

## **Killarney/Glengarry Community Association Comments**

### **Comment / Questions on Land Use Application (6 Unit Rowhouse Concept)**

#### **Laneway Impacts**

1. Resident concern has been expressed that the project could have negative impact on the unpaved lane from more intensive vehicle usage by new occupants into the project site. Many other lanes in the community have been paved by the City provided the adjacent landowners agreed to fund the project. Would Sarina, as owner of 75 ft of lane frontage be willing to contribute its proportional share to laneway paving? Is there a way that snow removal could be improved given that the lane acts as the sole access point for the project?

#### **Traffic Impacts**

2. Traffic increase is a possible impact in the immediate area of 33 St. and Richmond Rd. Can you comment on the likelihood the Sarina project could negatively impact or inconvenience other members of the community? For example, what is the expectation that left turn wait times from 33 St. to Richmond Rd. during periods of congestion could increase from six new occupants of the Sarina project? How many vehicle trips into and out of the project location could be expected daily once the homes are fully occupied?

#### **Parking Impacts**

3. A frequent issue raised with the development of this site has been the likely increased need for on-street parking. There are a variety of interrelated concern with parking. Can you respond to the following issues:
  - How much street frontage on 33 St. and Richmond Rd. has Sarina purchased?
  - How many cars, if the space described above was to be used for parking by Sarina project occupants, could fit along 33 St. and Richmond Rd. once the curb cut is restored?
  - Based on your experience with the buyer demographic, how many vehicles are likely to be owned by the six occupants of the Sarina project?
  - While the RCG zone, unlike the MCG zone does not require an onsite visitor stall, is it possible for Sarina to assign a stall for visitor parking onsite such as in the far SW corner of the driveway?
  - Do Sarina believe it likely that vehicles owned by the occupants of the Sarina project could 'spillover' into other R2 zone side streets such as Kenmare Cr.?
  - Are the concrete aprons in front of each unit garage sufficient in size that each could be used for 'tandem' style parking if needed?

#### **Pedestrian Improvements**

4. Can you provide some further information such as a rendering to supplement the concept that was presented to the CA planning committee, such as the proposed relationship between the unit that fronts Richmond Rd. and the existing sidewalk and the western neighbouring elevation?
5. The intersection at 33 St. and Richmond Rd. has been frequently cited as unsafe for pedestrians, particularly children crossing to travel to the local schools. Is there some way this project, if built as proposed, could enhance safety at that corner?

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### **Shading Concern**

6. Can you comment on the potential shading caused by the building mass on the immediate neighbour? More specifically, between the new building and the closest western neighbour at 3410 Richmond Rd., the drawing indicates 9.39 m distance. Is this 9.39 m space large enough that the eastern shading impact would be classified by Sarina as a) negligible, b) minor, or c) significant to 3410 Richmond Rd.?

### **Height of Main Floor**

7. One factor that is currently notable at the 3404 Richmond Rd. site is the steeply sloped driveway and height of the current building main floor relative to both streets. While Sarina has presented the proposed height of main floor for the new building at 26.17, can Sarina share the height of the existing main floor, and comment on if the 26.17 figure is an improvement, neutral, or deficient in comparison to the existing context?

### **Front Setback vs Existing Context**

8. Sarina has proposed a 5.41 m front setback, yet only a 1.91 m rear setback. Can Sarina provide an explanation for the slight imbalance of the building on the site other than to minimize retaining wall height at the south wall? How does the 5.41 m front setback relate to the building at 3410 Richmond Rd.?

### **Building Mass**

9. Has Sarina considered a two building model, rather than a single building model, where perhaps the front building could be 'stepped' lower and this could possibly reduce the feeling of overall 'mass' of the building, plus provide an improvement to the interface between the building and the street?

### **Landscaping**

10. Sarina has presented a landscaping plan, with significant improvement to the Richmond Rd. side, but no improvement are proposed for the 33 St. side. Given the need for a concrete wall along the 33 St. frontage, the landscaping plan appears deficient not just in variety and amount of planting, but also no contribution are planned to the mature deciduous tree canopy found farther north along 33 St. Would Sarina be willing to re-evaluate the site planting, use more interesting planting techniques to buffer the retaining wall, and contribute 2"-3" caliper rated deciduous trees to the 33 St frontage?

## Killarney/Glengarry Community Association Comments

### Comments on the CANCELLED Initial DP2018-1194 - Proposed 6 Unit Rowhouse

File Manager  
DP2018-1194  
City of Calgary  
P.O. Box 2100 Station M  
Calgary, Alberta  
T2P 2M5  
Attn: Benedict Ang

Dear City Council,

I am writing on behalf of the Killarney Glengarry Community Association (KGCA) regarding DP2018-1194, currently under review for the development of rowhouses at 3404 Richmond Road SW.

The KGCA recently received an e-mail and information package advising of the proposed development permit to coincide with the previously submitted land use redesignation application. We have had the opportunity to meet with the project proponent to hear their vision for the project via presentations at both our Development Committee meeting in October, and in an information session with community members in January.

The KGCA is looking to ensure that Killarney-Glengarry is developed in a manner that aligns with our core values (safe, vibrant, and inclusive). As such, these items are front of mind when reviewing the proposals of project proponents.

Sarina's engagement strategy included hand delivered post cards to surrounding neighbors advising of the January 27<sup>th</sup> information session, along with the opportunity to provide contact information to keep stakeholders updated on progress. The KGCA believes that this level of engagement is appropriate given the scope and scale of their proposal. Sarina has committed to scheduling an information session upon submission of the DP DTR response to continue to inform stakeholders.

A key concern for the KGCA with this development is the potential impact on the streetscape of Richmond Road. The proposed development has 75 feet of frontage on Richmond Road and the current proposal appears to show limited design on the south facing façade of the building. Combined with the large gap between the proposed rowhouse and the adjacent bungalow created by the orientation of parking on the property, this design leaves the potential for an uninspired streetscape. This issue could be resolved by a combination of design changes to the South side of the building and/or more extensive landscape designs, which in turn would create a more vibrant streetscape.

## **Killarney/Glengarry Community Association Comments**

A common concern for both the KGCA and residents has been impact on the laneway as the addition of 6 units and associated parking will increase in traffic. Sarina has indicated that they are willing to take the lead by applying to the City for a Local Improvement Petition package for paving the laneway, providing an opportunity to potentially remedy concerns about further deterioration.

The KGCA and residents also had concerns pertaining to the City requirement to have three bins (waste, compost, recycling) for each unit. Given the area required for rowhouse owners to enter and access parking spots, and the presence of a power pole in the alley adjacent to the site, there will be a large massing of bins adjacent to the building with the potential to spill out into the laneway. The KGCA would like to see this issue handled in a more creative manner to help mitigate any safety concerns associated with trying to navigate vehicles around the bins, as well as reduce the visual impact of a long row of bins.

Given the extensive engagement that has occurred, we hope that Sarina will outline in their submission issues raised by community members and, where reasonable, how they intend to mitigate any concerns residents may have with this project.

The KGCA is not opposed to increased density in the community, but is sensitive to ensuring RCG developments are contextual and appropriate in scale. We recommend that the developer continues engagement efforts with both residents and the KGCA Development Committee to ensure the character and context of the build are suitable.

Sincerely,

Cale Runions  
Director - Development  
*Killarney-Glengarry Community Association*

## Killarney/Glengarry Community Association Comments

### Comments on the Current (DP) Redesigned Rowhouse & Semi Detached



July 10, 2018

File Manager  
DP2018-2545  
City of Calgary  
P.O. Box 2100 Station M  
Calgary, Alberta  
T2P 2M5  
Attn: Benedict Ang

Dear City Council,

I am writing on behalf of the Killarney Glengarry Community Association (KGCA) regarding DP2018-2545, currently under review for an amended development permit at 3404 Richmond Road SW. The KGCA is looking to ensure that Killarney-Glengarry is developed in a manner that aligns with our core values (safe, vibrant, and inclusive). As such, these items are front of mind when reviewing the proposals of project proponents.

As part of our Terms of Reference, a Development Permit progressing concurrently with a land use change falls as a Level 3 for commentary. For Level 3 items we have considered the following 4 points:

1. **Suggestions That Align to KGCA Values** (safe, vibrant, inclusive)

**Safe:** The KGCA wants to ensure that the neighborhood is developed in a manner that creates a safe and walkable environment. The KGCA believes that having 'eyes on the street' helps make for a safer neighborhood and so hopes that Sarina will ensure to have windows facing both 36<sup>th</sup> Street and Richmond Road in order to maximize this opportunity.

The KGCA was concerned that the previous design schematic would result in a significant massing of waste, recycling, and compost bins in a small portion of the laneway. If not managed properly, they would potentially spill out into the lane, creating an impediment to cars travelling along it, and block the view of cars coming in and out of the lane. We believe that updated design will allow for better and more appropriate storage of these bins and should largely mitigate this issue.

An additional concern for both the KGCA and residents is the traffic impact on the laneway from the addition of 6 units and associated parking. Sarina has indicated that they are willing to take the lead by applying to the City for a Local Improvement Petition package for paving the laneway, providing an opportunity to potentially remedy concerns about further deterioration. We believe this can help alleviate safety concerns associated with travelling in the lane.



## Killarney/Glengarry Community Association Comments



**Vibrant:** The KGCA previously raised concern with this development in regards to the potential impact on the streetscape of Richmond Road. The proposed development has 75 feet of frontage on Richmond Road and the previous proposal appeared to show limited design on the south facing façade of the building. Combined with the large gap between the proposed rowhouse and the adjacent bungalow, created by the orientation of parking on the property, we believed this design left the potential for an uninspired streetscape.

The KGCA believes this concern has been largely rectified with the updated design changes; As the building now consists of a duplex (which should look like a typical single family home from the South) and rowhouses, we don't foresee the significant blank mass along Richmond Road that previously existed. The area on the South face of the rowhouse has been enhanced with trees, shrubs, and changes to the exterior of the building to help give it more character.

The only lingering concern we have pertains to ensuring that Sarina manages the use of the retaining wall to alleviate elevation changes in a manner that does not appear 'clunky'.

**Inclusive:** The KGCA believes that a range of housing diversity will help create an inclusive neighborhood. While the typical rowhouse offers a lower price point than the typical detached/semi-detached residence, the cost can still be unattainable for many individuals. We believe an opportunity exists in the R-CG space to create units of varying sizes, thereby offering a range of housing products. This may allow the developer to capture roughly the same revenue for the development as a whole, while offering the smaller residences for a price lower than traditional rowhouses. We hope that Sarina will consider doing so at 3404 Richmond Road SW, and other developments in the future.

### 2. Engagement Initiatives/Effort

The KGCA Development Committee had the opportunity to meet with the proponent to hear their vision for the project via a presentation at a committee meeting in October. Sarina's engagement strategy included hand delivered post cards to surrounding neighbors advising of the January 27<sup>th</sup> information session, along with the opportunity for stakeholders to provide contact information to keep informed on progress. At various milestones, Sarina has continued to keep nearby residents apprised of the status of the project and provide new information as it becomes available. The KGCA believes that this level of engagement is appropriate given the scope and scale of their proposal.