

LANEWAY HOUSING

STAKEHOLDER FEEDBACK SUMMARY



Illustration rendering by:  north

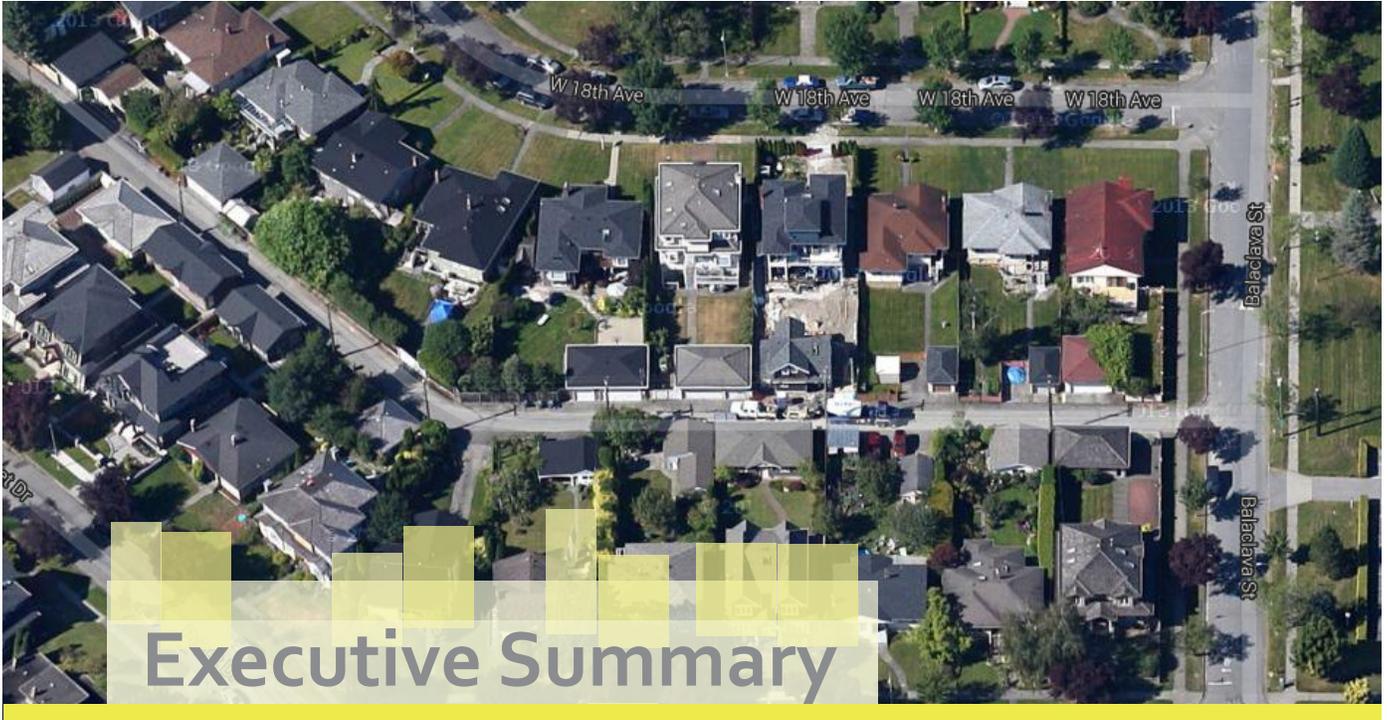
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Onward! We work with City departments, and external organizations, to provide a coordinated and effective community response to the most pressing issues affecting Calgarians. Sustainability Direction: by 2020 Calgary will be an age friendly city.



Laneway Housing
Stakeholder Feedback Summary

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A number of recent land use redesignations that implement the Hillhurst-Sunnyside Area Redevelopment Plan (ARP) have been adopted by Council along the west side of 10 Street NW, which includes an increase in height and density. As a way of mitigating this additional activity in the lane and impacts on the low density residential area to the west, some landowners have expressed a desire to develop laneway housing (i.e., detached garden secondary suite or detached garage secondary suite). Council has asked City Staff to look at how policy, land use bylaw rules, and options for servicing could help facilitate the construction of this form development along the lane.

- The investigation will address the following:
- The potential viability for laneway housing
 - Land use amendments necessary to allow redevelopment options
 - Barriers to development opportunities for laneway housing
 - Mechanisms to address coordination among multiple owners
- The City of Calgary Planning, Development & Assessment department hosted a workshop for the residents, business owners and local developers, architects and planning consultants that specialize in laneway housing

to discuss the challenges that face the laneway with future development. The workshop was held on May 24, 2014 from 9 a.m. to 1 p.m. Approximately 40 individuals participated in the workshop.

- The purpose of the workshop was to:
- collect ideas and input from the public
 - understand what qualities of the built environment are valued by residents
 - understand what activities are already happening and desired by residents

The workshop implemented the world café methodology, which is a simple, effective and flexible format for hosting large group dialogue. A round table approach was used as a way to generate ideas, build upon pre-existing knowledge and collective knowledge, and analyze the situation or issue. Each table had approximated 10 to 15 participants and discussed a topic for 45 minutes and then rotated through each table and topic. To facilitate the conversation, each table participant received a workbook that outlined the key questions for each table.

1. What are your interests and needs?
2. What are your issues and concerns that we need to address?
3. What solutions should be considered to address your issues and concerns?

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These questions were designed to keep topics open ended and encourage dialogue. Each table had a recorder that documented the discussion. After each group had the opportunity to cycle through all three topics, the larger group shared their consolidated learnings and insights. These learnings and insights are summarized below.

Many participants identified concerns with lane function and lane congestion that result from the limited lane width. As the lane is only 4.56 metres in width as compared to the City standard of 7 metres, many participants feel that the lane's capacity will only experience increased pressure from the future development and density. Garbage removal and servicing to commercial buildings was identified as a concern along with winter maintenance. Many participants identified traffic, parking and safety as major concerns surrounding the lane. Residents noted that speeding on the lane is a problem. Individuals expressed a desire to maintain pedestrian connectivity to 10 Street NW through potential pedestrian links or pathways between developments. A desire for placemaking in the lane was identified by residents who feel that a sense of ownership would encourage maintenance and care. Residents expressed a need for a transition between the commercial uses and the single family dwellings, a transparent process and opportunity for input. Also residents highly value their access to sunlight and privacy. Residents expressed an interest in laneway housing as a tool for heritage preservation and flexibility in housing form.



Participants shared ideas on solutions to these concerns. Residents suggested installing traffic calming infrastructure to mitigate traffic, speed and parking such as lay-bys, defined pedestrian zones, minimizing loading zones, reducing parking, posted speed signs and speed bumps. Participants seemed equally divided on whether to widen the lane or maintain its narrowness; however, there was consensus that burying the utilities would help with laneway efficiencies. Residents expressed interest and excitement in providing additional laneway treatment such as landscaping, residential units fronting the lane on both sides and greater building setbacks in order to create a better buffer and transition between the commercial and residential land use. Residents were in support of parking relaxations for both the commercial developments and potential laneway housing developments. Residents also expressed an interest in ongoing educational opportunities to learn about the laneway housing (secondary suites) application process and future development applications.

The City of Calgary would like to thank all participants who contributed to meaningful discussion and open dialogue on this topic. In order to continue the conversation, The City will host an information session in the fall to provide residents with an update on the long-term laneway design and laneway housing opportunities.

Laneway Housing Stakeholder Feedback Summary



10 Street Development Interface

What are your interests and needs regarding the 10 Street Development Interface?	What are your issues and concerns about the 10 Street Development Interface that we need to address?	What solutions should be considered to address your concerns with the 10 Street Development Interface?
Lane Function, Safety & Accessibility		
Maintain function of lane	<ul style="list-style-type: none"> • Lane congestion <ul style="list-style-type: none"> - Future traffic impacts - Service vehicles parking and loading • Lane width <ul style="list-style-type: none"> - Limited dimensions - If widened, might encourage speeders - Privacy loss 	<ul style="list-style-type: none"> • Increase width to: <ul style="list-style-type: none"> - Absorb intensification of the uses on either side (traffic) - Increase in service vehicles • Decrease width of the lane to: <ul style="list-style-type: none"> - Discourage speeding - Discourage shortcutting • Improve lane connectivity and traffic flow <ul style="list-style-type: none"> - create access to 303 10 Street 4 way stop • Restrict vehicle usage <ul style="list-style-type: none"> - Sign indicating use of lane is restricted to residents of 10A • Remove parking requirement for laneway housing on 10A street
Safety	<ul style="list-style-type: none"> • Lane safety for pedestrians and residents <ul style="list-style-type: none"> - speeding 	<ul style="list-style-type: none"> • Install traffic calming infrastructure <ul style="list-style-type: none"> - speed sign posted - speed bumps - create lay-bys
Pedestrian connectivity	<ul style="list-style-type: none"> • Connectivity <ul style="list-style-type: none"> - lane is too long with no access to 10 or 10A Street 	<ul style="list-style-type: none"> • Improve pedestrian environment • Encourage pedestrian usage of the lane to 10 Street • Pedestrian designed spaces (benches)
Placemaking		<ul style="list-style-type: none"> • Name the lane to create sense of place

Laneway Housing Stakeholder Feedback Summary



What are your interests and needs regarding the 10 Street Development Interface?	What are your issues and concerns about the 10 Street Development Interface that we need to address?	What solutions should be considered to address your concerns with the 10 Street Development Interface?
Development applications		
Transition between commercial and residential uses	<ul style="list-style-type: none"> • Privacy • Sunlight access • Buffer between uses 	<ul style="list-style-type: none"> • Greater setbacks for developments on 10 Street • Landscaping • Public open space and pedestrian walkway along 10 Street side of lane
Laneway frontages should be more relatable		<ul style="list-style-type: none"> • Residential uses should front the lane <ul style="list-style-type: none"> - Laneway housing - townhouses - Live work units fronting the lane
Working with The City, policy, studies, and bylaws		
Informed decisions Coordination between laneway design and laneway housing	<ul style="list-style-type: none"> • ARP and Bylaw regulation and enforcement 	<ul style="list-style-type: none"> • Amend the ARP <ul style="list-style-type: none"> - To address commercial frontage onto lane - Urban design guidelines
Education on planning process (amended plans, DTRs)	<ul style="list-style-type: none"> • Lack of funding mechanisms for infrastructure maintenance 	<ul style="list-style-type: none"> • ARP should consider neighbourhood for its uniqueness and difficulty to retrofit new bylaws in established community
Open dialogue & collaboration between The City and community	<ul style="list-style-type: none"> • Long term impacts of future development 	

Laneway Housing Stakeholder Feedback Summary



Laneway Housing

What are your interests and needs regarding the laneway design?	What are your issues and concerns about the laneway design that we need to address?	What solutions should be considered to address your concerns with the laneway design?
Lane Function, Safety & Accessibility		
Liveability	<ul style="list-style-type: none"> • Safety <ul style="list-style-type: none"> - Speed - Poor lighting - Long stretch on lane without pedestrian connections 	<ul style="list-style-type: none"> • Lane efficiency <ul style="list-style-type: none"> - Bury power lines - Relocate dumpsters and bollards - Implement loading zones by enforcing constraints on the number of loading docks per building - Loading hour restrictions - Mirrors to alleviate blind spots - Widen to the east
Heritage building preservation	<ul style="list-style-type: none"> • Lane congestion <ul style="list-style-type: none"> - Width below minimum standard - Limited space - Loading docks are in close proximity - Unable to use garages - Difficulty accessing backyard - Difficulty exiting garages - Service trucks use the lane - Idling 	<ul style="list-style-type: none"> • Traffic calming infrastructure <ul style="list-style-type: none"> - Lay-bys - Speed bumps - Speed cameras - Grass pavers down centre - Speed blocks • Traffic study (TIA) • No idling zone
Pedestrian environment	<ul style="list-style-type: none"> • No connectivity with new development being built 	<ul style="list-style-type: none"> • Define a pedestrian zone • Enforce speed limit • Passage to 10 street through pedestrian and cycling corridors • Multi-use laneway, pedestrians, cyclists and automobiles • Support laneway housing

Laneway Housing Stakeholder Feedback Summary



What are your interests and needs regarding the laneway design?	What are your issues and concerns about the laneway design that we need to address?	What solutions should be considered to address your concerns with the laneway design?
Public realm improvements		<ul style="list-style-type: none"> • Beautify the lane <ul style="list-style-type: none"> - Improve lighting - Provide space to allow for neighbour contribution and interaction - Landscaping - Reduce garbage bins <ul style="list-style-type: none"> ○ plan for separate location
Winter maintenance	<ul style="list-style-type: none"> • Treacherous winter conditions of lane 	<ul style="list-style-type: none"> • Snow removal • Storm water drainage
Development applications		
	<ul style="list-style-type: none"> • Impact on lane capacity/performance 	<ul style="list-style-type: none"> • New development should have their own loading/garbage collection in their own zone • Less parking in rear of lane • Finalize setbacks for business parking • Parking needs reserved hours
Possible opportunity of benefit back to community Define how the \$120,000 is getting back to the community	<ul style="list-style-type: none"> • Higher density will encourage cut through traffic through the lane 	<ul style="list-style-type: none"> • Implement development levy for lane improvements to bury poles
		<ul style="list-style-type: none"> • Lighting should be provided by new development

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Working with The City, policy, studies, and bylaws		
On-going collaboration	<ul style="list-style-type: none"> Concerned that Roads will be moving on paving and lighting will create obstacles statutory 	<ul style="list-style-type: none"> Create a special fund for lane improvements
Constrained laneway needs more talk	<ul style="list-style-type: none"> Lack of communication between city and residents regarding information 	<ul style="list-style-type: none"> Look to other cities as examples
		<ul style="list-style-type: none"> Coordination between commercial and residential property owners
		<ul style="list-style-type: none"> Sharing of community survey Transparency and commitment <ul style="list-style-type: none"> Funding and expenditure should be made clear to the community Continued public engagement Encourage city staff to be responsive Sensitive transition
		<ul style="list-style-type: none"> Zoning bylaw amendments



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Laneway Design

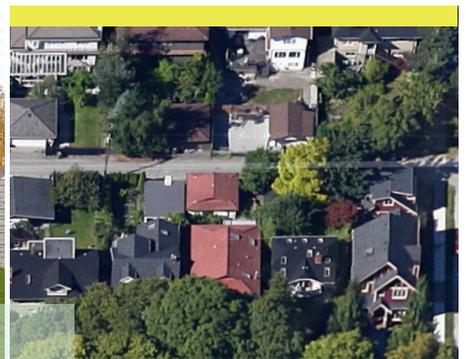
What are your interests and needs regarding laneway housing?	What are your issues and concerns about laneway housing that we need to address?	What solutions should be considered to address your concerns with laneway housing?
Lane Function, Safety & Accessibility		
Tool for heritage preservation	<ul style="list-style-type: none"> • Gentrification • Redevelopment 	<ul style="list-style-type: none"> • Heritage bonusing
Lane efficiency	<ul style="list-style-type: none"> • Emergency & service access <ul style="list-style-type: none"> - Idling cars in lane • Lane width <ul style="list-style-type: none"> - Narrow - Utilities - Lighting - Garbage, recycle bins 	<ul style="list-style-type: none"> • Lane improvements <ul style="list-style-type: none"> - Pavement change to cue pedestrian zone - Wayfinding to start behavioural change in the lane - Traffic calming and slowing infrastructure
Lane Safety	<ul style="list-style-type: none"> • Vehicle Traffic and Lane Safety <ul style="list-style-type: none"> - Speed - Idling 	
<ul style="list-style-type: none"> • Flexible living space i.e. live work, aging in place housing, • Affordable housing • Income revenue • Housing diversity <ul style="list-style-type: none"> - increase rental units 		<ul style="list-style-type: none"> • Opportunity for zero emissions building <ul style="list-style-type: none"> - Cost savings from servicing • Comprehensive redevelopment <ul style="list-style-type: none"> - Opportunity to share servicing costs - Shared parking, shared recycle, water/plumbing, etc
Activate laneway	<ul style="list-style-type: none"> • Landscaping & amenity space maintenance • Vandalism & graffiti in lane 	<ul style="list-style-type: none"> • Eyes on the lane • More uses on the lane <ul style="list-style-type: none"> - shops + studios in the lane - No bars in the lane – want it to be more liveable



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<ul style="list-style-type: none"> • Invisible density <ul style="list-style-type: none"> - Maintains character of neighbourhood while increase density - Sensitive intensification 	<ul style="list-style-type: none"> • Access to Sunlight • Privacy 	<ul style="list-style-type: none"> • Homeowners interested in finding the right tenants <ul style="list-style-type: none"> - Tenants that don't own vehicles • Laneway housing education and promotion <ul style="list-style-type: none"> - mentality shift
Laneway access	<ul style="list-style-type: none"> • Parking <ul style="list-style-type: none"> - Mix of parking needs - Parking in the lane 	<ul style="list-style-type: none"> • Parking relaxations <ul style="list-style-type: none"> - Bike sharing - Neighbourhood supports parking relaxations - Street parking also supported - TOD area – amend policy to support parking relaxations - Shared parking opportunities with 10 Street NW businesses for laneway housing tenants • Create semi public / private space in lane
Placemaking		<ul style="list-style-type: none"> • Name or brand the lane
Pedestrian mobility	<ul style="list-style-type: none"> • Winter maintenance 	<ul style="list-style-type: none"> • Opportunities for parking reduction



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Development applications		
	<ul style="list-style-type: none"> • Concern about transition - residents facing undeveloped/unmaintained sites, financial burden 	<ul style="list-style-type: none"> • Development that steps back and set back further from the lane <ul style="list-style-type: none"> - Landscaping provided on 5 metre setback from property line on commercial side of lane • Soften the interface with the commercial building – stepped back at third floor, townhouses, residential laneway housing, more trees and landscaping
Transition between commercial and residential land use	<ul style="list-style-type: none"> • Need interim uses, live/work allows adaption – more city funding to help • Light pollution 	<ul style="list-style-type: none"> • Residential live/work on commercial side so new development would have doors + planters on lane – very urban residential interface



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Working with The City, policy, studies, and bylaws		
Holistic approach needed	<ul style="list-style-type: none"> • Bylaw requirements <ul style="list-style-type: none"> - zoning concern – lots too narrow – a lot of money to get relaxation (risk) • Bylaw enforcement needed • Inner city housing guidelines address overlooking – laneway housing may not be able to meet those guidelines 	<ul style="list-style-type: none"> • Ongoing consultation with entire 10A Street
Utilizes existing infrastructure	<ul style="list-style-type: none"> • Retrofitting in established area provides challenges <ul style="list-style-type: none"> - rules may be getting in the way of getting “where we want to be” - why do rules apply here in same way as other neighbourhoods, when this place is so unique? 	<ul style="list-style-type: none"> • Cut the red tape, <ul style="list-style-type: none"> - Make secondary suites permitted for all lots • Identify barriers to development <ul style="list-style-type: none"> - ex. Alberta Building Code Barriers vs. City of Calgary Land Use Bylaw
	<ul style="list-style-type: none"> • The City needs to take responsibility for the lane <ul style="list-style-type: none"> - fix the lane 	<ul style="list-style-type: none"> • Argument that this is really about lane: width, permeability, light access, safety – priority should be on lane
		<ul style="list-style-type: none"> • Financial incentives <ul style="list-style-type: none"> - \$25,000 grant program to build Secondary Suites is no longer available though application fees are waived - TIF district helped create investment in East Village - BC hydro provides rebates to laneway houses – maybe a similar program could be developed



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