

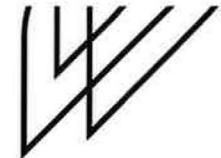
CITY OF CALGARY
RECEIVED
IN COUNCIL CHAMBER
MAR 29 2022
ITEM: 8.1.11 CPC2021-1478
Distribution
CITY CLERK'S DEPARTMENT

Item 8.1.11 | 1531 33 AV SW
LOC2021-0065 | CPC2021-1478

Item 8.1.12 | 3719 14 ST SW
LOC2021-0072 | CPC2021-1486



EAGLE CREST
CONSTRUCTION



PROPOSED

33 AV SW

2

LAND USE: DC based on M-CG

SITE AREA: 0.058 ha

BUILDING HEIGHT: 3 Storeys, 12m

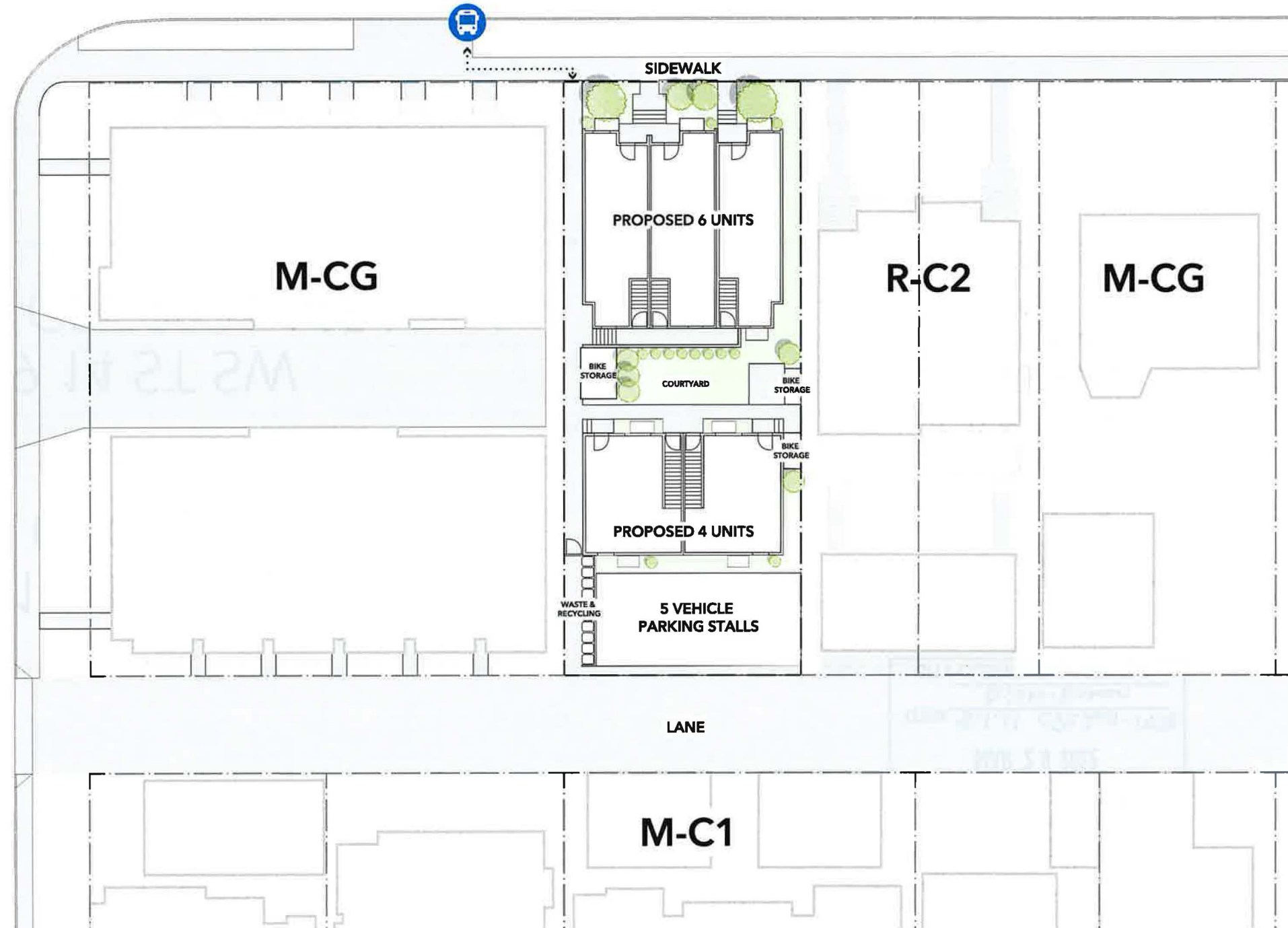
DENSITY: 10 Units Total

5 Rowhouse-Style Units

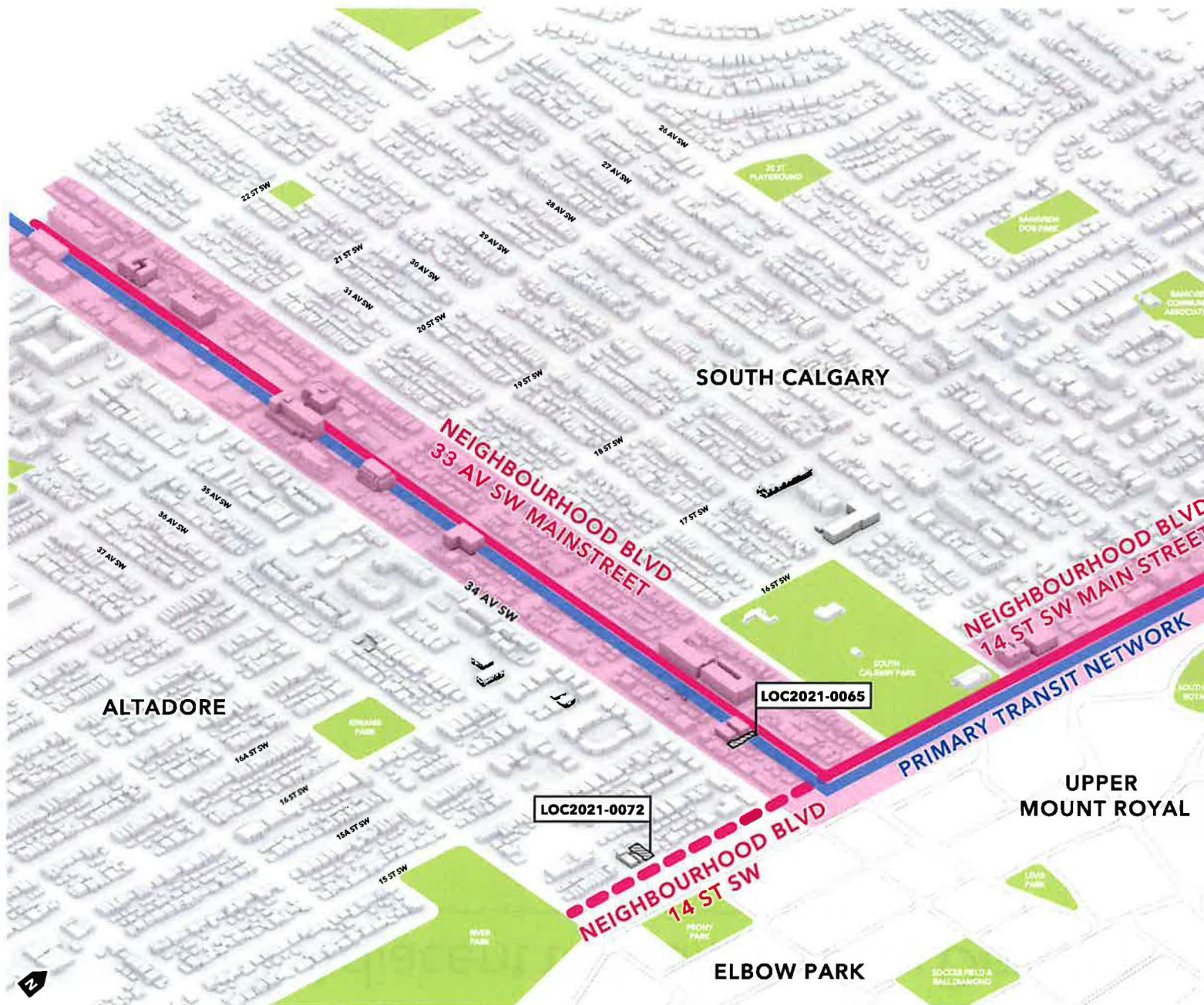
5 Small Basement Units (<45 m²)

PARKING: 5 Vehicle Stalls / 5 Bike Stalls

W & R: 10 Bins *Private Collection*

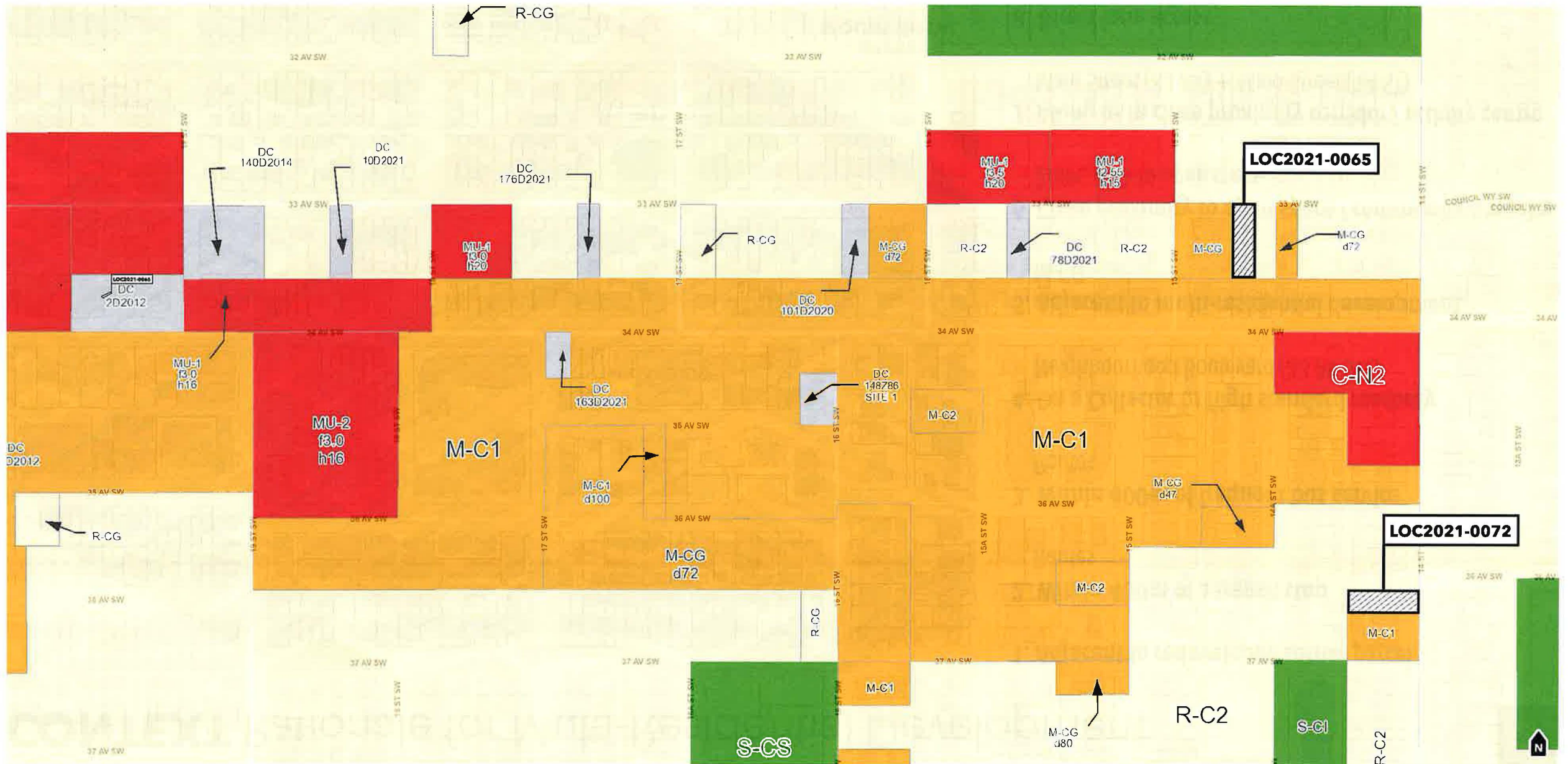


CONTEXT Rationale for Multi-Residential Development



- 1. Adjacent to redeveloped corner parcel**
- 2. Within 400m of a transit stop**
Routes
- 3. Within 400m of frequent bus service**
Routes
- 4. On a Collector or high standard roadway**
Neighbourhood Boulevard (33 AV SW)
- 5. Adjacent to multi-residential development**
M-CG
- 6. Close proximity to open space / community amenity**
2min. walk to open space
- 7. Along or in close proximity corridor / activity centre**
Main Street (33 AV) + Main Street (14 ST)
- 8. Direct lane access**

CONTEXT Adjacent to Multi-Family Development



Large Format City Signage



On-Site Applicant Signage (Close-up)



Hand-Delivered Mailers



ON-SITE SIGNAGE
Installed on-site following application submission

PROJECT PHONE & EMAIL ADDRESS
Direct contact with the project team throughout the application process

STAKEHOLDER & WARD OFFICE MEMOS
Sent to Marda Loop Communities Association & Ward 8 Office

ONLINE PUBLIC INFORMATION SESSION: JAN 19, 2022
A City of Calgary hosted digital event to bring together Administration, Applicant Team and local area stakeholders.

NEIGHBOUR POSTCARDS
Hand delivered to neighbours within 200m following application submission

WHAT WE HEARD SUMMARY
Shared with all attendees of Jan. 19, 2022 participants.

🕒 APPROVED JANUARY 11, 2022

LOC2021-0065

1531 33 AV SW SOUTH CALGARY



Land Use: DC(M-CG)
Density: 10 Units
Parking: 5 Vehicular Stalls

LOC2021-0072

3719 14 ST SW ALTADORE



Land Use: DC(M-CG)
Density: 10 Units
Parking: 5 Vehicular Stalls

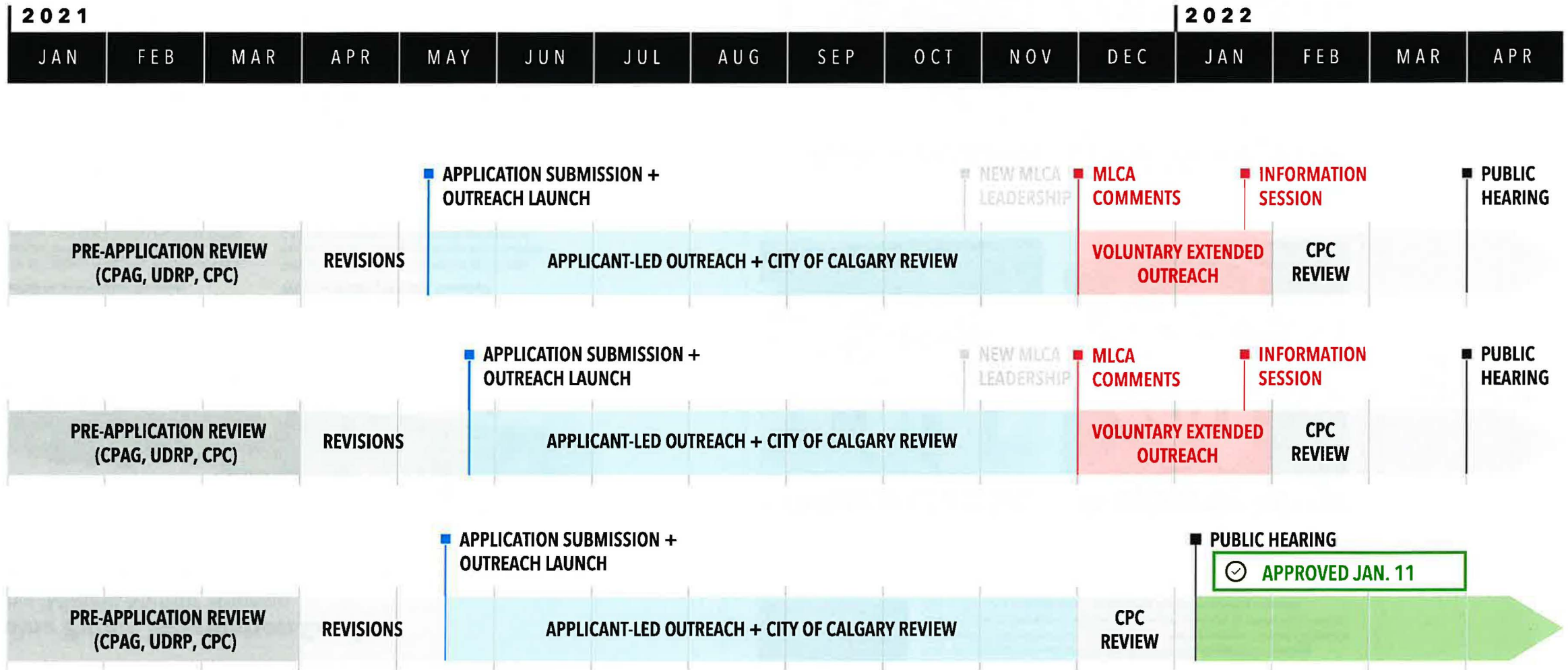
LOC2021-0075

259 18 AV NE TUXEDO



Land Use: DC(M-CG)
Density: 10 Units
Parking: 5 Vehicular Stalls

Our Process Timeline



Online Public Information Session Active 'Missing Middle' Housing Development Applications in Marda Loop



Online Public Information Session

The City of Calgary is hosting an online Public Information Session to bring together City of Calgary Planning Staff, representatives of the Marda Loop Communities Association and Elbow Park Community Association, project Applicant teams, and local area residents to discuss several active 'Missing Middle' housing development applications (see reverse) in Marda Loop communities. In accordance with current public health guidelines and stakeholder outreach best practice, this Public Information Session is being hosted online via Microsoft Teams.

DATE: January 19, 2022

TIME: 6-9PM

LOCATION: Online via Microsoft Teams



To find out more information or to register for this event, scan the QR code with the camera app on your mobile device.

What is 'Missing Middle' Housing?

'Missing Middle' housing refers to a broad range of 2 to 3 storey buildings with multiple units and a variety of unit sizes, situated in walkable neighborhoods with easy access to transit, amenities and daily needs.

Many of these building types are 'Missing' because they have been severely restricted since the mid-1940 by strict zoning and parking requirements. This form of housing sits in the 'Middle' of the development spectrum between detached single-family homes and mid-rise to high-rise apartment buildings, in terms of form, scale, number of units and often, affordability. And while they are "missing" from our new building stock, these types of buildings from the 1920s and 30s are beloved by their residents and neighbours alike.

Today, the development of new 'Missing Middle' housing helps solve the mismatch between available housing stock and shifting demographics, while responding to the growing demand for more diverse housing options in walkable and amenity-rich inner-city neighbourhoods.



The applications identified below are currently under review by The City of Calgary. Each individual Applicant is responsible for leading community outreach efforts connected to their proposal. City of Calgary's Staff will be in attendance at this Information Session to share information about The City's application review and decision-making process.

To learn more about each application and track its status in the development application review process, visit The City of Calgary's Development Map at dmap.calgary.ca and enter the below addresses or application reference numbers into the search field:

1531 33 AV SW LOC2021-0065 / DP2021-2902



Project Owner: Eagle Crest Construction
Urban Planning / Land Use Redesignation: CivicWorks
Architecture / Development Permit: FAAS

3719 14 ST SW LOC2021-0072 / DP2021-3256



Project Owner: Eagle Crest Construction
Urban Planning / Land Use Redesignation: CivicWorks
Architecture / Development Permit: FAAS

SUBJECT APPLICATIONS

1743, 1749 36 AV SW LOC2021-0129 / DP2021-6711



Project Owner: Oldstreet
Urban Planning / Land Use Redesignation: CivicWorks
Architecture / Development Permit: FAAS

1615, 1619 33 AV SW LOC2021-0173 / DP2021-8079



Project Owner: Oldstreet
Urban Planning / Land Use Redesignation: CivicWorks
Architecture / Development Permit: FAAS

- Community-wide Growth & Change
- Density Increase from R-C2
- Use of a Direct Control District
- Engagement

- Crime & Security
- Building Form
- Parking
- Waste & Recycling

PARKING

Existing Parking Supply Reduction Criteria

Small units (<45 m²) have a low documented rate of car ownership and parking demand.

On-Street Parking Eligibility

Future residents of the car-free units will be ineligible for parking permits.

Active Transportation Credits

\$2000 credit allotted to each car-free unit reimburses alternative transportation costs.

Transit

Within ±5 min walk of frequent bus service.

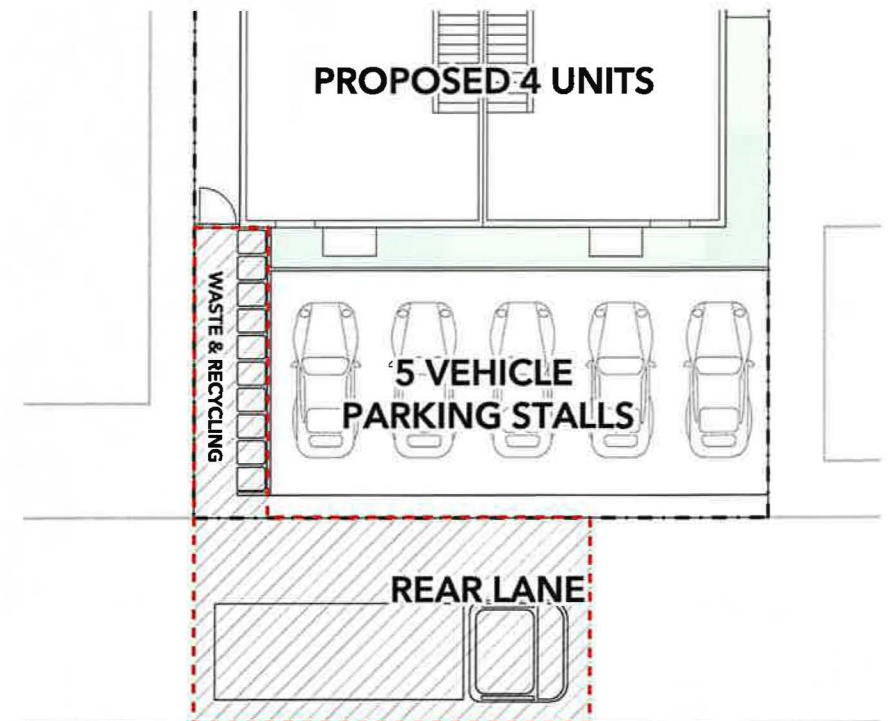
Walking & Cycling

Within walking and cycling distance of many destinations.

Carshare

Within Communauto service area.

WASTE & RECYCLING





10

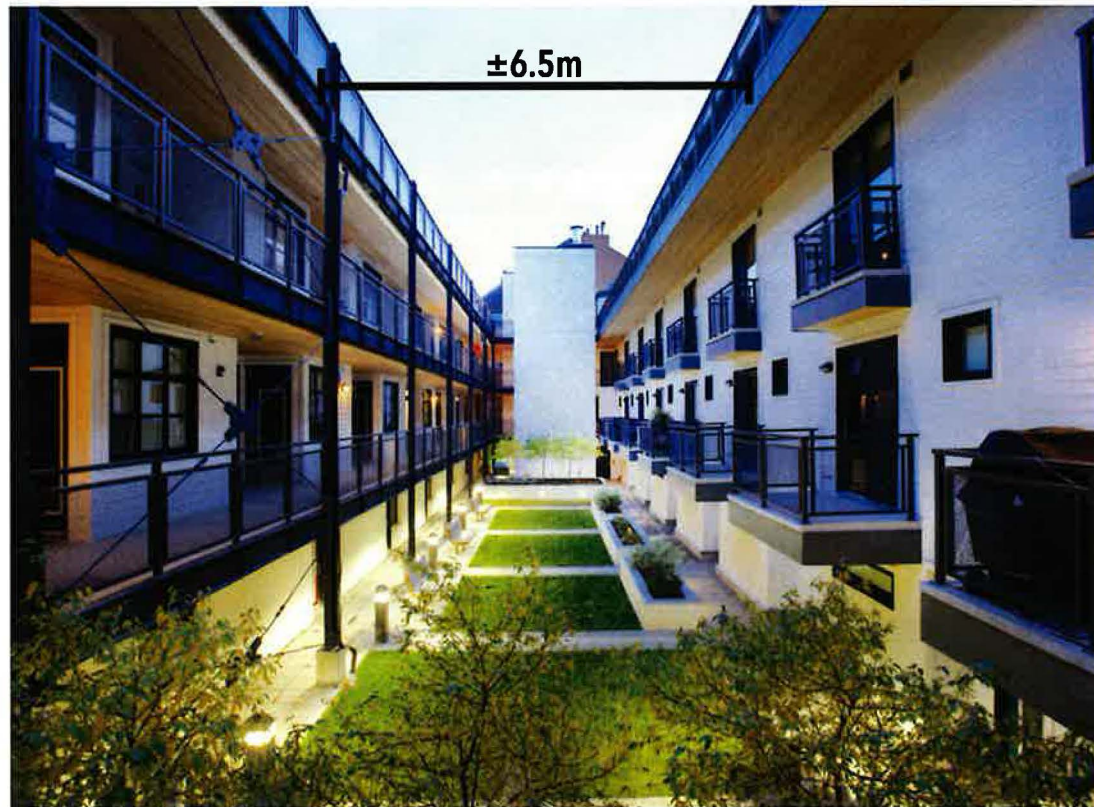
Interior Courtyard



Courtyard Precedents ± 6 m / 20 ft depth

The Block (62 units)

Sturgess Architecture
Avi Urban
1719 9a ST SW



Coco (74 units)

FAAS
Sarina Homes
3375 15 ST SW



Laneway Carport Design & Interface Example



The Missing Middle



Detached Single House

Duplex: Side-by-side & Stacked

Fourplex: Stacked

Courtyard Building

Cottage Court

Townhouse & Rowhouse

Multiplex

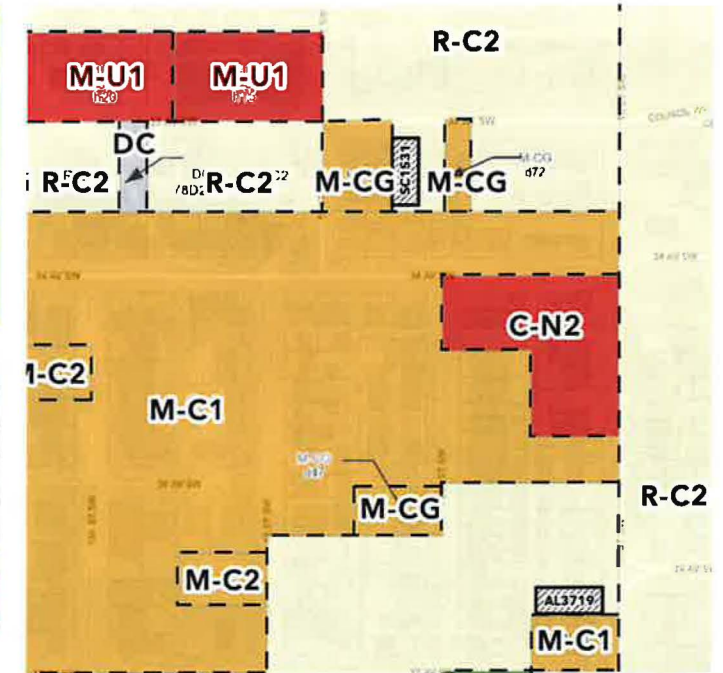
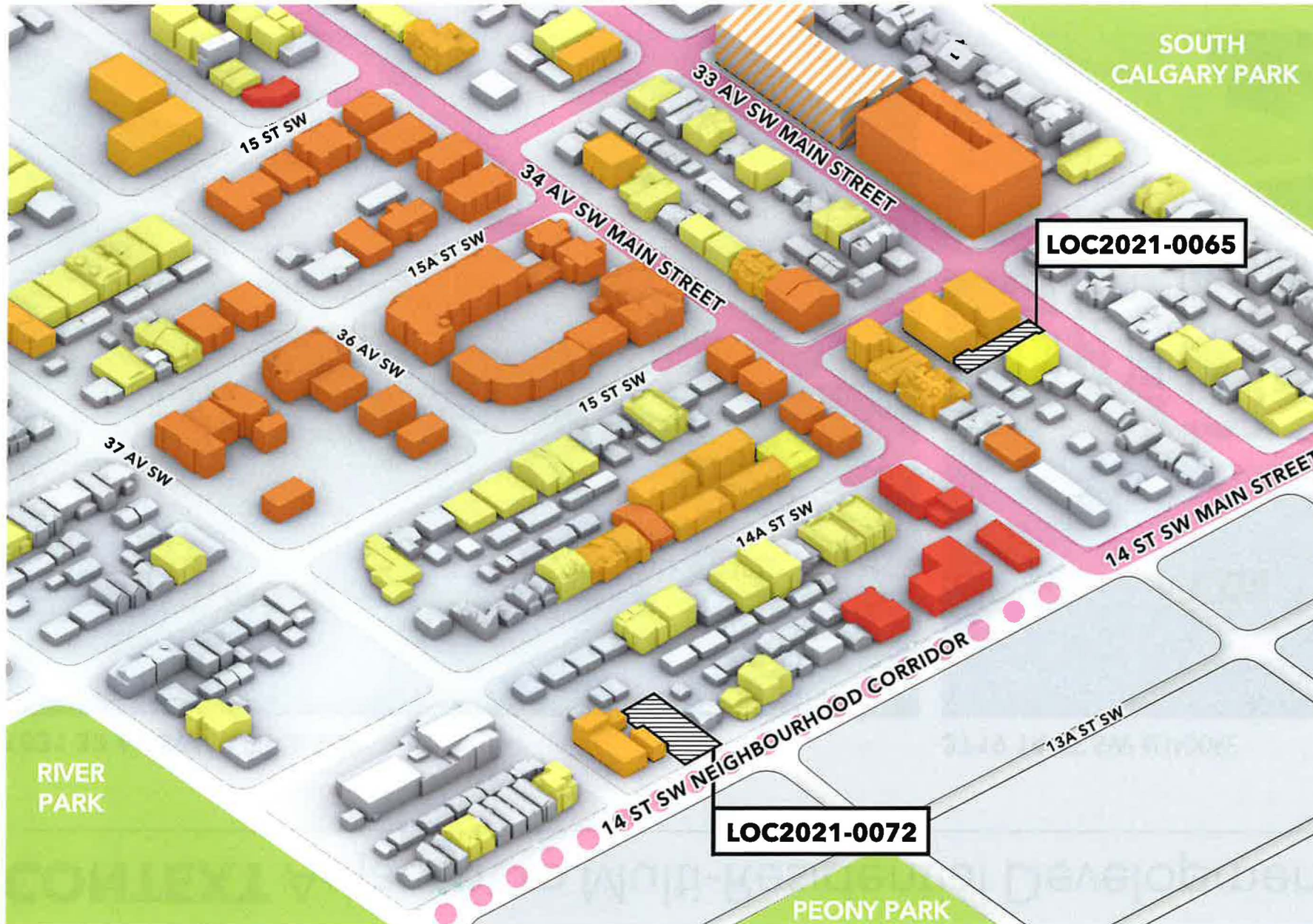
Triplex: Stacked

Live-Work

Mid-Rise

Missing Middle Housing

Project Context Land Use & Development



- Duplex / 4-Plex
- Rowhome / Townhome
- Apartment
- Commercial / Mixed-use

CONTEXT Adjacent to Multi-Residential Development

1531 33 AV SW SOUTH CALGARY



3719 14 ST SW ALTADORE



Direct Control Applications M-CG Comparison

	M-CG DISTRICT POLICIES	DC POLICIES (BASED ON M-CG)
Intent	Low Scale Low Density	Low Scale Medium Density
Permitted/Discretionary Uses	Range of Low Scale Residential Uses	Range of Low Scale Residential Uses
Density	111 UPH (6 Units)	N/A
FAR	N/A	1.5 FAR
Street Orientation/ Unit Mix	N/A	More than half of Rowhouse-style units must face the street Small units (≤ 45m ²) cannot exceed Rowhouse units
At-Grade Orientation	Unit and access located at grade.	Individual unit access provided at grade.
Building Separation	N/A	Minimum courtyard depth of 6.0m.
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 amenity space per unit	5m ² to 7.5m ² amenity space per unit. (168D2020)
Parking	1 Parking Stall/ Unit + 0.15 Visitor Stalls/Unit Ø Bike Stalls	1 Stall per Unit + Ø Visitor Stalls per Unit + Ø Stalls per Unit ≤ 45m ² 0.5 Class One Bike Stalls per Unit

REVISED APPROACH
Based on CPC Feedback

 DC Policy section aligns with M-CG District

 DC Policy section based an existing approved DC



Surrounding Development



These are several key metrics that help us understand if it is possible to live somewhere without a personal vehicle and if people are successfully living a vehicle-free lifestyle:



Average number of cars per household for Marda Loop



Using geo-spatial technology, how far can you walk within 5-



Using geo-spatial technology, how far can you get in 5 - 30



Using geo-spatial technology, how far can you cycle within 5

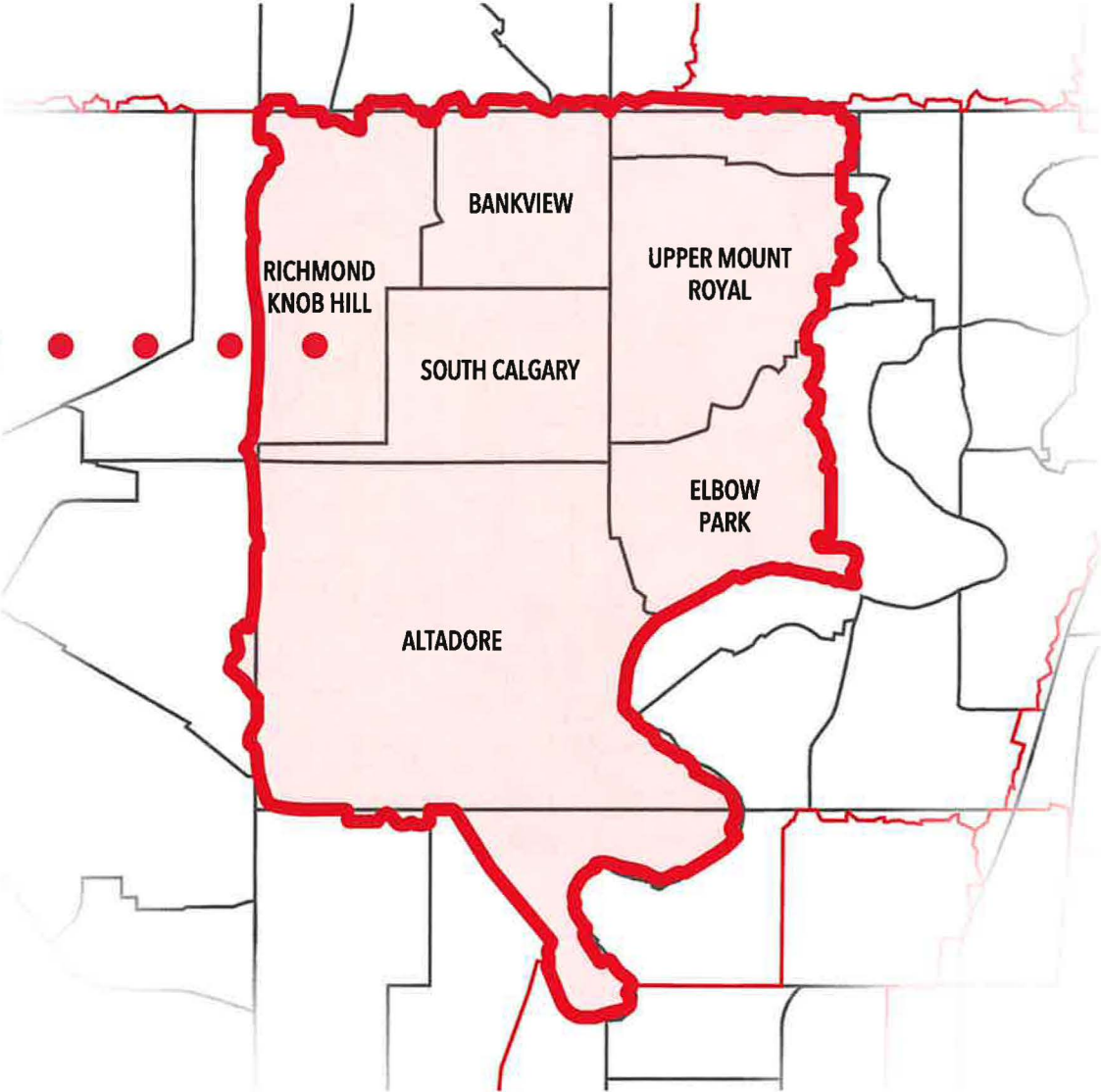
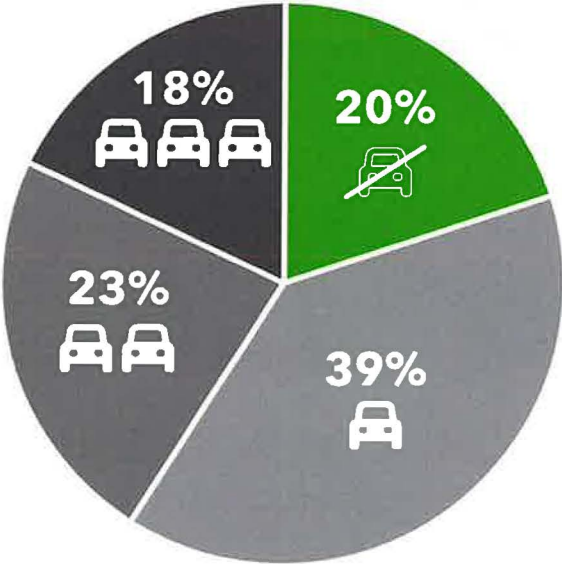


Mapping out the Commun-Auto boundary, a pay-

Vehicle Ownership

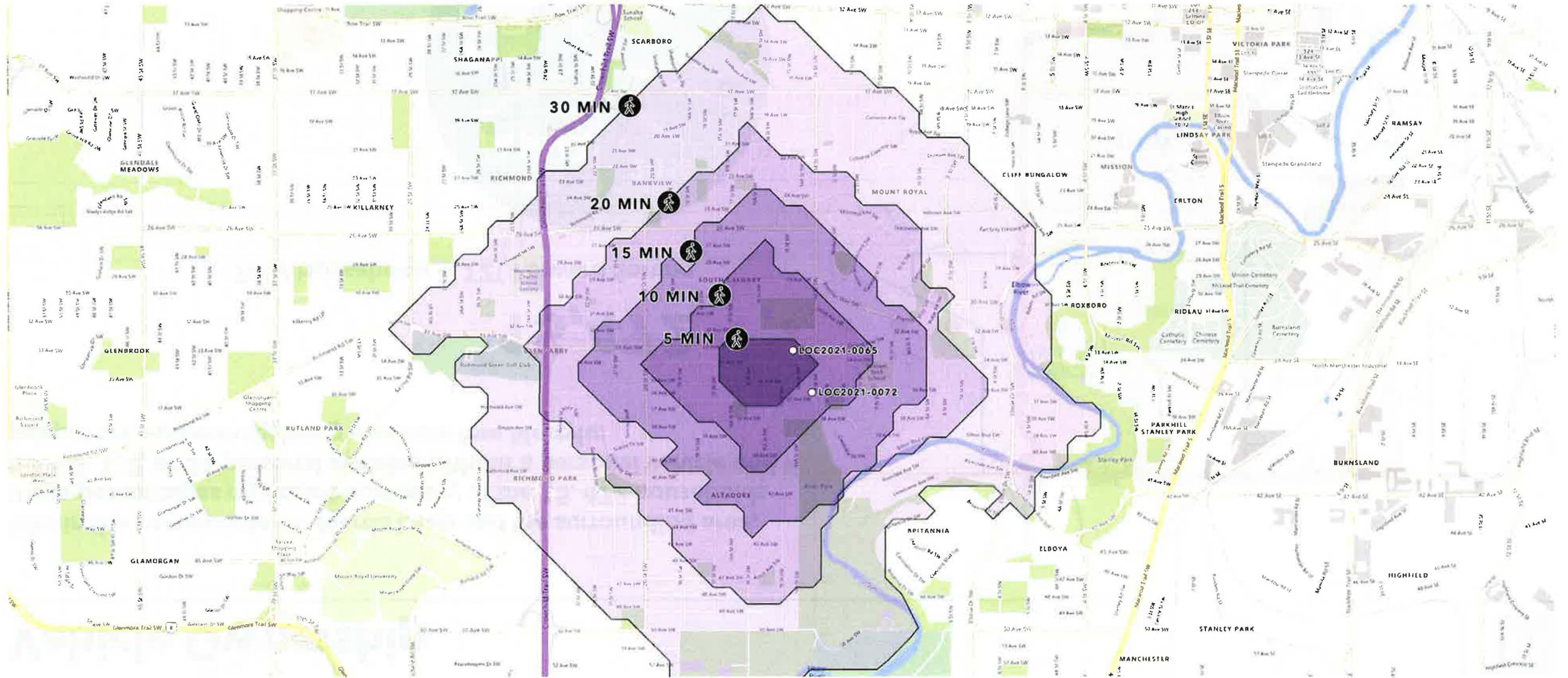
Within the communities of Marda Loop and the surrounding area, these percentages represent how many of the 15,472 households have 0, 1, 2, or 3+ personal vehicles. without a personal vehicle and if people are successfully living a vehicle-free lifestyle:

15,472
Total Households in T2T Forward Sorting

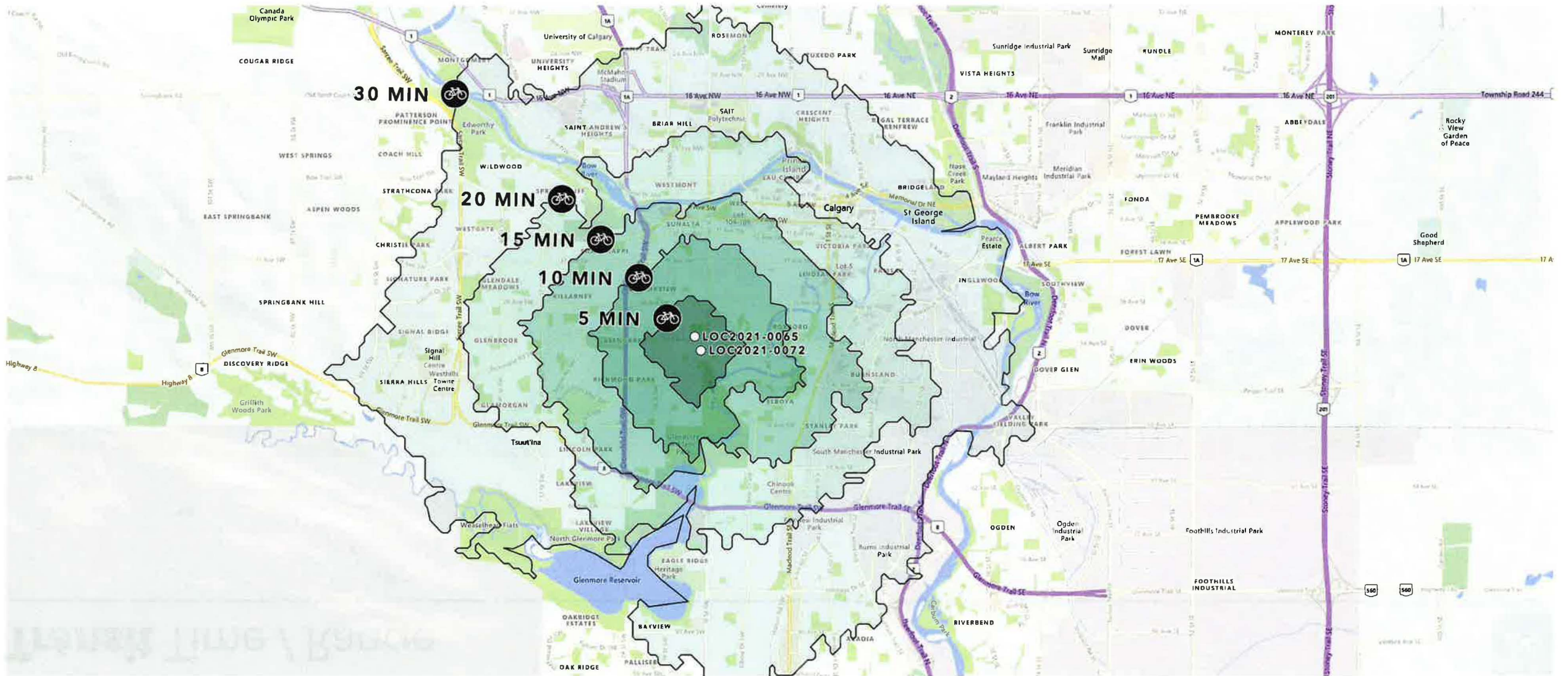


Sources:
Alberta Transportation Vehicle Registrations: Aggregated by FSA (2021)
Canada Post DMTI Postal Suite Addressing: Calgary (2021)
City of Calgary Open Data: Short Term Rentals (2022)

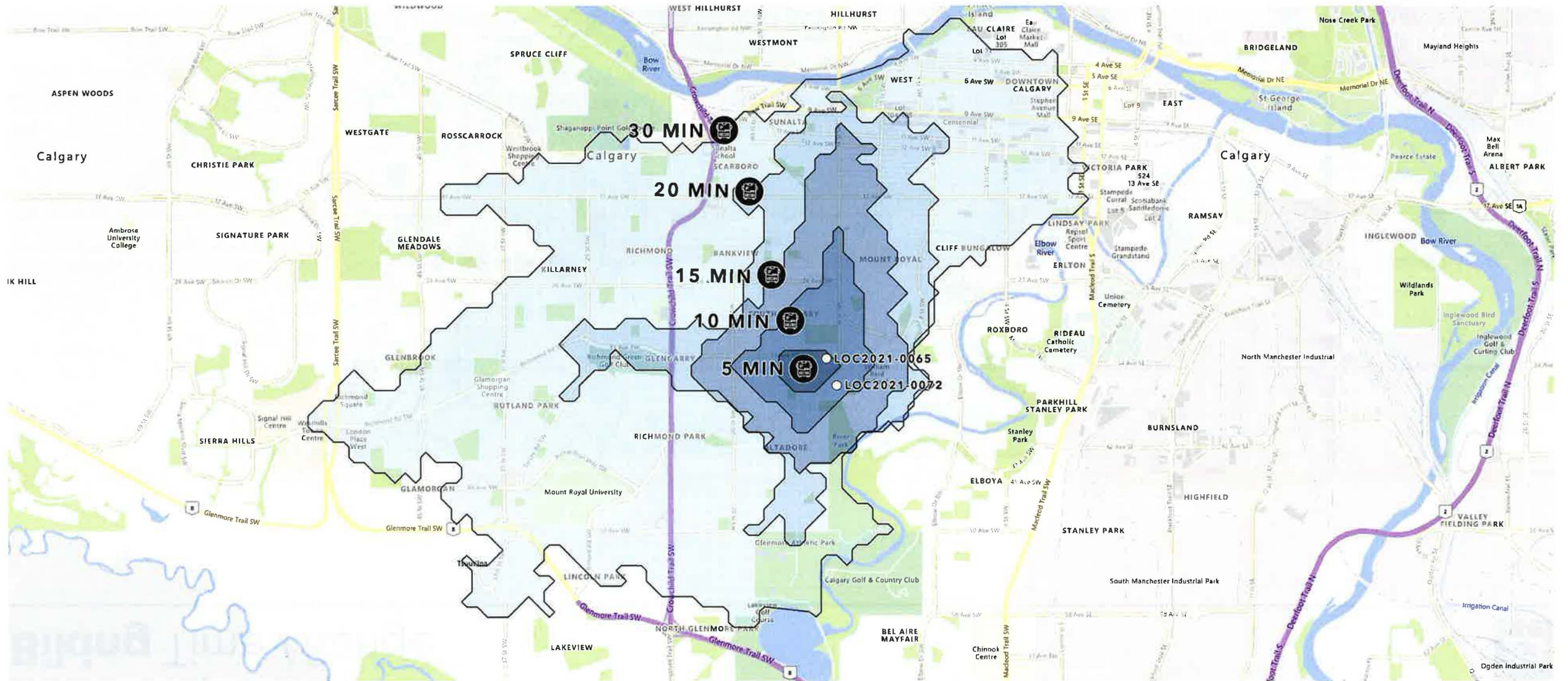
Walking Time / Range

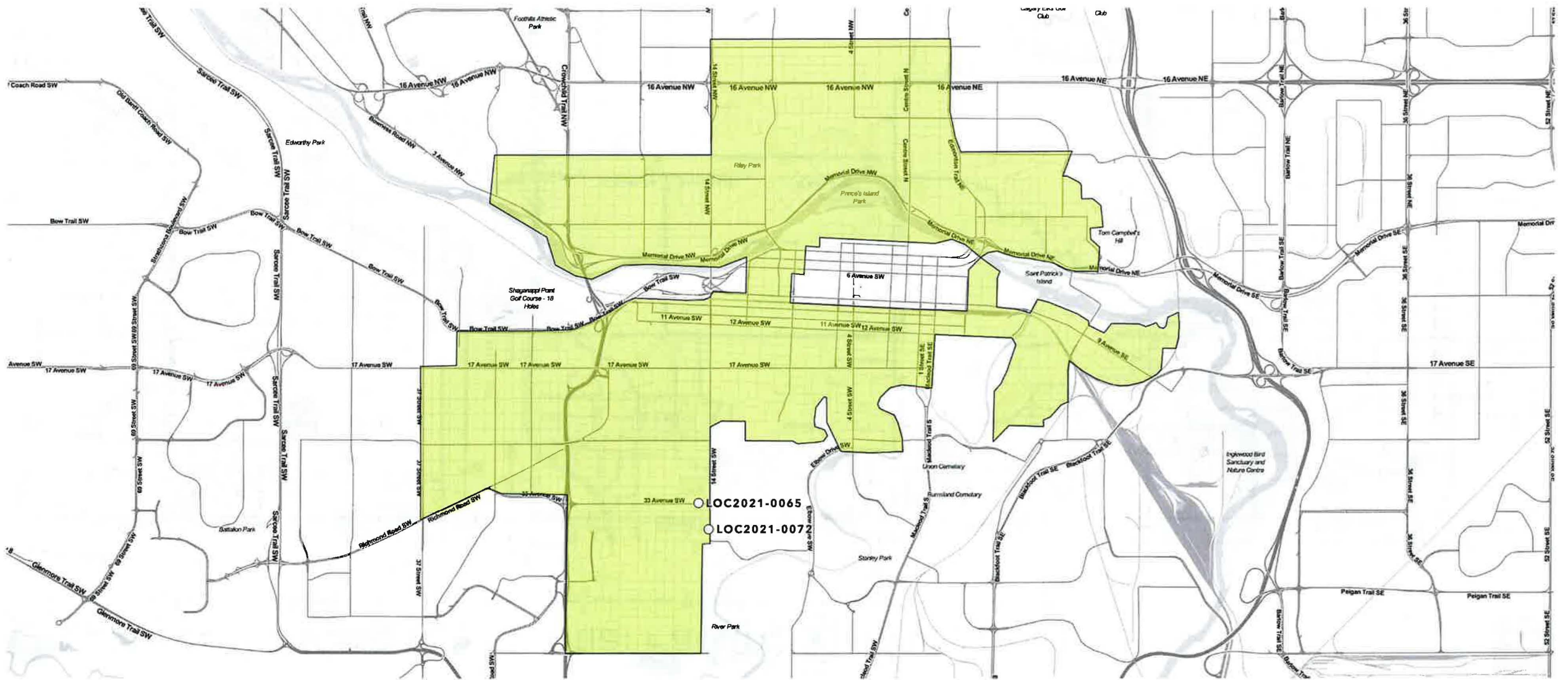


Biking Time / Range

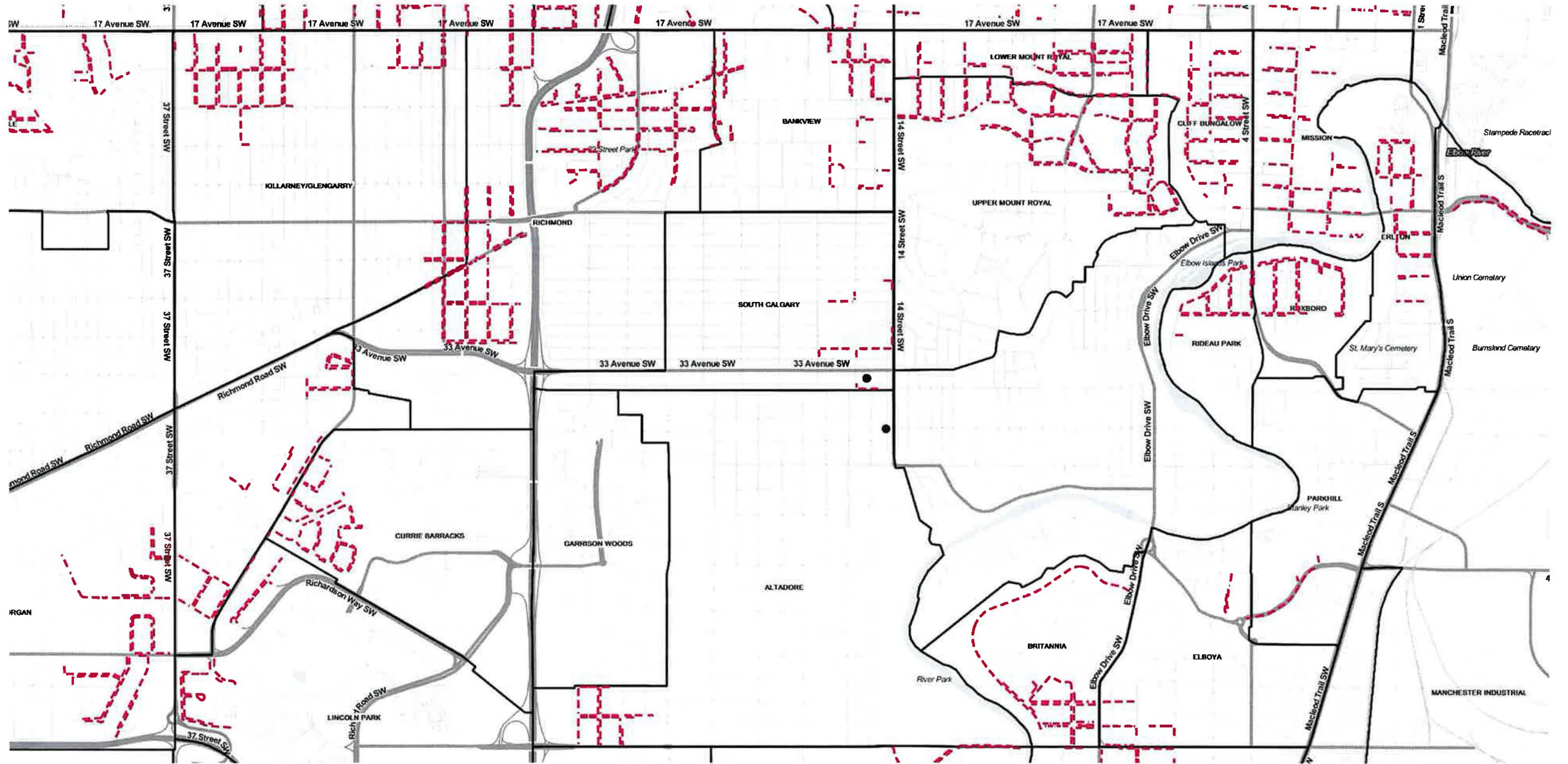


Transit Time / Range



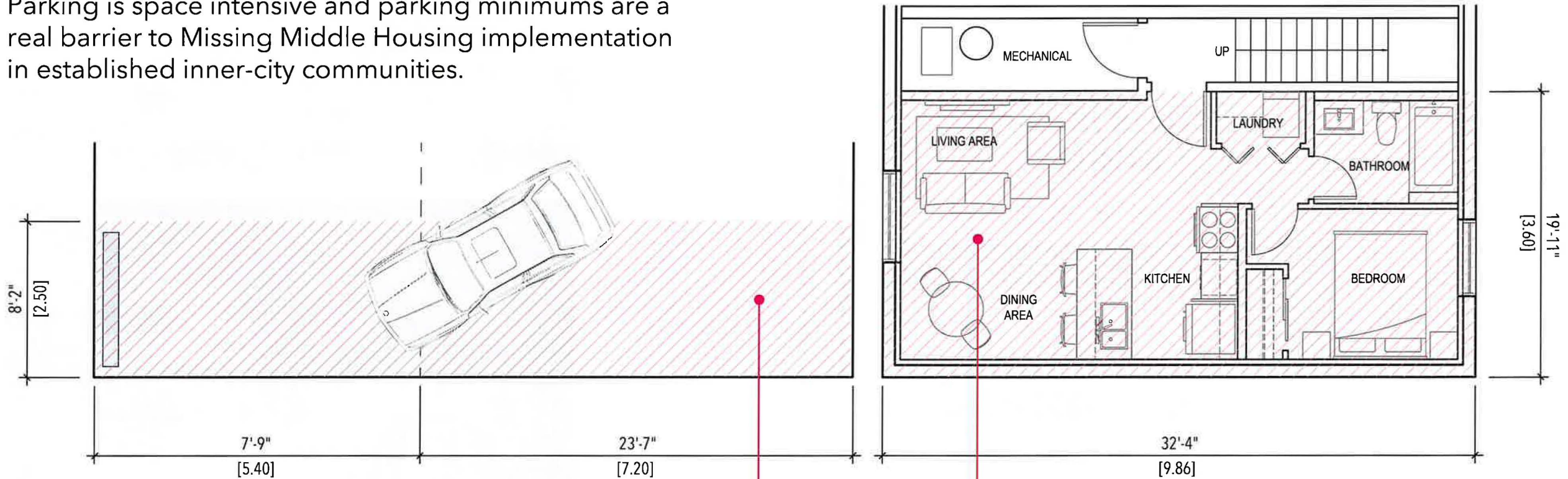


On-street Parking Residential Parking Permit Zones



Barriers to Implementation

Parking is space intensive and parking minimums are a real barrier to Missing Middle Housing implementation in established inner-city communities.



339ft²
31.5 m²

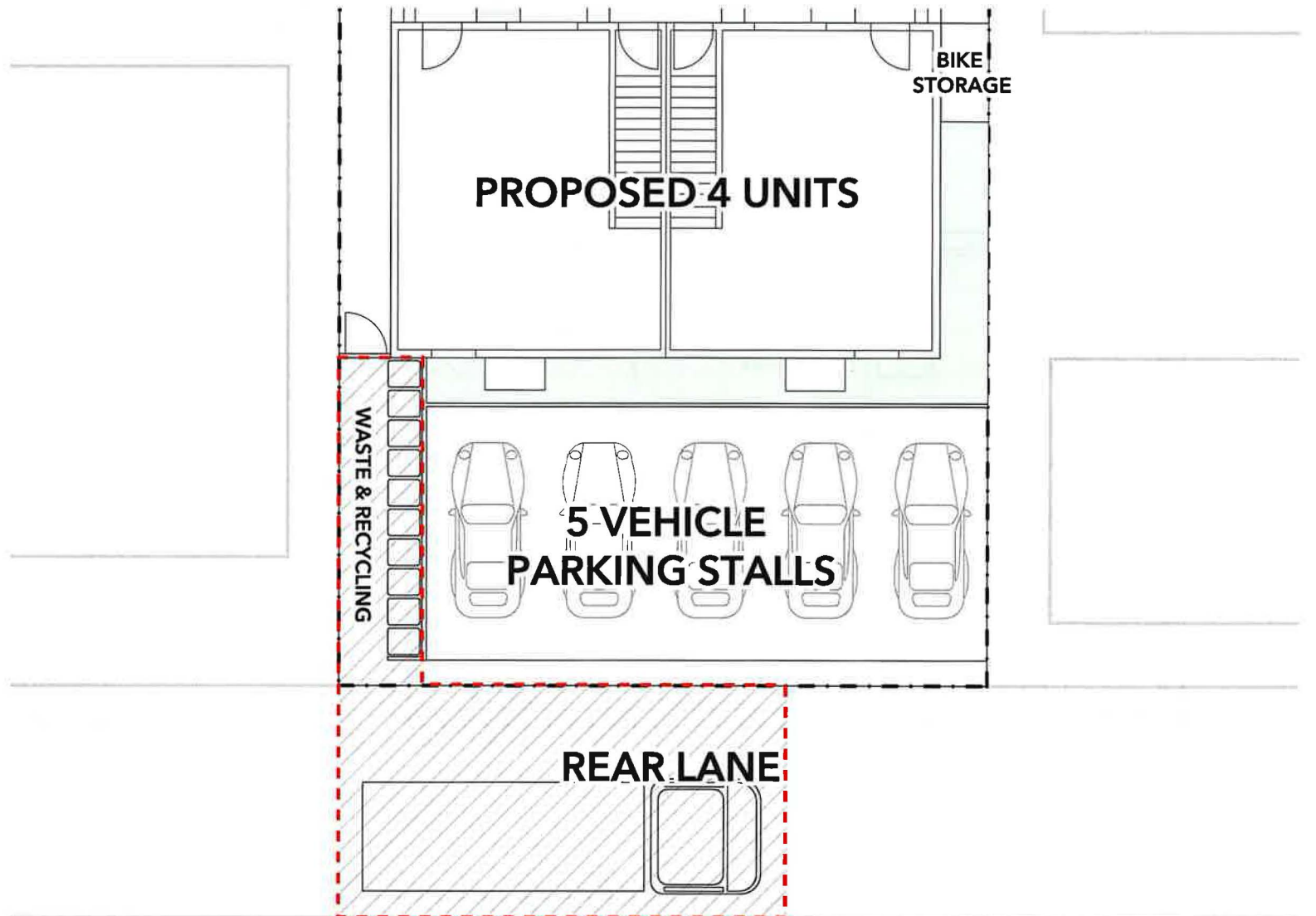
464 ft²
43.1 m²

1 Stall + Aisle = 3/4 Dwelling Unit

Towards Open Option Parking

Treating parking as a responsive market good, rather than a regulated amenity, allowing demand to be determined and met by developers, businesses and landowners through best practice analysis.

Waste & Recycling



Item 8.1.11 | 1531 33 AV SW
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Land Use: Direct Control based on M-CG

2 Low Scale Multi-residential Buildings
12.0m max. building height

6.5m Interior Courtyard
Unit access, shared amenity, massing relief

10 Total Dwelling Units

- **5x** Larger Townhome-style Units
- **5x** Small Units (<45sqm)

5 Vehicle Parking Stalls
Covered carport, access via laneway

5 Bike / Mobility Device Storage Units
Individual, secure, and enclosed

PROPOSED

33 AV SW

LAND USE: DC based on M-CG

SITE AREA: 0.058 ha

BUILDING HEIGHT: 3 Storeys, 12m

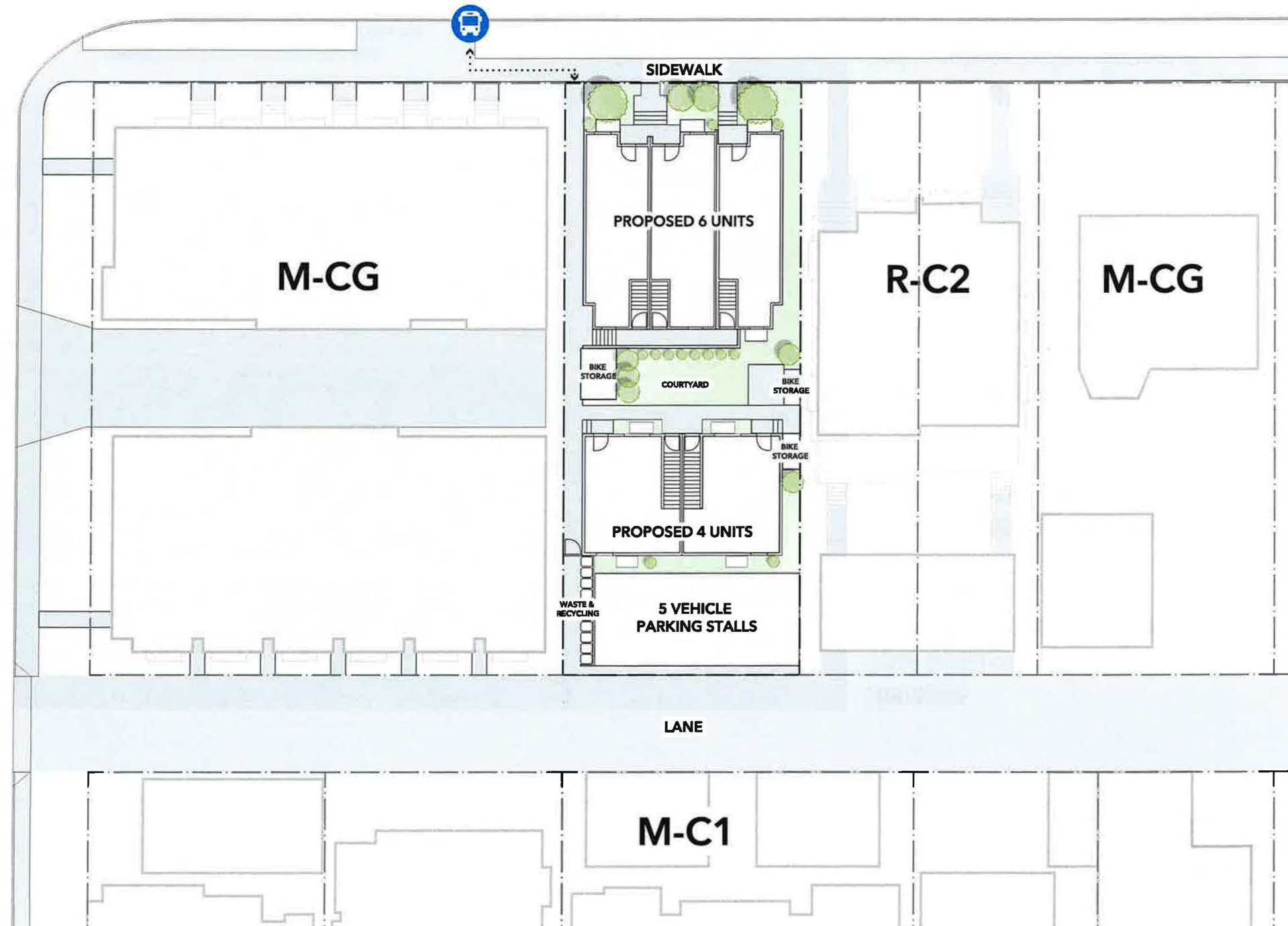
DENSITY: 10 Units Total

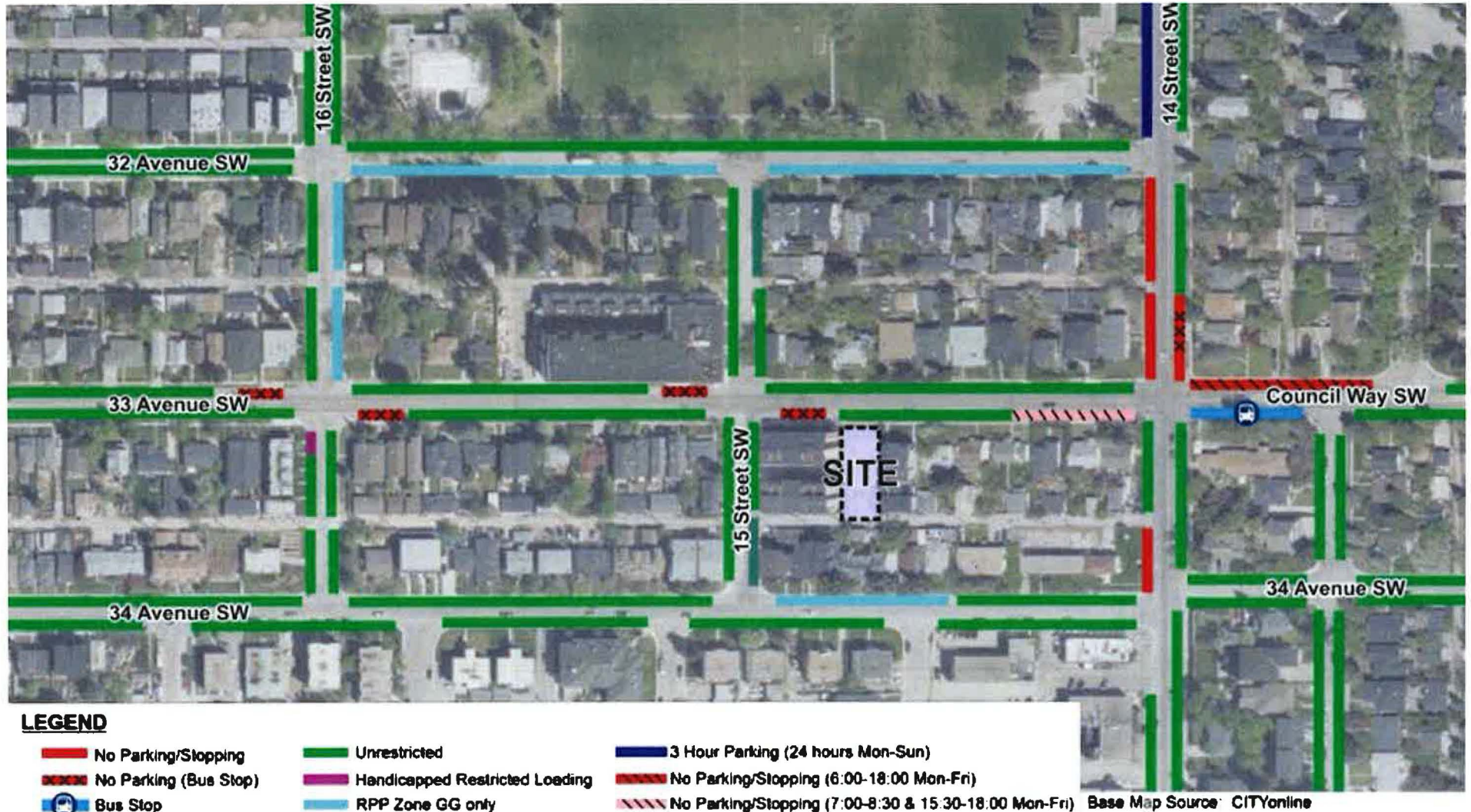
5 Rowhouse-Style Units

5 Small Basement Units (<45 m²)

PARKING: 5 Vehicle Stalls / 5 Bike Stalls

W & R: 10 Bins *Private Collection*





Literature

Small units (<45 m2) have a low documented rate of car ownership and parking demand.

On-Street Parking Restrictions

Future residents of the car-free units will be ineligible for parking permits.

Active Transportation Credits

\$400 annual credit allotted to each unit without a parking stall reimburses alternative transportation costs.

Transit

Within ±5 min walk of frequent bus service

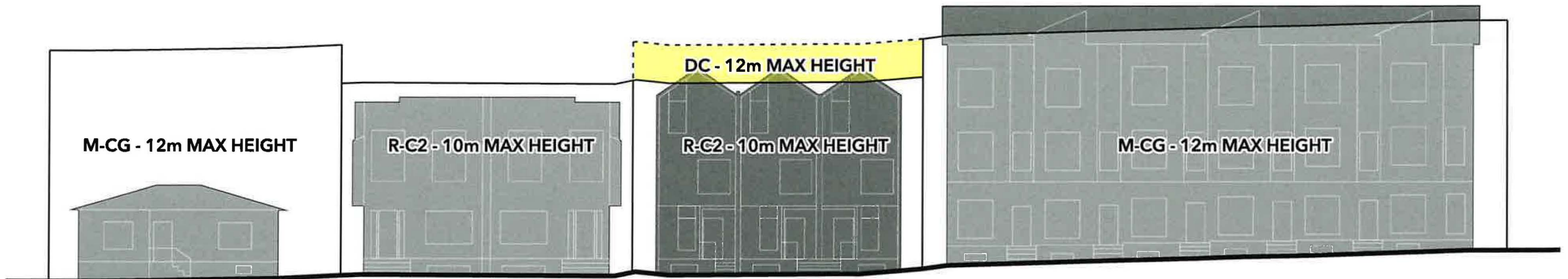
Walking and Wheeling

Within walking/cycling distance of many destinations.

Carshare

Within Communauto service area.

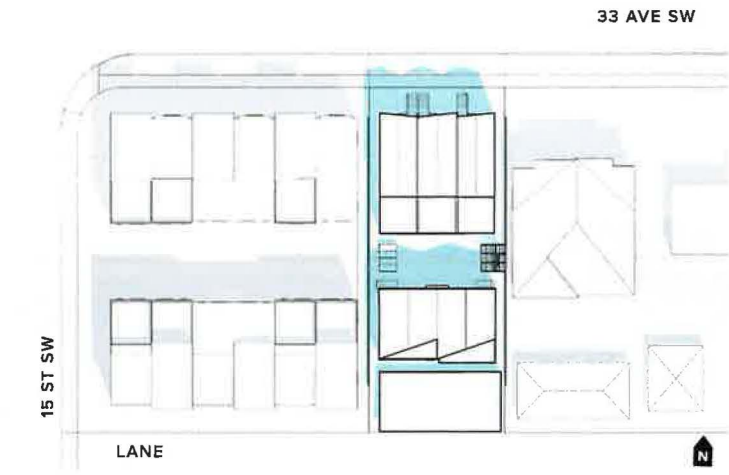
Contextual Fit



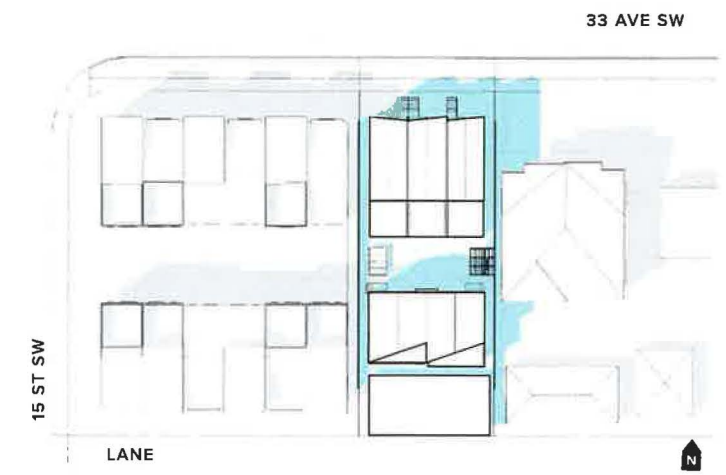
SUBJECT SITE
1531 33 AV SW



JUNE 21 - 10:00AM



JUNE 21 - 1:00PM

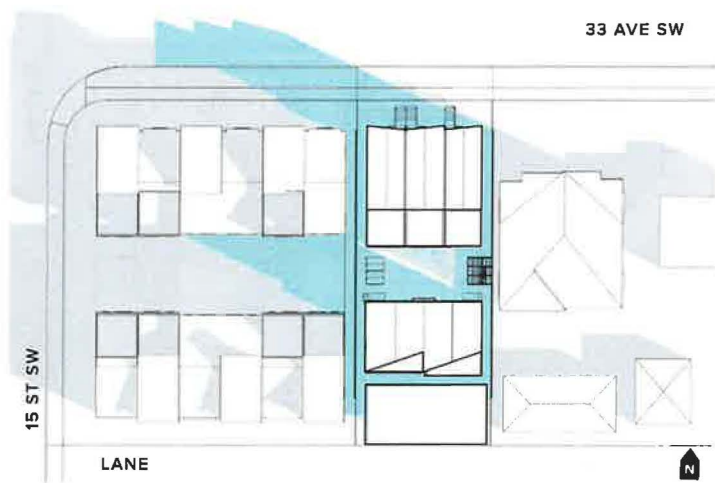


JUNE 21 - 4:00PM

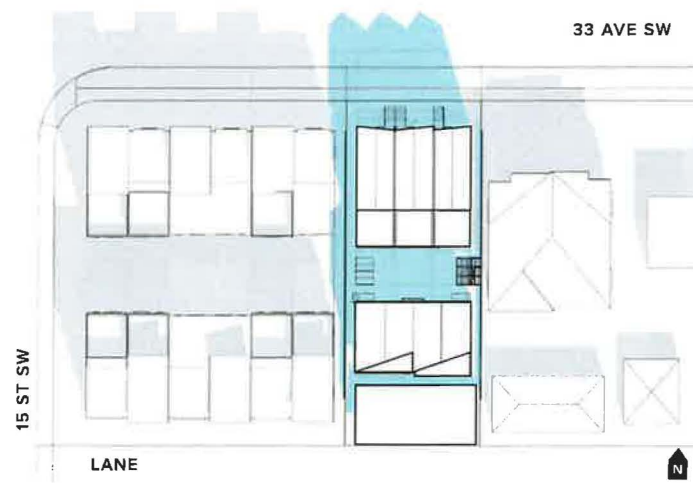
-  SHADOWS - PROPOSED BUILDING
-  SHADOWS - EXISTING CONTEXT

NOTE: 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 (10am, 1pm, and 4pm on equinox and solstices) are based on established City of Calgary requirements.

Sun Shadow Study March 21



MARCH 21 - 10:00AM



MARCH 21 - 1:00PM

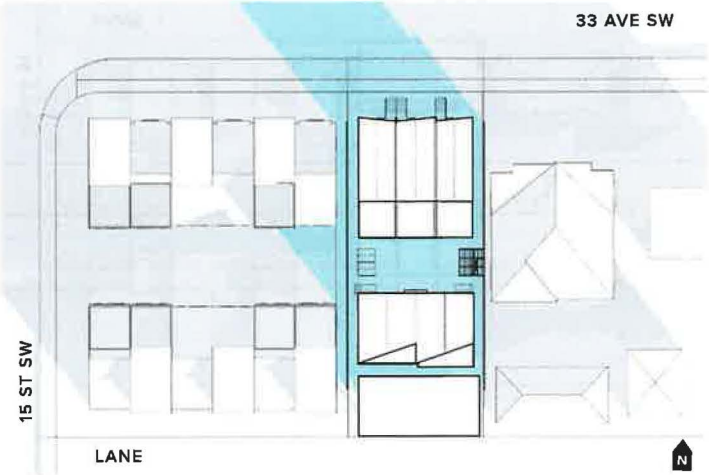


MARCH 21 - 4:00PM

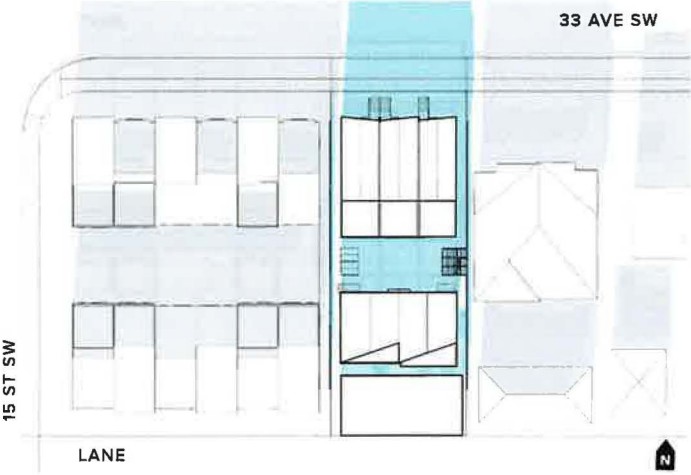
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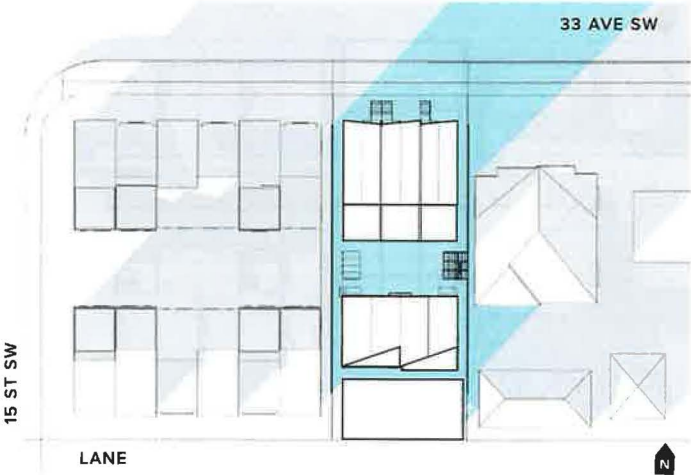
Sun Shadow Study December 21



DECEMBER 21 - 10:00AM



DECEMBER 21 - 1:00PM



DECEMBER 21 - 4:00PM

- SHADOWS - PROPOSED BUILDING
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Item 8.1.12 | 3719 14 ST SW
LOC2021-0072 | CPC2021-1486





Land Use: Direct Control based on M-CG

2 Low Scale Multi-residential Buildings
12.0m max. building height

6.0m Interior Courtyard
Unit access, shared amenity, massing relief

10 Total Dwelling Units

- **5x Larger Townhome-style Units**
- **5x Small Units (<45sqm)**

5 Vehicle Parking Stalls
Covered carport, access via laneway

5 Bike / Mobility Device Storage Units
Individual, secure, and enclosed

SITE PLAN 3719 14 ST SW

LAND USE: DC based on M-CG

SITE AREA: 0.058 ha

BUILDING HEIGHT: 3 Storeys, 12m

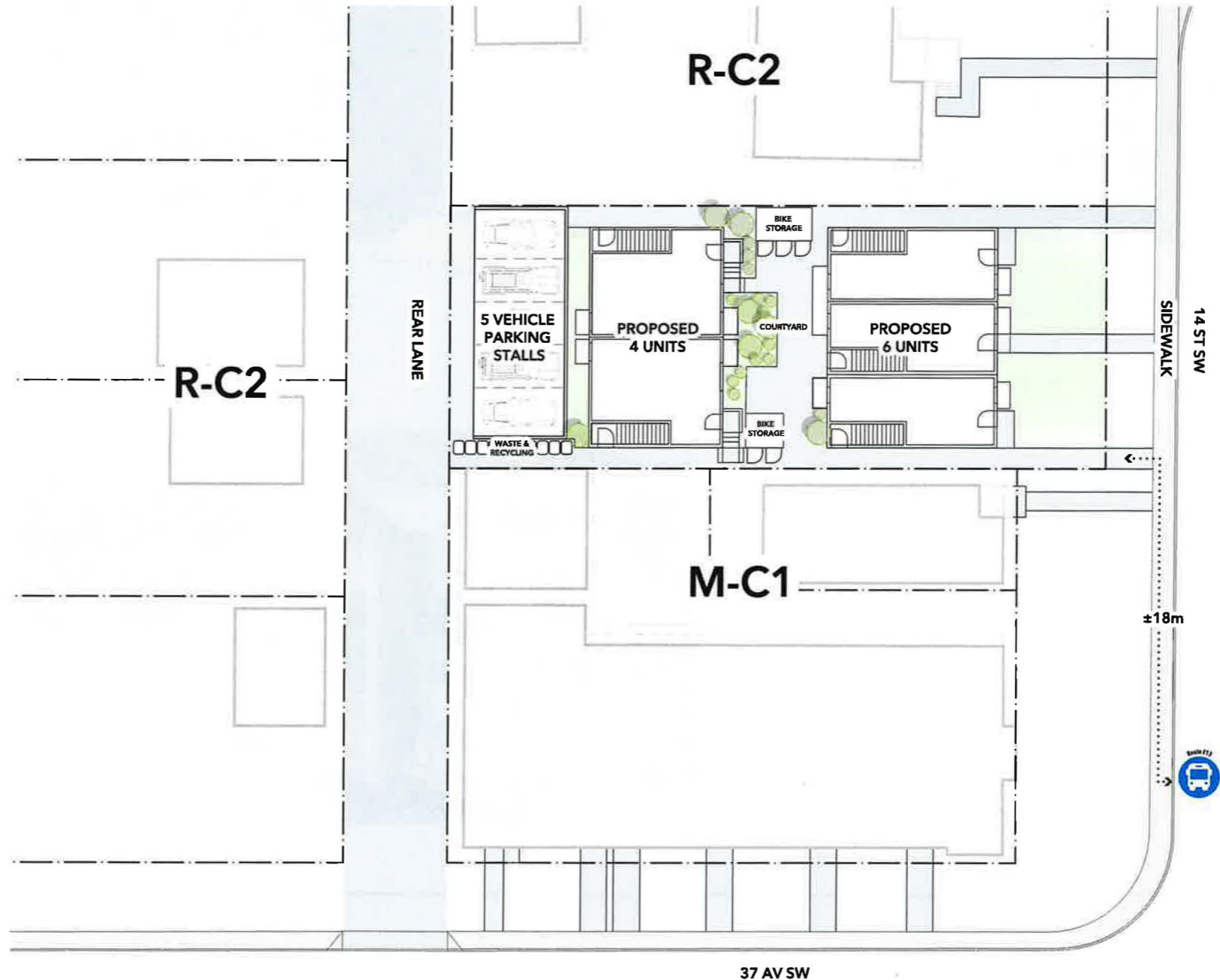
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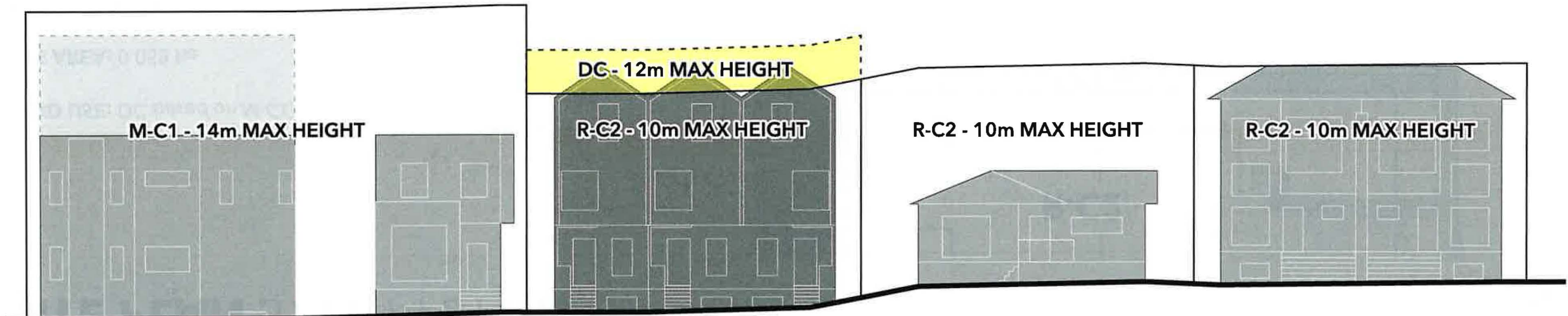
5 Small Basement Units (<45 m²)

PARKING: 5 Vehicle Stalls / 5 Bike Stalls

W & R: 10 Bins *Private Collection*



37 AV SW



SUBJECT SITE
3719 14 ST SW

Parking 3719 14 ST SW



Literature

Small units (<45 m²) have a low documented rate of car ownership and parking demand.

On-Street Parking Restrictions

Future residents of the car-free units will be ineligible for parking permits.

Active Transportation Credits

\$2000 credit allotted to each car-free unit reimburses alternative transportation costs.

Transit

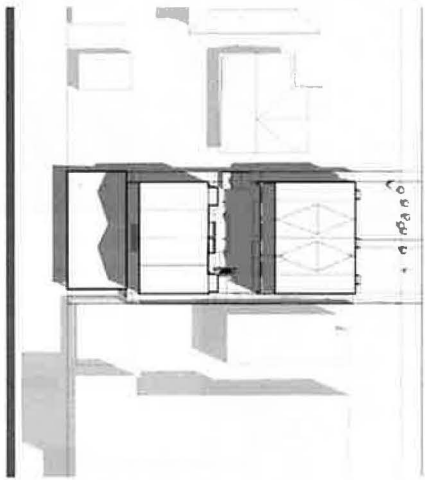
Within ±5 min walk of frequent bus routes

Cycle

Within cycling distance of many destinations.

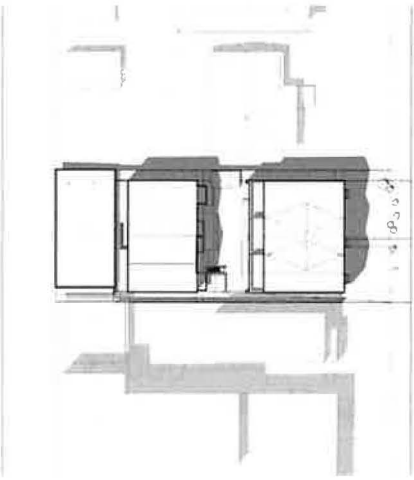
Carshare

Within Communauto service area.



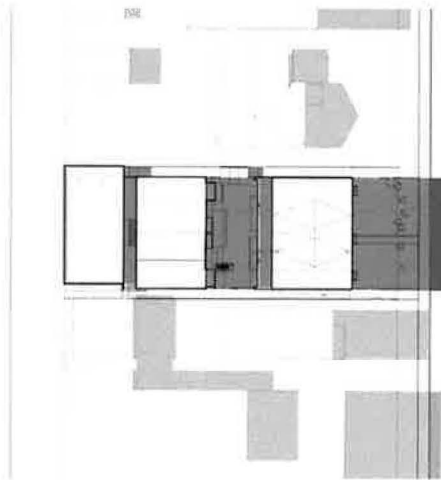
14 ST SW

JUNE 21 - 10:00AM



14 ST SW

JUNE 21 - 1:00PM

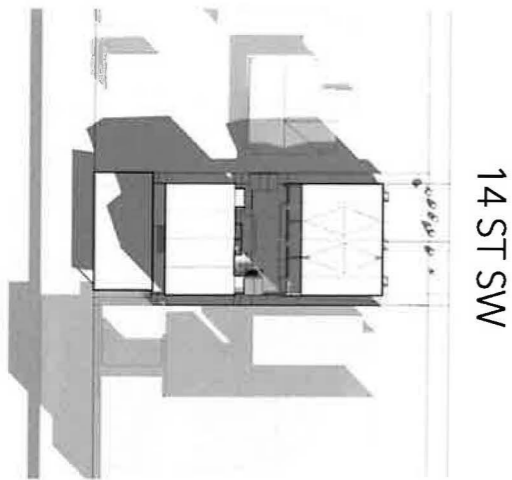


14 ST SW

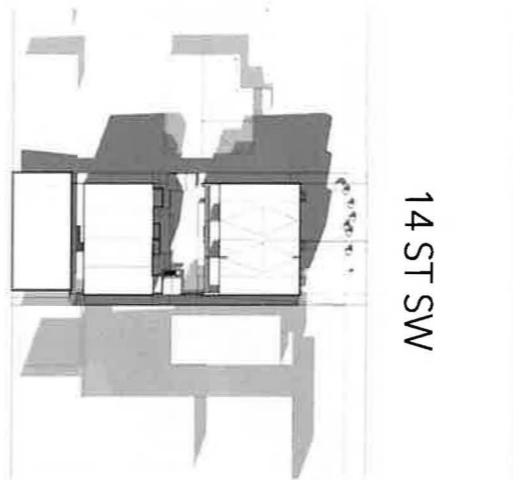
JUNE 21 - 4:00PM

■ SHADOWS - PROPOSED BUILDING
■ SHADOWS - EXISTING CONTEXT

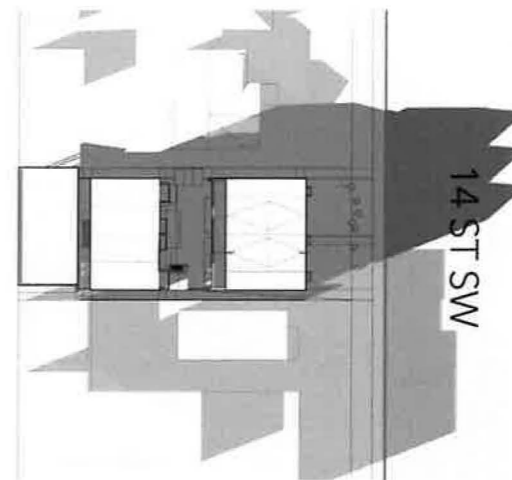
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MARCH 21 - 10:00AM



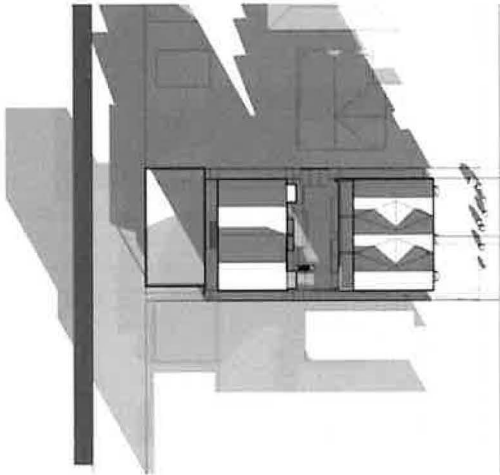
MARCH 21 - 1:00PM



MARCH 21 - 4:00PM

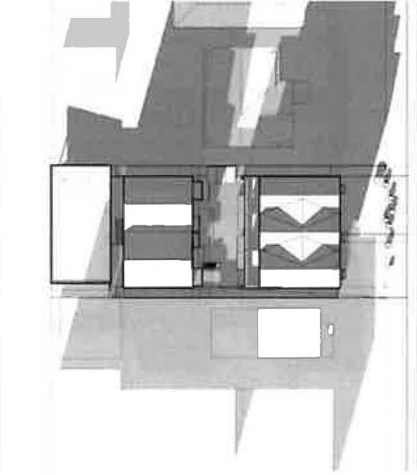
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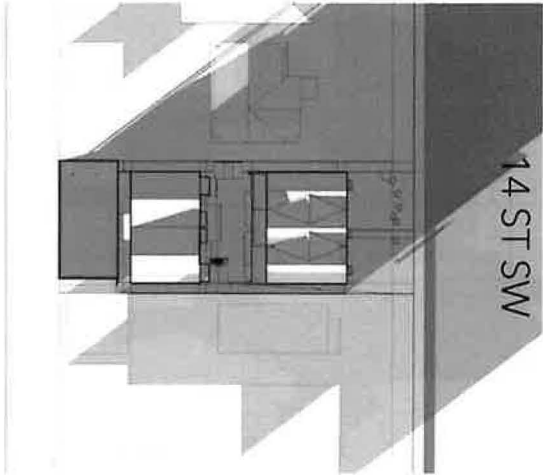
14 ST SW

DECEMBER 21 - 10:00AM



14 ST SW

DECEMBER 21 - 1:00PM



14 ST SW

DECEMBER 21 - 4:00PM

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Growth and Change

- Neighbourhood Evolution & City Goals
- Similar Developments
- Missing Middle Housing

Building Form

- Building Fit
- Amenity Space
- Privacy
- Shadowing

Future Residents

- Tenure
- Market Demand
- Affordability
- Suites vs Units

Direct Control District

- DC Process
- Why is this a DC District?

Crime & Security

Applicant-Led Outreach

- Outreach Process and Next Steps

Parking

- Site Connectivity
- On-Street Parking
- Parking Reductions
- Living Without a Car
- Active Transportation Credits
- Electric Vehicles
- Loading

Waste & Recycling

- Private Bin Collection
- Bins vs Moloks

Construction Considerations

- Stormwater Management
- Road and Lane Access
- Power Pole Relocation