

Applicant Submission



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Planning & Development
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RE:

Land Use Redesignation **From** M-CGd67 **to** DC (based on M-C1)
1302 34 ST SE | Plan 4735GD, Block 6, Lot 41 | 0.091ha

APPLICANT STATEMENT

The subject site (which we're calling Albert34) is located in the southeast community of Albert Park / Radisson Heights and consists of 0.091ha (0.225ac) of privately owned land. 1847957 Alberta Ltd. (Eagle Crest) has retained CivicWorks to undertake a land use redesignation of the property to facilitate the construction of a 16 unit, 3 storey, grade-oriented, rowhouse-style Multi-Residential Development. These 16 units will be divided across two buildings and will be composed of 8 primary units and 8 micro units, the latter of which meet size, storage, and transit frequency requirements to qualify for R-CG-style secondary suite parking reductions. The proposal for Albert34 also includes an eight-bay parking pad off the lane. The site's current M-CGd67 (Multi-Residential – Contextual Grade Oriented) District allows for a multi-residential development of up to six dwelling units. In support of the proposed development, this application seeks to amend the existing M-CGd67 (Multi-Residential – Contextual Grade Oriented) District to a DC (Direct Control) District based on the M-C1 (Multi-Residential – Contextual Low Profile) District to facilitate the development of fresh and innovative inner-city grade-oriented housing options for Calgarians.

Albert34 is located in an amenity rich Established Area context capable of supporting growth. The proposal meets all City of Calgary Location Criteria for Multi-Residential Infill:

- **Corner Lot:** The proposed development will contribute grade-oriented units and entries along both 12 AV SE and 34 ST SE.
- **Direct Lane Access:** Vehicle access to Albert34 can be oriented to the rear lane.
- **Major Road:** The subject site is located on 12 AV SE – identified as a Collector Road by the Calgary Transportation Plan – ensuring ease of access and traffic capacity for future residents.
- **Proximity To Commercial, Corridor Proximity:** 450m south of the subject site is International Ave Main Street (17 AV SE), home to a wide array of retail, dining, cultural, and employment opportunities.
- **Proximity To Multi-Unit and Non-Residential Development:** A variety of existing and approved multi-residential rowhouse developments are located near the site. Albert34 is also located across 34 ST SE from the David D. Oughton school site that is set for comprehensive redevelopment.
- **Proximity To Transit:** The subject site is ±150m from frequent transit stops on 36 ST SE (Routes 43, 87, 135), ±600m from transit service on 17 AV SE (Route 1, MAX Purple BRT), and under ±900m from Franklin LRT Station (BlueLine).
- **Proximity To Open Space, Parks, Community Amenities:** Albert34 is located across 34 ST SE from an open space with sports fields and a playground. The site is also within a 10 minute walk (800m) from six schools, more playgrounds and sports fields, and Forest Lawn Pool.



CONCURRENT DEVELOPMENT PERMIT, MASSING DIAGRAMS

FAAS Architecture submitted a Development Permit (DP2020-7038) in support of LOC2020-0142 in November 2020 to provide bricks and mortar development intent to stakeholders. The proposed M-C1 density is contained within two street-oriented R-CG-style rowhouse forms measuring three storeys. The below diagrams depict proposed massing across the site, which orients mass away from neighbours and towards street frontages. A setback is employed to the building fronting onto 34 ST SE to align with the existing setback rhythm to the south. Unit entries will be accessed at grade from 34 ST SE, 12 AV SE, and the rear yard. Six of eight micro units are located below grade. Three mature conifer trees in the front yard will be retained.

DIAGRAM 1: LOOKING SOUTHEAST INTO FRONT YARD



DIAGRAM 2: LOOKING NORTHWEST INTO REAR YARD





DIRECT CONTROL DISTRICT RATIONALE

The subject site is located within close walking distance of community amenities, nearby primary transit, and recent municipal infrastructure investment on 17 AV SE that sets the stage for supportive community growth in this part of Albert Park/Radisson Heights. Despite this context, the majority of housing in the immediate vicinity of Albert34 is currently composed of single and semi-detached dwelling units. By introducing a mix of larger (primary units: stacked townhouses, flats) and smaller (micro units: secondary suite-style) dwelling units on the subject site at below market rental rates, Eagle Crest will be providing a range of new housing opportunities to Calgarians of varied financial means and family composition that want to live in this part of Albert Park / Radisson Heights.

The proposed DC District based on M-C1 will achieve a multi-residential building form at Albert34 that is unique in the Calgary context. The proposed 16 dwelling unit density is aligned with the M-C1 District, however, the built-form outcome is not the 3-4 storey apartment building commonly seen in M-C1 construction but instead a rowhouse building with grade-oriented entries resembling an R-CG District outcome. The units in Albert34 fit within a rowhouse form by stacking them across the basement, grade, and upper levels.

Importantly, the 8 micro units are sized in the same manner as secondary suites in the R-CG District to achieve parking reductions, with unit sizes no greater than 45sq.m (485sq.ft) and 2.5sq.m of standalone storage provided for bicycles and strollers for each micro unit at grade. When secondary suites in the R-CG District meet Land Use Bylaw size and storage rules and have access to frequent transit within 150m of the site (in this case, provided along 36 ST SE), suites qualify for a reduction to zero parking. Since these conditions are met in the Albert34 proposal, rules will be written into the Direct Control District to allow for secondary suite-style parking reductions. Each primary unit (8 stacked townhouses, flats) will require 1.0 stall/unit while micro units that align with reduction rules (8 micro units) will require 0.0 stalls/unit. Therefore, the 8 parking stalls provided on site will meet the requirements set out in the Direct Control District. Project Team Transportation Engineer Bunt & Associates has completed a Parking Memo in support of this redesignation that concluded the proposed on-site parking supply of 8 units is acceptable. Transportation Demand Management (TDM) strategies developed in concert with The City are also outlined in the memo in the form of \$2,000 Active Transportation credits for each unit not receiving a parking space, to be required a condition of Development Permit approval. The full memo is included as an attachment to this report.

This building style being proposed by Eagle Crest is a response to what they see as a gap in local rental market conditions and is responsive to CMHC funding opportunities, resulting in cost savings that are passed on to future tenants through 10% below market affordable rents for all units in the development. The proposed DC District facilitates this fresh take on grade-oriented affordable housing and creates certainty for both Eagle Crest and stakeholders by ensuring a built form that regardless of density is a more community scaled rowhouse (not a 3-4 storey apartment building) and parking requirements in line with R-CG District precedent.

HIGHER ORDER POLICY ALIGNMENT

The Albert Park / Radisson Heights Area Redevelopment Plan (ARP, 1989) places the subject site within its low density residential policy overlay. It has been determined by The City that a minor amendment to the ARP will be required to facilitate the proposed land use redesignation. In the 31 years since the ARP was approved, City-wide objectives have changed and as a result, the project team is also looking to higher order policies like the Municipal Development Plan (MDP) to guide Established Area growth near Main Street corridors. The proposal for Albert34 is consistent with the city-wide goals and policies of the 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.

COMMUNITY ENGAGEMENT

The project team has undertaken stakeholder outreach in support of this application to ensure a clear and transparent application process for all stakeholders. A full summary of the outreach timeline, strategies, feedback themes, and project team responses is shared as an attachment to this report.

CONCLUSION

The proposed redesignation for Albert34 is in keeping with the city-wide goals and policies of the Municipal Development Plan and will facilitate a development vision that will introduce innovative and affordable housing options for Calgarians looking to live in established communities that enjoy excellent access to transit, existing infrastructure and community amenities. For the reasons outlined above, we respectfully request that Administration, Calgary Planning Commission and Council support this application.