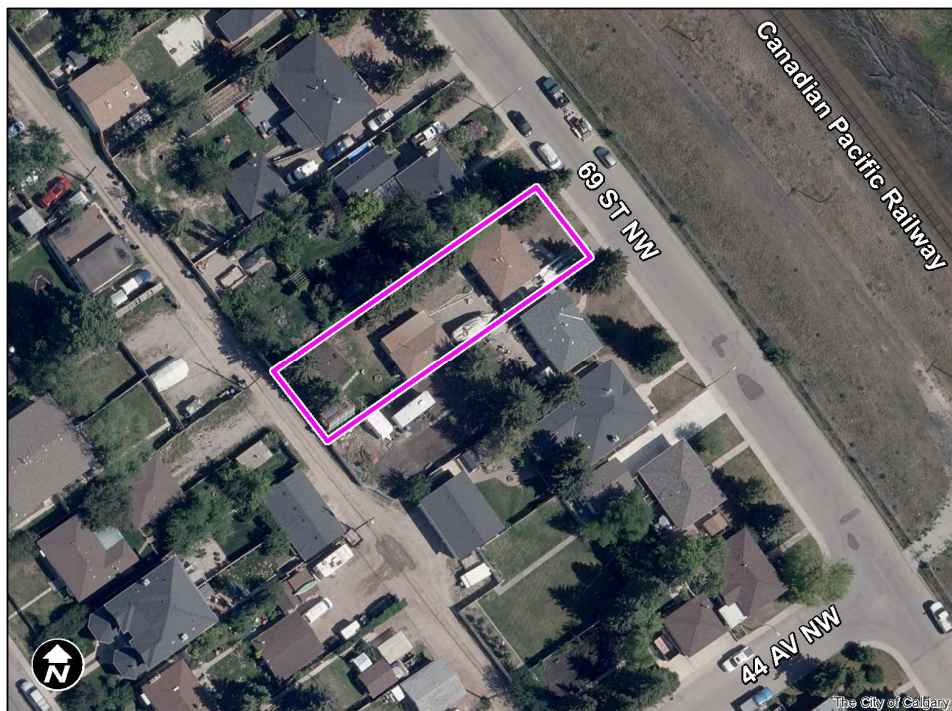
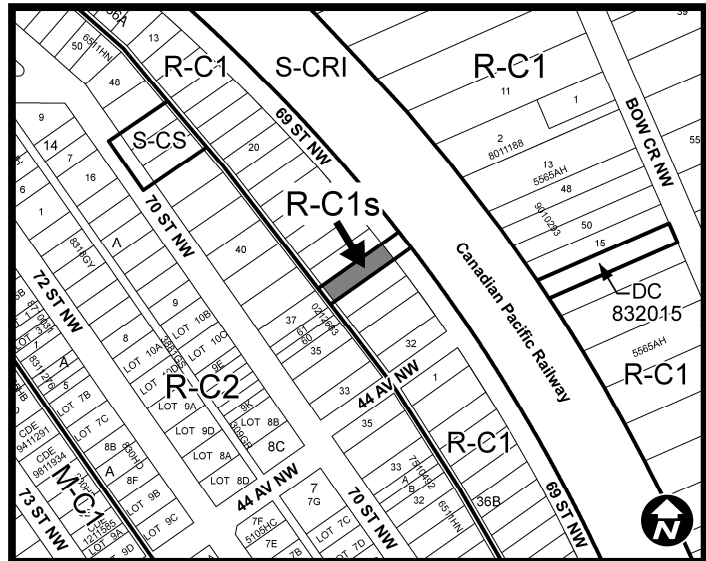
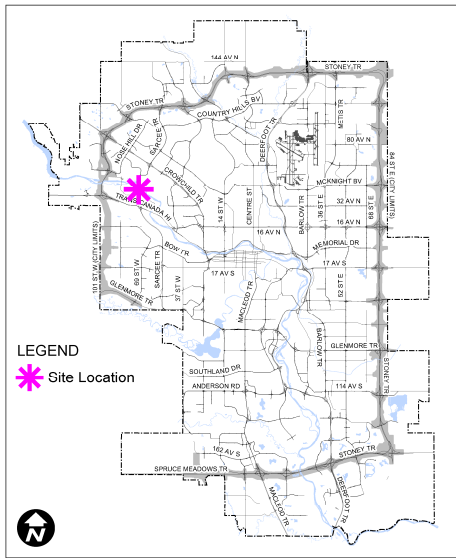
ATTACHMENT

1. Proposed Bylaw 237D2017
2. Public Submission

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.07 hectares \pm (0.17 acres \pm) located at 4519 – 69 Street NW (Plan 6511HN, Block 36A, Lot 28) from Residential - Contextual One Dwelling (R-C1) District **to** Residential-Contextual One Dwelling (R-C1s) District.

Moved by: M. Foht

Carried: 5 – 0

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Applicant:

Daryl Van Boom

Landowner:

Daryl Van Boom

PLANNING EVALUATION

SITE CONTEXT

Located in a low density residential R-C1 setting in the community of Bowness, the site is approximately 14.7 metres by 53.4 metres in size and is developed with a single-storey single detached dwelling with a single detached garage that is accessed from 69 Street NW. Low density single detached residences exist to the north, south and west of the site. Across 69 Street NW is the CP Rail line.

According to data from The City of Calgary 2016 Census, the following table identifies Bowness peak population and year, current population and the population amount and percentage difference between the peak and current populations if any.

Bowness	
Peak Population Year	1982
Peak Population	13,134
2016 Current Population	11,010
Difference in Population (Number)	-2,124
Difference in Population (Percent)	-16%

LAND USE DISTRICTS

The proposed R-C1s district allows for an additional dwelling unit (either a permitted use Secondary Suite or a discretionary use Backyard Suite) on parcels that contain a single detached dwelling.

Approval of this land use application allows for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules – only a building permit would be required.

At the DP stage, if the applicant proposes to increase the building footprint and the increased footprint results in the building moving closer to the freight railway corridor then the application may require additional studies such as Risk Assessment, noise and vibration studies to support the application.

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LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

The site is located within the “City, Town” area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (2009)

The site is located within a “Residential Developed – Established Area” on the Urban Structure Map (Map 1) in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site. This land use proposal is consistent with MDP policies including the Developed Residential Areas policies (subsection 3.5.1), the Neighbourhood Infill and Redevelopment policies (subsection 2.2.5) and the Housing Diversity and Choice policies (subsection 2.3.1).

Bowness Area Redevelopment Plan (1995)

The site is located within the *Residential: Low Density, Conservation & Infill* typology on Map 2 of the area redevelopment plan. This application meets the plan’s overall objectives by fulfilling goal 9 and retaining and enhancing the low-density residential character of the community.

TRANSPORTATION NETWORKS

Pedestrian and vehicular access to the existing site is available from 69 Street NW and the rear lane. The subject site is approximately 550 metres away from both Eastbound and Westbound Routes 1, 53, and 305 bus stops. Route 305 is a primary service route which provides service to COP through Bowness to the Downtown core. Route 1 provides service from Bowness Park through Bowness to the Downtown core. Route 53 provides service to the Greenview mobile home park through Bowness, to Market Mall, and up to the Brentwood LRT station. On-street parking adjacent to the site is unregulated. The street is a residential road class with additional parking due to no homes on the opposite side due to the CP Rail line.

UTILITIES & SERVICING

Water, sanitary, and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

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ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required. The subject parcel is outside the floodway/flood fringe affected areas.

GROWTH MANAGEMENT

This land use amendment proposal does not require additional capital infrastructure investment, and therefore no growth management concerns have been identified at this time. The proposal is in alignment with MDP references associated with growth management matters.

PUBLIC ENGAGEMENT

Community Association Comments

Administration received a letter of no comment to the application from the Bowness Community Association (see APPENDIX II).

Citizen Comments

Administration received one (1) letter in opposition to the application.

Reasons stated for opposition are summarized as follows:

- Bought into R1 zone neighbourhood don't want change;
- Concerns with devaluation of properties;
- Unfair to community;
- Visitor parking and blocking the laneway; and
- Street parking in general.

Public Meetings

No public meetings were held by the Applicant or Administration.

APPENDIX I

APPLICANT'S SUBMISSION

The land use redesignation permits the construction of a secondary suite which will allow rental income from the property.

Adding a secondary suite provides a more affordable way to replace the existing garage as the building costs can be recovered through rent.

The replacement of the existing garage will revitalize the property as follows:

- A relocated garage will be better use of the ample space in our yard because our current garage (which is in need of some repairs) sits in the middle of the property, and so divides property into smaller less cohesive areas.
- The current garage access from the front also means there is a significant amount of paving from 69 St back to the garage and car port. Moving the garage to have alley way access will allow the excess paved areas to be reclaimed for other purposes.

Our property is on a street with very underutilized street parking space. There are no residences situated across the street so this street effectively has double capacity when compared with a typical street. Existing city transit services can be used more by increased density in this neighbourhood. Bus Rapid Transit is provided by route 305 with a stop 4 blocks away. Normal bus service provided by route 001 and route 053 at the same location. As per the 2013 **Route Ahead** strategy, this stop location is part of the primary transit network.

APPENDIX II

LETTER SUBMITTED

Bowness Community Association

From: planning@mybowness.com
To: Ang, Benedict
Subject: RE: LOC2017-0074 CA comments
Date: Wednesday, April 19, 2017 2:49:12 PM

Good Afternoon

The community association has no comments with respect to this LOC. We did not hear of any concerns from residents either.

Thank you for the opportunity to comment.

Sydney Empson
Community Hub Coordinator
Bowness Community Association
7904 – 43 Ave NW Calgary, AB T3B 4P9
P:403-288-8300

F:403-288-8307

APPENDIX III

IMPORTANT TERMS

While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to simplify and enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms

Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.



Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.

