

**POLICY AMENDMENT AND LAND USE AMENDMENT  
RICHMOND (WARD 8)  
26 AVENUE SW AND 22 STREET SW  
BYLAWS 18P2016 AND 87D2016**

**MAP 8C**

**EXECUTIVE SUMMARY**

The purpose of the application is to redesignate the subject parcel to Multi-Residential Contextual Grade-Orientated (M-CGd72) District to accommodate grade orientated, multi residential development, with up to 4 units and 12 metres in height. This application seeks to allow for an increase in density and building height on one titled residential parcel in the Community of Richmond.

A minor amendment to the Richmond Area Redevelopment Plan is required to accommodate this land use application.

**PREVIOUS COUNCIL DIRECTION**

None

**ADMINISTRATION RECOMMENDATION(S)**

2016 February 25

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

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaws 18P2016 and 87D2016; and

1. **ADOPT** the proposed amendment to the Richmond Area Redevelopment Plan, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 18P2016.
3. **ADOPT** the proposed redesignation of 0.06 hectares  $\pm$  (0.14 acres  $\pm$ ) located at 2220 – 26 Avenue SW (Plan 8997GC, Block 7, Lot 5) from Residential – Contextual One / Two Dwelling (R-C2) District **to** Multi-Residential – Contextual Grade-Oriented (M-CGd72) District, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 87D2016.

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**REASON(S) FOR RECOMMENDATION:**

- This application would accommodate a modest density increase of an inner city parcel of land and allow for a development that has the ability to be compatible with the character of the existing neighbourhood;
- The proposed land use district is designed to be implemented in close proximity or directly adjacent to low density residential development;
- The proposed land use application aligns with relevant planning policies in the Municipal Development Plan.

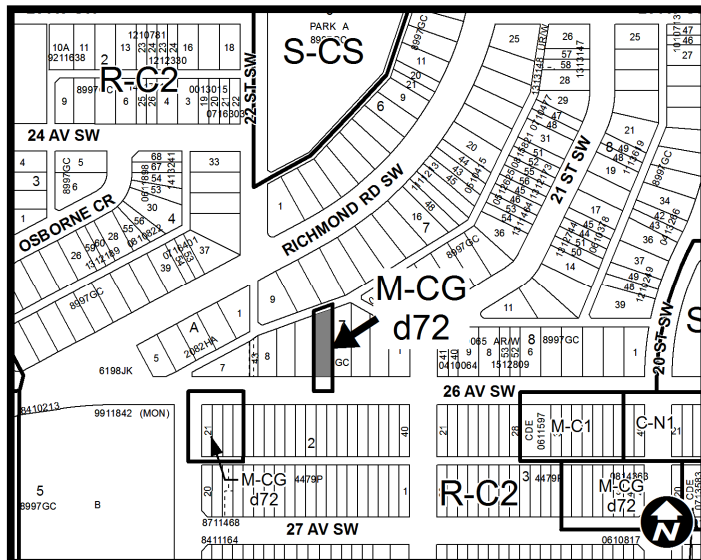
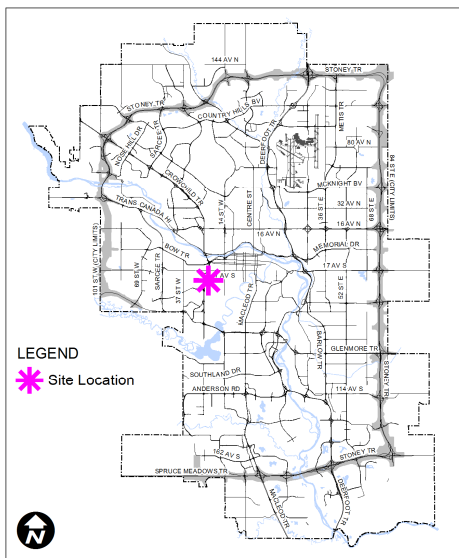
**ATTACHMENTS**

1. Proposed Bylaw 18P2016
2. Proposed Bylaw 87D2016

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LOCATION MAPS



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

- |    |  |
|----|--|
| 1. | Recommend that Council <b>ADOPT</b> , by bylaw, the proposed amendment to the Richmond Area Redevelopment Plan (APPENDIX III).   |
|    | <b>Moved by: C. Friesen</b> <b>Carried: 6 – 0</b>  |
| 2. | Recommend that Council <b>ADOPT</b> , by bylaw, the proposed redesignation of 0.06 hectares ± (0.14 acres ±) located at 2220 – 26 Avenue SW (Plan 8997GC, Block 7, Lot 5) from Residential – Contextual One / Two Dwelling (R-C2) District <b>to</b> Multi-Residential – Contextual Grade-Oriented (M-CGd72) District. |
|    | <b>Moved by: C. Friesen</b> <b>Carried: 6 – 0</b>  |

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**Applicant:**

Sarina Developments

**Landowner:**

Riyaz Virani

**PLANNING EVALUATION**

**SITE CONTEXT**

The subject parcel is located in the Community of Richmond and is adjacent to low density residential dwellings to the north, south, east and west. The subject parcel benefits from rear lane access from 26 Avenue SW. Richmond Elementary School is located to the south west of the parcel, with a bus transit stop 77 metres west of the parcel on 26 Avenue SW.

**LAND USE DISTRICTS**

The proposed M-CGd72 District allows for up to 4 units on the subject parcel with a maximum building height of 12 metres. The M-CG district is intended to accommodate grade orientated multi residential development of low height and low density in close proximity or directly adjacent to low density residential development.

	Maximum building height	Maximum number of dwelling units
Existing R-C2 District	10 metres	2
<b>Proposed M-CG d72 District</b>	<b>12 metres</b>	<b>4</b>

**LEGISLATION & POLICY**

Municipal Development Plan (2009 – Statutory)

**Section 2.2 (Shaping a more compact urban form)  
Complete Communities Policies**

- a. Support the development of complete communities to ensure a compact and well-designed urban form that efficiently utilizes land and infrastructure, provides housing choices at transit-supportive densities, local services and employment and promotes mobility options.
- b. Communities should ... provide:
  - i. A range of housing choices, covering a mix of built forms and ownership tenures, at densities that support transit viability, local commercial and other services;

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**Neighbourhood Infill and Redevelopment Policies**

- a. Encourage growth and change in low-density neighbourhoods through development and redevelopment that is similar in scale and built form and increases the mix of housing types such as ... ground-oriented housing.
- b. Support development and redevelopment that provides a broader range of housing choice in local communities to help stabilize population declines and support the demographic needs of communities.

**Section 3.5 Land Use Policies**

- a. Recognize the predominantly low density, residential nature of Developed Residential Areas and support retention of housing stock, or moderate intensification in a form and nature that respects the scale and character of the neighbourhood.

Richmond Area Redevelopment Plan (1986 – statutory)

The subject parcel is in an area designated Conservation Infill in the Richmond ARP (Map 2) land use map.

**2.1.3.1 Conservation and Infill Policy**

The conservation policy of the Inner City Plan is reaffirmed through a conservation and infill policy, the intent of which is to improve existing neighbourhood quality and character while permitting low profile infill development that is compatible with surrounding dwellings. This policy provides for the form and density allowed under the existing R-1 and R-2 districts..... Existing structures in good repair should be protected, while structures in poor repair should be rehabilitated or replaced.

Due to the designation of the subject site in the Richmond ARP a minor amendment to the Richmond ARP is required.

Location Criteria for Multi-Residential Infill Development (2014 – non statutory)

In reviewing the proposal against the Location Criteria for Multi-Residential Infill Development (adopted by Council) (APPENDIX IV), the proposal meets the following criteria:

- Is within 400 metres of a transit stop;
- Has direct lane access;
- Is on a Collector road.

The proposed land use redesignation is supported by the Municipal Development Plan and Location Criteria for Multi-Residential Infill Development Policy noted above. While the proposed land use redesignation does not represent Conservation and Infill Development; and is therefore contrary to the Richmond ARP, the proposed land use (M-CG) would result in a built form which would be sensitive to the surrounding urban context (with grade orientated development, of a similar height to adjacent dwellings) and in this instance the subject site has ability to provide

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satisfactory parking and access from the rear lane. On balance, Administration considers the proposal to align with relevant planning legislation and policy and to be acceptable.

**TRANSPORTATION NETWORKS**

A Transportation Impact Assessment was not required.

Sidewalks are available in the area and provide pedestrian connections to 26 Avenue SW. The 26 Avenue SW corridor is served by Calgary Transit, with a bus stop opposite 2239 - 26 Avenue SW. Vehicular access is available from the rear lane. Vehicular access design and its location will be reviewed at the development permit stage.

**UTILITIES & SERVICING**

All required services are available for the proposed land use. The existing servicing can accommodate the proposed development without the need for upgrades or adjustments to the existing infrastructure.

**ENVIRONMENTAL ISSUES**

None

**ENVIRONMENTAL SUSTAINABILITY**

An analysis of site specific measures that would contribute towards environmental sustainability will be conducted at the Development Permit stage.

**GROWTH MANAGEMENT**

The proposed amendment(s) does not trigger capital infrastructure investment and therefore there are no growth management concerns.

**PUBLIC ENGAGEMENT**

**Community Association Comments**

The Richmond/Knob Hill Community Association are in support of the proposed redesignation (see comments attached in APPENDIX II).

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**Citizen Comments**

At the time of writing this report two (2) letters of opposition were received.

Residents of surrounding dwellings raised a number of concerns which Administration would summarize as follows:

- The proposed development form (a four-plex with an 8 car garage) is impractical on this lot;
- The only vehicular access would be from the rear lane and the proposal would increase traffic in the lane;
- Street parking is inadequate;
- An increase in density will further exacerbate existing traffic problems;
- The proposal will alter the character of the neighbourhood;
- The proposal would impact on privacy and would shadow amenity space of surrounding dwellings.

Administration would respond to the summary of comments received as follows:

- The Purpose Statement of the M-CG Land Use District identifies this land use is intended to be a transitional land use district - where the intent is that this land use is surrounded by low density residential development (such as the R-C2 land use);
- The development form, lot coverage, design, privacy and shadowing are considered by Administration through the evaluation of a Development Permit. For the purposes of this land use redesignation Administration determined that the location supports the proposed land use;
- CPAG Transportation has no concerns as regards the accessibility of the subject parcel. Detailed design on the location of the garage will be considered through the evaluation of a Development Permit;

**Public Meetings**

- No public meetings were held.



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**APPENDIX I**

**APPLICANT'S SUBMISSION**

We are proposing to redesignate this parcel from R-C2 to M-CGd72. The lot is 45' wide, with an irregular length of approximately 148 on the West property line and 164' on the East, with an area of 0.0653ha, which would provide for a density of 4.7 with a d72 modifier. The intention is to develop a quadrant-style fourplex with detached 8-stall, tandem parking garage. The rationale for the double garage is to provide 2 full stalls for each homeowner to broaden the potential customer base to include families requiring 2 vehicles.

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**APPENDIX II**

**COMMUNITY ASSOCIATION COMMENTS**

Mr. Webster

We understand that you are the File Manager for the captioned application to change the land use designation of the 2220 26 Avenue SW parcel (the "Subject Parcel") from R-C2 Residential - Contextual One/Two Dwelling to M-CGd72 Multi-Residential - Contextual Grade-Oriented to allow for a quadrant-style 4-plex with a detached 8-stall tandem parking garage to be constructed thereon (the "Application").

The Development Committee for the Richmond/Knob Hill Community Association (the "Association") has reviewed the Application and advises that it has no objection to the Application, subject to the following comments.

The Subject Parcel is 45ft wide and 150/167ft deep on the west/east sides, which makes it narrower, deeper and overall 13% larger than one of our typical 50ft x 125ft parcels. The Association does not consider tandem garages to be a particularly imaginative use of the extra depth of the Subject Parcel.

We were hoping that a developer would acquire multiple contiguous parcels along the middle of that block face and propose something that would really take advantage of the extra depth of those parcels.

At the very least, the Association would like to see consideration given to amending the Application to allow up to 2 backyard suites to be incorporated into the garages, which may require the proposed "d72" density modifier to be increased. The backyard suites could be garage suites above the garages, garden suites in front of the garages, one garage suite and one garden suite, or each suite could be partly above the garages and partly in front of the garages. We would expect the size of each backyard suite to be limited to 45m<sup>2</sup> so that it does not require an on-site parking stall.

Another possibility would be a 3-unit main building consisting of 2 single-storey "garden" units on the main floor and a larger "sky" unit on the second storey, plus a backyard suite in front and/or on top of the garages, for a total of 4 units, each of which would have 1 on-site garage stall and of which at least 2 would be senior-friendly single-storey ground floor units.

The Association is concerned that the R-C2 land use designation which currently applies to the Subject Parcel, as well as to the vast majority of parcels in Richmond/Knob Hill, and the current trend to redevelop those parcels into narrow parcel 2- and 3-storey single and semi-detached dwellings, has the potential to turn Richmond/Knob Hill into a mono-culture community comprised almost exclusively of middle class DINKs and empty nesters, with few if any housing options for renters, first-time home buyers, young families or seniors. The Association feels that the Subject Parcel, being located on along a reasonably busy collector road and bus route, would be an appropriate location for a higher-density form of development than would be possible under the current R-C2 land use designation.

Thank you.

Doug Roberts  
Chair, Development Committee  
Richmond/Knob Hill Community Association

G. Webster

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**APPENDIX III**

**PROPOSED AMENDMENT TO THE RICHMOND AREA REDEVELOPMENT PLAN**

- (a) Delete the existing Map 2 entitled “Land Use Policy” and insert the revised Map 2 entitled “Land Use Policy” as follows:

Map 2

Land Use Policy

- Legend**
- Study Area Boundary
  - Conservation/ Infill
  - Low Density Residential
  - Medium Density Residential
  - High Density
  - Open Space
  - Institutional
  - General Commercial
  - Local Commercial
  - Restricted Local Commercial
  - Pedestrian Bridge
  - Transition Policy Applies

0 200 400  
Metres



This map is conceptual only. No measurements of distances or areas should be taken from this map.

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**APPENDIX IV**

**LOCATION CRITERIA FOR MULTI RESIDENTIAL INFILL**

<b><u>Subject Site</u></b>	<b><u>Comments</u></b>
On a corner parcel.	Corner developments have fewer direct interfaces with low density development.  Corner sites avoid mid-block development that could signal speculation that the entire block is appropriate for redevelopment.
Within 400 m of a transit stop.	Allows for greater transit use, providing more mobility options for residents of multi-dwelling developments.  Can reduce motor vehicle usage, thereby minimizing vehicle traffic impact on community.
Within 600 m of an existing or planned Primary Transit stop or station.	Allows for greater transit use, providing more mobility options for residents of multi-dwelling developments.  Can reduce motor vehicle usage, thereby minimizing vehicle traffic impact on community.
On a collector or higher standard roadway on at least one frontage.	Minimizes traffic on local streets.
Adjacent to existing or planned non-residential development or multi-dwelling development	Creates an appropriate transition between low density and other more intensive land uses or larger scale buildings.
Adjacent to or across from existing or planned open space or park or community amenity.	Creates an appropriate transition between low density and other land uses.
Along or in close proximity to an existing or planned corridor or activity centre.	Creates an appropriate transition between low density and other land uses.
Direct lane access.	Improves pedestrian environment for local residents by limiting the creation of multiple or high frequency use driveways across local sidewalks.