



460 - 5119 Elbow Drive SW P 403 201 5305  
Calgary, Alberta T2V 1H2 F 403 201 5344

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Planning & Development  
The City of Calgary  
PO Box 2100, Station M  
800 Macleod Trail SE  
Calgary, Alberta T2P 2M5

**RE:**

Land Use Redesignation **From R-C2 to DC** (based on M-C1)  
801 8 AV NE | Plan 8150AN, Block 149, Lot 28 | 0.0659 ha

**APPLICANT STATEMENT**

The subject site (which we're calling Renfrew801) is located in the northeast community of Renfrew and consists of 0.0659 ha (0.163 ac) of privately owned land. Eagle Crest Construction has retained CivicWorks to undertake a land use redesignation of the property to facilitate the construction of an eleven unit, grade-oriented, rowhouse-style Multi-Residential Development. These eleven units are divided into six larger units and five smaller units (which will be legally required to look and act as secondary suites in the proposed land use). The proposal also includes a six-bay garage structure along the lane. The proposed use is well-suited to the site given its surrounding context, location, and emerging growth directive related to policy.

In support of the proposed development, this application seeks to amend the existing R-C2 (Residential - Contextual One / Two Dwelling) District to a Direct Control (DC) District based on the M-C1 (Multi-Residential - Contextual Low Profile) District. FAAS Architecture has submitted a concurrent Development Permit application in support of the proposed land use redesignation that is currently under municipal review.

**DIRECT CONTROL DISTRICT RATIONALE**

The subject site does not fall within the boundaries of any Local Area Plan to guide its growth and redevelopment. However, it is located within the boundary of the proposed North Hill Communities Local Area Plan, which is recommended for approval by Council at a future date (currently anticipated Q1 2021). This Plan identifies the subject site and the entire length of 8 AV NE in the community of Renfrew as "Neighbourhood Housing - Minor" with a "Low scale" height modifier - an Urban Form category that supports a mix of building types up to six storeys in height on streets and avenues which demonstrate higher levels of street activity than adjacent Neighbourhood Housing areas.

The subject site is located in an amenity rich part of Renfrew capable of accommodating densification. It is directly across the street from Renfrew Park, playground, sports fields, and the Community Association and is within close walking distance of additional parks, schools, shops, and the municipally-identified Edmonton TR NE Urban Main Street. Transit provision in the area is strong, with four routes serving the subject site and connecting riders to BRT/LRT service and destinations across Calgary.

Despite this context, the overwhelming majority of housing in the immediate vicinity of Renfrew801 is composed of single and semi-detached dwelling units. By introducing a mix of larger 3 bedroom and smaller 1 bedroom dwelling units on the subject site, Eagle Crest will be providing a range of affordable new 10% below-market rental housing opportunities to Calgarians of varied financial means and family composition that want to live in this part of Renfrew.



**DIRECT CONTROL DISTRICT DETAILS + PARKING**

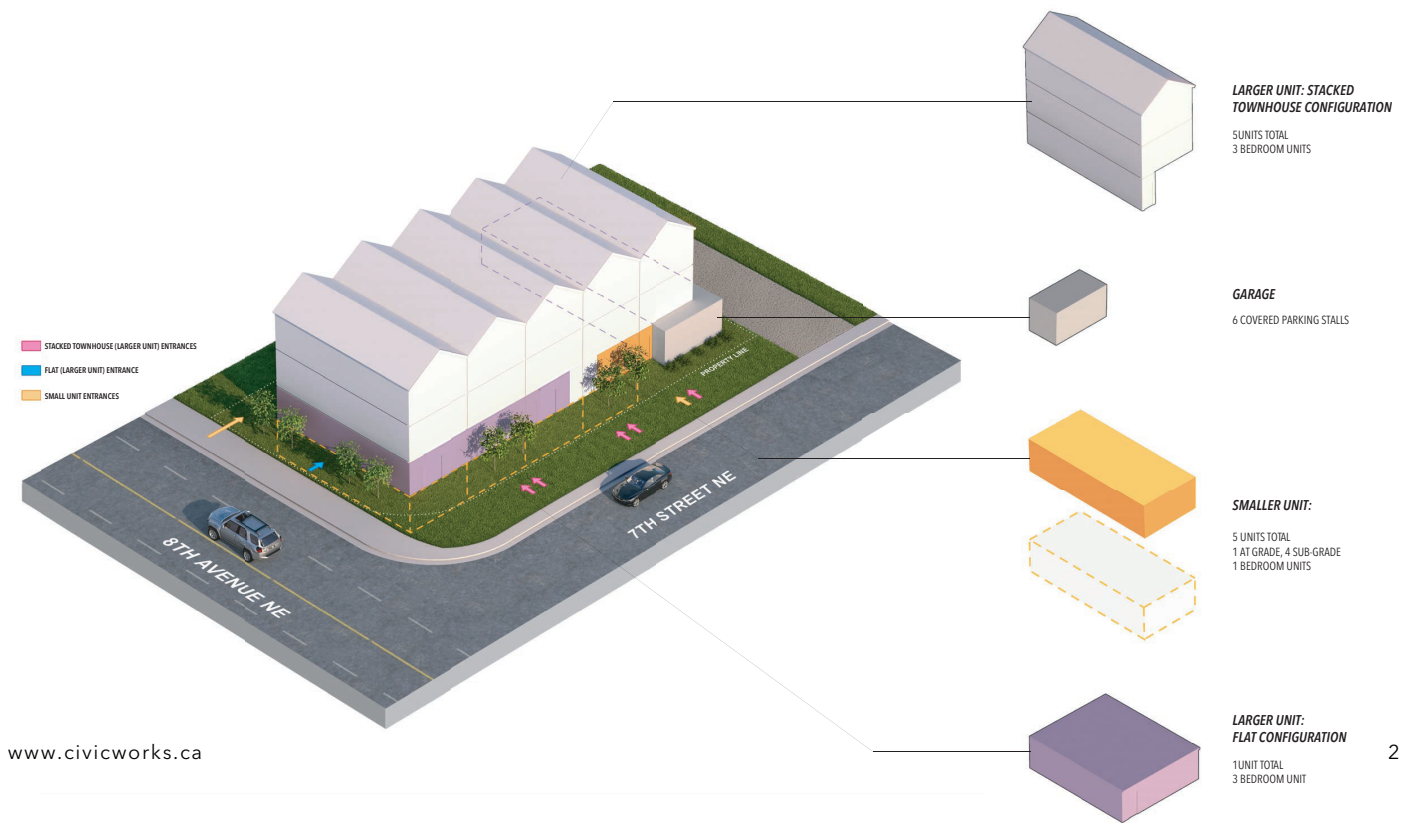
The DC District as currently proposed has been developed through an iterative process that has incorporated feedback from both stakeholders and Administration. An initial 13 unit DC proposal (base District R-CG) has been refined to an 11 unit ask that will use a base District of M-C1 to accommodate the proposed density. While using an M-C1 base District to achieve a density aligned with 8 AV NE corridor growth goals, the building envelope more closely resembles the look and scale of the R-CG (Residential - Grade-Oriented Infill) District, with grade-oriented entries in a three storey rowhouse. This proposed built form is supported by the Development Permit submission project team architect FAAS made in September 2020.

The DC District will also introduce parking rules for the two proposed unit types. Larger units will be subject to standard R-CG parking rules of 1.0 stall/unit, while smaller units will have parking reduction rules that are very similar to secondary suite parking rules found in the R-CG District. In order to achieve a parking reduction to 0.0 stalls/unit, a smaller unit will have to be sized under 45sq.m, provide 2.5sq.m of bicycle/stroller storage per unit, be located within 400m of two transit stops, and provide Transportation Demand Management (TDM) strategies to offset the parking reduction through the year. The TDM strategies are being negotiated between CPAG Transportation and project team Transportation Engineer Bunt and are written into the proposed DC District as a condition of approval of the Development Permit. The Direct Control District also assigns 1.0 class 1 bicycle parking stalls to every unit to capitalize on existing cycle lane infrastructure running east and west along 8 AV NE.

Project team Transportation Engineer Bunt also completed a Parking Memo to measure if the proposed parking relaxation can be accommodated. Bunt concluded the zero parking for smaller units is appropriate based on relevant policy, lower parking demand generated by smaller rental units, an on-street parking supply adjacent to the site that exceeds the proposed relaxation (6 stalls), and existing nearby municipal transit and cycle infrastructure. This memo is appended to an Outreach Summary Letter that will form one of the attachments of this report.

**VOLUMETRIC DIAGRAM**

\*Please note this diagram is conceptual in nature and subject to change.



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## **CITY-WIDE POLICY ALIGNMENT**

This proposed land use redesignation and associated development vision is consistent with the city-wide goals and policies of the Municipal Development Plan, which encourage the development of more innovative and affordable housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

## **STAKEHOLDER OUTREACH**

The project team has designed and undertaken a comprehensive stakeholder outreach process in support of this application to ensure transparency for stakeholders. Targeted advertising to area residents was completed twice using on-site signage and hand delivered mailers with project details/updates and team contact information for questions and feedback. Stakeholder groups including the Community Association and Ward 9 Councillor's office were also actively invited to participate in our process, which has focused on informative and fact-based engagement and communications. An outreach summary letter that summarizes the project team's outreach strategies, commonly heard feedback themes and project team responses is included as an attachment to this report.

## **CONCLUSION**

The proposed redesignation aligns with the city-wide goals and policies of the Municipal Development Plan and will facilitate a development vision that will introduce innovative, fresh, and affordable housing options for Calgarians looking to live in established communities that enjoy excellent access to transit, existing infrastructure and community amenities. We respectfully request that Administration, Calgary Planning Commission and Council support this application.