

# Applicant Submission

2024 May 09

Voshell Architecture and Design Inc. (Vosh) has been retained by the owner of the property legally described as Lot 2, Block 2, Plan 0010642, Calgary, Red Carpet neighbourhood, to prepare and submit the above-noted rezoning application. The property is located at 6105 16A Avenue SE, Calgary, with a total site area of approximately 4,416 m<sup>2</sup>.

## **Site Background**

An informal pre-application meeting was held on January 27<sup>th</sup>, 2022, between Green Space Alliance (GSA) and the City of Calgary to discuss whether a conventional zoning could meet the needs of the proposed design or if a site-specific zoning would be required. Based off the meeting, GSA was advised that the M-H1 district with the H1f1.7h21d205 context modifiers can allow the floor area ratio, building height, and the number of units to be adjusted consistent with the proposed design.

The site is located in the Red Carpet Neighbourhood and is situated on 17 Avenue SE which provides immediate access to Stony Trail to the East and Queen Elizabeth II Highway to the West. The site shares its east property line with a large 4 storey multi residential development and is in close proximity to other large-scale residential developments to the east and west. The intention is to rezone the site to allow for a higher density assisted living facility for middle class seniors.

The subject site is currently zoned as Multi Residential – Contextual Medium Profile (M-C2), which provides for a multi residential developments in a variety of forms that will typically have a higher number of dwellings. The M-C2 zone maximum building height is 16.0m and is appropriate when located immediately adjacent or in close proximity to low density residential development.

Rezoning to a Multi-Residential - High Density Low Rise (M-H1) accommodates a maximum building height of 26.0m and minimum density of 150 units per hectare. The zone supports assisted living uses on a discretionary basis. Although the M-H1 district can provide for taller buildings and a higher FAR, we will use the context modifiers to accommodate a slightly smaller development scale. We believe their housing model, thoughtful site design, and planning rationale represents a good fit with the M-H1 district and provides a sound basis for approval.

## **The Housing Model**

Morada Developments is proposing to develop a senior's supportive living apartment that will benefit the Calgary community members. This model differs from full-service independent living communities, which typically cater to higher income seniors (the top 20%). These communities are expensive to operate, partly because they require significant staffing. The proposed property will offer social connectedness, implementing a volunteer model to serve the needs of the 'forgotten 40%', middle income seniors with fixed incomes. There is a present and significant unmet demand in Calgary, it is an affordable independent living model designed for active, self-sufficient, middle-income seniors seeking a place to call home. The proposed property will support social activities between residents, enhancing quality of life and allowing them to age in place. Most of the amenities that are typically found in traditional independent senior living facility will be available on the main floor. Activities and services will be provided by third party vendors and resident volunteers, through coordination and direction of the limited staff.

This model includes a unique and proven volunteer system. Residents can choose to volunteer to be a part of the program for a reduction in rent of \$200 per month. Volunteer activities include

- Preparing meals together in the communal kitchen
- Taking fellow residents shopping and to medical appointments
- Helping residents with accessing technology
- Supporting daily recreational programming
- Maintaining gardens and landscaping
- Walking residents' dogs or supporting their pets when convalescing or travelling.
- Supporting management of the emergency call and safety programs
- Helping fellow residents with chores

This model in the USA and other Canadian contexts has 95% of residents participating in the volunteer program and approximately 42% volunteering more than 10 hours per month. The program providing seniors with volunteer opportunities stimulates social interactions all while leading to a greater sense of purpose.

### **The Development**

The project is planned at 23.2 meters (1.85 FAR) and 6 stories tall with 91 suites. Of the 91 suites, there are 6 studios, 21 one-bedroom, and 64 two-bedroom suites. All suites will be fully appointed apartments, finished with quality materials, complete kitchens, bathrooms, in suite laundry and balconies. Residents can prepare meals in the privacy of their own home, which supports self-sufficiency in the event of another pandemic. There is over 8,000 square feet of amenity space including a main floor lobby and a 1500-2000 square foot rooftop amenity area in the most recent site plan.

The exterior will use architectural features, quality materials and landscaping to create an engaging community for seniors. An updated site plan will adhere to all landscaping requirements set out in the land use bylaw. The site plan will be revised to have the building actively fronting onto both 60th Street and 16A Avenue and there will be a sidewalk located along the entire length of each property line shared with a street.

The sidewalk and building fronts will be landscaped according to all requirements set out in Part 6, Division 1 of the Land Use Bylaw. Based on the site plan, we will opt to use the Street-Oriented Multi-Residential Landscaping Option in the Land Use Bylaw:

#### **Landscaped Area Reductions – Multi-Residential Development (553)**

*The minimum landscaped area of 40.0 per cent for Multi-Residential Development may be reduced by the three options as referenced in sections 554, 555 and 556 individually or in combination, to a total available reduction of 10.0 per cent of the area of a parcel.*

#### **Street-Oriented Multi-Residential Landscaping Option (554)**

*(1). For the Street-Oriented Multi-Residential Landscaping Option, the required 40.0 per cent landscaped area may be reduced for a street oriented multi-residential building by 2.0 square meters for every 1.0 meters of frontage along the property line shared with a street, not including motor vehicle access driveways, to a maximum of 4.0 per cent of the area of the parcel.*

*(2). Subsection (1) does not apply to a street-oriented multi-residential building abutting a private condominium roadway.*

### **Parking**

The parking required for an apartment is as follows:

#### **PARKING ANALYSIS**

64 x 0.75= 48 stalls

27 x 0.75= 20.25 stalls

Visitor's Parking: 91 x 0.15= 13.65

Total No. of Parking stalls= 81.90= 82

Provided: 87 stalls

Underground: 39

Surface: 48

B.F. Stalls Provided:6

Bicycle Parking:

Class 2: 91 x 0.1 = 9.1=10 stalls

As noted above the proposed property has 87 stalls (40 underground and 47 surface).

Past properties (Red Deer / Stony Plain) have 1 to 1 parking (i.e., 100 suites 100 parking stalls). They have found that approximately 15% of the residents do not drive when moving into the property. Every year they see about 3% of the residents turning in their drivers' licenses. They expect within five years that approximately 25%+ of the residents will not own a vehicle but may engage in one of four transportation strategies.

The goal is to encourage couples to downsize to one vehicle. It is expected that 60% of the suites will be occupied by two residents. The goal of the management team is to encourage 50% of the dual residents' suites to downsize to one vehicle.

The reasons for residents to relinquish their licenses, or reduce to 1 vehicle:

1. Increase insurance premiums due to a recent insurance claim
2. Vehicle has aged and due to repairs needs to be replaced
3. Failure to pass medical assessment
4. Cost of owning and maintaining vehicle has become prohibited

Four strategies will be incorporated in the recreational programming to decrease the need for residents to own vehicles and or not drive:

1. Ride Share program (Carpool) – Resident's carpool to various activities coordinated by on-site staff.
2. Community Vehicle – Residents can book a ride in the electric community vehicle.
3. Rental Vehicle on Site – When moving into the property, residents will be asked if they are interested in having an account with Enterprise Rental Car office in Prince George. Enterprise will deliver on-site the car of the residents' choice and will pick it up at the property when the resident no longer requires the vehicle.
4. Electric Bikes/ Scooter on Site -The property has two electric trikes and one mobility scooter that is available at no charge for residents.

### **Community Engagement**

Vosh is experienced with rezonings in Fort Saskatchewan, Nisku, Strathmore, and Edmonton. We have experience in working with all manner of stakeholders on large and small projects. We work with councilors, community leagues, senior organizations, and residents. We have the experience to synthesize feedback and create a cohesive and well refined vision for every community we work with.

### **Rezoning Rationale**

1. The purpose of this rezoning application is to allow the future development of higher density affordable seniors housing complex. Six storey development is a form of missing middle housing and can offer affordable solutions. The (M-H1) Zone and context modifiers provide the flexibility to maximize the number of housing units and its development standards allow development to blend into the existing built form using thoughtful site planning.
2. Rezoning from M-C2 to M-H1 will offer the opportunity to increase the height of the buildings on site and provide additional uses at higher intensities. The site is well suited for taller development as it is located on two corners (16 Avenue SE and 60 Street SE, and 17 Avenue SE and 60 Street SE). There are already two apartment complexes to the east and west of the site that are a similar scale to the proposed development and a low-density mobile home park to the north.
3. The Site is conveniently located near the Queen Elizabeth II Highway and Stony Trail, with access from 17 Avenue SE (major arterial). Grocery stores and several major retail services are less than 1 kilometer west from the site along 17 Avenue SE.
4. The housing model and development has been aligned with the Municipal Development Plan's policy to encourage the development of physically accessible housing to meet the needs of seniors and people with mobility challenges while increasing opportunities for affordable housing (page 40, Municipal Development Plan (MDP) - 2020).