

Calgary Planning Commission: Renfrew801

Item 7.2.6

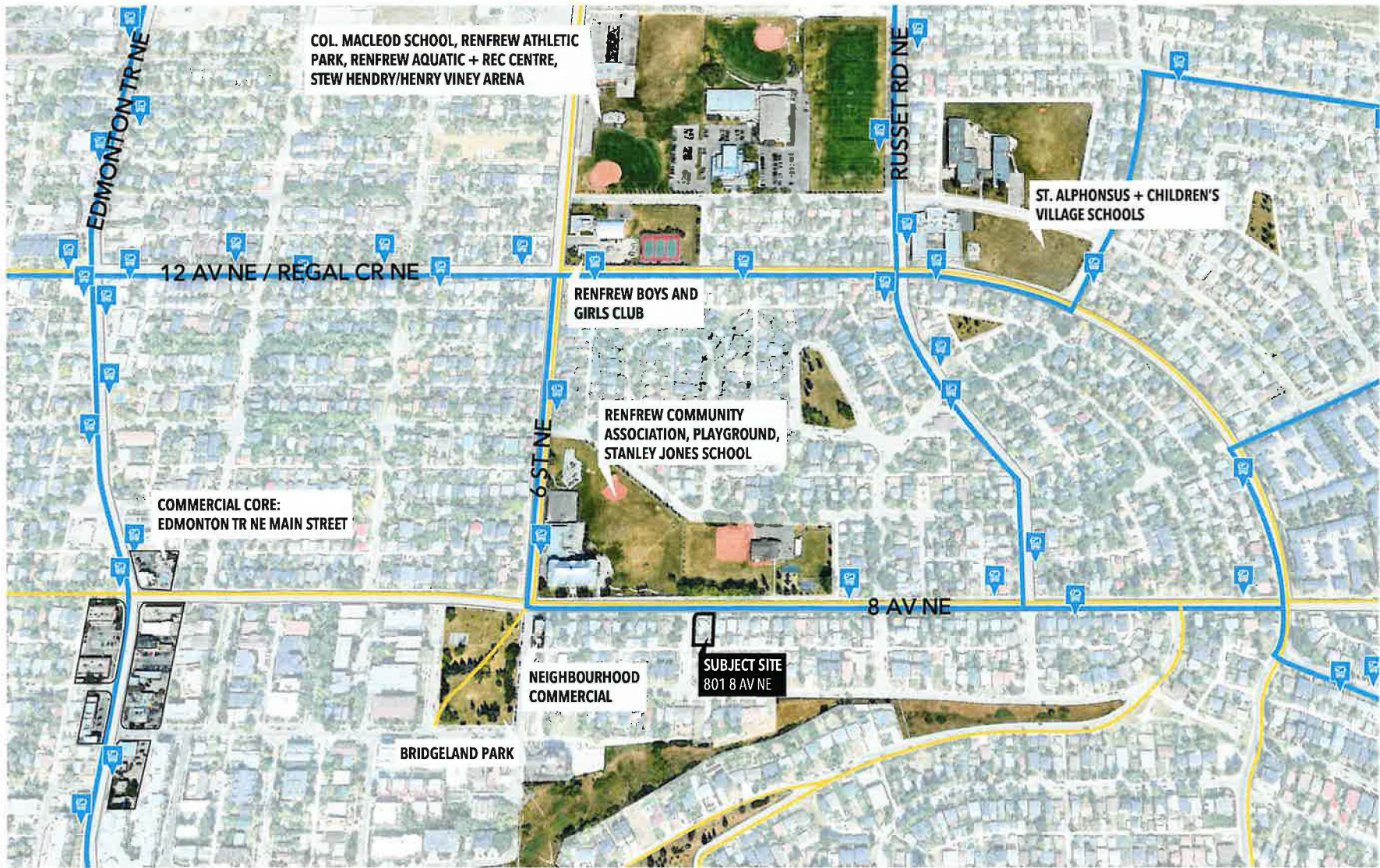
LOC2020-0054, CPC2020-1201

801 8 AV NE

Prepared on Behalf of
Eagle Crest



SITE CONTEXT + AMENITY PROVISION



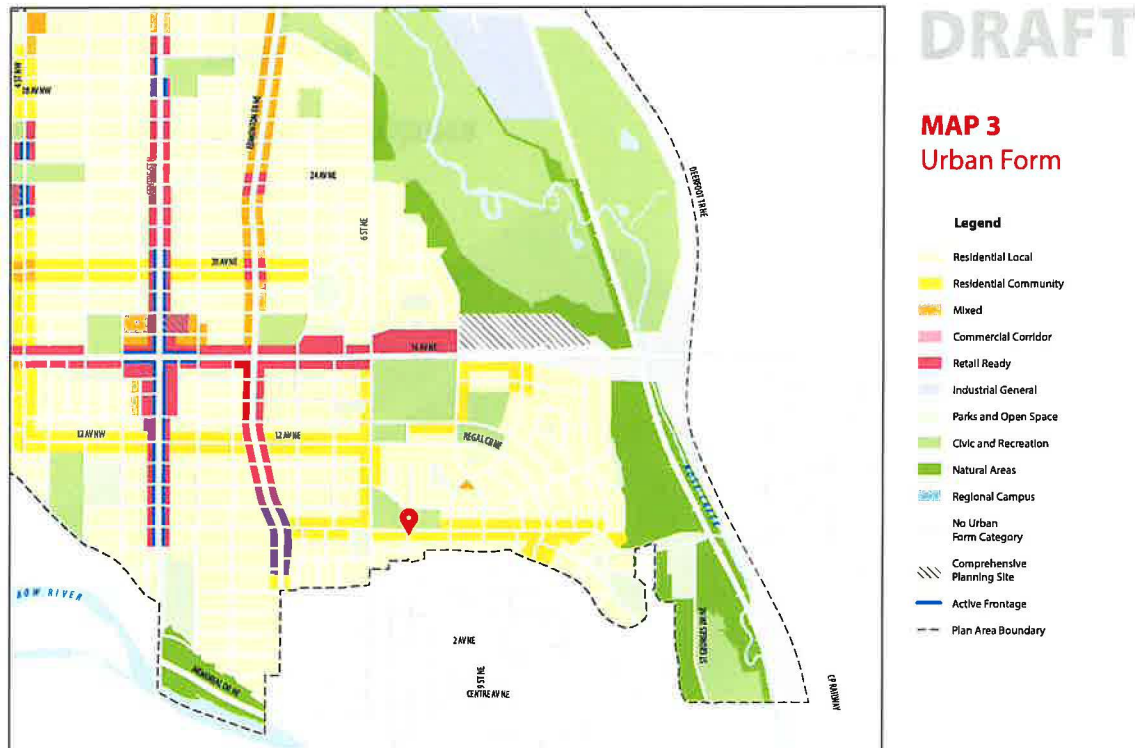
- ✓ LANE ACCESS
- ✓ CORNER LOT
- ✓ PROXIMATE TO TRANSIT
- ✓ PROXIMITY TO HIGHER ORDER ROADS (8 AV NE)
- ✓ NEIGHBOURHOOD AND MAIN STREET COMMERCIAL USES NEARBY
- ✓ NEAR PARKS + COMMUNITY AMENITIES
- ✓ CLOSE TO MAIN STREETS (EDMONTON TR NE)
- ✓ ALONG A MUNICIPALLY-IDENTIFIED GROWTH CORRIDOR (8 AV NE)

— BUS ROUTE
— CYCLE INFRASTRUCTURE

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PROPOSED NORTH HILL COMMUNITIES LOCAL AREA PLAN

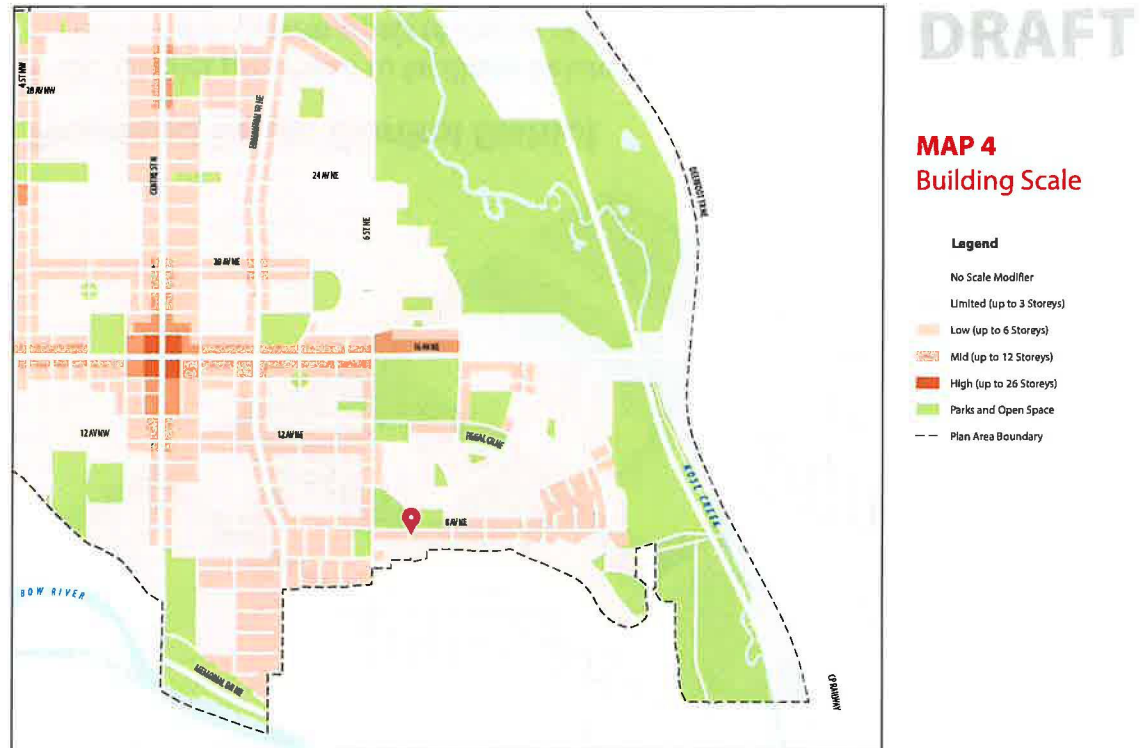
Draft Urban Form Map



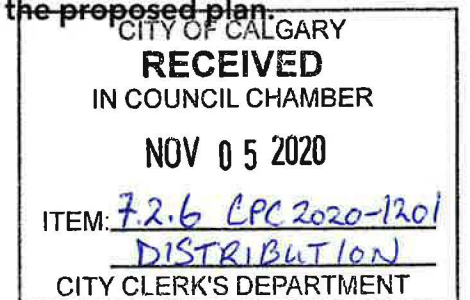
The North Hill Communities Local Area Plan has been under preparation by The City since 2019 and will provide a local growth plan for Renfrew, a legal mechanism that has long been absent for the community. The proposed plan is set to go before Council for a Public Hearing in Q1 of 2021.

The plan highlights all of the 8 AV NE corridor as a Residential Community Urban Form Category with a low scale. This means that primarily residential forms of up to six storeys are contemplated for Renfrew801 and the corridor as a whole.

Draft Building Scale Map



The Plan has been prepared in conjunction with a long term stakeholder outreach program that Renfrew residents have been able to participate in and contribute feedback. **Four Renfrew residents (including a CA representative) sat on a Working Group that provided detailed oversight of the proposed plan.**

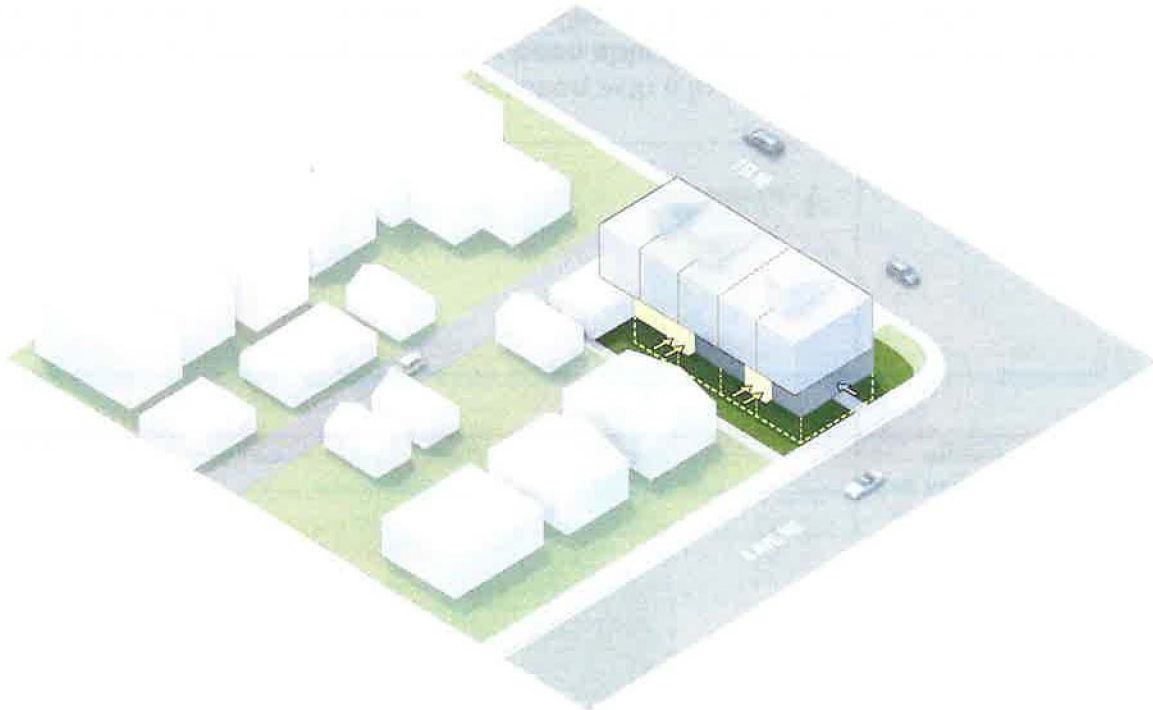


THE ASK, TIED TO BUILT FORM OUTCOME (CONCURRENT DEVELOPMENT PERMIT DP2020-5446)

Renfrew801 Site Massing, Looking Southeast



Renfrew801 Site Massing, Looking Southwest



Proposal, By the Numbers



DWELLING
UNITS

11	6	5
Total Units	3 Bed Units	1 Bed Units
(3 Storey Rowhouse)		(Suite-style)



PARKING +
TDM

6	11	\$20,000
Parking Stalls	Bicycle Stalls	TDM Investment
(Garage off Lane)	(Class 1, Indoor)	

Proposed Direct Control District

- DC District proposed to facilitate balanced development outcome between 8 AV NE corridor growth goals (6 storey residential) with existing built context
- Proposed density aligns best with the M-C1 District
- Proposed built form maintains the characteristics of a rowhouse building most akin to R-CG District
- DC introduces unique parking rules for smaller units and TDM expectations

CONCURRENT DEVELOPMENT PERMIT (DP2020-5446) VISUALIZATION



Development Intent tied to proposed DC District

- DP2020-5446 was submitted by FAAS in support of LOC2020-0054, currently under Administrative review
- Represents bricks and mortar development intent tied to proposed Direct Control District
- **What will be constructed:** a 3 storey, grade-oriented stacked rowhouse similar to what can be developed under an R-CG District designation, achieving M-C1 level density
- **What will not be constructed:** a 4 storey apartment outcome commonly seen in the M-C1 District

**Please note that DP2020-5446 details are subject to municipal review and change*

APPLICANT-LED STAKEHOLDER OUTREACH

Iterative, Responsive Outreach

In response to feedback received by stakeholders and City Administration, two major proposal revisions have been undertaken since this land use redesignation was first submitted:


Reduction in unit count from 13 to 11



Introduction of Transportation Demand Management strategies, meant to offset any impacts of parking relaxation through all seasons

How We Engaged


Hand Delivered Mailers


On-Site Signage


Project Voicemail + Email Address


Letters to Ward 9 and Renfrew CA, Ward 9 Office Meeting, Renfrew CA Meeting Invitations x2 (not accepted)


Stakeholder Outreach Summary + Information Sharing

Materials: Mailer, Site Signage, Outreach Summary Letter



PARKING MEMO + TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES

Memo Conclusions

Transit frequency (a requirement for a bylaw-aligned parking reduction to 0 stalls/suite-style unit) is not met for the site, in part due to COVID-19 related service reductions. Bunt was retained to determine if a suite-style parking reduction to 0.0 stalls/unit for the 5 smaller units is still acceptable. **Bunt determined in their memo that the 0.0 parking stall/suite-style unit ratio is acceptable because:**

- ✓ The relaxation is consistent with relevant policy (Policy to Guide Discretion for Secondary Suites and Backyard Suites);
- ✓ Secondary Suites have lower demographic parking demand due to their small size and rental tenure;
- ✓ 6 on-street parking stalls are directly adjacent to site on 8 AV NE and 7 ST NE that exceed the proposed 5 stall relaxation;
- ✓ Multiple transit and cycle routes serve the site, 1.0 Class 1 bicycle stalls; and
- ✓ The site is located in the Communauto home zone.

Transportation Demand Management

Despite Bunt’s findings, in response to feedback from stakeholders and The City, Transportation Demand Management (TDM) measures are being introduced to incentivize alternate travel to private vehicles for residents without an on-site parking stall.

Each unit without an on-site parking stall (5 units) will receive a \$4,000 Active Transportation Credit (\$500/year over 8 years) that can be used towards Calgary Transit passes, carshare trips (eg. Communauto), e-scooter trips (eg. Bird, Lime), or rideshare trips (eg. Uber).

On-Street Site-Adjacent Parking



Transit Service

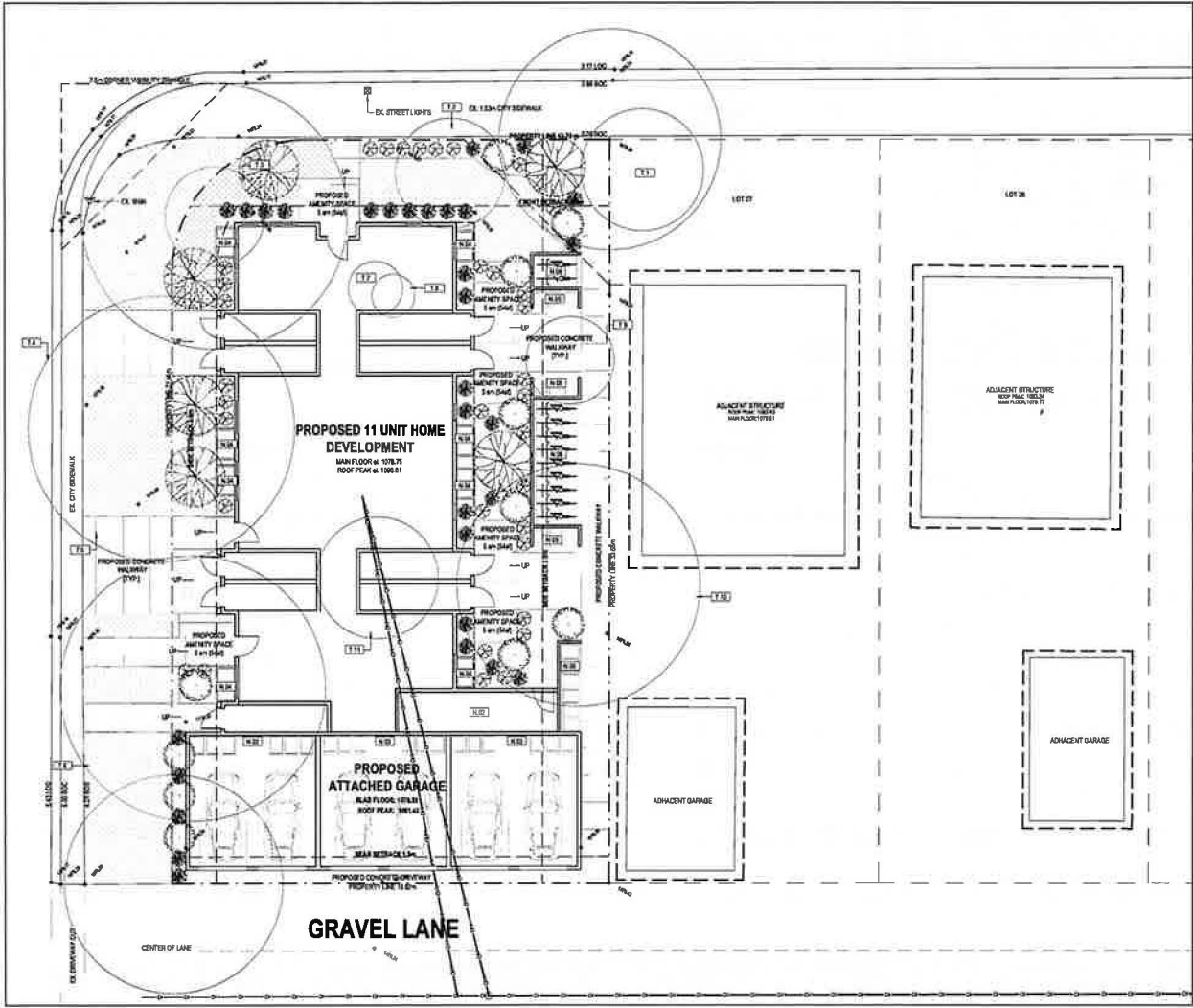
ROUTE	TYPE	DISTANCE TO STOP	SERVICE FREQUENCY		
			Peaks	Mid-Day	Evening/Weekends
17 – Renfrew/Ramsay	Bus	180 m	25-30 min	45 min	45 min
19 – 16 Ave North	Bus	380 m	20 min	30 min	27-30 min



DP2020-5446: SITE PLAN

8th AVENUE N.E.

7th STREET N.E.



- SHEET NOTES**
- 1. ALL OF ANY EXISTING STRUCTURES TO BE REMOVED
 - 2. MICRO-UNIT STAGES
 - 3. IMPROVEMENTS TO EXISTING PAVEMENT
 - 4. IMPROVEMENTS TO EXISTING PAVEMENT
 - 5. IMPROVEMENTS TO EXISTING PAVEMENT
 - 6. IMPROVEMENTS TO EXISTING PAVEMENT
 - 7. IMPROVEMENTS TO EXISTING PAVEMENT
 - 8. IMPROVEMENTS TO EXISTING PAVEMENT
 - 9. IMPROVEMENTS TO EXISTING PAVEMENT
 - 10. IMPROVEMENTS TO EXISTING PAVEMENT

- GENERAL NOTES**
- 1. ALL EXISTING STRUCTURES REMAINING WALLS AND FOUNDATIONS TO BE REINFORCED WITH CONCRETE
 - 2. TO BE TO LANDSCAPE PLANS FOR ALL PLANTING AND GROUND COVER INFORMATION & DETAILS
 - 3. REFER TO SURVEY PLANS FOR GROUND COVER INFORMATION TO DEVELOPER
 - 4. ALL SITE REMEDIATION BY BEST PRACTICE, BUT NOT NECESSARILY TO BE COMPLETED AT THE SAME TIME

- LANDSCAPE INFORMATION**
- 1. MINIMUM 2.0 TREES REQUIRED PER UNIT, AS PER LAND USE BY LAW
 - 2. PROPOSED 2.0 TREES AND 2.0 SHRUBS PER UNIT

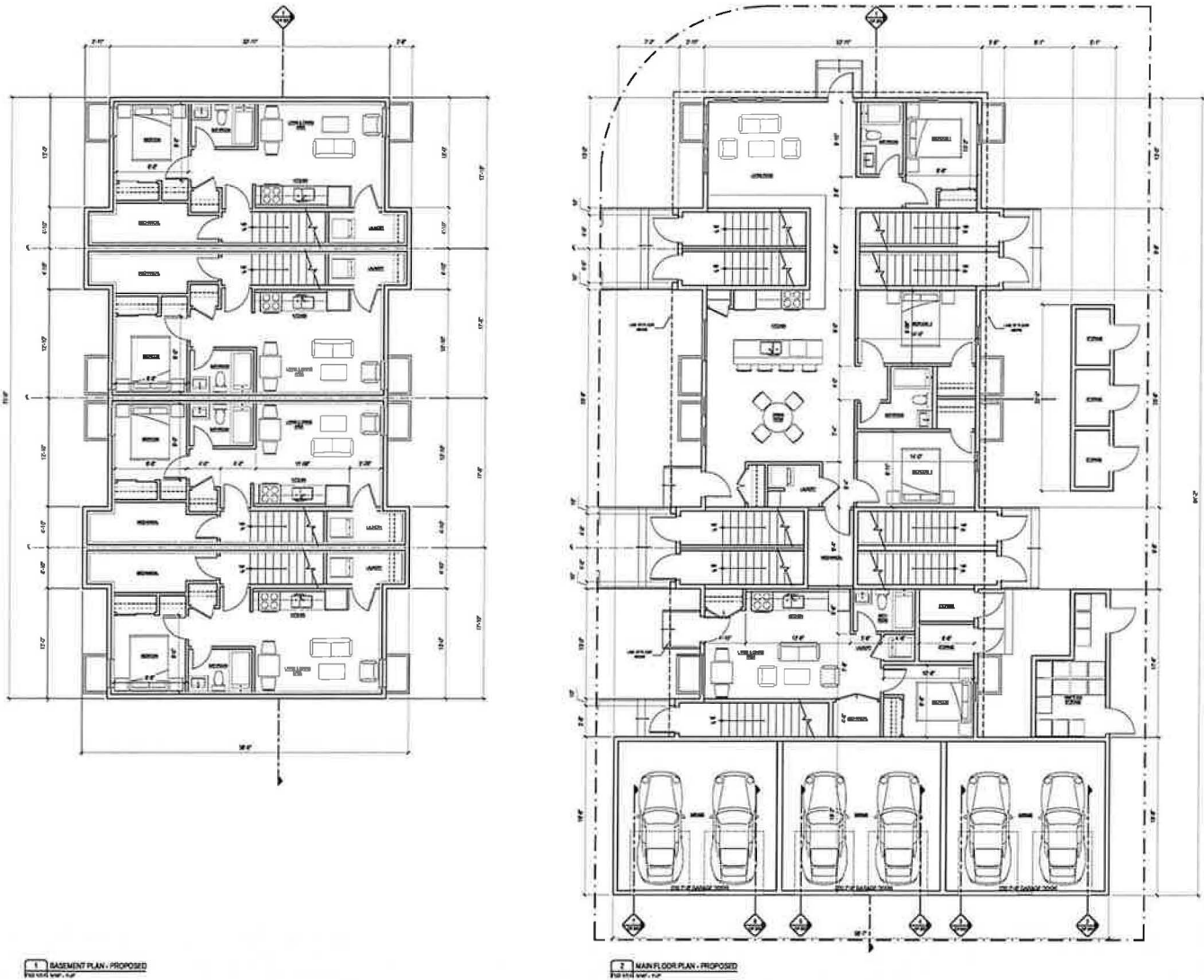
EXISTING TREES				
NO.	TREE	DBH	HT	REMARKS
1	TREE	1.0	8.0	REMOVAL
2	TREE	1.0	8.0	REMOVAL
3	TREE	1.0	8.0	REMOVAL
4	TREE	1.0	8.0	REMOVAL
5	TREE	1.0	8.0	REMOVAL
6	TREE	1.0	8.0	REMOVAL
7	TREE	1.0	8.0	REMOVAL
8	TREE	1.0	8.0	REMOVAL
9	TREE	1.0	8.0	REMOVAL
10	TREE	1.0	8.0	REMOVAL
11	TREE	1.0	8.0	REMOVAL

PROPOSED PLANTINGS				
NO.	PLANT	DBH	HT	REMARKS
1	Plant	1.0	8.0	REMOVAL
2	Plant	1.0	8.0	REMOVAL
3	Plant	1.0	8.0	REMOVAL
4	Plant	1.0	8.0	REMOVAL
5	Plant	1.0	8.0	REMOVAL
6	Plant	1.0	8.0	REMOVAL
7	Plant	1.0	8.0	REMOVAL
8	Plant	1.0	8.0	REMOVAL
9	Plant	1.0	8.0	REMOVAL
10	Plant	1.0	8.0	REMOVAL
11	Plant	1.0	8.0	REMOVAL

LANDSCAPING LEGEND	
Symbol	DESCRIPTION
Symbol	DESCRIPTION
Symbol	DESCRIPTION
Symbol	DESCRIPTION

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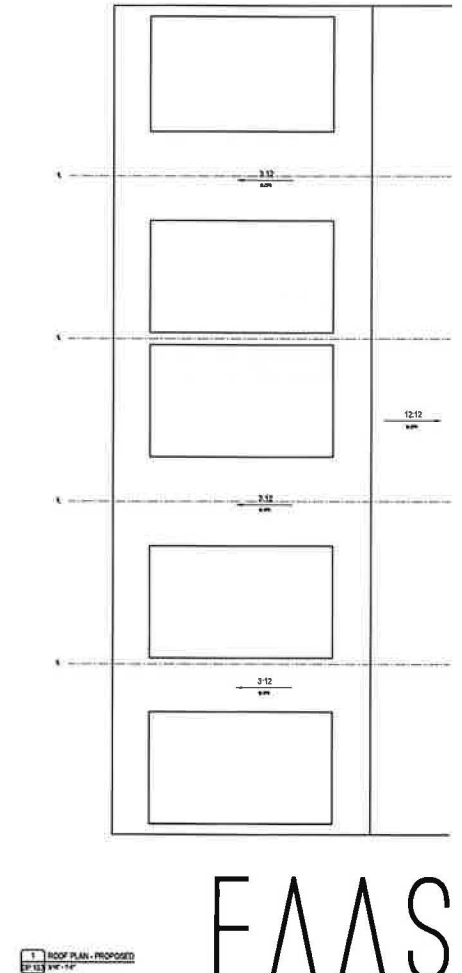
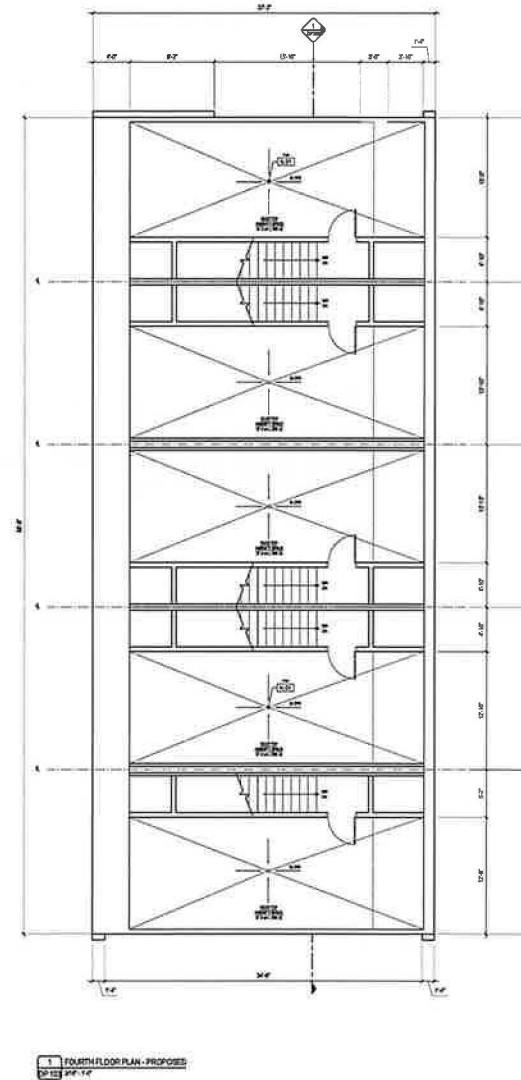
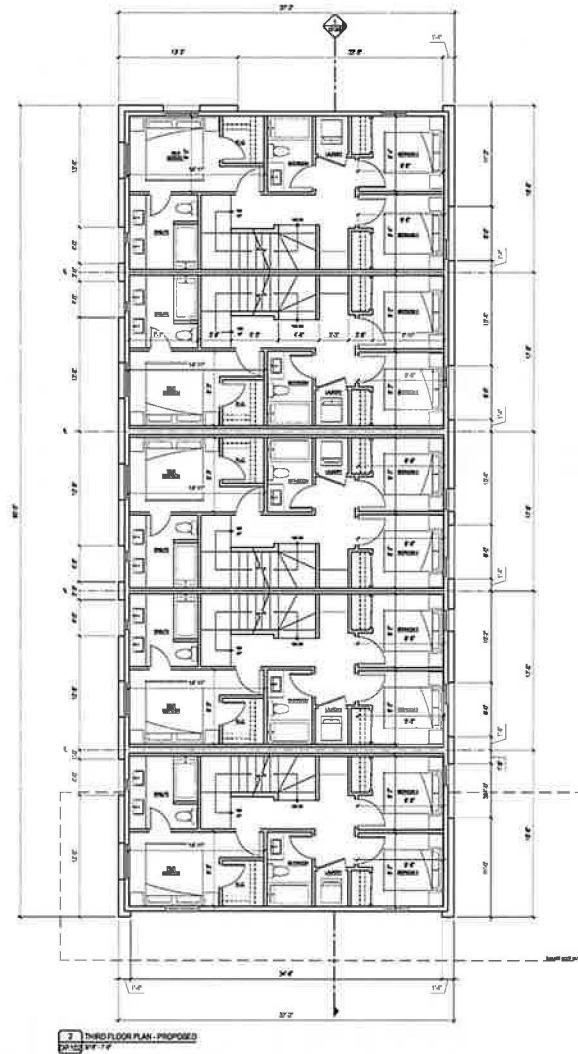
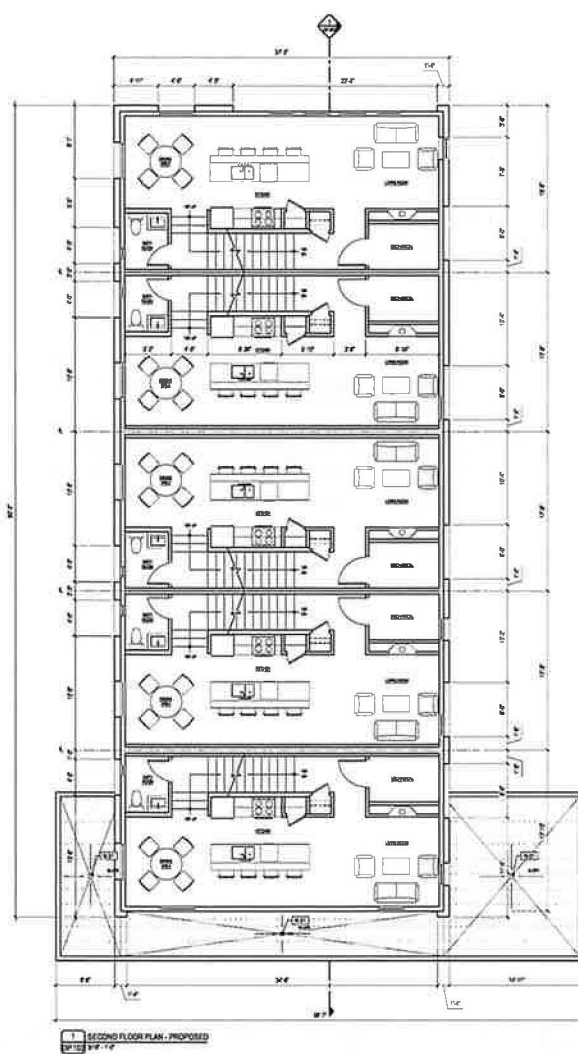
DP2020-5446: SUBGRADE AND MAIN FLOOR PLANS



F A A S

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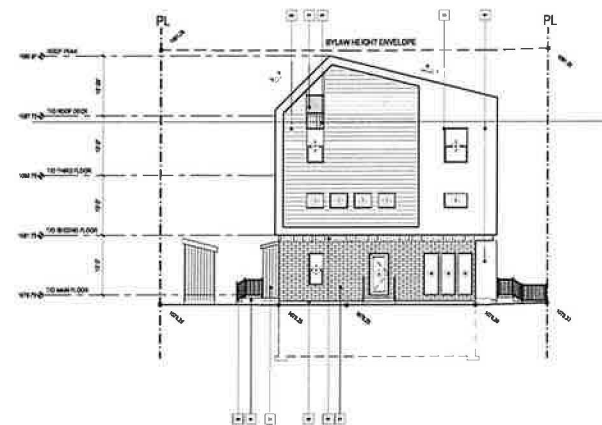
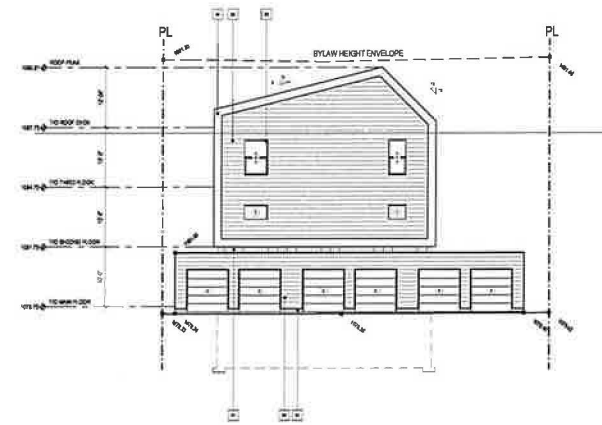
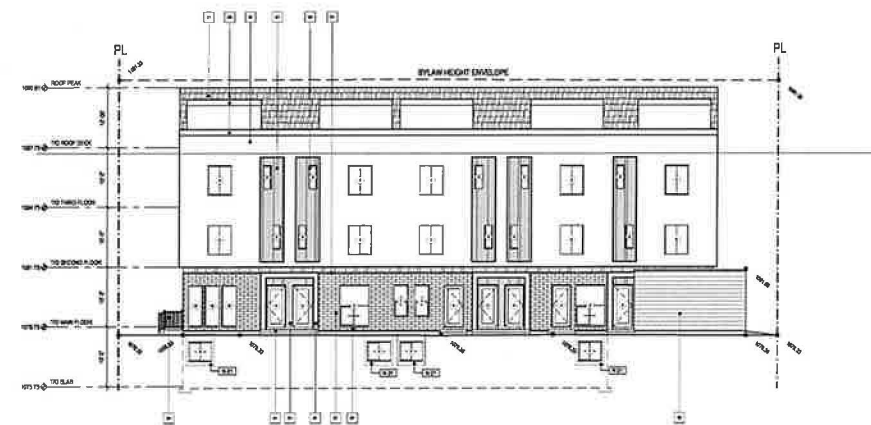
DP2020-5446: SECOND STOREY, THIRD STOREY, AND ROOFTOP PLANS



FAAS

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DP2020-5446: ELEVATIONS



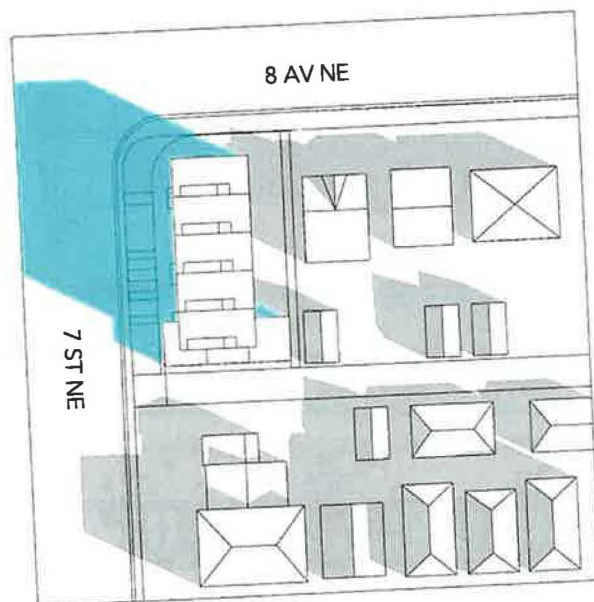
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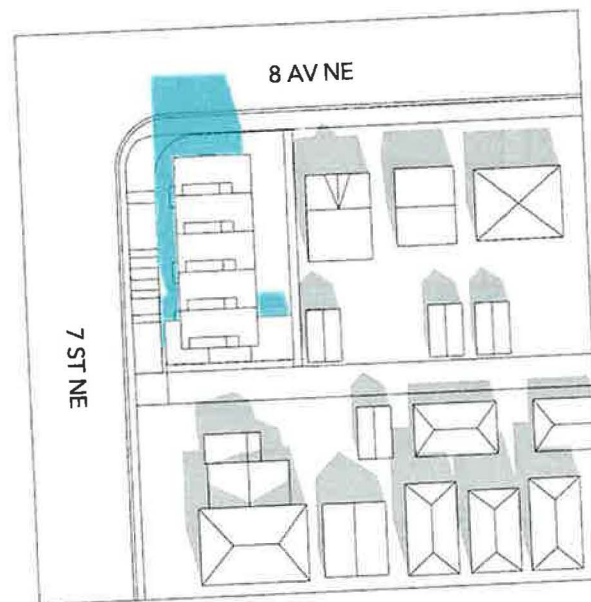
DP2020-5446: SUN-SHADOW STUDIES

MARCH 21 & SEPTEMBER 21

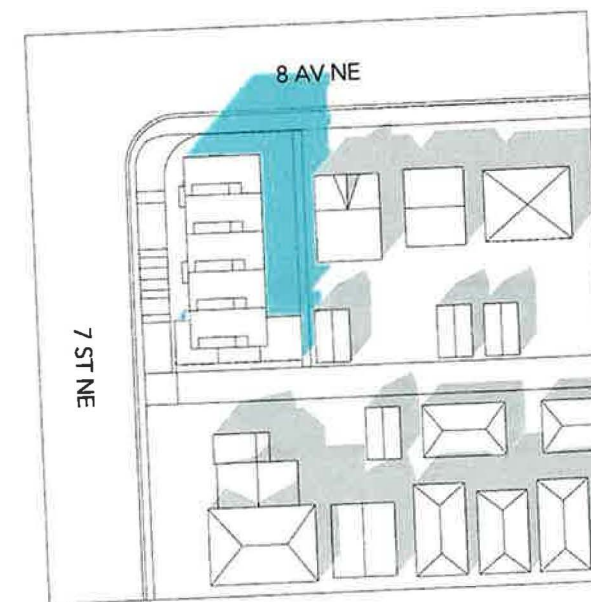
SHADOWS - PROPOSED BUILDING
SHADOWS - EXISTING CONTEXT



10:00 AM



1:00 PM



4:00 PM

NOTE: Sections, times of day and year have been selected to demonstrate impacts to key edge relationships.

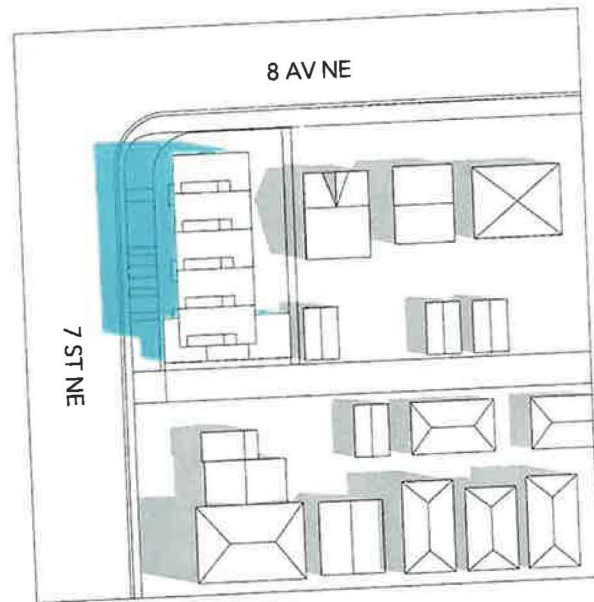
ADDITIONAL NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times (10am, 1pm, and 4pm on equinox and solstices) are based on established City of Calgary requirements.

FAAS

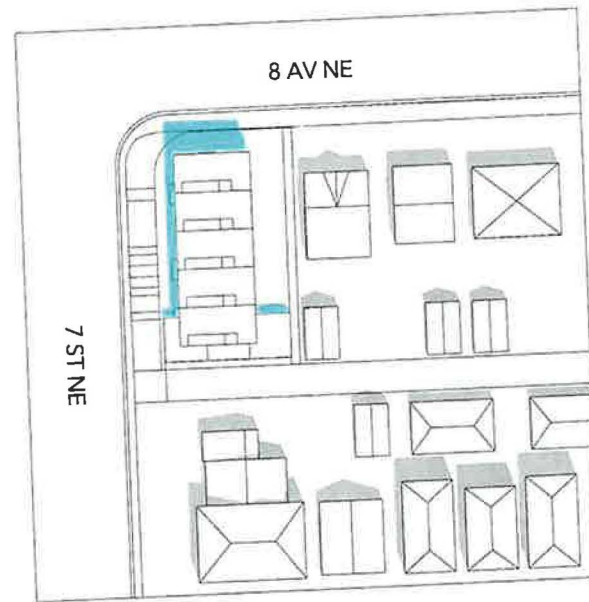
DP2020-5446: SUN-SHADOW STUDIES

JUNE 21

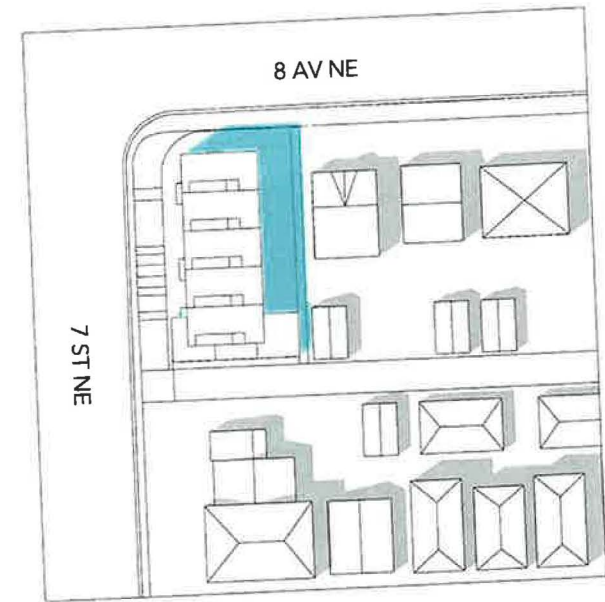
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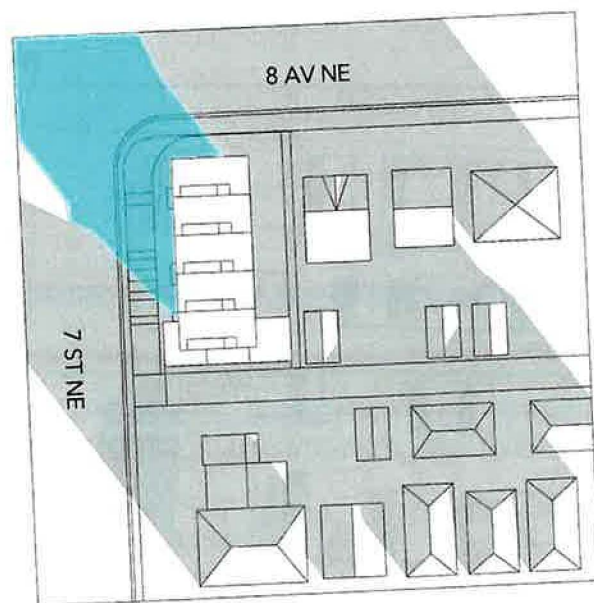
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FAAS

DP2020-5446: SUN-SHADOW STUDIES

DECEMBER 21

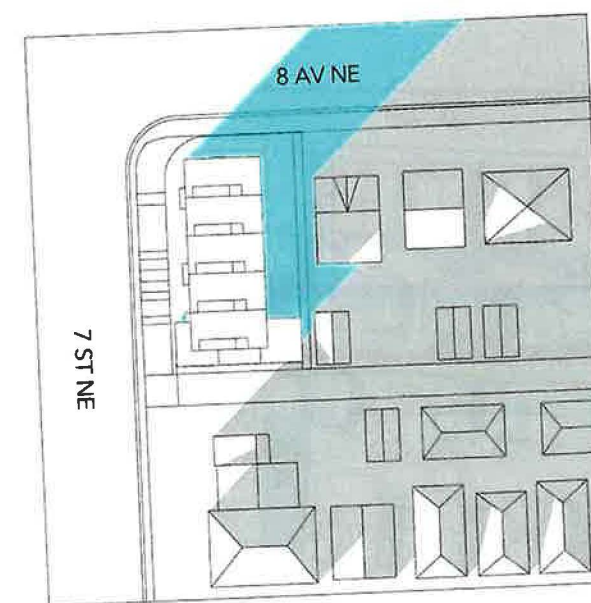
SHADOWS - PROPOSED BUILDING
SHADOWS - EXISTING CONTEXT



10:00 AM



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