

Applicant Outreach Summary



APPLICANT-LED OUTREACH SUMMARY

501, 507 22 AV NW
LOC2022-0113, DP2022-04881



Issued:
2022.11.10

SUMMARY

Urban Avas' original concurrent Land Use Redesignation (LOC2022-0113) and Development Permit (DP2022-04881) application proposed a land use change 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 501, 507 22 AV NW. Since project launch, Council has approved amendments to Land Use Bylaw 1P2007 which directly impact this application. As a result, LOC2022-0113 is transitioning from a DC (based on M-CG) to the new H-GO (Housing - Grade Oriented) District. The overall development vision remains the same proposing 10 larger upper townhome units, and 10 secondary suites with 10 parking stalls in a two building, three-storey, rowhouse-style development, meeting the rules of the stock H-GO district. The development concept places five units and five suites along 22 AV NW, and five units and five suites fronting an internal courtyard. End units of each building will interface with 4 ST NW. The 10 parking stalls will be provided off the lane with 10 enclosed alternative mobility storage lockers accessible from grade.

In support of the Land Use Redesignation for this project, CivicWorks has undertaken a proactive and appropriately scaled outreach program to ensure a clear process for interested parties. A variety of outreach strategies were implemented between June - December 2022 and are further detailed below. Interested parties 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

JUNE 30 - 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 and site plan with the MPCA and Ward 7 Councillor's Office, offering virtual meetings.

JULY - OCTOBER 2022

- Respond to all interested parties;
- September 30, 2022 meeting with MPCA on their concurrent review of LOC2022-0113 and DP2022-04881.

NOVEMBER - DECEMBER 2022 - OUTREACH CLOSURE

- Provided update and invitation to meet with the MPCA and Ward 7 Office on the intent to transition from a Direct Control to the stock H-GO District;
- Shared Outreach Summary Letter with City Administration, MPCA and Ward 7 Office;
- Continued monitoring dedicated engagement email and phone line for any additional stakeholder feedback or comments.

INTERESTED PARTY FEEDBACK

Over the outreach timeline, the project team received feedback from 7 individual stakeholder by email and phone. The project team also shared Land Use Redesignation information packages with and the MPCA and the Ward 7 Offices, offering meetings to discuss the application. The Ward 7 Office provided a thank you message for the information sharing. The MPCA met with the project team and provided feedback correspondence. The project team looks forward to continued dialogue with the MPCA through the DP2022-04881 review process.

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

FEEDBACK THEMES

- Parking
- Lot Coverage
- Density, Tenure, Community Fit
- Building + Site Design, Neighbouring Interface
- Landscaping + Amenity Space
- Development Process/Timelines
- Property Values
- Waste + Recycling

WHAT WE HEARD

PARKING

WHAT WE HEARD

Four respondents and the MPCA provided feedback to the project team with concerns about the parking supply proposed for the development and potential implications for on-street parking congestion.

RESPONSE

The original proposal through the Direct Control District included 10 on site parking stalls, 1 stall for each larger unit, and 0 stalls for smaller units under 45m². With the transition of LOC2022-0113 to the H-GO District, the proposed parking supply will remain the same and is aligned with the parking rules of the H-GO District. Secondary Suites without a parking stall will each be provided with at grade mobility storage lockers (for bikes, strollers, scooters, etc) that each have separate doors for individual access and security.

Prior to Council approval of the H-GO District, Professional Transportation Engineers Bunt & Associates completed a Parking Study to determine if the proposed parking supply is appropriate for this location. The Parking Study includes hourly occupancy counts completed after the start of the school year on September 8, 2022 counts were completed

after the start of the school year on September 8, 2022 during evening hours between 3:00pm and 8:00pm when parking demand is highest. The study documents that the total on-street parking utilization ranged from 23% to 33% over the observed time period. The maximum on-street parking demand was observed at 8:00pm and found that 59 stalls out of 180 total available stalls within 2 blocks of the subject site were occupied by a vehicle, representing a utilization rate of 33% of the identified available on-street parking. The parking supply along the site frontage is 4 stalls which the study found sufficient to accommodate the anticipated 2 stall visitor demand without negatively impacting on-street conditions.

Multiple transit routes service the subject site within walking distance, including routes 2, 19, 404, 300/301 BRT and MAX Orange BRT, providing frequent transit 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 the parks pathways that connect to the bike lanes on 10 ST NW, connecting cyclists safely to the greater cycling network.



DENSITY, TENURE, COMMUNITY FIT

WHAT WE HEARD

Six respondents and the MPCA provided the project team with feedback including that the proposal is too dense; that there are already too many rowhouses in the community, that the proposed land use and rowhouse scale will not blend with adjacent single and semi-detached neighbours, concerns with amount of rental versus ownership unit tenure, or stated that the development would have negative impacts on property values.

RESPONSE

Urban Avas selected this site for rowhouse redevelopment because it meets a variety of locational criteria supporting a modest increase in residential density in this part of Mount Pleasant:

- The subject site occupies a corner lot, allowing the proposed development to contribute to the streetscape by addressing 22 AV NW and 4 ST NW Main Street with grade-oriented unit entrances.
 - The subject site has direct lane access, facilitating a development that orients vehicle access to the rear lane.
 - The subject site is located along 4 ST NW - a Neighbourhood Boulevard standard road - ensuring both ease of access and traffic capacity for future residents.
 - The subject site is located within a context of local, frequent and primary transit service. The site is adjacent to stops for Route 2 (4 ST NW), under 600m (5 minute walk) from MAX Orange BRT (16 AV NW), and under 650m from Primary Transit Network service on Centre ST N, hosting stops for Route 3.
 - The site is located on the 4 ST NW corridor that has experienced numerous applications on corner lots for changes in land use to allow for rowhouses, including the corner across 4 ST NW on both 22 AV NW and 21 AV NW. The site is also located ± 60 m from a cluster of commercial and institutional uses on 4 ST NW starting at 23 AV NW, containing many businesses, schools, and amenities that place future residents within close walking distance of the site.
 - The subject site is located ± 140 m east of the Mount Pleasant Community Association, Sportsplex, Outdoor pool, and Park. It is also within a 5-10 minute walk of a number of additional parks, playgrounds, sports fields, schools, and places of worship. Cycle network infrastructure is located nearby on 19 AV NW and 2 ST NW.
- The site is within the 4 ST NW Neighbourhood Main Street, and within ± 375 m of the 16 AV NW Urban 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 proposed land use and density is appropriate for the 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. H-GO is not intended to be applied just anywhere. The subject site is within the Neighbourhood Connector Urban Form policy area of the North Hill Communities Local Area Plan (NHCLAP), one of just two Urban Form policy areas where H-GO is eligible for consideration in communities with an approved Local Area Plan. The site is also within the NHCLAP Low (Up to 6 Storeys) Building Scale policy area, however only 3 storeys are being proposed.

The low density residential character of the community is preserved through alignment with the proposed H-GO District, which is intended to accommodate grade-oriented development in a range of housing forms where Dwelling Units may be attached or stacked within a shared building or cluster of buildings in a form and at a scale that is consistent with low density residential districts. The development vision aims to achieve a more contextually sensitive three-storey built form though up to six storeys would be possible at this location. Previous to the approval of the H-GO district, no Land Use District in the City of Calgary Land Use Bylaw 1P2007 could accommodate this form of development and associated density and therefore required a Direct Control District to realize this innovative housing option. The submitted concurrent development permit will continue to be refined with the transition to H-GO to provide more certainty of a bricks-and-mortar outcome.

The introduction of new and diverse housing 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. These units are intended to support a missing middle need in the community for those looking for established area housing options that lie somewhere between a traditional apartment condominium and a single-family home or duplex.

There are proportionately fewer households composed of the "traditional family" make-up of two parents and children;

more people are living alone, as part of a couple without children, or as part of a multi-generational family. The changing household composition will affect the demand for different types of housing forms throughout Calgary, especially as housing affordability becomes an issue. Developing a range of housing types and tenures within a community ensures a variety of options are available for people of all ages, incomes and lifestyles.

BUILDING + SITE DESIGN, NEIGHBOURING INTERFACE

WHAT WE HEARD

Four respondents contacted the project team to provide feedback or inquire about building height, privacy, overlooking, or shadowing impacts that the proposal may have on neighbours if approved and developed.

RESPONSE

The project team acknowledges that any site redevelopment will have potential impacts to viewshed, sun-shadow and privacy impacts on adjacent properties. To diminish these impacts and to improve interfacing with neighbours, Urban Avas has invested in the preparation of a concurrent Development Permit (DP2022-04881) 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 interested parties and the City of Calgary. These include:

- A building design that aligns with the proposed rules of the H-GO District that contextually blends with adjacent low density residential districts. This includes alignment with a maximum building height of 12m (3 storeys) to ensure a contextual fit with neighbouring forms, which have a maximum height of 10m.
- Sun shadow studies were completed by FAAS at City-mandated dates and times to determine the shadow impact that the 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. Final building design is subject to change through City review of Development Permit (DP2022-04881).
- Balconies of the larger unit townhomes are recessed

and oriented toward the internal courtyard to limit overlooking on adjacent neighbours. Similarly, unit entries will face 22 AV NW and 4 ST SW or are oriented to internal passageways that access the common amenity space. Planting along the shared property line is incorporated into the landscape plan of the Development Permit as a form of screening.

- There are few window openings on the west elevation of the proposal that would have the highest potential for privacy issues or overlooking. Windows on these elevations are placed in rooms that will be less actively used during the day, such as bedrooms. Additionally, no windows are proposed above the second floor on the south elevation of the building closest to the lane. This is an intentional design consideration intended to minimize overlooking and matches what would be possible in any two storey redevelopment proposed within the surrounding land use districts.

LANDSCAPING + AMENITY SPACE

WHAT WE HEARD

Two respondents provided feedback to the project team that they were concerned with the loss of mature trees or that not enough amenity space has been provided in the proposal.

RESPONSE

Project team architect FAAS always tries to retain as many existing trees on site if possible. Three existing trees along 22 AV NW are within The City of Calgary Road Right of Way. Currently, the proposal includes hard and soft landscaped areas with a significant amount of planting (approximately 37 new trees and shrubs) throughout the site, including along the shared property line, within the internal common amenity space, and along the street edges of 22 AV NW and 4 ST NW Main Street Corridor. New rules of the H-GO district introduce a mandatory Landscape Plan be included as part of the development permit submission and includes numerous landscaping and planting requirements (such as minimum number of trees and/or shrubs, and minimum trunk calliper or height requirements). As part of the transition of the application to H-GO, these requirements will be incorporated within the submitted Development Permit application (DP2022-04881) and undergo further evaluation by the Development Authority through the development permit review process.

WASTE + RECYCLING

WHAT WE HEARD

Two area residents and the MPCA expressed concern regarding how waste and recycling will be handled on site. Residents expressed opposition to municipal bins that block laneways and that the amount of space dedicated to waste was inadequate for the site.

RESPONSE

Project team architect FAAS has proposed a three bin molok system (waste, recycling, organics) in its concurrent Development Permit (DP2022-04881) to serve the site. A molok system sets large bins primarily underground to maximize waste storage capacity while significantly reducing the visibility and area required for storage of the bins. The portion located above grade is generally clad in a durable wood textured composite material to provide a cleaner appearance than municipal bins or dumpsters. New rules within the H-GO district requires these containers to be screened from view as approved by the Development Authority. The molok system will be accessed from the lane. The inclusion of a three stream molok system means no municipal bins will be required for the site, and therefore no bins associated with this site would 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. Urban Avas 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

Two interested parties reached out to inquire about the specific timeline for the development.

RESPONSE

The specific development timeline for this project is contingent on the project team receiving land use redesignation and development permit approvals in early 2023. A building permit must then be issued. The earliest that demolition and foundation pouring could begin is in early 2023. Urban Avas would like to complete construction in Fall 2023.



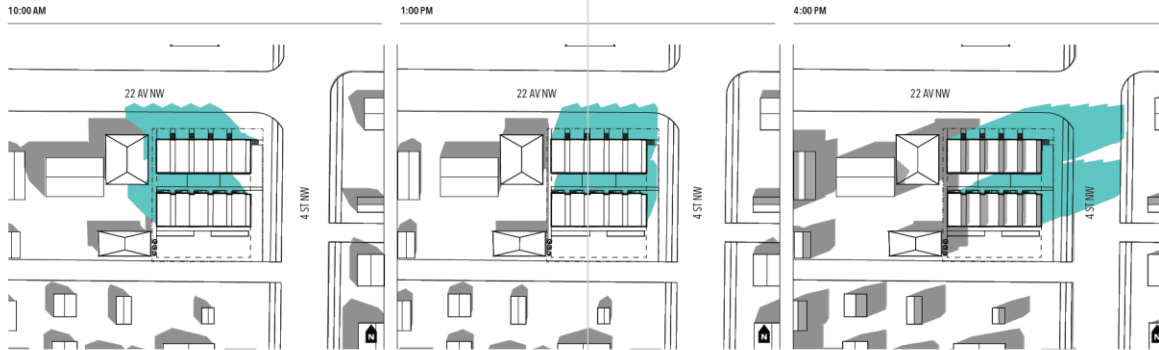


Rear yard common amenity space visualization. Subject to change based on City Administration's review of DP2022-04881.

SUN-SHADOW STUDIES

June 21

SHADOWS - ADJACENT EXISTING
SHADOWS - PROPOSED

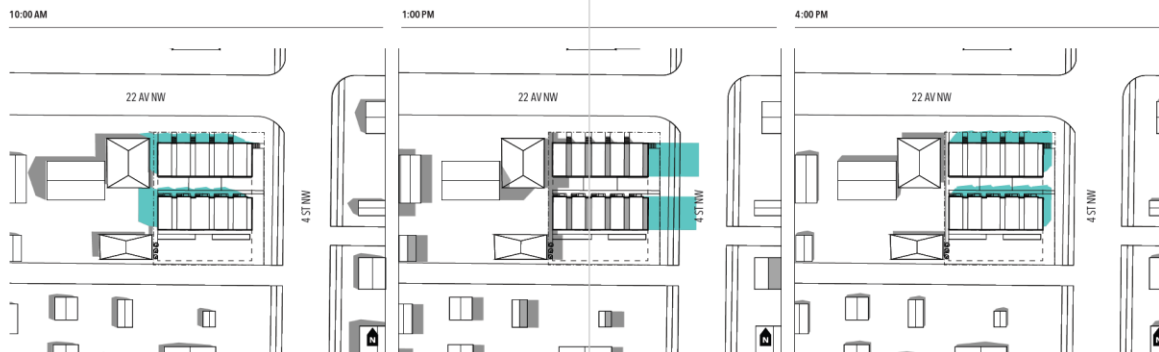


NOTE: Sections, times of day and year have been selected to demonstrate impacts to key edge relationships.

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.

March 21

SHADOWS - ADJACENT EXISTING
SHADOWS - PROPOSED



NOTE: Sections, times of day and year have been selected to demonstrate impacts to key edge relationships.

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.

December 21

SHADOWS - ADJACENT EXISTING
SHADOWS - PROPOSED



NOTE: Sections, times of day and year have been selected to demonstrate impacts to key edge relationships.

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.