



STAKEHOLDER OUTREACH SUMMARY

801 8 AV NE (LOC2020-0054)



Issued:
2020.10.12

SUMMARY

Eagle Crest's land use redesignation application at 801 8 AV NE (that we're calling Renfrew801) is proposed to accommodate eleven dwelling units: six primary dwelling units and five micro units that look and act like secondary suites per City of Calgary Land Use Bylaw 1P2007. Six parking stalls will be provided in a garage structure off the lane for the primary dwelling units. No parking is proposed for micro units, each of which will be provided indoor bicycle / stroller storage in combination with Transportation Demand Management (TDM) measures to support all season active modes and transit use.

It is the project team's professional opinion that an increase in density here makes sense as Renfrew801 is supported by nearby transit, cycle lanes adjacent to the site on 8 AV NE, higher order roads, local businesses, and parks and community amenities including Stanley Jones School, the Renfrew Community Centre, playground and sports fields immediately across the street from the site. Renfrew801 represents the introduction of a fresh new residential use typology in Calgary – a higher density, stacked unit approach with grade-oriented entries for all units. This typology possesses multi-residential level density within a compact, neighbourhood-scaled rowhouse form, necessitating the use of a Direct Control District. It introduces a variety of unit types and sizes at below market rental rates to allow a wider array of Calgarians to access housing in this amenity rich part of Renfrew. The Renfrew801 proposal at three storeys also balances the current low density built form context with the vision set out in the emerging North Hill Communities Local Area Plan, which foresees primarily multi-residential built forms of up to six storeys along the 8 AV NE corridor.

In support of this application, CivicWorks has undertaken a proactive, appropriately scaled, and iterative outreach program to ensure a clear and transparent 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, on-site signage) strategies were employed and offered instead. Stakeholders including the Renfrew Community Association and Ward 9 Councillor's office were invited to participate in our process, which has focused on informative and fact-based engagement and communications.

We have listened to stakeholders. In response to feedback from area residents, the Community Association, and City of Calgary Administration, the number of units has been reduced from 13 to 11, diminishing the corresponding parking relaxation ask. Active modes storage and TDM measures are also being introduced to offset the proposed parking relaxation.

HOW WE ENGAGED

MAY 1-4, 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 9, 2020

- File Manager shared feedback with the project team provided to The City by the Renfrew Community Association Development Committee.

SEPTEMBER 25-30, 2020 - OUTREACH UPDATE

- Shared updated proposal outreach materials (site signage revision, additional mailer notification), continued monitoring dedicated engagement email and phone line;
- Shared Development Permit package and outreach update with the Renfrew Community Association Development Committee, additional meeting offer.

OCTOBER 8, 2020

- Ward 9 meeting to discuss Renfrew801 proposal revisions.

OCTOBER 12, 2020

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

WHAT WE HEARD

WHAT WE HEARD

Over the outreach timeline, the project team engaged in conversations with and received feedback from 9 stakeholders over email and phone. The project team has also corresponded the Ward 9 Office and Renfrew Community Association, receiving feedback from the latter through City of Calgary File Manager Christine Leung. The project team has categorized feedback into four 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

- Density + Community Fit
- Parking
- Interfacing Considerations
- Emerging Policy Context

DENSITY + COMMUNITY FIT

WHAT WE HEARD

Some respondents stated that the proposed density increase from one single detached dwelling unit to 13 units in a three storey built form is too significant in this location considering the surrounding context of single and semi-detached homes.

RESPONSE

The project team has heard the feedback of stakeholders and is reducing the proposed unit count from 13 to 11 units in response. Six of the units will be three bedroom dwelling units, while the other five will be one bedroom micro units that will not exceed 45sq.m (485sq.ft) in size. Four of the five micro units will be located in the basement and will be invisible from the street.

The built form proposal remains a three storey rowhouse-style development, which has been formalized through a Development Permit submission (DP2020-5446) by project team architect FAAS in September 2020. The proposed building will not be a single storey bungalow like its direct neighbours, however, it is located on an evolving 8 AV NE corridor that has been identified for multi-residential redevelopment of up to six storeys. Some infill activity has occurred along 8 AV NE, but many original homes (1930-1960) still exist and represent future redevelopment opportunities of this aging housing stock. The updated 11 unit three storey concept aims to balance the current low profile context of 8 AV NE with what is planned for the future of this corridor.

By design, rowhouse forms are intended to integrate into the low density fabric of established Calgary neighbourhoods. The proposed land use change and associated development vision represent more flexible and affordable established area housing options for Calgarians of varied backgrounds who are looking to live in communities with direct and easy access to transit, cycle network infrastructure, shopping, Main Streets, schools, amenities, open spaces and other community services.

PARKING

WHAT WE HEARD

The most commonly shared feedback with the project team was that the provision of six parking stalls for the development proposal is inadequate. Area residents were also concerned that the proposal would impact on-street parking availability.

RESPONSE

In response to feedback from stakeholders and Administration on the proposed density versus the parking provision, the proposed number of units has been reduced from 13 to 11, in turn reducing the site parking requirements and overall parking impact of the proposed development. Per the rules of the proposed Direct Control District, the six larger primary units in the proposal will each be assigned 1.0 vehicle parking stalls in line with standard Land Use Bylaw 1P2007 rules. The five micro units will be required to meet secondary suite Land Use Bylaw 1P2007 requirements to qualify for a parking reduction to zero stalls per unit. Micro units will have to be under a certain size (45 sq.m.), provide active modes storage for bikes or strollers (2.5 sq.m./unit), and be served by nearby frequent transit. The micro units will meet on-site requirements but recent reductions in transit service due to COVID-19 means that area transit provision does not meet the definition of "frequent". Project team Transportation Engineer Bunt was retained to determine if the zero parking requirement for the micro units is appropriate considering the recent reduction in transit service. Bunt completed a Parking Memo, appended for reference to the end of this Stakeholder Outreach Summary. The memo concludes that the zero parking is appropriate based on relevant policy criteria, demographic data that highlights lower parking demand in smaller units and rental units, an on-street parking supply adjacent to the site (6 stalls) that exceeds the proposed micro unit stall reduction (5 stalls), and existing nearby municipal transit and cycle infrastructure.

Despite these findings by Bunt, the project team understands stakeholder concerns relating to the proposed parking relaxation. As a result, the updated proposal incorporates Transportation Demand Management (TDM) strategies - measures that offset impacts of a parking relaxation by enhancing on-site active modes and transit use. The strategies that the project team intends to incorporate include:

- 1.0 indoor bicycle stalls required for each of the 11 units to create a cycle-supportive development, capitalizing on the cycle lanes that run east-west along 8 AV NE directly adjacent to the subject site.
- An Active Transportation Credit (amount to be determined in negotiation with Transportation Engineers at The City) provided to units without on-site parking that can be used towards Calgary Transit passes, Carshare trips, e-scooter trips, or rideshare trips.

These TDM strategies are intended to attract car-free tenants and to provide non-vehicle transportation options to tenants through all seasons. The strategies have been written into the draft Direct Control District for Renfrew801, meaning that if the land use is approved, the subsequent Development Permit (DP2020-5446) will not be approved by The City until the TDM measures are finalized.

Regarding on-street parking, per Bunt's memo, the additional parking generated by the proposal at 801 8 AV NE is not expected to have a detrimental effect on the supply of on-street parking in the neighbourhood. Currently, there are no on-street parking restrictions in place in the vicinity of the subject site, which in an Inner City neighbourhood generally means there is 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.

INTERFACING CONSIDERATIONS

WHAT WE HEARD

Some stakeholders expressed concerns regarding shadowing and overlooking impacts on neighbouring properties. Others were concerned that appropriate landscaping will not be provided on site.

RESPONSE

The project team acknowledges that any change in scale from the one storey bungalow that currently exists on site will result in sight line and sun-shadow impacts to neighbours. Project team architect FAAS has made interfacing a prime consideration of their Development Permit submission (DP2020-5446), including as they now refine it through

detailed municipal review. Some interfacing strategies that have been incorporated include:

- Window size reduction and frosting on the east façade where Renfrew801 borders its only direct neighbour;
- Increased setbacks from the east property line have been discussed with Administration and may be incorporated into a future iteration of the Direct Control District;
- Rooftop amenity spaces for the five townhouse units will be walled with the exception of western exposure to prevent overlooking on direct neighbours;
- 7 of 11 unit entries will be oriented toward 8 AV NE and 7 ST NE frontages and away from neighbours; and
- Planting, fencing, and active modes storage units will be strategically located across the site to maximize privacy between the proposed building and neighbours.

The Development Permit also contains a fulsome landscape strategy for the subject site that meets bylaw requirements.

EMERGING POLICY CONTEXT

WHAT WE HEARD

A number of stakeholders felt that reference to the North Hill Communities Local Area Plan for direction on land use is premature since the Plan is only proposed at this time.

RESPONSE

In the absence of a Local Area Plan to guide development in Renfrew, the project team consulted emerging local policy and higher order municipal policy to inform the proposed Land Use District for the subject site. The project team understands that the North Hill Communities Local Area Plan has not yet been approved and is currently scheduled to be heard by Council in a Public Hearing in the first quarter of 2021. This policy has been informed by a year long community outreach process undertaken by the City, the centrepiece of which was a Working Group composed of members of all North Hill Communities, including four representatives from Renfrew (one of whom was a member of the Community Association). This group participated in mapping activities to determine how built form and scale should be distributed across the Plan Area, which included identifying the 8 AV NE corridor as "Neighbourhood Housing - Minor" with a "Low scale" height modifier - an Urban Form category that supports a mix of primarily residential building types up to six storeys in height.

Regardless of the status of the North Hill Communities Local Area Plan, the proposed land use redesignation is also consistent with the city-wide goals and policies of the Municipal Development Plan (MDP), 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. Specifically, 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]).

TRANSPORTATION PLANNERS AND ENGINEERS



MEMO

Date: October 23, 2020
Project: Renfrew801
Subject: Micro/Secondary Suite Parking

Project #: 02-20-0078

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

A land use redesignation (LOC2020-0054) to a DC district based on M-C1 is proposed at 801 8 Avenue NE to accommodate 6 dwelling units (5 townhomes + 1 flat) and 5 micro suites. The micro suites are comparable to the bylaw definition of secondary suites and will meet the floor area requirements identified in the R-CG district to qualify for 0 parking (floor area of 45 m² or less; storage area for mobility alternatives such as bicycles).

The proposed parking requirement is 1 stall per dwelling unit (6 total stalls) and zero requirement for micro suites. Bunt & Associates was retained to identify the appropriateness of zero micro/secondary suite parking at this location.

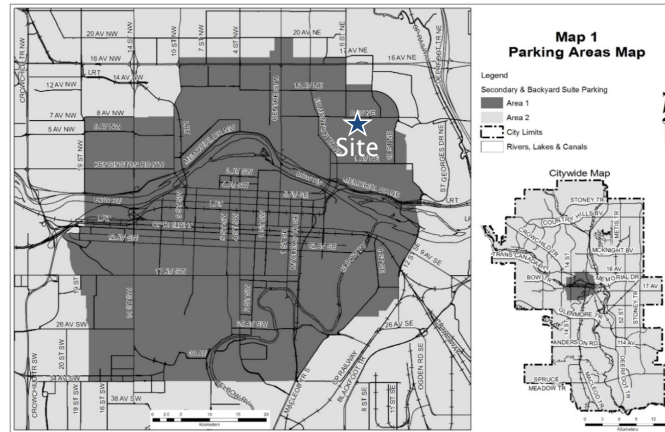
1. CITY POLICY

City of Calgary Council adopted the *Policy to Guide Discretion for Secondary Suites and Backyard Suites* on March 12, 2018. This policy provides guidance to the Development Authority in the use of discretion when evaluating secondary suites. The relevant parking 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.

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The site is located in Area 1 and therefore the proposed micro/secondary suites are eligible for zero parking requirements due to their proximity to the Centre City.

2. MICRO SUITE PARKING DEMAND

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

- **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 micro-suites are less than 45 m² (484 ft²) and would therefore be expected to experience lower parking demand.
- **Rental** – Studies completed in multiple Canadian cities confirm that rental units have approximately 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.

3. OTHER CONSIDERATIONS

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

3.1 On-Street Parking

As a corner lot with Lane access, the site has significant on-street frontage. This street frontage provides 6 on-street stalls (4 on 7 Street NE + 2 on 8 Avenue NE), which exceeds the proposed 5 stall micro suite parking relaxation.



3.2 Transit

The site is serviced by the two nearby transit routes identified below.

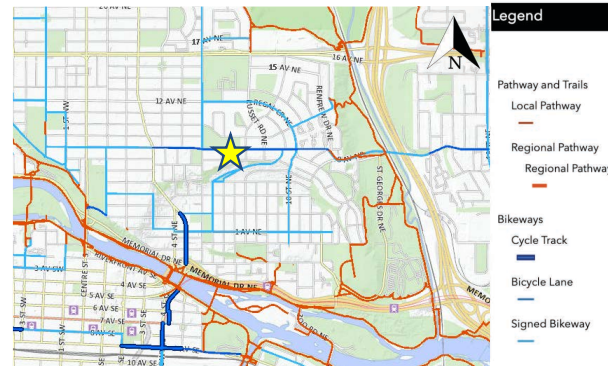
ROUTE	TYPE	DISTANCE TO STOP	SERVICE FREQUENCY		
			Peaks	Mid-Day	Evening/Weekends
17 - Renfrew/Ramsay	Bus	180 m	25-30 min	45 min	45 min
19 - 16 Ave North	Bus	380 m	20 min	30 min	27-30 min

The walking distance to other area transit stops are summarized below.

ROADWAY	ROUTE	TYPE	DISTANCE	SERVICE FREQUENCY		
				Peaks	Mid-Day	Weekends
Edmonton Trail NE	4/5 - Downtown/Huntington	Bus	650 m	8-10 min	20 min	37 min
16 Avenue NE	Max Orange	BRT	1000 m	16 min	25 min	30 min

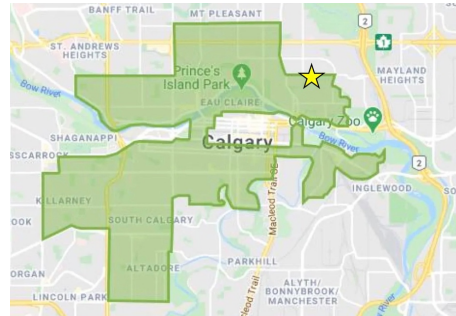
3.3 Cycling

The site is serviced by multiple cycling routes including 8 Ave NE (Bike Lanes), 6 St NE (Bikeway), and Nose Creek (Pathway). A bicycle parking area will be provided for each micro/secondary suite.



3.4 Carshare Alternative

Carsharing services can provide viable alternatives to private auto ownership, particularly in inner city locations. The site is located within the current Communauto home area (illustrated in the following figure) and therefore residents have options for trips that require a vehicle.



4. TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is the application of strategies to reduce or redistribute private vehicle travel demand by incentivizing alternative travel options. As on-site parking stalls will not be provided for micro/secondary suites, a TDM program is included as part of the development to support resident choosing active transportation option.

4.1 Credit

A \$4,000 active transportation credit will be provided to each micro/secondary suite without an on-site parking stall (5 units). Residents will be able to use this credit towards the following:

- Calgary Transit passes
- Carshare trips (e.g. Communauto)
- E-Scooter trips (e.g. Bird or Lime)
- Rideshare trips (e.g. Uber)

4.2 Implementation

The active transportation credit will be provided over an 8-year period (\$500 per year). Suites will be marketed as including an active transportation credit to support residents choosing to live without a private vehicle. Tenants will submit a form to the management company (with accompanying receipts) to claim qualifying active transportation credit amounts.

4.3 Reporting

At the end of the 8-year period, a report will be provided to the City identifying the effectiveness of the TDM program (e.g. credits paid, known tenant parking ownership rate).

5. CONCLUSION

Bunt & Associates concludes the proposed micro-suite zero parking requirement is appropriate based on:

- *Policy* – The zero requirement is consistent with relevant policy criteria,
- *Literature* – Micro-suites will experience lower parking demand,
- *On-Street Parking Supply* – The site frontage parking supply exceeds the number of suites without on-site parking,
- *Transit Service* – Multiple transit routes service the site,
- *Cycling Options* – Multiple cycling routes service the site, and
- *Carshare Options* – Communauto services the site area.

The proposed Transportation Demand Management (TDM) active transportation credit will further support active transportation by micro-suite residents.



October 23, 2020
APEGA Permit to Practice: P13898