

# Applicant Outreach Summary

2025 February 26

## Applicant-led Outreach Summary



### 956 RADNOR AV NE

R-CG TO M-C2F1.5 | LOC2024-0259 | DP2024-07311

FEBRUARY 2025

OLDSTREET.CA

## APPLICANT-LED OUTREACH SUMMARY

R-CG TO M-C2F1.5 | LOC2024-0259 | DP2024-07311

### Our Process

The Oldstreet project team is committed to being good neighbours and working with community throughout this land use redesignation and development permit application process. In support of the applications for this proposal, the project team undertook a proactive and appropriately-scaled outreach program to ensure a clear process for interested parties and groups. A variety of outreach strategies were implemented, which are further detailed below.

Our outreach process has focused on informative and fact-based engagement and communications. Interested parties including the Renfrew Community Association and Ward 9 Councillor's Office were met with, in addition to an in-person meeting with a local neighbour group. A Digital Information Session was held on November 27, 2024 to ensure that interested community members had the opportunity to learn more about the proposal, share their feedback, and ask questions.



#### Community Association & Ward Office Communications

A brief summary of the development vision, conceptual site plans and other details related to the proposed change were shared with the Renfrew Community Association and Ward 9 Office.



#### Phone Line & Email Address

An outreach phone line and email inbox provides a direct line of contact for the public to communicate with the project team. The outreach phone number and email address are listed on both mailers and on-site signage.



#### On-Site Signage

Supplementary on-site signage was installed early in the application process. Additional temporary signage was installed on-site to advertise the Digital Information Session. Signage remains on-site to share detailed project information and provide project team contact information until a Council decision.



#### Hand Delivered Brochures & Postcards

Detailed project mailers were hand-delivered to surrounding area neighbours within a ±200m radius of the project site to share project details and provide project team contact information, and publicly advertise the Digital Information Session.



#### In-Person Meeting with Neighbour Group: Nov. 7, 2024

The project team met in-person and on-site with a local neighbour group to discuss both the proposed land use change and development permit applications on November 7, 2024.



#### Digital Information Session: Nov. 27, 2024

The project team met with the Renfrew Community Association and local area residents on November 27, 2024 to discuss the proposed change, listen to feedback, and answer questions.

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## Balancing Interests

Our role as Applicant / Outreach Lead requires active listening to determine the root issues underlying individual statements, and reconciling often competing interests and points of view to arrive at evidence-based planning and design solutions. Through this process, we consider:

### 1. Calgary's Sustainable Growth & Development Goals

City-wide goals and priorities that shape the future of Calgary's communities.

### 2. City-wide & Local Area Policy

Existing and emerging plans and policies that guide both city-wide and local area development practices.

### 3. Development Vision & Design Principles

'Missing Middle' projects that provide greater housing choice for Calgarians looking to live in amenity-rich communities.

### 4. Economic Viability

The need to design and deliver financially viable projects.

### 5. Public Feedback

What various individuals and community groups think and say about a proposed project or specific issue.

## Our Commitment

Since no single design solution can satisfy every interested party completely, the project team often cannot integrate everything suggested by our neighbours and the community at-large. Our promise is that we are transparent about how we reach our conclusions, making the following commitments to all who participate in our process:

**1. We will provide you with detailed information about the project and development vision.**

**2. We will ask for your thoughts on key areas of the project.**

**3. We will share what we heard through the course of our process and our team's response to it.**

## SITE HISTORY

### Previous Application by a Different Applicant

Our project team is cognizant of a previous application (LOC2022-0160), which was submitted by a different Applicant on August 24, 2022. This application was for the *Multi-Residential – High Density Low Rise (M-H1f3.0h10, M-H1f3.0h14, and M-H1f3.0h21) District*, proposing up to 21 metres height or approximately a six-storey multi-residential building. We understand that this application was opposed by many community members, including the Renfrew Community Association, and that there were several key concerns shared by the community:

1. **Six-Storey Scale**  
Building height was considered too large and generally requested to be three-storeys, while also stepping-down towards the adjacent residence.
2. **Density**  
The density resulting from a six-storey multi-residential building was considered out-of-scale for the neighbourhood, whereas a “missing middle” development was noted as better aligned.
3. **Shadowing & Privacy**  
The proposed six-storey form was considered to have too much potential for shadowing and overlooking.
4. **Vehicle Parking & Traffic Generation**  
There was concern regarding the provision of enough on-site vehicle parking for the proposed building size, as well as traffic generation resulting from a six-storey multi-residential building in proximity to schools.
5. **No Development Permit application**  
Many community members noted that there was no Development Permit application or architectural details for them to review, leaving them uncertain what the ultimate built outcome would be.
6. **Affordability**  
There was some community support for the incorporation of more affordable units.

The result of this previous application was ultimately refusal by City Council. Our project team closely reviewed this application, and specifically the community feedback and concerns, before visioning any concept for the site. Using this feedback heard from the community and reviewing the comments submitted on the public record for the previous application, we sought to propose a concept that we feel addresses most, if not all, of the previous community concerns: a two-to-three storey stacked townhome “Missing Middle” development that steps-down towards the lone adjacent residence to the north of the site.

The Oldstreet project team also worked to provide additional certainty and transparency to community members by submitting a staggered-concurrent Development Permit application, as well as voluntarily having a Transportation Impact Statement (TIS) prepared by Bunt & Associates to address mobility-based concerns. Oldstreet is also seeking to provide 25% of the residential units as Affordable Units, as per the Canada Mortgage & Housing Corporation (CMHC) definition of affordability: costing “less than 30% of a household’s before-tax income”.

## WHAT WE HEARD SUMMARY

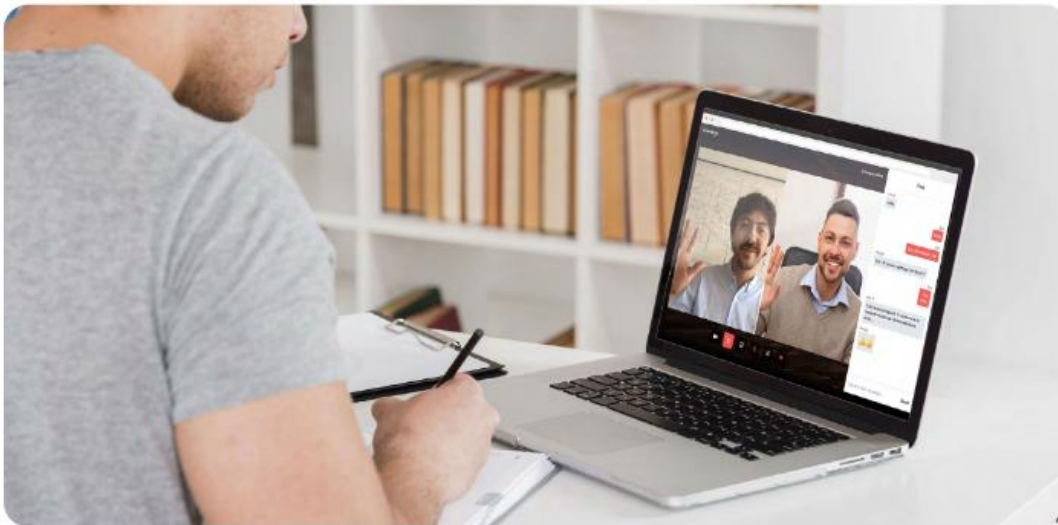
### Overview

Our outreach process was designed to provide multiple opportunities for community members to learn about the vision for the site early on and to share their thoughts — all with the intent of maintaining a respectful and transparent conversation. Through our outreach channels and strategies, feedback was received from the Renfrew Community Association, the Ward 9 Councillor's Office, City Administration, and 14 community members, in addition to feedback from 21 community participants who attended the Applicant-led Digital Information Session. Administration also advised that letters from 8 individuals were received from community members. Oldstreet and the entire project team would like to thank these community members for sharing their feedback.

### Feedback Themes

The project team identified nine (9) key feedback themes through out outreach process:

1. Building Height
2. Parking & Traffic
3. Density
4. Landscaping
5. Affordability
6. Waste & Recycling Collection
7. Tenure Type
8. Utility Infrastructure
9. Setbacks



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## WHAT WE HEARD & PROJECT TEAM RESPONSES

### 1. Building Height

#### What We Heard

Many community members asked how tall the development was proposed to be, how tall it would be allowed to be, and how it compared to the previous application by the prior Applicant.

#### Project Team Response

The proposed development vision is for 3-storey stacked townhomes that steps down to 2-storeys on the north interface to the lone adjacent residence. The intention is to provide “Missing Middle” housing with a maximum height of 11 metres, far less than the existing policy supports for this site (i.e., six storeys via the North Hill Communities Local Area Plan).

The Land Use Redesignation proposed is the *Multi-Residential – Contextual Medium Profile (M-C2f1.5) District*, which has a maximum building height of 16 metres and a maximum Floor Area Ratio of 2.5. As the project team does not intend for a 16-metre tall outcome, the project team has voluntarily lowered the maximum Floor Area Ratio to 1.5 to ensure a contextual fit.

To add further certainty of outcome, an active Development Permit application (DP2024-07311), was submitted by LOLA Architecture Studio, which proposes a maximum building height of 11 metres, aligned with the existing maximum building height possible for the site. In contrast, the previous application by a separate Applicant for this site sought a 21-metre tall outcome, or approximately that which would allow for the development of a six-storey building. For comparative conceptual

visualizations of the built form possible under the previous application by a different Applicant, please refer to page 14.

To help community members understand the potential shadow impacts associated with the proposed development vision, a sun-shadow study analysis was also undertaken using industry-standard modeling, to ensure minimal impacts to adjacent neighbours. The analysis shows that, despite the building height increase, the proposal's shadows created by the proposed development will not adversely impact the community. To review the shadow studies that examine the potential impacts of the associated Development Permit application (DP2024-07311), please refer to the pages 15-17.

## 2. Parking & Traffic

### What We Heard

One of the most common feedback themes was related to on-street parking availability and traffic generation. Concerns with potential increased risk of danger to pedestrians were also shared with the project team, along with perspectives on the viability of a vehicle-free lifestyle in Renfrew.

### Project Team Response

The project team consulted with transportation engineers at Bunt & Associates, who prepared an independent Transportation Impact Statement that assessed the on-street parking availability, traffic generation, safety, and other aspects related to the proposed change. This report has been submitted to The City of Calgary for the Mobility Engineering department's review and record. It was determined that this proposal is not expected to result in any noticeable impacts to transportation network operations and that the proposed on-site parking supply meets The City of Calgary's Bylaw requirements. The proposed development currently includes 16 on-site vehicle parking stalls along the laneway and 34 Class 1 Bicycle Stalls. As a corner site, the property also has a generous double-roadway frontage along both Radnor AV NE and Remington RD NE, allowing for approximately 11 total on-street parking stalls (5 on Radnor AV NE and 6 on Remington RD NE).

Other findings by Bunt & Associates include that the laneway width (10 metres) was deemed sufficient to accommodate site vehicle movements.

The reported collision rate adjacent to the site was also reviewed and identified to include less than one collision per year. Most collisions were sideswipes of parked vehicles, resulting in property damage only. Collision history did not identify any pedestrian safety concerns, which our project team requested be investigated specifically due to the proximity to schools. All adjacent roadways are also anticipated to continue to carry traffic volumes within The City of Calgary's guidelines.

Renfrew is a well-connected community and many residents choose to live in the area without a personal vehicle. The typology of building and type of units proposed typically have a lower rate of car ownership relative to a single-detached or semi-detached residence. Tenants tend to self-select their housing choice based on their lifestyle and the priority they place on available, convenient, and predictable parking. The project site was chosen because it is inner-city, nearby to transit routes and has excellent access to other alternative and sustainable modes of transportation, helping to support vehicle-reduced and vehicle-free lifestyles.

### 3. Density

#### What We Heard

Some local residents asked if it was possible for the development to have fewer units.

#### Project Team Response

The project team closely reviewed all the community feedback for the previous application and endeavoured to submit an application that addressed the concerns noted. While the proposed development vision provides for a sensitive density increase, it intentionally follows a low-scale building form and seeks to remain contextual to the local area.

In specific, through the Development Permit application, 34 units are proposed, with no secondary suites. The project team has sought to bring about clarity on the number of homes by proposing them all as units, rather than 17 units and 17 secondary suites.

The M-C2 District is not appropriate everywhere. The project team feels that the subject site is appropriate for the M-C2 District based on its strategic location, corner lot typology, oversized parcel area, direct laneway access, and proximity to public transit and surrounding amenities. In light of these considerations, and the significant feedback considered through comments from the community prior to application submission, no change to unit numbers are currently proposed.

### 4. Landscaping

#### What We Heard

Several community members asked what would happen to the trees in front of the site, with some of them sharing support for the treed boulevards proposed through the Development Permit application's landscape plan.

#### Project Team Response

The six existing boulevard trees were all deemed to be in "poor condition" and are proposed to be replaced with nine new, healthy boulevard trees to create a well-landscaped public realm along both Radnor AV NE and Remington RD NE. The landscaping plan currently proposed significantly exceeds The City of Calgary's Bylaw landscaping requirements and intends to provide for a much more enjoyable public realm and well-landscaped site.



## 5. Affordability

### What We Heard

The Renfrew Community Association and some community members expressed their support for the provision of more affordable units on this site.

### Project Team Response

Oldstreet currently intends to develop the project using the Canada Mortgage & Housing Corporation (CMHC) MLI Select program, which enables the delivery of well-located, high quality, and affordable rental housing options for Canadians of all ages, wages and stages. As per the MLI Select program's requirements, ≥25% of the units (9 of 34 units) are proposed to be at 30% of median renter income for at least ten (10) years. While there are many definitions of "affordability", this specifically references the Canada Mortgage & Housing Corporation (CMHC) definition of affordability as costing "less than 30% of a household's before-tax income".

## 6. Waste & Recycling Collection

### What We Heard

Some outreach participants had questions related to the collection of waste and recycling, asking if they should expect more bins in the laneway.

### Project Team Response

Instead of using numerous standard waste, recycling and compost bins, the proposed waste management strategy includes a 3-bin Molok system that places 60% of the container underground and consolidates the collection and storage of all resident waste, recycling and organics. Molok systems are considered a best-in-class strategy for consolidating waste storage and collections in urban environments where collection via a rear laneway is possible.

Oldstreet will contract a private waste management company for Molok collection service. The use of a private collection contractor like Waste Management ensures that waste is picked up directly from the storage area and returned properly only at the time of collections to avoid a cluttered laneway. Pickup frequency can be adjusted over time to meet future resident demand.

Please note that all details related to the site's proposed waste & recycling management is subject to The City of Calgary and may change through the Development Permit application (DP2024-07311) review process.

## 7. Tenure Type

### What We Heard

Two outreach participants raised questions about the intended tenure for this proposed redevelopment.

### Project Team Response

The proposed development has been specifically designed to operate as a purpose-built rental property. Oldstreet will directly manage these rental units and is committed to being a part of the Renfrew community over the long-term.

## 8. Utility Infrastructure

### What We Heard

One community member asked if there would be any expected impact to existing utilities such as water, and if so, who would be responsible for upgrading and paying for the infrastructure.

### Project Team Response

Utility infrastructure and system capacity is evaluated by The City of Calgary as a component of redevelopment, including water and sanitary servicing, as well as stormwater management. These details will be evaluated by The City of Calgary Development Engineering and confirmed through the active Development Permit application. If any upgrades are required, they will become a condition of development at the full cost of the developer.

## **9. Setbacks**

### **What We Heard**

One community member asked what the proposed setbacks were for this type of development.

### **Project Team Response**

Setbacks will be determined with The City of Calgary through submitted Development Permit application (DP2024-07311). Proposed setbacks are intended to address the site's inner-city location, while also referencing contemporary Land Use Districts, the existing R-CG District, as well as the site's surrounding context, including an extra-wide (+10 metre-wide) laneway.

## DEVELOPMENT VISION (DP2024-07311)

Conceptual Visualization looking Northwest from Radnor AV NE / Remington RD NE



Conceptual Visualization looking North from Radnor AV NE



Note: Design is conceptual and for illustrative purposes only. Details to be determined through Development Permit application DP2024-07311.

## DEVELOPMENT VISION (DP2024-07311)

Conceptual Visualization looking Southwest along Remington RD NE



Conceptual Visualization looking Southwest along Remington RD NE - Zoomed-In at the 2-Storey Stepped-Down Interface



Note: Design is conceptual and for illustrative purposes only. Details to be determined through Development Permit application DP2024-07311.

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## CONCEPTUAL COMPARISONS OF CURRENT APPLICATION TO PREVIOUS APPLICATION

Conceptual Visual Comparisons of Two Policy-Aligned, 5-6-Storey Building Forms possible and previously proposed by a different Applicant



Note: Designs are conceptual and for illustrative purposes only. Details to be determined through Development Permit application DP2024-07311. White building envelopes are conceptual and based on existing policy and the previous M-H1 District application (LOC2022-0160) by a different Applicant.

## CONCEPTUAL SHADOW STUDIES (DP2024-07311)

Spring / Autumn Equinoxes (Mar. 21 & Sep. 21)



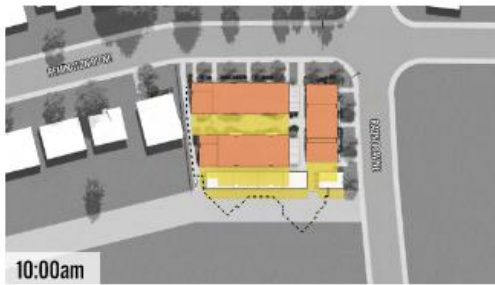
### Legend

- Existing Shadows
- DP2024-07311 Shadows
- Previous Application's (LOC2022-0160) Conceptual Shadows (18m building height)
- Note: A 21m building height was also possible under LOC2022-0160, which would cast further shadows.

Note: 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. Surrounding context is based on available data – some context may data may not be available and therefore not represented. The results of sun shadow studies are conceptual in nature and represent an interpretation of the currently proposed (and previously proposed) architectural design, surrounding built form and natural features/grade. Simulated dates and times (10:00am, 12:00pm, 2:00pm, and 4:00pm on equinoxes and solstices) are based on previously established City of Calgary recommendations.

## CONCEPTUAL SHADOW STUDIES (DP2024-07311)

Summer Solstice (Jun. 21)



### Legend

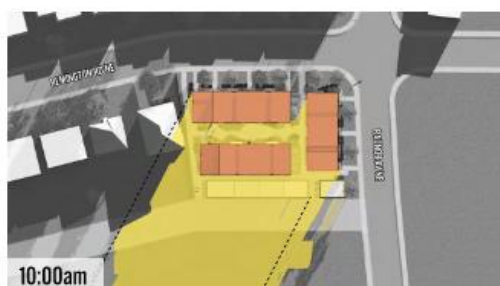
- Existing Shadows
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## CONCEPTUAL SHADOW STUDIES (DP2024-07311)

Winter Solstice (Dec. 21)



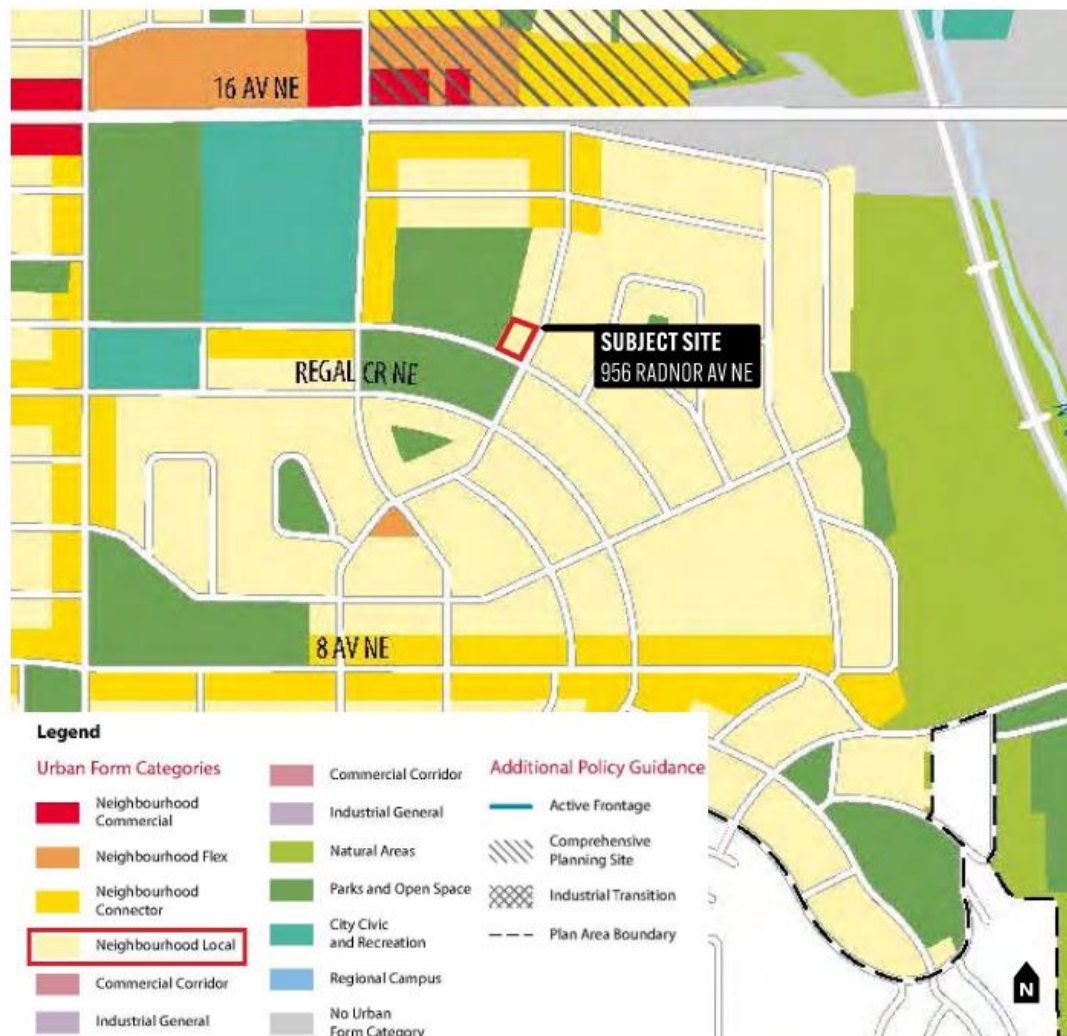
### Legend

- Existing Shadows
- DP2024-07311 Shadows
- Previous Application's (LOC2022-0160) Conceptual Shadows (18m building height)
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## POLICY ALIGNMENT - NORTH HILL COMMUNITIES LOCAL AREA PLAN

Urban Form Category Map



Note: Please refer to the statutory North Hill Communities Local Area Plan directly. This map excerpt is provided for discussion purposes only.

## POLICY ALIGNMENT - NORTH HILL COMMUNITIES LOCAL AREA PLAN

Building Scale Map



Note: Please refer to the statutory North Hill Communities Local Area Plan directly. This map excerpt is provided for discussion purposes only.



## OUTREACH MATERIALS: ON-SITE SIGNAGE

### Land Use Redesignation signage (installed Nov. 5, 2024)

## Proposed Land Use Change

**906 Radnor AV NE**

From Residential – Grade-Oriented IIR (R-CG) District to Multi-Residential – Conventional Medium Profile (M-CM15) District

We are proposing a Land Use Redesignation (LOC) to change the land use from the Residential – Grade-Oriented IIR (R-CG) District to the Multi-Residential – Conventional Medium Profile (M-CM15) District. The proposed change and development vision would enable the development of new and mixed-use "Missing Middle" rental housing in Radnor in the form of a multi-story townhouse.

The development vision includes 75 one-to-three bedroom medium-rise units, on-site parking with access from the rear lane, and a 1/4 mile bike route. To ensure a contextual fit, the M-CM15 District is proposed to be limited further from its stock floor area ratio (FAR) of 2.5 to an FAR of 1.5, reducing the overall floor area allowed.

A supporting Development Permit application (DP) application has also been submitted to the proper uses within the City of Calgary. We respectfully demonstrate a "check-and-balance" development outcome. The applications will be reviewed for completeness by the City of Calgary, and available to surrounding area residents and the broader public for additional review.





**Find Out More**

EMAIL: [ap@cityofcalgary.ca](mailto:ap@cityofcalgary.ca)  
PHONE: (403) 243-0317  
APPLICATION: LOC2024-0259  
CITY OF CALGARY APPLICATION INFORMATION PORTAL: [development.ca/calgary](https://development.ca/calgary)

**BUILD STREET**  
DISTRICT 15A

### Digital Information Session signage (installed Nov. 18, 2024)

## Digital Information Session

Join us online from 7:00-8:30pm on November 27<sup>th</sup> to discuss the proposed change at 906 RADNOR AV NE  
Land Use Redesignation application (LOC2024-0259) from R-CG to M-CM15

We're hosting a public Digital Information Session to discuss the proposed land use change at 906 Radnor AV NE from the Residential – Grade-Oriented IIR (R-CG) District to the Multi-Residential – Conventional Medium Profile (M-CM15) District.

Caltrans is committed to working with community members throughout the application process to ensure a clear and transparent process for all interested parties. We hope that you can join us online on November 27<sup>th</sup>, 2024 for our webinar to find out more about the proposal and share your feedback!

**Digital Information Session Registration:**

WHEN: Nov. 27<sup>th</sup> from 7:00-8:30pm  
WHERE: Online Webinar (via Zoom)  
REGISTER: <https://umad.com/906Radnor>

Use the Register webpage link above or scan the QR code below to register for the Digital Information Session.





**Find Out More**

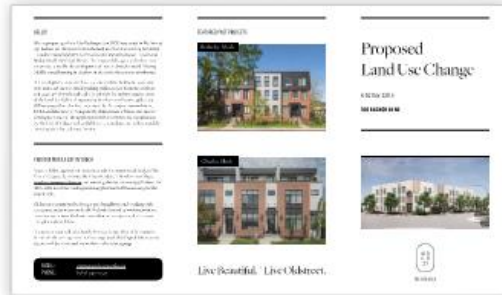
EMAIL: [ap@cityofcalgary.ca](mailto:ap@cityofcalgary.ca)  
PHONE: (403) 243-0317  
APPLICATION: LOC2024-0259  
CITY OF CALGARY APPLICATION INFORMATION PORTAL: [development.ca/calgary](https://development.ca/calgary)

**BUILD STREET**  
DISTRICT 15A



## OUTREACH MATERIALS: BROCHURES, POSTCARDS, & DIGITAL INFORMATION SESSION

Trifold Brochure (delivered Oct. 31, 2024)



Digital Information Session Postcard (delivered Nov. 14, 2024)



Public Digital Information Session  
(hosted Nov. 27, 2024)