

Applicant Outreach Summary



STAKEHOLDER OUTREACH SUMMARY

1302 34 ST SE
LOC2020-0142, DP2020-7038



Issued:
2021.01.06

SUMMARY

Eagle Crest's Albert34 land use redesignation application at 1302 34 ST SE is proposed to accommodate 16 dwelling units in a three storey, grade-oriented, rowhouse-style Multi-Residential Development. These 16 units will be divided across two buildings and will be broken down into 8 primary units and 8 small units, the latter of which will meet secondary suite size, bike/stroller storage, and transit frequency requirements per Land Use Bylaw 1P2007 to qualify for parking reductions to 0 stalls/unit. The proposal includes an 8 bay parking pad off the lane for the 8 primary units and Transportation Demand Management strategies in the form of Active Transportation Credits for units not receiving a parking stall.

It is the project team's professional opinion that the 16 unit proposal makes sense here based on adjacencies to transit, cycle infrastructure, community amenities, and the International Avenue Main Street corridor 450m south of the site. Albert34 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 10% below market rental rates to allow a wider array of Calgarians to access housing in this part of Albert Park / Radisson Heights.

In support of this application, CivicWorks has undertaken a proactive and appropriately scaled outreach program to ensure a clear and transparent process for all stakeholders. In line with government recommendations on COVID-19, in person meetings were not held and instead a variety of Digital (email inbox, Zoom meeting invitations) and Distanced (phone line, mailers, on-site signage) strategies were employed and offered instead. Stakeholders including the Albert Park / Radisson Heights 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.

HOW WE ENGAGED

OCTOBER 5, 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 Albert Park Radisson Heights Community Association and Ward 9 Councillor's Office and offered meetings.

OCTOBER 9, 2020

- Ward 9 Meeting to discuss Albert34 proposal.

JANUARY 8, 2021

- Shared Outreach Summary Letter with City Administration, the Albert Park Radisson Heights Community Association, 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 3 stakeholders over email and phone. The project team has also sent correspondence and requested meetings with the Ward 9 Office and the Albert Park / Radisson Heights Community Association. The project team had a conversation about Albert34 with the Ward 9 Office on October 9, while the APRHCA never responded to information sharing and numerous meeting requests. Feedback has been categorized into three themes. Each theme begins with an outline of the what the project team has heard and then provides a project team response.

FEEDBACK THEMES

- Parking
- Density
- Opposition to Low Income Housing

PARKING

WHAT WE HEARD

Two stakeholders flagged parking as a concern. They felt that the 8 on-site stalls would be insufficient for the 16 unit proposal and that excess vehicles generated by Albert34 would displace current residents using on-street parking stalls.

RESPONSE

8 on-site parking stalls are currently proposed off the lane for the 16 dwelling units. The proposed Direct Control District for Albert34 includes specific parking rules for differently sized units and will provide The City and community members assurance on unit sizing and associated parking requirements. 8 of the proposed units will be standard 2-3 bedroom dwelling units and each of these will receive 1.0 proposed parking stall. The remaining 8 units will receive 0.0 parking stalls when they meet the following criteria in alignment with R-CG District secondary suite parking rules in Land Use Bylaw 1P2007 (Part 5, Division 11, 546 (2)):

- Units are under 45sqm in size;
- Each unit has 2.5sqm of storage space accessed from grade; and
- Frequent transit is provided within 150m of the subject site (provided by routes 43, 87, 135 on 36 ST SE).

In order to determine whether the proposed parking provision is appropriate for the site, project team Transportation Engineer Bunt was retained to prepare

a Parking Memo (appended to the end of this Outreach Summary for reference). The Bunt Memo concludes that zero parking for the smaller, suite-style units is appropriate for the following reasons:

- Compliance with existing R-CG District parking reduction rules;
- Compliance with other relevant municipal policy (Policy to Guide Discretion for Secondary Suites and Backyard Suites, 2018);
- Studies that conclude smaller units and rental units attract tenants with lower vehicle ownership rates;
- An on-street parking supply directly adjacent to the Albert34 site along its 34 ST SE and 12 AV SE frontages totaling 8 stalls, matching the number of units without parking; and
- Multiple nearby transit routes (including MAX Purple BRT and Blue Line LRT) and cycling routes (including along 12 AV SE) that service the site.

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 will incorporate include:

Indoor bicycle stalls required for each of the 16 units to create a cycle-supportive development, capitalizing on the cycle lanes that run east-west along 12 AV SE directly adjacent to the subject site.

A \$2,000 Active Transportation Credit (amount has been determined in concert with City of Calgary Transportation Engineers) provided to each of the 8 micro 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 will be incorporated into the concurrent Albert34 Development Permit DP2020-7038 as a condition of approval, meaning construction cannot begin until the TDM measures are finalized.

Based on the number of units being proposed at Albert34, The City of Calgary has officially flagged in its application review that future tenants will not qualify for the Residential Parking Permit (RPP) program. Should the proposal be approved, residents of Albert34 will be restricted to

parking only at locations that fall outside the RPP zone. The 8 stalls adjacent to the site along 12 AV SE and 34 ST SE will remain unrestricted and available for tenant parking. If neighbourhood residents are concerned about on-street availability, additional block restrictions can be introduced via petition with 80% of block support.

DENSITY

WHAT WE HEARD

Two stakeholders provided feedback that the proposed number of units for Albert34 is too high and that they would prefer a lower density proposal.

RESPONSE

Based on Albert34's established location and proximity to excellent transit provision (along 36 ST SE, MAX Purple service on International Ave, Blue Line LRT station at Franklin), schools, parks, community amenities, and the shopping, dining and employment options on the International Avenue Main Street 450m south of the site, it is the project team's professional opinion that the Albert34 site can and should accommodate more housing for Calgarians. The proposal for Albert34 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.

Amenity adjacencies aside, the concurrent Development Permit provides assurance on Albert34's built form outcome. The density may resemble an M-C1 District level, however, it is housed within an R-CG-style three storey rowhouse built form meant to blend with the 1-2 storey scale of the existing community. The Development Permit will be subject to detailed municipal review and has also been selected for review by The City's Urban Design Review Panel, which may make further recommendations on materiality, landscape design, and interfacing to ensure that the density seamlessly integrates with the surrounding community.

OPPOSITION TO LOW INCOME HOUSING

WHAT WE HEARD

One stakeholder voiced their objection to low income housing as they believed low income individuals are connected to crime.

RESPONSE

The Albert34 proposal will offer units at 10% below market rents in line with CMHC funding acquired for development. These rents will be affordable considering the product being

offered – a high quality, well designed brand new rowhouse development. Specifically, the small one bedroom units will provide the best opportunities for lower income tenancies based on their square footage combined with zero parking to creating a more affordable product. Eagle Crest does not plan to develop the property and leave: they intend to retain ownership of Albert34 post-development, managing both tenancies and property upkeep.



MEMO

Date: December 18, 2020
Project: 1302 34 Street SE
Subject: Micro/Secondary Suite Parking

Project #: 02-20-0092

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

A land use redesignation to a direct control district based on M-C1 is proposed at 1302 34 Street SE to accommodate 8 dwelling units and 8 micro-suites. The micro-suites will be similar to the bylaw definition of secondary suites.

The proposed parking supply is 1 stall per dwelling unit (8 total stalls) and zero for micro-suites. Bunt & Associates was retained to identify the appropriateness of zero micro or secondary suite parking at this location.

1. R-CG BYLAW REQUIREMENTS

For comparison, the bylaw requirements that apply in a standard R-CG district zoning are identified below.

Motor Vehicle Parking Stalls	
546	(1) The minimum number of motor vehicle parking stalls for a Contextual Semi-detached Dwelling is 1.0 stall per Dwelling Unit .
	(2) The minimum number of motor vehicle parking stalls for a Secondary Suite is reduced to 0.0 where
	(a) the floor area of a Secondary Suite is 45.0 square metres or less;
	(b) the parcel is located within 600.0 metres of an existing or approved capital funded LRT platform or within 150.0 metres of frequent bus service ; and
	(c) space is provided in a building for the occupant of the Secondary Suite for storage of mobility alternatives such as bicycles or strollers that:
	(i) is accessed directly from the exterior; and
	(ii) has an area of 2.5 square metres or more for every Secondary Suite that is not provided with a motor vehicle parking stall .

The proposed dwelling unit parking ratio is consistent with the R-CG ratio of 1 stall per unit.

The proposed zero micro-suite parking supply is generally consistent with the R-CG requirements as (a) all suites will be less than 45 m²; (b) the parcel is exactly 150 metres from the 36 Street SE ROW where frequent bus service is provided; and (c) a 2.5 m² mobility alternative space will be provided. The distance from 36 Street may vary depending on how the wording is interpreted (150m-175m); however, the intent is met as the site is serviced by nearby frequent bus service.

2. CITY POLICY

City of Calgary Council adopted the *Policy to Guide Discretion for Secondary Suites and Backyard Suites*. 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.

The site is located in Area 2 and serviced by frequent bus service on 36 Street SE (150-175 metres from site). Bus route #43 (McKnight-Chinook) on 36 Street SE meets the bus service thresholds identified and therefore zero parking supplies for micro-suites can be supported by Council approved policies. The site is also serviced by LRT (Franklin CTrain Station - 900 metres distance) and BRT (Max Purple 17 Avenue SE - 550m metres distance).

3. MICRO SUITE PARKING DEMAND

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

- **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 Canadian cities confirm that rental units have at least 25% lower parking demand when compared to owner occupied units; this difference is due to demographics (age, disposable income, family type). The proposed micro-suites will be rental.

4. 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.

4.1 On-Street Parking

The site is located within Residential Parking Permit (RPP) zone DD. Permit parking restrictions are not currently in place within the immediate area of the site. Future permit parking restrictions may occur if area residents submit a petition.

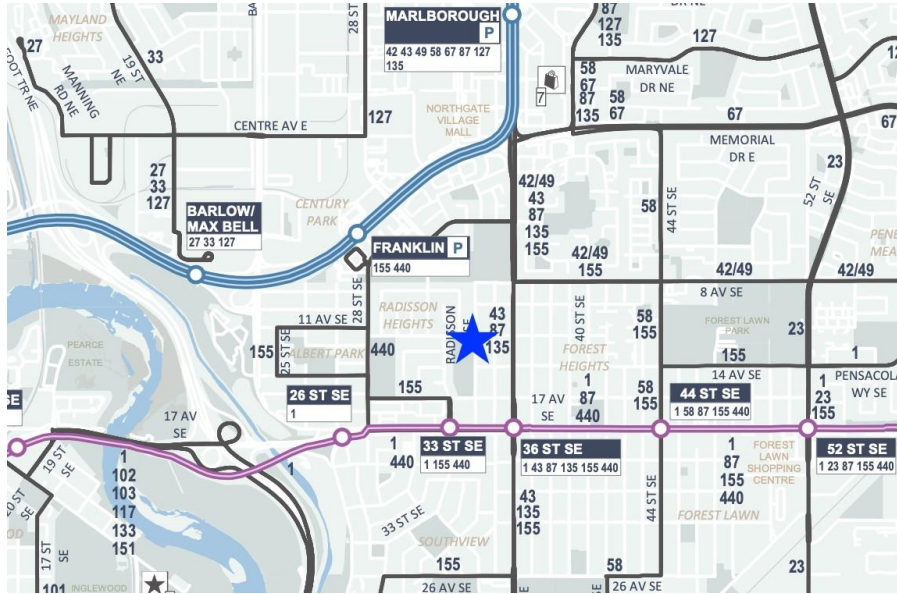
As a corner lot with Lane access, the site has significant on-street frontage. This street frontage provides 8 on-street stalls (6 stalls on 12 Avenue SE and 2 stalls on 34 Street SE), which is consistent with the number of the micro-units proposed (8 units).



4.2 Transit

As identified below, the site is well serviced by frequent bus service, BRT, and LRT.

DISTANCE	ROUTE	TYPE	SERVICE FREQUENCY		
			Peaks	Mid-Day	Evening/ Weekends
300m	43 - McKnight/Chinook	Bus	12 min	20 min	30 min
	87 - Applewood/17 Ave SE	Bus	15 min	30 min	15 min
	135 - Applewood/17 Ave SE	Bus	22 min	No service	No service
600m	1 - Bowness/Forest Lawn	Bus	12 min	19 min	25 min
	Max Purple - City Centre/East Hills	BRT	12 min	20 min	25 min
900m	Blue Line - 69 Ave/Saddletowne	LRT	7 min	10 min	16 min



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4.3 Cycling

The site is serviced by multiple cycling routes including 12 Avenue SE (Bikeway), 8 Avenue SE (Bikeway/Bike Lanes), and the 17 Avenue SE bridge (Pathway) connection to the Bow River pathway.



5. 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.

5.1 Credit

A \$2,000 active transportation credit will be provided to each micro/secondary suite without an on-site parking stall (8 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)

5.2 Implementation

The active transportation credit will be provided over a 5-year period (\$400 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.

5.3 Reporting

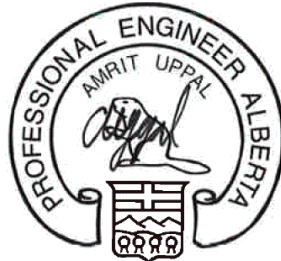
At the end of the 5-year period, a report will be provided to the City identifying the effectiveness of the TDM program (e.g. credits paid, known tenant parking ownership rate).

6. CONCLUSION

Bunt & Associates concludes the proposed micro-suite zero parking supply is appropriate as:

- *Bylaw* - The zero supply is consistent with R-CG District criteria,
- *Policy* - The zero supply is consistent with relevant policy criteria,
- *Literature* - Micro-suites will experience lower parking demand,
- *On-Street Parking Supply* - The site frontage parking supply matches the number of suites without on-site parking,
- *Transit Service* - Multiple frequent transit routes service the site, and
- *Cycling Options* - Multiple cycling routes service the site.

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



December 18, 2020
APEGA Permit to Practice: P13898