

LAND USE AMENDMENT
ACADIA (WARD 9)
SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
BYLAW 241D2017

MAP 22S

EXECUTIVE SUMMARY

This land use amendment application proposes to redesignate a portion of the subject site, known as Wyldewood Estates, from Multi-Residential - Contextual Low Profile (M-C1) District to a variety of multi-residential land use districts to allow for comprehensive, phased, high-density residential development and a limited range of small scale, complementary retail and commercial uses on the lower floors of multi-residential buildings.

A concept plan was submitted to support the proposed land use redesignation. The concept plan is attached in APPENDIX VII.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)

2017 June 01

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 241D2017; and

1. **ADOPT** the proposed redesignation of 4.22 hectares \pm (10.43 acres \pm) located at 9700 Bonaventure Drive SE (Portion of Plan 6710JK, Block 2, Lots 1 and 2) from Multi-Residential Contextual Low Profile (M-C1) District **to** Multi-Residential – High Density Low Rise (M-H1d180) District, Multi-Residential – High Density Medium Rise (M-H2h35d220) District, Multi-Residential – High Density Medium Rise (M-H2h40d325) District, Multi-Residential – High Density Medium Rise (M-H2h45d425) District, Multi-Residential – High Density Medium Rise (M-H2h50d450) District, Multi-Residential – High Density High Rise (M-H3h65d630) District, and Special Purpose - Recreation (S-R) District, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 241D2017.

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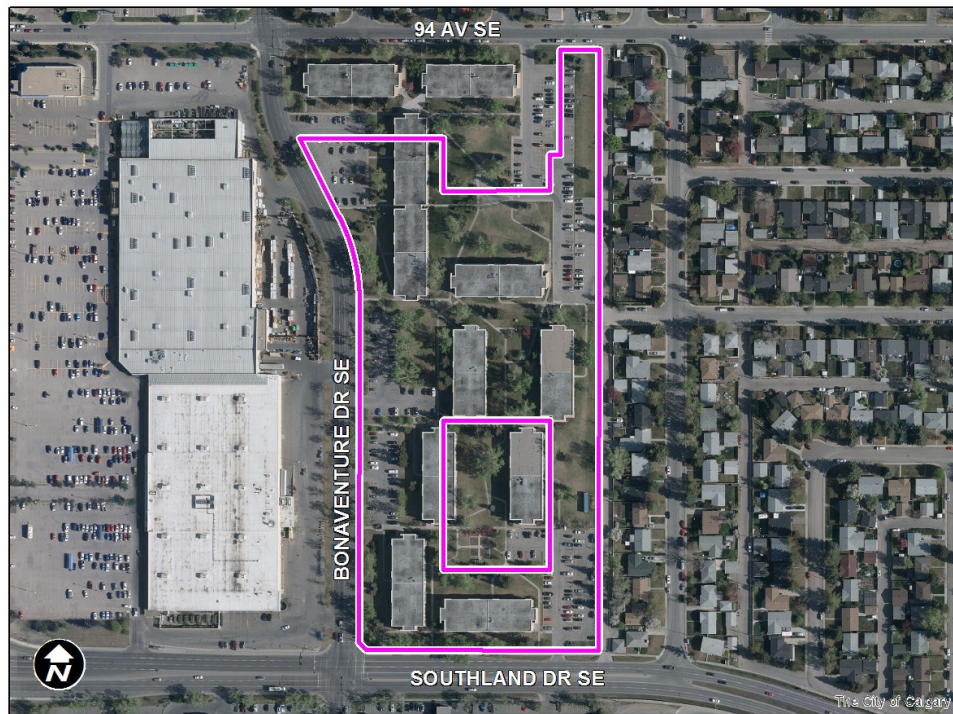
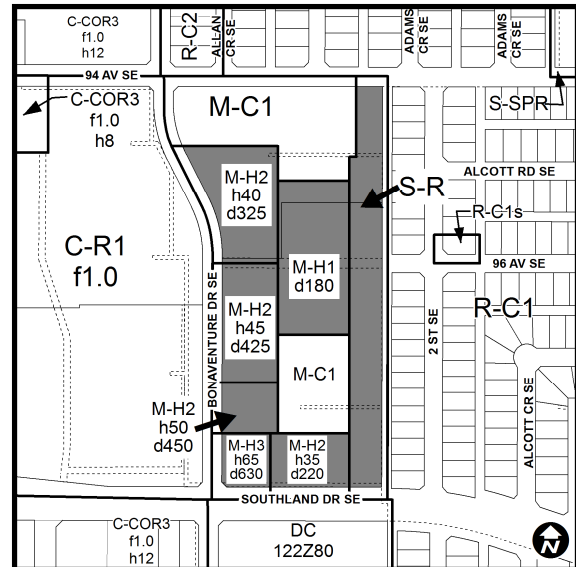
REASON(S) FOR RECOMMENDATION:

The application proposes an increase in density on a site that is well served by transit and local amenities. The proposed land use districts provide for a transition between established low density residential and the Macleod Trail S Urban Main Street. The proposed land uses districts allow for a form and range of uses that are compatible with and complementary to neighbouring land uses districts. The proposal is consistent with the relevant policies of the Municipal Development Plan (MDP).

The height modifiers for the proposed high-density residential districts would ensure that buildings are designed in a form that reduces potential impacts of shadowing on neighbouring properties. The density modifiers for the proposed high-density residential districts would allow for an increase in development potential so that existing infrastructure and amenities can be used more effectively. The proposed Special Purpose – Recreation (S-R) District provides for an amenity space on site, while providing an appropriate interface with the rear yards of adjacent properties to the east.

ATTACHMENT

1. Proposed Bylaw 241D2017
2. Public Submissions

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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 4.22 hectares \pm (10.43 acres \pm) located at 9700 Bonaventure Drive SE (Portion of Plan 6710JK, Block 2, Lots 1 and 2) from Multi-Residential Contextual Low Profile (M-C1) District **to** Multi-Residential – High Density Low Rise (M-H1d180) District, Multi-Residential – High Density Medium Rise (M-H2h35d220) District, Multi-Residential – High Density Medium Rise (M-H2h40d325) District, Multi-Residential – High Density Medium Rise (M-H2h45d425) District, Multi-Residential – High Density Medium Rise (M-H2h50d450) District, Multi-Residential – High Density High Rise (M-H3h65d630) District, and Special Purpose - Recreation (S-R) District.

Moved by: M. Tita

Carried: 3 – 2

Opposed: D. Leighton and
A. Palmiere

Reasons for Approval from Mr. Foht:

- I supported the application for the following reasons:
 - The density is appropriate for this location. It is near a variety of services from large format retail to daily need.
 - The consultation with the community was extensive and led to support by the community.
 - Allocating a significant buffer (SR) lands between the single family land to the east and these lands will provide a community amenity as well as a resident amenity.

Reasons for Approval from Mr. Friesen:

- I supported the Land Use as an appropriate increase in density at the right location. It is also commendable that the owner and his consultants worked with the community and City administration to refine the proposal to the point where it was supported by the community. Questions were raised regarding the dedicated open space along the lane. General public access to this space will be key to the success of the development within the community however this will be resolved as the design is detailed and not at Land Use. The concept plans showed merit but also raised questions which can only be dealt with at Development Permit. The Land Use change itself has sufficient merit to be taken to the next stage.

Reasons for Opposition from Mr. Palmiere:

- The use of the S-R district as a buffer to the existing community is inappropriate. Open space should be fully integrated into a site and not pushed to the eastern edge. The result will be an open space fronting an alley and the rest of the site potentially feeling over built as the S-R edge will account for approximately 46 percent of the 40 percent landscape requirement.

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- I am also concerned that the S-R has no obligation to be publicly accessible and the City has no mechanism to ensure accessibility at the DP stage.
- I do however conceptually support the density and general density distribution.

Reasons for Opposition from Mr. Leighton:

- I do not support this land use amendment because:
 - The proposed density and building height is excessive given that this site is not within a Transit oriented Development (TOD) area;
 - This is a “chicken and egg” application; that is the dramatic increase in density and height is being justified by “concept”, however, once the land use amendment is passed, the City (and community) have no assurance that the concept, urban design quality or amenities will be delivered;
 - Similarly, this project will have significant off-site infrastructure impacts (including pedestrian connections to the LRT subdivision). These are, I suggest to significant to be considered later at development permit stage.
 - A far better approach to deliver good urban design outcomes would be an integrated, comprehensive “mini-Outline Plan” tied to future land uses, amenities, infrastructure and urban design.
 - The proposed “S-R” open space strip against the eastern boundary and lane represents a poor transition to the adjacent community. This will be a privately-owned and somewhat concealed space that benefits neither future nor existing residents.

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Applicant:

B&A Planning Group

Landowner:

Morguard Residential Properties (1) Inc

PLANNING EVALUATION

SITE CONTEXT

The subject site is a single property located in the southwest corner of the community of Acadia. The subject site is approximately 6.02 hectares (14.89 acres) in size. A land use redesignation is proposed for 4.22 hectares (10.43 acres) of the site. The remaining 1.80 hectares (4.46 acres) would retain its existing land use redesignation.

The site is currently developed with ten (10) three (3) storey multi-residential buildings that include 330 residential units, five (5) surface parking areas accessed from 94 Avenue SE, Bonaventure Drive SE, and Southland Drive SE, and outdoor common amenity space.

The subject site is surrounded by low density residential development to the north and east, a hotel to the south, and large retail buildings to the west, across Bonaventure Drive SE.

According to data from The City of Calgary, Table 1 identifies Acadia's peak population and year, current 2016 population and the population amount and percentage difference between the peak and current populations.

Table 1: Peak Population of Acadia vs. Current Population of Acadia

Acadia	
Peak Population Year	1972
Peak Population	13,589
2016 Current Population	10,767
Difference in Population (Number)	-2,822
Difference in Population (Percent)	-21%

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LAND USE DISTRICTS

This land use amendment application proposes to redesignate a 4.22 hectares (10.43 acres) portion of the 6.02 hectares (14.89 acres) site from Multi-Residential - Contextual Low Profile (M-C1) District to a variety of multi-residential land use districts to allow for comprehensive, phased, high-density residential development and a limited range of small scale, complementary retail and commercial uses on the lower floors of multi-residential buildings. Information on the unaffected and proposed land use districts is summarized in Table 2.

There are currently 330 residential units on the site. The current land use designation allows up to 891 residential units. An increase in density to allow for up to 1,266 residential units is proposed.

Two (2) sites would retain the M-C1 (Multi-Residential – Contextual Grade-Oriented District) designation, as depicted on the map on page 2. The M-C1 sites would have development potential for up to 14 metres (approximately 4 storeys) in height with a maximum density of 148 residential units per hectare (up to 174 residential units on the northern site and up to 92 residential units on the southern site).

The following land use districts are proposed:

- M-H1d180 (Multi-Residential – High Density Low Rise District):
 - The site would have development potential for up to 26 metres (approximately 7 storeys) in height with a maximum density of 180 residential units per hectare (up to 172 residential units);
 - The site would have opportunities for a limited range of small-scale, complementary retail and commercial uses on the main floors of multi-residential buildings;
- M-H2h35d220 (Multi-Residential – High Density Medium Rise District):
 - The site would have development potential for up to 35 metres (approximately 11 storeys) in height with a maximum density of 220 residential units per hectare (up to 81 residential units);
 - The site would have opportunities for a limited range of small-scale, complementary retail and commercial uses on the main floors of multi-residential buildings;
- M-H2h40d325 (Multi-Residential – High Density Medium Rise District):
 - The site would have development potential for up to 40 metres (approximately 13 storeys) in height with a maximum density of 325 residential units per hectare (up to 237 residential units);
 - The site would have opportunities for a limited range of small-scale, complementary retail and commercial uses on the main floors of multi-residential buildings;

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- M-H2h45d425 (Multi-Residential – High Density Medium Rise District):
 - The site would have development potential for up to 45 metres (approximately 15 storeys) in height with a maximum density of 425 residential units per hectare (up to 252 residential units);
 - The site would have opportunities for a limited range of small-scale, complementary retail and commercial uses on the main floors of multi-residential buildings;
- M-H2h50d450 (Multi-Residential – High Density Medium Rise District):
 - The site would have development potential for up to 50 metres (approximately 16 storeys) in height with a maximum density of 450 residential units per hectare (up to 114 residential units);
 - The site would have opportunities for a limited range of small-scale, complementary retail and commercial uses on the main floors of multi-residential buildings;
- M-H3h65d630 (Multi-Residential – High Density High Rise District):
 - The site would have development potential for up to 65 metres (approximately 21 storeys) in height with a maximum density of 630 residential units per hectare (up to 144 residential units);
 - The site would allow for a limited range of small-scale, complementary retail uses on the main floors of multi-residential buildings and a limited range of small-scale, complementary commercial uses on the main and second floors of multi-residential buildings; and
- S-R (Special Purpose – Recreation District):
 - The site would provide for recreational and complementary uses. The S-R District provides for an amenity space on site, while providing an appropriate interface with the rear yards of adjacent properties to the east.

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Table 2: Unaffected and Proposed Land Use Districts

Land Use District	Area (ha)	Maximum Height (m)	Approximate Maximum Number of Storeys	Maximum Density (units/ha)	Maximum Number of Dwelling Units
M-C1	1.80	14	4	148	266
M-H1	0.96	26	7	180	172
M-H2	0.37	35	13	220	81
	0.73	40	13	325	237
	0.59	45	15	425	252
	0.25	50	16	450	114
M-H3	0.23	65	21	630	144
S-R	1.09	n/a	n/a	0	0
Total	6.02	n/a	n/a	n/a	1266

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan.

Municipal Development Plan (2009)

There is no local area plan for the community of Acadia. In accordance with subsection 1.4.6 of the *Municipal Development Plan* (MDP), where there is no local area plan to provide guidance, “the MDP should be used to provide guidance on the application of an appropriate Land Use District, or identify appropriate land uses.”

The site is located within an “Urban Main Street” and is adjacent to a “Residential Developed – Established Area” on the Urban Structure Map (Map 1) in the MDP. The MDP makes no specific reference to this site. This land use proposal is consistent with MDP policies including the City-wide policies (section 2), Main Streets policies (subsection 3.4.1), Urban Main Streets policies (section 3.4.2), Developed Residential Areas policies (subsection 3.5.1), Established Areas policies (subsection 3.5.3), the Neighbourhood Infill and Redevelopment policies (subsection 2.2.5) and the Housing Diversity and Choice policies (subsection 2.3.1).

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The MDP encourages increasing residential and employment density near Main Streets and frequent transit services to effectively use existing infrastructure in a manner that is considerate of the existing context. The proposed development is located near existing social, transportation, and utility infrastructure. The height modifiers for the proposed high-density residential districts would ensure that buildings are designed in a form that reduces potential impacts of shadowing on neighbouring properties. The density modifiers for the proposed high-density residential districts would allow for an increase in development potential so that existing infrastructure and amenities can be used more effectively. The proposed Special Purpose – Recreation (S-R) District provides for an amenity space on site, while providing an appropriate interface with the rear yards of adjacent properties to the east.

The MDP encourages affordable housing. Although the City of Calgary does not have the authority to regulate housing affordability, Administration encourages the inclusion of affordable housing for this site.

TRANSPORTATION NETWORKS

Access to this site is available from Bonaventure Drive SE, 94 Avenue SE, and Southland Drive SE. Bonaventure Drive SE is a four-lane undivided primary collector, while 94 Avenue SE is an undivided collector road, and Southland Drive SE is a four-lane divided arterial road.

Calgary Transit bus service is available along Southland Drive SE by Routes 39, 79, and 80 and along Macleod Trail S by Route 81. The southwest corner of the parcel is approximately 800 metres walking distance from the Southland Light Rail Transit station. The northeast corner of the parcel is approximately 1,400 metres walking distance from the Southland Light Rail Transit station.

The internal road design will be reviewed and finalized at the development permit application review stage.

A Transportation Impact Assessment (TIA), including parking demand analysis, was submitted and accepted by Transportation Planning. At the development permit application review stage, the proposal will need to consider:

- Widening the sidewalks on the south side of Southland Drive SE from Bonaventure Drive SE to Horton Road SW to a minimum 2.0 metre width; and
- The potential requirement for additional parking studies at the development permit review stage.

The internal parking design, including the envisioned of parking along the lane, will be assessed at the development permit application review stage.

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UTILITIES & SERVICING

The site can be serviced with appropriate infrastructure upgrades, which will be determined at the development permit review stage, as detailed below.

Fire flow calculations must be submitted at the development permit application review stage in order to evaluate the local water network and to determine if upgrades are required. The applicant is responsible for funding of local water network upgrades if required.

A Sanitary Servicing Study was submitted, and surcharging has been identified in local system. Upgrades to the local downstream sanitary sewer system through Willow Park will be required at the development permit application review stage. The applicant is responsible for funding sanitary servicing upgrades.

No upgrades to the existing downstream storm sewer system are required to accommodate future proposed development.

ENVIRONMENTAL SUSTAINABILITY

Existing pedestrian infrastructure and frequent transit services that are accessible to the site provide opportunities for individuals to access the site by methods of transportation other than single occupancy vehicles. The increased maximum density of the site allows for a more efficient use of resources. Environmentally sustainable design can be achieved through the proposed land uses. Building and site design will be assessed at the development permit application review stage.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required for this application. At this time, it is not anticipated that there are environmental concerns, however this will be confirmed at the development permit review stage.

GROWTH MANAGEMENT

The proposed land use designation does not trigger capital infrastructure investment and, therefore, there are no growth management concerns at this time.

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PUBLIC ENGAGEMENT

Pre-Application Engagement Summary of Issues and Responses

The Applicant conducted public engagement from 2015 November 12 to 2015 November 30, including collecting input through a presentation to the Acadia Community Association, an online survey, five (5) storefront session for a total of twenty (20) hours, a phone line, and e-mail. The input collected and the Applicant's responses are attached in APPENDIX V.

Community Association Comments

The Acadia Community Association provided comments on the initial proposal in a letter dated 2016 June 13. The Acadia Community Association requested engagement, having the tallest buildings on site on the west portion of the site, having the shortest buildings on site on the east portion of the site, limiting building heights, and to not allow vehicle access to Southland Drive SE.

Meetings were held between the Acadia Community Association, the Applicant, and Administration on 2016 September 7 and 2017 February 15 to discuss amendments to the initial proposal. The Acadia Community Association provided a letter of support for the current proposal in a letter dated 2017 May 12. Reasons for support of the proposal include:

- Applicant consideration of community input;
- Certainty of built form;
- Eastern portion of site being designated S-R;
- Design to reduce potential impacts of shadowing on neighbouring properties;
- Western portion of the site setting precedent for lands along Macleod Trail S;
- Precedent for Bonaventure Drive SE improvements;
- Mix of uses; and
- Using underused land.

The letters from the Acadia Community Association dated 2016 June 13 and 2017 May 12 are attached in APPENDIX II.

Citizen Comments

Twenty-six (26) comments from citizens about the proposal were received. Sixteen (16) of twenty-six (26) comments were submitted through the Planning & Development Map website. Ten (10) of twenty-six (26) comments were sent directly to the planner. All input collected from the Planning & Development Map website and directly to the planner is provided in the "What We Heard" report (APPENDIX III). The points in the "What We Heard" report are addressed by Administration in the "Summary of Responses to the What We Heard Report" (APPENDIX IV), and by the Applicant in the "Engagement Summary Report" (APPENDIX VI).

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Public Meetings

An open house was held jointly by Administration and the Applicant on 2016 September 27. All input collected from the open house and the website is provided in the "What We Heard" report (APPENDIX III). The points in the "What We Heard" report are addressed by Administration in the "Summary of Responses to the What We Heard Report" (APPENDIX IV), and by the Applicant in the "Engagement Summary Report" (APPENDIX VI).

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APPENDIX I

APPLICANT'S SUBMISSION

Morguard Residential Properties Inc. (Morguard) has requested Brown & Associates Planning Group (B&A) to prepare a land use redesignation for 9700 Bonaventure Drive SW. The properties are legally described as Plan 6710 JK, Block 2, Lots 1 & 2 and are located in the southwest Calgary community of Acadia. At present the +/- 6.0 ha (+/- 14.9 ac.) site accommodates eleven 3 storey rental apartments constructed in the 1960's and associated surface parking. The existing designation of the site is Multi-residential – Contextual Low Profile (M-C1).

Wyldeewood Estates, is situated a short walk from the Southland LRT station and presents the opportunity for significant redevelopment not available to much of the lands west of the LRT station. The existing pattern of development in the area underlines a strong relationship to the Macleod Trail Urban Corridor and supports its intensification in alignment with the Municipal Development Plan. These locational advantages enable Wyldeewood Estates to be a key catalyst for regenerative development within this important part of Calgary.

The goals of the project are to bring further density to the area well served by transit and to transform and vastly improve the experience and utility of the public realm. Provision of new, sustainable multi-residential rental accommodation and amenities on the scale of the Wyldeewood proposal is truly unique and will contribute to a spirit of renewal for this community.

Our land use amendment application proposes the redesignation of +/- 4.22 ha of the site to:

- Multi-residential - High Density High Rise District (M-H3 h65 d630): +/-0.23 ha;
- Multi-residential - High Density Medium Rise District (M-H2 h50 d450): +/-0.25 ha;
- Multi-residential - High Density Medium Rise District (M-H2 h45 d425): +/-0.59 ha;
- Multi-residential - High Density Medium Rise District (M-H2 h40 d325): +/-0.73 ha;
- Multi-residential - High Density Medium Rise District (M-H2 h35 d220): +/-0.37 ha;
- Multi-residential - High Density Low Rise District (M-H1 d180): +/-0.96ha;
- Special Purpose – Recreation District (S-R): +/-1.09 ha;

The proposed land use not only reflects the transition of height and density throughout the site but also the impact of a significant engagement program with the surrounding community.

We look forward to support of our application from Calgary Planning Commission and Council.

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APPENDIX II

**ACADIA COMMUNITY ASSOCIATION COMMENTS
2016 JUNE 13**

Christine, Ezra,
re: Wyldewood development Feedback

In consideration of the proposal for the current Wyldewood Estates site. I have been approached by a number of Acadia residents and would like to offer this feedback and possible solution moving forward.

1. Meaningful direct interaction with the owners and residents of 2nd ST SE. As these Acadians will be most affected by this development, it is imperative their views are weighted well in the conversation moving forward.
2. East to west tiering – the land use redesignation proposal offers the possibility of a very drastic and abrupt height variation immediately adjacent to R-1. Within the same block the possibility of a 60m building approximately 30m from the alley of single family dwellings is excessive. Please see attached for re-alignment of Land use change proposal.
3. Overall height – the total height possibility of the proposed land use change in context to the single family dwellings sharing that block would be very abrupt. Please see attached for land use height limitation suggestion.
4. Southland Access – the current experiences with cut-through traffic in Acadia would suggest not allowing access from Southland Drive. As these residents will be Acadians we would not wish the residents to need to endure the speeds and volume such an access would likely promote to non-resident traffic.

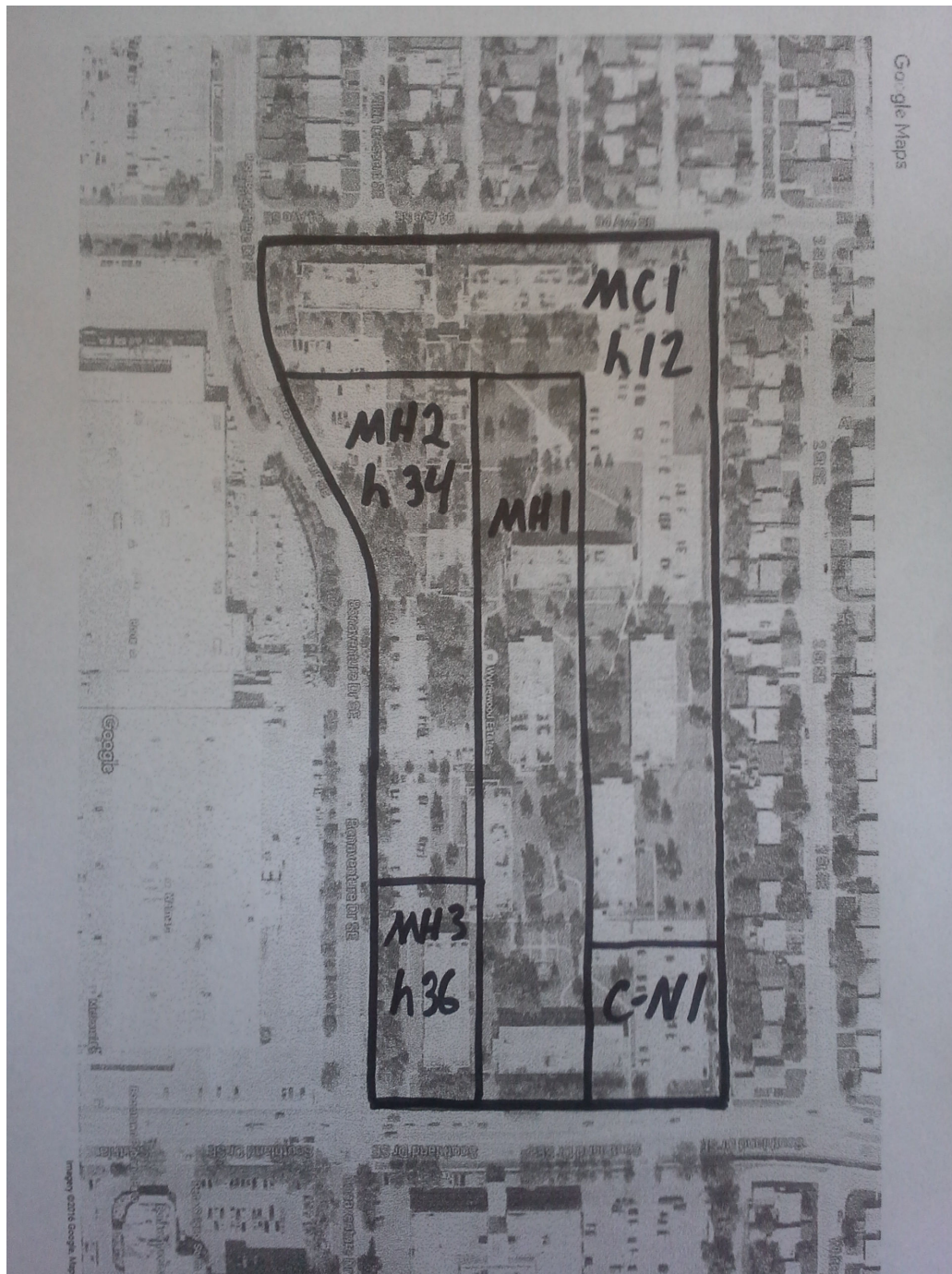
As many residents are ardently opposed to any development of the site, there is a hope that a more delicate change to the landscape might win over those who would be in opposition.
Truly,

Keith Simmons
Acadia Community Association - President

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ENCLOSED WITHIN THE ACADIA COMMUNITY ASSOCIATION COMMENTS
2016 JUNE 13



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**ACADIA COMMUNITY ASSOCIATION COMMENTS
2017 MAY 12**

Ezra Wasser, File Manager
Planning and Development
City of Calgary
800 Macleod Tr. SE

RE: LOC2016-0064

The Acadia Community Association would like to offer our support for the Land Use re-designations contained within this application. Increasing density within an existing community is always a difficult task, and is best approached in a sensitive manner – we find that the applicants have been careful to consider input received from the community, particularly the adjacent neighbours.

While this is not an application which is being submitted concurrently to a Development Permit application, the applicants have allocated densities within the parcel grouping in a way which gives a reassuring level of certainty to the community regarding the final built form. We particularly appreciate the designation of the east portion of their project area as S-R, as this creates a natural buffer zone between the Low Density Residential parcels to the east and the proposed development. It is also our understanding that the final built form will include the removal of the current chain-link structure segregating the property from the rest of the community: we look forward to the re-integration of a large segment of Acadia's population.

Specifically addressed were community concerns regarding shadowing: the applicant has taken great pains to re-design their spaces (including maximum heights contained within the District limitations) in order to remove any regular shadowing of neighbouring properties.

The densities on the western portion of the property we hope will act as a prelude to future redevelopment of properties bordering Macleod Trail S.E., allowing an easier transition to a complete street along Bonaventure Dr in the future. The addition of mixed uses (commercial and residential) would certainly support our desire to see a filling in of the underused areas along the western segment of our community.

We look forward to working with the applicant as they progress with their project, to ensure that the Wyldewood site can be properly integrated into our larger community.

Kim Warnke
Director at Large – Chair, Planning Committee
On behalf of the Acadia Community Association.

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APPENDIX III

WHAT WE HEARD REPORT



Wyldeewood Estates

Report Back // What we Heard Online & In Person Engagement
October 11, 2016

Project overview

The City of Calgary received a proposal (file number LOC2016-0064) from B&A Planning Group, representing Morguard Residential Properties Inc., to redesignate (rezone) a portion of the Wyldeewood Estates apartment complex at 9700 Bonaventure Drive SE to allow for a mixed-use development.

Land use districts determine, among other things, heights, density, and allowable uses. Put simply, land use determines an imaginary box in which a building can fit, along with the types of homes, offices, businesses, that can operate in that building.

If the land use redesignation is approved by Council the overall distribution of buildings, building design, mix and size of uses, and site layout details such as parking, landscaping, and site access will be determined later at the development permit stage.

City staff is seeking public input throughout the application process, and will incorporate feedback where possible. The plan for the site must adhere to policies, guidelines, and bylaws adopted and or approved by Council.

Engagement overview

This report covers the questions and responses asked during an online feedback collected from September 20 – October 11, as well as a public open house on September 27. The report also includes themes and verbatim of emails and letters sent to the planning file managers directly. There were approximately 60 citizens who attended the open house. Within the open house eight feedback forms were submitted to the project team. Additionally there were 16 citizens who submitted feedback online, and 10 citizens who contacted the file managers directly with feedback.

What we asked

Stakeholders were asked the following questions:

What strengths do you see in the proposed land use redesignation?

What weaknesses do you see in the proposed land use redesignation?

What suggestions do you have for the proposed land use redesignation?

What other comments or concerns do you have?

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Wyldewood Estates

Report Back // What we Heard Online & In Person Engagement
October 11, 2016

What we heard

Themes for the question: **"What strengths do you see in the proposed land use redesignation?"** in order of most frequent to least frequent themes:

- Improved area architecture and different scales of buildings
- Mixed use (the blend of rental property, commercial space, green space, and amenities)
- Increased vibrancy and density of the area
- No strengths
- Green space/ Park/ Open Spaces
- Amenities

Themes for the question: **"What weaknesses do you see in the proposed land use redesignation?"** in order of most frequent to least frequent themes:

- Traffic flow/ traffic congestion
- Parking
- Sets precedent for other high rise development in area (general lack of support of high rise buildings for reasons including shading effect and wind tunnel effect)
- Development application lacking affordable housing options
- Accessibility (concerns for walkability, biking, access to public transit)
- Development application lacking condominium housing options

Themes for the question: **"What suggestions do you have for the proposed land use redesignation?"** in order of most frequent to least frequent themes:

- Offer affordable housing options
- Do not approve construction of over 14 stories
- Incorporate condominiums into the application (not exclusively rental units)
- Limit retail hours of operation and types of businesses (do not approve 'open late' type businesses specifically bars)
- Address traffic flow concerns

Themes for the question: **"What other comments or concerns do you have?"** in order of most frequent to least frequent themes:

- General traffic flow concerns
- Parking concerns
- Need for affordable housing
- Shade and lighting concerns from development

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- No concerns
- Lack of trust in applicant with regards to building amenities

Within this project stakeholders were able to mail and email the planning file managers directly with any questions, comments and/ or concerns they had with the project. Below are the themes from the emails and letters:

- Criticism of engagement/ consultation for the project
- Parking concerns
- Concerns with proposed overall height
- Traffic flow concerns and desire for traffic calming measures
- Negative financial effect on neighbouring house property values
- Shading concerns of tall developments
- Issue with commercial development having negative effect on neighbouring house property values
- Noise pollution concerns
- Negative effect on Acadia community
- Concern of sewer capacity
- Damage to the fabric of the community
- Concern of increased crime and safety
- Need for affordable housing
- Access to public transit (both LRT and Bus services)

Verbatim Comments

Content is captured as it was provided by stakeholders. No edits have been made.

What strengths do you see in the proposed land use redesignation?

- None
- As a resident that lives directly across from this development, I see no strengths
- Open Spaces, Traffic Circles (add speed tables). Contextual considerations much appreciated.
- Multiple uses, different scales of buildings, park space and amenities are all very positive. Great to see some change happen to this site.
- A more diverse use of the land (commercial, residential, environmental green spaces and activities)
- None - retail and additional rental units not required - this is already a dense community.

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- lots of density and improving the area architecture. It is a great idea and will improve my property value.
- Increased interest and vitality in the neighbourhood
- might revitalize the area
- It will replace aging buildings with more energy efficient buildings.
- Great for the neighborhood!
- The benefit would be to the landowner
- Mixed use is always better than single use - more amenities closer to where people live creates stronger, more vibrant communities.
- I like the mixture of high and low density and commercial storefronts.
- Increased density close to existing transportation and transit.
- The project will increase density close to southland lrt station and includes storefronts and commercial.
- The development would provide a better "entrance" to the community, and lead a more "permanent" feel to this corner.
- None

What weaknesses do you see in the proposed land use redesignation?

- Should be at least condos, not all rentals
- Having all the units rentals will greatly reduce the value of my property. I see no good in it. And the building phase will greatly interfere with me and my families life. No parking, debris, noise, mud, etc.
- On hi-rise encourages another hi rise development. Please do not lose an appreciation for single family detached living.
- The M-H3 and MH2 districts seem a little large scale for the site, assuming the developer will maximize these heights, which is likely.
- The blocking of what little sunset view we residents already are left with.
- Too much traffic already on Bonaventure Drive, this will attract more. No need for additional retail on this neighbourhood. Buildings too tall, create too much shade, too much wind tunnel effect, like corner of 90th ave and bonaventure (it's brutal there). Retail doesn't promote community building and community engagement.
- Where is the low income housing provided for the displaced people. Part of this project should be set aside for an equivalent number of units at the same rent as they were paying. You are gentrifying our neighborhood and removing our lower income east indian neighbors and destroying our multicultural neighborhood. I am Caucasian single family homeowner.
- Short Term I am very concerned about construction delays along Southland and Bonaventure. What steps are being taken to mitigate these? Long Term Traffic considerations - this intersection is already quite congested, especially on weekends with people accessing the other commercial properties that are already established. This will also affect rush hour traffic along Macleod Trail and Southland Drive. As this project develops I hope considerations are being taken to improve traffic flow and accessibility (bike and pedestrian) in the area.

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- Increased traffic, and noise in the residential area.
- Will there be development of the green spaces for the community members living there? Access to community garden beds, greenways, spaces for children to play safely? Is a playground on site included in the plans? Will it be walkable and attractive? Where will the people go that currently live there? They are part of our community and should have the opportunity to be able to afford to remain in their community. Where will the people park? Is the road access able to handle the increased population? Will the building designs be attractive and not just overwhelming the neighbourhood?
- rental costs might go up and units remain empty - good time to build but success will depend on how the rental market is when they are finished.
- It will create major traffic problems in all directions on Bonaventure Drive, Southland Drive and 94 Avenue and as well as becoming a parking nightmare.
- None
- Less affordable accommodation to residents who need it. If businesses will take away space of renters, where will people go for a more or less reasonable rental unit?
- None.
- Additional parking will be needed. As rents go up, fewer people use transit.
- "I would love to see subsidized units mixed in to each building - the area is great for those without a vehicle or those that are working nearby.
- Please make sure there is enough parking! And having main parking would be great rather than parking in front of each store. Of course there needs to be wheelchair parking closer but otherwise, let's mingle :)"
- It is a shame that the adjacent C-R1 (Walmart and Rona) shopping area as well as the other 4 corners of MacLeod and Southland couldn't be part of a master plan for this area, instead of doing it in a piecemeal fashion.
- "I think 17 stories it's too high compared to existing low density residential in Acadia and Willow park.
- Increased motor vehicle traffic, limited pedestrian access, inexistent cycle access."
- Where is the low income housing provided for the displaced people. Part of this project should be set aside for an equivalent number of units at the same rent as they were paying. You are gentrifying our neighborhood and removing our lower income east indian neighbors and destroying our multicultural neighborhood. I am Caucasian single family homeowner.
- As usual, build condos and highrises before the infrastructure is in place. Go war on cars!
- I appreciate the height-concentration at the far corner from the community, they have obviously taken a great deal of care to not shade out the R-C1 dwellings. 17 stories as a max feels a bit intense for this corner, given the width of the south end of the lot (or, lack of width, actually). 10 stories would still increase the density a fair amount and remove some of the massing. Love the plans overall, and the intention of incorporation into the neighbourhood while making much better use of this space.

What suggestions do you have for the proposed land use redesignation?

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- Figure out where you are going to move traffic. No Roundabouts. They are useless.
- Create more condos, less rentals!!
- Take back the night time! No dark, stark areas (crime, graffiti, drugs, vagrancy, homeless). Business / Commercial - no 'open late' business. Pub - horrible idea
- Use MH1 for the proposed MH2 and MH3 districts
- Accessible rents. Accessible Units.
- To have Acadia Community residents give input for any proposed public art in the open space area. I am an artist, and have seen some pretty bad public art.
- Don't do it. Really
- I would not approve of 14 and 17 storey buildings this close to single family homes unless it included low income residences.
- Would be nice to have some mom and pop shops, sidewalk cafes and green space to be more inviting to pedestrians and encourage others to spend time in the neighbourhood.
- "Drastically reduce the amount of residential units and # of storeys.
- Have a large area of green space and trees (park like setting) throughout the area set aside.
- Condominium-ize the residential units (no rentals).
- Residential parking have minimum 2 parking stalls per residential unit."
- Include a welcome to Acadia sign at main road intersections.
- Permit grocery store, bakery, fresh foods, fish, etc.
- "The redevelopment must increase the total long-term affordable housing available to the community.
- The developer should contribute to funding the future MacLeod Trail x Southland Drive interchange due to this development's impact on traffic to MacLeod Trail and the Southland LRT station."
- Include affordable housing.
- Have subsidized units mixed in with the rest. The area is great for those with housing challenges.
- That it be considered as part of a larger master plan for all areas to the west - toward the Southland LRT station.
- I would cap the maximum height at 10 stories.
- Force the councilors buddies to upgrade the adjacent roads / intersections /water / sewer /power beforehand.
- M-H3 feels a bit excessive. M-H2 would still offer a decent ROI for increased densification but not be quite as large: better "step down" into the community.

What other comments or concerns do you have?

- Light pollution considerations. Designated parking for taxis, school buses, handibus type services. Restrictions on pets (Read: poop and noise)
- Parking on 94 ave. Traffic.
- Safe zones for children to play without risk of being hit by cars and so on.

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- Talking to 80 people out of almost 11000 residents is a joke, not a consultation. London @ Heritage won't be able to fill their condos, why more rental units needed? "amenities" since they make no money they'll either be buildt last or not at all. We're not stupid. If those amenities were so valued by the City, they would get build already.
- There should be an environmental reserve built into this project that dictates green space and out door amenities for public use.
- Neighbourhood traffic congestion and parking. Need to keep the traffic in the main thru roads (southland, Bonaventure)
- "- not sure the parking situation is well thought out and also the traffic will increase
 - transit service in Acadia is poor at best and after 6/7pm almost non-existent
 - if they really think people will walk to Southland ctrain station then they are mistake - it may be a short distance but there is a hill involved and a scary staircase that leads from Southland down to the ctrain station. Don't forget winters can be really bad here and sidewalks can be a problem.
 - if this proceeds, then the Wal-mart exit onto to Bonaventure needs to be closed (corner of Southland/Bonaventure). This is a very busy intersection and this exit onto Bonaventure needs to be closed or moved to keep the traffic flowing."
- "Beside the strain on the aging infrastructure (existing water, sewer lines, roads, lighting, etc.), traffic is HUGE concern!
- When Sierras of Heritage at 8835 Bonaventure Drive was first proposed in mid 1990s, the original proposal was a high rise (17 storeys - 400+ units with commercial below) and was voted down because of traffic and parking and the towering over the existing 4 storey units in the area & minimum 2 parking stalls per unit.
- Over the years there has also been a huge increase in traffic with many motorists using 58 Ave S to Center St S. to Flint Road to Bonaventure Drive thru to Canyon Meadows Drive (north/South) corridor instead of McLeod Trail during rush hour. Trying to come out of any of the multi units complexes on the east side of Bonaventure DR (especially between Heritage Drive to 94th Avenue), is already very difficult to turn onto Bonaventure Drive during mid day if you have to cross over on coming traffic.
- Pedestrian and vehicle traffic to Southland or Heritage LRT stations would also greatly increase with the number of units proposed."
- None, thank you for helping Acadia grow!
- It benefits the owner, who will be receiving a much larger amount of money from rental space. Why not designate a number of units for low income families.
- None.
- Will the redevelopment include any affordable housing? Low income renters are often forced to live a long way from grocery stores like WalMart. Wyldeewood Estates sometimes has 25-30 WalMart grocery carts lined up on 94th Avenue. I walk (and drive) past Wyldeewood Estates several times per week.
- Access in and out of the development - please don't have the driveways too close to Southland. Consider an overpass over Bonaventure to discourage jaywalking.

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- "Traffic is already really bad in the area, specially on Bonaventure dr southbound as there is no left turning light.
- Pedestrian traffic is not easy on Bonaventure, sidewalk only on one side and very narrow. There is no bike access, southland and Bonaventure are very busy roads, unsafe for cyclists."

Below are the letters, emails, and feedback forms submitted to the file managers directly. Content is captured as it was provided by stakeholders, however edits have been made to remove any self-identifying information for FOIP purposes.

At this time my main concern is parking. It has become increasingly difficult to get out on to 94 Avenue due to cars being parked down both sides of the road. How much parking space is being allowed? Most people have their own car, this may mean two cars per house hold. At this time the apartments only have one parking space per household, If commercial and retail are to be included many more parking spaces will be required. This may mean cars being parked in the neighborhood leaving no space for residence to park. not only will parking be an issue but there will be more noise as cars enter the residential area. My other concern. Can the present infrastructure eg. sewerage take the increase of usage ? Finally, what will happen to my house value ? The present height is acceptable. Who wants a high-rise overlooking them?

This long time resident is opposed to any more high rises in this area. This proposal completely changes the type of community Acadia is. Bonaventure drive is congested enough without adding more residences and parking. Crime is escalating in this area due to the residents of this complex but you want to add more? The property has never been cared for adequately. There's no guarantee they will provide adequate services parking etc. The Macleod mall parking lot has become the current residences parking lot. There is always unsightly mattresses etc in and around their garbage bins but you want to allow them to build. If I as a resident wanted to expand my home and my neighbors objected I would never be allowed to do so. Why are commercial developers allowed to have zoning changed in spite of neighbors objections? I've owned my home in Acadia since 1964 and I think this will totally spoil this lovely community.

Just further comments. The high rises on the west side of McLeod trail (haysboro) are on roads that exclusively access commercial properties. By contrast this proposed high rise in Acadia will dramatically impact the present residents in terms of traffic on 94th avenue in particular. The traffic on 94th has already been increased by the french school (former Fred Parker Elementary) during peak hours when children are being dropped off and picked up. There is very little respect for the playground zone there with the present traffic volume. One can only imagine what it will be like when you increase the population in this small area 50 fold. I feel that to change the zoning to allow this is to betray the owners of homes in the area, many of whom have lived here since the 1960's. I am not opposed to one or two buildings along Bonaventure drive going up 7 or 8 stores but to increase the population of Acadia and traffic as proposed by 17 story buildings is overwhelming. The signs for this are not adequate to alert the residents of Acadia to what's proposed. I myself would not have noticed them driving by. I only saw them as a result of walking. We

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already have an eye sore in the form of that horribly designed tennis court on 90th Avenue. I can feel for the residents of the condo's beside it who had no say in their lovely view of a park being replaced by a big ugly square box. One can only imagine how their property value decreased due to that. I spoke to one owner who told me that she was told that flyers were delivered to invite comments on the tennis courts but they were delivered to Maple Ridge, not to Acadia. The people who were most impacted by that tennis court felt betrayed. All it would have taken is for the building to have been put up on the other side of the property where the present derelict tennis courts are to allow the condo owners to retain a bit of a view. Also why was a building like this with nothing to recommend it as far as appearance allowed to be built. One wonders what these proposed 17 story apartments will look like if we are putting square boxes up now?

I live at (personal information removed) and I'm writing to express my opposition to Application for Land Use Amendment LOC2016-0064. I cannot begin to express my distress and disappointment how little thought or, for that matter, consultation went into this application for rezoning on Morguard's part. While I have many problems with their proposal, I will focus in on two main aspects: 1) First, I'd like to tackle the M-H3 high density high rise on the corner of Southland and Bonaventure Drive SE. For Morguard to imply that a high density high rise in this location is analogous to other high density towers in the area is ridiculous. Both the London Towers condo development (8880 Horton Road SE) and The Pinnacle rental apartments (9600 Southland Circle SW) have no single family residential developments close to them, let alone only a back alley-width away as is the case with the proposed rezoning. Their proposed tower is far too close to our row of single family homes along 2nd Street. A tower this size belongs in the same corridor as the London Towers, and The Pinnacle if it is truly meant to honour the concept of Transit Oriented Development (TOD), running right beside the C-Train tracks as these other high-density towers do. And let's just tackle the notion that people living in said high-density tower will walk 15-20 minutes to catch the train since they're hanging the rezoning on the whole TOD philosophy. I can assure you based on my experience with the current low-profile multi-family rental units that Morguard runs, the tenants don't walk to transit or magically stop driving because they're so close to Southland Transit Station. In fact, when the apartments are at capacity for tenants, the Morguard parking lot is so full, their tenants park down the back alley. At peak times, I've seen cars stretched nearly mid-way down our alley. I can only assume that Morguard will inevitably say that parking won't be an issue with this new development, or that underground parking isn't needed because everyone will take transit with this type of TOD. I am eager to understand how they're going to ban people from having cars or parking down the alley when they already fail at preventing their tenants from doing so at this time. And finally, considering that Southland and Bonaventure is perhaps one of the busiest, worst congested intersections in the SE, it defies logic as to how or why a high-density tower driving even more people and congestion into the area would somehow benefit Acadia as a neighbourhood. Simply put: it won't. Tenants will still drive and adding even more humans and cars into this intersection would be a huge mistake. And finally, let's address the most obvious problem: the proposed high-density tower will figuratively and literally throw shade on Acadia, and in particular, my yard. I am an avid gardner with thousands of dollars worth of plants and mature trees on my property. This is a huge reason I bought into this specific house in Acadia and my garden adds immense resale value to my house -- not to mention intrinsic value to my family. Not only will my garden be rendered useless once this tower blots out the sun, but my property value will plummet. Who on earth will ever want to buy my home at a fair price, knowing a high-density tower is looking down on it or is

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going to be built at some future date? The answer to that is also pretty simple: no one. Or if they do make an offer, it will be so far below market value, I won't retain my equity. 2) I would now like to shift my focus to the C-N1 commercial neighbourhood 1 that will now be running parallel to my house. Honestly, I'm trying to control my distain, but I just need to point out that if the giant sun-blocking tower isn't enough to drive my property value into the ground, I'm pretty sure that having a commercial property across the alley from me will do the trick. But it's not just the negative financial impact to my home's value that has me irate: this is really about my family's quality of life. I knew I was buying into a property zoned for low-profile multi-family units and near a busy road (Southland). I did not buy across from a commercial property (like a 7-11) because I didn't want to deal with any extra noise, or the constant flow of people and traffic, etc. Now Morgaurd wants to place something commercial like this directly across from my home. I have no words as to how this will upset our quality of life. Not to mention this commercial zoning is on the footsteps of, again, one of the worst intersection in the SE (Southland and Bonaventure SE). Adding anything to the congestion of this intersection is mind-boggling to me and will only further exasperate a bad situation. In closing, let me just say that I understand the need for the city to build up and not out, but this need should also be balanced against the desires of all Calgarians. In fact, I think everyone needs to acknowledge that our city will only benefit from a wide-spectrum of housing options for all Calgarians. For me, my dream home was (and still is) a single family home with a nice yard and mature trees. In fact, when I bought my property nearly three years ago, I fell in love with my yard first, then my actual house, then my access down Southland, and then the feel of my neighbourhood itself. Putting in a development of this scope behind house will not only erode all of those things that make my property monetarily valuable, but all the things that make my home a home. As such, I urge the city to reject Morguard's application for the rezoning and put the needs of Acadia's residents and its neighbourhood first.

Hi! This development sounds awesome but it needs to include low-income housing. There are a lot of retail stores around so it's a great place to live and be close to work or transit and necessities. The low-income suites should be mixed in with the high density residential rather than be on their own. It's a great opportunity for Acadia to be a leader in affordable housing. Thanks!

I am writing to you today about my family's concerns with the development of 9700 Bonaventure Drive SE. My family and I disapprove of the development because of several reasons; noise, complications with safety due to more people, parking, disturbing peace which affects every day life, traffic, and blockage of sunlight. The biggest issue with more people in and around the neighbourhood would be the safety of my family. More people equals more danger. And when there is more danger, it affects peaceful every day life. I sincerely hope you will consider my concerns, and thank you for your time.

Very concerned about the increase in traffic. Bonaventure Drive during rush hours and on weekends gets completely backed up. You take your life in your hands trying to turn left on to 94th Avenue off Bonaventure because of the speed, curve in road and volume of traffic. Will just be making that so much worse. Several times, we have had to notify the city for the complex owners to cut the knee length grass on their side of the alley. They make it all pretty on their side of the chain link fence, and let the alley side look like hell. If they are planning on paving the alley, there will have to be calming measures (speed bumps) or fence off the access to Southland Drive. Currently, people use the alley

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to cut through to Southland Drive when Bonaventure is at a standstill. (and they go like hell on the gravel, so only can imagine when it gets paved.) Absolutely no parking should be allowed in the alley for apartment dwellers and their visitors. If there isn't enough parking allocated on their own property, the complex shouldn't be built. The fact that us and our neighbors don't have to worry about strangers parking in the alley now, has offset the fact that we have this existing multi housing complex staring into our yards, so don't take that away. However, with a walkway right through our alley, people will be parking there.... What is the purpose of a walkway through at 96th Avenue anyway? It is only homes that are there, no commercial places. Don't understand why anyone would be cutting through there except to visit someone on our streets which is a little far fetched.

Hi, this seems like a cash grab to me. I went to the open house the developer had here about this project, and I don't see it benefiting people who live here. They're trying to get rid of apartments and make everything condos. They're not offering any services that aren't already available here, and they're plan to run a road down the property is laughable. I don't see any need for this project. It doesn't benefit anyone who lives here. The plan to develop 13 to 15 story buildings on this site does not fit in well with the neighbourhood. It's out of place.

I recently received a letter similar to yours for a Land Use Amendment at 9737 Macleod Trail.(LOC2015-0194). I replied with the message I've pasted below. I feel the same message is appropriate in response to the application you are coordinating. The following was sent to (personal information removed) on February 4th: As an adjacent landowner we recently received the package of information relating to the above application. As presented I do not at this time have any particular objections to the application and the changes in use and densities as outlined. Increased traffic is always an issue and I expect that will be handled as more details are outlined by the applicant. I would like to make a suggestion that may be premature at this stage but perhaps it could be noted for the appropriate stage of the process. This concerns the likely increase in LRT passenger traffic if the planned residential complexes are constructed and occupied. My issue is with the current stairwell access to the Southland LRT station from Southland Drive. This stairwell is currently a fairly long and steep wooden set of stairs that is in my opinion unsafe and completely inappropriate for the amount of traffic it receives. I brought this issue to the attention of a transit or city planner several years ago who indicated a pedestrian walkway to the Southland station was to be built as part of a new office tower being constructed on Southport Rd. While this walkway has been built it in no way assists the hundreds of pedestrians who access the station from Southland Drive and continue to use the wooden stairwell. My suggestion is that a new pedestrian walkway be constructed from Southland drive that goes directly into the upper level of the station. At present the LRT users must navigate down these wooden steps then immediately upon entering the station proceed back up the stairs and then down again to the platform. The walkway I'm suggesting would save a fairly lengthy down and up. With any major development application comes the obligation to pay for necessary upgrades to the infrastructure as determined by the City. I cannot see why the developer either solely or jointly with the City could not pay for this walkway. This walkway is needed now but most certainly after the construction of additional residential high rises on the above noted site.

In consideration of the proposal for the current Wyldeewood Estates site. I have been approached by a number of Acadia residents and would like to offer this feedback and possible solution moving forward.

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1. *Meaningful direct interaction with the owners and residents of 2nd ST SE. As these Acadians will be most affected by this development, it is imperative their views are weighted well in the conversation moving forward.*
2. *East to west tiering – the land use redesignation proposal offers the possibility of a very drastic and abrupt height variation immediately adjacent to R-1. Within the same block the possibility of a 60m building approximately 30m from the alley of single family dwellings is excessive. Please see attached for re-alignment of Land use change proposal.*
3. *Overall height – the total height possibility of the proposed land use change in context to the single family dwellings sharing that block would be very abrupt. Please see attached for land use height limitation suggestion.*
4. *Southland Access – the current experiences with cut-through traffic in Acadia would suggest not allowing access from Southland Drive. As these residents will be Acadians we would not wish the residents to need to endure the speeds and volume such an access would likely promote to non-resident traffic.*

As many residents are ardently opposed to any development of the site, there is a hope that a more delicate change to the landscape might win over those who would be in opposition.

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APPENDIX IV

SUMMARY OF RESPONSES TO THE WHAT WE HEARD REPORT

What strengths do you see in the proposed land use redesignation?	
What we heard	What we did
Improved area architecture and different scales of buildings	<p>A series of land use districts are proposed that scales down in height and form, so that the highest density and height buildings are furthest away from low density residential districts.</p> <p>A 30 metre wide park area is proposed in the Special Purpose - Recreation (S-R) District along the eastern edge of the parcel. This district is intended to provide a buffer between Multi-Residential Districts and Low Density Residential Districts.</p>
Mixed use (the blend of rental property, commercial space, green space, and amenities)	<p>The M-C1 district allows for residential uses.</p> <p>The M-H1, M-H2, and M-H3 districts allow for residential uses and a limited array of commercial uses that compliment residential uses.</p> <p>A 30 metre wide park area is proposed in the Special Purpose - Recreation (S-R) District.</p>
Increased vibrancy and density of the area	<p>An increase in density to allow for up to 1266 residential units is proposed. The current land use designation allows up to 891 residential units.</p> <p>The M-H1, M-H2, and M-H3 districts allow for a limited array of commercial uses that compliment residential uses.</p>
No strengths	
Green space/ Park/ Open Spaces	A 30 metre wide park area is proposed in the Special Purpose - Recreation (S-R) District.
Amenities	A 30 metre wide park area is proposed in the Special Purpose - Recreation (S-R) District.

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What weaknesses do you see in the proposed land use redesignation?	
What we heard	What we did
Traffic flow/ traffic congestion	A Transportation Impact Assessment (TIA), including parking demand analysis, was submitted and accepted by Administration.
Parking	A Transportation Impact Assessment (TIA), including parking demand analysis, was submitted and accepted by Administration. All required parking must be provided on site. Additional parking studies may be required at the development permit review stage.
Sets precedent for other high rise development in area (general lack of support of high rise buildings for reasons including shading effect and wind tunnel effect)	<p>Every land use redesignation application is considered by Administration and Council on its individual merit. Precedent is not considered in planning decisions.</p> <p>Potential shading was analyzed for multiple times of day during the solstices and equinoxes. The potential locations of shadows are acceptable.</p> <p>Building design to mitigate potential wind tunnel effects will be considered at the development permit application review stage.</p>
Development application lacking affordable housing options	Although the City of Calgary does not have the authority to regulate housing affordability, Administration encourages the inclusion of affordable housing during the review process.
Accessibility (concerns for walkability, biking, access to public transit)	<p>A concept plan that depicts pedestrian and cycling routes was submitted to support the proposed land use redesignation (see APPENDIX VII).</p> <p>The site is served by a number of bus routes and is with 800 metres to 1400 metres walking distance of the Southland Light Rail Transit station.</p>
Development application lacking condominium housing options	The City of Calgary does not have the authority to regulate housing tenure.

**LAND USE AMENDMENT
ACADIA (WARD 9)
SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
BYLAW 241D2017**

MAP 22S

What suggestions do you have for proposed land use redesignation?	
What we heard	What we did
Offer affordable housing options	Although the City of Calgary does not have the authority to regulate housing affordability, Administration encourages the inclusion of affordable housing during the review process.
Do not approve construction of over 14 stories	<p>A series of land use districts that scale down in height and form are proposed, so that the highest density and height buildings are furthest away from low density residential districts.</p> <p>Potential shading was analyzed for multiple times of day during the solstices and equinoxes. The potential locations of shadows are acceptable.</p>
Incorporate condominiums into the application (not exclusively rental units)	The City of Calgary does not have the authority to regulate housing tenure.
Limit retail hours of operation and types of businesses (do not approve 'open late' type businesses specifically bars)	<p>The following discretionary uses in the listed districts allow for alcohol sales:</p> <p>The M-H1, M-H2, and M-H3 districts allow for "Restaurant - Neighbourhood" uses. The maximum amount of public area in a "Restaurant - Neighbourhood" is 150.0 square metres.</p> <p>The M-H2 and M-H3 districts allow for "Drinking Establishment - Small" and "Restaurant: Licensed - Small" uses. The maximum amount of public area for a "Drinking Establishment - Small" or "Restaurant: Licensed - Small" is 75.0 square metres.</p> <p>Further regulations for businesses that sell alcohol are administered by the Alberta Gaming & Liquor Commission and The City of Calgary.</p>
Address traffic flow concerns	A Transportation Impact Assessment (TIA), including parking demand analysis, was submitted and accepted by Administration.

LAND USE AMENDMENT
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SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
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MAP 22S

What other comments or concerns do you have?	
What we heard	What we did
General traffic flow concerns	A Transportation Impact Assessment (TIA), including parking demand analysis, was submitted and accepted by Administration.
Parking concerns	A Transportation Impact Assessment (TIA), including parking demand analysis, was submitted and accepted by Administration. All required parking must be provided on site. Additional parking studies may be required at the development permit review stage.
Need for affordable housing	Although the City of Calgary does not have the authority to regulate housing affordability, Administration encourages the inclusion of affordable housing during the review process.
Shade and lighting concerns from development	Potential shading was analyzed for multiple times of day during the solstices and equinoxes. The potential locations of shadows are acceptable.
No concerns	
Lack of trust in applicant with regard to building amenities	
Other	
What we heard	What we did
Criticism of engagement/ consultation for the project	Processes for notification and consultation required by the <i>Municipal Government Act</i> were followed for this land use redesignation application. A prototype for large, clear, and official signage for notification was posted at multiple locations at 9700 Bonaventure Drive SE in April 2016. An open house was held jointly by Administration and the Applicant on September 27, 2016 at the Acadia Recreation Complex. All input collected from the open house and the website is available in the "What We Heard" report, which is attached in APPENDIX III. The points in the "What We Heard" report are addressed by Administration in the "What We Did" report, which is attached in APPENDIX IV, and by the Applicant in the "Engagement Summary Report", which is attached in APPENDIX V.
Parking concerns	A Transportation Impact Assessment (TIA), including parking demand analysis, was submitted and accepted by Administration. All required parking must be provided on site. Additional parking studies may be required at the development permit review stage.

**LAND USE AMENDMENT
ACADIA (WARD 9)
SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
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Concerns with proposed overall height	<p>A series of land use districts that scale down in height and form are proposed, so that the highest density and height buildings are furthest away from low density residential districts.</p> <p>Potential shading was analyzed for multiple times of day during the solstices and equinoxes. The potential locations of shadows are acceptable.</p>
Traffic flow concerns and desire for traffic calming measures	A Transportation Impact Assessment (TIA), including parking demand analysis, was submitted and accepted by Administration.
Negative financial effect on neighbouring house property values	Land use designations of neighbouring properties do not have a specific proven impact on property values. Property values are not a planning consideration.
Shading concerns of tall developments	Potential shading was analyzed for multiple times of day during the solstices and equinoxes. The potential locations of shadows are considered acceptable by Administration.
Issue with commercial development having negative effect on neighbouring house property values	Property values are not a planning consideration.
Noise pollution concerns	Noise will be considered at the development permit application review stage. Construction site best practices will also be considered by the applicant at the building permit application review stage.
Negative effect on Acadia community	
Concern of sewer capacity	<p>Fire flow calculations must be submitted at the development permit application review stage in order to evaluate the local water network and to determine if upgrades are required. The applicant is responsible for funding of local water network upgrades if required.</p> <p>A Sanitary Servicing Study was submitted, and surcharging has been identified in local system. Upgrades to the local downstream sanitary sewer system through Willow Park will be required at the development permit application review stage. The applicant is responsible for funding sanitary servicing upgrades.</p> <p>No upgrades to the existing downstream storm sewer system are required to accommodate future proposed development.</p>

**LAND USE AMENDMENT
ACADIA (WARD 9)
SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
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MAP 22S

Damage to the fabric of the community	
Concern of increased crime and safety	Crime Prevention Through Environmental Design will be considered at the development permit review stage.
Need for affordable housing	Although the City of Calgary does not have the authority to regulate housing affordability, Administration encourages the inclusion of affordable housing during the review process.
Access to public transit (both LRT and Bus services)	<p>A concept plan that depicts pedestrian and cycling routes was submitted to support the proposed land use redesignation (see APPENDIX VII).</p> <p>The site is served by a number of bus routes and is with 800 metres to 1400 metres walking distance of the Southland Light Rail Transit station.</p>

LAND USE AMENDMENT
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SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
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MAP 22S

APPENDIX V

PRE-APPLICATION ENGAGEMENT SUMMARY OF ISSUES AND RESPONSES



Wyldeewood Estates

Pre-Application Public Engagement
Summary of Issues and Responses

March 2016

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LAND USE AMENDMENT
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Executive Summary

Morguard Residential Properties has been thoughtfully planning the redevelopment of Wyldewood Estates over the past year.

To guide the planning process Morguard has assembled a team of experienced local consultants to best explore the potential of the site through conceptual site design in accordance with City policy. This consultant team has engaged with the Ward Councillor and held a pre-application meeting with City Administration. A Transportation Impact Assessment has been prepared and the available servicing capacity of the site evaluated in response to City comments.

In addition to this technical and policy work; the consultant team has also facilitated a three-week interactive community engagement process to incorporate community feedback into Wyldewood's proposed land use amendment for the revitalization of the Wyldewood Estates property.

Process

Public engagement for Wyldewood Estates revitalization ran for nearly three weeks, November 12-30, 2015. Eighty people participated by sharing their ideas about the proposed land use concept and desired future amenities. Over 175 ideas surfaced in multiple feedback collection methods, which included:

- Community Association Board Presentation
- Online survey
- 5 on-site storefront sessions (for a total of 20 hours)
- Phone line
- E-mail

The consulting team kicked off the process with a presentation at the Acadia Community Association board meeting on November 5, 2015. Members of the Board offered insight on both communication tactics for reaching Acadia residents and their input on the design concept. This group showed a general support for the project and enthusiasm over the engagement techniques.

Feedback from the group was brief but concerned traffic, specifically access to and from Southland Drive, as well as height of the 3 highest buildings proposed for the southwest corner.

Led by Intelligent Futures, our communication consultants, communication to current Wyldewood Estates tenants and the surrounding community began shortly after the Acadia Community Association meeting. Stakeholders were informed about the process through a number of channels including:

- Bold signs (2)
- Mail dropped postcards distributed to tenants and neighbours
- The ourWyldewood.ca website
- A letter to tenants by Morguard
- Twitter
- Project sandwich boards
- Acadia CA website



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MAP 22S

The online survey and storefront sessions framed engagement around four particular questions:

1. What types of commercial spaces are needed in your neighbourhood?
2. What recreational amenities would you like to see on the site?
3. What other amenities could work well on the site?
4. Do you have any other ideas about improving the development concept?

Participation

The following is a breakdown of participation and ideas shared by engagement method.

From the group of 56 storefront participants, the majority were existing tenants of Wyldewood Estates. However, there were ten households not living on-site that were represented, 5 of which were immediate neighbours on 2nd Avenue, and an additional 3 that live within the



Acadia neighbourhood. The most common age of storefront participants appeared to be between 26 and 45 or over 65 years of age.

Responding to Insights

After analyzing the many pieces of information shared by participants, the team has incorporated the most feasible of ideas into the body of the Land Use Amendment. In order to bring clarity to why certain ideas were (or were not) included, the remainder of this report will highlight the major questions and themes heard during the engagement period and how the team has responded.

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Existing Building/Residents

Community input: What will happen to existing tenants — and when?

RESPONSE: The Morguard team is committed to helping all tenants successfully transition throughout the construction process. There will be a minimum of 12 months notice of changes to tenancy during redevelopment. Every effort will be made to relocate tenants into available Wyldewood units, to other Morguard properties or to help them find comparable accommodation.

Redevelopment of Wyldewood Estates will not happen all at once. In response to concerns we heard Morguard has increased the number of phases of construction to help minimize the disruption to tenants. Construction phasing will start near Southland Drive and move north in a series of phases. As each phase is completed new units will become available for tenants to consider relocating to.

In addition, Morguard will work with the Calgary Housing Corporation (CHC) to ensure units remain available.

Recognizing that redevelopment takes time, our land use redesignation application will need to be considered by The City of Calgary Administration and Council before moving forward. Then, if successful, development and building permit approvals will be required by the City. This process will take at least 2 years to be completed before any tenants in initial phases are impacted. The Morguard team is preparing to initiate the City process in early 2016.

Morguard values its tenants and would like them to be part of the reinvigoration of Wyldewood Estates well into the future.

Height

Community input: Will the building heights be appropriate for the existing neighbourhood?
And how will the shadows impact the adjacent buildings?

RESPONSE: The introduction of taller buildings into Wyldewood Estates has been carefully thought out and considered. The initial plans for the site are for buildings that are very much in context with what currently exists and could be accommodated along the Macleod Trail Urban Corridor as indicated in Figure 2.

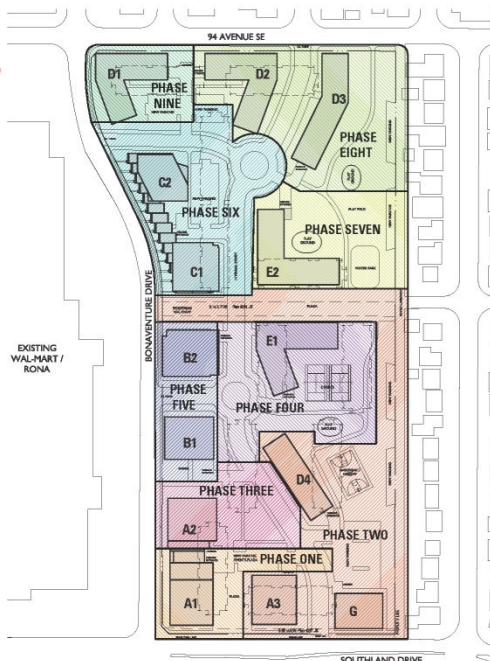


Figure 1: Phasing Map

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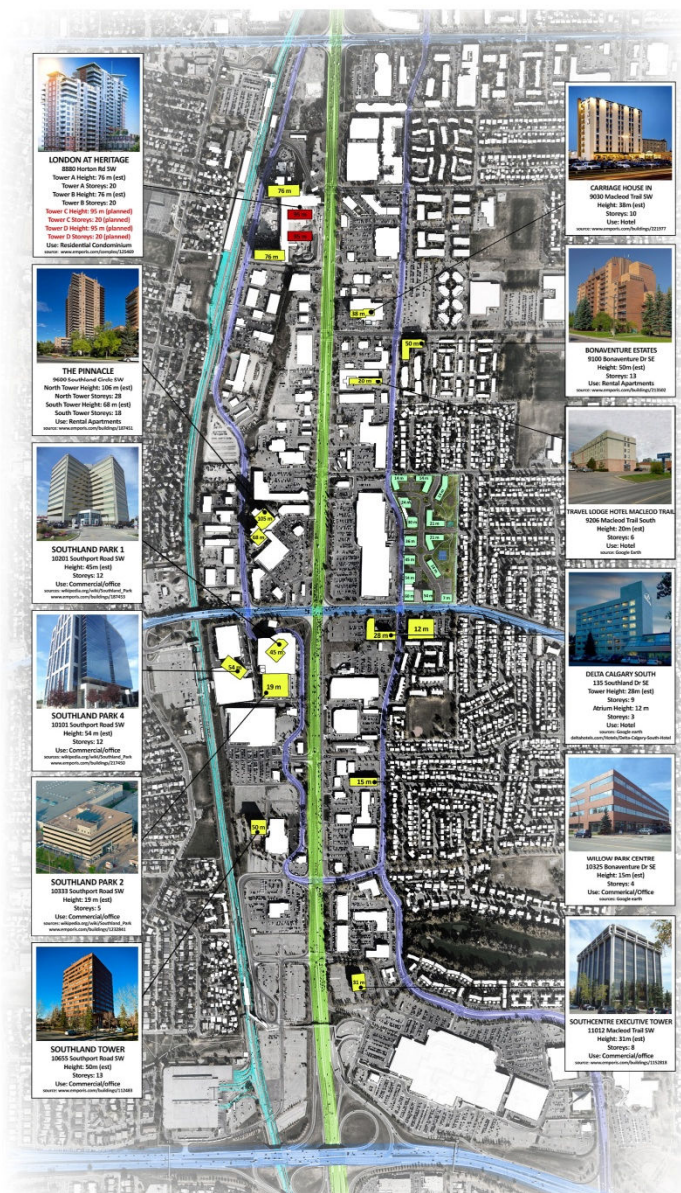


Figure 2: Area Context Taller Buildings

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MAP 22S

By growing up and not out, the proposed height helps preserve as much green and recreational space as possible for future Wyldewood Estates tenants and the community as a whole to enjoy.

Figure 3: Redevelopment Concept of Open Space



The City of Calgary's growth policies related to transit oriented development encourage mixing of land uses near transit, constructing new buildings upward rather than outward and increasing the number of people that can access transit. As such, the intention is to place the tallest buildings closest to available transit – Southland LRT & existing bus service on Southland Drive and Macleod Trail. This explains our placement of the tallest buildings on the southwest portion of the site near the intersection of Southland and Bonaventure Drive. This location is further supported by the surrounding existing commercial development of Walmart and Delta Hotel.

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MAP 22S



Figure 4: Aerial Map of Area Transit

To ensure minimal impact of these taller buildings on adjacent residential properties, the project team has undertaken sun-shadow studies to examine the impact of the three tallest southerly buildings as well as all the proposed building heights for the site. See Figure 5.

Typically, the City requires these studies to illustrate sun-shadow impacts on March 21 and September 21 as most people use their amenity space (backyards) between these dates. In response to a query we heard, June 21 and December 21 sun-shadow studies have been provided. The December shadow studies are rarely used as December 21 is the shortest day of the year.

Overall, there is minimal impact of the proposed building height on the surrounding residential properties from March 21 to September 21.

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SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
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MAP 22S

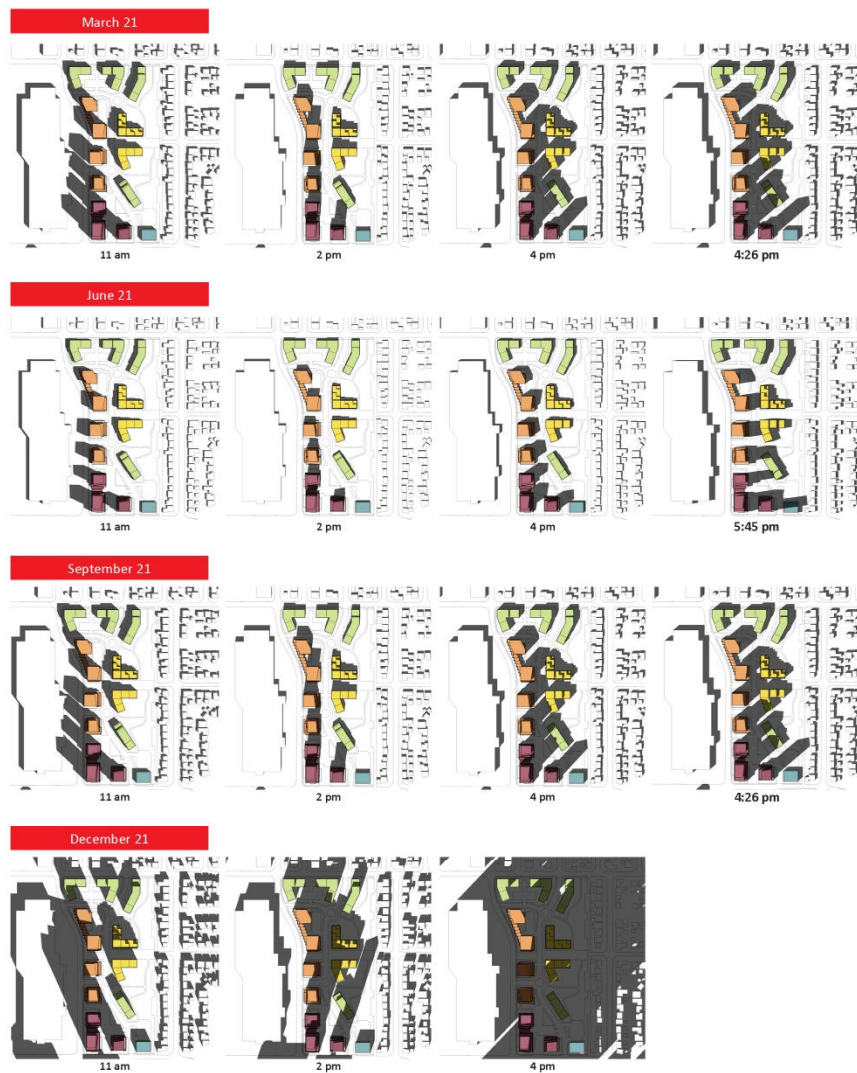


Figure 5: Sun Shadows Study

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Traffic

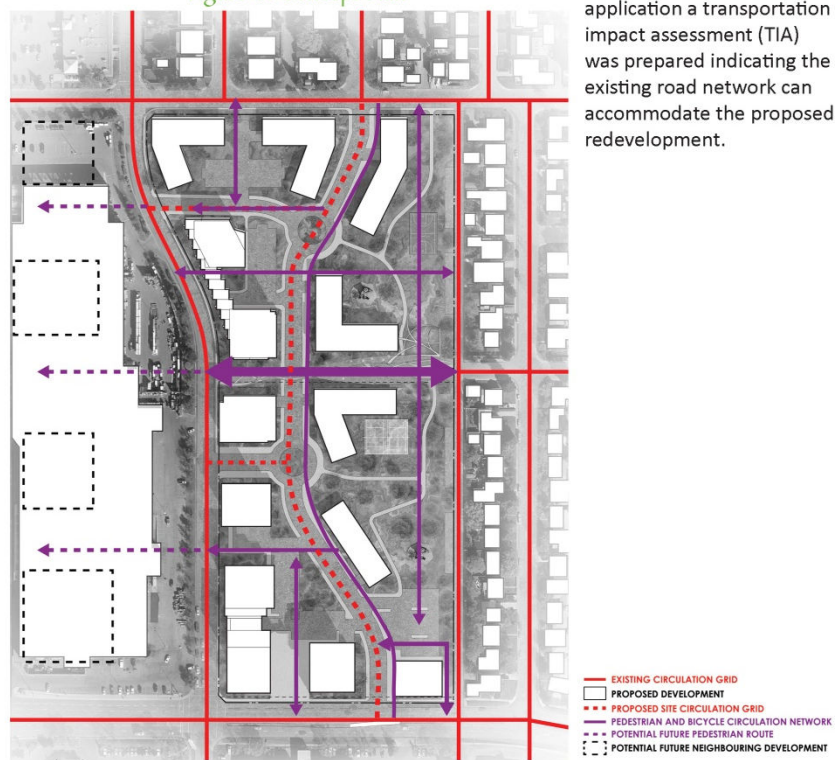
Community input: *Reduce the impact on traffic in the area.*

RESPONSE: Proximity to transit, particularly the Southland LRT station, is a key factor in this redevelopment. Located at the periphery of the transit-oriented development range of 600 meters; the Wyldewood site is a 10-minute walk from the station. It's anticipated that many tenants will take advantage of the chance to walk, bike or take public transit to their destinations.

The proposed new internal roadway with traffic calming measures will help improve connections between the north and south ends of the site and provide an alternate route to the busy Bonaventure Drive. The new local route will be designed to not only support cars and parallel parking, but provide a comfortable environment for both pedestrians and cyclists.

Further, the new internal road network internalizes the traffic generated by this development which will mitigate the load on congested streets. As proposed, the new road network will provide route options that were unavailable before.

Figure 6: Concept Plan



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SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
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Parking

Community input: *Ensure adequate parking for the units.*

RESPONSE: Residential and commercial parking will be made available underground and at grade, respectively. In addition to the on-site private parking provisions, additional on street and public parking is proposed for the new internal roadway, along the alley adjacent to the proposed open space and at grade for commercial buildings and visitors. This parking at grade is proposed to be provided over and above the required bylaw parking for the development.

The site's proximity to public transit is likely to result in an overall reduction in the demand for parking. In addition, the site design promotes active modes of transportation through the introduction of bicycle lanes and bicycle storage facilities. This will further reduce the need for vehicle associated parking.

Amenities

Community input: *Ensure the site has amenities that benefit tenants and area residents.*

RESPONSE: Recreational amenities will be a key part of revitalizing the site. Among the preferred amenities mentioned by participants was a public swimming pool and ice rink. The ice rink is a very feasible option for the active space, and is now being evaluated. The project team is investigating including an alternative active water feature such as a splash park or other water feature that would be more inclusive and accessible to a broader range of users.

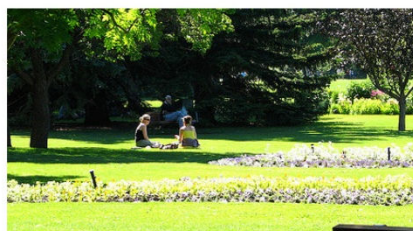
Amenities like the splash park, ice rink and other programmed recreational spaces would be integrated in the early phases of construction. This will bring new life to the site by connecting existing tenants with new tenants and adjacent Acadia neighbours.

Commercial

Community input: *Commercial services should meet the needs of area residents.*

RESPONSE: All of the commercial services suggested by participants are being reviewed by the project team. Buildings will incorporate the necessary elements to accommodate the community's preferences of restaurants, coffee shops, and daycare amenities with an eye to mixed uses.

The project team is focused on including commercial amenities in the initial phases of construction, to create an active hub prior to full build out of the site.



Park Space



Skating Rink

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Site Amenities

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APPENDIX VI

APPLICANT ENGAGEMENT SUMMARY



Wyldeewood Estates



Public Engagement Summary of
Issues and Responses

March 2017

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MAP 22S

Wyldeewood Estates: Public Engagement Summary of Issues and Responses

*Prepared for Re-submission
February 22, 2017*

Engagement Process

What: City of Calgary Open House
Date: Tuesday, September 27, 2016
Time: 5:00-9:00pm
Location: Acadia Community and Rec. Centre
Participation: 50+ people

In review of The City of Calgary's Public Engagement Report it was found that there are six areas of concern in the proposed land use re-designation, as identified by Acadia community members. These insights in combination with our own analysis of findings—based on conversation at the community open house—has resulted in four high level themes.

In no particular order these four themes include:

- Traffic
- Parking
- Built form
- Housing

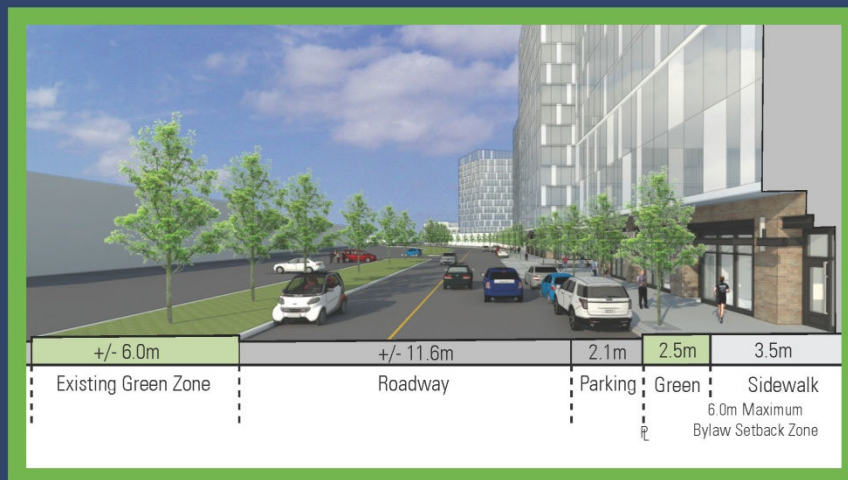
These themes have been crucial in preparing the latest version of the proposed land use submission.

What: Acadia Community Association Planning Committee Update
Date: Wednesday, February 17, 2017
Time: 6:30-8:00pm
Location: Acadia Community and Rec. Centre

After making the community-influenced changes to the proposed plan the Wyldeewood project team went back to the Acadia community association via their planning committee. In this meeting the project team shared what changes were made and discussed which concerns could not be addressed with explanations as to why. The committee voiced their satisfaction with the new proposal and appreciated the transparency and responsiveness Morguard has demonstrated.

LAND USE AMENDMENT
 ACADIA (WARD 9)
 SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
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MAP 22S



PROPOSED STREET CROSS-SECTION OF BONAVENTURE DRIVE

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MAP 22S

Traffic

Community Input

The most prominent traffic concern captured, by both the City and the Wyldewood project team, was increased congestion on rights-of-way surrounding the site. This held particularly true for participants as it relates to traffic flow on Southland Drive and 94th Avenue. The concern stemmed from two factors. The first is the number of new units that translate to more people living on the site. The second being the commercial component of the site, which Acadians believe would draw regional traffic from across the City to the site.

Site-specific traffic issues included the proposed right-of-way through the site connecting 94th Avenue and Southland Drive, as participants predict this to be a shortcutting opportunity for north and southbound traffic. It was also mentioned that there is unease about the speed of traffic both on and around the site. This speeding and sense of unease currently acts as a deterrent for Acadians to walk along roads such as Bonaventure and Southland Drive.

Team Response

The Transportation Impact Assessment (TIA) report associated with the site shows the proposed traffic impact of the redevelopment will satisfy the City standards for traffic flow along the surrounding roads. Despite the TIA assertion that intersections will continue to perform at existing City standards, Morguard suggested a number of ways that area vehicle flow may be improved. After much collaboration between the City of Calgary and Morguard, the most substantive improvement Morguard could make to the benefit of the immediate area, is to improve the pedestrian condition of Bonaventure Drive. Similar to the design of the proposed internal private roadway, an ample sidewalk complete with landscaping will be provided on the Morguard site on the eastern side of Bonaventure Drive. To further enhance a sense of safety for pedestrians, on street parking is proposed to be introduced on the east side of Bonaventure Drive to further separate the pedestrian environment from traffic.

Although other identified improvements did not align with the direction of the City's Transportation Department, Morguard is willing to continue being an advocate for the community if they choose to pursue further conversation with the City regarding potential road improvements.

In terms of the commercial units drawing regional traffic, there is no concern from Morguard that this will be the case, as the land use being sought will allow for only small shops. The proposed land use would mean big box style commercial uses that host a regional draw cannot locate on the site.

LAND USE AMENDMENT
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SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
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MAP 22S



PROPOSED ON STREET PARKING OPPORTUNITIES SHOWN IN ■



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ACADIA (WARD 9)
SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
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MAP 22S

Parking

Community Input

Parking concerns from the community took three distinct directions. The most prominent being the concern over residential parking requirements and the worry that 1 stall per unit will not be sufficient enough to draw new tenants. The most vocal of concerns came from property owners adjacent to the site that currently struggle with people parking in the alley west of 2nd Avenue and often block their driveways and garages. Lastly, there were Acadians who insisted that despite walkability of the site their lack of access to the site would force them to drive to the development to participate in any commercial or recreational activities.

Team Response

Parking for residents and visitors at the redeveloped Wyldewood site will be accommodated as per the City of Calgary bylaw, which for this site is 1 stall per unit. All residential parking stalls will be situated underground, while visitor and shopper parking will be available as surface and on street parking stalls.

The introduction of on street parking is a significant addition to our application. On street parking will be provided in 3 locations as follows:

1. Along the east side of Bonaventure Drive to accommodate commercial patrons and visitors;
2. Along both sides of the internal private roadway available to visitors of the development; and
3. Off the adjacent laneway perpendicular stalls available for those accessing the on site park.

These additional on street stalls will accommodate upwards of 150 stalls for visitors to the site.

MAP 22S



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ACADIA (WARD 9)
SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
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MAP 22S

Built Form

Community Input

The conversations had with community members around built form comprised aspects of height and density of the proposed buildings. The assumption derived is that vertical form development is foreign to Acadians as there is strong belief from the community that this proposal will not be in keeping with the scale of Acadia, despite new development happening on nearby Macleod Trail. Other prominent comments included sun-shadowing impact and over-looking of new units into existing RC-1, particularly as it applies to homes on the south and west portion of 2nd Street adjacent the site.

Concerns were raised as well with the local commercial (CN-1) building in the southeast corner of the site. Neighbours immediately adjacent this building saw it as negatively impacting the enjoyment of their property.

In addition to specific concerns the community also sees this development as a precedent setter for Acadia and are generally weary of such change.

Team Response

With building height being the primary point of contention, the team has explored redistributing height to other parts of the site further away from the single family homes. Morguard has made adjustments to the proposal to shift the upper-most storeys of the two most southerly buildings to buildings along Bonaventure Drive to put the height along the western edge of the site and away from homes to the east of the site. This approach maintains the vertical alignment that allows for vast open space on site while also reducing sun-shadowing and providing a better transition of height from the west to east side of the site. This adjustment provides an even better sun shadow situation for adjacent residents than would be case if the site was redeveloped under the current M-C1 zoning.

To alleviate tensions around site interface with the existing community, the team has also deleted the proposed local commercial building (CN-1) and its zoning in the southeast corner of the site. This provides more ample spacing between new buildings and the existing single family homes better addressing privacy of those living on 2nd Street SE.

To provide more certainty on the proposed development of the site; Morguard has adjusted the zoning to include modifiers for the sites that specify the maximum heights and units per hectare that can be built on each site.

In addition, Morguard is proposing a special land use district to secure and commit to the publically accessible privately owned park space which will serve as both a community amenity and buffer to adjacent homes. This area has been defined as a +/- 2.3 acre park space that runs along most of the eastern edge of the site and is identified under a Direct Control District land use.

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ACADIA (WARD 9)
SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
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MAP 22S



COMPARISON OF M-C1 LAND USE SHADOWING, PROPOSED LAND USE SHADOWING,
AND PROPOSED CONCEPT SHADOWING ON SEPTEMBER 21 AT 4PM

LAND USE AMENDMENT
ACADIA (WARD 9)
SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
BYLAW 241D2017

MAP 22S

Housing

Community Input

There was a broad spectrum of response from the community regarding housing. This ranged from affordability considerations to concerns over who may rent there. The affordability points were regarding housing options and providing spaces affordable to people from various demographics and life-stages. For some this applied specifically to the existing tenants and their future accommodation in the new buildings. On the flip side, there were community members worried about rental units attracting the “wrong kind” of people and in some cases requested the development include condominium options so homes are for purchase rather than rental.

Another note on housing was concern over property value of existing homes directly adjacent the property and in some instances residents asked they simply be “bought out” by Morguard.

Team Response

Morguard intends to offer the redeveloped housing units primarily as rental, but they are open to providing a range of housing options including ownership and non-market housing. With LEED gold energy efficiencies along with a range of unit sizes and price points, the development is anticipated to promote affordability for residents. This approach also allows the units to be suitable for a diversity of people regardless of life-stage.

The non-market housing units will reflect the current agreement between Morguard and Calgary Housing Corporation with subsidized units continuing to be made available.

In terms of existing tenants, Morguard has demonstrated experience in supporting tenants transitioning to new accommodations both on and off site. Assistance in transitioning tenants is of grave importance to Morguard, who has built their reputation on managing property well.

LAND USE AMENDMENT
ACADIA (WARD 9)
SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
BYLAW 241D2017

MAP 22S

RESPONSE SUMMARY

In conclusion, Morguard has made significant changes to their application in response to community concerns and issues as follows:

1. Changes to Proposed Land Use

- Reallocation of height away from adjacent homes;
- Providing development certainty by introducing height and unit limits;
- Defining and committing to park space as a Direct Control District;
- Eliminating the local commercial (CN-1) in the southeast portion of the site.

2. Improving Site Parking

- Introducing on street parking on Bonaventure Drive, the internal private roadway and off the eastern laneway.

3. Improving Safety for Pedestrians & Cyclists

- Providing a 6 metre pedestrian environment complete with landscaping & on street parking on its lands east of Bonaventure Drive;
- Providing an ample pedestrian environment in the internal private roadway as well as accommodating cycle lanes as an alternative to Bonaventure Drive



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SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
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MAP 22S

WYLDEWOOD REVITALIZATION

SUMMARY OF PROJECT EVOLUTION (March 3, 2017)

PROJECT ELEMENTS	APPLICATION	PROPOSED APPLICATION REVISIONS
LAND USE DISTRICTS	M-H3 – +/-0.89 ha; M-H2 – +/-1.19 ha M-H1 – +/-1.00 ha CN-1 – +/- 0.37 ha Existing M-C1 to remain +/-2.58 ha	M-H3 h65 d630 – +/-0.23 ha; M-H2 h50 d450 – +/-0.25 ha; M-H2 h45 d425 – +/-0.59 ha; M-H2 h40 d325 – +/-0.73 ha; M-H2 h35 d220 – +/-0.37 ha; M-H1 d180 – +/-0.96ha; DC – +/-0.93.ha; Existing M-C1 to remain +/-1.96 ha
MODIFIERS	No modifiers proposed	Modifiers introduced to provide certainty of height transition on site
PUBLICALLY ACCESSIBLE PRIVATE OPEN SPACE	M-C1 land use proposed for open space	Propose a Direct Control District to define a +/-0.93 ha (2.3 ac) open space buffer and associated amenity development interfacing with single family residential
CN-1 LOCAL COMMERCIAL DISTRICT	CN-1 District proposed for south east corner of site interfacing with Southland Drive and lane/single family residential	CN-1 District removed from application and DC for open space extended to address surrounding residents' concerns
LANEWAY IMPROVEMENTS	None Proposed	Proposed Improvements include: Paved lane; Laneway parking (visitors and park users); Traffic calming measures
BONAVENTURE PEDESTRIAN ENVIRONMENT	No Improvements Shown	6.0m landscaped pedestrian walkway to improve pedestrian safety and comfort along Bonaventure

LAND USE AMENDMENT
ACADIA (WARD 9)
SOUTHLAND DRIVE SE AND BONAVENTURE DRIVE SE
BYLAW 241D2017

MAP 22S

APPENDIX VII
CONCEPT PLAN

