



STAKEHOLDER OUTREACH SUMMARY

M738: 738 20 AV NW
LOC2022-0077, DP2022-03733



Issued:
2022.07.25

SUMMARY

Apaar Homes' concurrent Land Use Redesignation (LOC2022-0077) and Development Permit (DP2022-03733) applications from the R-C2 (Residential – Contextual One / Two Dwelling) District to a Direct Control (DC) District based on the Multi-Residential – Contextual Grade-Oriented (M-CG) District at 738 20 AV NW are proposed to accommodate 12 dwelling units (6 rowhouse dwelling units, 6 smaller basement units) in two grade-oriented buildings measuring 2-3 storeys. A 4 unit, 2 storey semi-detached building (2 above grade dwelling units, 2 smaller basement dwelling units) is proposed to front 20 AV NW and provide a scale transition to directly neighbouring properties, while an 8 unit, 3 storey grade-oriented rowhouse building (4 rowhouse dwelling units, 4 smaller basement units) is proposed to front 7 ST NW. 6 parking stalls will be provided in a garage off the lane, 1 stall for each of the larger rowhouse dwelling units.

In support of the Land Use Redesignation for this project we're calling M738, 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 May - July 2022 and are further detailed below. Stakeholders including the Mount Pleasant Community Association (MPCA) 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

MAY 4, 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 MPCA and Ward 7 Councillor's Office, offering virtual meetings.

MAY - JULY 2022

- Ongoing correspondence with the MPCA and Ward 7 Office, including share of concurrent Development Permit submission materials;
- June 14, 2022 meeting with MPCA on their concurrent review of LOC2022-0077 and DP2022-03733.

JULY 25, 2022 - OUTREACH CLOSURE

- Shared Outreach Summary Letter with City Administration, MPCA and Ward 7 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 6 stakeholders by email and phone. The project team also shared Land Use Redesignation and Development Permit information packages with and offered meetings to the MPCA and the Ward 7 Office. The MPCA corresponded with the project team, including a meeting to discuss the concurrent applications and provide feedback on June 14, 2022. The project team understands a formal feedback letter is forthcoming but has not received this letter at the time of publishing this report. The project team commits to providing response when this letter is received.

Project feedback has been categorized into 7 themes. Each theme begins with an outline of what the project team has heard and then provides a project team response.

FEEDBACK THEMES

- Project Support
- Parking + TrafficSafety
- Criminal concern regarding existing tenants
- Infrastructure Capacity
- Waste + Recycling
- Landscaping, Planting, LotCoverage
- City of Calgary stakeholder feedback not received by project team

WHAT WE HEARD

PROJECT SUPPORT

WHAT WE HEARD

Four respondents contacted the project team to express support for the proposal. Support topics included the location along 20 AV NW making sense for increased density, a new building that will replace another that has caused neighbours trouble in the past, and a more environmentally friendly approach to development over creating new suburbs.

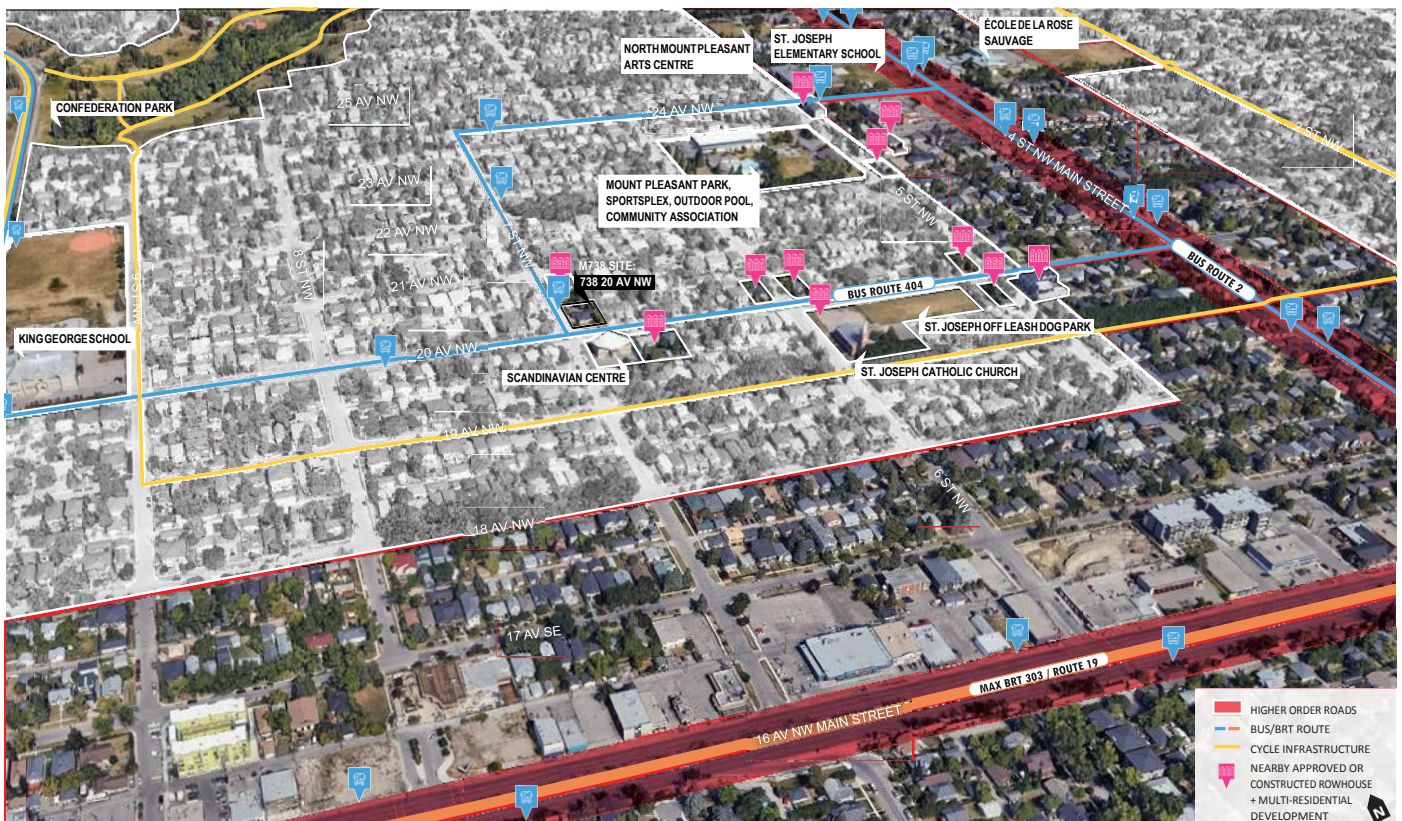
RESPONSE

The project team appreciates the support it has received for the M738 proposal. The concurrent Land Use Redesignation and Development Permit aim to provide new, high quality housing options to this amenity-rich area. Some of the reasons the project team believes that the proposed redesignation is appropriate for the subject site and community of Mount Pleasant are as follows:

- The proposed DC District based on the M-CG District is intended to deliver low scale, medium density, FAR-driven, grade-oriented multi-residential rowhouse-style development that provides a range of housing options (1, 2, and 3 bedroom units) in a contextually sensitive built

form. The proposed redesignation pairs with a concurrent Development Permit (DP2022-03733) submitted in May 2022 that gives assurance that the built form outcome will align with the proposed DC District.

- M738 is located along a Neighbourhood Connector corridor assigned a Low-Modified scale (North Hill Communities Local Area Plan (NHCLAP), 2021), meaning primarily residential development of up to four storeys is encouraged here by The City.
- The site is 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 the concentration of population and jobs growth near these corridors and activity centres over time.
- The site is situated in a context of institutional and multi-residential development. It is located directly across 20 AV NW from the Scandinavian Centre and along the 20 AV NW growth corridor (NHCLAP) that has seen approvals for a variety of multi-residential forms that include rowhouse, multiplex and apartment buildings. 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.

- M738 is located on a corner lot with direct lane access, allowing for development that creates an uninterrupted, pedestrian-friendly public realm along both the 20 AV NW and 7 ST NW frontages, orienting vehicle access to the rear lane.
- 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 has a Route 404 local bus stop on its 7 ST NW frontage and is within a 5-10 minute walk of frequent and Primary Transit Network service (Routes 4 and 5 on 10 ST NW, Route 2 on 4 ST NW, MAX Orange BRT and Route 19 on 16 AVN).
- The subject site is located +/-175m west of St. Joseph Park, an off leash dog park. It is also +/-250m 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 +/-500m 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.

PARKING + TRAFFIC SAFETY

WHAT WE HEARD

Three stakeholders and the MPCA provided feedback to the project team on parking and traffic. The main concern was the proposed on-site parking supply of 6 stalls for 12 dwelling units. One of the stakeholders also expressed concern that the 404 bus stop adjacent to the site does not provide frequent service to justify the reduced parking supply, that there should be places where residents can store bicycles, and that pedestrian movements across 20 AV NW at 7 ST NW should be prioritized.

RESPONSE

There are 6 parking stalls proposed for M738 in a garage accessed via the rear lane. 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 the following reasons:

- The proposed supply aligns with on-site parking reduction rules found in the R-CG District and incorporated into the proposed DC District, allowing 0 stalls for units under 45sqm in size that provide a separate

2.5 sqm active modes storage space at grade for bikes and strollers.

- Relevant Canadian literature shows a correlation between lower rates of vehicle ownership and smaller rental units. This does not mean tenants of the smaller units will not own private vehicles, but the likelihood is lower that they will, especially if a parking space is not allocated to them.
- There is an ample supply of unrestricted on street parking available in the surrounding blocks.
- Multiple transit routes service the subject site within walking distance, including routes 404, 2, 4, 5, 19, and MAX Orange, providing frequent 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 19 AV NW/2 ST NW and bike lanes along 10 ST NW 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 and ownership in the M738 proposal, which the project team will implement. The first is assigning an on-site bike/stroller parking storage unit to each of the units under 45sqm to encourage active modes use and reduced vehicle ownership. This has been integrated as a rule in the proposed DC District in addition to a rule requiring increased bike parking (1.0 stall/smaller unit). 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 all units be excluded from qualifying for Residential Parking Permits (RPP), which will be legally incorporated as a condition of Development Permit approval. While there are only a few blocks in the vicinity that currently have on-street parking restrictions, this part of Mount Pleasant is located within an existing RPP zone (zone F), meaning residents can apply to The City to introduce restrictions on their block through a petition process. The introduction of restrictions would prevent any vehicle not qualifying for the RPP program from parking on restricted blocks.

Regarding pedestrian movements across 20 AV NW at 7 ST NW, there is currently a laddered crosswalk adjacent to the site signaling to motorists that pedestrians are prioritized at this intersection. The City has specific standards and separation distances that need to be met in order to rationalize the incorporation of additional controls like a

rapid flash beacon. The project team is highlighting this community feedback for consideration by the City of Calgary Mobility Engineering Department in future streetscape projects.

CRIMINAL CONCERN REGARDING EXISTING TENANTS

WHAT WE HEARD

Two stakeholders contacted the project team with feedback regarding police presence and criminality associated with one of the tenancies of the current property. One of these stakeholders noted that they look forward to the redevelopment as it will conclude community headaches for a troubled property.

RESPONSE

Apaar Homes takes this feedback very seriously as a community builder. They took possession of the property from the original owner in late spring of 2022 and upon learning of the criminal concern, issued an eviction notice and ended the tenancy in question. The remaining tenancy in the other unit concludes at the end of July, with disconnection of services and demolition beginning the redevelopment process in autumn of 2022 should LOC2022-0077 and DP2022-03733 be approved.

INFRASTRUCTURE CAPACITY

WHAT WE HEARD

One stakeholder noted that their water pressure has been recently reduced and expressed concern that it may be the result of increased area water demands from neighbourhood development. They suggested that redevelopment planning take piped servicing infrastructure upgrades into consideration and that water efficient fixtures be installed on site.

RESPONSE

A Utilities Engineer with The City of Calgary is assigned to review every proposed land use redesignation to determine the impact a development will have on existing capacities. No water, wastewater or storm capacity issues were identified through Detailed Review by The City. Residents are encouraged to contact 311 if they have concerns regarding utility service. The pressure challenge highlighted by this stakeholder is being shared in this report to bring attention to the issue, so the City's Utility Engineers can review service levels for future infrastructure planning.

Apaar Homes will be retaining ownership of the site and renting the units after they are developed should this application be approved. They have a vested interest in ensuring the building is high quality and efficient for

prospective tenants and will select fixtures accordingly.

As part of their development requirements, Apaar will be charged an off-site levy in line with the proposed increase in number of units from what is currently on site. The levy helps to support the City's costs for infrastructure/utility maintenance or upgrades, ensuring that pressures on roads and piped servicing stemming from community growth can be properly managed.

WASTE + RECYCLING

WHAT WE HEARD

One respondent inquired about waste + recycling site location and whether compost bins would be included as a stream.

RESPONSE

Project team architect FAAS explored a number of waste management strategies for the site. The best solution was determined to be a screened storage area off the lane that will host waste, recycling and organics bins to serve the M738 site. Apaar Homes will be contracting a private service to collect waste in line with demand, which will remove bins from the storage area and replace them after collection, ensuring no bins associated with M738 will block the laneway.



W+R screening location highlighted. Final details subject to City of Calgary review of DP2022-03733.

LANDSCAPING, PLANTING, LOT COVERAGE

WHAT WE HEARD

One stakeholder provided feedback to the project team that they were concerned with the loss of mature vegetation on site that would stem from the development and the greater lot coverage of the proposed building that would lead to increased run off.

RESPONSE

Project team architect FAAS always tries to retain mature existing trees on site if possible. Based on the location of the mature trees on the M738 site, FAAS will consult with an arborist to determine if two can be saved near the shared property line. The City of Calgary Land Use Bylaw 1P2007 has rules for maximum building coverage, minimum landscaped area coverage, and minimum number of trees (with associated minimum size requirements) and shrubs for multi-residential developments which will be met in M738. The proposal includes hard and soft landscaped areas with a significant amount of planting, as shown in the renders in this report.

CITY OF CALGARY STAKEHOLDER FEEDBACK NOT RECEIVED BY PROJECT TEAM

WHAT WE HEARD

The City of Calgary received separate feedback in its standard outreach notification process for the LOC2022-0077 proposal. While there was some overlap, a few specific comments provided to The City fell outside the feedback themes heard by the project team. They are responded to below.

Proposed Land Use and Density: Direct Control Districts are overused and the site is better suited as a six unit development. As outlined in the Project Support section of this report, it is the professional opinion of the project team that the proposed land use and density for M738 makes sense considering the policy applying to the site and the strong locational adjacencies that support growth. In particular, the site's prime location along the municipally-identified 20 AV NW corridor encourages multi-residential development of up to 4 storeys. A Direct Control District is needed to achieve a more contextually sensitive 2-3 storey built form that contains medium density, low scale, grade-oriented multi-residential development. No Land Use District in the City of Calgary Land Use Bylaw 1P2007 can currently accommodate this form of development and associated density, so a Direct Control District is required.

Building + Site Design: Concerns with sun-shadow impacts driven by the height and density of the proposal, associated privacy and overlooking considerations, materiality. The M738 proposal was designed to reduce concerns related to height, density, shadowing and overlooking on neighbours. The buildings have been sited to front the 20 AV NW and 7 ST NW street edges, opening up a courtyard space in the rear yard that will create a similar condition to neighbouring properties and simultaneously reduce



Render of rear yard condition, highlighting proposed transition to neighbouring property (left). Final details subject to City of Calgary review of DP2022-03733.

shadowing and overlooking. The semi-detached building nearest the immediate neighbour is proposed at two storeys to create an identical scale transition to adjacent properties, reducing mass and deleting a third storey from overlooking the direct neighbour. Sun shadow studies are included to highlight the minimal impact on neighbours based on the

current proposal. Upper storey windows on the north and east elevations are proposed at a reduced size and contain less actively used rooms (bedrooms and bathrooms). The materials selected for the building design will be high quality, contextual to surrounding buildings, and subject to the City of Calgary's review.

MARCH / SEPTEMBER 21 (UT C -7)

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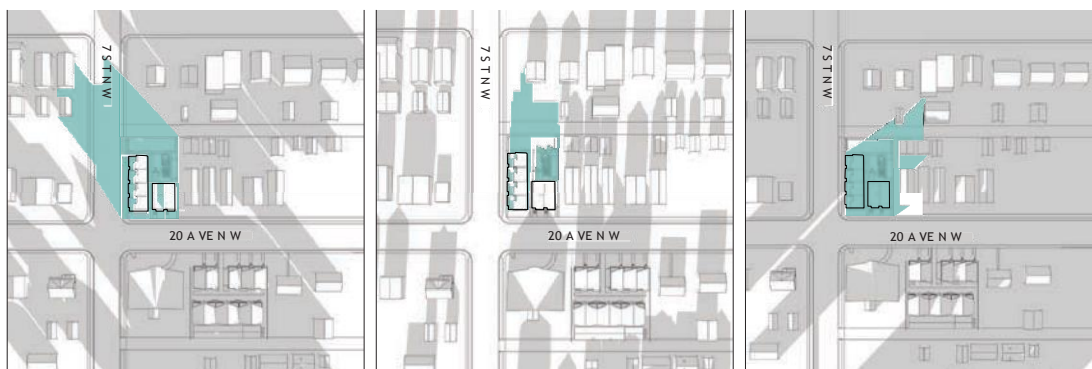
JUNE 21 (UT C -7)

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DECEMBER 21 (UT C -7)

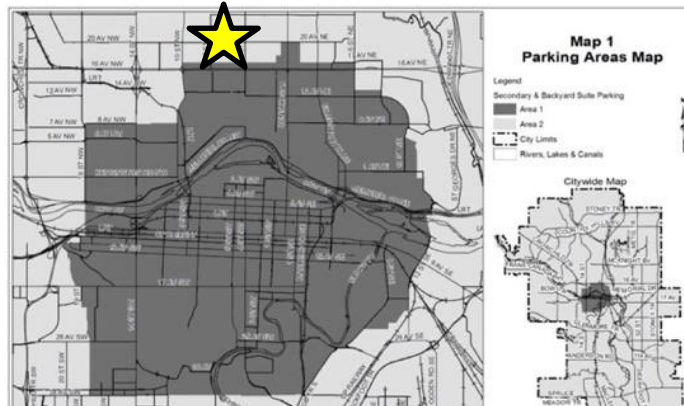
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Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding 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.

Affordability: The proposed development and others like it reduce the amount of affordable housing available. While two older stock rental housing units will be removed from the market during redevelopment, they will be replaced by 12 high quality new rental units. These new 1, 2, and 3 bedroom unit options with untethered parking result in a diverse range of rental opportunities, some being more affordable than others. Apaar Homes is pursuing CMHC Flex Financing for the M738 project, a federal program where in exchange for an interest-free loan, the developer offers units for an average of 10% below market rental rates for the first 10 years that the project is on the market.

Climate Change Goals: The proposal will not align with the City's climate change goals as more traffic will be generated and mature trees will be at risk. The M738 proposal is based on smart growth principles, where adding people and jobs in close proximity to existing infrastructure and amenities (parks, schools, SAIT, transit, bike lanes, job opportunities, commercial uses along Main Streets) actually reduces the number of vehicle trips that the 12 future tenancies would generate as they can conduct their days within walking distance of the proposal. If these same 12 tenancies were to be located in new suburbs, new water pipes, new roads, and new parks would be required to support these new units, worse for the climate than making effective use of existing amenities and infrastructure in the Inner City. A city edge location would make vehicle ownership necessary and commutes longer for residents to complete daily tasks. While some mature trees will be lost in development, there will be replacement landscaping incorporated in the redevelopment, a lesser challenge to climate goals than the loss of untouched greenfield lands and associated negative impacts of urban sprawl.



The site is in Area 2 and therefore transit frequencies are considered. Transit service is provided immediately adjacent to the site (#404) but this route does not meet frequency guidelines. Frequent bus service is provided in the following directions/locations:

- *West (10 Street NW):* Route #4/5 (peak/mid-day frequency met) – 425 to 450 metres
- *East (4 Street NW):* Route #2 (all frequency criteria met) – 475 to 500 metres
- *South (16 Ave NW):* Route #19 (peak, evening/weekend criteria met) – 425 to 475 metres

The intent of the policy is met as multiple frequent transit routes service the site. However, distances exceed 400 metres and therefore a further review is completed.

2. SMALLER UNIT PARKING DEMAND

Basement units experience lower parking demand when compared to other units 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 basement 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 basement units are intended to be rental.

Council reports (Bylaw 62P2018 – Sept. 10, 2018; PUD2019-1203 – Nov. 18, 2019) identify:

- *“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.”*

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 basement 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.”

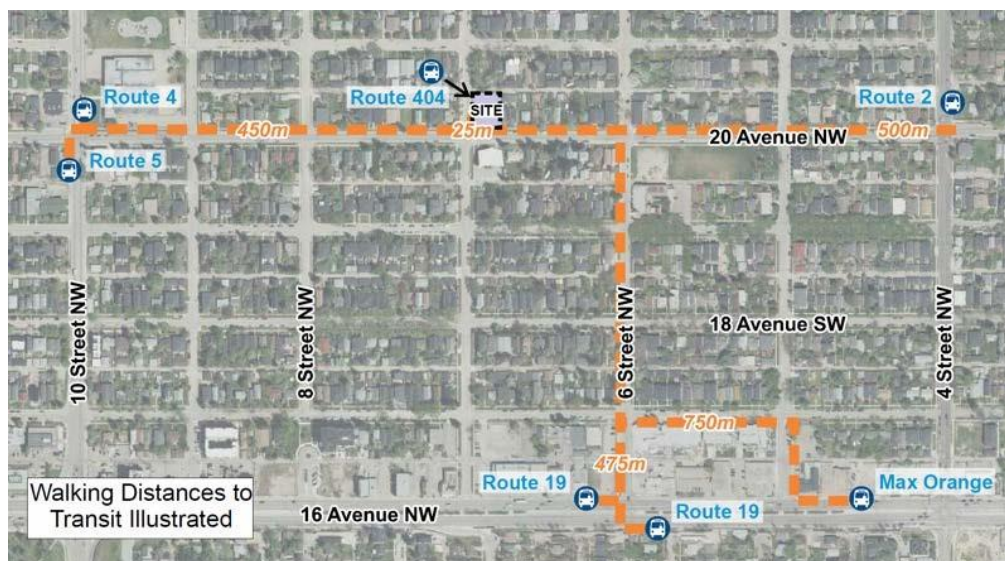
3.2 Destinations Within Walking Distance

The site is located within walking distance of amenities and destinations including 800 metres from SAIT (Southern Alberta Institute of Technology). Marked or controlled crossings of major roadways in the area are provided including a crosswalk on 20 Avenue NW adjacent to the site.

3.3 Transit

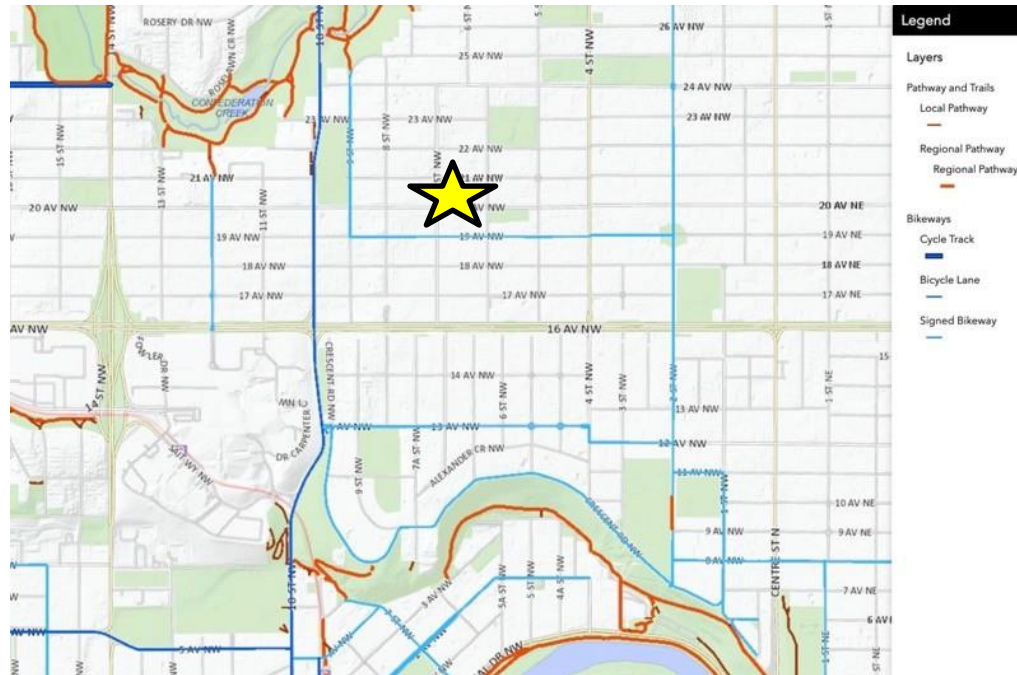
Service levels on transit routes servicing the site are identified below.

ROUTE	TYPE	DISTANCE (RADIUS) TO STOP	SERVICE FREQUENCY		
			Peaks	Mid-Day	Evening/ Weekends
404 – North Hill	Bus	0 m	60 min	60 min	60 min
#2 – Mt. Pleasant/Killarney/17 Ave	Frequent Bus	475-500m	13 min	20 min	27-30 min
#4/5 – Huntington/North Haven	Bus	425-450m	8-15 min	20 min	32-37 min
#19 – 16 Avenue North	Bus	425-475m	19-21 min	30 min	30 min
MAX Orange	BRT	575-675m	10 min	22 min	25-35 min



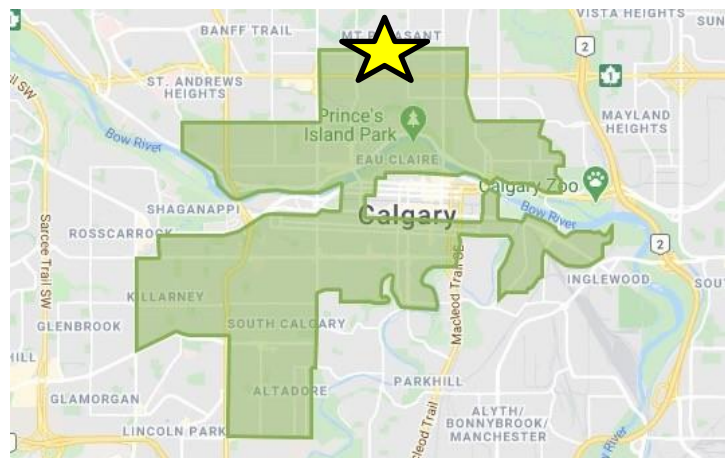
3.4 Cycling

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.



3.5 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 which extends to 21 Avenue NW (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 per basement unit.

4.2 Off-Site

Restriction of site residents from obtaining residential parking permits.

5. CONCLUSION

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

- *Policy* – The reduction is consistent with policy intent,
- *Literature* – Basement 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 basement unit residents while residential parking permit restrictions will limit risks to the City.