

Applicant Outreach Summary



STAKEHOLDER OUTREACH SUMMARY



2734 Richmond RD SW
LOC2022-0033, DP2022-02121

Issued: 2022.06.24

SUMMARY

Apaar Homes' concurrent Land Use Redesignation (LOC2022-0033) and Development Permit (DP2022-02121) applications from Direct Control (DC) District based on the R-2 (Bylaw 2P80) District to a DC District based on the Residential – Contextual Grade-Oriented (R-CG) District at 2734 Richmond RD SW

are proposed to accommodate 6 dwelling units and 5 secondary suites across 2 buildings. 4 units and 4 suites will be located in a 2 storey, grade-oriented rowhouse building fronting 27 ST SW and the remaining 2 units and 1 suite will be located in a 3 storey semi-detached structure that fronts Richmond RD SW. 6 parking stalls will be provided on a parking pad off the lane, providing 1 stall for each dwelling unit.

In support of the Land Use Redesignation for this project we're calling R2734, CivicWorks has undertaken a proactive and appropriately scaled outreach program to ensure a clear process for stakeholders and stakeholder groups. A variety of outreach strategies were implemented between February - June 2022 and are further detailed below. Stakeholders including the Killarney-Glengarry Community Association (KGCA) and Ward 8 Office were invited to participate in our process, which has focused on informative and fact-based engagement and communications.

HOW WE ENGAGED

FEBRUARY 28, 2022 - APPLICATION SUBMISSION

- Hand delivered letters to neighbours within +/- 150m of the subject site, providing proposal details and contact information

- Displayed a sandwich board on the site, providing proposal details and contact information (ongoing)

- Activated and monitored a dedicated engagement email and phone line (ongoing)

- Shared project overview letter, plans and parking study with the KGCA and Ward 8 Office, offering virtual meetings

MARCH-MAY 2022

- Ongoing correspondence with stakeholders, the KGCA and Ward 8 Office, including share of concurrent Development Permit submission materials

- April 21, 2022 meeting with Ward 8 Office

JUNE 24-28, 2022

- Shared outreach Summary Letter with City Administration, KGCA, and Ward 8 Office

- Hand delivered letters to neighbours within +/-150m of the subject site, 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.

Stakeholder Feedback

Over the outreach timeline, the project team engaged in conversations with and received feedback from 12 stakeholders by email and phone. The project team also shared Land Use Redesignation and Development Permit information packages with and offered meetings to the Ward 8 Office and the KGCA. The Ward 8 Office corresponded with the project team, including a meeting on April 21, 2022. The KGCA also corresponded with the team, expressing a neutral stance on the proposed redesignation. No meeting was requested by the KGCA at the time of publishing this report.

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

FEEDBACK THEMES

- Traffic + Road Network Safety
- Parking
- Density, Tenure, + Community Fit
- Building + Site Design, Neighbouring Interface
- Waste + Recycling
- Development Impacts + Timelines
- At Grade Storage Units
- Direct Control District Rationale

WHAT WE HEARD

TRAFFIC + ROAD NETWORK SAFETY

WHAT WE HEARD

10 stakeholders shared the most common feedback theme: a concern with area traffic and road network safety. Specific feedback focused on increased traffic along Richmond RD SW during rush hour and due to area redevelopment; specific intersections along this right of way that stakeholders feel are unsafe for all transportation modes; and the impact that the R2734 proposal will have on this traffic network.

RESPONSE

The R2734 will primarily use Richmond RD SW for lane access to and from the site. As a higher order collector road, this street is intended to accommodate higher vehicle volumes, reducing traffic on nearby residential streets. Professional Transportation Engineers Bunt & Associates were retained as part of the R2734 project team to determine if a transportation study would be required to support the development proposal and proposed vehicle flows to and from the site. When Bunt scoped its work and it was subsequently reviewed by Transportation Engineers at the City of Calgary who keep track of cumulative traffic impacts in communities surrounding the subject site, it was determined that a more fulsome Transportation Impact Assessment (TIA) or Transportation Impact Study (TIS) (both of which study street network/intersection capacity and traffic) would not be required. This is due to R2734's limited proposed dwelling unit increase and negligible associated traffic generation increase on area roadways, which will continue to operate within their respective daily volume capacities. Instead, Bunt was directed to prepare a Parking Memo for the proposal that determines whether the proposed parking supply is acceptable, which is appended to this Stakeholder Outreach Summary.

As a result of the negligible street network impact identified through Bunt's early work, Apaar Homes will not be undertaking street network improvement projects as part of the R2734 proposal. However, the project team appreciates the feedback provided on traffic safety by residents who walk, wheel and drive along

neighbourhood streets on a daily basis. The remainder of this portion of the Outreach Summary will identify, map, and describe stakeholder feedback associated with each location of concern. Where possible, the team will supplement this feedback with additional information from Bunt. This content will be shared for review with The City of Calgary's Mobility Engineering Department and Westbrook Communities Local Area Planning teams, both of which are actively working in the area and can use this feedback to inform ongoing road network improvement projects in response to growth. This report will also be shared on the public record with decision makers on Calgary Planning Commission and Calgary City Council for review prior to a decision being rendered on the proposed Land Use Redesignation.

Areas of concern identified by stakeholders are as follows:

Richmond RD SW between 24A ST SW and 29 ST SW

Some residents expressed concern with the amount of traffic along Richmond RD SW, particularly during rush hour as motorists use this street to avoid traffic on other higher order roads. Others noted that Richmond RD SW gets congested as many other streets in the community are dead-ends. Bunt reviewed historic daily vehicle volumes of this 8,000 vehicle/ day capacity right of way, noting a downward trend between 1995-2019 (4,150 vehicles/day 1995, 3,400 vehicles/day 2011, 1,500 vehicles/day in 2019). The 2019 measurement predated COVID-19 and is likely a response to the closure of Viscount Bennett school. While traffic may have increased since 2019 with area redevelopment and will further increase when the Viscount Bennett lands are redeveloped, the current roadway can accommodate a significant increase in traffic volume.



Area Street Network pain point locations identified by stakeholders

Related to traffic along this roadway, stakeholders also provided feedback that fast-moving traffic makes the street difficult to safely cross as a pedestrian, leading to a request for more traffic calming measures and a speed limit reduction to 40kmh along Richmond RD SW. The presence of on-street parking and traffic medians along Richmond RD SW narrow its width and are two proven traffic calming measures that reduce vehicle speed and provide places of shelter for pedestrians as they cross the road. Additional traffic calming measures could include laddered crosswalks or rapid flash beacons at intersections with high pedestrian activity. With regards to reducing the speed limit from 50kmh to 40kmh, The City has technical criteria for the maximum speed applying to residential streets, which this portion of Richmond RD SW does not meet to qualify for a reduction.

Other stakeholders felt that the concrete medians make left turn movements more difficult, that the on-street parking reduces sight lines and narrows the right of way width, especially in the winter when snow is present. A stakeholder requested that the medians be removed. The

project team would flag that an opportunity exists for municipal signage that limits on-street parking near intersections where sight lines may be impacted and that this route might require study as to its current priority level for City snow removal.

33 AV SW, particularly near Crowchild TR SW Traffic along 33 AV SW south of the subject site has been identified as a concern for stakeholders, particularly during rush hour and at the Crowchild TR SW overpass. Based on the negligible traffic impact R2734 will have on adjacent roadways and the site's distance from 33 AV SW, this roadway was not studied in detail but is being highlighted as a feedback area in this report.

Intersection of Richmond RD SW and 27 ST SW One stakeholder provided focused feedback on the intersection of Richmond RD SW and 27 ST SW, noting that on-street parking in conjunction with the traffic medians makes this intersection unsafe and a related concern for larger vehicle flows (including garbage trucks and emergency vehicles) considering the narrower right of way created by on-street parking. This stakeholder also noted that on-street parking occupancy has risen since the rowhouse was developed across 27 ST SW

from the subject site, adding to intersection safety concerns and a situation that will worsen as R2734 develops.

R2734 has 9 site-adjacent on street parking stalls that future residents may use to park vehicles. The City of Calgary's design guidelines identify the appropriate use of roadway pavement based on road classifications and vehicle volumes. Based on these guidelines, on-street parking is permitted on Richmond Road SW. The development is not proposing any change to the legally permitted on-street parking supply. While higher occupancy of existing parking spaces is anticipated immediately adjacent to the site, there is no data to indicate higher on-street occupancy results in increased collisions. At this intersection in particular, The City of Calgary's collision data from the past 5 years does not highlight any incidents at this intersection. Bunt's data does show that on-street parking reduces vehicle operating speeds and that lower operating speeds are associated with reduced severity of collisions if they happen, particularly for pedestrians. As noted in the Richmond RD SW section, there is an opportunity for study of this intersection when The City's business units are completing road improvement projects in the area.

Intersection of Richmond RD SW and 29 ST SW Stakeholders pointed to a number of accidents that have happened at this intersection in recent years, including one where a stakeholder's child was hit by a car on their way to school. The Bunt data backs up this feedback, with 5 accidents recorded at this intersection since 2017. Feedback focused on the current stop control in the westbound lane on Richmond RD SW not being enough for safe traffic movements, with requests for intersection upgrades that will improve traffic flows and safety for non-vehicle commuters. Suggested improvements included a fully stop controlled intersection or signalization and to incorporate ladder crosswalks for pedestrians and cyclists.

PARKING

WHAT WE HEARD

8 stakeholders provided feedback to the project team on parking, a number of whom opposed the 6 stall supply provided on site. Some respondents felt that additional vehicles associated with the proposed development would park on street, reducing traffic flow and safety.

RESPONSE.

There are 6 parking stalls proposed for the subject site on a parking pad accessed via the rear lane. The rules in the proposed DC District are similar to the low-density R-CG District parking rules in the Land Use Bylaw. 1 stall will be provided for each of the rowhouse dwelling units, while 0 stalls will be provided for each of the secondary suites if they are under 45sq.m. (484sq.ft) in size and provide storage space for bikes and strollers.

As best practice, the project team contacted Professional Transportation Engineers Bunt & Associates to audit the proposed parking supply. Bunt prepared a Parking Memo (appended to the end of this Stakeholder Outreach Summary) that determined the proposed supply is sufficient for a number of reasons:

- The proposed supply aligns with on-site parking reduction rules found in the R-CG District, limiting secondary suite unit size to 45sqm and providing a 2.5sqm active modes storage space at grade for each suite to park bikes and strollers.
- Relevant Canadian literature shows a correlation between lower rates of vehicle ownership and smaller rental units. This does not mean suite tenants will not own private vehicles, but the likelihood is lower that they will, especially if a parking space is not allocated to them.
- There are 9 on-street parking stalls located directly adjacent to the subject site along its Richmond RD SW and 27 ST SW frontages, which exceeds the 5 suites without assigned parking on site.
- Multiple transit routes service the subject site within walking distance, including routes 6, 20, 22, 66 and MAX Yellow, providing non-vehicle travel options to future residents to access downtown Calgary and other parts of the city.
- Multiple nearby cycle routes service the subject site including bikeways along 29 ST SW and bike lanes along 26 AV SW that connect cyclists safely to the greater pathway network.
- The subject site is located in the Communauto home zone, providing carshare service to residents who decide to live without a private vehicle.

The Parking Memo also recommends two measures to reduce vehicle use in the R2734 proposal and to limit on

street parking, which the project team will implement. The first is assigning 1 indoor bicycle parking stall to each of the proposed secondary suites to encourage active modes use, integrated as a rule in the proposed Direct Control District. These stalls will be located in the storage units to ensure they are being used for their intended purpose rather than general tenant storage. The second recommendation is that secondary suites be excluded from qualifying for Residential Parking Permits (RPP), which will be legally incorporated as a condition of Development Permit approval. While there are no on-street parking restrictions currently in the vicinity, this part of Killarney-Glengarry is located within an existing RPP zone (zone T), meaning residents can apply to The City to introduce restrictions on their block through a petition process. This would prevent secondary suite tenants from parking along these blocks with the exception of the site adjacent on-street parking stalls, which will remain unrestricted. Beyond the opportunity to introduce restrictions that will prevent secondary suite tenants from being able to park on street, on-street parking actually reduces the width of streets and slows vehicle speeds, making roadways safer.

DENSITY, TENURE, + COMMUNITY FIT

WHAT WE HEARD

Four stakeholders contacted the project team with feedback that the R2734 proposal is too dense; that the integration of suites sets a negative development precedent for the community from a density, livability and security perspective; and that the proposed rowhouse scale will not actually blend with adjacent single and semi-detached neighbours.

RESPONSE

Apaar selected the R2734 site for rowhouse redevelopment because it meets a variety of locational criteria supporting a modest increase in residential density in this part of Killarney-Glengarry:

- The subject site occupies a corner lot, allowing the proposed development to contribute to the streetscape by addressing both Richmond RD SW and 27 ST SW with grade-oriented unit entrances.
- 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 Richmond RD SW and 27 ST SW.
- The subject site is located along Richmond RD SW – a Collector standard road – ensuring both ease of access and traffic capacity for future residents.
- The subject site is located within a solid context of local, frequent and primary transit service. R2734 is under 400m (a 5 minute walk) from service for Routes 6 (26 AV SW), 22 (Richmond RD SW), and 66 (33 AV SW). It is within 800m (10 minute walk) from Primary Transit Network service at 33 AV SW and Crowchild TR SW, hosting stops for Route 20 and MAX Yellow BRT.
- R2734 is located on Richmond RD SW and near 26 AV SW, corridors that have hosted rowhouse development over time on corner lots. The site is also located ± 130 m from a cluster of commercial and institutional uses (Richmond Shopping Centre) at Richmond RD SW and 28A ST SW, containing many businesses that future residents will need to conduct their days within walking distance of the site.
- The subject site is located ± 135 m south of the Killarney Glengarry Community Association, which hosts a community garden, playground, tennis courts and a large open space. It is also within a 10 minute walk of a number of additional parks, playgrounds, sports fields, schools, and places of worship. Cycle network infrastructure is located nearby on 26 ST SW, 29 ST SW, and 26 AV SW.



R2734 Locational Adjacencies Map

- R2734 is within walking distance ($\pm 800\text{m}$) of the 33 AV SW Neighbourhood Main Street, providing local residents with opportunities to live, work, dine, and shop.

Based on the above contextual and locational criteria, it is the project team's professional opinion that the subject site can and should accommodate more housing than the quadplex currently on site. The proposal is also consistent with the city-wide goals and policies of the Municipal Development Plan (MDP), which encourage the

development of more innovative and affordable 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. R2734 aligns with the Killarney / Glengarry Area Redevelopment Plan (ARP, 1986) residential development objective to accommodate a variety of housing types while preserving the low density character of the neighbourhood. The introduction of new and diverse rental options (1, 2, and 3 bedroom units) will allow for Calgarians of varied backgrounds and economic means to access high quality housing in close proximity to existing amenities and services.

The low density residential character of the community is preserved through alignment with the proposed DC R-CG District, which is a low density District intended to facilitate contextually sensitive, grade-oriented development that blends with existing low density built forms. The large site size could technically accommodate 7 units and 7 suites using the R-CG District. However, to ensure liveability and contextual sensitivity through scale transitions and a similar rear yard condition to neighbours, Apaar is not pursuing this maximum density, but instead a 6 unit, 5 suite development concept. Stakeholders can be assured that this density and built form will be what is constructed if approved, as the proposed redesignation is paired with a concurrent Development Permit that provides brick and mortar development concept.

BUILDING + SITE DESIGN, NEIGHBOURING INTERFACE

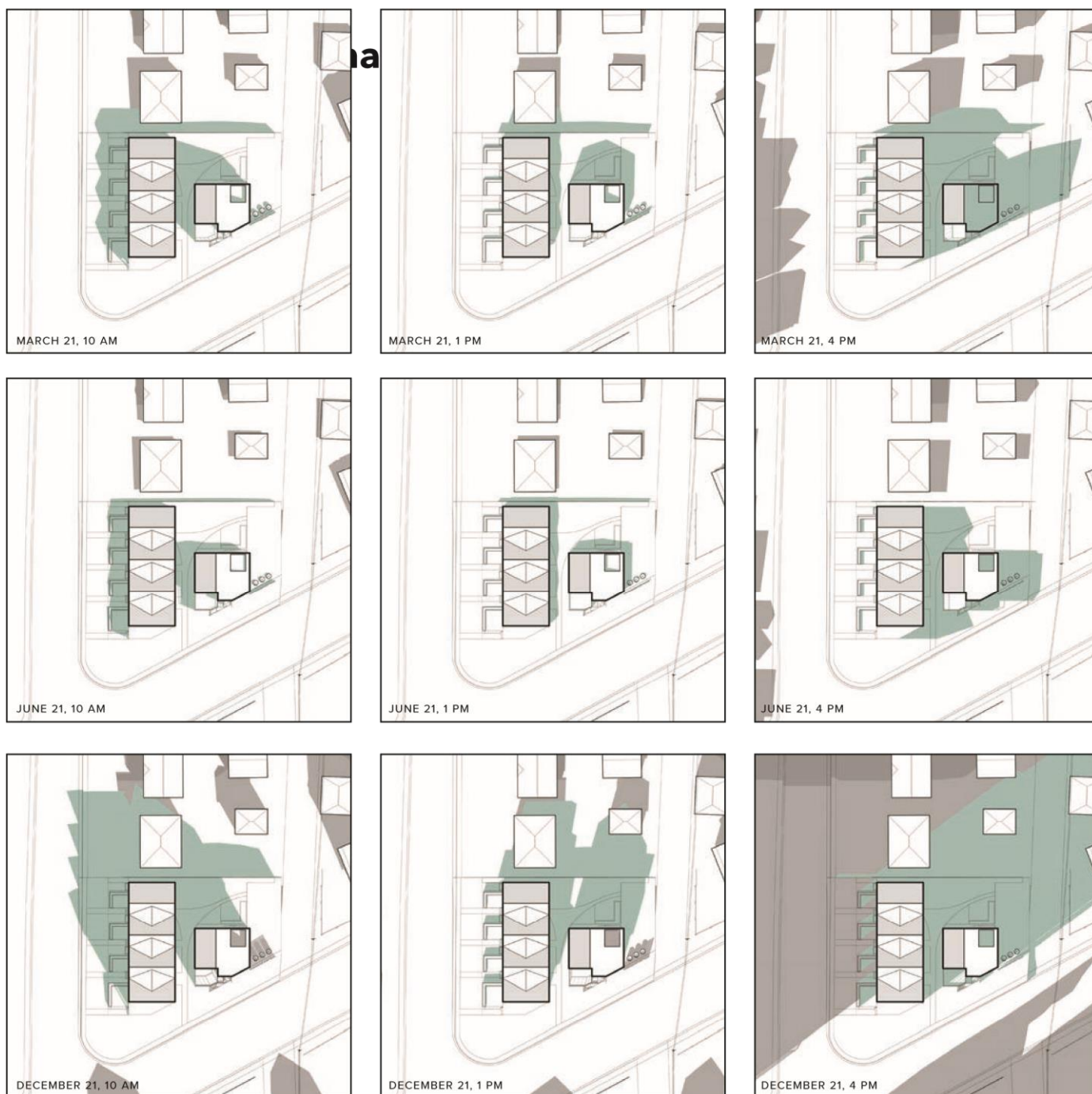
WHAT WE HEARD

Three stakeholders (including a direct neighbour) contacted the project team to inquire about privacy, overlooking, green space, and sun-shadow impacts the R2734 proposal may have on neighbours if approved and developed.

RESPONSE

The project team acknowledges that any site redevelopment will have viewshed, sun-shadow and privacy impacts on adjacent properties. To diminish these impacts and to improve interfacing with neighbours, Apaar Homes has invested in the preparation of a concurrent Development Permit (DP2022-02121) that addresses brick and mortar building design not normally considered in a standalone Land Use Redesignation process. In this ongoing work, project team architect FAAS has incorporated a number of best practice site design and interfacing strategies in the initial design and in response to feedback from stakeholders and the City of Calgary. These include:

- A building design that aligns with the proposed rules of the Direct Control District based on R-CG, a District meant to contextually blend with other low density residential Districts. This includes alignment with a maximum building height of 11m (3 storeys) to ensure a contextual fit with neighbouring forms, which have a maximum height of 10m. Furthermore, in order to reduce sun-shadow and overlooking concerns, R2734 is primarily 2 storeys, with a small portion measuring 2.5 storeys. No part of the buildings surpass 10m in height.
- R2734 is proposed as two separate buildings: a semi-detached building and a rowhouse. This design move reduces the overall mass of the site and echoes similar built forms in the vicinity.
- Sun shadow studies were completed by FAAS at City-mandated dates and times to determine the shadow impact that the largely 2 storey design has on neighbouring properties through the day. The studies show a minimal shadow impact on neighbouring properties between March 21 – September 21 when Calgarians are outside enjoying their yards in response to the reduced height. The sun-shadow studies are integrated into this report.
- A special rule has been integrated into the proposed Direct Control District that allows amenity space to be shared between units, in response to the project team creating a large common area in the rear yard for resident enjoyment. Prior to working with The City to incorporate this innovation, all units would have had 2nd storey balconies that overlooked neighbouring properties. With the integration of the common amenity, there are only two balconies, one which faces Richmond RD SW and another of which is inset into a roofline to reduce overlooking onto neighbours.
- Unit and suite entries primarily face Richmond RD SW and 27 ST SW (7) or are largely oriented to an internal passageway that accesses the common amenity space (3). Only one unit directly faces the common amenity space and can be seen from neighbouring properties, though this entry will be screened by landscaping.
- There are less window openings on the north and east elevations of the proposal. Windows in these elevations are reduced in size in comparison to other elevations to minimize overlooking and on the upper storeys are assigned to less actively used rooms through the day, including bedrooms and bathrooms.
- The site design aims to retain a number of existing mature trees to maintain the leafy feel of the site and reduce viewshed impacts to neighbours. New planting will be integrated in the common amenity space in the rear yard to create privacy between neighbouring properties.



Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times are based on established City of Calgary requirements and account for daylight savings



*Proposed Molok Waste, Recycling + Organics system location along Richmond RD SW, screened by fencing and vegetation.
Subject to change based on City Administration's review of DP2022-02121*

WASTE + RECYCLING

WHAT WE HEARD

Four area residents and the Ward 8 Office expressed concern regarding how waste + recycling will be handled on site. Residents expressed opposition to municipal bins that block laneways and to dumpsters used by a nearby rowhouse that are unsightly and regularly overflow. The Ward 8 Office requested additional attention be paid to regular waste collection and screening of the proposed waste receptacles.

RESPONSE

Project team architect FAAS has proposed a three bin molok system (waste, recycling, organics) in its concurrent Development Permit (DP2022-02121) to serve the R2734 site. A molok system sets large bins primarily underground to maximize waste storage capacity while significantly reducing the visibility of the bins. The portion located above grade is generally clad in wood to provide a higher end feel than municipal bins or dumpsters. This molok system will

be screened from the street to the satisfaction of The City. Neighbours can be assured that the molok system and its screening will not be unsightly like the dumpsters being used nearby, as a specific rule is integrated into the DC District that allows The City to guide the location and design of Waste, Recycling, and Organics.

The inclusion of a three stream molok system means no municipal bins will be required for the site, so no bins associated with R2734 will block the laneway. Based on the specific design of the molok system, a vehicle with a specialized collection arm is required to remove waste from the bins. Apaar Homes will be contracting a private service to collect waste in line with demand and will ensure the upkeep of this system as they retain ownership of the building following construction.

DEVELOPMENT IMPACTS + TIMELINES

WHAT WE HEARD

Three stakeholders reached out to provide feedback about global development impacts happening in the greater communities of Killarney-Glengarry and Richmond Knob Hill or to inquire about the specific timeline for the development of R2734.

RESPONSE

In response to community concerns regarding global development impacts to Killarney-Glengarry and Richmond Knob Hill, each Land Use Redesignation and Development Permit proposal must stand on its own merits for The City of Calgary's review, which has resulted in a position of support for R2734. This said, The City assigns similar teams of planners, transportation engineers, and utility engineers to specific parts of the City to keep track of cumulative development impacts and community concerns, identifying where and when upgrades to municipal amenities and infrastructure will be required.

Regarding the specific development timeline for R2734, if the project team receives its land use redesignation and development permit approvals in autumn 2022 per standard City of Calgary timelines, once additional building permits are acquired, demolition and foundation pouring could begin as early as autumn 2022. Abaar would like to complete construction in 2023.

AT-GRADE STORAGE UNITS

WHAT WE HEARD

The Ward 8 Office provided feedback on the active modes storage units being provided for residents of secondary suites, expressing a preference that they be sized large enough to store a cargo bike.

RESPONSE

Each active modes storage unit associated with a suite has been designed to fit a standard cargo bike (1.0m x 2.0m spec) comfortably.

DIRECT CONTROL DISTRICT

RATIONALE

WHAT WE HEARD

One stakeholder contacted the project team to inquire why a Direct Control (DC) District was selected for the site, rather than a stock Land Use District.

RESPONSE

The base Residential – Contextual Grade-Oriented (R-CG) District of R2734 allows for modest site densification within a contextually-scaled built form, which responds to current Local Area policy and site adjacencies. A DC District is required to introduce specific innovations not provided for in the base R-CG District, and includes the following:

- **Amenity Space:** The DC District proposes that bylaw amenity space requirements be met through a mix of private and common amenity space, rather than small private spaces for each individual unit per the base R-CG District. The centrepiece of this amenity approach will be a large common landscaped area in the rear yard that includes a patio, seating and a barbecue that will act as a space where residents can meet and build community. This common amenity reduces sun-shadow and overlooking impacts onto neighbours, creating a similar backyard condition to built forms along 27 ST SW and Richmond RD SW. It also creates a more livable backyard experience for future residents.
- **Secondary Suite Parking Reduction:** The DC District confirms parking rules for secondary suites, which meet on-site reduction requirements of the Land Use Bylaw to allow for zero parking (suites under 45sqm, each provided an active modes storage unit for bikes or strollers). The site does not meet offsite transit frequency requirements within 150m, so this rule is removed from the proposed DC District. The Bunt Parking Memo included as an attachment to this report provides rationale to support the 0 parking for suites, namely a number of nearby transit routes (including frequent and primary service) within a 5-10 minute walk of the site and the presence of 9 site-adjacent on-street parking stalls. Additional Transportation Demand Management is recommended by Bunt, including a specific rule in the DC District that incorporates a Class 1 bicycle parking stall into each secondary suite storage unit to ensure they are used for their intended purpose.

- **Waste, Recycling and Organics:** Low Density Land Use Districts do not have rules to control how and where waste is stored and collected on site. The Direct Control District includes a rule that ensures there are

three collection streams on site and that they will be located and screened to the satisfaction of The City, which will be in line with the strategy outlined in the Waste + Recycling section of this report.



Rear yard common amenity space visualization. Subject to change based on City Administration's review of DP2022-02121

