

Applicant Outreach Summary

Stone West Homes' concurrent Land Use Redesignation (LOC2021-0154) and Development Permit (DP2021-09266) applications from R-C2 District to a Direct Control (DC) District based on the Multi-Residential – Contextual Grade-Oriented (M-CG) District at 725-729 20 AV NW are proposed to accommodate 22 dwelling units (11 rowhouse dwelling units and 11 basement micro units) in three grade-oriented buildings measuring three storeys. A 4 unit semi-detached building (2 rowhouse dwelling units, 2 basement micro units) and a 6 unit rowhouse building (3 rowhouse dwelling units, 3 basement micro units) are proposed to front 20 AV NW, contributing low scale, contextual development to an eclectic portion of a growing corridor. These two buildings are separated by a circulation path that accesses an internal courtyard and a third rowhouse building in the rear yard that hosts 12 units (6 rowhouse dwelling units, 6 basement micro units). 11 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, 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, Ward 7 Office, and Scandinavian Centre were invited to participate in our process, which has focused on informative and fact-based engagement and communications.

SUMMARY SEPTEMBER 28, 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, Ward 7 Councillor's Office, and Scandinavian Centre, offering 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, the Ward 7 Councillor's Office, and the Scandinavian Centre;
- 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 DP2021-09266 with MPCA (tentative). Over the outreach timeline, the project team engaged in conversations with and received feedback from 7 stakeholders by email and phone. The project team also shared information with and offered meetings to the Ward 7 Office, the Mount Pleasant Community Association (MPCA), and the Scandinavian Centre. 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- 09266 review process. The Scandinavian Centre did not provide response. 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, Tenure + Community Fit
- Parking
- Interfacing
- Outreach Process
- Project Support + Development Curiosity

WHAT WE HEARD

PROPOSED LAND USE DISTRICT, DENSITY, TENURE + COMMUNITY FIT

WHAT WE HEARD

One stakeholder noted concern with the proposed Land Use District, while two provided feedback on the proposed building height, density, rental tenure, and overall community fit.

RESPONSE

The proposed redesignation from the R-C2 District on the two parcels (currently allowing up to 4 dwelling units and 4 secondary suites) to a DC District based on the M-CG District will allow for the development of 22 dwelling units in a multi-residential, grade-oriented development (11 three storey rowhouse dwelling units and 11 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 respond to a midblock context, to modify density, and to 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 (a 9 unit, 9 suite outcome) 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 (DP2021-09266) submitted in December 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. The development proposal consists of three buildings (two rowhouses and one semi-detached style) across two parcels. The entrances are oriented along 20 AV NW or toward the internal courtyard which will allow the proposed development to contribute to the streetscape with grade-oriented unit entrances while respecting the privacy of adjacent parcels.
- MP729 is located along a Neighbourhood Connector corridor assigned a low-modified scale per the recently approved North Hill Communities Local Area Plan (NCHLAP, 2021), meaning primarily residential development of up to four storeys is encouraged here by The City. The site is also located within walking distance of two Main Streets (4 ST NW, 16 AV N) and SAIT, with associated commercial-retail, employment, and education opportunities. The City encourages concentrating people and jobs near these corridors and activity centres over time.
- The MP729 site is situated in a context of institutional and multi-residential development. It is located directly adjacent to the Scandinavian Centre. The 20 AV NW corridor has also recently seen approvals for a variety of multi-residential forms that include rowhouse, multiplex and apartment buildings up to 4 storeys tall. Within ±300m of the site, additional rowhouse and

apartment-style developments up to 4-5 storeys can be found closer to Mount Pleasant Park and the 16 AV NW Main Street.

- The subject site has direct lane access, facilitating a development that orients vehicle access to the rear lane, creating an uninterrupted, pedestrian-friendly public realm interface along 20 AV NW.
- The subject site is located along 20 AV NW – a Collector standard road – ensuring both ease of access and traffic capacity for future residents.
- The subject site is located $\pm 75\text{m}$ from a Route 404 bus stop along 7 ST NW, $\pm 400\text{m}$ from stops for Routes 4 and 4 along 10 ST NW, $\pm 400\text{m}$ from a Route 2 stop on the 4 ST NW Main Street, and $\pm 600\text{m}$ from Primary Transit Network service along the 16 AV NW Main Street, hosting stops for MAX Orange BRT and Route 19.
- The subject site is located $\pm 150\text{m}$ west of St. Joseph Park, an off leash dog park. It is also $\pm 250\text{m}$ away from Mount Pleasant Park, which hosts the Mount Pleasant Community Hall, Sportsplex, outdoor pool, playground, and open space. Three schools and three places of worship are located within $\pm 500\text{m}$ of the site. An on-street bikeway on 19 AV NW leads to nearby cycle network infrastructure on 10 ST NW and 2 ST NW. It is the project team's professional opinion that the 3 storey, 11 rowhouse unit and 11 micro unit proposal balances context-sensitivity with existing neighbours while recognizing the growth goals outlined in municipal policy and excellent site adjacencies. The introduction of new and diverse rental options (1-, 2-, and 3-bedroom units) at MP729 will allow for more Calgarians of varied backgrounds and economic means to access housing in close proximity to existing amenities and services.



PARKING WHAT WE HEARD

Five stakeholders including the MPCA flagged parking as a concern. They noted that 11 parking stalls for the 11 rowhouse dwelling units and no stalls for the micro units would be insufficient and that excess vehicles generated by the development would add to a growing on-street parking issue driven by recent nearby multi-residential development.

RESPONSE.

The MP729 site is well connected within close walking distance to 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 carshare, bicycle routes, and public transit options (stops for Routes 2, 4, 5, 19, 404 within a 5 minute walk and MAX Orange within a 10 minute walk).

The proposed DC District is taking cues from the Land Use Bylaw's R-CG District regarding parking supply, allowing 1 stall for each rowhouse dwelling unit and a reduction to 0 stalls for micro units. The R-CG District includes reduced parking policies for secondary suites that acknowledge a lower documented rate of car ownership 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 suite at grade). The development proposal and Direct Control District align with this approach for the 11 basement micro units, resulting in a total of 0 parking stalls for these units and 11 parking stalls for the 11 rowhouse dwelling 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 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 exclude all units in MP729 from qualifying for the RPP program as the proposal exceeds 20 dwelling units, generally accepted as the upper limit of a building's eligibility for RPP permits. The project team has expressed its openness to confirm this approach through a Development Permit condition, which will encourage vehicle-free tenancies in micro units and reduced vehicle ownership overall.

INTERFACING WHAT WE HEARD

Two stakeholders reached out to the project team with concerns about balcony locations, window treatments/ placements, building setbacks, landscaping, and location of entrances. Two other stakeholders had concerns about the location and storage of waste and recycling bins.

RESPONSE

The project team acknowledges that privacy and overlooking can be a primary concern of neighbors. To diminish these impacts and to improve interfacing, Stone West Homes has invested in the preparation of a concurrent Development Permit (DP2021-09266) that addresses brick and mortar building design not normally considered in a standalone Land Use Redesignation process.

Human-scaled rowhouse buildings represent a best-practice solution to balancing densification objectives with sensitive transitions to existing low density residential neighbours. The proposed development is based on a "house-scale" with maximum building widths, depths and heights that mirror those of low-density single-detached and semi-detached buildings, offering small incremental change that reinforces the scale of the context in the mid-block (second from the corner lot) condition.

The proposed Direct Control District is 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), building setbacks, angled rooflines, and the provision of a courtyard amenity space that separates buildings and limits overall mass. 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. Unit entrances are located along 20 AV NW or in the internal courtyard to similarly reduce impacts on neighbouring properties.

For waste and recycling, a three bin molok system serving the entire MP729 development is proposed near the west property line shared with the Scandinavian Centre, away from residential neighbours. A private collection service will visit the site to collect waste based on demand. This molok system replaces on-site municipal bins, meaning no bins will block the laneway.

OUTREACH PROCESS

WHAT WE HEARD

Two stakeholders had questions or comments about the outreach process for this project. One asked why the project team decided not to host a public engagement event.

RESPONSE

CivicWorks is the Applicant for the Land Use Redesignation 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 MP729 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 and Scandinavian Centre, a project phone line, and a dedicated email inbox. The project team decided not to host an event in support of the MP729 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, Ward 7 Office, and Scandinavian Centre 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.

PROJECT SUPPORT + DEVELOPMENT CURIOSITY

WHAT WE HEARD

Two stakeholders contacted the project team to express their support for the MP729 proposal. One inquired about developing their own property along the 20 AV NW corridor.

RESPONSE

The project team appreciates the support it has received from 2 of the 7 individual stakeholder respondents for MP729. The concurrent Land Use Redesignation and Development Permit proposals aim to build on feedback provided for a previous redesignation proposal for 721-729 20 AV NW by a different developer and applicant group. This proposal for a slightly larger assembly of lands than the MP729 site asked for a redesignation to the M-C2 District to facilitate the development of a 5 storey multi-residential apartment building. Feedback provided by community members and stakeholders on the public record indicated a strong preference for a rowhouse forms in this location.

As noted in the section of this report focused on community fit, 20 AV NW has been identified in the NCHLAP as a Neighbourhood Connector corridor with a Low-modified scale, meaning primarily residential development of up to 4 storeys is encouraged. This information was shared with the individual asking about development potential.

The project team aims to strike a balance with the MP729 proposal, acknowledging the feedback of area residents while also responding to the years of planning work that went into the creation of the NCHLAP. The project team believes a DC District based on M-CG that facilitates the development of three storey

multi-residential rowhouse clusters listens to community feedback while taking steps to densify the corridor in line with municipal growth goals.

TRANSPORTATION PLANNERS AND ENGINEERS



MEMO

Date: December 1, 2021
Project: 725 & 729 20 Avenue NW
Subject: Micro Unit Parking Reduction

Project #: 02-21-0091

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

The previous version of this memo (September 2021) is revised to clarify that residential permit parking restrictions should apply to all units. A land use redesignation is proposed at 725 & 729 20 Avenue NW to accommodate 11 townhouse units and 11 micro units. The proposed parking supply is 11 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. CITY POLICY

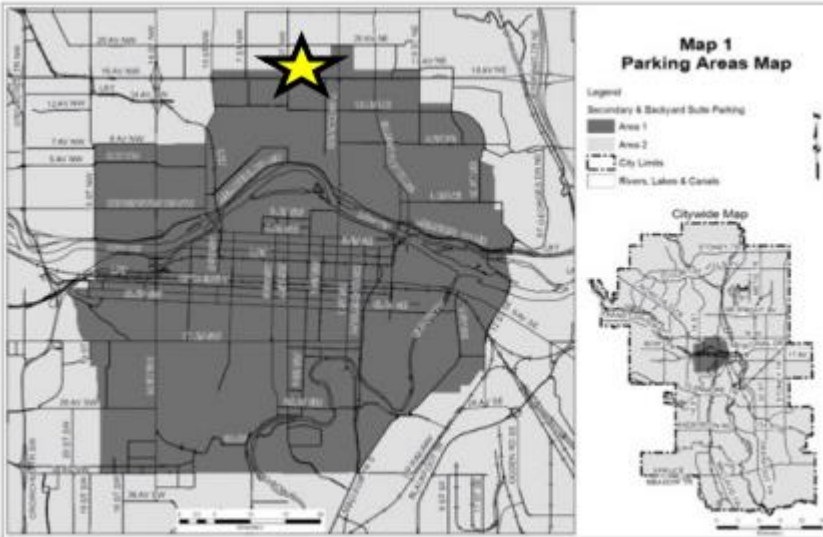
City of Calgary Council adopted the Policy to Guide Discretion for Secondary Suites and Backyard Suites. This policy provides guidance to the Development Authority in the use of discretion when evaluating suites. The relevant parking relaxation policy is stated below.

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.

2. 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.”

3. 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.

3.1 On-Street Parking

Existing on-street parking restrictions near the site are illustrated below.



The site is located within Residential Parking Permit (RPP) zone F. 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 are not eligible for Residential Parking Permits, for both residents and visitors.”

3.2 Transit

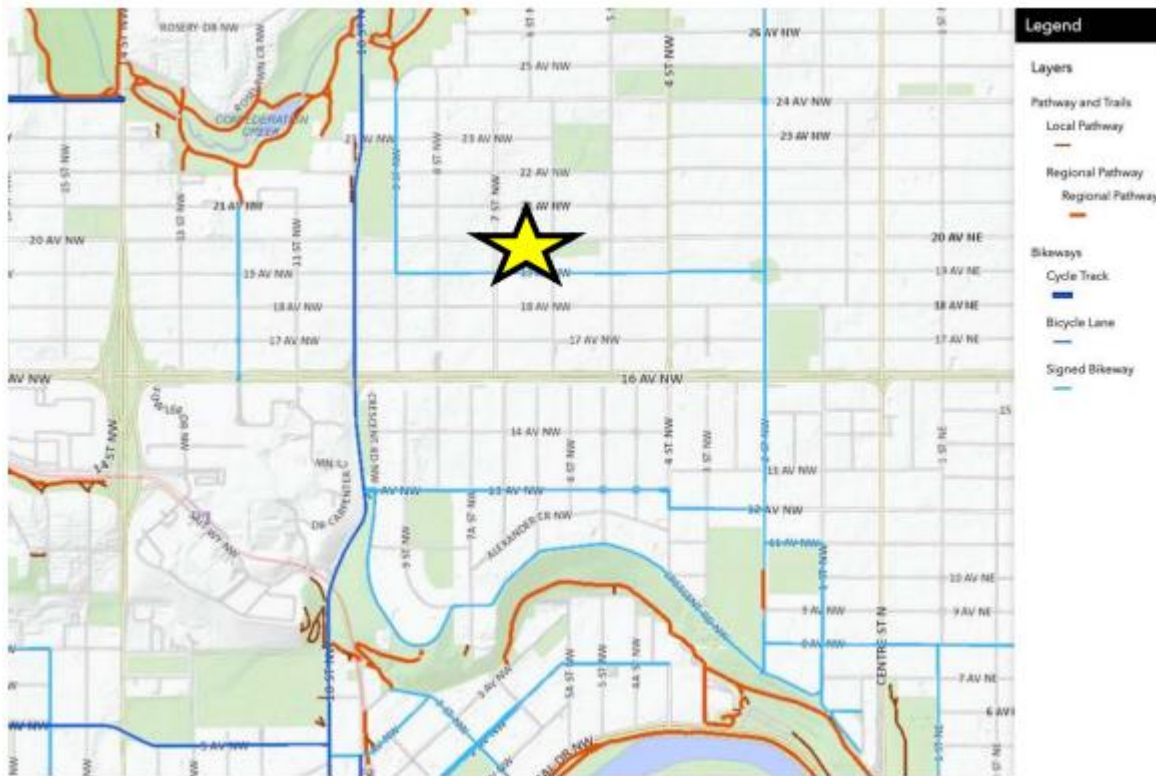
Service levels on transit routes servicing the site are identified below.

ROUTE	TYPE	DISTANCE (RADIUS) TO STOP	SERVICE FREQUENCY		
			Peaks	Mid-Day	Evening/ Weekends
404 - North Hill	Bus	75 m	60 min	60 min	60 min
#2 - Mt. Pleasant/Killarney/17 Ave	Frequent Bus	450-475m	13 min	20 min	27-30 min
#4/5 - Huntington/North Haven	Bus	450-475m	8-15 min	20 min	32-37 min
#19 - 16 Avenue North	Bus	350-400m	19-21 min	30 min	30 min
MAX Orange	BRT	550-625m	10 min	22 min	25-35 min



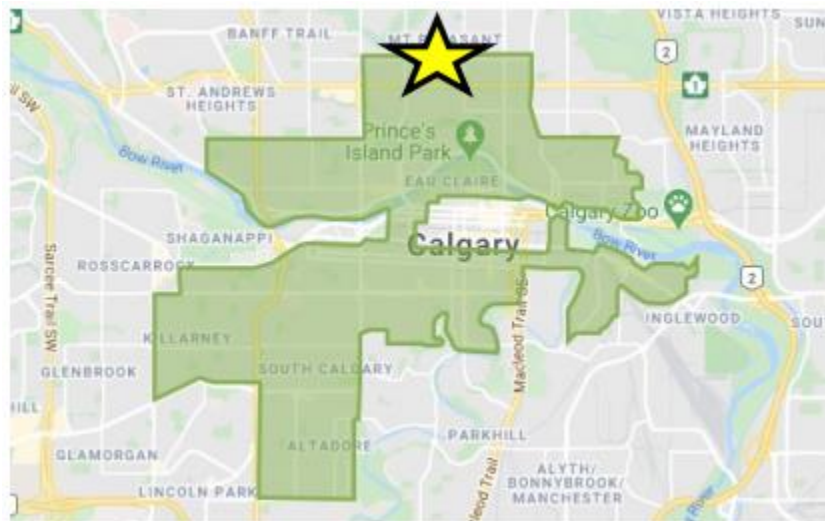
3.3 Cycling

The site is serviced by multiple cycling routes including the 19 Avenue NW and 2 Street NW bikeways as well as bike lanes along 10 Street NW.



3.4 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.



4. 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.

4.1 On-Site

Mobility alternative storage area provided at a rate of 1 stall per micro unit.

4.2 Off-Site

Restriction of site residents from obtaining residential parking permits.

5. CONCLUSION

Bunt & Associates concludes the proposed zero micro unit parking supply is supportable as:

- Policy – The reduction is principally consistent with policy intent,
- 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 – Multiple transit routes service 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