

Applicant Outreach Summary

SUMMARY

Stone West Homes' concurrent Land Use Redesignation (LOC2021-0137) and Development Permit (DP2021-8227) applications from R-C2 to DC based on M-CG at 424 17 AV NW are proposed to accommodate ten (10) dwelling units (five (5) rowhouse dwelling units and five (5) basement micro units) in two three storey, grade-oriented buildings. A six (6) unit rowhouse building is proposed to front 4 ST NW and contribute to the growing streetscape of this Neighbourhood Main Street, while a four (4) unit semi-detached building is proposed to front 17 AV NW and echo the existing rhythm of this lower density residential street. Five parking stalls will be provided in a garage structure off the lane, one stall for each of the rowhouse dwelling units.

In support of the Land Use Redesignation for this project we're calling MP424, CivicWorks has undertaken a proactive and appropriately scaled outreach program to ensure a clear and transparent process for all stakeholders and stakeholder groups. A variety of outreach strategies were implemented between September 2021 - January 2022 and are further detailed below. Stakeholders including the Mount Pleasant Community Association and Ward 7 Office were invited to participate in our process, which has focused on informative and fact-based engagement and communications

HOW WE ENGAGED

SEPTEMBER 3, 2021 - APPLICATION SUBMISSION

- Hand delivered ±200 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 Mount Pleasant Community Association and Ward 7 Councillor's Office and offered virtual meetings.

OCTOBER 12, 2021

- Held virtual meeting with the Mount Pleasant Community Association to present proposal details, hear concerns, and answer questions about the proposal. Correspondence with MPCA ongoing.

JANUARY 17-19, 2022

- Shared Outreach Summary Letter with City Administration, the Mount Pleasant Community Association, and the Ward 7 Councillor's Office;
- Hand delivered ±200 postcards to neighbours, providing additional information, outreach closure notice and contact information for ongoing feedback;
- Updated sandwich board to inform stakeholders of outreach closure;
- Continued monitoring dedicated engagement email and phone line for any additional stakeholder feedback or comment.

FEBRUARY 8, 2022

- Future Meeting on DP2021-8227 with MPCA (tentative).

Over the outreach timeline, the project team engaged in conversations with and received feedback from 5 stakeholders by email and phone. The project team also shared information with and offered meetings to the Ward 7 Office and the Mount Pleasant Community Association (MPCA). The Ward 7 Office provided a thank you message to the project team for the information sharing and the MPCA met with the project team and provided feedback correspondence, which the project team responded to. The project team will address MPCA feedback through this report. The project team looks forward to continued dialogue with the MPCA through the DP2021-8227 review process.

Project feedback has been categorized thematically. Each theme begins with an outline of what the project team has heard and then provides a project team response.

FEEDBACK THEMES

- Proposed Land Use District, Density, + Community Fit
- Parking
- Interfacing
- Development Timeline
- Outreach Process

PROPOSED LAND USE DISTRICT, DENSITY, + COMMUNITY FIT

WHAT WE HEARD

One stakeholder noted concern with the proposed Land Use District, while four provided feedback regarding the proposed building height, density increase, and concern with how the proposed building will fit within the existing neighbourhood character.

RESPONSE

The proposed redesignation from the R-C2 District (allowing up to two (2) dwelling units and two (2) secondary suites) to a Direct Control (DC) District based on the M-CG District will allow for the development of 10 dwelling units in a multiresidential, grade-oriented development (five (5) three (3) storey rowhouse dwelling units and five (5) basement micro units that will be sized like secondary suites). The DC District is required to accommodate greater built form flexibility within the existing M-CG District by introducing specific rules to modify density and set parameters on micro units drawn from bylaw rules of the R-CG District (specifically limiting their size, requiring storage, and reducing parking with similar rules as secondary suites). This DC District approach may be novel in Mount Pleasant, however, it is one that CivicWorks has and is actively supporting several developer-builders on in locations meant to accommodate greater density than the standard R-CG District across Calgary's Established Area.

There are a number of reasons the project team believes that the proposed redesignation accommodating slightly more density than the R-CG District is appropriate for the subject site: •

- A DC based on the M-CG District is intended to facilitate contextually sensitive, grade-oriented development that blends with existing low-density built forms while providing a greater range of housing options for Calgarians. The proposed redesignation is paired with a concurrent Development Permit to provide assurance on the built form outcome. The Development Permit (DP2021-8227) submitted in November 2021 completely aligns with the rules and regulations of the proposed DC District, which is primarily based on rules of the M-CG District found in The City of Calgary's Land Use Bylaw 1P2007. •
- 424 17 AV NW is found along a Neighbourhood Connector corridor assigned a low scale per the recently approved North Hill Communities Local Area Plan (LAP, 2021), meaning primarily residential development of up to six storeys is encouraged here by The City. The MP424 site is also located at the convergence of two Main Streets (4 ST NW, 16 AV N) with associated

commercialretail and employment opportunities and municipal direction to concentrate people and jobs near and along these corridors over time. •

- MP424 is also located in a current and future multiresidential built form context: Land Use Districts directly across 17 AV NW to the south of the subject site already legally allow for multi-residential development up to five storeys. There are also a number of active land use redesignation proposals near the site, the nearest of which is a block away between 16 and 17 AV NW and asking for mixed use multi-residential built forms between 6-12 storeys in height. •
- The subject site is located on a corner parcel with direct lane access, facilitating a development that orients vehicle access to the rear lane, creating an uninterrupted, pedestrian-friendly public realm interface that addresses both street frontages. • The subject site is located along 4 ST NW – a Neighbourhood Boulevard standard road – ensuring both ease of access and traffic capacity for future residents. •
- The subject site is located $\pm 40\text{m}$ from a Route 2 bus stop along 4 ST NW and $\pm 150\text{m}$ from Primary Transit Network service along 16 AV NW including stops for Route 19 and MAX Orange BRT. •
- The subject site is located $\pm 250\text{m}$ west of Balmoral School, playground and sports fields and $\pm 300\text{m}$ southeast of St. Joseph Park, which includes an off leash dog park. Mount Pleasant Park is $\pm 500\text{m}$ from MP424, which hosts the Mount Pleasant Community Hall, Sportsplex, outdoor pool, playground and open space. An on-street bikeway on 2 ST NW leads to nearby cycle network infrastructure on 20 AV NW and 10 ST NW.



Developing a 4 dwelling unit, 4 secondary suite R-CG rowhouse in this location represents an underdevelopment of the site considering the planning work that went into the creation of the LAP and the excellent site adjacencies that support growth in this location. It is the professional opinion of the project team that a 3 storey, 5 dwelling unit, 5 micro unit proposal balances context-sensitivity with existing neighbours while recognizing the growth goals outlined in municipal policy.

PARKING

WHAT WE HEARD

Four stakeholders identified parking as a concern, primarily with regard to how the proposal, with 5 parking stalls for the 5 rowhouse units and no stalls for the micro units would lead to an increased demand for on-street parking.

RESPONSE.

The MP424 site is well connected within close walking distance to many community amenities including parks, schools, and Main Street businesses that allow opportunities for future residents to conduct their days without a vehicle. The subject site also has excellent access to alternative and sustainable modes of transportation such as bicycle routes and significant frequent transit options (stops for Routes 2, 19, MAX Orange all within 150m).

The proposed DC District is taking cues from the Land Use Bylaw's R-CG District regarding parking supply, allowing 1 stall for each primary dwelling unit and a reduction to 0 stalls for micro units. The R-CG District includes reduced parking policies that acknowledge a lower documented rate of car ownership for micro units when they are sized under 45sqm, in close proximity to frequent transit options and support alternative modes of transportation (providing 2.5sqm of active modes storage per micro unit at grade). The development proposal and Direct Control District align with this R-CG approach, resulting in a total of five parking stalls being proposed, with zero stalls for the basement micro units.

As best practice, the project team contacted Professional Transportation Engineers Bunt & Associates to audit the proposed parking supply. Bunt completed a Parking Memo (appended to the end of this report) that concluded the reduction to 0 stalls per basement micro unit is acceptable based on the micro unit size of 45m² or less (comparable to secondary suites), bicycle parking provided for each micro unit on site, a context of frequent and primary transit within walking distance of the subject site, and the existence of Residential Parking Permit (RPP) restrictions in the vicinity that can limit on-street parking impacts. Bunt has also recommended that The City prevents the 5 basement micro units from qualifying for the RPP program through a Development Permit condition, which will further encourage vehicle-free tenancies in these units.

INTERFACING

WHAT WE HEARD

Three stakeholders reached out to the project team with concerns about window placement and potential overlooking impacting privacy, building setbacks, architectural design sensitivity, and waste and recycling.

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RESPONSE

The project team acknowledges that privacy and overlooking can be a primary concern of adjacent neighbors. To diminish these impacts and to improve interfacing with neighbours, Stone West has invested in the preparation of a concurrent Development Permit (DP2021-8227) that addresses brick and mortar building design not normally considered in a standalone Land Use Redesignation process.

Human-scaled rowhouse-style buildings represent a bestpractice solution to balancing intensification objectives with sensitive transitions to adjacent residential properties. The proposed development is based on a "house-scale" with maximum building widths, depths and heights that are meant to blend with those of low density single-detached and semi-detached buildings.

The proposed Direct Control District is also based on the M-CG District, which is intended to be located "in close proximity or adjacent to low density residential development". The proposed development aligns with this intent statement by including M-CG-style built form policies. These policies provide sensitive transitions by reducing building mass and limiting shadow impact with neighbours through a three-storey building height (maximum 12m) with angled rooflines. In addition, the buildings have been designed to

provide privacy by strategically placing and generally limiting the scale and number of windows that overlook adjacent properties. Less actively used rooms like bedrooms and bathrooms are located on the east façade to reduce overlooking.

A 2.134m public realm bylaw dedication on the western edge of the subject site will be required through the development process, reducing the width of the MP424 site. The project team has proposed a reduced setback onto 4 ST NW in the proposed DC District, allowing for a street-oriented development that gathers building mass toward roadways and away from neighbours.

Finally, the project team explored whether a three bin molok system could be installed with private collection service. Unfortunately, due to the presence of overhead power lines along the laneway property line, a collection crane will be unable to access the MP424 site, meaning a molok system will not work. A secondary solution is instead being pursued, with Stone West contracting private waste management. A screened bin station invisible from the street will be located on the property behind the garage for communal resident use. A private collection service will visit the site and collect waste based on demand, removing and replacing bins at the bin station following collection. This service will ensure no bins associated with MP424 will block the laneway.

DEVELOPMENT TIMELINE

WHAT WE HEARD

One stakeholder had a question about the development timeline for MP424.

RESPONSE

If the proposed Land Use Redesignation (LOC) and concurrent Development Permit (DP) are approved (targeting Spring 2022 approvals), the project team anticipates that a BP will be applied for shortly following a potential DP approval. BP approval can take up to 3 months, after which construction will commence. The total time of construction, including demolition could be approximately 10-12 months.

OUTREACH

WHAT WE HEARD

A stakeholder had comments about the outreach process for this project, specifically regarding the decision not to host a public engagement event.

RESPONSE

CivicWorks is the Applicant for the Land Use Application and the Outreach Lead on behalf of the landowner/ developer Stone West Homes. In support of the Land Use Redesignation, CivicWorks has implemented a robust and appropriately scaled outreach process, notifying neighbours and stakeholder groups of the MP424 proposal and inviting feedback via a range of communication channels. These channels have included hand-delivered postcard mailers, on-site signage, a digital meeting with the MPCA, correspondence with the Ward 7 Office, a project phone line, and a dedicated email inbox. The project team decided not to host an event in support of the MP424 proposal based on the project scale, as rowhouse proposals generally attract fewer stakeholders who are better served by specific one on one conversations and information sharing by phone or email.

When this Stakeholder Outreach Summary is published, outreach will formally conclude and stakeholders will be notified via updated mailers and site signage. The MPCA and Ward 7 Office will also be notified by email. A copy of the Outreach Summary will be shared with anyone who requests it and shared on the public record for decision maker review. The project team will continue to respond to all stakeholder inquiries after the Outreach Summary is published.



MEMO

Date: September 1, 2021
Project: 424 17 Avenue NW
Subject: Micro Unit Parking Reduction

Project #: 02-21-0092

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

A land use redesignation is proposed at 424 17 Avenue NW to accommodate 5 townhouse units and 5 micro units. The proposed parking supply is 5 stalls (1 stall per each townhouse unit) resulting in zero parking for the micro units. Bunt & Associates was retained to identify the appropriateness of the proposed zero micro unit parking.

Micro units are comparable to secondary suites and will meet the secondary suite floor area requirements identified in the R-CG district to qualify for zero parking (floor area of 45 m² or less; storage area for mobility alternatives such as bicycles).

1. R-CG BYLAW REQUIREMENTS

For comparative purposes, the bylaw requirements that apply in a R-CG district 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 townhouse parking ratio is consistent with the R-CG ratio of 1 stall per dwelling unit.

The proposed zero micro unit parking supply is also consistent with R-CG requirements as:

- (a) All micro units will be less than 45 m² ;
- (b) The parcel is within 150 metres of frequent bus service on 4 Street NW (route #2); and
- (c) Mobility alternative space will be provided.

2. CITY POLICY

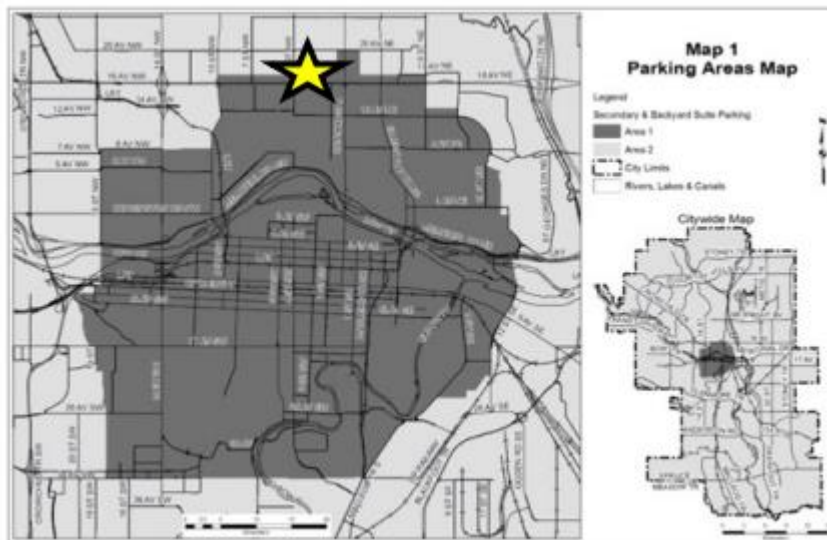
City of Calgary Council adopted the Policy to Guide Discretion for Secondary Suites and Backyard Suites. This policy provides guidance to the Development Authority in the use of discretion when evaluating suites. The relevant parking relaxation policy is stated below.

2. 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 in Area 2 (located immediately north of the boundary between Area 1 and 2). Suite style units can qualify for relaxations within Area 2 if transit frequency guidelines are met within the identified straight-line distances.

Two transit thresholds are met as the site is within a 150 metre radius of MAX Orange stops (16 Avenue NW) and within a 150 metre radius of route #2 stops (4 Street NW). As the transit service threshold is met, zero parking for micro units can be considered.

3. MICRO UNIT PARKING DEMAND

Micro units experience lower parking demand when compared to other residential types 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 units 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 due to demographic differences (age, disposable income, family type). The proposed micro units will be rental.

Council recognized this lower parking demand for small suites. Relevant administration reports to Council (Bylaw 62P2018 – Sept. 10, 2018; PUD2019-1203 – Nov. 18, 2019) identified: •

- “The parking exemption for small secondary suites is provided because smaller rental units accommodate fewer people. It is not expected that every occupant of a small secondary suite will choose not to own a car; however, they are less likely to own a car than occupant(s) in a larger unit, particularly if this choice is enabled by access to other ways of getting around and meeting one’s daily needs.” •
- “The proposed Policy amendments take advantage of existing and future transit investments by enabling parking relaxations for suites located near frequent service and removes an unnecessary cost and impediment to providing a beneficial housing form.” •
- “Providing a mix of housing for a variety of demographics is critical to establishing complete communities.” •

4. OTHER RELAXATION CONSIDERATIONS

The Council approved policy bases parking relaxation 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 JJ. Existing on-street parking restrictions near the site are illustrated below. To limit off-site impacts associated with the proposed zero micro unit parking, the following Condition of Approval is recommended for the Development Permit: “Units under 45 m² are not eligible for Residential Parking Permits, for both residents and visitors.”



4.2 Transit

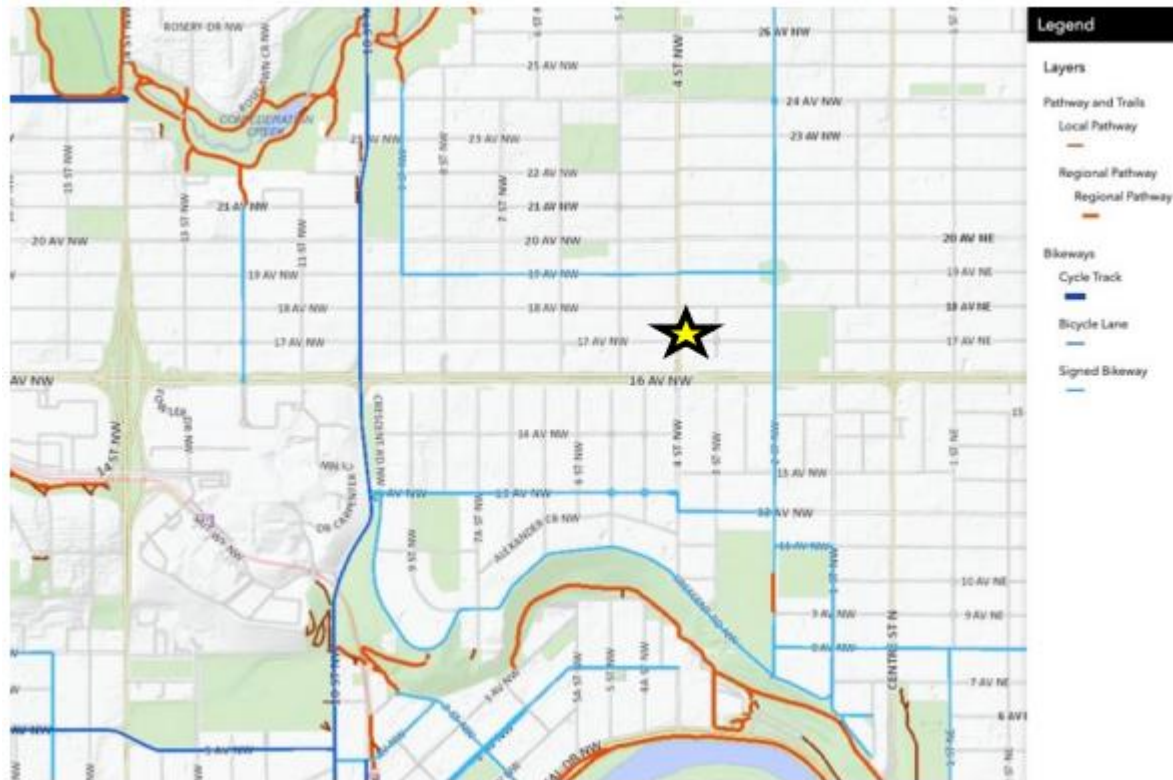
Service levels on transit routes servicing the site are identified below.

ROUTE	TYPE	DISTANCE TO STOP		SERVICE FREQUENCY		
		Radius	Walking	Peaks	Mid-Day	Evening/ Weekend
2 - Mt. Pleasant/Killarney/17 Ave	Frequent Bus	50-150m	50-175 m	13 min	20 min	27-30 min
#19 - 16 Ave North	Bus	150m	175-250m	19-21 min	30 min	27-30 min
MAX Orange - Brentwood/Saddletowne	BRT			16 min	25 min	24-30 min



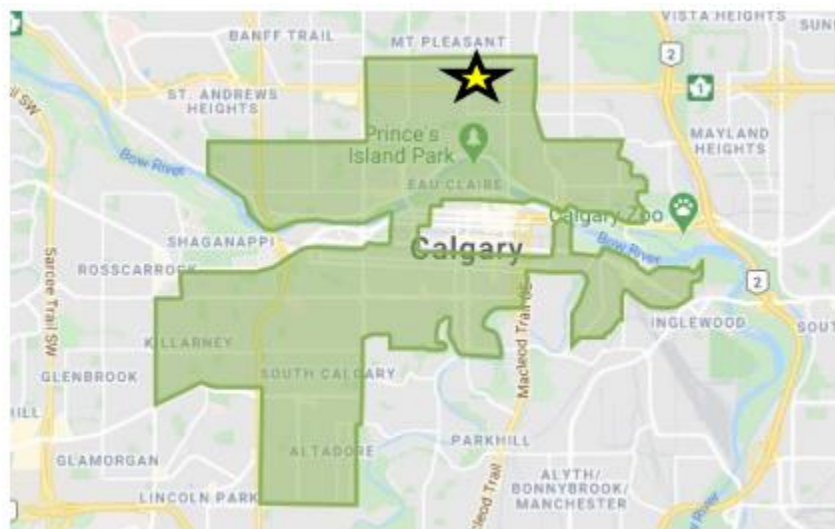
4.3 Cycling

The site is serviced by nearby 19 Avenue NW and 2 Street NW bikeways.



4.4 Carshare Options

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 below) and therefore residents have options for trips that require a vehicle.



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. Recommended TDM strategies for this development are identified below.

5.1 On-Site Mobility alternative storage area (or Class 1 bike parking) provided at a rate of 1 per micro unit.

5.2 Off-Site Restriction of micro-unit residents from obtaining residential parking permits.

6. CONCLUSION

Bunt & Associates concludes the proposed zero micro unit parking supply is supportable as: • R-CG Bylaw – The reduction is consistent with the R-CG bylaw, •

- Policy – The reduction is consistent with relevant policy criteria, •
- Literature – Micro units will experience lower parking demand when compared to other residential dwelling types, •
- On-street – Residential Permit Parking zone restrictions are in place to limit off-site impacts, •
- Transit – BRT and frequent bus services the site, • Cycling – Multiple cycling routes service the site, and •
- Carshare Options – Communauto services the site area.

The on-site mobility alternative storage area will support non-auto travel by micro unit residents while residential parking permit restrictions will limit risks to the City



September 1 2021
ID#: 141616

