

Applicant Submission

From Letter Dated 2022 November 30:

RE: Land Use Redesignation from R-C2 to DC (based on M-C1 and R-CG)
1615, 1619 33 AV SW | Lots 31 - 34, Block 65, Plan 4479P

APPLICANT STATEMENT

Oldstreet Development Corp. has retained CivicWorks and Formed Alliance Architecture Studio (FAAS) to undertake a concurrent Land Use Redesignation and Development Permit process to facilitate the construction of a 2 to 3-storey 18-unit courtyard-oriented multi-residential development with front doors facing 33 AV SW, an internal common courtyard, alternative mobility device (bike, scooter, stroller, etc.) storage and 10 total parking stalls.

In support of the proposed development vision, a Land Use Redesignation is proposed to transition the subject site from the existing R-C2 (Residential - Contextual One / Two Dwelling) District to the new Housing - Grade-Oriented (H-GO) District based on the alignment of the proposed development vision with the H-GO District's Purpose statement, including the following location criteria:

(d) should only be designated on parcels located within:

(i) an area that supports the development form in an approved Local Area Plan as part of the Neighbourhood Connector or Neighbourhood Flex Urban Form Categories; or

(ii) the Centre City or Inner City areas identified on the Urban Structure Map of the Calgary Municipal Development Plan and also within one or more of the following:

(A) 200 metres of a Main Street or Activity Centre identified on the Urban Structure Map of the Calgary Municipal Development Plan;

(B) 600 metres of an existing or capital-funded LRT platform;

(C) 400 metres of an existing or capital-funded BRT station; or

(D) 200 metres of primary transit service.

APPLICATION TRANSITION

The originally proposed Land Use Redesignation submitted in September 2021 sought a change to a custom Direct Control (DC) District based on M-CG to allow for an innovative missing middle housing typology that did not fit well within any one stock District within Land Use Bylaw 1P2007, filling a significant gap in the nearly 15-year-old Bylaw. Based on this application and other similar DC applications in Calgary's inner city communities, Council directed Administration to address key gaps in the Land Use Bylaw that were creating the need for Direct Control District applications.

The Applicant team commends Administration's efforts and Council's decision to introduce the new Housing - Grade-Oriented (H-GO) District into the Land Use Bylaw, allowing the Applicant team to respond to community concerns related to the use of custom DC Districts by transitioning the subject application (LOC2022-0112) to the new H-GO District. The proposed development vision and associated Development Permit meet all of the rules of the new H-GO District and will continue to recognize and respond to the goals of the *Municipal Development Plan* and the *South Calgary / Altadore Area Redevelopment Plan*, as well as the local inner city context of the 33 & 34 Avenue Main Streets, nearby amenities and frequent transit service.

CONCURRENT DEVELOPMENT PERMIT

To ensure a high quality bricks and mortar outcome, a supporting concurrent Development Permit has been submitted by FAAS. Development Permit plans and renderings are intended to provide interested parties, the Development Authority, Calgary Planning Commission and Council with additional supporting information and greater certainty about the development intent through the application review and decision making process. Additionally, Development Permit revisions can be made to respond to key feedback heard from interested parties and Administration throughout the concurrent application review process. Significant Development Permit design changes have been integrated through the course of the application review process, based on feedback heard from community, the Ward 8 Councillor's Office and Administration. As a result, the supporting Development Permit meets all the rules of the new H-GO District at the time of writing.

SITE SUITABILITY

The proposed use and development vision is well-suited to the site given its surrounding built form context, lot characteristics and location. The subject site is strategically located along Marda Loop's 33 Avenue SW Main Street – close to transit, local destinations and community amenities. Recently completed and ongoing multi-residential development directly across 33 AV SW (CoCo and 1600 West) is indicative of the ongoing evolution of 33 Avenue into a true mixed use Main Street corridor. The accessibility and proximity of alternative / active transportation modes along with daily needs destinations make the subject site especially well suited for the introduction of units that cater to a variety of needs and lifestyles, including Calgarians who opt for vehicle-reduced or vehicle-free lifestyles and value low scale ground-oriented housing. A summary of applicable site suitability characteristics is provided below:

Direct Lane Access: The subject site has direct rear lane access, facilitating a development that orients vehicle access to the rear lane, creating an uninterrupted, pedestrian-friendly streetscape interface along 33 AV SW. Sites with direct lane access minimize the impact of vehicles on adjacent streets and sidewalks, increase parking options with limited impact on the existing neighbourhood, and provide safer, more pedestrian-oriented streetscapes with fewer driveways crossing sidewalks.

Proximity To Local & Primary Transit: The subject site is within 60m (± 1 min walk) of both a local and primary transit stop (Route 7, 22) located along the 33 AV SW Primary Transit corridor. Route 7 provides frequent bus service to the Beltline and Downtown, with 10 min. wait times during peak periods (6:30-8:30; 16:00-18:00), 20 min. during the day (8:30-16:00), and 15-30 min. during all other times. The subject site is also 230m (± 3 min walk) from the Route 13 local transit stop at 33 AV / 14 ST SW, with service to Mount Royal University and Downtown.

On a Collector or Higher Standard Roadway: The subject site fronts onto 33 AV SW which is classified as a Neighbourhood Boulevard that is designed to handle higher traffic volumes.

Proximity To A Main Street Corridor: The subject site is located directly on the 33 AV SW Neighbourhood Main Street corridor and ± 200 m from the 14 ST SW Neighbourhood Main Street corridor, allowing future residents direct and easy access to a variety of local area destinations to meet their daily needs.

Proximity To An Existing Open Space / Community Amenity: The subject site allows residents direct and easy access to a variety of local area amenities, including South Calgary Park, Marda Loop Communities Association, South Calgary Outdoor Pool and the Giuffre Family Library.

Proximity To Existing Multi-Unit Development: The subject site is across the street from two multi-unit developments by Sarina Homes: a complete 4-storey building with 74 units (Coco) and approved and under construction 6-storey building with 125 units (1600 West).

TRANSPORTATION + PARKING CONSIDERATIONS

The proposed 10-stall parking supply will ensure that more than 50% of units have a dedicated parking stall. The proposed parking supply exceeds the requirements of the new H-GO District, and also provides all units without a parking stall with an individual and secure alternative mobility storage areas for bikes, scooters and strollers. The site's strategic location and proposed unit mix allows some future residents the option to live a vehicle free lifestyle in an amenity-rich neighbourhood with excellent access to day-to-day conveniences, frequent transit service, and alternative mobility options like walking, cycling and Communato car share.

In support of the originally proposed DC District, Bunt & Associates was retained to undertake a Parking Study to evaluate the appropriateness of the proposed parking supply. The Parking Study found the proposed parking supply to be supportable and appropriate based on the following considerations:

1. Policy: The parking supply reduction for smaller units is consistent with relevant Council approved policy and criteria.
2. Literature: Smaller units experience lower parking demand when compared to other types of dwellings.
3. Walkability: The site is within easy walking distance of shops and services along the 33 Avenue SW Main Street and surrounding area.
4. Transit: Frequent bus service is available near the site (Routes 7, 13, 22).
5. Cycling: Multiple cycling routes service the site and surrounding area.
6. Carshare: The site is within the Communauto car share service area.

CITY-WIDE POLICY ALIGNMENT

Through contemporary city-wide plans, The City of Calgary has placed policy priority on building complete and resilient communities that make sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal funding capital. These contemporary realities and their implications are directly reflected in the city-wide policies of the Municipal Development Plan (MDP), the Calgary Transportation Plan (CTP) and associated implementation plans like the Developed Areas Guidebook (DAG) and non-statutory Guide for Local Area Planning.

The proposed land use change and development vision are consistent with the city-wide goals and policies of these plans, which encourage: the development of innovative and varied 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. In order to support greater housing choice and reinforce more complete and resilient residential neighbourhoods, the MDP also identifies ground-oriented housing as a key component of complete communities (Policy 2.3.1[a]) and encourages growth and change in low density residential neighbourhoods through the addition of a diverse mix of ground-oriented housing options (Policy 2.2.5[a]).

LOCAL AREA POLICY ALIGNMENT

The subject site is within the policy boundaries of the *South Calgary / Altadore Area Redevelopment Plan* (ARP, 1986), and within the ARP's "Residential Low Density" land use policy area. The proposed development vision meets the overall spirit and intent of the ARP, whose residential land use policies seek to improve existing neighbourhood quality and character, provide family-oriented housing options, and allow compatible and sensitive infill development. To ensure alignment with contemporary city-wide policy and acknowledge the unique development vision of the proposed land use change and supporting Development Permit, a minor map-based amendment to the ARP is proposed to transition the site to a "Residential Medium Density" land use policy area – a change consistent with the contemporary "Community Mid-rise" land use policy area directly north of the subject site.

APPLICANT-LED OUTREACH

CivicWorks and Oldstreet are committed to being good neighbours and working with stakeholders throughout the application process. The project team undertakes a meaningful and appropriately-scaled outreach process in support of all applications to ensure a clear and transparent process for all stakeholders. As part of our process, we contact the local area Ward Councillor's Office, Community Association, and surrounding residents at the outset of the application process to encourage them to share questions, comments and feedback throughout the application review process.

Significant application and design changes have been incorporated as a direct result of feedback heard from community, Ward 8 Councillor's office and Administration. These key changes include:

1. Transition of the application from a custom Direct Control (DC) District to Council's new stock Housing - Grade-Oriented (H-GO) District, which will become effective Jan. 1, 2023 per Council's Oct 5 2022 decision.
2. Reduction of proposed density from 22 to 18 units (total number of smaller units reduced from 12 to 8).
3. Overall reduction in building mass, height and gross floor area (eg. rear building reduced from 3 to 2 storeys).
4. Contextual building height transitions that reflect H-GO District building height chamfer rules and allow for more sensitive transitions to adjacent properties
5. Increased building step backs and clearance between the east and west residential buildings at the shared side property lines.
6. Larger alternative mobility storage areas.
7. Addition of electric vehicle charging rough-ins and secure mobility storage with outlets for e-bikes and scooters.
8. Integration of private consolidated Molok in-ground waste, recycling and organics storage and collections.
9. Lowered carport roof pitch to mitigate shadow impacts.

A comprehensive summary of applicant-led outreach process is provided in a supporting *Applicant Outreach Summary* (provided under separate cover).

CONCLUSION

The proposed land use redesignation and associated development vision will help deliver more diverse 'missing middle' housing options for Calgarians of all ages, wages and stages looking to live in amenity-rich inner city communities that enjoy excellent access to transit, infrastructure and local destinations. For the reasons outlined above, we respectfully request that Administration, Calgary Planning Commission, and Council support this application.