

Community Association Letter



November 24, 2020

City of Calgary
PO Box 2100 Station M
Calgary Alberta
T2P 2M5

Attn: Calgary City Council
Ref: **LOC2020-0126**

Dear City Council,

I am writing on behalf of the Killarney-Glengarry Community Association (KGCA) regarding LOC2020-0126.

The KGCA is neither in support nor opposition of application to redesignate 2037 32 Street SW from R-C2 to R-CG. Therefore, the KGCA has identified the relevant policy amendments and Development Permit considerations that should be addressed at their appropriate step in the planning process.

The applicant's submission states that intention is to develop four (4) rowhouse units, each with their basement suite for a total of eight (8) dwelling units. The current Killarney-Glengarry Area Redevelopment Plan Bylaw 16P85 (KGARP), identifies this parcel as "Conservation/Infill" which does not align with the proposed R-CG redesignation as the Conservation/Infill is intended for:

2.1.2 "...the form and density allowed under the existing R-1 and R-2 Land Use Bylaw districts which includes single-family detached, semidetached, duplex and converted structures containing no more than two units."

In order to ensure that the proposed redesignation aligns with the KGARP, prior to this redesignation application receiving 3rd Reading the KGARP would need to be amended. The amendment should include changes to Map 2 so that the lands are identified as either "Low Density Townhousing" or "Medium Density Stacked Townhousing". It should be noted that Map 2 includes similar amendments for other R-CG parcels within the community.

Should a KGARP amendment and redesignation be approved by Council, The KGCA requests the following be addressed by the applicant at the time of Development Permit application:

Parking be addressed

The applicant's submission states that the intent is for four (4) row house units each with their own secondary suite. Land Use Bylaw 1P2007 (LUB) requires a minimum of eight (8) parking stalls for this type of development, one (1) for each unit. Should this application require a relaxation or qualify for a reduction in motor vehicle parking stalls per section 546(2) of the LUB, that should be identified at the time of Development Permit application.

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Vehicular access be provided from the rear of the parcel

This will enhance safety in the area by removing the need for curb cuts along 21 Ave SW and 32 St SW, thereby reducing potential pedestrian/vehicle conflicts along the sidewalk.

The main floor of units be located at grade and not above garages

This will provide for eyes on the street towards 21 Ave SW and 32 St SW from the dwellings, remove the need for numerous curb cuts, and provide for a better urban design interface along both streets.

Screening at the rear of the unit closest to the laneway

Within R-CG developments, the main floor rear windows/door of the unit closest to the lane often directly overlooks the backyards of the rest of the block; in this case directly north into neighbouring backyards. Screening in the form of frosting/semi-transparent glass, privacy walls, and/or landscaping should be considered to reduce potential overlooking concerns.

If there are any questions with regards the above please do not hesitate to reach out and discuss.

Sincerely,

Sean MacLean BURPI RPP MCIP
Director of Development
Killarney-Glengarry Community Association
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