

Applicant's Community Outreach Report

November 20, 2019



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Outreach Strategies



PROJECT WEBSITE & FEEDBACK FORM

Dedicated project website (eaglecrest24.com) launched (11.06.2019), providing convenient 24-hour access to up-to-date project information as well as a built-in feedback form.



PROJECT VOICE-MAIL & EMAIL ADDRESS

Project voice-mail inbox and dedicated email (engage@civicsworks.ca) goes live (11.06.2019), serving as a direct line to the project team.



E-NEWSLETTER

Optional e-newsletter bulletins provided key project status updates and information about future outreach opportunities.



ON-SITE SIGNAGE

Large format signage installed (13.06.2019), notifying the surrounding community of the project and sharing project team contact information.



COMMUNITY ASSOCIATION MEETING

The project team met with the Banff Trail Development Committee (13.02.2019) to present the development vision, and discuss and their review of the proposal.



ACTIVE APPLICATIONS DEVELOPER MEETING

The project team met with City Administration and other 24 AV NW corridor redevelopment applicants (05.05.2019) to discuss coordinated outreach opportunities.



CANADA POST MAILERS

Two (2) separate Canada Post mail drops reaching ±2,000 homes and local businesses were deployed, providing notification of upcoming outreach events.



INFORMATION SESSIONS

Two (2) scheduled drop-in information sessions (06.11.2019 & 10.24.2019) in coordination with other 24 AV NW corridor redevelopment applicants and City Administration.

What We Heard + Team Response



1 VEHICULAR & BICYCLE PARKING

WHAT WE HEARD

Although the proposed development will meet minimum Bylaw vehicle parking requirements, some stakeholders expressed concern over not enough of parking being provided on-site. Sufficient bicycle parking was also a topic of interest for some stakeholders.

TEAM RESPONSE

The underground parkade will be used for residential and residential visitor parking, and will meet and exceed the minimum Bylaw requirement of forty-one (41) stalls by four (4) stalls. Commercial parking will also satisfy the minimum Bylaw requirement of two (2) stalls.

Twenty-three (23) Class 1 Bicycle Stalls and five (5) Class 2 Bicycle Stalls will be provided at ratio of 0.5 per unit and 0.1 per unit respectively, meeting the minimum Bylaw requirements. Class 2 Bicycle stalls are outdoors and provided at-grade along Exshaw RD NW.



2 BUILDING HEIGHT & DENSITY

WHAT WE HEARD

Some stakeholders expressed concern over a 4-storey building height at this location, while others shared their enthusiasm for the proposed development.

TEAM RESPONSE

The Banff Trail Area Redevelopment Plan (ARP), amended in 2016, identifies 24 AV NW as a corridor for growth and development including Medium Density Low-Rise Residential built forms (3-4 storeys). The building is reflective of, and supported by, The City's strategic growth policies, which aim to increase residential and employment densities in close proximity to retail services, community facilities and services, transport and supporting infrastructure.

Human-scaled, mid-rise buildings represent a best-practice solution to balancing intensification objectives with sensitive transitions to

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adjacent residential streets. Accordingly, no significant changes have been made to the density and/or scale of the proposed development and the current building design.

3 TRAFFIC CONGESTION & SAFETY

WHAT WE HEARD

Anticipated traffic activity associated with the proposed development and other redevelopments along 24 AV NW was a chief concern among some stakeholders. Conversely, some in support of the development acknowledged the benefit of targeted improvements to improve pedestrian safety, in addition to coordinating with the Banff Trail Area Improvements Project.

TEAM RESPONSE

A Transportation Impact Assessment (TIA) was prepared by Bunt & Associates Engineering Ltd. and submitted as part of the application. The report concluded the proposed developments would marginally increase overall delays; however, all intersections would continue to operate at an acceptable level of service (LOS) and traffic signals would not be warranted at 24 AV NW after the addition of development traffic.

The review of pedestrian infrastructure found that Rectangular Rapid Flashing Beacon (RRFB) controls on 24 AV NW should be added at 23 ST (East) and 22 ST NW. These crossings, along with pedestrian realm improvements (curb extensions, street trees, etc.) are being explored with the City of Calgary Transportation department in coordination with the Banff Trail Area Improvements Project and as part of the application review process.

Daily traffic volumes in the lane will remain within The City's guidelines after the addition of the proposed development. The project team is fully supportive of any efforts to introduce traffic calming measures and streetscape improvements to areas/streets that are seeing increased volumes like the rear lane, and the project team is exploring these opportunities with the City of Calgary Transportation department as part of the applications review process.

4 NEIGHBOURHOOD AMENITY

WHAT WE HEARD

Some stakeholders shared their enthusiasm for new neighbourhood retail and amenities that promote walkability and connectivity. Other stakeholders did not want to see any commercial or retail included in the development proposal.

TEAM RESPONSE

24 AV NW is particularly well-suited for neighbourhood-focused retail and amenities. As a Collector class road, it is well connected to high quality transit and transportation options and offers the opportunity to sensitively intensify, while maintaining the stability and character of the Low Density Residential areas described in the Banff Trail Area Redevelopment Plan.

Connecting people to local amenities is one of our five project principles, consistent with established community growth that supports neighbourhood vitality. It is also embedded within the goals of Calgary's Municipal Development Plan—complete communities that provide a broad range of housing choices and services and the ability for people to meet their day-to-day needs within their own neighbourhood.

5 OPEN / GREEN SPACE

WHAT WE HEARD

Some stakeholders felt that redevelopment of the existing parcels would result in a lack of recreational open space and/or green space for planting, trees, or passive pursuits. One stakeholder acknowledged the voluntary developer investment to upgrade the adjacent remnant land for an improved public realm.

TEAM RESPONSE

The development proposal is located on privately-owned land, and as such the landowners have rights to decide if and when to build something new on their property. As part of the application review process, a development permit must meet the standard requirements for landscaping and residential amenity space to the satisfaction of the Development Authority. Landscaping requirements include the portion of a parcel that is required to be a hard surfaced area or soft surfaced area, in addition to standards for planting. Residential amenity space requirements address the need for active or passive recreational use in the form of a standard space requirement per unit that can be provided as a private or common shared amenity.

As the result of considered exploration with The City and area stakeholders, Eagle Crest will pursue a voluntary investment directed toward the existing underutilized Road Right-of-Way (a product of Exshaw RD NW's irregular alignment) adjacent the proposed development. The current proposed design includes surface upgrades and community garden plots that will interface with the patio seating area directly adjacent the ground floor commercial retail unit.