

# **Item 8.1.20: Renfrew801 Public Hearing of Council**

LOC2020-0054, CPC2020-1201, DP2020-5446  
801 8 AV NE

**Prepared on Behalf of**  
Eagle Crest



**RENFREW801: DC (M-C1), CONCURRENT DP2020-5446****Innovative grade-oriented stacked rowhouse development**

- Use of a Direct Control District based on M-C1 achieves proposed density
- Scale, look and function limited to that of R-CG District built forms
- More understanding and certainty for stakeholders through concurrent Development Permit application

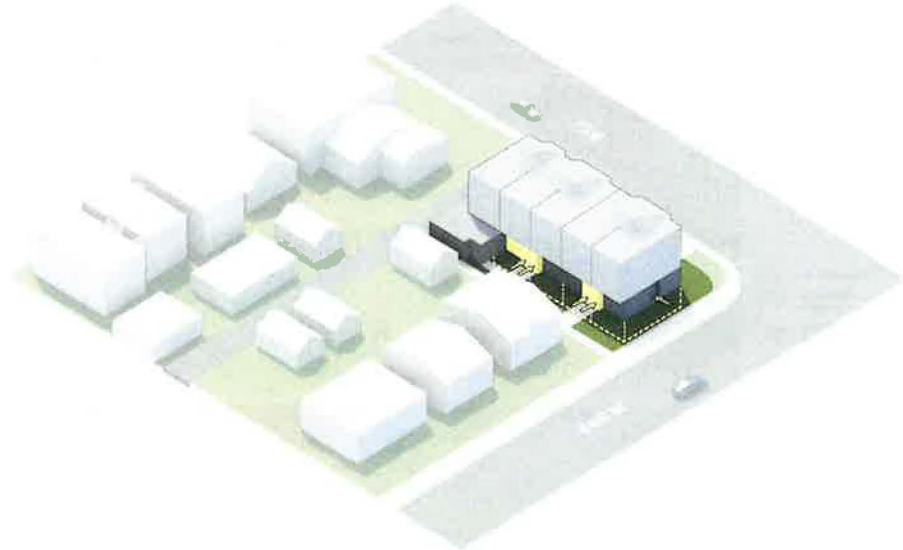
*\*Please note that DP2020-5446 details are subject to Administration's review and final decision pending Land Use Redesignation*

MASSING DIAGRAMS

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 NORTH HILL COMMUNITIES LOCAL AREA PLAN

- North Hill Communities Local Area Plan Public Hearing Q1 2021
- Plan developed with feedback from Renfrew stakeholders, including CA
- 8 AV NE identified as growth corridor for multi-residential up to 6 storeys

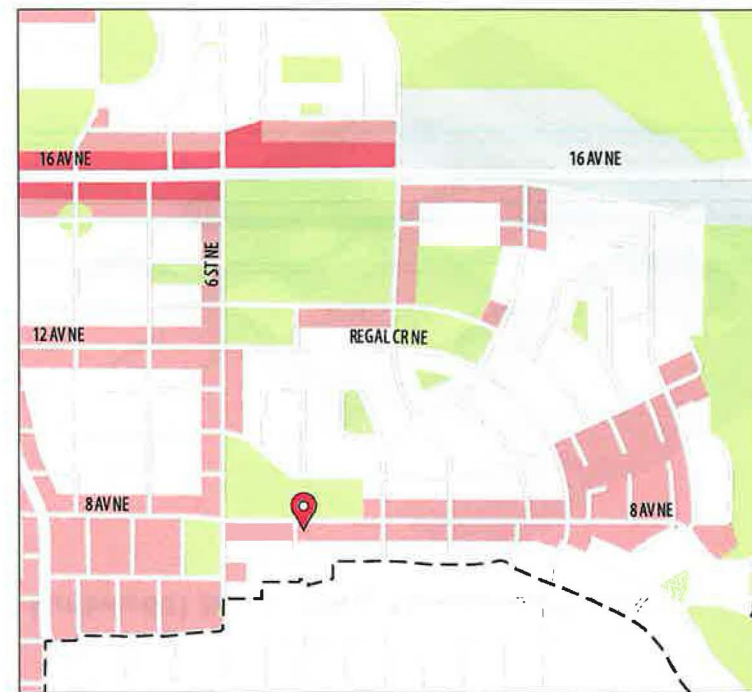
### Urban Form Map



**Map 3**  
Urban Form

- Legend**
- Urban Form Categories**
- Neighbourhood Commercial
  - Neighbourhood Flex
  - Neighbourhood Connector
  - Neighbourhood Local
  - Commercial Corridor
  - Industrial General
  - Natural Areas
  - Parks and Open Space
  - City Civic and Recreation
  - Regional Campus
  - No Urban Form Category
- Other Elements**
- Active Frontage
  - Comprehensive Planning Site
  - Industrial Transition
  - Plan Area Boundary

### Building Scale Map



**Map 4:**  
Building Scale

- Legend**
- No Scale Modifier
  - Limited (up to 3 storeys)
  - Low (up to 6 storeys)
  - Mid (up to 12 storeys)
  - High (up to 26 storeys)
  - Parks, Civic and Recreation
  - Plan Area Boundary



## AMENITY CONTEXT



- ☒ 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)



## APPLICANT-LED STAKEHOLDER OUTREACH

### Iterative Outreach

In response to feedback received by stakeholders and City Administration, four substantial 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**

 **Building set further back from neighbour**


 **Revision of roof pitch to reduce perception of mass and sun-shadow impacts on neighbours**


### 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 and 11 indoor bicycle stalls are provided; and
- ✓ The site is located in the Communauto (carshare) 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



CONTEXT DIAGRAM



F A A S

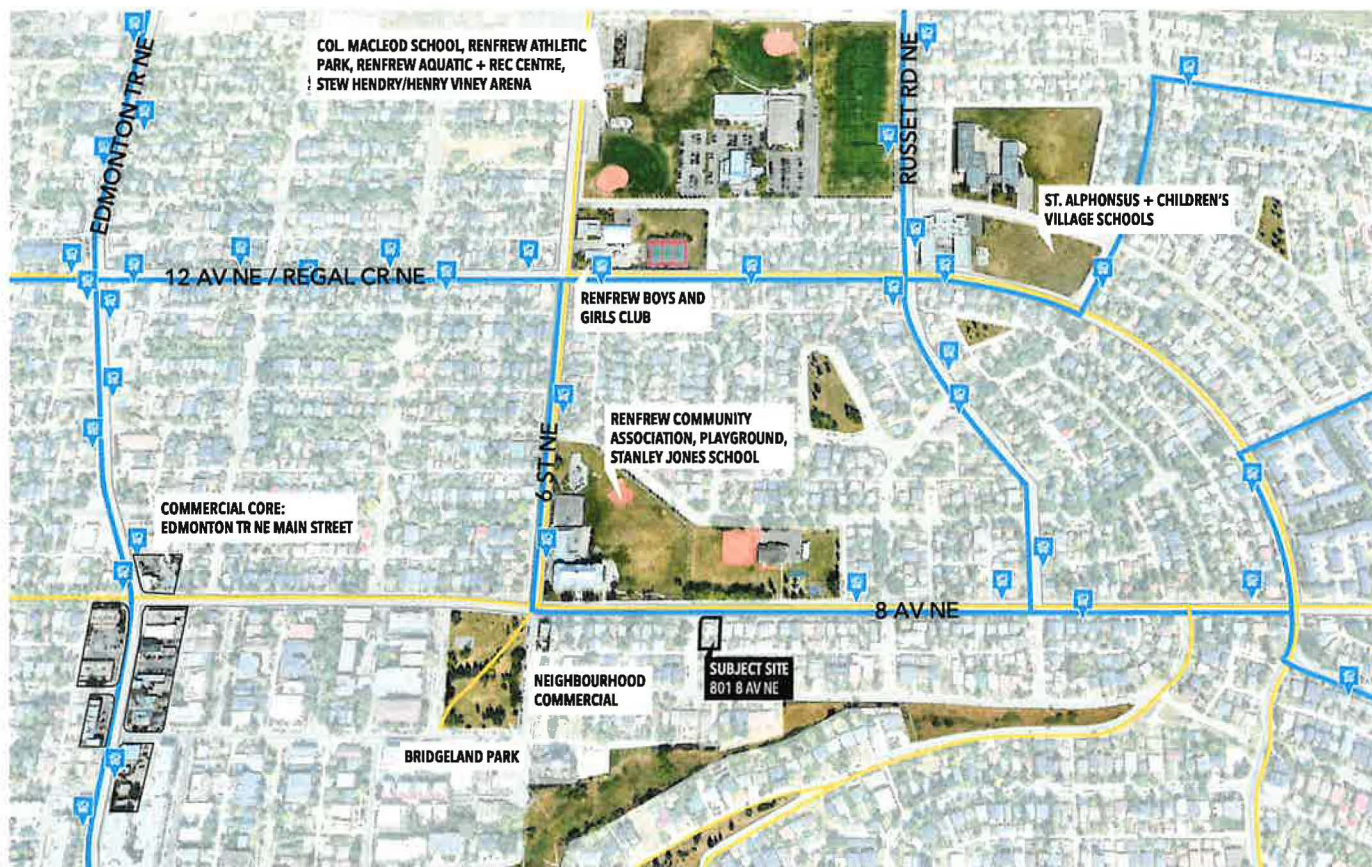


RENFREW801



# Supplementary Materials

## SITE CONTEXT + AMENITY PROVISION



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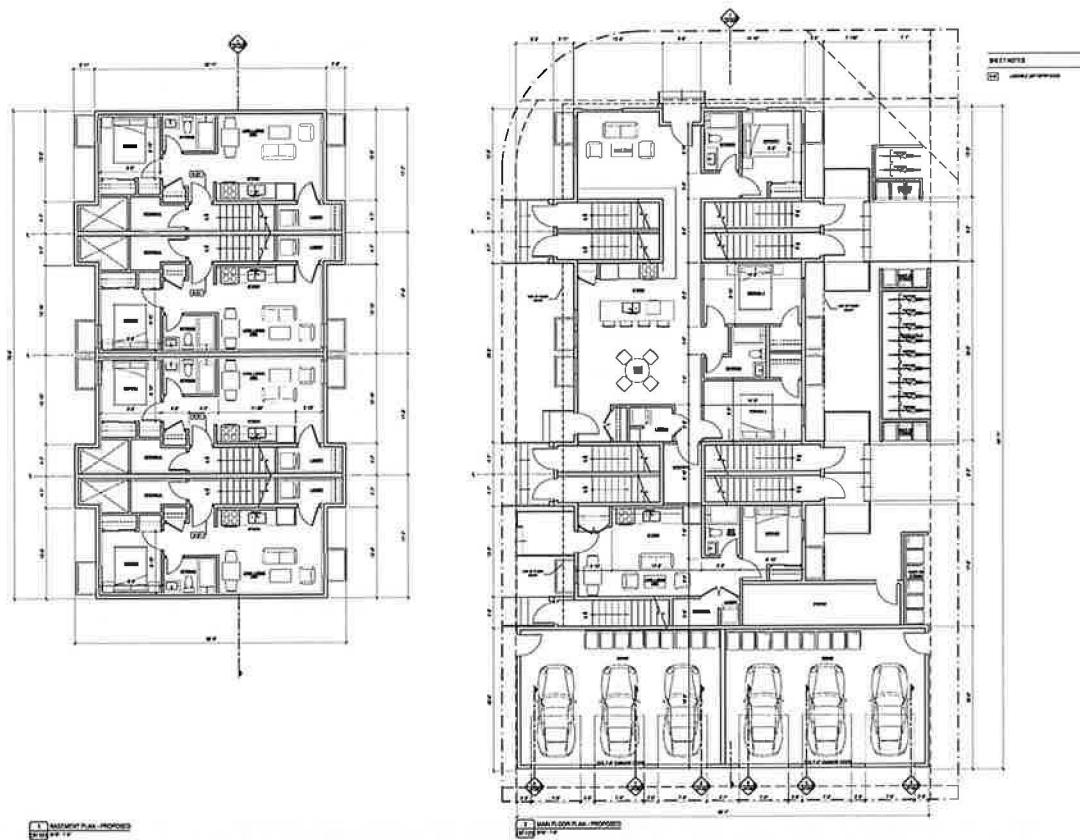






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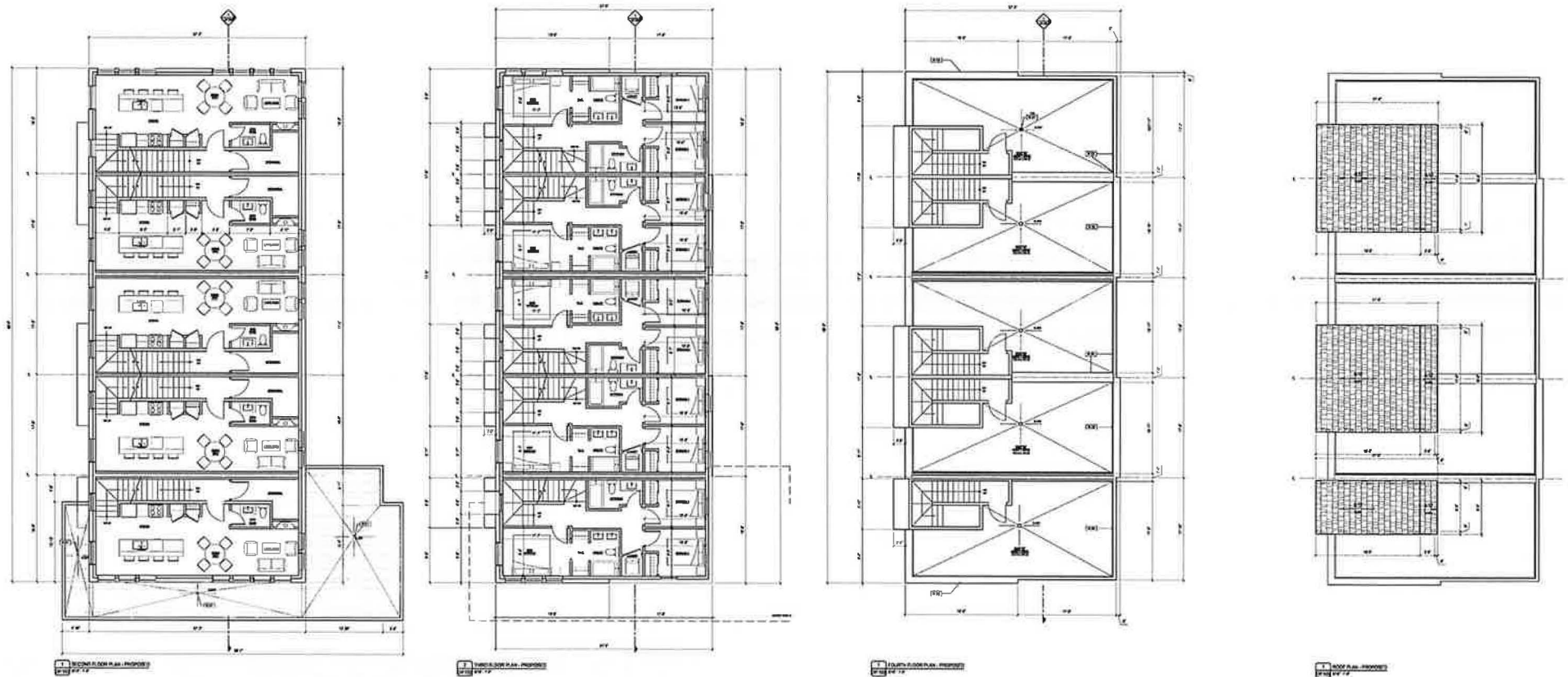
# DP2020-5446: SUBGRADE AND MAIN FLOOR PLANS



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

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



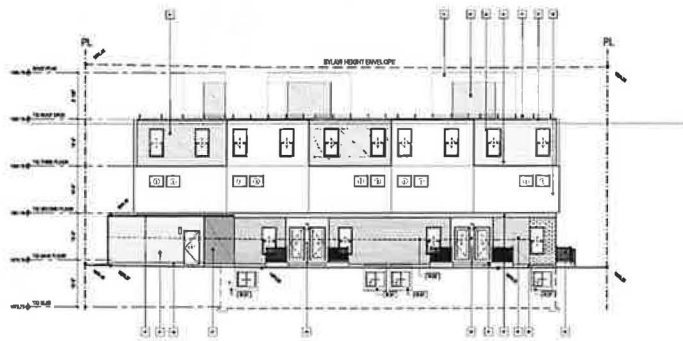
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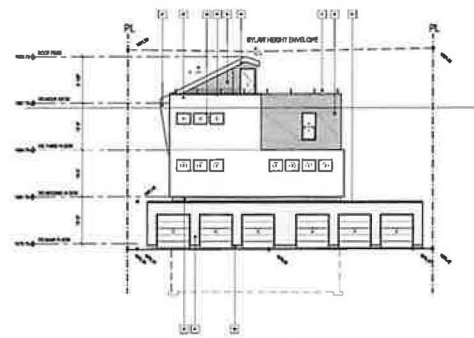
## DP2020-5446: ELEVATIONS



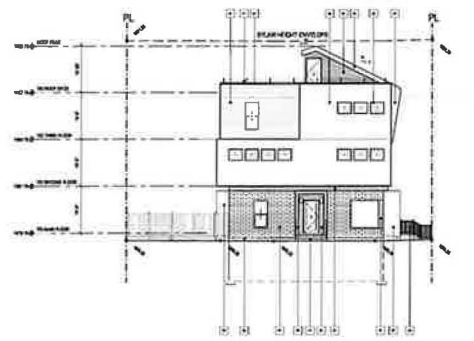
STAIR HEIGHT ENVELOPE  
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## DP2020-5446: SUN-SHADOW STUDIES

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

SHADOWS - PROPOSED BUILDING  
SHADOWS - EXISTING CONTEXT



10:00 AM



1:00 PM



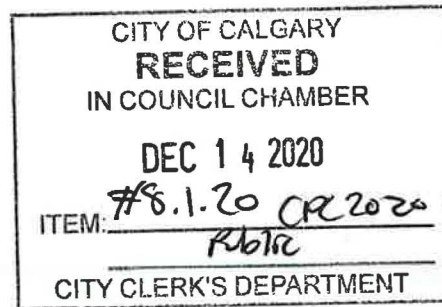
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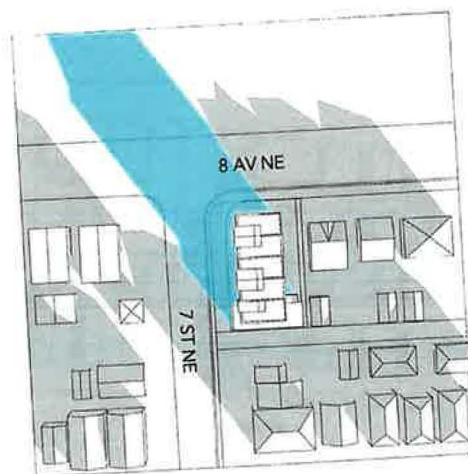


**SLIDE 18**

**DP2020-5446: SUN-SHADOW STUDIES**

**DECEMBER 21**

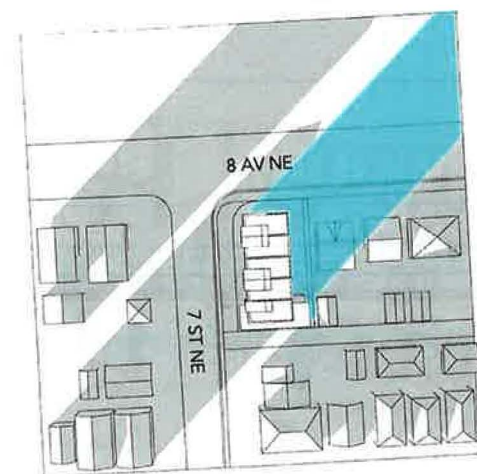
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