

Planning & Development Report to  
Calgary Planning Commission  
2018 September 20

ISC: UNRESTRICTED  
CPC2018-1039  
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## **Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at 3404 Richmond Road SW, LOC2017-0134**

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### **EXECUTIVE SUMMARY**

This application was submitted by Sarina Developments on 2017 May 04 on behalf of the landowner, Nazim Virani. The application proposes to change the designation of this property from DC Direct Control District to Residential – Grade-Oriented Infill (R-CG) District to allow for:

- Rowhouse, in addition to the uses already allowed (e.g. single detached homes, semi-detached, and duplex homes);
- a maximum building height of 11 metres (an increase from the maximum of 10 metres under the current DC);
- a maximum of 6 dwelling units (an increase from the maximum of 2 dwelling units in the current DC); and
- the uses listed in the R-CG district.

A minor map amendment to the *Killarney/Glengarry Area Redevelopment Plan* (ARP) is required to accommodate the proposed land use redesignation. The proposal conforms to the textual policies in the ARP and is in keeping with applicable policies of the *Municipal Development Plan*.

A development permit application for a four-unit rowhouse and semi-detached development has been submitted for the subject site and is under review by administration.

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**ADMINISTRATION RECOMMENDATION:**

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendment to the Killarney/Glengarry Area Redevelopment Plan (Attachment 3); and
2. Give three readings to the proposed bylaw.
3. **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, Lot 1 and portion of Lot 2) from DC Direct Control District **to** Residential – Grade-Oriented Infill (R-CG) District; and
4. Give three readings to the proposed bylaw.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, DATED 2018  
 SEPTEMBER 20:**

That Council hold a Public Hearing and:

1. **Adopt, by Bylaw, the proposed amendment to the Killarney/Glengarry Area Redevelopment Plan;**
2. Give three readings to the proposed **Bylaw 80P2018**;
3. 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, Lot 1 and portion of Lot 2) from DC Direct Control District to Residential – Grade-Oriented Infill (R-CG) District; and
4. Give three readings to the proposed **Bylaw 269P2018**.

**PREVIOUS COUNCIL DIRECTION / POLICY**

None.

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**BACKGROUND**

This application was submitted by Sarina Developments on 2017 May 04 on behalf of the landowner, Nazim Virani. (Attachment 1) A development permit application (DP2018-2545) has also been submitted for the subject site. (Attachment 5)

In 2014 an application (LOC2014-0095) was submitted to change the land use designation to Multi-Residential – Contextual Grade-Oriented (M-CG d72). It proposed a six unit rowhouse development. At the subsequent hearing at council on 2015 January 12, that application was refused.

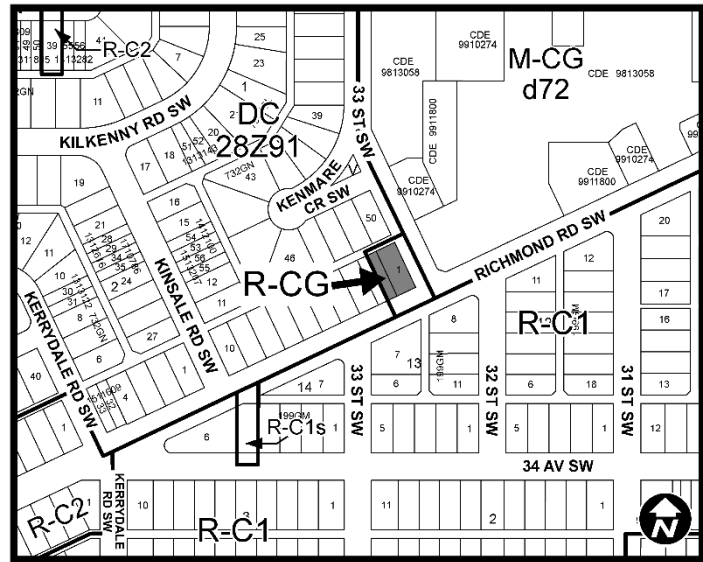
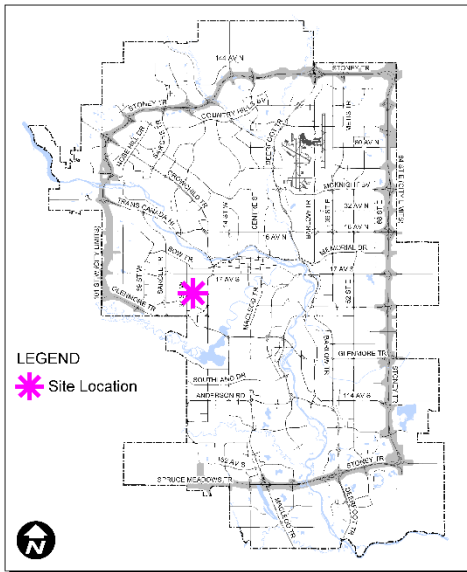
The current application was initially submitted with a similar six unit rowhouse under the new R-CG district. The circulation process received similar opposition comments as the previous 2014 application. An initial DP application (DP2018-1194) was undertaken by the applicant to resolve some of the outstanding concerns with regard to the 6 unit rowhouse. This initial DP was then cancelled by the applicant as they were not able to address the planning issues and community concerns raised during the review process.

A new DP application (DP2018-2545) was then submitted on 2018 May 28 with a redesigned approach. The proposed development consists of a four unit rowhouse at the corner and an adjacent front to rear semi-detached dwelling. At the time of writing this report, this DP is awaiting response to the detailed team review provided by administration to the applicant.

This redesign has significantly reduced the hard surface component and reduced massing of the development. Enhanced landscaping with typical laneway treatment of waste and recycling has resolved some of the concerns received from the community.

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**Location Maps**



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**Site Context**

The subject site is located in the community of Killarney at the northwest corner of Richmond Road SW and 33 Street SW. Surrounding development is characterized by single detached homes and a comprehensive townhouse development to the east across 33 Street SW. The predominant land use in this area is the same DC (Bylaw 28Z91) based on R-2 District of Land Use Bylaw 2P80. The townhouse development to the east is designated M-CG d72, and to the south across Richmond Road SW are R-C1 development in the community of Rosscarrock.

The site is 22.86 metres by 36.56 metres in size. A rear lane exists along the north end of the site. The property is currently developed with a one-storey single detached dwelling, a detached double car garage and an attached single garage accessed from Richmond Road SW.

As identified in *Figure 1*, the community of Killarney has seen population growth hitting a peak in 2015. More recently the population number has marginally declined.

*Figure 1: Community Peak Population*

<b>Killarney/Glengarry</b>	
Peak Population Year	2015
Peak Population	7,677
2018 Population	7,530
Difference in Population (Number)	-254
Difference in Population (Percent)	-2%

Source: *The City of Calgary 2018 Civic Census*

**INVESTIGATION: ALTERNATIVES AND ANALYSIS**

The proposed R-CG district allows for a range of building types that can be compatible with the established building form of the existing neighbourhood. Though a minor amendment to the ARP is required, the proposal generally meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

**Planning Considerations**

***Land Use***

The existing DC (Bylaw 28Z91) Direct Control District is a residential designation based on the R-2 district of Land Use Bylaw 2P80. It is primarily for single detached, semi-detached and duplex homes and allows for a maximum building height of 10 metres and a maximum of two dwelling units for the subject parcel.

The proposed Residential – Grade-Oriented Infill (R-CG) District allows rowhouse in addition to the already allowed single detached, semi-detached and duplex homes. It allows for two to three storeys at the maximum height of 11 metres. The R-CG district provides for a maximum density of 75 units per hectare which would enable up to six dwelling units on the subject site.

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Some modifications to the R-CG District rules have recently been endorsed by Calgary Planning Commission and will be included on the 2018 September 10 Council Agenda for decision. These modifications are relatively minor in nature but do include some discretion for secondary suites and associated parking requirements in rowhouse developments and greater consistency in determining maximum building height and flexibility in front setback. These potential changes to the R-CG District rules do not impact the suitability of the subject site to accommodate R-CG development.

### ***Development and Site Design***

The rules of the proposed R-CG District will provide basic guidance for the future site development including appropriate uses, height and building massing, landscaping and parking. Given the specific context of this corner site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along both street frontages;
- emphasizing individual at-grade entrances;
- enhanced landscaping along both streets;
- the delineation of an appropriate front and side yard setback; and
- front yard amenity space.

### ***Environmental***

There are no environmental concerns associated with the site or this proposal.

### ***Transportation***

The subject site is a corner lot with lane access. Richmond Road SW is an Arterial class road with 18,000 vehicle trips per day, and 33 Street SW is a collector with less than 5,000 vehicle trips a day.

The subject site is approximately 525 metres from both Northbound and Southbound Route 306 BRT and the Route 72/73 bus stops at the corner of Richmond Road SW and 37 Street SW. The Northbound routes services the Westbrook LRT station and the Southbound routes services the Mount Royal University. On-street parking adjacent to the site is non-restricted. A Transportation Impact Assessment was not required as part of this application.

### ***Utilities and Servicing***

Water, sanitary and storm sewer mains are available and can accommodate the potential redevelopment of the subject site without the need for off-site improvements at this time. Individual servicing connections as well as appropriate stormwater management has been considered and reviewed with the development permit.

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**Stakeholder Engagement, Research and Communication**

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

Through the application process and evolved design, administration received 3 letters from the Killarney/Glengarry Communities Association (Attachment 2). The initial comment and questions were directed toward the initial proposed concept of a 6 unit rowhouse development. Subsequent to the review of the proposed concept, a DP2018-1194 application was made to resolve some of the issues and concerns raised in the land use review process (which was subsequently cancelled by the applicant). The second letter from the community association reconfirmed most of the initial concerns. With the response from the neighbours and Community Association (CA) the applicant redesigned and proposed a more modest 4 unit rowhouse with an adjacent semi-detached dwelling. The third CA letter comments on the current redesigned second DP2018-2545 application. Applicant response is attached. (Attachment 3)

Administration received one letter in support and 11 letters in opposition to the application. Reasons stated for opposition are summarized below:

1. Previous Application Issues:
  - No significant difference from the previous council refused application.
  - No change in the property's suitability for rezoning.
  - The community had put in much effort to oppose the previous application and still feels the same way as before.
  - Support the current DC land use district. It is sufficient for new development, i.e. Single and semi-detached residential.
  - Owner has been neglecting the property.
  
2. Community Context:
  - Potential erosion of the multi-generational nature of the community.
  - 6 Plex does not conform to the neighbourhood.
  - Spot zoning to increase density, lead to chaotic development of community. An overall review of the SW corner of Killarney and appropriate zoning for the area needs to be undertaken. A cumulative impact assessment with community engagement should be undertaken.
  - Does not meet the current statutory Killarney ARP.
  - Community experiencing huge population explosion, new developments, too many changes.
  - Loss of trees in the community from new developments.
  - Higher density drive people indoors away from each other need outdoor space for people to meet and mingle to build a community.
  
3. More density will increase traffic, street parking and exacerbate the problems at this busy intersection.



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4. Richmond Road and 33 Street Intersection:
  - Richmond Road - high traffic and congestion for the road width.
  - Richmond Road does not meet current standards of an arterial road.
  - Traffic cutting through community and speeding.
  - Extremely busy intersection - high collision area
  - Safety of crosswalk at this intersection.
  
5. Parking problems along 33 Street and intersection.
  - Parking on both side results in reduced single lane 33 Street road width.
  - Killarney Glen Court received increased density in 1992 intensified the street parking issue.
  
6. Rear lane issues
  - Lane access is reduced due to 33 Street On-Street parking with limited visibility.
  - Undersized narrow lane, unpaved, limited turning access to opposite garage.
  - Existing rear lane power pole and guy wires further limit the access from 33 Street.
  - Wear and tear to gravel lane.
  
7. Not close to transit, 550 to 700 metres from bus stops.
  
8. Visual privacy to rear private amenity spaces and shading.

Administration considered the relevant planning issues specific to the proposed redesignation and has determined the redesigned proposal to be appropriate. The design compatibility of discretionary uses with respect to the surrounding neighbourhood, massing, waste/recycling, privacy, enhanced landscaping and parking requirements has been highlighted with the development permit application. Applicant response is attached. (Attachment 3)

The applicant had multiple communications with the CA and neighbours. An open house session was held with the neighbours on 2018 January 27. After administration's review as well as the concerns and objections raised by the community, the applicant cancelled the initial DP application and a redesign of the development concept was proposed. The current DP2018-2545 reflects the redesigned concept. (Attachment 5) Some of the concerns addressed by the redesigned application are:

- A. Massing/Height – The 6 unit rowhouse proposed a driveway/auto court on the west side of the subject site, the intent was to provide individual drive under garages for each unit. The effect was a three storey rowhouse that encroached the front setback and the rear unit was approximately 1.9 metres from the rear property line. The redesign proposes typical garages facing the rear lane, required front setback is maintained and the rear unit is setback 8.74 metres from the rear property line. Massing, privacy and shadow impact issues are addressed.
  
- B. Landscaping – With the elimination of the auto court, there are more opportunity for soft surface treatments. Enhanced plantings are proposed. Both Richmond Road and 33 Street SW interface is addressed.

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- C. Waste and Recycling – The typical garages facing the lane resolve the storage and staging of bins. The setback (apron) from the lane is also increased to 1.1 metre, half a metre more than bylaw requirements. This help to mitigate some of the narrow lane concern.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

**Strategic Alignment**

***South Saskatchewan Regional Plan (Statutory – 2014)***

The site is located within the City, Town area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

***Municipal Development Plan (Statutory – 2009)***

The subject parcel is located within the Residential - Developed - Inner City area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The applicable MDP policies encourage redevelopment of inner-city communities that is similar in scale and built form to existing development, including a mix of housing such as townhouses and rowhousing. The MDP also calls for a modest intensification of the inner city, an area serviced by existing infrastructure, public amenities and transit.

The proposal is in keeping with relevant MDP policies as the rules of the R-CG District provide for a development form that may be sensitive to existing residential development in terms of height, built form and density.

***Killarney/Glengarry Area Redevelopment Plan (Statutory – 1986)***

The subject parcel is located within the Residential Conservation/Infill area as identified on Map 2: Land Use Policy in the *Killarney/Glengarry Area Redevelopment Plan* (ARP). The Residential Conservation/Infill area is intended for low-density developments in the form of single detached, semi-detached, and duplex dwellings. To accommodate the proposed R-CG District, a minor amendment to Map 2 of the ARP is required to change the land use category of the subject site to Residential Low Density Townhousing (Attachment 4).

Creation of an updated Killarney/Glengarry ARP is underway, nevertheless administration continues to conduct application reviews during this time (as per any other neighbourhood in the city). The first round of engagement for the Killarney/Glengarry ARP occurred in April of this year however, a draft ARP is not expected to be produced until 2019.

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***Location Criteria for Multi-Residential Infill (Non-statutory – 2014)***

The *Location Criteria for Multi-Residential Infill* guidelines are not meant to be applied in an absolute sense, but are used in conjunction with other relevant planning policy, such as the MDP or local area plans, to assist in determining the appropriateness of an application in the local context.

The subject parcel meets half of the location criteria, including being located on a corner parcel, within 600 metres of a BRT transit stop, on a collector road, adjacent to existing multi-dwelling development and having direct lane access.

Moderate intensification in this location has a minimal impact on adjacent properties, and is therefore considered appropriate.

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

The recommended land use allows for a wider range of housing types than the existing DC District and as such, the proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics.

**Financial Capacity**

***Current and Future Operating Budget:***

There are no known impacts to the current and future operating budgets at this time.

***Current and Future Capital Budget:***

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

**Risk Assessment**

There are no significant risks associated with this proposal.

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

The proposal is in keeping with applicable policies of the *Municipal Development Plan*. The proposed R-CG District was designed to be implemented in proximity to or directly adjacent to low-density residential development. The proposal represents a modest density increase of an inner-city parcel of land and allows for development that has the ability to be compatible with the character of the existing neighbourhood.

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**ATTACHMENT(S)**

1. Applicant's Submission
2. Community Association Letter
3. Applicant Response Letters to Neighbours and Community Association
4. Proposed Amendment to the Killarney/Glengarry Area Redevelopment Plan
5. Proposed Development (DP2018-2545) Summary
6. **Proposed Bylaw 80P2018**
7. **Proposed Bylaw 269D2018**
8. **Public Submissions**