

## Applicant Outreach



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## Applicant-Led Stakeholder Outreach



### PROJECT WEBSITE & FEEDBACK FORM

A dedicated project website ([www.bow17yyc.com](http://www.bow17yyc.com)) was launched to provide detailed project information and features a built-in feedback form.



### PROJECT PHONE LINE & VOICEMAIL

A project phone line was shared with stakeholders to provide an alternative communication channel to reach the project team.



### HAND DELIVERED MAILERS

Mailers were hand delivered to neighbours within a 200m radius of the site (23.04.2020) to provide project information and project team contact information.



### ON-SITE SIGNAGE

In addition to the City required notice posting, a large sign was installed on site (23.04.2020), notifying the surrounding community of the application and provided project team contact information.



### NOTICE LETTERS

Letters to the Community Association and Ward Councillor's Office were sent to provide project information and welcome continued dialogue.

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## What We Heard + Team Response

### Outreach Process

Our best practice outreach process was designed to share information on the development vision and provide communication channels for stakeholders to share their thoughts early in the process — all with the intent of maintaining a respectful and transparent conversation.

The project team would like to thank all those who participated in our outreach process and reached out with their questions and comments.

### Stakeholder Feedback + What We Heard

The project team has sorted all stakeholder feedback received in the applicant-led outreach in addition to comments shared by the File Manager that were received in both the Land Use and the Development Permit applications, according to key themes. The following pages addresses each theme by breaking it into "What We

Heard" and the "Project Team Response".

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### Our Commitment

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

- We will provide you with quality information about the project.
- We will ask for your thoughts on key areas of the project.
- We will share what we have heard and our team's response to it.

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# What We Heard + Team Response

## 1 LOCATION + CONTEXT

### WHAT WE HEARD

The proposed development falls outside the Main Street study area and is not compatible with the community's low density residential character.

### PROJECT TEAM RESPONSE

The site is currently designated Multi-Residential - Contextual Grade-Oriented (M-CG) District, which is intended to be in close proximity or adjacent to low density residential development. The land use amendment requests a change to the density modifier only, and retains the existing base M-CG District designation.

The proposal is consistent with the rowhouse style building form that was previously approved under DP2016-5199, and maintains the maximum M-CG District height restriction of 12m. While the site is not located on Bowness Road, the development is within a 2-block distance from the Main Street, providing a gentle density transition.

The land use change and associated development vision is further aligned with policies of The City's Municipal Development Plan and Bowness Area Redevelopment Plan.

## 2 WASTE MANAGEMENT

### WHAT WE HEARD

Some stakeholders identified concerns surrounding the access to and total number of waste and recycling bins.

### TEAM RESPONSE

The site proposes a centralized system of three (3) moloks to handle all waste, recycling and compost, so that individual units will not require separate bins. The site has also been designed to accommodate for access and egress of waste management vehicles.

## 3 AMENITY SPACE

### WHAT WE HEARD

Residents noted concern about limited green space and lack of a common amenity space for the safe play of children.

### PROJECT TEAM RESPONSE

In response to community feedback, the project team reconfigured the site to include a common amenity space with playground and play area for children.

Within the site, an existing access agreement runs along the south property line, providing the adjacent property owner to the east with access to their rear yard. In order to provide this amenity space on the southwest portion of the site, negotiations and agreement was made with the adjacent landowner to provide an alternative access

route (revised concept attached). In addition to the common amenity space, each unit is provided with at least 5m<sup>2</sup> of private amenity space via patios and balconies, in accordance with the Land Use Bylaw requirements.

## 4 PARKING + ACCESS

### WHAT WE HEARD

Some stakeholders identified concerns about density and its implications on increased traffic and off-site parking, with specific concerns identifying safety, and only one access point into the site. There were further concerns regarding fire truck access and delayed arrival times as a result of access impediments.

### PROJECT TEAM RESPONSE

The site is well connected and supported by various modes of active transportation. It is located within a Transit Oriented Development node, being within the 600m Primary Transit (BRT) radius; served by bicycle lanes connecting to regional pathways; and within a short walking distance of Bowness Road NW Main Street, open spaces and community amenities.

To understand and respond to initial concerns surrounding parking, Eagle Crest Construction engaged a licensed Transportation Engineering firm (Bunt and Associates) to prepare a parking study.

The review found that the peak observed on-street parking demand was 36% of supply on 36 AV NW and 44% of supply within a 2-block radius. This is a total of 150 available off-street parking stalls within a 2-block radius during peak period. The study also found that the anticipated demand for visitor parking is three (3) stalls based on comparable district requirements and observed demand in Calgary.

The initial development proposal provided one (1) on-site parking stall per unit (a total of thirty-four (34) resident stalls), and two (2) on-site visitor parking stalls. In addition, there are four (4) off-site parking stalls along the site frontage. Given site connectivity, consistency with industry standards, off-street parking surplus, and anticipated demand, the proposed parking provision is supported by Bunt's parking study. However, in response to stakeholder concerns surrounding parking, the site was reconfigured to add an additional two (2) visitor parking stalls to provide a total of thirty-eight (38) on-site parking stalls.

Stakeholders also shared concerns with having only one point of access into and out of the subject site. The City of Calgary's design guidelines identify that a single access is suitable for developments of less than one-hundred and one (101) units. The proposal is well within this threshold and would be further reviewed and approved by the City in the Development Permit stage.

The site has also been designed to accommodate emergency vehicle access and egress. Similar to number of accesses, the design will adhere to City standards and is subject to review and approval in the Development Permit stage. The nearest fire hall is located less than

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2-blocks of the site allowing prompt arrival times.

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### What We Heard + Team Response

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#### EROSION

##### WHAT WE HEARD

An adjacent neighbour indicated concerns related to erosion along the property boundary between the subject site and their residence.

##### TEAM RESPONSE

The Developer's site manager met with the resident to understand the issue and to find a solution to the concerns identified. Site work was completed to resolve the concerns.

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#### SUPPORTING COMMENTS

##### WHAT WE HEARD

One nearby neighbour indicated excitement about the project, and would like to see the project expedited. Another respondent expressed interest in buying or renting a unit within the development.