



Lasting Legacies Inc.

January 28, 2019

To: City of Calgary – Planning and Development

Regarding: 4655 80 Street NW R-C2 to R-CG Proposed Redesignation

This land use amendment application seeks to redesignate a corner parcel from a Residential – Contextual One / Two Dwelling (R-C2) District to a Residential – Grade-Oriented Infill (R-CG) District to allow for a Rowhouse Building. The subject site is located within the boundaries of the Bowness Area Redevelopment Plan (Bylaw 7P95). A minor map amendment to the ARP will be required with the change from “Residential: Low Density, Conservation & Infill” to “Residential: Low & Medium Multi-Dwelling”.

Bowness Area Redevelopment Plan (1995 – Statutory)

The subject parcel is located within the Residential: Low Density, Conservation & Infill area as identified on Map 2, Land Use Policy Areas of the Bowness ARP. Specific policies as they relate to the proposal are as follows:

- o Section 7.2 (Policies) supports a low density residential, conservation and infill policy. The intent is to maintain stability in the community and to protect the existing residential character and quality of the neighbourhood.
- o Section 7.4 (Policies) discourages redesignation of existing low-density residential land to other higher density residential uses to protect and maintain the stability and character of the community. Such resignations are contrary to the ARP and would require full public review and an ARP amendment concurrent with the redesignation application process.
- o Section 7.5 (Policies) encourages sensitive infill development and renovations that contribute to the continued renewal and vitality of the community.

Municipal Development Plan

The subject parcel is located within the Developed Residential – Inner City Area as identified on Map 1 of the MDP. In addition to the City-Wide policies of the MDP, the Developed Residential Areas policies of section 3.5 also apply. Specific policies as they relate to the proposal are as follows:

- o Section 2.2.5.a encourages 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 accessory suites, semi-detached, townhouses, cottage housing, row or other ground-oriented housing.

- o Section 2.2.5.b. supports 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.

- o Section 2.3.2.c. requires infill development to complement the established character of the area and not create dramatic contrasts in the physical development pattern.
- o Section 3.5.1.a. recognizes the predominantly low density, residential nature of Developed Residential Areas and supports retention of housing stock, or moderate intensification in a form and nature that respects the scale and character of the neighbourhood.
- o Section 3.5.2.b. encourages a range of intensification strategies for modestly intensifying the Inner City Area, from parcel-by-parcel intensification to larger more comprehensive approaches at the block level or larger area.
- o Section 3.5.2.d. states that buildings should maximize front door access to the street and principle public areas to encourage pedestrian activity.

The site is located approximately 32 metres from a transit stop and is located within a walking distance approximately 900 m from a primary BRT transit service.

Access is to come from the Lane

Location Criteria for Multi-residential Infill

The proposed land use generally aligns with several of the location criteria for multi-residential infill development in low density residential areas. The following provides a summary of these criteria.

On a corner parcel – Yes

Within 400 metres of a transit stop - Yes

Within 600 metres of an existing or planned primary transit stop - No

On a collector or higher standard roadway on at least one frontage - Yes

Adjacent to existing or planned non-residential development or multi-unit development- No

Adjacent to or across from an existing or planned open space, park or community amenity- No

Along or in close proximity to an existing or planned corridor or activity centre - No

Direct Lane Access- Yes

Previous Comments on Proposed Project

Locations for infill & densification within community

Concern expressed claims that other areas within the community would better accommodate proposed development density. Throughout all Calgary communities that have R-C2 zoning - Redesignation to R-CG is allowed and encouraged by the City of Calgary for demographic diversity. Corner lots are the primary choice for the densification throughout the city, and this particular lot is no different than any other lot that has undergone, or is undergoing transformation in terms of positive or negative net effect to the community as a

whole.

Loss of affordable single family homes

Concern that a land use amendment to accommodate higher density would result in loss of affordable single detached homes in the city. The existing home on this property is unlivable, has quite a small footprint, and not a good candidate for renovation. This project encompasses only a single-family home on a single lot and replaces it with a more affordable 4-Unit project for 4 families instead of one.

Row housing contextually inappropriate for subject site

Concern that the proposed rowhouse development is contextually inappropriate and would negatively affect the neighbourhood. As this is the first row house R-CG in Bowness not located in closer to proximity to additional multifamily, it would be part of a continual changing neighborhood dynamic. The developer has built many architecturally pleasing newer and semi-detached homes in the immediate vicinity, of which the neighborhood as a whole has respect for what they have built.

Increased traffic and parking concerns

Concern was expressed over increased traffic and reduced on-street parking.

Administration established that 46 Avenue NW is classified as a Collector road, and on-site parking and visitor parking will be required as part of a future Development Permit application. As this is a corner lot, any overflow parking would have ample street parking. There will be 4 above grade units only; no lower secondary suites.

Loss of property value

Concern that surrounding property values would be negatively affected. Generally, new development increases property values as the community experiences continual reinvention. There are several rebuilt and proposed Main Street Projects proposed contributing to a reinvention of Bowness. The new commercial shops in downtown Bowness, as well as Angels Drive-In, The Bowness Grocer, and Bowness Park itself.

Contextually inappropriate

Row housing is contextually inconsistent with all existing housing in this area of Bowness.

The review of the Development Permit by Administration will ensure it is contextually appropriate and conforms to the Land Use Bylaw.

Privacy concerns

Row housing will lead to overlooking into neighboring yards and homes and loss of privacy. The project adheres to all of the rules restricting overview issues to the immediate properties to the South with the use of obscured windows, windows that have their bottom sill at 60" off the floor, or no windows at all. The backyard privacy and existing windows of the south neighboring home are maintained. The new rear garage will block views to the west neighbor, and there will be less windows to the east neighbor than normal semidetached units. This is also true for the west facade of the proposed development, as there will be less windows than for a semi-detached.

The review of the Development Permit by Administration will ensure privacy of adjacent homes is appropriately maintained.

Precedent for future applications

Redesignation to R-CG would be the first in Bowness and set precedent in the whole community which should be consulted prior to change of this magnitude. There is a proposal from city planning to convert all corner R-C2 lots in the City of Calgary to R-CG in the very immediate future. Developers would not have to apply to

have this resignation occur in the future, or so it is being considered at this time. This was brought up at council in their review and refusal last year.

General Comment on the Project Proposal

R-CG zoning allows for a project of up to 3 stories in height as well as permitted secondary suites under 45 sq.m. as per Land Use Bylaw 1P2007 sections listed below.

Building Height

541 (1) **Unless otherwise referenced in subsections (2) and (3), for a Contextual Semi-detached Dwelling, Duplex Dwelling, Rowhouse Building, Semi-detached Dwelling or Single Detached Dwelling the maximum building height is 11.0 metres measured from grade.**

287 Rowhouse Building

means a **use** where a **building**:

- (i) contains three or more **Dwelling Units**, located side by side and separated by common party walls extending from foundation to roof;
 - (ii) where one façade of each **Dwelling Unit** directly faces a public street;
 - (iii) where no intervening **building** is located between the **street** facing façade of each **Dwelling Unit** and the **adjacent public street**;
 - (iv) where each **Dwelling Unit** has a separate direct entry from **grade** to an **adjacent public sidewalk** or an **adjacent public street**;
 - (v) where no **Dwelling Unit** is located wholly or partially above another **Dwelling Unit**; and
 - (vi) **may contain a Secondary Suite within a Dwelling Unit in a district where a Secondary Suite is a listed use and conforms with the rules of the district;**
- (b) is a **use** within the Residential Group in Schedule A to this Bylaw;
 - (c) requires a minimum of 1.0 **motor vehicle parking stalls** per **Dwelling Unit**; and
 - (d) does not require **bicycle parking stalls – class 1 or class 2**.

Motor Vehicle Parking Stalls

546 (2) The minimum number of motor vehicle parking stalls for a Secondary Suite is reduced to 0.0 where

- (a) the floor area of a Secondary Suite is 45.0 square metres or less;

The proposed project is not being:

- designed to the maximum height,
- nor having an additional 3rd floor

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- nor including or adding allowable secondary suites.

All of these potential permitted allowances could contribute to:

- additional shadowing,
- less adherence and respect to contextual existing building height,
- and parking issues accommodating the 4 additional secondary suite occupants and visitors

The proposed project will not take advantage of the additional allowances by being more mindful of the neighborhood impact from the project in an overall context.

The overall building height is equal to what the height of a semidetached project would be – Typical semi-detached would be close to the maximum of 8.6m; this proposed rowhouse project will be 9.14m.

Additionally, the building setback from the south neighbor is greater than what a semi-detached project would be – Semi would be 1.2m setback; this proposed rowhouse project will be 2.88m to the closest point (upper floors). On the northern street side – a semi-detached dwelling would be setback 1.2m from the property line; this proposed rowhouse project will be 1.73m. This provides a larger buffer for pedestrians.

In conclusion, the proposed project will not be building to maximum allowances as per the Land Use Bylaw, follows all of the allowances of the Land Use Bylaw for its proposed use – including parking. The community and specific property selected for redesignation is comparable to any other established community lot currently designated as R-C2 suitable for redesignation to R-CG. We are therefore seeking support to allow the property redesignation as submitted.

Please let us know if you require anything else.

Sincerely,



Paul Olsen
Lasting Legacies Design