

**POLICY AMENDMENT AND LAND USE AMENDMENT
KILLARNEY/GLENGARRY (WARD 8)
NW CORNER OF RICHMOND ROAD AND 33 STREET SW
BYLAWS 1P2015 AND 7D2015**

MAP 7C

EXECUTIVE SUMMARY

This application seeks to redesignate an RC-2 (Residential – Contextual One/Two Dwelling) parcel to MC-Gd72 (Multi-Residential – Contextual Grade-Oriented) to allow for multi-residential development.

An amendment to the Killarney/Glengarry Area Redevelopment Plan is necessary to accommodate the land use amendment proposal.

PREVIOUS COUNCIL DIRECTION

Council approved the Multi-Residential Infill Guidelines for Redesignations on 2014 March 31 giving Administration direction on evaluating proposals for increasing density on low-density parcels within the inner city.

ADMINISTRATION RECOMMENDATION(S)

2014 November 06

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

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 1P2015 and 7D2015; and

1. **ADOPT** the proposed amendments to the Killarney/Glengarry Area Redevelopment Plan, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 1P2015.
3. **ADOPT** the proposed redesignation of 0.08 hectares \pm (0.21 acres \pm) located at 3404 Richmond Road SW (Plan 732GN, Block 1, Lots 1 and 2) from DC Direct Control 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 7D2015.

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REASON(S) FOR RECOMMENDATION:

The proposed land use district is intended to be used in proximity or directly adjacent to low density residential development and constitutes a modest density increase. The proposed land use meets several Municipal Development Plan (MDP) policies and many of the Council-approved Guidelines for Multi-Residential redesignations. Furthermore, the subject site's location and size are able to accommodate the proposed land use. Therefore both the land use and the required policy amendment can be supported.

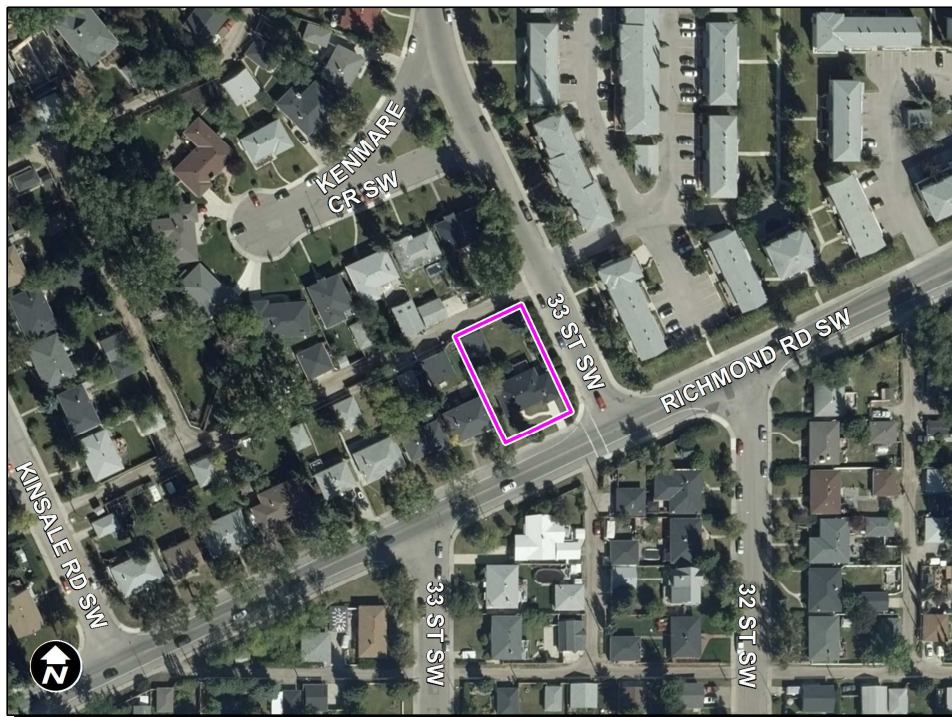
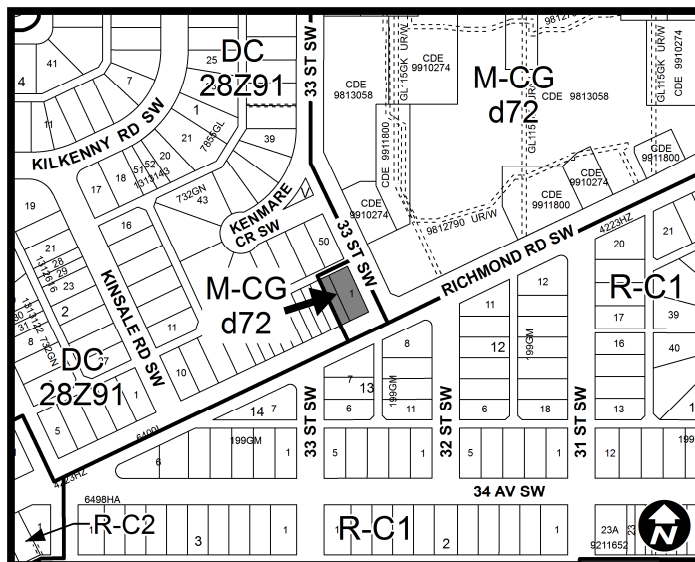
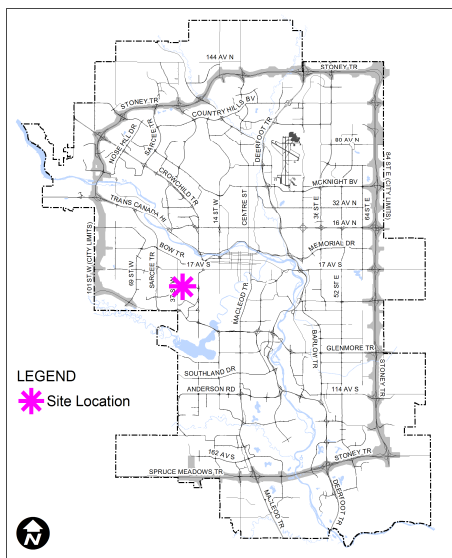
ATTACHMENTS

1. Proposed Bylaw 1P2015
2. Proposed Bylaw 7D2015
3. Public Submissions

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

- | | |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | Recommend that Council ADOPT , by bylaw, the proposed amendment to the Killarney/Glengarry Area Redevelopment Plan. (APPENDIX III) |
| | Moved by: P. Battistella Carried: 9 – 0 |
| 2. | Recommend that Council ADOPT , by bylaw, the proposed redesignation of 0.08 hectares \pm (0.21 acres \pm) located at 3404 Richmond Road SW (Plan 732GN, Block 1, Lots 1 and 2) from DC Direct Control District to Multi-Residential – Contextual Grade-Oriented (M-CGd72) District. |
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Applicant:

Sarina Developments

Landowner:

Nazim Virani

Planning Evaluation Content	*Issue	Page
Density <i>Is a density increase being proposed.</i>	Yes	5
Land Use Districts <i>Are the changes being proposed housekeeping or simple bylaw amendment.</i>	No	5
Legislation and Policy <i>Does the application comply with policy direction and legislation.</i>	Yes	5
Transportation Networks <i>Do different or specific mobility considerations impact this site</i>	No	7
Utilities & Servicing <i>Is the site in an area under current servicing review and/or has major infrastructure (water, sewer, storm and emergency response) concerns.</i>	No	7
Environmental Issues <i>Other considerations eg. sour gas or contaminated sites</i>	No	7
Growth Management <i>Is there growth management direction for this site. Does the recommendation create capital budget impacts or concerns.</i>	No	7
Public Engagement <i>Were major comments received from the circulation</i>	Yes	7

*Issue - Yes, No or Resolved

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PLANNING EVALUATION

SITE CONTEXT

The site (22.7 metres x 36.58 metres) is located in the community of Killarney/Glengarry at the corner of Richmond Road and 33 Street SW. Other than the existing multi-residential development located to the east, the site is surrounded by low-density residential development, primarily in the form of bungalows. A bungalow and attached garage currently occupy the site. The proposal seeks a land use amendment and policy amendment to allow a modest increase in density from low-density residential (R-C2) to M-CGd72.

LAND USE DISTRICTS

The proposed land use district is a Multi-Residential Contextual Grade-Oriented (MC-G) district with a density modifier of 72 units per hectare, which would allow development of up to six units on site. The MC-G district is intended to accommodate multi-residential development of low height and low density in close proximity or directly adjacent to low-density residential development. Considering the surrounding low-density context, the proposed district is appropriate.

LEGISLATION & POLICY

Municipal Development Plan (2009 – statutory)

The Municipal Development Plan (MDP) identifies the subject site as “Developed Residential Area – Inner City” on Map 1 – Urban Structure.

Section 2.2.5 (Strong Residential neighbourhoods) encourages redevelopment that is similar to existing scale and built form, and provides for a wider range of housing choices. This section also encourages higher densities in areas that are extensively served by existing infrastructure including transit. Relative to transit, the site is at the outer edge of a 400 metre radius from the nearest bus stops and is located along a Primary Transit Corridor.

Section 3.5.2 (Inner City Areas) states that inner city areas may intensify if the intensification is consistent with the existing character of the neighbourhood.

Since the proposed land use district is designed to be grade-oriented and compatible with low density residential, and since the site is located along a Primary Transit Corridor, the proposal is in general alignment with the MDP.

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Notwithstanding the above, section 1.4.4 of the MDP states that Area Redevelopment Plans in existence prior to the approval of the MDP are recognized by the MDP as providing specific direction relative to the local context.

Killarney/Glengarry Area Redevelopment Plan (1986 – statutory)

The Killarney/Glengarry Area Redevelopment Plan identifies the site within its “conservation/infill” category, which provides for low density infill in the form of single-detached, semi-detached and duplex dwellings. The proposal therefore does not comply with the current wording of the ARP. An amendment to the ARP would be required.

Multi-Residential Infill Guidelines (2014 – non-statutory)

Council approved the Location Criteria for Multi-residential Infill (APPENDIX IV) to provide specific guidance in reviewing land use amendment applications and associated amendments to local area plans. The proposal meets the following criteria:

- Located on a corner parcel
- On a collector road (Richmond Road SW is an arterial)
- Direct lane access
- Adjacent to an existing multi-residential development
- Within 600 metres of existing or planned Primary Transit Network (though no transit service currently exists on Richmond Road SW)
- Within 400 metres of a transit stop (though at the maximum extent)

Overall, there is alignment with a majority of the Infill Guidelines, though certainly not all. Depending on the context, compliance with all guidelines are not required. In this case, with the increase in density being fairly modest, and considering the site characteristics, compliance with the MDP and Guidelines warrant support of change to the ARP.

Proposed Amendment to the Killarney/Glengarry Area Redevelopment Plan

An ARP amendment is proposed concurrently with this application. (APPENDIX III). The map amendment will convert the site to the “low density townhousing” category already found within the ARP, with a maximum density of 75 units per hectare. The application’s proposed land use density modifier of 72 units per hectare will therefore be below the amended ARP maximum.

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TRANSPORTATION NETWORKS

A Transportation Impact Assessment was not required.

Sidewalks are present in the area and provide pedestrian connections to further reaches of Richmond Road SW and to 37 Street SW which are both serviced by bus routes.

Vehicular access is available from the rear lane.

UTILITIES & SERVICING

All required services are available. At Development Permit stage, the existing 150 millimetres water service will require upgrading to 250 millimetres.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required.

ENVIRONMENTAL SUSTAINABILITY

An analysis of sustainability measures to be incorporated into the development will occur at the Development Permit stage.

GROWTH MANAGEMENT

The proposal does not require additional capital infrastructure investment. No growth management concerns have been identified at this time.

PUBLIC ENGAGEMENT

Community Association Comments

The Killarney/Glengarry Community Association does not support the application.
(APPENDIX II)

Citizen Comments

Administration received a number of letters from surrounding residents. The concerns are summarized below:

- Increased traffic and congestion, particularly turning left onto Richmond Road SW

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- Pedestrian safety
- Density cannot be accommodated on the subject site
- Increase in street parking problems
- Massing of the new structure
- Impact on urban forest
- Privacy issues from new structure
- Condition of the lane
- Collection of garbage and location of facilities
- Erosion of multigenerational nature of community

Public Meetings

The applicant met with representatives of the Killarney/Glengarry Community Association in July of 2014, as well as a separate meeting in the fall with adjacent residents. Residents expressed the same concerns as identified in their letters.

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APPENDIX I

APPLICANT'S SUBMISSION

We are proposing to redesignate this property from DC28Z91 (R-2 permitted & discretionary uses with additional development guidelines regarding single-detached lot sizes and comprehensive development plan submission) to M-CG with the intention of developing a 6-unit townhome project. This is a 75' x 120' lot, with an area of 0.0836ha, providing a density of 6 with a d72 modifier.

This redesignation meets the criteria of the Multi-Residential Infill Guideline. It is a corner parcel, within 400m of transit stops (including the 306 BRT and 72/73 circle routes), on a major collector, adjacent to multifamily development, and has direct lane access. It is not adjacent to, but within reasonable walking distance of numerous schools, the community hall, and green spaces including Richmond Green Park. This redesignation appeals to the opportunity for higher density townhousing close to Richmond Road up to a density of 111 units per hectare provided in the Killarney-Glengarry ARP.

Sarina Homes has consulted informally with the Land Use and Planning authority with general support on the basis of the Multi-Residential Infill Guidelines. The land use plan and development concept was presented to the Killarney-Glengarry Community Association on Monday, May 26. The ARP provides Development Guidelines for multi-family development that will inform the design process and further engagement with the community association and neighboring land owners.

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APPENDIX II

LETTERS SUBMITTED

From: [KNH](#)
To: [Civitarese, Dino](#)
Cc: ["Steve Norris"](#)
Subject: LOC2014-0096 3404 Richmond Road SW
Date: Friday, July 04, 2014 11:53:00 PM

Dino:

You have received several notes from residents who would be closely affected by the proposed 6 unit development at 3404 Richmond Road SW eloquently outlining the difficulties with parking and traffic that currently exist at the corner of 33rd Street and Richmond Road. On paper, this site appears to be close to public transit, however there are real problems in actually accessing transit. Transit does not run along Richmond Road between 29th and 37th Street so the only points of access are at 29th Street or at 37 Street. 29th Street and Richmond Road being a high accident location. In winter, facing the challenge walking four blocks on sidewalks that are seldom cleared and icy with splashback, then crossing a busy intersection, most people will choose to drive wherever they need to go. Public Transit is seen as a practical alternative only when it is an easy alternative. This means that to make the development viable, adequate parking for residents and their visitors must be located on site.

The Development Committee of the KGCA strongly support increased density in the neighbourhood and embrace initiatives that build homes that are affordable, in a walkable hub, and that have good access to public transit. Consequently most members are supportive of the proposal to rezone this corner parcel to allow six units. However the residents who use 33rd Street and who live in the vicinity of the proposed development do not support the proposal. The Community Association, by its nature, exists to speak for residents, therefore because of the parking problems the KGCA does not support the current proposal for six units on the parcel.

Thank you to Steve Norris at Sarina homes for presenting the proposal to the Development Committee. We would be happy to continue the discussion for density greater than the current zoning, taking into consideration extra parking on site. We also offer to organize a joint meeting with Sarina Homes and affected residents so that any issues can be resolved together.

Regards,

Keren Houlgate
Director, Development
Killarney Glengarry Community Association
403-807-2075

D. Civitarese/ R. Dillon

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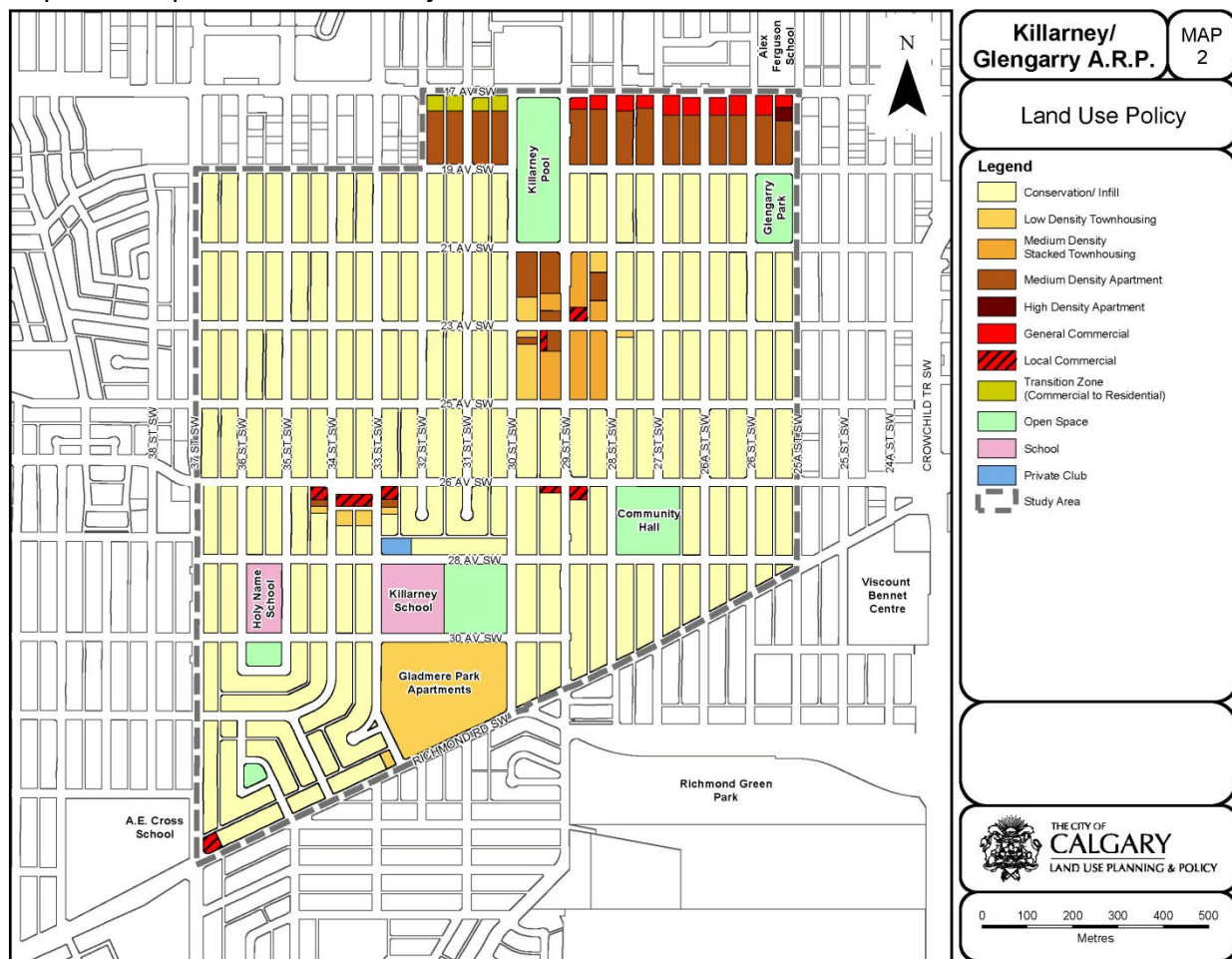
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APPENDIX III

PROPOSED AMENDMENT TO THE KILLARNEY/GLENGARRY
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:

Proposed Map 2: Land Use Policy



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APPENDIX IV

LOCATION CRITERIA FOR MULTI-RESIDENTIAL INFILL

Subject Site	Comments
On a Corner	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 400m 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 600m of a 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 centre	Creates an appropriate transition between low density and other land uses
Along or in close proximity to a corridor or activity centre	Creates an appropriate transition between low density and other land uses
Have direct lane access	Improves pedestrian environment for local residents by limiting the creation of multiple or high frequency use driveways across local sidewalks.