

Applicant Led Engagement Summary



APPLICANT ENGAGEMENT SUMMARY

1101 RUSSET ROAD NE

LOC2018-0201
DP2018-4442



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SUMMARY

Stone West Homes’ development application for 1101 Russet Road NE proposes a 5-unit rowhouse development on the corner property that takes advantage of the site’s close proximity to transit, regional bike routes, major roads, local businesses, parks and other community amenities. In support of this application, CivicWorks has designed and undertaken a proactive and appropriately scaled engagement strategy to ensure a clear and transparent process for all stakeholders. Stakeholders such as the Renfrew Community Association and Ward 9 Councillor’s office are actively invited to participate in our process, which focuses on informative and fact-based engagement and communications.

HOW WE ENGAGED

SEPTEMBER 7 - APPLICATION SUBMISSION

- Hand delivered ±100 postcards to neighbours, providing proposal details and contact information;
- Displayed a large sandwich board on the property, providing proposal details and contact information (ongoing);
- Activated and monitored a dedicated engagement email and phone line (ongoing);
- Shared project overview with the Renfrew Community Association and Ward 9 Councillor’s Office.

SEPTEMBER 26

- Participated in a meeting with the Renfrew Community Association Development Committee to discuss and solicit feedback about the proposed development.

NOVEMBER 5

- Facilitated a site visit to similar R-CG developments in nearby communities to further discuss the R-CG district with an interested community member.

DECEMBER 19

- Shared the Applicant Engagement Summary with City Administration, the Renfrew Community Association Development Committee, and the Ward 9 Councillor’s Office.

WHAT HAS CHANGED



REDUCED MAXIMUM BUILDING HEIGHT
Responding to feedback about height & shadows.



REVISED APPLICATION TO R-CGex DISTRICT
Responding to feedback about secondary suites.



INTRODUCED TRADITIONAL MATERIALS
Responding to feedback about neighbourhood character.



LIMITED BACK OF BUILDING OVERLOOKING
Responding to feedback about privacy.
4 windows removed;
5 windows reduced in size;
10 windows obscured.



IMPROVED STREETSCAPE INTERFACE
Responding to feedback about streetscape.
Entrance and windows added along Russet Road NE;
Additional outdoor amenity space added to corner units.



INCREASED PARKING STALL SIZE
Responding to feedback about parking and waste and recycling.

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WHAT WE HEARD

As a result of the engagement process the project team heard feedback from 8 individuals via email, phone, and in-person meetings; and received comments from the Renfrew Community Association Development Committee at an in-person meeting and through a publicly submitted letter. The project team has categorized this stakeholder feedback according to key themes. The following outlines what we heard, what has changed, what hasn't changed, and why.

PARKING AND TRAFFIC

WHAT WE HEARD

Some area residents expressed concerns about on-street parking supply availability, the small size of the proposed parking stalls, an increase in traffic, and the safety of pedestrians at the intersection of Russet Road and Remington Road NE.

WHAT HAS CHANGED

To address concerns about the size of the proposed parking stalls the revised development permit has increased the size of the garage structure and stalls. This also provides easier access to waste and recycling bins.

RESPONSE

Under the proposed land use district (R-CG), the required number of residential parking stalls is one stall per dwelling unit, which will be accommodated within the proposed development with a private garage structure accessed from the lane.

Given current trends toward decreased car ownership and the modest scale of development proposed, the resultant traffic generation and additional parking demand is expected to be minimal and unlikely to have a material detrimental effect on local traffic volumes or the supply of on-street parking in the neighbourhood. A variety of available transportation options like walking, cycling, transit, UBER, and car sharing services like Car2go also contribute to reduced traffic and parking needs. Today, instances where there is a lack of on-street parking restrictions in the neighbourhood typically indicates a healthy and readily available on-street parking supply. Should this change in the future, residents, given sufficient neighbour support, can choose to apply to the Calgary Parking Authority to implement on-street parking restrictions and permits.

To address pedestrian safety concern at the corner of Russet Road and Remington Road NE the Renfrew Community Association Development Committee suggested providing a curb extension into the intersection. The project team is willing to explore this suggested traffic calming measure via the associated development permit process.

HEIGHT, SHADOWS, AND PRIVACY

WHAT WE HEARD

Some area residents felt the proposed building design was too tall and could cause overlooking and shadowing on neighbouring buildings.

WHAT HAS CHANGED

To address height and shadowing concerns the building height has been reduced to 11.0m at its peak. To address privacy concerns along the back of the building four windows have been removed, five windows have been reduced in size, and ten windows have been obscured.

RESPONSE

The revised Development Permit fully aligns with the R-CG district's maximum building height of 11.0m, a difference of one meter from the maximum building height of the surrounding R-C2 district. The R-CG District includes height and massing policies that are intended result in a built form that is sensitive to surrounding area context and adjacent landowners.

SECONDARY SUITES

WHAT WE HEARD

Some area residents expressed concern about the potential for secondary suites to be developed under the proposed R-CG District.

WHAT HAS CHANGED

The land use application has been revised from the R-CG district to the R-CGex district, which does not permit secondary suites.

RESPONSE

The proposed R-CGex Land Use District applies the same policies as the R-CG district, with one exception - it does not permit secondary suites. By revising the land use district, Stone West Homes provides area residents with greater certainty that the proposed density will not be increased following Council approval.

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DENSITY & NEIGHBOURHOOD CHARACTER

WHAT WE HEARD

Some area residents expressed concern about the number of units and architectural style of the building. Alongside this feedback was apprehension that the Land Use change could set a precedent for future approvals of similar density.

WHAT HAS CHANGED

In response to concerns regarding architectural style and 'fit' with the neighbourhood character, the revised development permit includes a more traditional material palette with brick cladding along the base of the building and stucco along the upper portions of the building.

RESPONSE

Stone West Homes is committed to creating homes that are considerate of their surrounding context, offer a high standard of architectural quality and contribute to the fabric of established neighbourhoods. By design, R-CG forms are low density and intended to integrate into the low density fabric of established Calgary neighbourhoods.

All future applications for Land Use Changes within the existing low density R-C2 district areas will be evaluated on their own merits through a public application process prior to a decision by Council.

STREETSCAPE AND AMENITY SPACE

WHAT WE HEARD

Some area residents expressed concerns that the proposed plans were inadequately addressing the Russet Road NE streetscape and also suggested that some units be provided with more private amenity space.

WHAT HAS CHANGED

In response to concerns regarding the streetscape, the development permit has been revised to include a new entry way and two additional windows along the western façade. In addition, more at-grade amenity space has been provided.

RESPONSE

The revised plans fully align with the Outdoor Private Amenity Space requirements of the R-CG district. By adding a second entrance and windows along Russet Rd NE, and providing more amenity space the project team intends to create a more welcoming interface with the sidewalk and street.

OWNERSHIP STRUCTURE & AFFORDABILITY

WHAT WE HEARD

Some area residents expressed concerns that the proposed development would attract low income residents or become rental units with a high rate of turn-over.

WHAT HAS CHANGED

No changes proposed.

RESPONSE

The ownership structure of the proposed rowhomes will be privately-owned condominium with shared common spaces. Today, available forms of housing in Calgary's established communities can be prohibitively expensive for prospective new homeowners, young professional and families. With a far more affordable benchmark price rowhomes address the crucial 'missing middle' of housing in Calgary - attainable homes that meet the needs of those looking for established area housing options that lie somewhere between a traditional apartment condominium and a single-family home or duplex.

WASTE AND RECYCLING

WHAT WE HEARD

Some area residents expressed concerns that the City's standard waste and recycling bins would clutter the lane.

WHAT HAS CHANGED

To provide easier access to bins, the revised development permit has located waste and recycling storage within the proposed garage structure.

RESPONSE

As per Bylaw requirements, the proposed development accommodates the storage of three standard City of Calgary waste, compost & recycling bins within the individual garages located adjacent to the lane. The City of Calgary's new alternating pick-up schedule further reduces laneway clutter on pick-up day. Instances of bins left in the laneway after collection day can be referred to 311 for Bylaw Enforcement.

The project team reviewed the option of providing waste and recycling through communal Molok waste containers, however, the overhead power lines along the lane do not provide enough clearance to allow the Molok waste collection cranes to safely operate on the site.