

Outreach Summary



STAKEHOLDER OUTREACH SUMMARY

1101 RUSSET ROAD NE

LOC2020-0063
DP2020-3946



Issued:
2020.009.16

Outreach Summary

APPLICATION SUMMARY

Eagle Crest Construction's development application for 1101 Russet RD NE builds on the Land Use Redesignation (LOC2018-0201, approved March 2019) and Development Permit (DP2018-4442, approved September 2019) approvals acquired by previous site owner Stone West Homes. These approvals were appealed and upheld by the Subdivision and Development Appeal Board (SDAB) in 2019. After buying the lands from Stone West in 2019, Eagle Crest retained the services of the initial planning + design team to facilitate a Land Use Redesignation (LOC2020-0063) from R-CGex to R-CG District per Land Use Bylaw 1P2007. LOC2020-0063 represents minimal change to the building envelope and exterior of the initial five dwelling unit and five parking stall approval. Four secondary suites and zero additional parking stalls are proposed in LOC2020-0063 for a total ask of five dwelling units, four secondary suites, and five parking stalls. Secondary suites do not count towards site density when they are tied legally to a primary dwelling unit and qualify for 0 parking when they are under 485sq.ft., provide active modes storage, and are located near transit.

In support of this application, CivicWorks has undertaken a proactive and appropriately scaled engagement strategy to ensure a clear and transparent information sharing process for all stakeholders. To prevent the spread of COVID-19, in person meetings were not held and instead a variety of Digital (email inbox, Dropbox sharing, Zoom meeting invitations) and Distanced (phone line, mailers, site signage) strategies were employed instead. Stakeholders including the Renfrew Community Association and Ward 9 Councillor's office have been actively invited to participate in our process.

HOW WE ENGAGED

MAY 6, 2020 - APPLICATION SUBMISSION

- Hand delivered ±100 postcards to neighbours, providing proposal details and contact information;
- Displayed a large sandwich board on the property, providing proposal details and contact information (ongoing);
- Activated and monitored a dedicated engagement email and phone line (ongoing);
- Shared project overview with the Renfrew Community Association and Ward 9 Councillor's Office and offered meetings.

JUNE 5, 2020

- Call with Ward 9 Office to discuss proposed development and stakeholder outreach conducted to date.

JUNE 24, 2020

- File Manager shared feedback from Renfrew Community Association Development Committee with the project team.

SEPTEMBER 16, 2020

- Concluded stakeholder outreach and shared the Outreach Summary Letter with City Administration, the Renfrew Community Association Development Committee, and the Ward 9 Councillor's Office.

WHAT IS RETAINED FROM 2019 APPROVALS

A concurrent Development Permit (DP2020-3946) has been submitted by team architect FAAS to provide a bricks and mortar design intent for the proposal. This new DP incorporates most revisions made in response to community feedback from the original DP2018-4442 approval. Measures that have been carried over from the original DP include:

- Reduction of maximum building height to 11.0m, aligned with R-CG District bylaw height maximum;
- Introduction of traditional materials to fit neighbourhood character, including brick cladding along the base of the building and stucco on upper portions;
- Changes to windows looking onto rear yard to improve privacy for neighbour to north at 1105 Russet RD NE, including removal of a number of windows, reduction in size of others, and obscuring treatment applied to most windows;
- Streetscape interface improvement, including a unit entrance and windows facing Russet RD NE and additional outdoor space added to corner units;
- Enhanced planting/landscaping, including tree screen along the shared property line; and
- Increased parking stall sizing to fit larger vehicles and storage areas for waste and recycling bins.

WHAT HAS CHANGED

The main changes from the originally approved DP2018-4442 in the design of DP2020-3946 are as follows:

- Addition of four secondary suites in the basement;
- Changes to bylaw amenity spaces: the rear yard now acts as amenity spaces for the four secondary suites, while third floor balconies have been introduced to meet amenity space requirements for three of the rowhouse units; and
- Relocation of main floor bathrooms in rowhouse units to provide a mobility storage area (for bicycles, strollers etc.) for each secondary suite.

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WHAT WE HEARD

As a result of the outreach process, the project team heard feedback from 13 community residents over email and phone. The project team also held a phone call with the Ward 9 office on June 5 to review proposal details and received Community Association feedback through the City of Calgary File Manager on June 24. Feedback received from all stakeholders has been categorized into a number of key themes. Each theme begins with an outline of what the project team has heard from stakeholders and then provides a project team response.

FEEDBACK THEMES

- Secondary Suites, Density Increase + Neighbourhood Fit
- Parking + Traffic
- Secondary Suite Access, Privacy, Interfacing
- Waste + Recycling
- Landscaping
- Project Support

SECONDARY SUITES, DENSITY INCREASE + NEIGHBOURHOOD FIT

WHAT WE HEARD

The majority of respondents asked the project team why a redesignation from R-CGex to R-CG to allow secondary suites was being contemplated so soon after the original land use redesignation to R-CGex was approved. These stakeholders were opposed to the integration of suites based on the density they will add to both the property and greater community of Renfrew, feeling it erodes a low density neighbourhood character. Also related to neighbourhood character, a small number of stakeholders were opposed to the rental tenure, stating that renters will create a transient population and reduce nearby property values.

RESPONSE

Since the Land Use Redesignation (LOC2018-0201) and Development Permit (DP2018-4442) approvals to build a five-unit Rowhouse in March and September 2019 respectively, 1101 Russet RD NE has been purchased by Eagle Crest Construction. As a result of differing builder priorities and changing housing market conditions, the vision for this development has shifted to support an outcome that is more feasible in today's housing market and considers project financing opportunities. No suites were proposed by the previous landowner in their land use redesignation, which is why they voluntarily included the seldom used "ex" modifier that removes suites as a use from the R-CG District. This approach taken by Stone West does not align with Eagle Crest's redevelopment vision for the site, which is why a new land use redesignation has been submitted to allow secondary suites.

The City of Calgary's Municipal Development Plan (MDP) aims to direct 50% of new development to the Developed Area. Investing in Developed Area growth puts less pressure on the outward expansion of Calgary and better uses existing municipal investment in infrastructure and amenities, such as water and sanitary servicing, roads, transit, parks and open spaces. This 50% growth cannot just be achieved by constructing larger scale multi-residential buildings on Main Streets, but by taking a holistic approach to infill across communities that already offer a broad range of services and amenities. In order to support greater housing choice and reinforce more complete and resilient residential neighbourhoods, the MDP encourages growth and change in low density residential neighbourhoods through the addition of a diverse mix of ground-oriented housing options (Policy 2.2.5[a]). 1101 Russet RD NE is well positioned to introduce more flexible and affordable Developed Area ground-oriented housing options for Calgarians based on its direct and easy access to transit and location near schools, athletic facilities, parks and open spaces, places of worship, and the Community Association. Employment, shopping, and dining opportunities also exist nearby on the Edmonton TR NE and 16 AV NE Main Streets.

The rowhouse development is proposed at a scale that is meant to blend with both the existing and developing community context. Techniques implemented in response to stakeholder feedback regarding neighbourhood character from the 2018 LOC/DP process have been retained, most notably a reduced building height of 11m and the incorporation of traditional community materials including brick on the main floor. The four secondary suites will be invisible from the street and represent minimal change to the exterior of the built form that was originally approved in DP2018-4442.

The secondary suites are small units (under 485sq.ft. in size) and will be legally tied to and owned by primary dwelling units. They do not factor into the overall site density, since each is contained within a primary dwelling unit. To allow rental opportunities for a wider variety of Calgarians in a walkable and transit supported inner city location, Eagle Crest intends to retain the rowhouse units and secondary suites for rental. However, the legal mechanisms of secondary suites will be set in place should the primary units

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be sold by Eagle Crest to private home owners. In doing so, the ancillary suite can act as a revenue unit that often makes first generation homeownership affordable, can be used as a place of residence for a multi-generation family member, or as a home business-based office.

PARKING + TRAFFIC

WHAT WE HEARD

The other most common feedback shared with the project team was that the provision of five parking stalls for the development proposal is inadequate. Respondents felt that there is not enough on-street parking capacity to accommodate the additional vehicles from the proposal. They also commented that additional vehicles in the area street network generated by the proposal will increase traffic.

RESPONSE

Under the proposed R-CG land use district, the required number of residential parking stalls is one stall per dwelling unit, which will be accommodated within the proposed development by a five stall private garage structure accessed from the lane. Secondary suites can qualify for parking reductions to zero stalls per unit when they are under a certain size (45 sq.m.), provide active modes storage for bikes or strollers (2.5 sq.m./unit), and are served by nearby frequent transit (Route 19). The development proposal initially met these criteria until reductions in transit service due to COVID-19 have meant that the transit provision falls below the definition of "frequent". Project team Transportation Engineer, Bunt, has prepared a memo concluding that the proposed suites parking relaxation is still acceptable based on the *City of Calgary Policy to Guide Discretion for Secondary Suites and Backyard Suites* (2018). It states that the Development Authority (City of Calgary Administration) can grant the secondary suite parking relaxation when suites are located within Parking Area 1 of the City's Parking Areas Map. The Bunt memo is appended to end of this letter and shows the subject site's location within Area 1. The Bunt memo also provides additional detail on the appropriateness of the parking reduction, including area precedents and demographic data highlighting lower vehicle ownership and residential parking demand for tenants of small rental units.

Given current trends toward lower rates of car ownership and the modest scale of development proposed, the resultant traffic generation and additional parking demand at 1101 Russet RD NE is expected to be minimal and unlikely to have a detrimental effect on local traffic volumes or the supply of on-street neighbourhood parking. A variety of available transportation options like walking, cycling, transit, and

UBER also contribute to reduced traffic and parking needs. When a street has no on-street signed parking restrictions, this typically indicates a healthy and readily available on-street parking supply. Should this change in the future, residents, given sufficient neighbour support, can choose to apply to the Calgary Parking Authority to implement on-street parking restrictions and permits.

SECONDARY SUITE ACCESS, PRIVACY, INTERFACING

WHAT WE HEARD

A small number of respondents expressed privacy concerns for the neighbour at 1105 Russet RD NE, primarily focusing on overlooking from windows, balconies and rear yard amenity spaces.

RESPONSE

For the street-fronting elevations of the proposed development to remain the same as what was approved in DP2018-4442, secondary suite circulation, entries and amenity spaces have been located in the rear yard. To improve privacy at grade, only secondary suite tenants will have access to the rear yard. To prevent overlooking at grade to 1105 Russet RD NE, a 6'6" wooden fence will be constructed along the property line. Against the fence, eight columnar aspens will be planted to grow into an additional landscape screen between the neighbouring properties and the rear yard of 1105 Russet RD NE.

Above grade, fenestration revisions from the initial DP approval (DP2018-4442) to the elevation that interfaces with 1105 Russet RD NE have been retained in the DP2020-3946 submission. Windows on this elevation have been frosted, reduced in size, or removed to reduce overlooking. Also in this DP submission, third storey balconies have been introduced on this elevation to meet amenity space requirements for three of the rowhouse units. These three balconies will be contained by 6' privacy screens that will prevent any overlooking from third storey windows and balconies.

WASTE + RECYCLING

WHAT WE HEARD

A few respondents inquired regarding organization of waste + recycling on site, citing concerns that 27 bins used by the units and suites will block the lane.

RESPONSE

In the previously approved DP2018-4442, each of the five stalls in the garage structure was enlarged to incorporate

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a bylaw-required zone for storage of waste, recycling, and compost bins. Each secondary suite will share bins with the rowhouse unit directly above, utilizing a total of 15 waste bins. The project team investigated organizing waste and recycling using communal Molok waste containers during DP2018-4442, however, it was determined that overhead power lines along the lane do not provide enough clearance to allow the Molok waste collection cranes to safely operate on the site.

The City of Calgary's new alternating pick-up schedule reduces laneway clutter on pick-up day. Instances of bins left in the laneway after collection day can be referred to 311 for Bylaw Enforcement.

LANDSCAPING

WHAT WE HEARD

One stakeholder was concerned that the mature trees at 1101 Russet RD NE would be removed in demolition and replaced with inadequate trees.

RESPONSE

The project team will retain four of six existing trees on the subject site. In addition to retaining these trees and per bylaw requirements, new planting for the subject site will consist of a variety of 18 trees and 15 shrubs. A number of the proposed trees will be planted along the northern edge of the subject site, acting as a landscape screen that improves rear yard privacy. Landscaping requirements (including quantity, species, and size at planting) and placement across the subject site are reflected in the landscape plan that was submitted as part of DP2020-3946.

PROJECT SUPPORT

WHAT WE HEARD

One stakeholder connected with the project team to provide their support for the project. They agreed with the project team rationale for adding suites and felt there was enough on-street parking available to accommodate any additional parking generated by the proposal.

RESPONSE

The project team appreciates this stakeholder's support for the proposal.

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TRANSPORTATION PLANNERS AND ENGINEERS



MEMO

Date: August 21, 2020
Project: 1101 Russet Road NE
Subject: Secondary Suite Parking Relaxation | Version 2

Project #: 02-20-0071

To: CivicWorks Planning + Design
From: Amrit Uppal, P.Eng.

A land use redesignation to R-CG is proposed for 1101 Russet Road NE to accommodate a 9-unit residential development (5 townhomes + 4 secondary suites). The proposed parking supply is 5 stalls (1 stall per each townhome unit; no parking for secondary suites). Bunt & Associates was retained to identify the appropriateness of providing no secondary suite parking at this location.

1. CITY POLICY

City of Calgary Council adopted the *Policy to Guide Discretion for Secondary Suites and Backyard Suites*. This policy provides guidance to the Development Authority in the use of discretion when evaluating secondary suites. The relevant parking relaxation policy is stated below.

Relaxation Considerations for Parking

- A. The Development Authority may consider a parking relaxation for a Secondary Suite or Backyard Suite based on the proximity of the suite to the Centre City and to frequent transit service. The Development Authority may consider relaxing the minimum parking requirements for a Secondary Suite or Backyard Suite where the suite is located:
 - a. in Area 1 of the Parking Areas Map
 - b. in Area 2 of the Parking Areas Map and within:
 - i. 600 metres of a capital funded Light Rail Transit platform;
 - ii. 400 metres of a Bus Rapid Transit stop; or
 - iii. 400 metres of a bus service which generally has frequency of at least one bus every 20 minutes on weekdays from 6:30 AM to 6:00 PM and a frequency of at least one bus every 30 minutes on weekday evenings from 6:00 PM to the end of service and on weekends during times of service.
- B. The Development Authority should consider natural and human-made barriers (e.g. waterbodies, landforms, skeletal and arterial roads) to accessing frequent transit service when considering a parking a relaxation for a Secondary Suite or Backyard Suite.

Bunt & Associates Engineering Ltd.

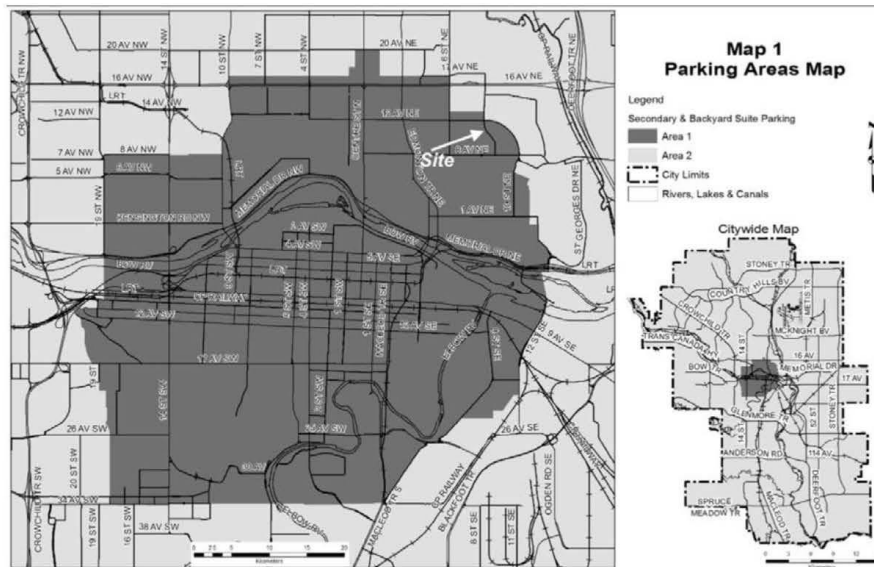
Suite 113 - 334 11th Avenue SE, Calgary, AB T2G 0Y2 Tel 403 252 3343 Fax 403 252 3323

Calgary Edmonton Vancouver Victoria www.bunteng.com

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The site is located in Area 1 and therefore the proposed secondary suites are eligible for parking relaxations due to their proximity to the Centre City. While Area 2 transit service requirements do not apply, the site is immediately adjacent to a bus route (#19) and within walking distance of MAX Orange stops.

2. SECONDARY SUITE PARKING DEMAND

With their approval of the discretion policy, Council acknowledged that secondary suites experience lower parking demand when compared to other residential types. This lower parking demand is due in part to the following reasons:

- **Unit Size** – Significant literature identifies that residential parking demand is correlated with unit size as larger dwellings have more residents with on average more disposable income. The proposed secondary suites are less than 45 m² (484 ft²) and would therefore be expected to experience lower parking demand.
- **Rental** – Studies completed in Canadian cities (Vancouver, Toronto) confirm that rental units have at least 25% lower parking demand when compared to owner occupied units; this difference is due to demographics (age, disposable income, family type). The proposed secondary suites will be rental.

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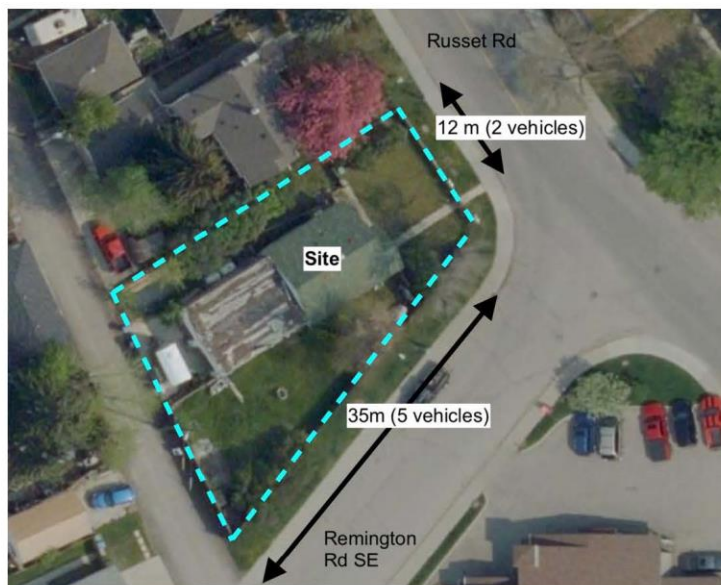
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3. OTHER RELAXATION CONSIDERATIONS

The Council approved policy bases parking relaxation discretion on location or transit service. Considerations that are typically studied when no such policy exists are reviewed below.

3.1 On-Street Parking

The site has significant street frontage as a corner-lot with Lane access. This street frontage includes 7 on-street stalls (2 stalls on Russet Road NE + 5 stalls on Remington Road NE), which exceeds the proposed 4 stall relaxation.



3.2 Transit

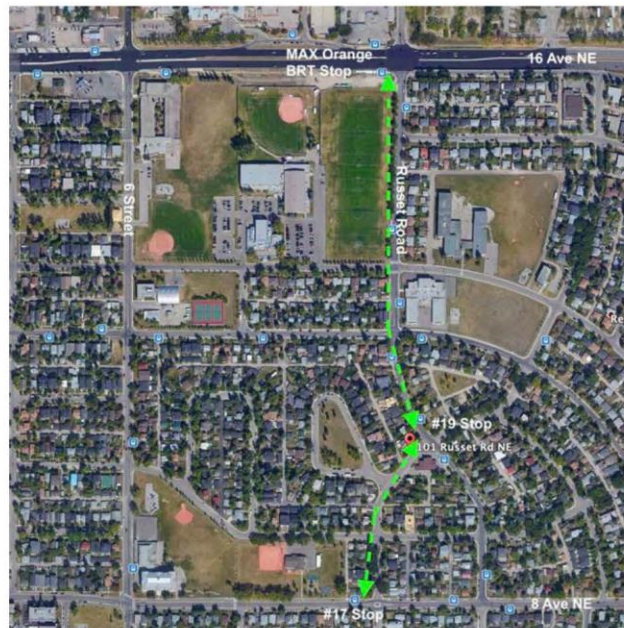
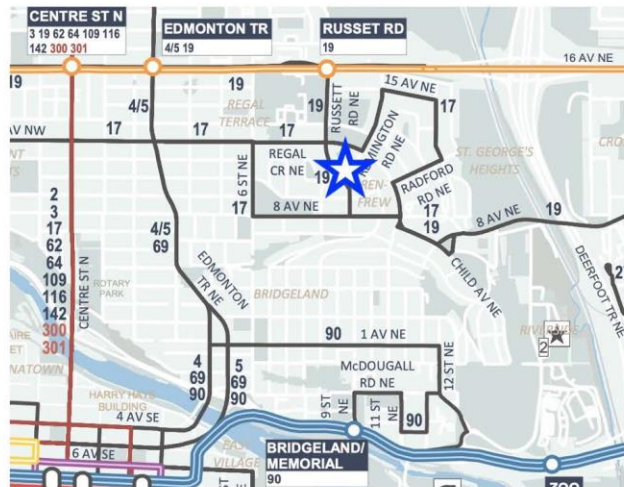
The site is serviced by multiple transit routes including Route #19 which runs along Russet Road NE. The service levels on these routes are identified below.

ROUTE	TYPE	DISTANCE TO STOP	SERVICE FREQUENCY		
			Weekday Peak	Mid-Day	Evening/ Weekends
19 - 16 Ave North	Bus	25m	20 min	30 min	27-30 min
17 - Renfrew/Ramsay	Bus	250m	25-30 min	45 min	45 min
MAX Orange - Brentwood/Saddletowne	BRT	550m	16 min	25 min	24-30 min

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1101 Russet Road NE | Secondary Suite Parking Relaxation | V2
Project No. 02-20-0071 | August 2020

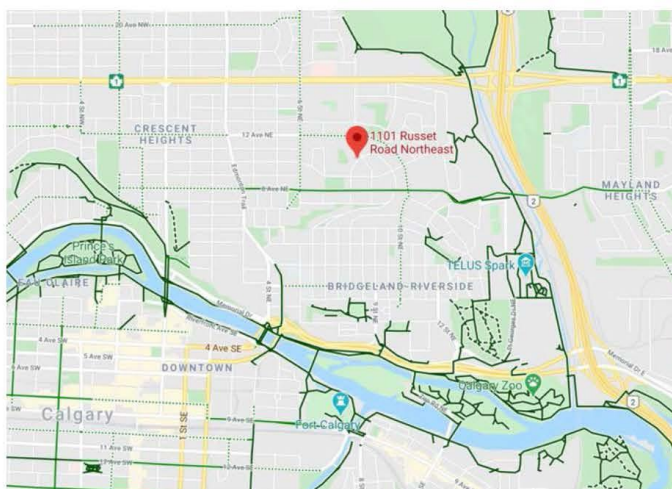
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3.3 Cycling

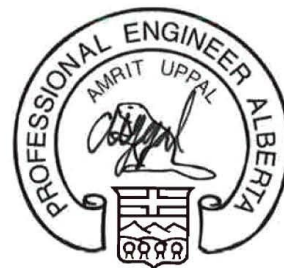
The site is serviced by multiple cycling routes including 8 Avenue NE (Bike Lanes), 6 Street NE (Bikeway), and Nose Creek (Pathway).



4. CONCLUSION

Bunt & Associates concludes the proposed secondary suite parking relaxation is appropriate as:

- The relaxation is consistent with relevant policy criteria,
- Secondary suites will experience lower parking demand,
- Site frontage on-street parking supply exceeds the number of suites without on-site parking,
- Multiple transit routes service the site, and
- Multiple cycling routes service the site.



August 21, 2020
APEGA Permit to Practice: P13898