

Applicant Submission



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March 8, 2022

Planning & Development
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RE: Land Use Redesignation from M-CGd72 to DC (based on M-CG)
1743, 1747 36 AV SW | Lots 21 - 24, Block 16, Plan 1497BC

APPLICANT STATEMENT

Oldstreet Development Corp. has retained CivicWorks and Formed Alliance Architecture Studio (FAAS) to undertake a concurrent Land Use Redesignation and Development Permit process to facilitate the construction of a 3-storey 22-unit courtyard-oriented multi-residential development with front doors facing 17 ST SW / 36 AV SW, an internal common courtyard, alternative mobility device (bike, scooter, stroller, etc.) storage and 11 total parking stalls.

In support of the proposed development vision, a Land Use Redesignation is proposed to transition the subject site from the existing M-CGd72 (Multi-Residential - Contextual Grade-Oriented) District to a custom DC (Direct Control) District based on the rules of the existing M-CG District in order to:

- (a) *accommodate grade oriented Multi-Residential Development of low height and medium density;*
- (b) *accommodate Multi-Residential Development where intensity is measured by floor area ratio to provide flexibility in building form and unit size and number;*
- (c) *establish specific motor vehicle parking, bicycle parking and mobility alternatives storage requirements for smaller units;*
- (d) *provide for individual, separate, direct access to grade for all units; and*
- (e) *provide for a sensitive transition to adjacent low-density residential development.*

DC RATIONALE

The proposed DC District offers a unique approach to low scale multi-residential housing that isn't supported through any existing District in the current Land Use Bylaw. The Land Use Bylaw does not have a District that supports medium density outcomes in a low scale building form. Currently medium density developments are only supported within apartment-style building forms within Multi-Residential Districts like M-C2. This type of development is often referred to as "invisible density" because it allows more people to live in established communities without the built form impacts of a larger apartment-style building. This compact medium density form relies on five key design elements enabled by the custom DC District rules:

- A contextually scaled, three storey built form with stacked Dwelling Units;
- Separate grade-oriented entrances for all Dwelling Units;
- A common interior courtyard that provides access, amenity and light penetration;
- A unique and diverse unit mix that includes upper 2-level townhouse-style Dwelling Units (1,100 sq.ft), ground floor flat-style Dwelling Units (~650 - 890 sq.ft), and compact ground floor / basement Dwelling Units (equivalent to the Secondary Suite use and no greater than 45 sq. m. / 484 sq. ft. in size); and
- A tailored parking supply that is responsive to the proposed unit mix and an amenity-rich and transit supportive inner city context.



The proposed DC District and associated rules ensure clarity of purpose and certainty of outcome for all stakeholders. To ensure a high quality bricks and mortar outcome, a supporting concurrent Development Permit has been submitted by FAAS. 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 proposed use and development vision is well-suited to the site given its surrounding built form context, lot characteristics and location. 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 units that cater to a variety of needs and lifestyles, including Calgarians that opt for vehicle-reduced or vehicle-free lifestyles and value low scale ground-oriented housing. 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 neighborhood street scape and reflect existing residential design patterns along 36 AV and 17 ST SW. Grade-oriented entrances and building façade articulation provide the appearance of distinct units, 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 36 AV and 17 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 Local & Primary Transit: The subject site is within 350m (~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 wait 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. The subject site is also 275m from the Route 13 local transit stop at 38 AV / 16 ST SW, which provides service to Mount Royal University and Downtown.

Proximity To A Main Street Corridor: The subject site is located 235m from the 33 AV SW Neighbourhood Main Street corridor, allowing future residents direct and easy access to a variety of 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 Kiwanis Park and the Marda Loop Communities Association / South Calgary Outdoor Pool.

Proximity To Existing Multi-Unit Development: The subject site is adjacent to 3 multi-unit developments all with 3 units or greater per building (3709 - 17 ST SW, 1811 - 34 AV SW, and 1748 - 36 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 walking, cycling and Communato car share.

The proposed DC is intended to provide greater clarity and certainty about the appropriateness of reduced Micro Dwelling Unit 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.

In support of the proposed DC District, Bunt & Associates was retained to undertake a Parking Study to evaluate the appropriateness of the proposed parking supply and associated DC rules. The Parking Study found the proposed parking supply to be supportable and appropriate based on the following considerations:

1. **Policy:** The parking supply reduction for Micro Dwelling Units is consistent with relevant Council approved policy and criteria.
2. **Literature:** Smaller units like Micro Dwelling Units experience lower parking demand when compared to other types of dwellings.
3. **Walkability:** The site is within easy walking distance of shops and services along the 33 Avenue SW Main Street and surrounding area.
4. **Transit:** Frequent bus service is available near the site (Routes 7, 13, 22).
5. **Cycling:** Multiple cycling routes service the site and surrounding area.
6. **Carshare:** The site is within the Communato car share service area.

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) and non-statutory Guide for Local Area Planning.

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 South Calgary / Altadore Area Redevelopment Plan (ARP, 1986), and is within the ARP's "Residential Low Density" land use policy area. 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, a minor map based amendment to the South Calgary / Altadore ARP is proposed to transition the site to a "Residential Medium Density" land use policy area.



STAKEHOLDER OUTREACH

CivicWorks and Oldstreet 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. A full summary of our applicant-led outreach process is provided in a supporting *Stakeholder Outreach Summary* (provided under separate cover).

CONCLUSION

The proposed land use redesignation and associated development vision 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.