

Applicant Submission

2021 July 09

RE: Land Use Redesignation from R-CG to DC (based on R-CG)
2137 31 AV SW | Lots 21 - 24, Block 52, Plan 4479P

INTRODUCTION + INTENT

The subject site is located in the community of Richmond and consists of ±0.116ha of privately owned land. Eagle Crest Construction has retained CivicWorks to undertake a land use redesignation process to facilitate the construction of an 8-unit courtyard-oriented low density residential development with front doors facing 21 ST SW and 31 AV SW, including 8 Secondary Suites and 8 total parking stalls. The proposed use is well-suited to the site given its surrounding context, lot characteristics and location, and is intended to provide more innovative and diverse inner city housing options for Calgarians with a variety of vehicle-reduced or vehicle-free lifestyles.

In support of the proposed development vision, this application seeks to amend the existing R-CG (Residential - Grade-Oriented Infill) District to a DC (Direct Control) District based on R-CG rules. The purpose of the proposed DC District is to:

- (a) provide grade-oriented, low density residential development in a variety of forms and unit configurations on a corner parcel within a Residential Developed Inner City context;*
- (b) accommodate the orientation of Dwelling Units around a central courtyard;*
- (c) allow Secondary Suites and Backyard Suites within new and existing residential development;*
- (d) provide specific motor vehicle parking rules that reflect a destination-rich context with alternative transportation options where living without a car is reasonably convenient; and*
- (e) be in close proximity or directly adjacent to low density residential development.*

The proposed DC District aims to confirm Administration and Council support for an innovative, courtyard-oriented low density residential development vision that includes Secondary Suites with a parking supply that is responsive to an amenity-rich and transit supportive inner city context.

A supporting Development Permit application is anticipated to be submitted by Formed Alliance Architecture Studio (FAAS) in the coming weeks. Development Permit plans and renderings are intended to provide the stakeholders, the Development Authority, Calgary Planning Commission and Council with additional supporting information and greater certainty about the development vision through the application review and decision making process.

SITE SUITABILITY

The subject site is strategically located close to transit, local destinations and community amenities. The accessibility and proximity of alternative / active transportation modes along with daily needs destinations make the subject site especially well suited for the introduction

of Secondary Suites that cater to a vehicle-free lifestyle. A summary of applicable suitability characteristics is provided below:

Corner Lot: The subject site occupies a corner parcel, allowing the proposed development to contribute to the neighbourhood streetscape and reflect existing residential design patterns along 31 AV and 21 ST SW. Grade-oriented entrances and building façade articulation provide the appearance of distinct houses, adding to the residential appearance of the street, calming traffic and enhancing pedestrian safety and experience along adjacent sidewalks.

Direct Lane Access: The subject site has direct lane access, facilitating a development that orients vehicle access to the rear lane, creating an uninterrupted, pedestrian-friendly streetscape interface along 31 AV and 21 ST SW. Sites with direct lane access minimize the impact of vehicles on adjacent streets and sidewalks, increase parking options with limited impact on the existing neighbourhood, and provide safer, more pedestrian-oriented streetscapes with fewer driveways crossing sidewalks.

Proximity To Bus Rapid Transit: The subject site is 395m (approx. 5 min walk) from a MAX Yellow BRT Station (Marda Loop) located along the Crowchild TR on-ramp. The neighbourhood-oriented station design includes a transit plaza entrance located 2 blocks west of the subject site along 32 AV SW. The MAX Yellow BRT provides rapid transit service to southwest Calgary, Rocky View Hospital, Mount Royal University, Marda Loop and Downtown.

Proximity To Local & Primary Transit: The subject site is within 250m (less than 5 min walk) of both a local and primary transit stop (Route 7, 22) located along the 33 AV SW Primary Transit corridor. Route 7 provides frequent bus service access to the Beltline and Downtown, with 10 minute waits times during peak periods (6:30-8:30; 16:00-18:00), 20 minutes during the day (8:30-16:00), and 15-30 minutes during all other times.

Proximity To A Main Street Corridor: The subject site is located 175m from the 33 AV SW Neighbourhood Main Street corridor, allowing future residents direct and easy access to a grocery stores and a variety of other local area destinations to meet their daily needs.

Proximity To An Existing Open Space / Community Amenity: The subject site allows residents direct and easy access to a variety of local area amenities, including a community park located less than 200m away at 22 ST and 30 AV SW.

TRANSPORTATION + PARKING CONSIDERATIONS

The site's strategic location and proposed unit mix allows future residents the option to live a vehicle free lifestyle in an amenity-rich neighbourhood with excellent access to day-to-day conveniences, frequent transit service, and alternative mobility options like cycling and Communato car share.

In support of the proposed DC District, Bunt & Associates was retained to undertake an analysis of the appropriateness of the proposed parking supply and associated DC rules (supporting memo submitted under separate cover).

As noted in the memo, the proposed development vision and Secondary Suite parking supply is consistent with two of the three R-CG District requirements for an automatic reduction to 0 stalls/unit:

- (a) all suites are smaller than 45m² (484ft²); and
- (b) mobility alternative storage space is provided for all units.

The subject site also meets more than one of the required transit access criteria outlined in the Council approved *Policy to Guide Discretion for Secondary Suites and Backyard Suites*:

- i. The subject site is in Area 2 of the Parking Areas Map and within:
 - (b) 400m of a Bus Rapid Transit stop; and
 - (c) 400m 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.

Based on the supporting rationale that informed the Council approved *Policy to Guide Discretion for Secondary Suites and Backyard Suites*, the proposed DC is intended to provide greater clarity and certainty about the appropriateness of reduced Secondary Suite parking requirements in inner city contexts where living without a car is reasonably convenient. The measure of this convenience is based on the availability of other mobility options (eg. transit, walking, cycling, and carshare) and access to nearby daily needs, shops and services.

CITY-WIDE POLICY ALIGNMENT

Through contemporary city-wide plans, The City of Calgary has placed policy priority on building complete and resilient communities that make sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal funding capital. These contemporary realities and their implications are directly reflected in the city-wide policies of the *Municipal Development Plan (MDP)*, the *Calgary Transportation Plan (CTP)* and associated implementation plans like the *Developed Areas Guidebook (DAG)*.

The proposed DC District and development vision are consistent with the city-wide goals and policies of these plans, which encourage: the development of innovative and varied 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. In order to support greater housing choice and reinforce more complete and resilient residential neighbourhoods, the *MDP* also identifies ground-oriented housing as a key component of complete communities (Policy 2.3.1[a]) and 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]).

LOCAL AREA POLICY ALIGNMENT

The subject site falls within policy boundaries of the *Richmond Area Redevelopment Plan (ARP, 1986)*, and is within the ARP's "Low Density" residential policy area, intended to improve existing neighbourhood residential quality and character, while providing for low profile family-oriented redevelopment. Acceptable redevelopment noted by the policy includes single and two-family dwellings and multi-dwelling infill projects comprised of townhousing or stacked townhousing with maximum densities not exceeding 75 units per hectare (30 units per acre).

The proposed development vision meets the overall spirit and intent of the *ARP*, whose residential land use policies seek to improve existing neighbourhood quality and character, provide family-oriented housing options, and allow compatible and sensitive infill development. To ensure alignment with contemporary city-wide policy and acknowledge the unique development vision of the proposed DC District and supporting Development Permit, the following site-specific Minor Policy Amendment to the *Richmond ARP* is proposed:

In Part 1, section 2.1.3 'Policy', subsection 2.1.3.2 'Low Density', after the first paragraph add the following: "The parcel located at 2137 31 Avenue SE is considered appropriate for low density multi-unit development with a maximum building height of 11.0 metres and a maximum density of 75 units per hectare in the form of courtyard-oriented semi-detached buildings that may include Secondary Suites without dedicated vehicle parking for Secondary Suites."

STAKEHOLDER OUTREACH

CivicWorks and Eagle Crest Construction are committed to being good neighbours and working with stakeholders throughout the application process. The project team undertakes a meaningful and appropriately-scaled outreach process in support of all applications to ensure a clear and transparent process for all stakeholders. As part of our process, we contact the local area Ward Councillor's Office, Community Association, and surrounding residents at the outset of the application process to encourage them to share questions or concerns. Additional elements of our outreach process also include:

Custom On-site Signage

Installed on-site following application submission

To supplement required City of Calgary notice signage, the project team deploys additional on-site signage to notify neighbours and surrounding community members of the proposed land use change and associated development vision. The on-site signage includes contact information for the project team and directs interested parties to get in touch via a dedicated email inbox and phone line. All inquiries, questions, and comments are received, compiled, and responded to by the project team in a timely manner.

Neighbour Letters

Delivered to residents within 200m of the subject site following application submission

Paired with on-site signage, surrounding area neighbour letters are hand delivered to surrounding area property owners to outline the proposed change and ultimate development vision for the subject site and direct interested parties to get in touch with the project team via a dedicated phone line and email inbox. All inquiries, questions, and comments are received, compiled, and responded to by the project team in a timely manner.

CONCLUSION

The proposed land use redesignation will help deliver more diverse 'missing middle' housing options for Calgarians of all ages, wages and stages looking to live in amenity-rich inner city communities that enjoy excellent access to transit, infrastructure and local destinations. For the reasons outlined above, we respectfully request that Administration, Calgary Planning Commission, and Council support this application.