

CITY OF CALGARY
RECEIVED
IN COUNCIL CHAMBER
MAY 10 2022
ITEM: 8.1.8 CPC2022-0348
DISTRIBUTION
CITY CLERK'S DEPARTMENT

1

Loop 36.


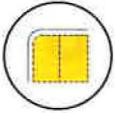

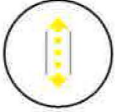


LOC2021-0129 / DP2021-6711
Item 8.1.8

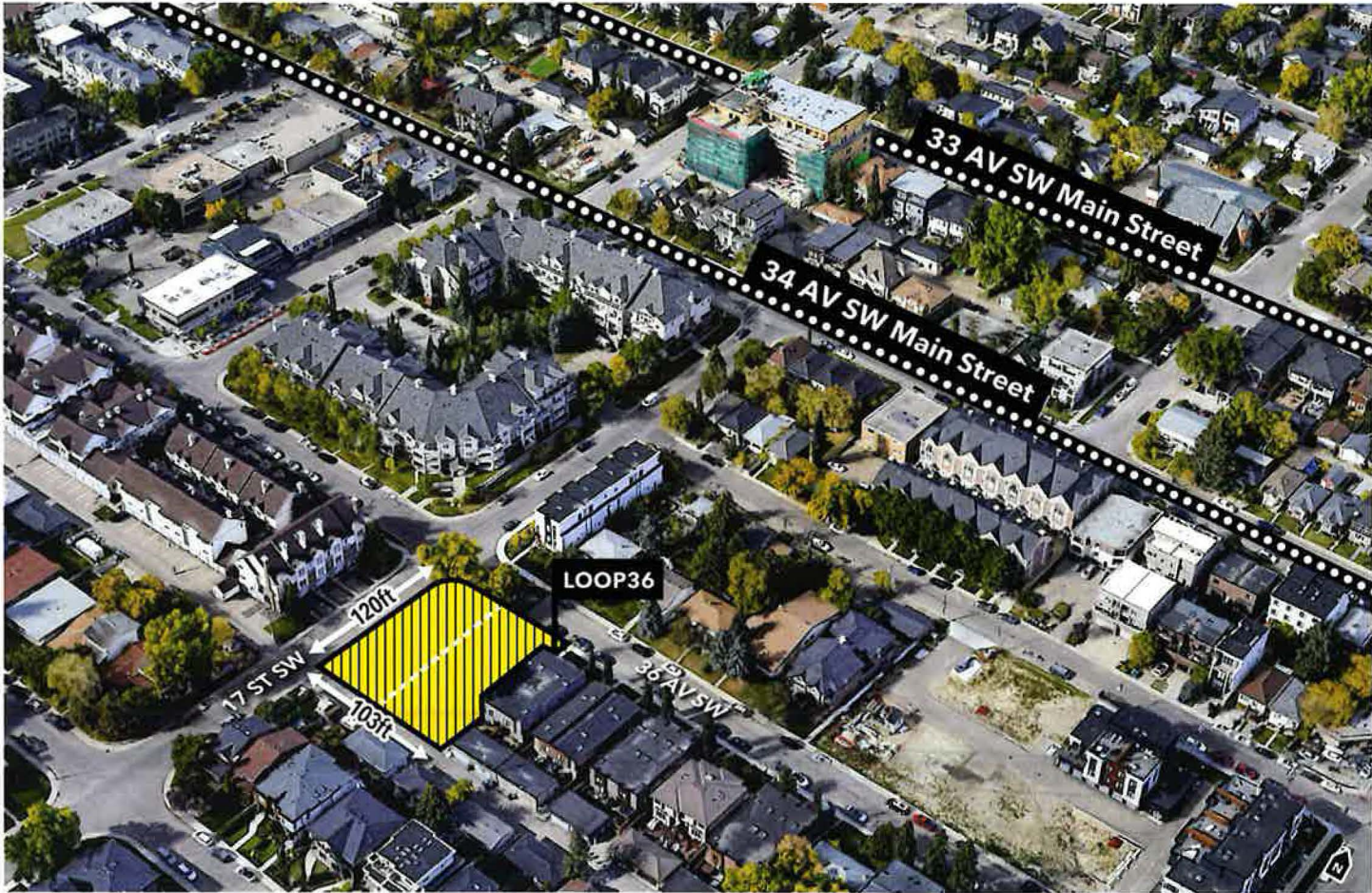


FAAS

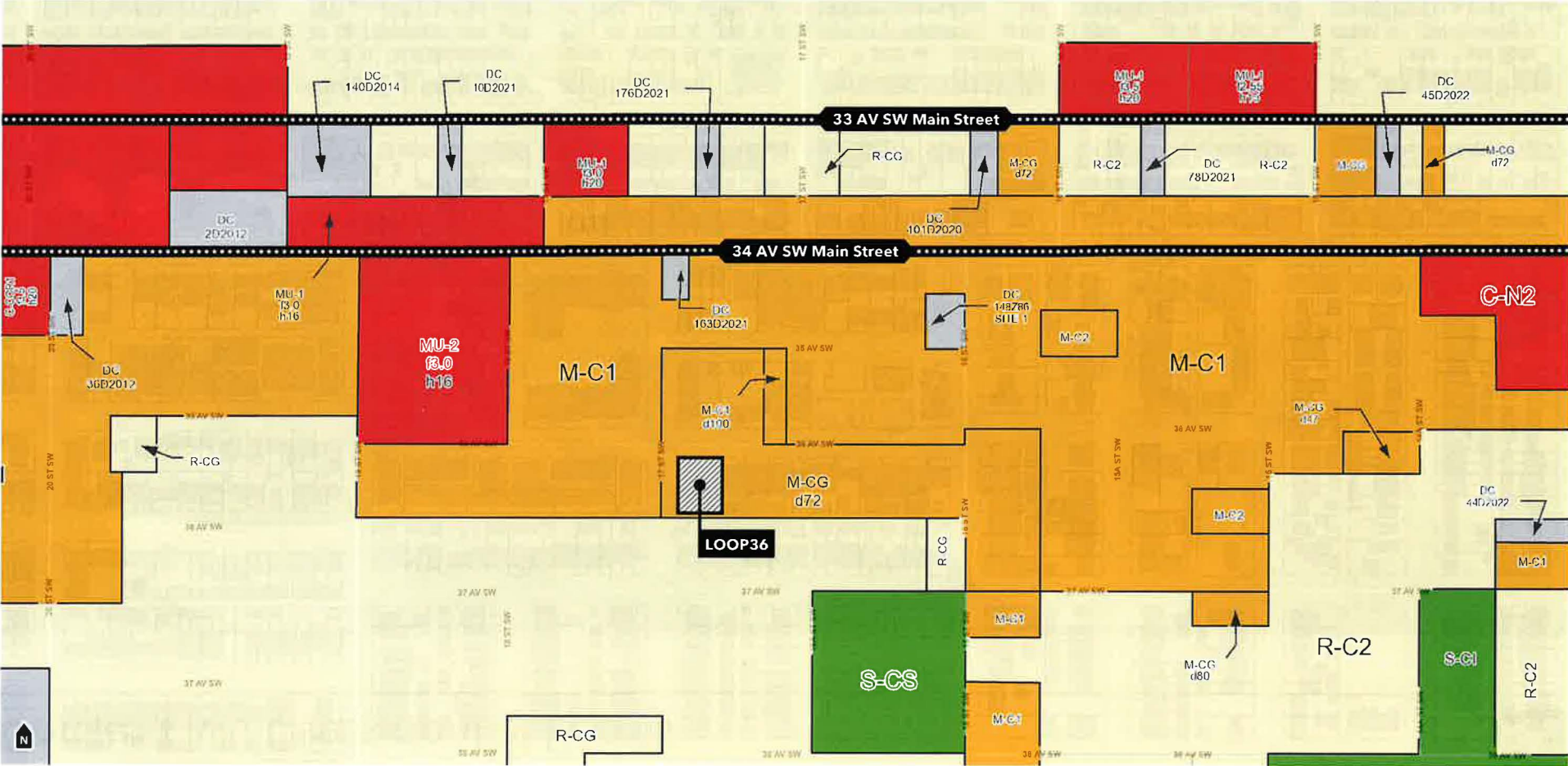


Context 33 & 34 Avenue Main Streets

-  Inner-city Context
-  Large 100ft Corner Assembly
-  Paved Lane + Direct Access
-  Excellent Connections
-  Main Streets + Amenities
-  Close to Transit



Context Multi-Residential Land Uses

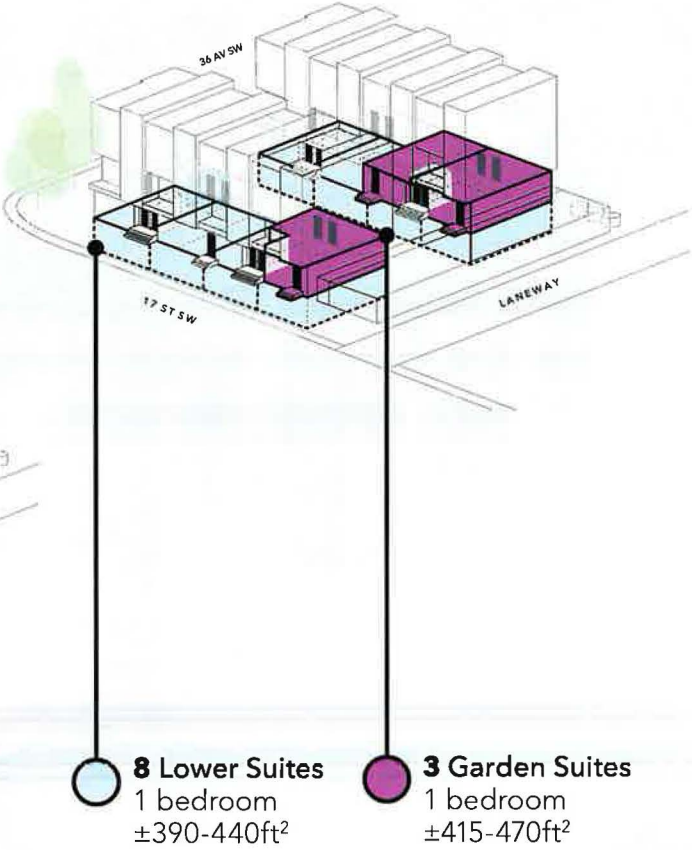
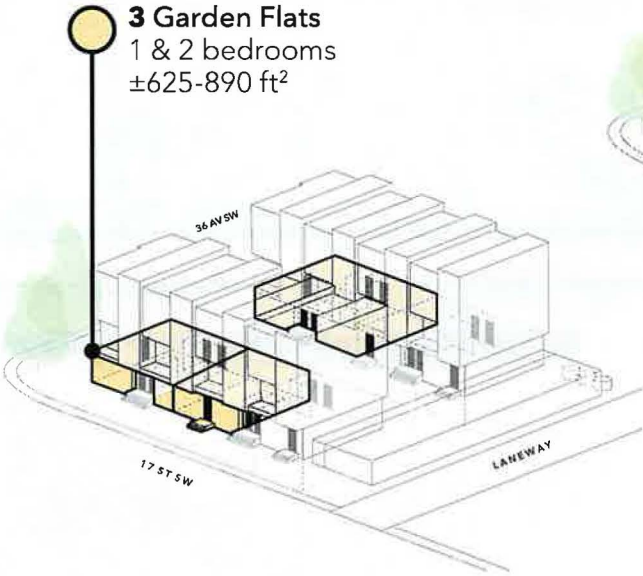
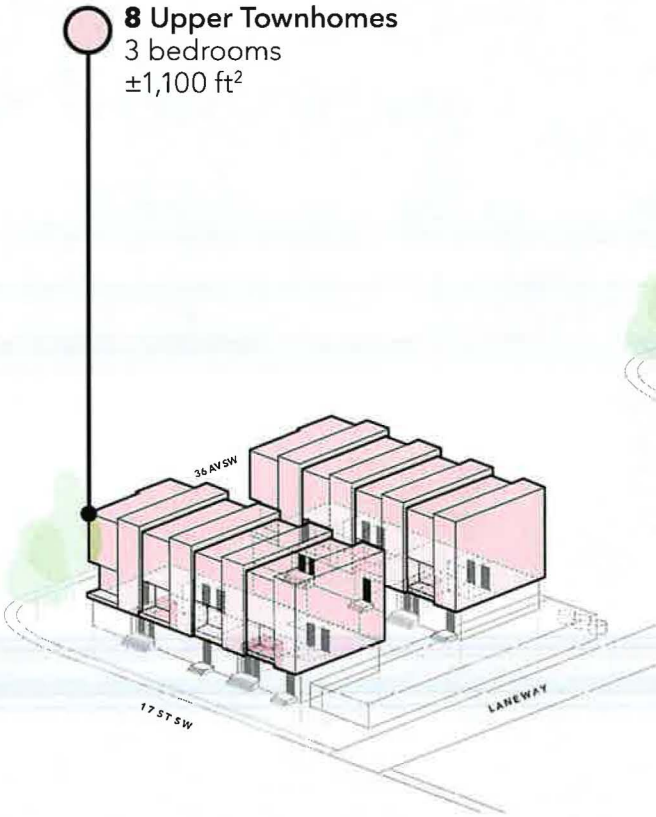


Context Multi-Residential Forms





Unit Mix All Ages, Wages & Stages

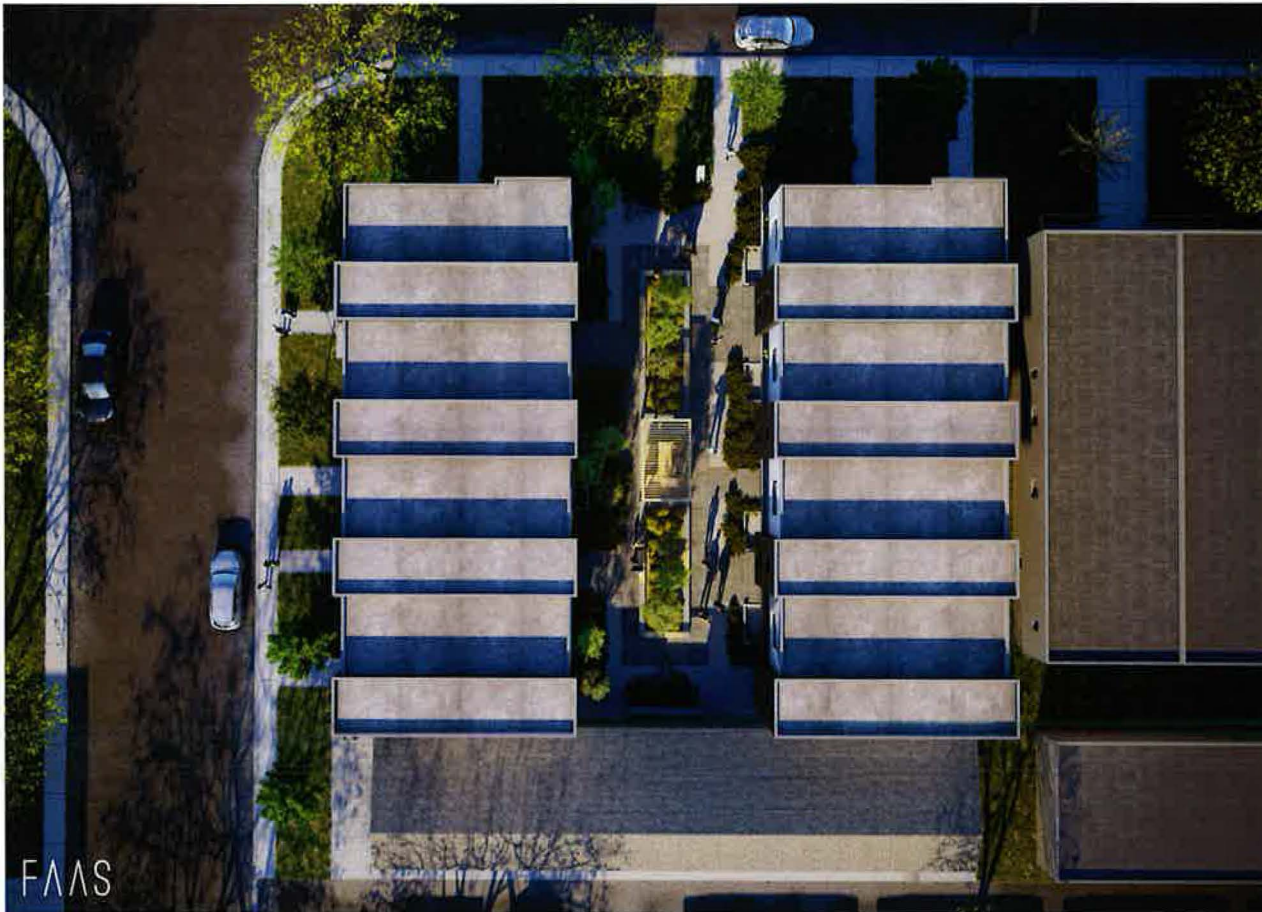




F A A S



Supplementary.



F A A S

2 Low Scale Multi-residential Buildings
10.5m building height

8.5m Interior Courtyard
Unit access, shared amenity, massing relief

22 Total Dwelling Units
Street & courtyard oriented

- **8 Upper Level Townhomes**
Individual street & courtyard oriented entries
(±1,100 ft²)
- **3 Main Level Flats**
Individual street oriented entries
(±650-890 ft²)
- **3 Main Level Garden Suites**
Individual courtyard oriented entries
(±410-460ft²)
- **8 Lower Level Suites**
Individual street & courtyard oriented entries
(±410-460ft²)

11 Vehicle Parking Stalls
EV-ready carport, access via laneway

11 Bike / Mobility Device Storage Units
Individual, secure, enclosed, charger-ready

All (2) Public Street Trees Retained

6 New Public Street Trees Proposed

\$55K area benefiting fire flow upgrade

Outreach Strategies



ON-SITE SIGNAGE



HAND-DELIVERED MAILERS



OUTREACH EMAIL INBOX + CORRESPONDENCE



OUTREACH PHONE LINE + TEAM RESPONSES



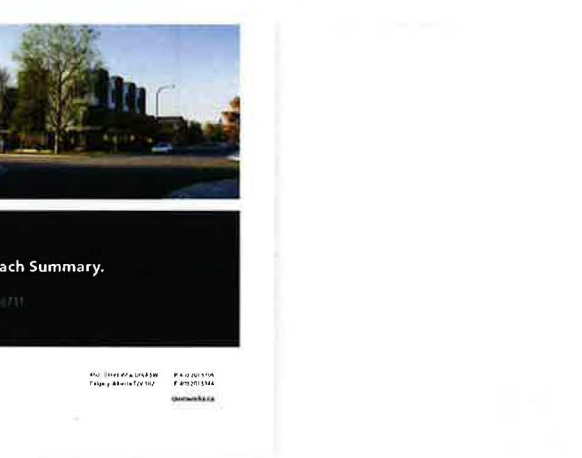
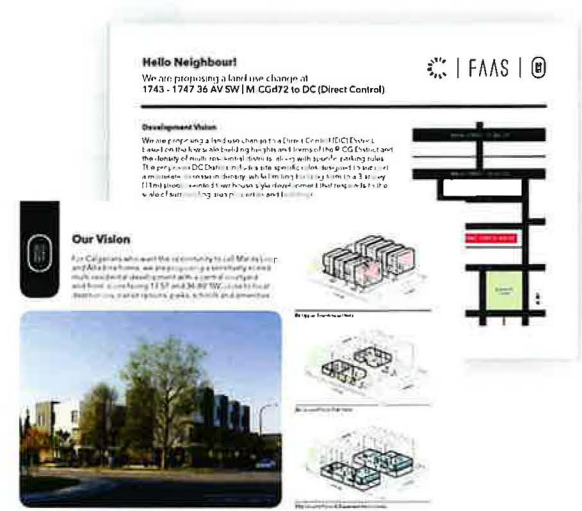
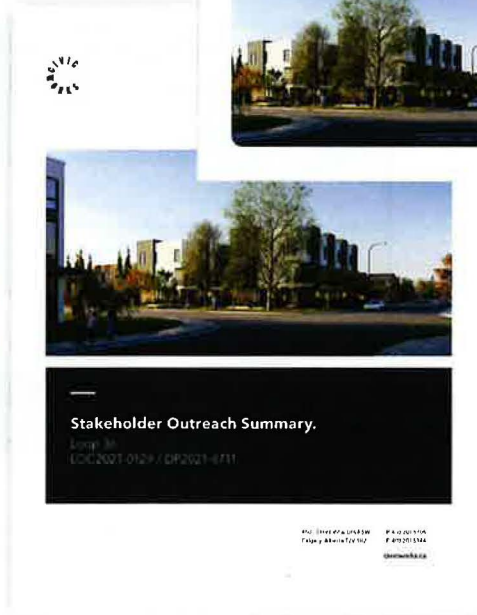
PROJECT MEMO SHARED WITH MLCA + WARD 8 OFFICE



INFORMATION SESSION: JANUARY 19, 2022




DETAILED WHAT WE HEARD SUMMARY




Direct Control At A Glance

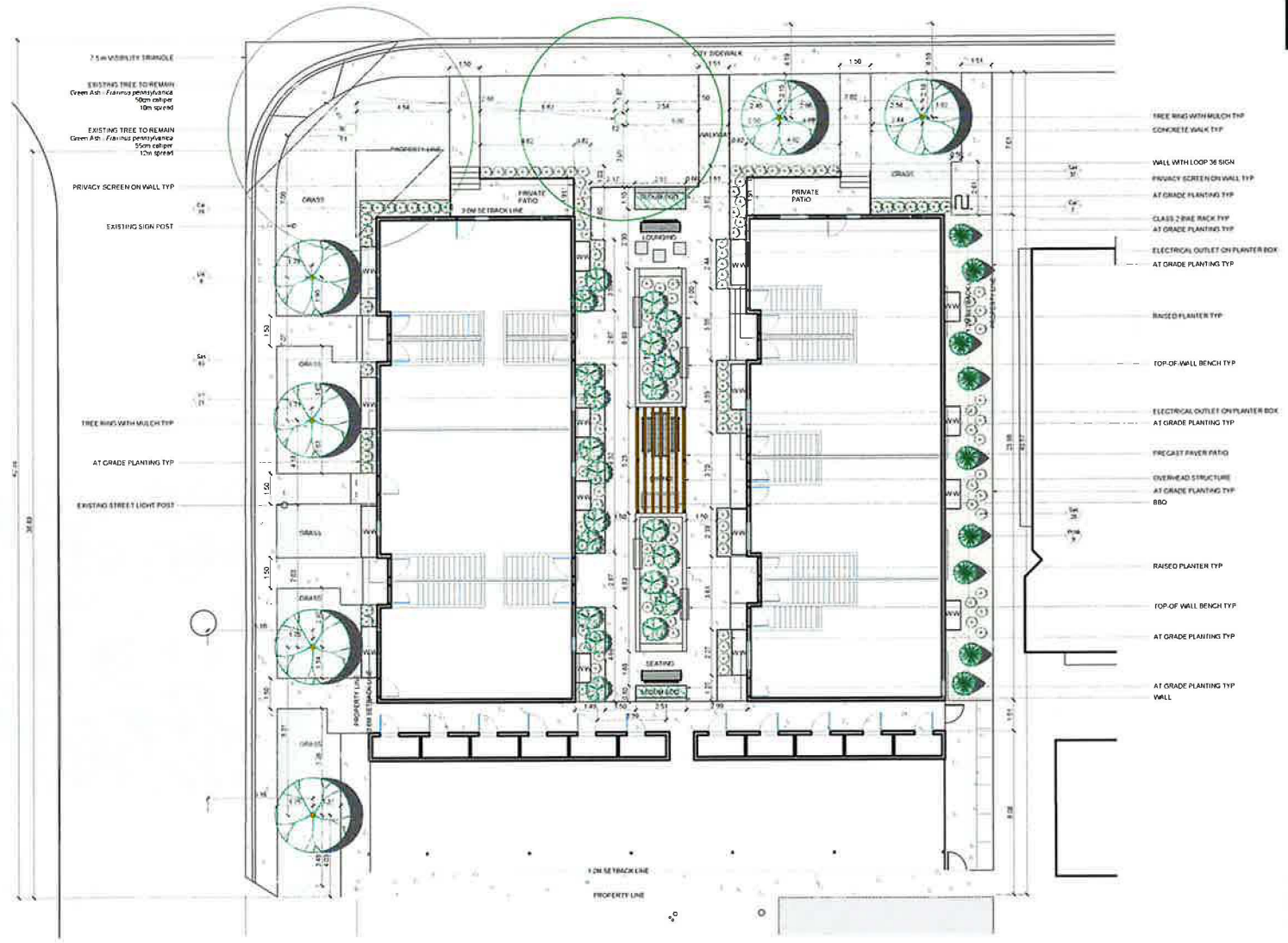
	M-CG DISTRICT POLICIES	DC POLICIES (BASED ON M-CG)
Purpose	Low Scale Low Density	Low Scale Medium Density
Permitted Uses + Discretionary Uses	Range of Low Scale Residential Uses	Range of Low Scale Residential Uses
Density	72 UPH (8 Units)	N/A
FAR	N/A	1.5 FAR 1.3 FAR
Street Orientation + Unit Mix	N/A	50%+ of larger units must face the street Smaller units (≤45m² / 484ft²) cannot exceed larger units
At-Grade Orientation	Unit and access located at grade.	Individual unit access located at grade.
Building Separation	N/A	7.5m at-grade / 7.0m above grade
Setbacks	± 3m contextual front, 1.2m side, 1.2m rear	3m front, 1.2m side, 1.2m rear setbacks.
Building Height	Max. 12m (± 3 Storeys) + stepbacks	Max. 12m (3 Storeys) + stepbacks
Landscaping	100% of Landscaping located at grade	100% of landscaping provided at grade.
Amenity Space	5m ² / unit	7.5m² / unit
Parking	1 Parking Stall / Unit 0.15 Visitor Stalls / Unit Ø Bike Stalls	1 Stall / Unit Ø Visitor Stalls / Unit Ø Stalls per Unit ≤ 45m² 0.5 Class One Bike Stalls per Unit

REVISED
Based on CPC Feedback

 Proposed DC rules align with M-CG District

 Proposed DC rules based on previously approved DC Districts

Landscape Plan



Waste & Recycling Logistics



Old Street Development

Attn: Connor Irving

Re :22 Multi Family Unit 1743 & 1747 35 Avenue SW

To Whom it may concern

LBR has reviewed all plans for the new project listed above. It is our conclusion that LBR can service this property with designated trucks and with no safety or access concerns.

LBR will use a front load truck for both waste and mixed recycling and a side load truck for the organics. We feel we have suitable access to operate these vehicles.

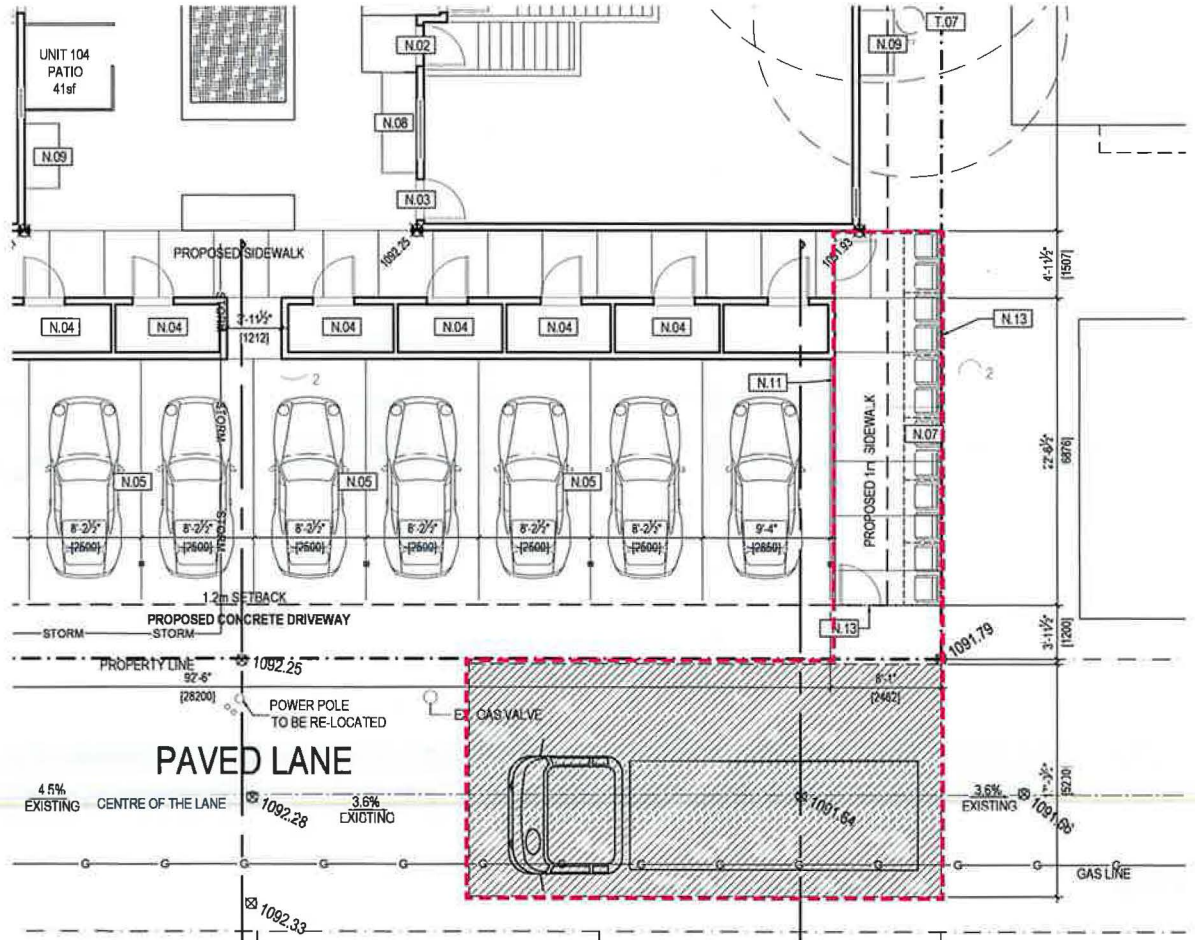
If you have any further questions or concerns feel free to call me at (403) 630-9680.

Sincerely,


Pat Pellegrino

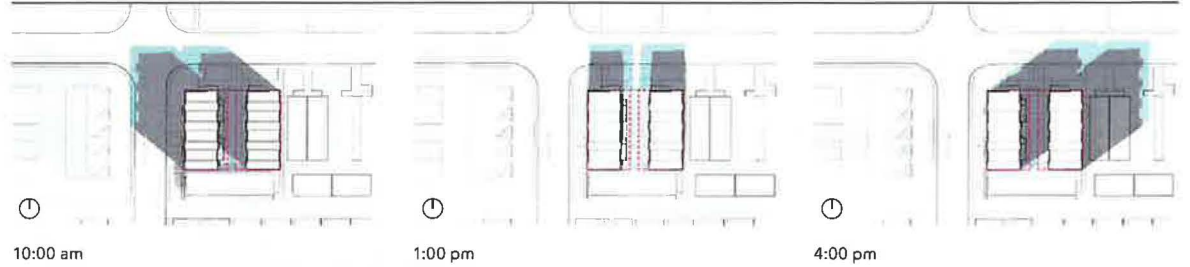
District Manager

Little Big Recycling Ltd

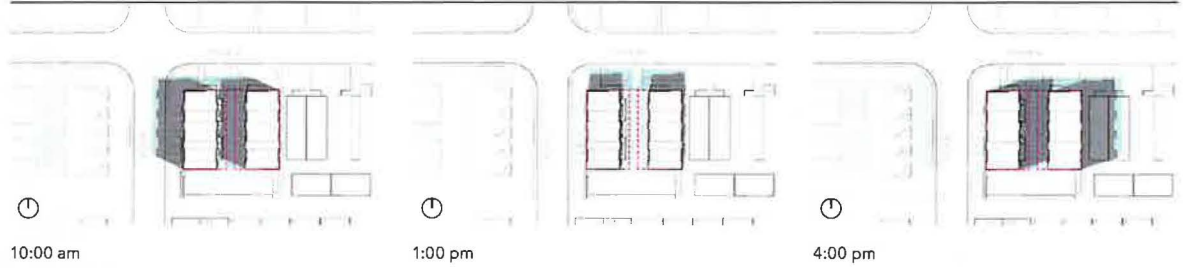


Shadow Studies

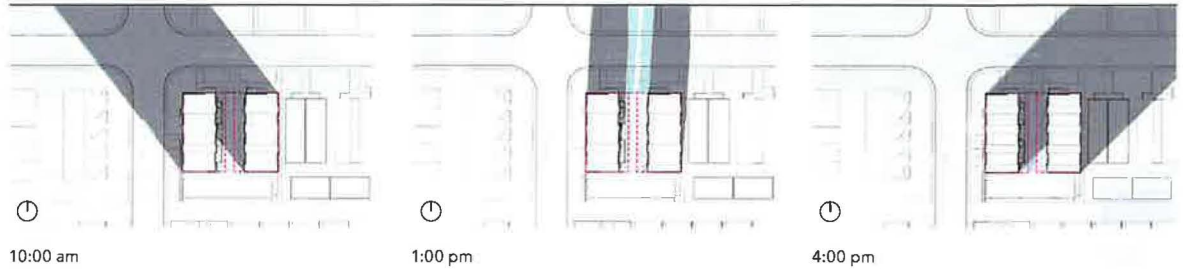
MARCH 21



JUNE 21



DECEMBER 21



- EXISTING SHADOWS
- LOOP 36 SHADOWS
- 12 M M-CG BUILDING
- 12 M BUILDING SHADOW

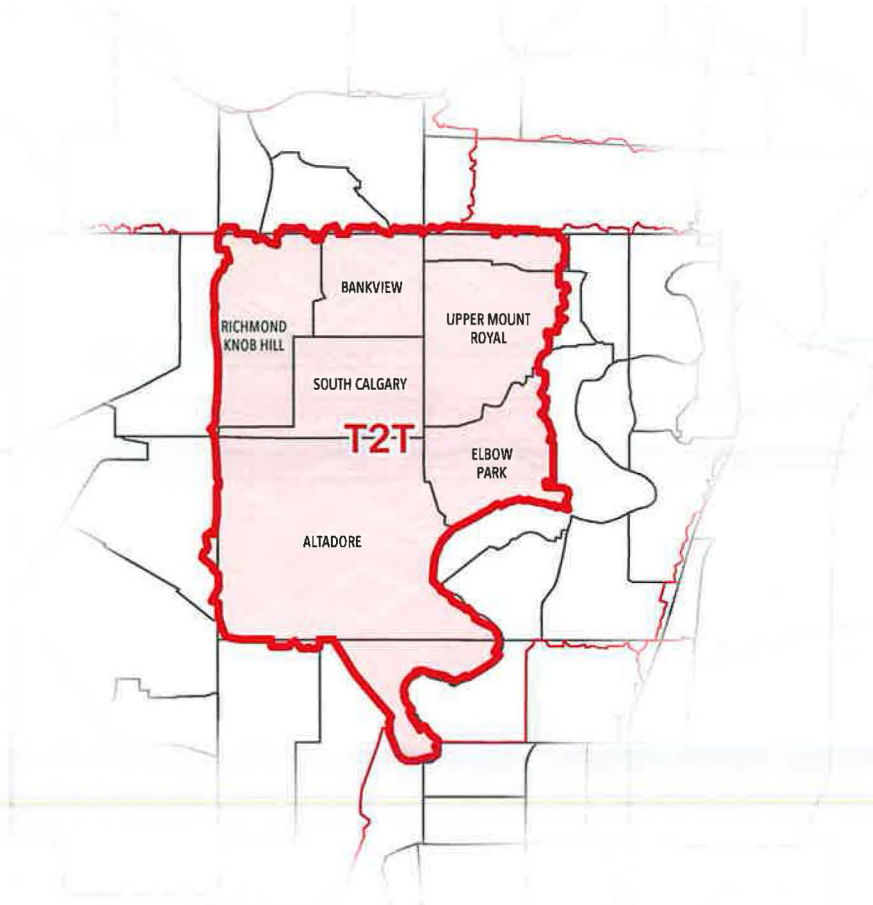
Marda Loop Getting Around



Marda Loop Getting Around



Vehicle Ownership Local Area Trends



15,472

Total Households In T2T Forward Sorting Area (FSA)
Excluding vacant dwellings or short term rentals



±20%

0 Vehicle Households
3,046 households



±39%

1 Vehicle Households
5,967 households



±23%

2 Vehicle Households
3,603 households



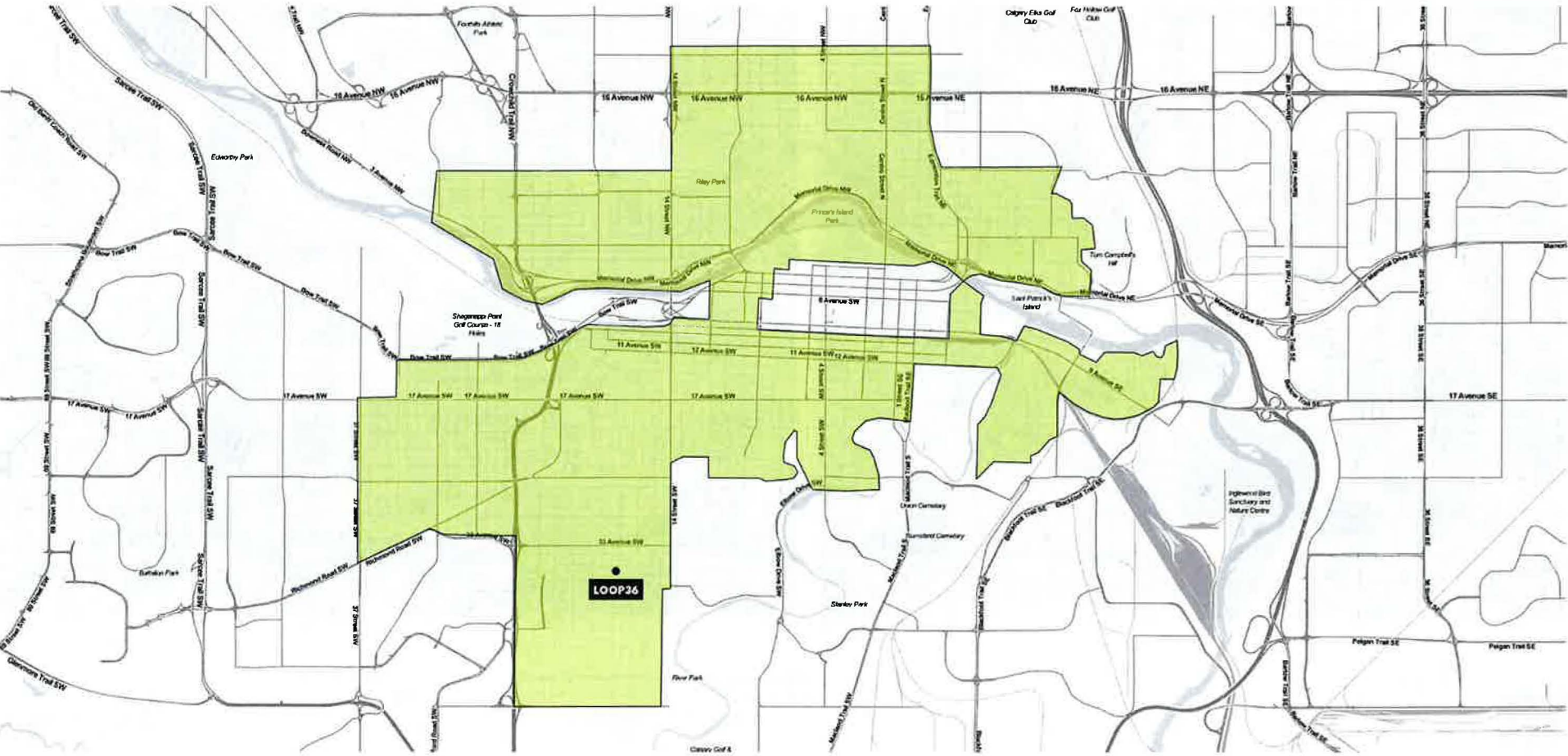
±18%

3+ Vehicle Households
2,856 households

Sources:

Alberta Transportation Vehicle Registrations: MOVES Vehicle Research File (2021)
Canada Post DMTI Postal Suite Addressing: Calgary (2021)
City of Calgary Open Data: Short Term Rentals (2022)
City of Calgary Census: City-wide Vacancy Rate (2019)

Mobility Options Communauto Car Share

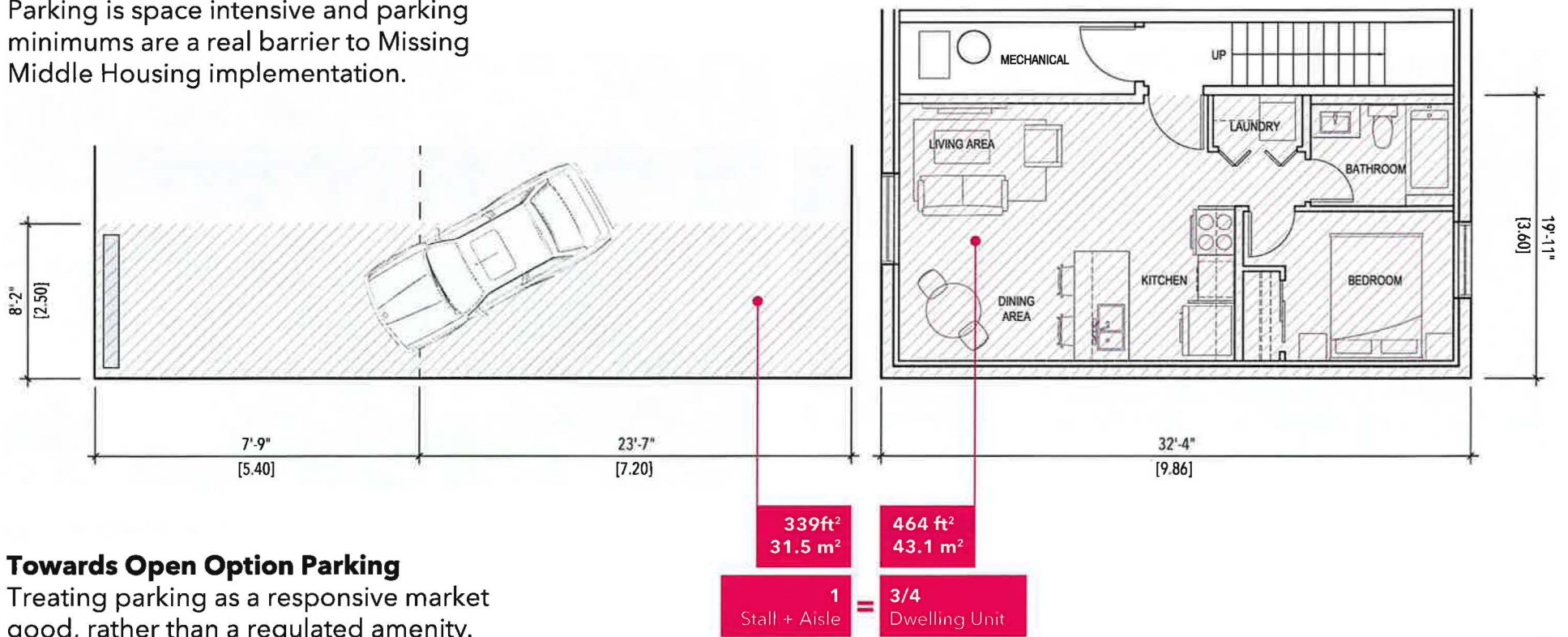


Parking On-street Supply



Barriers to Implementation

Parking is space intensive and parking minimums are a real barrier to Missing Middle Housing implementation.



Towards Open Option Parking

Treating parking as a responsive market good, rather than a regulated amenity.

Progressive Shifts Evolving Parking Policy

City of Edmonton



2020 Removed mandatory commercial and residential minimum parking requirements from their zoning bylaw.

City of Toronto



2021 Removed mandatory commercial and residential minimum parking requirements from their zoning bylaw.