

Kingsland Community Plan

Original Version Issued October 29, 2009

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1.0 Introduction

Vision

Kingsland is a vibrant community currently undergoing redevelopment and facing redevelopment pressure. The vision of the residents for Kingsland is a community with a mix of appropriately located housing types that will attract a variety of lifestyles (i.e. single-detached dwellings, duplex dwellings, townhouses, secondary suites, and medium density buildings). Redevelopment and community initiatives in Kingsland will allow for the enhancement of streetscapes and areas of road closures, pathway and walkway revitalization and the addition of pedestrian connections. Densification through land use amendments may be supported north of 69th Avenue SW as recommended by the Glenmore Trail Land Use Study, and east of 4A Street SW north of 78th Avenue SW along Macleod Trail as recommended in the Macleod Trail Urban Corridor Study.

Community Needs

As the perimeter of Kingsland redevelops, consideration will be given to proper transitioning between the commercial uses and residential uses. In particular, the redevelopment or densification at the old Jack Carter site and Market on Macleod site should be respectful of the residential nature of the surrounding areas. A mixed-use development at these sites that incorporates some seniors housing would be supported by the community. Remnant perimeter parcels following the GE5 project will be cleaned up by owners (i.e. commercial parcel at Glenmore Trail and Elbow Drive owned by Corporate Properties and houses on the south side of Glenmore Trail) and will be redeveloped or landscaped, working in conjunction with the Kingsland Community Association. Community needs will be considered by the Planning Committee with recommendations provided to the developer as each site is redeveloped.

Traffic Impact Assessments prepared for individual developments (ad-hoc manner) are not addressing a comprehensive strategy to address the overall road network impacts as the Kingsland redevelops. Residents feel that shortcutting through the community must also be reduced through a traffic management program prior to adding additional traffic to the road network. A community traffic study shall be completed by the City of Calgary prior to any major redevelopment projects occurring in Kingsland to ensure the intersections at the periphery of Kingsland can accommodate the additional traffic due to redevelopment.

1.1 Background

The Kingsland Community Plan was prepared by the Kingsland Community Association (KCA). Development pressure in Kingsland created the need for a plan that would guide the KCA Board when responding to development proposals. An Area Redevelopment Plan has not been prepared by the City of Calgary for Kingsland. Due to policy commitments directed by City Council, and a lack of staff in policy planning at the City, the Board was informed that an ARP would not be prepared for the Kingsland in the near future.

The KCA Board determined the need for a plan and directed the Planning and Development sub-committee to begin work to prepare a document. A call for volunteers to sit on a Steering Committee to guide the development of the Plan was posted in the Kingsland Newsletter, on the community notice board and in businesses around Kingsland. Letters were sent to management companies of multi-family rental properties, condominium boards and businesses inviting participation on the Steering Committee. When developed the draft Plan was posted on the Kingsland Community Association website, and hardcopies of the Plan were made available to the public upon request. On October 29, 2009, in conjunction with the Kingsland Annual General Meeting, the Plan was presented to the public in an open house format for comment. Amendments to the draft plan were made following this public consultation process.

1.2 Purpose of the Kingsland Community Plan (KCP or Plan)

The Plan is non-statutory; however consultation with the Ward Alderman, Mr. Brian Pincott, and City staff was on-going through the Plan development process. This Plan has been prepared with the understanding the Kingsland residents and business owners direction outlined in this Plan will be respected when development applications are made to the City. Furthermore, that as the City considers plans for the redevelopment and revitalization projects in Kingsland that this Plan will be reviewed by City staff, and the KCA Board will be consulted prior to approvals being granted by The City of Calgary. Lastly, this Plan has been prepared to guide the KCA Board and its' sub-committees as Kingsland redevelops.

1.3 Kingsland Plan Boundary

Located in the southwest quadrant of the City of Calgary, Kingsland is bound by major transportation arteries including Glenmore Trail to the north, Macleod Trail to the east, Heritage Drive to the south, and Elbow Drive to the west.

1.4 History of Kingsland

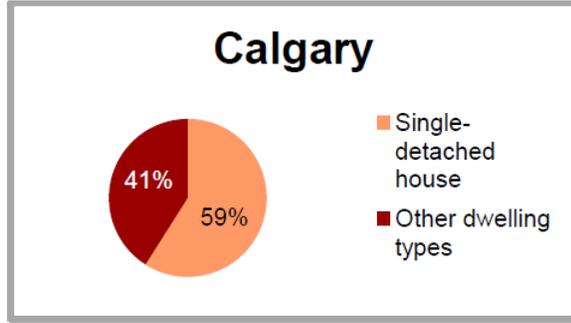
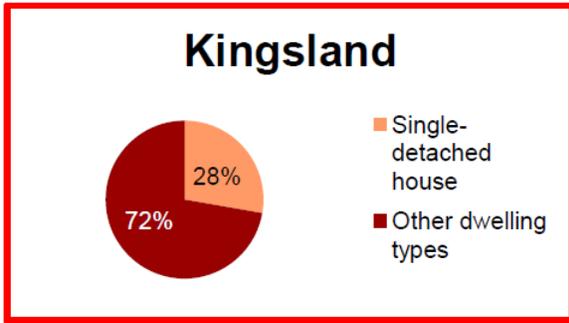
Kingsland Community was annexed to the City of Calgary in 1956 and established in 1957. The Kingsland Community Association registered their Provincial Society on May 18, 1960; in the year 2010 Kingsland Community celebrated their 50th anniversary as a Society.

1.5 Kingsland Community Social Statistics

2014 Snapshot1

In 2014 the total population in Kingsland was 4,812, a 10% population increase since the KCP was written. The illustration below clearly demonstrates that Kingsland is predominately duplex, semi-detached or multi-residential units, which is a very different community than seen in other areas of Calgary as shown in the following graphic. Kingsland is experiencing very different growth challenges than faced in other communities that are not increasing in population at the same rate, or with predominately multi-residential structures.

Dwelling types



Source: Census of Canada, 2011

2009 Snapshot (time of KCP development) 2

By area, the community of Kingsland is predominately single family residences; however 75.1 percent of dwellings in Kingsland are semi-detached homes, row houses or apartments. In 2006, 68.9 percent of dwellings in Kingsland were rented, a high statistic as the City of Calgary average was 27.2%. Other significant demographics in Kingsland include:

- In 2008 the total population in Kingsland was 4,358;
- Between 2000 and 2005 the median household income in Kingsland dropped from \$49,816 to \$43,680, a decrease of 12.3%;
- In 2005 19.7% of residents in Kingsland lived in a low-income household;
- In 2006 35.0% of families in Kingsland were headed by a lone parent;
- In 2006 35.2% of seniors in Kingsland lived alone;

The above statistics were reviewed by the Steering Committee and considered in the development of this plan.

2.0 Public Consultation

As noted in the introduction to this Plan, significant public consultation was undertaken by the KCA Board to develop this plan. This section provides the details regarding the public consultation.

2.1 Steering Committee

A Steering Committee was formed to develop the Kingsland Community Plan. The committee consisted of ten (10) members from the community, comprised of residents from single family dwellings and multi-family dwellings, as well as business owners. The call for volunteers for the Steering Committee was advertised in the Kingsland Newsletter, on the community notice board, in businesses in Kingsland and via letters sent to management companies for multi-family dwellings, condominium boards and businesses in Kingsland.

The Steering Committee meetings were held for five (5) consecutive weeks and were lead by the head of the Planning and Development sub-committee. Agendas and minutes from these meetings are included in 2016 Kingsland Community Plan - Supporting Information document or prior versions of the Plan - Appendix A. Main topics for discussion included, visioning, commercial development, residential and multi-family development, transportation and infrastructure, gateways and community identity, and parks, playgrounds, schools and pathways in Kingsland.

2.1.1 Visioning Session

The purpose of the first Steering Committee meeting was a brainstorming session, discussing how the committee would describe Kingsland, what aspects could be improved upon and to discuss the public perception of Kingsland. This brainstorming session provided the committee with the basis to formulate the goals of the committee and the Plan. Please note that the summary listed below is not the opinion of all residents of Kingsland and are only notes taken during the brainstorming session.

Description of Kingsland

- Walkable
- Established Community
- Location – close to downtown, proximity to Rocky View General Hospital, Glenmore reservoir, parks, businesses and services
- Good access to public transit
- A good mix of uses (i.e. single family residential, multifamily residential, commercial)
- Mature trees
- Diversity of residents (seniors, families)
- Dated architecture
- Under-rated

Aspects that could be improved

- Community is separated north/south by road closures and a lack of connectivity
- Community in transition, uncertainty for redevelopment
- Rental properties
- Aesthetics – gravel alleys, overhead utilities
- Pathways, walkways and parks have been neglected and new pedestrian connections are required
- Lands adjacent to the LRT are not maintained
- Lands adjacent to Macleod Trail could be improved as they are redeveloped (i.e. Jack Carter site, Woodbridge site, future Co-op site)
- Lack of volunteerism and community memberships in Kingsland
- Need better use of the hockey rink
- Crime, graffiti and vagrancy in the community
- The public perception of Kingsland needs to be improved

The Outsider view of Kingsland

- Expensive real estate
- Where is it?
- A community in transition
- Image that parks, schools etc. are deteriorating
- 'Dirty' businesses and other businesses areas along Macleod that do not leave a positive impression
- Boulevard along Macleod Trail could use some landscaping improvements – it is not walkable
- Main roadways (68th, 69th and 75th) through Kingsland do not create a positive impression of Kingsland and are primarily used for short-cutting
- CBE School site – yard is in poorly maintained

Based on the Steering Committee discussion, goals for future meetings were established, these goals are as follows:

The Kingsland Community Plan Steering Committee will:

- Discuss opportunities to develop an identity for Kingsland Community;
- Discuss the types of development / redevelopment appropriate for Kingsland , considering location for development to occur and safety of residents (i.e. CPTED);
- Discuss modes of transportation in and around Kingsland and how these modes affect our community (i.e. cars, bicycles, transit, walking);
- Discuss streetscapes, parks, pathways in Kingsland;
- Discuss green initiatives (i.e. walkability, community market) for Kingsland;
- Foster community involvement at all levels; and
- Review gateway opportunities for Kingsland.

2.2 Open House

A public open house was held in conjunction with the Kingsland Annual General Meeting, to present community residents with the draft Kingsland Community Plan. The open house was held on October 29, 2009, at the Kingsland Community Hall. A questionnaire was provided to attendees of the open house, to gain public feedback to the draft Plan. Amendments were made to the draft Plan following the open house.

2.3 2012 Workshop

In 2012 a public workshop was held by KCA to further develop the vision for Kingsland and determine where densification and redevelopment should be supported by the Planning Committee. Plan amendments adopted at the Kingsland AGM in October 2012 reflect the decision made by participants at this workshop. Participants decided that densification in Kingsland through land use amendments should only occur in those areas defined by the Glenmore Trail Land Use Study and the Macleod Trail Urban Corridor Study. The boundary of this densification area is north of 67th Avenue SW between Elbow Drive and Macleod Trail and east of 4A Street SW along Macleod Trail (north of 75th Avenue SW). All other areas in Kingsland can be redeveloped under current land uses. Developers considering redevelopment

or densification in Kingsland shall consult this Plan for guidance and discuss their plans with the Planning Committee in advance of submitting an application to the City of Calgary.

NOTE: The KCP was amended in 2015 to reflect changes based on Council direction and approvals.

2.4 2015 Consultation

Recent approvals by the City of Calgary Council have challenged not only the Planning Committee but our residents and business owners. Previous engagement for the KCP directed where strategic growth would be supported by our Planning Committee and our residents; recent approvals by City Council are contrary to this position.

In 2015, City Council approved a townhouse style and semi-detached land use on Elbow Drive. The Planning Committee now feels that this type of redevelopment will continue to be approved by City Council regardless of community opinion. In 2015 our Planning Committee heard from City Council comments such as, “it is unrealistic to assume that you can choose only two of four boundary streets for re-zoning” and “R-C2 should be the designated land use for Elbow Drive.” This City Council direction, and continued stress on community volunteers has led the Planning Committee to no longer oppose R-C2 (semi-detached) land uses on Elbow Drive. The Committee will offer support and resources if residents want to oppose this type land use amendment.

Lower density land use amendments proposed within Kingsland will be considered on a case-by-case basis and may be supported.

3.0 Community Development Principles

The Community Development Principles were established during Steering Committee discussions and were presented to the public for additional input at the Open House. These principles were the base for the preparation of the Kingsland Community Plan.

1. Develop an identity for Kingsland Community and review gateway opportunities for Kingsland.
 - The KCA Board should promote Kingsland Community activities in surrounding communities.
 - The KCA Board should work with the Calgary Police Service and / or the City of Calgary in an effort to reduce crime, vagrancy and graffiti in Kingsland.
 - Establish a sub-committee that will:
 - Develop and implement a strategy to strengthen Kingsland’s identity.
 - Identify gateway areas in Kingsland and explore grant opportunities and City initiatives to create these gateways in Kingsland. A gateway is considered an aesthetic enhancement in Kingsland and could include, community

identification signage, banners / flags, enhanced light standards, etc. along major road networks in Kingsland.

2. Encourage redevelopment and growth in Kingsland that enhances the diversity, existing uses and amenities in Kingsland.
 - The Kingsland Community Planning and Development sub-committee and/or the Board of the Kingsland Community Association shall consider the following when reviewing and responding to proposed development / redevelopment plans in Kingsland:
 - Does the plan meet the vision and requirements outlined in this Plan?
 - Does the plan meet the requirements of the City of Calgary's Land Use Bylaw, in particular parking and landscaping requirements?
 - Does the plan exceed the Land Use Bylaw requirements in regards to landscaping?
 - Does the plan provide new community amenities that will be used by area residents (i.e. additional green space, public realm features, sidewalk improvements, pedestrian connections)?
 - Does the plan support a mixed-use built-form that creates a mix of uses to meet the needs of Kingsland?
 - Does the plan improve the interface conditions between land uses?
 - Does the plan integrate new and diverse residential housing types in Kingsland?
 - Does the plan include architectural details that incorporate natural elements (i.e. stone, brick) and earth tone colours?
 - Do these architectural details integrate with the surrounding buildings?
 - Does the plan minimize the impacts of redevelopment by ensuring building heights are compatible with the surrounding buildings or stepped back from adjacent buildings?
 - Does the plan minimize the impacts of redevelopment by ensuring lighting is downward facing and is not directed towards residential uses?
 - If signage is incorporated into the site, has it been designed so as to not impact adjacent land uses, particularly if the signage is proposed to include lighting?
 - Does the plan incorporate Universal Design principles?
 - Does the plan incorporate Crime Prevention Through Environmental Design (CPTED) principles?
 - How will garbage and recycling be managed?
 - If the development will be completed in phases, is there an interim plan for the undeveloped areas of the site (i.e. weed control, erosion and sediment control).

3. Enhance existing streetscapes, and create new transportation modes (i.e. cars, bicycles, and pedestrian) in and around Kingsland, with an emphasis on creating an environment that is accessible.
 - If residents submit a petition for local improvements to the City of Calgary, and are willing to pay the costs for local improvements, the KCA Board shall support the request.
 - Create a Transportation sub-committee that will:
 - Review options to connect the community using all modes of transportation.
 - Work with the Park and Recreation sub-committee to identify areas where vehicular streetscapes could be made more accessible and pedestrian friendly.
 - Discuss with the City traffic management options in the northern part of Kingsland and along 75th Avenue. Where possible discuss options to reduce short-cutting through the community.
 - Review options to enhance closed alleys and roads by adding various forms of soft and hard landscaping.

4. Enhance streetscapes, parks and pedestrian connections in Kingsland.
 - Protect existing parks and school sites in Kingsland from disposition by the City of Calgary and/or School Boards.
 - The KCA Board shall request that developers improve adjacent sidewalks as sites are redeveloped.
 - The KCA Board should review the use of existing public amenities (i.e. hockey rink) and determine if changes these amenities should be undertaken in an attempt to increase use. KCA events to increase awareness of these amenities should also be considered by the Board. The Board should work with the Park and Recreation sub-committee if additional volunteer assistance is required in these efforts.
 - Establish a Park and Recreation sub-committee that will:
 - Enhance existing school sites by reviewing opportunities for community gardens, naturalized areas, play structure upgrades, etc.
 - Enhance park sites in Kingsland by reviewing opportunities and the need for, play structure upgrades, landscaping and adopt-a-park requirements. See 2016 Kingsland Community Plan – Supporting Information document or prior versions of the Plan - Appendix B – Park Priorities identifies the parks in Kingsland and the Steering Committees’ opinion of enhancement priorities, for review by the Park and Recreation sub-committee.
 - Create a more connected community by reviewing existing pedestrian connections in Kingsland and identifying where links or new pedestrian connections are required.
 - Review existing pathways and walkways and work with the City to determine if additional maintenance or upgrades are required to create a safe and accessible community (i.e. removing stairways from walkways and grading areas where ice accumulates in walkways). Elements that could be

considered include wider sidewalks, curb extensions, wheelchair ramps, enhanced boulevard landscaping, pedestrian crossings and street furniture.

- Review the option to re-align the Regional Pathway from 5th Street to 4A Street to connect existing parks and pathways throughout Kingsland. Furthermore, this re-alignment will provide an alternate pedestrian connection for people accessing businesses along Macleod Trail.
- Review the areas adjacent to the LRT and off leash area, and work with the City to determine if additional maintenance is required.
- Identify recreation and leisure needs in Kingsland and determine opportunities to meet these needs.
- Work with the Transportation sub-committee to identify areas where vehicular streetscapes could be made more accessible and pedestrian friendly (i.e. upgrading bollards, street furniture, landscaping, pedestrian connections).

5. Discuss green initiatives (i.e. walkability, community market) for Kingsland.

- The KCA Board and sub-committees shall discuss green initiatives for Kingsland and assign initiatives to the sub-committees for implementation. Where possible the sub-committees shall search for funding to assist with the implementation of these initiatives.

6. Foster community involvement from all areas and age groups within Kingsland.

- The KCA Board shall discuss approaches to increase the number of community memberships in Kingsland.
- The KCA Board shall utilize the community board, website and newsletter to increase awareness of community initiatives, events and volunteer opportunities in Kingsland.
- Increasing volunteerism in the community shall be an on-going focus for the KCA Board. Volunteer opportunities shall be identified by the Board and advertised in the community. The Board should also discuss ways to recognize and reward community volunteers.
- The KCA Board shall plan events (i.e. day time activities, parties, festivals, community clean-up program, community angels) for groups across the age spectrum to foster community involvement and support residents that require assistance in the community. A review of existing services and events in the community will be required by the KCA Board to determine what events are required in Kingsland. The focus of this review should be on children, youth and seniors services and events.

4.0 Neighbourhood Structure

Kingsland Community is a diverse neighbourhood undergoing redevelopment. Land uses include single family residential, multi-family residential and commercial uses. Major transportation networks bound the community on all sides. Glenmore Trail, a major east-west artery in Calgary, bounds the community to the north. Macleod Trail bounds the community along the east, and is a connector to the downtown core from South Calgary and Southern Alberta. On the south of Kingsland is Heritage Drive and to the west is Elbow Drive, both roads are major networks in the Calgary system.

Redevelopment projects are currently proposed by developers throughout the community. This Plan has been prepared to guide the redevelopment process as projects are proposed. The guidelines outlined in this section have been developed through extensive public consultation and shall be used by developers, the City of Calgary and the KCA Board and its sub-committees when redevelopment is proposed in Kingsland.

The KCA Board shall support a mix of housing redevelopment proposals, which will meet the needs of diverse lifestyles. Furthermore, the KCA Board should encourage redevelopment of facilities and services in Kingsland, which will meet the needs of residents and provide the community with services that are currently lacking in Kingsland. The review of development proposals by the KCA Board, through the City of Calgary planning processes will ensure high-quality development, which is supported by residents and add to their sense of pride for the community of Kingsland.

The Kingsland community is supportive of redevelopment in Kingsland, however the redevelopment must be high-quality design that enhances the community, incorporates additional pedestrian connections and/or green spaces, and meets the needs of the community. Where possible, 'green initiatives' (i.e. xeriscaping, green roofs, permeable pavement, etc.) should be incorporated into a site design.

It is strongly recommended by the KCA Board that a developer contact the KCA Board early in the site design / planning process to ensure adequate discussion between the KCA Board and the developer prior to submission of an application.

Developers proposing redevelopment in Kingsland will be expected to give back to the community in some way. It will be expected to contribute financially to the redevelopment of community amenity spaces, such as playgrounds, as a way of giving back to the community and assisting in providing modern amenities to the additional residents they will be adding to Kingsland. The combined efforts and resources of the community and developers will create better amenities and a stronger sense of community for the residents and business owners in Kingsland.

- 4.1.1 Developers proposing to redevelop a site within Kingsland will be expected to contribute in some way to the redevelopment of Kingsland as a community. Examples could include contribution to playground redevelopment or modernization efforts at the KCA

Hall. A developer shall work with the Planning Committee to determine an appropriate contribution.

4.1 Residential Redevelopment

While the majority of land area in Kingsland is made up of single-detached residences, the majority of dwelling units in Kingsland are comprised of multi-residential units. These multi-residential units are predominately located in the northern portion of the community.

4.1.1 Single-Detached Residential

The single-detached residential dwellings in Kingsland are predominately bungalow style typical of dwellings in the 1950's. If single family redevelopment is proposed, the dwelling shall blend with the existing residences and the dwelling height shall be respectful of adjacent dwelling heights (i.e. if two storeys are proposed stepping back the side-yard elevation).

At the development permit stage for single-family redevelopment, the developer should provide the KCA Board with a streetscape cross-section and elevations to review. The streetscape cross-section should identify adjacent building heights (approximate) and proposed building heights to illustrate to the KCA Board how the proposed building will transition into the existing streetscape.

Kingsland generally supports respectful Infill redevelopments on Elbow Drive which requires rezone to R-C2. See Section 4.1.7 for more information.

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4.1.2 Residential - Contextual One/ Two Dwelling (R-C2) District

As noted in the introduction of this Plan, KCA is experiencing tremendous pressure to redevelop, particularly in the areas currently zoned R-C2. The community believes the R-C2 district, and the housing it provides is necessary to allow for a variety of housing types in Kingsland. Kingsland will support the infill of appropriate R-C2 housing (i.e. satisfying the City of Calgary contextual rules), in the form of a duplex or semi-detached dwelling. Parcels north of 69th Avenue SW maybe considered for densification by Kingsland providing the requirements of the Glenmore Trail Land Use Study or the Macleod Trail Urban Corridor Study are met.

Kingsland planning vision supports increased owner occupancy and focused revitalization in the R-C2 and higher districts, and supports respectful redevelopment. Developers are expected to utilize the significant inventory of existing R-C2 zoning and identified areas with potential for R-C2 zoning for redevelopment projects. Early engagement is recommended where a rezone is required to achieve a preferred built form concept. Respectful redevelopments will consider massing, height, parking, privacy and general impacts on nearby parcels and will help to achieve the planning vision. See 4.1.7 for related information specific to potential for Elbow Drive redevelopments with potential for rezone to R-C2 for infills.

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4.1.3 Multi- Residential Land Uses

Approximately 72% of the housing in Kingsland is multi-residential units. The Steering Committee is supportive of additional multi-family in Kingsland if the site is comprehensively planned to integrate with adjacent uses and sites, incorporates high-quality building materials and elements, and provides additional green space and/or pedestrian connections in the community. The following guidelines have been established to guide developers in their site design process and to assist the KCA Board (or Planning and Development sub-committee) when reviewing redevelopment proposals. Densification through land use amendments may be supported north of 69th Avenue SW as recommended by the Glenmore Trail Land Use Study, and east of 4A Street SW north of 78th Avenue SW along Macleod Trail as recommended in the Macleod Trail Urban Corridor Study.

For parcels located within the densification boundary the KCA Board may consider a multi-family building to a maximum of 4 storeys. The information listed below must be provided to the KCA Board prior to the Development Permit stage for consideration and comment.

- a) Appropriate transitioning with adjacent sites (i.e. building to be stepped back from adjacent uses particularly in the side-yard). A streetscape cross-section must be provided for consideration by the KCA Board.
- b) Additional green space, parks and/or pedestrian connections are dedicated or created.
- c) Well-designed amenity space that includes a variety of landscaping features that are comprised primarily of native species.
- d) A parking plan with all parking provided on-site. Parking shall meet the requirements of the Land Use Bylaw.
- e) A shadow impact analysis highlighting shadows between March 21 and September 21 between the hours of 10:00am and 4:00pm Mountain Daylight Time.
- f) Garbage and recycling collection collected off the rear lanes or from within the building structure, and visually screened from adjacent uses.
- g) Larger parking areas shall include landscaped islands to break up the paved areas, reduce traffic speeds and add landscaping within the site.
- h) Lighting fixtures shall be downward facing to minimize the impact of the site lighting requirements on adjacent uses and to reduce light pollution.
- i) Mechanical equipment shall be screened from adjacent uses.
- j) Text noting how public safety was considered when developing the site, incorporating Crime Prevention Through Environmental Design (CPTED) principles.
- k) Identification signage, entry features, etc. for the multi-family building shall enhance the site. It is preferred that signage not include lighting; if required, lighting should be minimized and face downward so as not to impact adjacent land uses. If signage is proposed, it shall be incorporated into the site plan and examples shall be provided.

- l) Natural elements and building materials shall be incorporated into the building design. Building colours should be natural and blend in with the surrounding community.
- m) Interesting architectural elements that break up the facade, particularly along the streetscape.
- n) Building and landscaping materials should require low maintenance to ensure they do not appear to be in disrepair.

Note: Additional information may be requested by the KCA Board upon review of these requirements and the overall proposed development.

The above information may be requested by the KCA Board at the Land Use Amendment stage if a land use amendment is required to permit multi-family housing.

The KCA Board may request the developer host a Public Open House, with KCA Board members in attendance to gather public feedback in regards to the proposal.

Multi-family buildings in excess of 4 storeys will be considered by the KCA Board if adjacent to Glenmore Trail or Macleod Trail. Requirements listed in guideline 4.1.2 must be provided to the KCA Board for review.

It is preferred by the KCA Board that all new multi-family residential buildings include requirements for a Management Board to be established, to manage the site when the developer is no longer managing a site.

Parcels along 68th and 69th Ave have areas suited to remaining R-C2 while others are suited to R-CG, M-CG and M-C1 in limited and specific areas. Developers should discuss what would be supported prior to submission of an application.

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For example, parcels zoned R-C2 along 67th Ave (south side) are suited for rezone to R-CG provided the development respects nearby parcels and demonstrates there is sufficient parking for residents and visitors. Smaller townhouse clusters or Infills with suites are preferred but multi-parcel projects may be supported with early engagement and co-current development permit applications.

4.1.4 Secondary Suites

For low density residential districts, Kingsland generally supports the legalization of secondary suites that meet city bylaw and permit requirements. Developers are encouraged to discuss their design concepts at the rezone stage to gain alignment as to what might be supported. The Plan opposes back yard suites on slab since it removes parking stalls from the parcel.

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For R-C1 district, the Plan does not generally support randomly located suites, although general support will be re-examined as our redevelopment inventory in higher density areas declines. The community offers diverse dwelling options for residents with apartments, condos, Infills, townhouses in the R-C2 and higher districts. The Plan may support suites in R-C1 district where the applicant demonstrates neighbour support and a respectful development. Many residents do

not want suites adjacent to their R-C1 properties but there may be pockets of support so early engagement is required.

For R-C2 district, the Plan supports bylaw compliant secondary suites, for example a respectful dwelling unit with suite with three (3) parking stalls such as a back lane garage and open stall for residents and visitors. Back lane suites may be supported in specific areas but developers should discuss their concept with the community prior to submitting an application.

4.1.5 Affordable Housing

Affordable Housing is supported by the community in Kingsland. Guidelines that shall be considered for this type of housing include:

- a) Affordable housing units should be located near commercial areas and transit stops or on the periphery of Kingsland to provide residents with the amenities and services they may require. The KCA Board shall review proposals for affordable housing elsewhere in the community.
- b) Affordable housing should be incorporated into new multi-family residential proposals by providing units with smaller floor plans within a building that would be more affordable.
- c) Affordable housing proposals shall include the requirements listed in 4.1.3.

4.1.6 Three Storey Developments on Streets with Low Density Residential

For Low Density (R-C1 R-C2, R-CG) and Multi-Residential (M-CG) development permit applications, the community generally will find two storey buildings to be appropriate where the existing streetscape and / or back lane is predominantly formed by single and two storey residential buildings.

The community will generally find three storey buildings to be too imposing on such residents. If the parcel being redeveloped is surrounded by two or more storey buildings from the front, sides and back then a three storey building may be supported providing the building is contextually compatible with the existing neighbouring built forms, including heights.

Developers should discuss their plans with the Planning Committee for a three storey application prior to submission to reduce the risk of re-submissions and appeals.

4.1.7 Elbow Drive Redevelopment

Oct 2017

There is no support for general townhouse or four plex developments with R-CG or M-CG on Elbow Drive. However, parcels zoned R-C1 along Elbow Drive appears suited for redevelopment (R-C1) or Infills (R-C2). Given bussing options, secondary suites may be supported where parking requirements are met and the development is respectful of nearby properties. Sub-division and rezone to R-C2 may be supported depending on the built form concept.

Resident's preferred single family dwellings but City Council approved higher density (M-CG - fourplex), hence the Plan proposes R-C2 and Infills as a compromise to satisfy competing goals. There is no support to rezone parcels for commercial or retail use although Infills or a DC (R-C1) redevelopment of modest scale may be considered for the parcel south of the 7-11 to accommodate a professional application and provide transitional zoning for the residences. A DC project will require engagement to ensure support for the concept prior to submission of the rezone application.

KCA will require that the north back lane gate at 69 Ave be relocated south to accommodate parcels redeveloped at the north end of the lane to mitigate impacts of visitor parking and higher traffic flow and to enhance garbage collection aspects for 7-11 which have been problematic. The movement of the gate will shift access for a few north side redevelopments to 69 Ave whilst retaining the safety benefit of no vehicle connectivity between 69 Ave and 75 Ave.

Developers should discuss with City Roads and Transportation whether their parcel requires the removal of vehicle access at Elbow Drive (Primary Collector Road) as a condition of redevelopment. This would shift all parking to the back lane and increases the on-site parking requirement since there is no on-street parking off Elbow Drive.

The Plan recommends a broader planning study so infrastructure upgrades and paving in the back lanes can be implemented more effectively and to limit impacts on residents where entire streets are planned for revitalization. KCA requested the Development Authority to follow up with us when resources are available.

4.1.8 Digital 3rd Party Advertising Signs

Oct 2017

Digital 3rd Party advertising signs (Class G) are not supported on Elbow Drive, Heritage Drive and Glenmore Trail. These may be accepted on MacLeod Trail in the commercial areas if bylaw compliant and of minimal impact to residents. Recent applications were rejected by the City Development Authority and SDAB (appeal board) due to residential impacts, driver distraction concerns, pedestrian impacts near pathways and other bylaw discrepancies.

4.2 Commercial Redevelopment

Commercial areas in Kingsland are located along Macleod Trail and Elbow Drive. Macleod Trail commercial uses predominately service Calgary and the majority are not neighbourhood oriented. Kingsland Plaza, located on Elbow Drive within the Kingsland Community Plan boundary, services the communities in the area. It is preferred that chain stores and large big box stores, if they are to be located in Kingsland, be located along Macleod Trail. Other commercial uses should be located on Macleod Trail and in existing commercial land uses only.

It is strongly recommended that developers meet with the KCA Board to discuss a proposal prior to the submission of a development permit to the City of Calgary.

4.2.1 Deleted

4.2.2 All commercial development in Kingsland shall incorporate the following (it is strongly recommended the following information be reviewed with the KCA Board prior to submission of a development permit application):

- d) Mechanical equipment shall be screened from adjacent uses.
- e) New commercial development should enhance the public realm and create areas for the public to gather. Examples of this include:
 - Art;
 - additional landscaping (over requirements of the Land Use Bylaw);
 - unique pavement materials or permeable pavement;
 - canopies, boulevard and sidewalk design, railings, fencing, lighting, signage and street furniture that compliment the architecture of the building and creates an identity for the site while blending with the community; and
 - identifiable pedestrian and gathering areas.
- f) Garbage and recycling collection must be collected off the rear lanes and enclosures must be visually screened from adjacent uses.
- g) Public safety shall be considered when developing a site, the development shall incorporate Crime Prevention Through Environmental Design (CPTED) principles.
- h) Sites shall be designed to be accessible by everyone. Universal Design principles shall be incorporated into the site. Municipal Affairs has produced a document entitled, 'Barrier-Free Design Guide' (July 2008) that could be used as a guide for site and building design.
- i) A parking plan with all parking provided on-site. Parking shall meet the requirements of the Land Use Bylaw.
- j) Larger parking areas shall include landscaped islands to break up the paved areas, reduce traffic speeds and add landscaping within the site.
- k) Methods for managing traffic adjacent to and within the site shall be explored. This will be undertaken by the developer, by reviewing circulation patterns and capacities of roads, and reducing opportunities for short cutting.
- l) Large truck turning movements shall not impact the residential community or adjacent roads.
- m) Noise from the proposed use(s) shall not impact adjacent residential uses in any way.
- n) Site lighting fixtures shall be downward facing to minimize the impact of the site lighting requirements on adjacent uses and to reduce light pollution.
- o) Where possible, signage should not include lighting, particularly neon lighting.
- p) Signage shall not impact adjacent residential land uses. Signage on Macleod Trail or Elbow Drive that is proposed to include lighting should be on the Macleod Trail or Elbow Drive facade only.
- q) Freestanding signs should be minimized whenever possible.
- r) Buffering and/or screening is required if visual and/or noise impacts with adjacent land uses are anticipated.

- s) Natural elements and building materials shall be incorporated into the building design. Building colours should be natural and blend in with the surrounding community.
- t) Interesting architectural elements shall be incorporated into the design that break up the facade, particularly along the streetscape.
- u) Building and landscaping materials should require low maintenance to ensure they do not appear to be in disrepair.

Note: Additional information may be requested by the KCA Board upon review of these requirements and the proposed development.

4.2.3 The above information may be requested by the KCA Board at the Land Use Amendment stage if a land use amendment is required to permit a commercial use.

4.2.4 The KCA Board may request the developer host a Public Open House, with KCA Board members in attendance to gather public feedback in regards to the proposal.

4.3 Deleted

4.4 Community Parks and Playgrounds

The Kingsland Board has directed volunteers to focus efforts to redevelop the playgrounds in Kingsland. Refer to 2016 Kingsland Community Plan – Supporting Information document or prior versions of the Plan - Appendix B for an outline of prior parks priorities. In 2014 the park located on 80th Avenue SW was named Singh Hari Park and a new play structure was installed. The focus of volunteer efforts in 2015/2016 will be to redevelop Loomis Park including the construction of a new play structure.

The park located on 4A Street may be redeveloped when the Market on Macleod site is redeveloped. Recent community engagement identifies significant support for the relocation of the park boundaries, providing there is no loss of MR land, the park remains on the periphery site, and accessible (visibly and physically) to all community residents. The Planning Committee will work with the developer to redevelop this playground and possibly relocate the boundaries of park to allow for the comprehensive redevelopment of the Market site.

The 7th Street Park will be redeveloped as funds and volunteer efforts are available. The goal is to redevelop this playground in 2018.

Developers proposing redevelopment in proximity to these playgrounds will be expected to contribute financially to the redevelopment of these playgrounds as stated in Policy 4.1.1.

5.0 Interpretation

Densification – the addition of density (via floor area ratio or number of dwelling units) that is undertaken through the land use amendment application process at the City of Calgary.

Densification Boundary – lands within Kingsland located north of 67th Avenue SW between Elbow Drive and Macleod Trail and east of 4A Street SW along Macleod Trail, north of 75th Avenue SW.

KCA Board – Means the Kingsland Community Association Board.

Plan or KCP – Refers to the Kingsland Community Plan.

Redevelopment – the enhancement, revitalization and construction on a site that falls within the current land use for the site.

Shall – Where ‘shall’ is used in guideline, the guideline is considered mandatory.

Should – Where ‘should’ is used in a guideline, the intent is that the guideline is to be complied with.

Sub-committee – Means a sub-committee of the KCA Board that is directed by the KCA Board.

Universal Design – Design that creates accessible areas for everyone to enjoy. Universal design considers how an environment is constructed, incorporating buildings and products into a site that are accessible for disabled people, families with young children and strollers, and the elderly that require assistance to name only a few. A site is designed to meet the needs of the community while blending aesthetically into the site.

6.0 Implementation

From time to time, the Kingsland Community Plan may have to be updated. A yearly review of the Plan by the KCA Board shall be undertaken prior to the Annual General Meeting to determine if an update is required. Updates will be presented at the Annual General Meeting.

This Plan has been prepared with the understanding the Kingsland residents and business owners direction outlined in this Plan will be respected when development applications are made to the City. Furthermore, that as the City of Calgary considers plans for the redevelopment and revitalization projects in Kingsland this Plan will be reviewed by City staff and the KCA Board will be consulted prior to work commencing. Lastly, this Plan has been prepared to guide the KCA Board and sub-committees as Kingsland redevelops. Sub-committees will be established by the KCA Board following the acceptance of this Plan by Kingsland residents. Refer to 2016 Kingsland Community Plan – Supporting Information or prior versions of the Plan - Appendix C for historical information on this topic.