

**SUPPLEMENTARY REPORT FOR CPC2016-089 (RICHMOND) FOR 2ND & 3RD READING  
OF BYLAW 88D2016**

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**EXECUTIVE SUMMARY**

On 2016 April 11, Council gave first reading to Bylaw 88D2016 (Attachment 1), to redesignate a site in Marda Loop for a new apartment building. Council withheld second and third readings of the Bylaw to refer it back to Administration in order to explore the reduction of the mass of the building through a reduction of the Floor Area Ratio (FAR) by 0.4. Council requested the Bylaw to return no later than Q3 2016. This is the only referral item that Council directed Administration to explore specifically for this proposed redesignation.

At the same meeting, Council also passed two motions arising to direct Administration to undertake future design work for the Marda Loop streetscape, as well as a design option to integrate the open area adjoining the subject site with the adjacent future Bus Rapid Transit (BRT) stop. Administration has commenced project scoping in response to the two Council motions.

**ADMINISTRATION RECOMMENDATIONS**

That Council:

1. Adopt the proposed redesignation of 0.36 hectares  $\pm$  (0.89 acres  $\pm$ ) located at 2410, 2414, 2418, 2424, 2428 and 2432 - 33 Avenue SW from Multi-Residential – Contextual Low Profile (M-C1) District to Multi-residential – High Density Low Rise (M-H1f.2.6h16) District to accommodate residential development of increased building massing, height and density;
2. Amend Bylaw 88D2016 by deleting “M-H1f3.0h16” on the map contained in Schedule B and replace with “M-H1f2.6h16”; and
3. Give second and third readings to the proposed Bylaw 88D2016 as amended (Attachment 3).

**PREVIOUS COUNCIL DIRECTION / POLICY**

On 2016 April 11, Council voted to:

“Adopt, Moved by Councillor Woolley, Seconded by Councillor Magliocca, that the Calgary Planning Commission Recommendations 1 and 2 contained in Report CPC2016-089 be adopted, after amendment, as follows:

That Council:

1. Adopt the proposed redesignation of 0.36 hectares  $\pm$  (0.89 acres  $\pm$ ) located at 2410, 2414, 2418, 2424, 2428 and 2432 – 33 Avenue SW (Plan 4479P, Block 55, Lots 4 to 16) from Multi-Residential – Contextual Low Profile (M-C1) District to Multi-Residential – High Density Low Rise (M-H1f3.0h16) District, in accordance with Administration’s recommendation; and
2. Give first reading to the proposed Bylaw 88D2016.”

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And, in a related motion:

"Adopt, Moved by Councillor Woolley, Seconded by Councillor Magliocca, that the Calgary Planning Commission Recommendation 3 contained in Report CPC2016-089 be adopted, after amendment, as follows:

Withhold second and third readings of Bylaw 88D2016 and refer it back to Administration to explore the reduction of the mass of the building with a corresponding reduction of the FAR by 0.4 FAR and to return to Council no later than Q3 2016".

In addition, Council voted in favour of two motions arising, as follows:

"Motion Arising, Moved by Councillor Woolley, Seconded by Councillor Pincott, that with respect to Report CPC2016-089, Council direct Administration to bring forward a report to support the Marda Loop Area Redevelopment Plan (ARP) objectives for a comprehensive streetscape design concept for 33<sup>rd</sup> and 34<sup>th</sup> Avenues, as per the ARP Policy 6.2.1, to return to Council through the Planning and Urban Development Committee, by Q4 2017, in coordination with the future Main Streets Implementation.

Motion Arising, Moved by Councillor Woolley, Seconded by Councillor Pincott, that with respect to Report CPC2016-089, Council direct Administration to work with Transportation, Parks, Water Services, Planning, and the community to develop design options that will integrate the planned SW Bus Rapid Transit (BRT) Transitway station at Crowchild Trail and 33<sup>rd</sup> Avenue SW into the adjacent City owned lands, including pedestrian and cycling connectivity, and investigate options for funding".

**BACKGROUND**

On 2016 February 25 Calgary Planning Commission considered concurrent Land Use Amendment Application LOC2015-0023 and Development Permit Application DP2015-0685, to accommodate the development of a five (5) storey, 145 unit multi-residential development along the north side of 33<sup>rd</sup> Avenue SW, East of Crowchild Trail SW, in the community of Richmond.

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The most significant differences between the existing Multi-Residential – Contextual Low Profile (MC-1) District, and the proposed Multi-residential – High Density Low Rise (M-H1f.2.6h16) District are highlighted in the table below:

<b>Development Rule (maximums)</b>	<b>M-C1 (Existing District)</b>	<b>M-H1(f2.6h16) (Proposed)</b>
<b>Density</b>	148 units per hectare (53 unit yield on site)	Regulated by maximum height, unit size, FAR & building setbacks
<b>Floor Area Ratio</b>	None	2.6
<b>Building Height</b>	14 metres	16 metres

Administration's report CPC2016-089 stated that the proposed Land Use Amendment was considered to be aligned with the policies of the Marda Loop Area Redevelopment Plan (ARP), adopted in 2014.

**INVESTIGATION: ALTERNATIVES AND ANALYSIS**

Following Council's direction on 2016 April 11, the Applicant investigated opportunities to address reduction in FAR by reducing the mass of the building, while addressing various community perspectives and points debated at the public hearing. The amendments to the Development Permit application resulting from the proposed FAR modifications were then reviewed at a meeting hosted by the Richmond/Knob Hill Community Association with the Ward 8 Councillor, Planning & Development, and the Applicant in attendance on 2016 June 28.

The amended plans (Attachment 2) specifically highlight where reductions in building mass are proposed by the Applicant. The approach taken by the Applicant is to modify the mass on all façades, concentrating on the four corners of the building. Administration confirms the modified FAR of the amended Development Permit drawings (DP2015-0685) to be 2.58 FAR which would align with the reduction from 3.0 FAR to 2.6 FAR for the Land Use specified in the Council motion.

Analysis – Building Mass Reductions

The building mass reductions will benefit the surrounding neighbourhood interface by including:

- Deeper building setbacks at grade, along the lane
- Increased setbacks at the higher floors
- Common rooftop balcony railings setback 1.5 m from parapet to address overlooking and perceptible height
- Building height reduction at southeast corner
- Parkade entrance set back further from the lane
- Removal of the "canyon" dwelling units, formerly in the southwest portion of the ground floor, on 33<sup>rd</sup> Avenue SW, below the sidewalk grade
- Dwelling entrances on 33<sup>rd</sup> Avenue SW frontage now match the sidewalk grade
- An added active common use, for bike storage, adjoining the west park space

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- Revised dwelling entrances on 33<sup>rd</sup> Avenue SW frontage which will activate the local park and future connectivity to the BRT stop.

In addition the reduction of FAR and resultant amendments to the Development Permit drawings has reduced the overall proposed dwelling unit count from 145 to 135 units. This amendment also seeks to respond to community comments related to the perceived impacts of the total number of units in relation to potential traffic congestion, and the access/egress for the development.

With regard to Council's Motions Arising on 2016 April 11, Administration is currently:

1. Undertaking a scoping exercise to confirm departmental stakeholders for a project team, including Planning & Development, Urban Strategy, and the Main Streets Team, to confirm the project lead(s), process and timelines for a comprehensive streetscape design concept for 33<sup>rd</sup> and 34<sup>th</sup> Avenues in coordination with the future Main Streets Implementation. This work is expected to return to Council, as directed, through the SPC on Planning & Urban Development, in Q4 2017.
2. Working on design options for the SW BRT station at Crowchild Trail and 33<sup>rd</sup> Avenue SW, led by Transportation. The Transportation Infrastructure BRT project team is submitting an application, in 2016 July, for multiple BRT Station installations, including the 33<sup>rd</sup> Avenue/Crowchild Trail SW location. Therefore the planning application outcome for the 33<sup>rd</sup> Avenue/Crowchild Trail SW station will include the consideration of the Council Motion. The 33<sup>rd</sup> Avenue/Crowchild Trail SW station application will also include engagement with the local community through the planning application circulation process.

**Stakeholder Engagement, Research and Communication**

Since 2016 April 11 public hearing, the Richmond/Knob Hill Community Association hosted a meeting on 2016 June 28 with the Ward 8 Councillor, Planning & Development, and the Applicant, to review the design amendments to the Development Permit application resulting from the proposed FAR modifications.

The office of the Ward Councillor initiated collaboration with the local community to address the community's concern regarding the lack of a strategic plan for public infrastructure investment within the Marda Loop Plan Area. The key items identified are:

1. The opportunity to initiate a comprehensive streetscape design for 33<sup>rd</sup> Avenue SW.
2. Channel City investments into underutilized green spaces within the Marda Loop Plan Area.
3. Link public infrastructure improvements to the South West Bus Rapid Transit (BRT) Transitway Station Project.

These opportunities will be addressed through the work Administration is undertaking to address the two Motions Arising outlined elsewhere in this report.

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**Strategic Alignment**

The proposed Land Use Amendment, as amended, aligns with the policies of the Marda Loop Area Redevelopment Plan (ARP), and Municipal Development Plan (MDP).

**Social, Environmental, Economic (External)**

**Social**

The introduction of multi-residential development will contribute to lasting residences and support for local businesses in the area. The proposed development on the subject lands contributes to a more walkable and pedestrian friendly neighbourhood corridor (33<sup>rd</sup> Avenue SW).

**Environmental**

The proposed Land Use Amendment accommodates more dwelling units within a smaller ecological footprint, using existing services to the site.

**Economic**

The proposed density increase will result in an investment in existing and new infrastructure. The proposed development on the subject lands contributes to making 33<sup>rd</sup> Avenue SW a neighbourhood corridor more walkable and pedestrian friendly.

**Financial Capacity**

**Current and Future Operating Budget:**

None

**Current and Future Capital Budget:**

None

**Risk Assessment**

If second and third readings are not carried, the Land Use Amendment Bylaw will be filed and abandoned and the Development Authority will not be able to approve the development. While this would not prevent future applications to redesignate the site, no future application could be accepted on this site for a period of 6 months from the date of filing and abandoning the Bylaw, unless Council were to grant an exception.

**REASON(S) FOR RECOMMENDATION(S):**

Administration finds that the exploration undertaken by the Applicant for a reduction of the building mass by a Floor Area Ratio of 0.4 has resulted in a comprehensive solution which achieves an outcome that balances the interests of the Marda Loop ARP, the local community, and the Applicant.

**ATTACHMENT(S)**

1. Bylaw 88D2016
2. Building Renderings – Highlighting Specific Areas with Reductions to Building Mass
3. Proposed Bylaw 88D2016 as amended.