

BYLAW NUMBER 16P2017

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE KILLARNEY/GLENGARRY
AREA REDEVELOPMENT PLAN BYLAW 16P85**

WHEREAS it is desirable to amend the Killarney/Glengarry Area Redevelopment Plan Bylaw 16P85, as amended;

AND WHEREAS Council has held a public hearing as required by Section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended:

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. This Bylaw may be cited as the "Killarney/Glengarry Area Redevelopment Plan Amendment Number 12 Bylaw."
2. The Killarney/Glengarry Area Redevelopment Plan attached to and forming part of Bylaw 16P85, as amended, is hereby further amended as follows:
 - (a) In the Preface, after the last paragraph insert a new paragraph as follows:

*"The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities. The **Killarney Area Redevelopment Plan** is a statutory document that designates an area within the city for redevelopment. The **Killarney Area Redevelopment Plan** (referred to as 'this Plan') must be read in conjunction with the Municipal Development Plan (MDP) Volume 1 and Volume 2 Part 2: The Developed Areas Guidebook (see Map 1 for the area that is subject to the Guidebook), the Calgary Transportation Plan (CTP) and other City of Calgary policy and guiding documents, unless otherwise indicated. In the event of a discrepancy between this Plan and the Developed Areas Guidebook, the policy of this Plan will prevail."*
 - (b) In Section Summary, delete subsection Transition in its entirety.
 - (c) In Section Summary, subsection Commercial, delete the second bullet point.
 - (d) In Section Summary, subsection Transportation, delete the third bullet point.
 - (e) Delete the existing Map 1 entitled "Study Area" and replace with the revised Map 1 entitled "Study Area", attached hereto as Schedule A.
 - (f) Delete the existing Map 2 entitled "Land Use Policy" and replace with the revised Map 2 entitled "Land Use Policy", attached hereto as Schedule B.
 - (g) In Section 2.1, delete policies 2.1.3.3 and 2.1.3.4 in their entirety, and renumber all subsequent policies.

- (h) Delete the existing Map 3 entitled “Implementation Areas” and replace with the revised Map 3 entitled “Implementation Areas”, attached hereto as Schedule C.
- (i) In Section 2.2.2 Context, delete the second paragraph in its entirety.
- (j) In Section 2.2.2 Context, delete subsection entitled “General Commercial” in its entirety.
- (k) In Section 2.2.2 Context, delete subsection entitled “17 Avenue S.W.” in its entirety.
- (l) In Section 2.2.3 Policy, delete policies 4 and 5 in their entirety.
- (m) In Section 2.2.4 Implementation, delete the first paragraph.
- (n) In Section 2.2.4 Implementation, delete subsection 2.2.4.1 Development Guidelines in its entirety, and renumber subsequent sections.
- (o) In Section 2.2.4 Implementation, Subsection 2.2.4.2, delete the second row of the table in its entirety.
- (p) After Section 2.2 Commercial, insert new Section 2.3 Main Street as follows:
 - “2.3.1 Objective
The vision of Calgary’s long term growth includes a more connected and compact city where people have more choices to live and work and on how they travel.

Key to this concept is concentrating growth in jobs and population along transportation networks and providing adequate transitions from higher intensity land uses, to lower intensity land uses. The higher intensity areas have more flexibility to provide a range of commercial businesses, recreational services and housing types, while transitions to lower built forms provide more housing options for Calgarians. Overall this pattern supports complete communities and spurs local innovation and character.
 - 2.3.2 Context
2.3.2.1 17 Avenue

17 Avenue SW has been a commercial and social focal point of the community of Killarney and Shaganappi for almost one hundred years. This commercial area has evolved and changed over the decades and is now confirmed as an important community asset as it is designated as a Neighbourhood Main Street in the Municipal Development Plan and as a Community Centre building block in the Developed Areas Guidebook.
 - 2.3.2.2 37 Street

The 37 Street SW main street extends from Bow Trail to 30 Avenue SW, adjacent to the communities of Rosscarrock, Glendale and Killarney/Glengarry.

This main street area is primarily a residential neighborhood, close to the Westbrook shopping centre and LRT station. The communities of Rosscarrock and Glendale were founded in the 1950s, while Killarney developed earlier in 1906.

2.3.2.3 Community Centre and Community Mid Rise Main Street

The Community Centre and Community Mid Rise Main Street building blocks consists of mixed use mid-rise building types that accommodate a range of retail, services, office and residential uses that may be arranged vertically within a building or horizontally across an area in multiple buildings along 17 Avenue and 37 Street SW sections. Buildings should be midrise height, providing room for taller first and second storeys in buildings where vertical mixed use is desired. A high-quality living environment with transit, amenities and infrastructure capacity will support residential and employment uses and strategic intensification through a variety of building forms and heights.

The Community Centre and Community Mid Rise building blocks along with the Neighbourhood - Low Rise and Neighbourhood Limited Oriented blocks create the urban fabric that is an appropriate transition between the more intense Main Street and the surrounding Inner City Residential area and support the goal of a complete community. These building blocks provide a range and mix of housing choices, support quality transit, support local commercial vitality, diversify employment opportunities within the local community and provide more opportunity for the day to day needs of nearby residents to be met.

2.3.3 Policies

2.3.3.1 Building Height

Developments along the Main Street should respect the dimensions of the street and create a human scale environment that provides comfort and visual interest at the street level. Consistent building heights help to create a comfortable sense of enclosure along a street and are relative to the individual street and should be consistent along the Main Street.

(1) When reviewing applications, the Development Authority should measure building height from the approximately curb elevation of the Main Street, this creates building heights relative to the street that mitigates changes in topography through redevelopment parcels and provides a consistent street enclosure experience.

2.3.3.2 Privacy/Overlook Policy

Private amenity space should provide adequate privacy for new and existing residents with building features and materials, such as, solid walls, planters and/or opaque glass panels.

2.3.3.3 Future comprehensive plan

The Future Comprehensive Plan Area identifies parcels that do not require the application of a building block as their redevelopment is not anticipated in the short or medium term. They are parcels over 1.0 hectare (2.5 acres), typically of single ownership, where redevelopment is too far into the future to determine their land use when the local area plan is being created. Further planning will be required at the time of redevelopment to establish the vision for these parcels. Higher levels of intensity and height may be considered for buildings or portions of buildings, may include corporate or institutional campuses, and may allow for large-scale uses.

Applications on these sites should include a comprehensive plan submission that details the land use and development pattern for the entire site. Buildings will be comprehensively designed and integrated with heights, setbacks, FAR, and other elements determined in the comprehensive plan submission.

Applications should include a comprehensive plan that meets and indicates the following requirements:

- (a) Shadow plan for the development of the entire site (if the application is being phased);
- (b) Phasing of development, if anticipated;
- (c) Transition to adjacent areas, where applicable;
- (d) Public realm enhancements;
- (e) External and internal mobility connections (e.g., streets, sidewalks, cycle paths, transit);
- (f) Street network layout and the palette of street types;
- (g) Green infrastructure qualities such as (landscaping, stormwater management and low-impact development (LID);
- (h) Building mass and orientation (e.g., density or FAR, building heights, placement);
- (i) Identification of proposed or current transit service; and
- (j) Potential or anticipated subdivisions."

3. This Bylaw comes into force on 2017 May 01.

READ A FIRST TIME THIS ____ DAY OF _____, 2017.

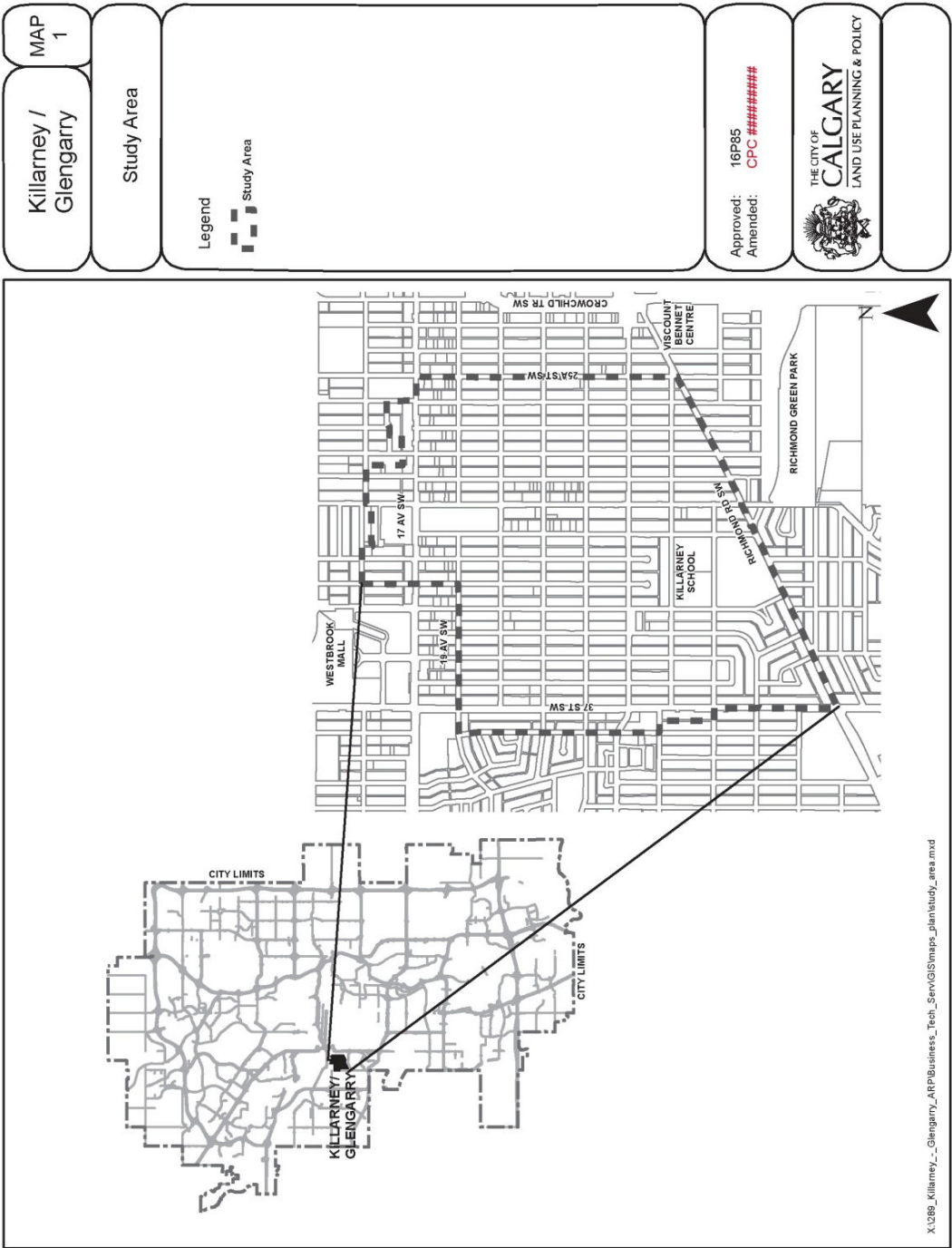
READ A SECOND TIME THIS ____ DAY OF _____, 2017.

READ A THIRD TIME THIS ____ DAY OF _____, 2017.

MAYOR
SIGNED THIS ____ DAY OF _____, 2017.

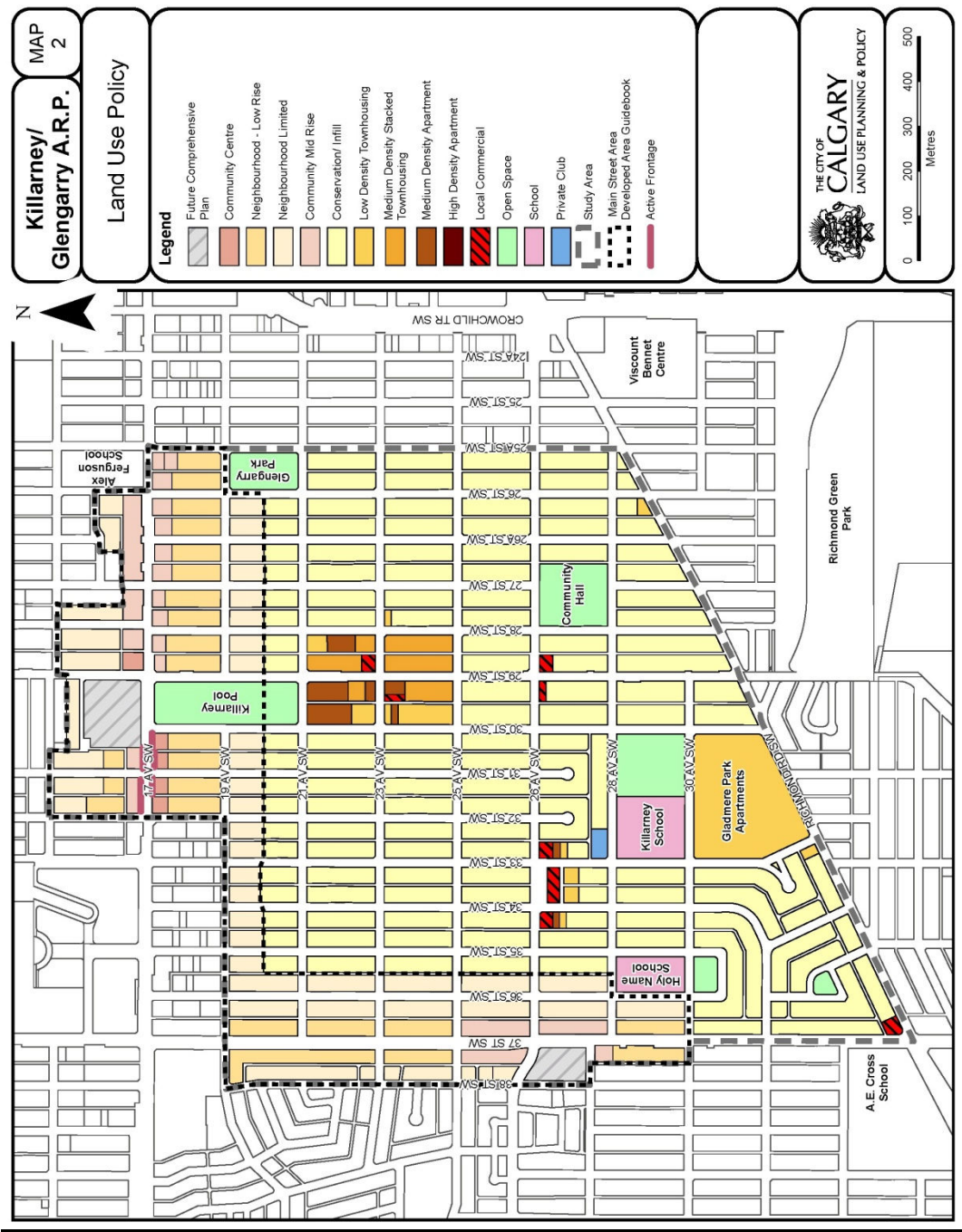
CITY CLERK
SIGNED THIS ____ DAY OF _____, 2017.

Schedule A



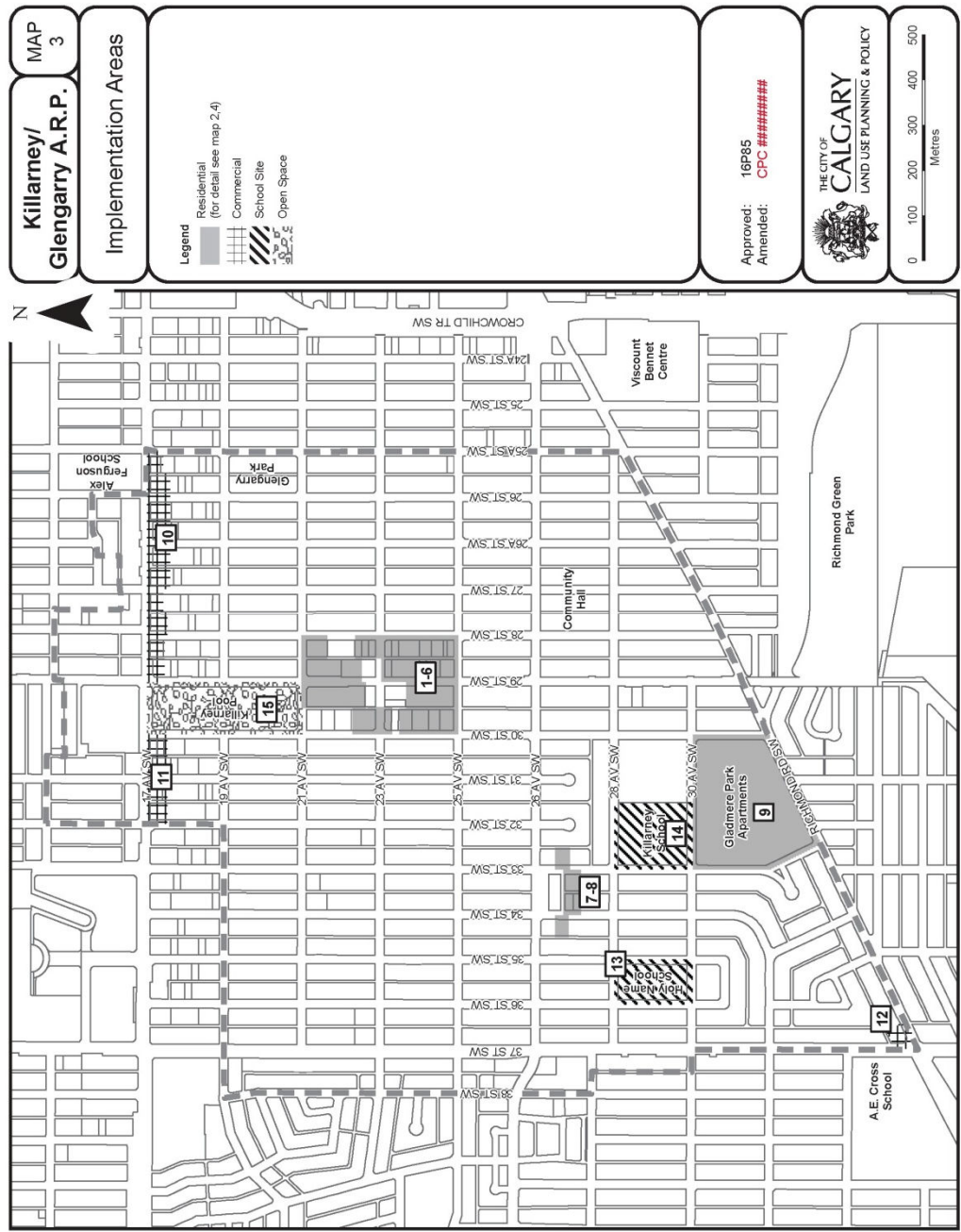
PROPOSED

Schedule B



PROPOSED

Schedule C



PROPOSED