

**ROAD CLOSURE AND LAND USE AMENDMENT  
KINGSLAND (WARD 11)  
GLENMORE TRAIL SW AND ELBOW DRIVE SW  
BYLAWS 1C2016 AND 11D2016**

**MAP 28S**

**EXECUTIVE SUMMARY**

This application is for a road closure and land use redesignation in the community of Kingsland. The application proposes the redesignation of two parcels located at the southeast corner of the Elbow Drive SW and Glenmore Trail SW interchange. The proposed road closure and designation is of a portion of existing public lane which currently separates the two parcels. The proposal is to allow for future comprehensive development of the site.

In recognition of the proposed lane closure and redesignation, which would restrict existing direct vehicular access to/from Elbow Drive SW, a related application to dedicate a portion of the southern parcel as public road right-of-way to allow a reconfigured laneway accessing 67 Avenue SW to serve the entire block has also been submitted for approval by the Subdivision Authority in support of this proposal.

The application proposes redesignation of the larger parcel which is designated as a Commercial – Corridor 3 f1.0h10 (C-COR3 f1.0h10) District and the smaller parcel designated as a Commercial – Neighbourhood 2 (C-N2) District to a Multi-Residential – High Density Medium Rise (M-H2f2.5h22) District. The M-H2 District is intended to allow for multi-residential development in a variety of forms with higher density and the opportunity for a limited range of supporting commercial uses.

**PREVIOUS COUNCIL DIRECTION**

None.

**ADMINISTRATION RECOMMENDATION(S)**

2015 November 19

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

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

That Council hold a Public Hearing on Bylaws 1C2016 and 11D2016; and

1. **ADOPT** the proposed closure of 0.004 hectares  $\pm$  (0.009 acres  $\pm$ ) of road (Plan 1512928, Area A) adjacent to 926 – 67 Avenue SW and 943 Glenmore Trail SW, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Closure Bylaw 1C2016.
3. **ADOPT** the proposed redesignation of 0.21 hectares  $\pm$  (0.52 acres  $\pm$ ) located at 926 – 67 Avenue SW, 943 Glenmore Trail SW and the closed road (Plan 4910AK, Block 1, Lots 1 to 8 and 26 to 28; Plan 1512928, Area A) from Commercial – Corridor 3 f1.0h10

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(C-COR3 f1.0h10) District, Commercial – Neighbourhood 2 (C-N2) District and Undesignated Road Right-of-Way **to** Multi-Residential – High Density Medium Rise (M-H2f2.5h22) District, in accordance with Administration's recommendation; and

4. Give three readings to the proposed Bylaw 11D2016.

**REASON(S) FOR RECOMMENDATION:**

The proposal is in keeping with applicable policies in the MDP and will allow for development intensification in proximity to the Primary Transit Network. The proposal is compatible with adjacent land use and development in the area.

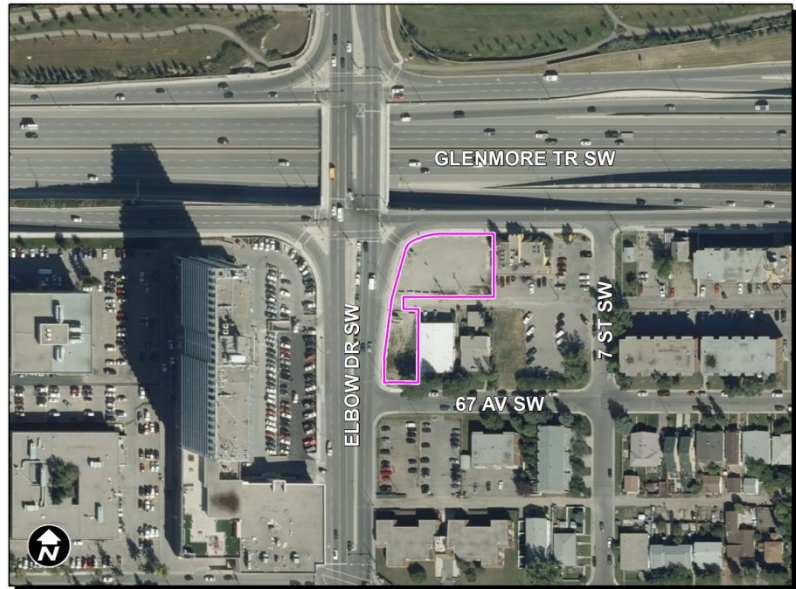
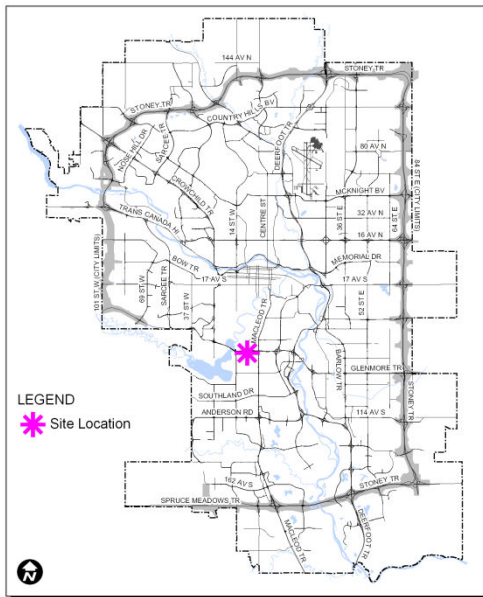
**ATTACHMENTS**

1. Proposed Bylaw 1C2016
2. Proposed Bylaw 11D2016

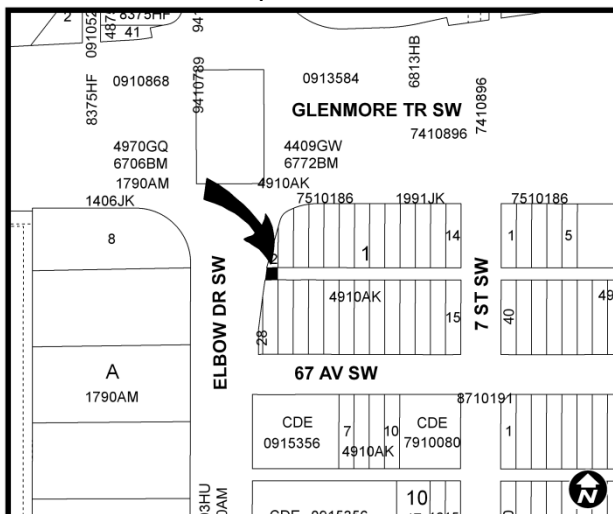
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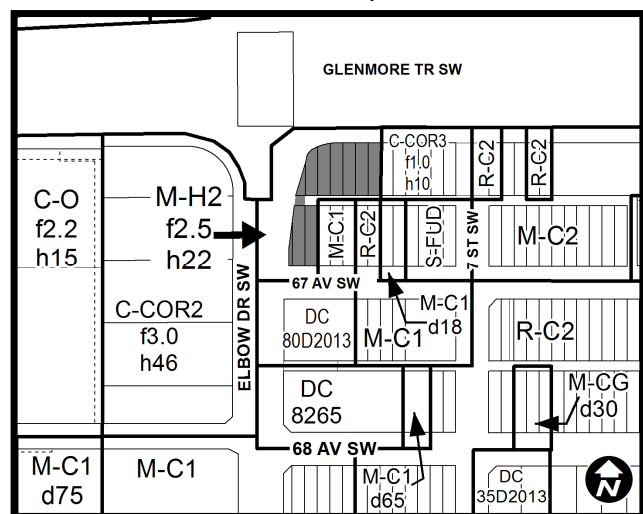
**LOCATION MAPS**



**Road Closure Map**



**Land Use Amendment Map**



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

1. Recommend that Council **ADOPT**, by bylaw, the proposed closure of 0.004 hectares  $\pm$  (0.009 acres  $\pm$ ) of road (Plan 1512928, Area A) adjacent to 926 – 67 Avenue SW and 943 Glenmore Trail SW, with conditions (APPENDIX II).

**Moved by: J. Gondek**

**Carried: 6 – 0**

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.21 hectares  $\pm$  (0.52 acres  $\pm$ ) located at 926 – 67 Avenue SW, 943 Glenmore Trail SW and the closed road (Plan 4910AK, Block 1, Lots 1 to 8 and 26 to 28; Plan 1512928, Area A) from Commercial – Corridor 3 f1.0h10 (C-COR3 f1.0h10) District and Commercial – Neighbourhood 2 (C-N2) District and Undesignated Road Right-of-Way **to** Multi-Residential – High Density Medium Rise (M-H2f2.5h22) District.

**Moved by: J. Gondek**

**Carried: 6 – 0**

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**Applicant:**

The City of Calgary

**Landowner:**

The City of Calgary

**PLANNING EVALUATION**

**SITE CONTEXT**

Located in the community of Kingsland at the southeast corner of the Elbow Drive SW and Glenmore Trail SW interchange, the site is located in the western portion of a block containing a mix of residential and commercial uses and vacant lands. The parcels subject to this application are separated by a public lane, the northern parcel is adjacent to vehicular on-ramps to Glenmore Trail SW and the southern parcel is situated adjacent to Elbow Drive SW and 67 Avenue SW. The entire site is vacant. The northern parcel was a former gas station site and the southern parcel is a remnant parcel associated with the Elbow Drive SW and Glenmore Trail SW interchange project. A restaurant exists to the east of the subject site fronting onto Glenmore Trail SW. Lower scale residential developments also exist to east of the site which front onto 67 Avenue SW.

**LAND USE DISTRICTS**

The application for redesignation was originally submitted on only a portion of the current overall site - the smaller southern parcel adjacent to Elbow Drive SW and 67 Avenue SW and the road closure component. In response to initial Kingsland Community Association and Administrative feedback, the proposal was subsequently amended to contemplate a more comprehensive redevelopment approach.

In response to additional feedback from the Community Association and Administration, the comprehensive approach has also been amended from the initial M-H2f3.0h28 District proposal with a maximum floor area of 3.0 and building height of 28 metres to the current M-H2f2.5h22 proposal with a maximum floor area of 2.5 and building height of 22 metres.

The M-H2f2.5h22 District is a standard land use district that is intended to be applied at high density nodes, and along transit corridors to allow for multi-residential development with support commercial uses.

**LEGISLATION & POLICY**

**Municipal Development Plan (MDP) (Adopted by Council September 2009)**

The site is located in an Established Area in the MDP (Map 1: Urban Structure).

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Established Areas are identified as residential communities that were planned and developed between the 1950s and 1990s. These areas often contain a mix of low and medium density housing with support retail located in relatively close proximity. The MDP encourages modest redevelopment in these areas with appropriate densities, a mix of land uses and a pedestrian-friendly environment. Redevelopment in these areas should support the revitalization of local communities by adding population and a mix of commercial and service uses.

Calgary Transportation Plan (CTP) (Adopted by Council September 2009)

Glenmore Trail SW and Elbow Drive SW in this location are both identified as part of The City's Primary Transit Network (Map 2: Primary Transit Network). The Primary Transit Network forms the foundation of The City's transportation system and is intended to incorporate the highest standards with regard to level of service, operating speed, connectivity and amenities to retain and attract new transit customers.

The CTP encourages linking land use decisions to transit and identifies that compact, mixed use development and pedestrian-friendly designs are required along the existing and future Primary Transit Network. This will in turn be supported by timely investment in new transit lines and improved transit levels to support land use intensification.

Additional Studies and Plans

There is no Council approved local Area Redevelopment Plan for the community; however, the proposal is believed to align with the non-statutory Glenmore Trail Land Use Study which identifies land use concepts for sites in proximity to the Glenmore Trail/Elbow Drive/5 Street SW interchanges. The site is within an area identified as Site 2 in this study.

The site is also located within the Kingsland Community Plan area which is a non-statutory community planning guidebook. While there is no specific direction for the subject lands within the plan, generally speaking, the Plan directs density increases, if warranted, to the periphery of the community away from internally located lower density residential areas.

**TRANSPORTATION NETWORKS**

A preliminary transportation assessment was conducted in support of the land use proposed. Further analysis (a TIA or a parking study) may be required at the DP stage.

Modifications to the existing lane are proposed to limit access to Elbow Drive SW and a related application includes the required public dedication of the southern portion of the site as lane in order to access 67 Avenue SW. Vehicle access to the site will be from the modified lane. No other future access will be allowed to the site from Elbow Drive SW or Glenmore Trail SW.

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The site is located in the SE quadrant of the Glenmore Trail and Elbow Drive SW interchange. Elbow Drive SW is identified in the CTP as a primary transit route and is serviced by the number 3 bus route. The bus stop is located approximately 100 metres from the proposed site.

## **UTILITIES & SERVICING**

Site services for utilities are available. A sanitary servicing study may be required at the development permit stage to determine any necessary upgrades and/or solutions with any required upgrades at the developer's expense.

## **ENVIRONMENTAL ISSUES**

A motor vehicle gas station existed previously on the site. A Phase I and Phase II Environmental Site Assessment was submitted in support of the proposal and reviewed to the satisfaction of Environmental and Safety Management.

## **GROWTH MANAGEMENT**

The proposed land use amendment does not trigger capital infrastructure investment and therefore, there are no growth management concerns at this time.

## **PUBLIC ENGAGEMENT**

### **Community Association Comments**

Please see Kingsland Community Association letter in APPENDIX III.

### **Citizen Comments**

One letter in opposition to the proposal was submitted. The letter was submitted in response to an earlier iteration of the land use proposal and as such may not be pertinent to the current M-H2f2.5h22 proposal.

### **Public Meetings**

Administration attended an initial meeting with the Applicant and Kingsland Development committee in response to circulation of the initial proposal. The initial proposal was amended in response to this meeting. Subsequent amendments to the proposal were also conducted in response to ongoing communication between the Applicant and Community Association throughout the review process.

The Applicant also created a webpage detailing the project on the City's website and identified attending a number of additional meetings with community representatives to garner input inform the application ultimately adjusting the proposal to the current M-H2 f2.5h22 proposal.

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**APPENDIX I**

**APPLICANT'S SUBMISSION**

This application is proposed to accommodate multi-residential development on a site generally south Glenmore Trail SW, north of 67 Avenue SW, east of Elbow Drive SW. The subject site, located in the Kingsland Community, is comprised of two vacant parcels, 943 Glenmore TR SW and 926 67 AV SW (Plan 4910 AK, Block 1, Lots 1-8 and 26-28) and a portion of intervening lane subject to closure. The site is owned by The City of Calgary.

The subject site is currently designated Commercial – Corridor 3 District (C-COR3, f1.0, h10) and Commercial – Neighbourhood 2 District (C-N2). The subject parcels and intervening lane were impacted by the realignment of Glenmore Trail and Elbow Drive SW and require reconfiguration to create a single development site that incorporates a portion of closed lane.

The Glenmore Trail Land Use Study (GTLUS), approved in 2006, is a non-statutory plan that provides guidance for land use, subdivision and development within the subject site. The application area is within "Site 2" of the GTLUS and is identified as a location for medium density residential development with a local commercial component. The GTLUS provides for a maximum height expressed as "8 storeys" and a maximum FAR of 3.0. Policy 1 of the Study specifies land uses within Site 2 as follows:

*"Site 2: Medium density residential with local commercial uses on the main floor to a maximum height of 8 storeys and maximum 3 FAR."*

It is proposed that the subject site be redesignated to Multi-Residential - High Density Medium Rise M-H2f2.5h22 District to allow for residential development in keeping with direction in the Glenmore Trail Land Use Study. The M-H2 District provides for multi-residential development in the Developed Area including parcels located at landmark locations. The District provides for a limited range of support commercial multi-residential uses with restrictions on size and location within the building. The M-H2 District provides for development comprised of ground floor commercial and residential development up to 50.0 metres in height. It is proposed that the height within the subject area be limited to 22 metres, a height considered equivalent to 6-7 storeys.

The proposed 22 metre maximum height reflects the height required to achieve 6-7 storeys in a building with ground floor commercial uses, rooftop mechanical equipment and associated screening. The proposed land use, M-H2f2.5h22 District is in keeping with GTLUS direction regarding FAR and height. The GTLUS anticipates that matters of access, traffic and compatibility will be addressed at the development permit stage when they can be reviewed in the context of a specific development application.

The lane access to Elbow Drive was modified when Glenmore Trail and Elbow Drive were reconfigured. This resulted in the lane intersecting with Elbow Drive at a ramp leading to Glenmore Trail. The GTLUS indicates that, "Access and egress would not be allowed off of the Glenmore/Elbow interchange ramp." Closure of the lane access to Elbow Drive is proposed in conjunction with redirection of the lane south to 67 Avenue SW. The lane connection to 67 Avenue SW is proposed as a one-way southbound lane. The closed portion of lane would be consolidated with the parcels north and south of the lane to create contiguous parcel that can be developed as a single site.



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**APPENDIX II**

**PROPOSED ROAD CLOSURE CONDITIONS**

1. That protection and/or relocation of any utilities be at the Applicant's expense and to the satisfaction of the particular utility provider(s).
2. That any utility easements be provided as required, and that a utility Right-of-Way plan and an accompanying easement document be registered. A public access easement agreement shall also be entered into and registered over this portion of lane. This public access easement agreement is to be discharged at such time that the re-aligned lane located across 926 - 67 Avenue SW is approved, constructed and fully operational.
3. The Developer is responsible for all costs associated with the closure, including but not limited to all necessary physical construction, removal, rehabilitation and/or utility relocation.
4. That the closed road right-of-way be consolidated with the adjacent lands located at 943 Glenmore Trail SW and 926 – 67 Avenue SW.
5. That physical closure of this portion of lane not take place until such time that the re-aligned lane located across 926 – 67 Avenue SW be approved, constructed and fully operational.

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APPENDIX III

LETTERS SUBMITTED



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19<sup>th</sup> October 2015

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Re: LOC2015 – 0006 Landuse Redesignation Elbow/Glenmore

Dear Stuart,

Apologies for the delay in response regarding the above Land Use Redesignation miscommunication between committee members.

After much discussion and many meetings I can confirm that Kingsland Planning Committee, somewhat reluctantly have agreed that we will support a redesignation of MH-2f2.5h22 which, we understand will give a maximum of a 6 storey building on that site. The community had requested a zoning that would allow for a 4 storey building and the owners an 8 storey building and so it was felt that the compromise of a 6 storey building could be supported by us.

Surrounding sites permit higher buildings and the 22 metre height would not be out of character when the area is redeveloped. This will be the highest building but given the context on the corner of Elbow and Glenmore it was thought that the height impact would not be as significant and buildings would step down into the lower density areas of Kingsland as this area redevelops.

We also note that the access to Elbow Drive from the existing lane will be closed and the lane re-designed to allow egress from the lane onto 67<sup>th</sup> Avenue S.W.

As a committee we have grave concerns regarding this location and the traffic flow that will surround this building with the only access and egress from the building having to journey through already overcrowded street 68<sup>th</sup> Avenue S.W. to arrive at the destination.

Traffic studies will be requested every step of the way as this project redevelops and the Planning Committee hopes that at some stage the traffic will be reviewed prior to construction.

Our concern stems from the proliferation of land use redesignation in this already congested corner of our community.

In the past months we have seen an Affordable Housing Project under construction on 7<sup>th</sup> Street and 67<sup>th</sup> Avenue SW, a Residential home for Brain Injured Youth on 68<sup>th</sup> Avenue SW under construction and at the moment we are

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dealing with an application to re-designate 11 lots on 69<sup>th</sup> Avenue to change the density from 22 residences to 120, and now this project on 67<sup>th</sup> and 7<sup>th</sup> Street S.W.

It should be noted that the only south bound exit onto Elbow Drive will be the traffic lights at 68<sup>th</sup> Avenue S.W., or the unlit and difficult merge off 69<sup>th</sup> Avenue, having past an Elementary school to access southbound Elbow Drive. Most of these projects will be claiming space at the 68<sup>th</sup> Avenue light along with the already over capacity of shortcutting traffic which chooses to shortcut from Macleod Trail to Elbow Drive through 68<sup>th</sup> Avenue S.W.

We respectfully request that Administration be directed to prepare an overall traffic study for 67<sup>th</sup>, 68<sup>th</sup> and 69<sup>th</sup> Avenue S.W., as taking all of these projects on a "one" project basis does not give an overall picture of the area and the impact that will be sustained by all this development.

Ann Clarke  
Planning Director,  
Kingsland Community Association.