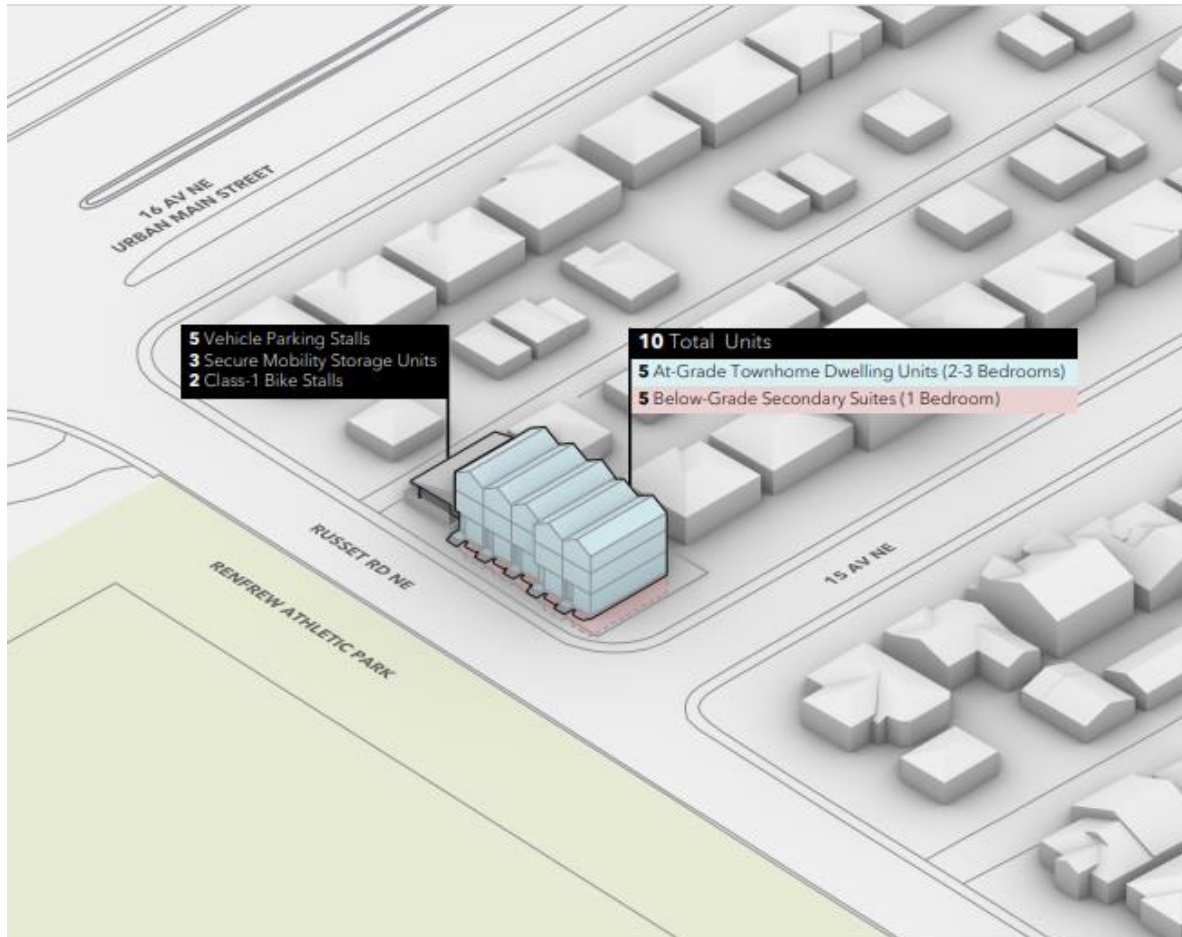


Applicant Outreach Summary

Received on 2023 June 16



APPLICANT-LED OUTREACH SUMMARY

RE1606: 1606 RUSSET RD NE
LOC2023-0043



Issued:
2023.05.08

SUMMARY

EC Livings' Land Use Redesignation (LOC2023-0043) application from the existing Residential - Contextual One/Two Dwelling (R-C2) District to the Housing - Grade-Oriented (H-GO) District at 1606 Russet RD NE is proposed to accommodate 10 dwelling units (5 townhome dwelling units, 5 smaller basement secondary suites) in a grade-oriented building measuring 3 storeys. 5 parking stalls will be provided in a carport off the lane and 5 storage units for alternative mobility storage will be provided.

In support of the Land Use Redesignation for this project we're calling RE1606, CivicWorks has undertaken a proactive and appropriately scaled outreach program to ensure a clear process for community members and community groups. A variety of outreach strategies were implemented between February - May 2023 and are further detailed below. Community Groups including the Renfrew Community Association and Ward 9 Office were invited to participate in our process, which has focused on informative and fact-based engagement and communications.

HOW WE ENGAGED

FEBRUARY 22, 2023 - APPLICATION SUBMISSION

- Hand delivered mailers to neighbours within +/-200m 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);
- Project dedicated website with application information and contact information (ongoing);
- Shared project overview letter and plans with the local CA and Ward 9 Councillor's Office, offering virtual meetings.

FEBRUARY - APRIL 2023

- Ongoing correspondence with community members, as well as local CA & Ward 9 Office with invitations to meet.

MAY 8, 2023 - OUTREACH CLOSURE

- Shared Outreach Summary Letter with City Administration, local CA and Ward 9 Office;
- Hand delivered mailers to neighbours within +/-200m of the subject site, providing additional information, outreach closure notice, contact information for ongoing feedback, and directing to project website where outreach summary is available;
- Updated sandwich board to inform community members of outreach closure and directing to project website where outreach summary is available;
- Continued monitoring dedicated engagement email and phone line for any additional community feedback or comment; and
- Website updated with outreach summary & closure notice

Applicant-Led Outreach Feedback

Over the outreach timeline, the project team engaged in conversations with and received feedback from 4 respondents by email. The project team also shared Land Use Redesignation information packages with and offered meetings to the Renfrew CA and the Ward 9 Office. The Renfrew CA did not correspond with the project team or express an interest in meeting.

City-Led Outreach Feedback

Administration received 12 letters of representation for this Land Use Redesignation application. The themes identified through the city led-outreach are included in the general feedback themes listed below.

Feedback Themes

Project feedback received by the Applicant Team and The City has been categorized into 6 themes. Each theme begins with an outline of what the project team has heard and then provides a project team response.

- Parking + Traffic Safety
- Height, Density + Contextual Fit
- Shadowing + Overlooking
- Environment Considerations, Landscaping, Lot Coverage
- Infrastructure Capacity
- Support + Need for Housing

OUTREACH STRATEGIES



Custom On-Site Signage



Dedicated Project Website



Hand-Delivered Mailers



WHAT WE HEARD

PARKING + TRAFFIC SAFETY

WHAT WE HEARD

Parking and traffic were a common theme amongst the feedback received, specifically the proposed on-site parking supply of 5 stalls would cause on-street parking issues, the potential for increased traffic at the intersection of Russett Road and 16 Avenue NE and the surrounding area, and the lack of transit and amenities within walking distance of the site.

RESPONSE

There are 5 parking stalls proposed in a carport accessed via the rear lane. As best practice, the project team contacted Professional Transportation Engineers Bunt & Associates to audit the proposed parking supply / potential traffic impact. Bunt determined that a transportation/parking study would not be required given the parking supply meets council-approved H-GO bylaw parking requirements, and the density increase would have negligible impact on traffic volume of the adjacent higher-order roadways, Russet RD NE and 15 AV NE, which are both Collector Roads that are intended to have a higher traffic volume and host transit services. The project team is confident in the proposed parking supply given current market trends and demand, for the following reasons:

- The proposed supply is compliant with recent Council-approved parking requirements for the H-GO District and private alternative mobility storage units are provided for

any unit without a dedicated parking stall.

- Relevant Canadian literature shows a correlation between lower rates of vehicle ownership and smaller rental units. This does not mean tenants of the smaller suites 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.
- The site is within 50m (~1 min. walk) of MAX Orange BRT primary transit service on 16 AV NE, adjacent to Route 19 local transit service on Russet RD NE, and within 400m (~5 min. walk) to Route 17 local transit service on Regal CR NE.
- Nearby cycling infrastructure along Regal CR NE allows for easier and faster access to community amenities and transit.
- The project site is located 50m from the 16 AV NE Urban Main Street which includes a Calgary Co-op 550m away (~7 min. walk) from the site and wide variety of other commercial and employment opportunities within walking distance.
- The site is adjacent to Public Renfrew Athletic Park / Aquatic & Recreation Centre, and is within a short 10 minute walk of a variety of local area destinations, includes public parks and schools.



HEIGHT, DENSITY + CONTEXTUAL FIT

WHAT WE HEARD

The project team heard from respondents about how the added density and increased height of the proposed development will impact the community character and surrounding homes. The City also noted that they received a range of public feedback, including comments regarding the proposed density when local policy supports a 6-storey development for the site, to comments that a semi-detached or duplex development would be better suited for the site.

RESPONSE

Building Height

The proposed H-GO District allows for a maximum building height of 12.0m, which is a 2.0m increase from the current maximum height of the existing R-C2 District of 10.0m which applies to the subject site and surrounding parcels. Although the Local Area Plan supports development up to 6-storeys at this site, the project team believes the H-GO District is a more appropriate building scale of 3-storeys given the surrounding single-storey residential homes. Additionally, the H-GO District is specifically intended to accommodate a range of housing typologies in a form and at a scale that is consistent with low density residential districts.

Density + Contextual Fit

The recently approved H-GO District uses built form parameters such as setbacks, stepbacks, and height to allow new infill development to provide a much needed supply and variety of housing options in established communities such as Renfrew, while helping to create a sensitive transition to existing residential homes. These parameters help ensure new developments and the number of units are compatible with existing neighbouring homes. The project architects, FAAS, have taken special consideration into the architecture, building materiality, and landscaping to create an aesthetic and high-quality design that is a contextual fit within the community and contributes to the public realm.

SHADOWING + OVERLOOKING

WHAT WE HEARD

The City noted that they received public feedback on the potential of shadowing and overlooking of adjacent backyards, considering that most of the surrounding homes are single-storey.

RESPONSE

Privacy

FAAS will be submitting a Development Permit in the near future that responds to these feedback themes. The proposed building design and orientation is intended to

maintain privacy for neighbouring properties. Windows will be strategically placed and sized, and private amenity spaces oriented to the street or courtyard to limit overlooking. Smaller windows will be incorporated on upper storeys that overlook neighbouring properties and assigned to bedrooms and bathrooms that are used less through the day.

Shadowing

The project team understands that access to sunlight is an important consideration of all infill developments. As the proposed H-GO District allows for a 2.0m increase from the maximum allowable 10.0m height of the existing R-C2 District, shadow impacts will be a modest increase from what is currently possible. Additional parameters on the building envelope of the H-GO District and the proposed development vision include architecture elements such as pitched roofs to further minimize shadow impact on neighbouring properties.

ENVIRONMENT CONSIDERATIONS, LANDSCAPING + LOT COVERAGE

WHAT WE HEARD

The applicant team heard from respondents that they were concerned with the loss of mature vegetation on site that would stem from the development, as well as questions about how the proposed development aligns with Calgary's Climate Change Strategy.

RESPONSE

FAAS always tries to retain mature existing trees on site and protect adjacent public trees if possible and will consult with an Arborist if necessary to minimize tree canopy loss. The proposed H-GO District has rules for maximum building coverage, minimum landscaped area coverage, and minimum number of trees (with associated minimum size requirements) and shrubs for new developments which will be met in RE1606. These rules require a minimum of 6 trees and 18 shrubs on-site, a minimum of 40% of the site must be landscaped, and a minimum of 30% of the landscaped area must be soft surface landscaping. These regulations are intended to provide not just open space for residents, but also allow for appropriate drainage and ensure no overland drainage is permitted to leave the plan area, except in conformance with an approved Stormwater Management Report.

Regarding the Calgary Climate Change Strategy, infill developments such as RE1606 help accommodate growth within established communities and reduce the need for new greenfield residential development in the natural environment. With approximately two-thirds of the total greenhouse gas emissions in Calgary caused by heating, lighting and power demands in buildings, townhome-

style developments such as this also help to reduce these individual household needs through shared building infrastructure and smaller unit sizes. The other third of emissions in Calgary is due to transportation emissions which are minimized by providing vehicle-free/reduced units in an amenity-rich area with an abundance of transit and active transportation routes, helping to reduce further pollution.

INFRASTRUCTURE CAPACITY

WHAT WE HEARD

Administration noted that there were comments received regarding the capacity of the surrounding existing infrastructure, specifically the rear lane's capacity to handle stormwater run off, and concerns about the powerlines adjacent to the 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 concerns highlighted through the city-led outreach 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. If the residents along the rear lane are interested in resurfacing/ regrading the lane to improve runoff, the affected residents can explore the City's Self Funded Local Improvement Initiative which would allow for lane upgrading costs to be shared among all lane adjacent property owners.

As part of their development requirements, EC Living 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.

The application has been reviewed by ENMAX, and the project team will work jointly with ENMAX and the City through the development permit process to ensure all due diligence prior to any development activities near the power lines and poles adjacent to the subject site.

SUPPORT + NEED FOR HOUSING

WHAT WE HEARD

The project team heard from residents that supported the development vision for the site and noted that it provided a much needed and diverse housing supply in Renfrew.

RESPONSE

Policy Alignment

The project team is appreciative of positive feedback for this application and is committed to helping Calgary meet its growth goals and objectives of providing opportunities for ground oriented housing and a broad range of housing types.