

Applicant Outreach Summary

O2

1408 33 Street SW Land Use and Development Permit (LOC2020-0147/ DP2021-1907)

Outreach Summary

July 2021

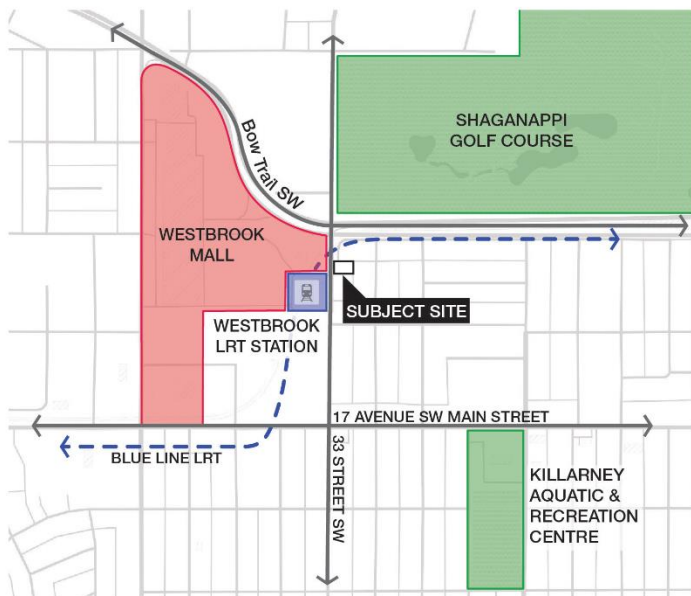


PROJECT BACKGROUND

O2 Planning + Design submitted a land use amendment application to redesignate the parcel located at 1408 33 Street SW. The land use change will enable a multi-residential development that provides increased rental housing options adjacent to a City-designated Primary Transit Hub, optimizing the site's potential for transit oriented development and providing higher residential densities with direct access to multiple amenities that support the daily lives of residents. This amendment supports the City's redevelopment goals for the Westbrook area, and more broadly supports public investment in the area by removing minimum parking requirements and promoting active lifestyles and transit use.

Located near the intersection of 33 Street SW and Bow Trail SW, and within 50 metres of the Westbrook LRT station, the proposed development includes the following key highlights:

- Sets an early benchmark for **high-quality, low-cost residential re-development** in the area.
- Provides a development form that supports **active lifestyles, transit use, and zero residential parking**.
- Increases **housing options** in proximity to the LRT and bus transit networks.
- Helps to **catalyze planned re-investment** within the Westbrook Village area.
- Increases **activity and safety** through additional residential presence within the community.
- Supports the **activation and vibrancy** of the planned Community Activity Centre, 17th Ave SW Main Street, and local streets and businesses.



PROJECT WEBSITE

Due to COVID-19, it was not possible to host a traditional open house. Instead, the project team prepared a project website that provided the community with opportunities to learn about the proposal and provide feedback on their own time.

The content of the website is similar to what is typically displayed at an open house. It includes a site context diagram, ARP policy information, existing and proposed land use information, and preliminary development concept images. In addition, contact information for both the applicant team and the file manager are provided.

The website link was provided to both the City of Calgary file manager and the Shaganappi Community Association (SCA). The link was distributed to area residents through the SCA. Thanks to these efforts, the website has been viewed more than 230 times (as of February 17, 2021).

COMMUNITY COMMUNICATIONS

The project team met with the SCA on October 7, 2020. The virtual meeting provided the opportunity for the project team to present the preliminary development intent and the land use amendment proposal, and provided the SCA with a forum for initial comments and questions.

A project postcard was also delivered to the 75 nearest residents. This ensured that the existing residents who are closest to the site were informed of the proposal, as well as the methods to contact the project team and the city file manager. The postcard included information on the land use proposal, website location, and contact information.

Following the submission of the Development Permit for proposed building, a virtual meeting was held on May 26th. This meeting was attended by members of the community and neighbouring land owners.

LAND USE AMENDMENT

1408 33 STREET SW

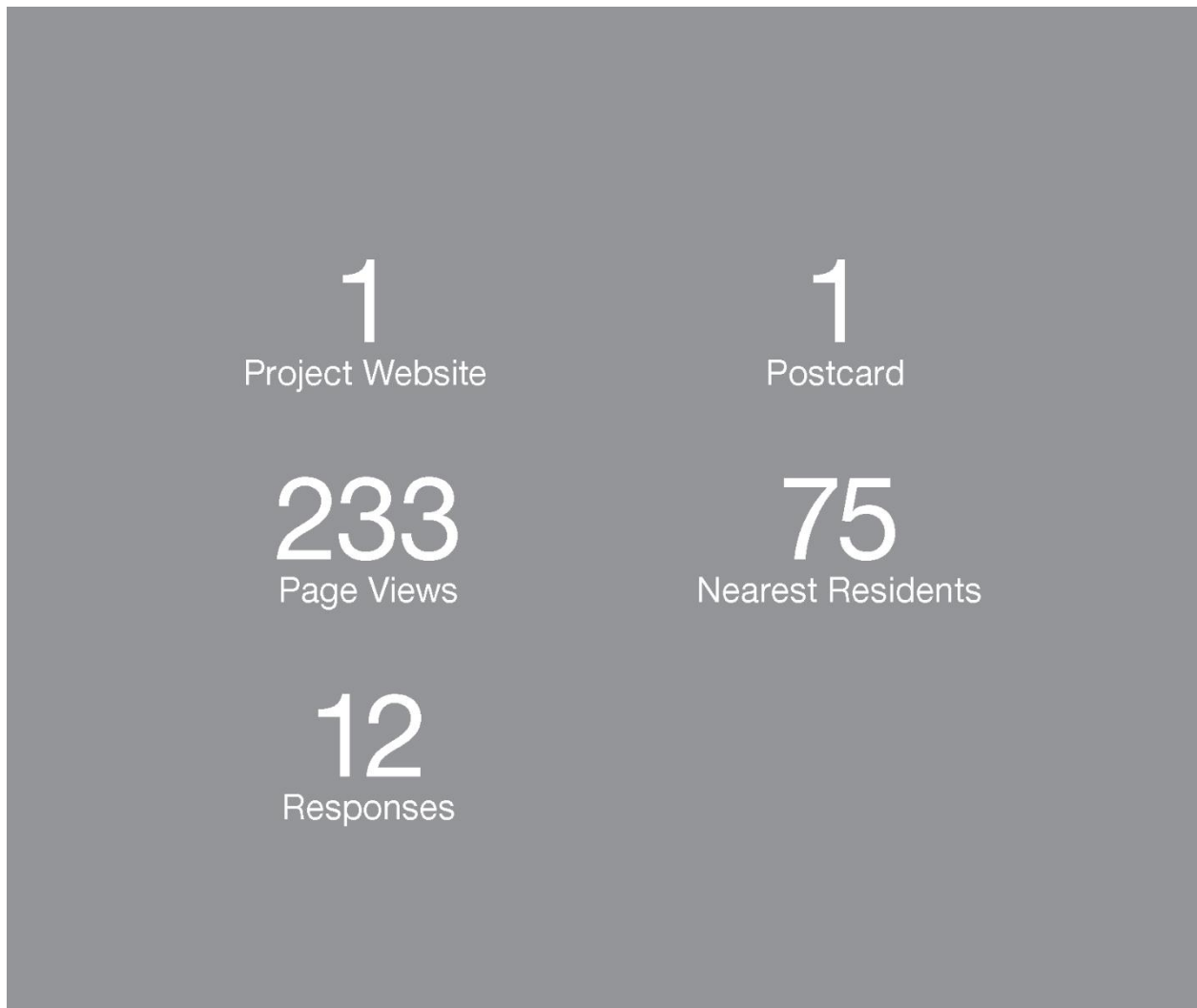
This project is currently open for public comments. Please review the information and share your comments with us.

[Have Your Say!](#)

A new development is being planned near the corner of 33 Street SW and Bow Trail SW, directly across from the Westbrook LRT Station. This project will help to catalyze reinvestment in the Westbrook Village area and establish a benchmark for high-quality affordable rental housing that supports active lifestyles and transit-use.

O2 Planning + Design has submitted a land use amendment (rezoning) application that will enable the development of a multi-residential building with options for commercial/live-work uses on the main floor. A development permit application, which will define the exact details of the proposed building, will be submitted in the near future, and as such the development concept described herein is preliminary and evolving. The focus of this engagement is the proposed land use amendment that enables new development that is generally aligned with the vision and concept described below.

engage33street.com



SUMMARY OF PUBLIC FEEDBACK

The engagement website was open for comments since the beginning of January, 2021. The website saw 230 unique visits and 12 comments were submitted. The following summary provides an overview of what was heard from the community, and responses to identified interests, questions, or concerns about the proposal. Verbatim comments are provided at the end of this report.

THEMES/INTERESTS

In general, resident feedback focused around a limited number of topics related to the land use amendment. These topics have been summarized under three key themes, with accompanying applicant responses provided below.

General Support for Redevelopment

Several comments indicated either strong or general support for redevelopment of the site, including the proposed mixed-use and multi-unit residential building. Commenters specifically pointed out that existing rental stock in the area is of poor quality, that more housing options are needed, that there are safety issues with the 'run down' properties in the area, and that TOD projects at higher densities are needed in the area, and that.

The proposed land use amendment will facilitate the development vision of providing high-quality, low-cost rental units, increasing the local density to provide additional activity and safety in the area, reinvestment in an area that is planned for significant redevelopment, and support active lifestyle choices.

Impacts on Street Parking

The most commonly stated concern expressed in the comments focused on the proposal to remove the minimum residential parking standards and provide only visitor parking stalls on-site. Residents expressed concern with the potential impacts on existing street parking in the area that may result should new tenants of this future development own private automobiles.

Some residents identified that there are existing parking issues in the area and that new development should provide at least 1 parking stall per unit. Some comments suggested that the city is not ready for zero parking developments and that the vast majority of people still require vehicles.

In support of the proposal, a parking study was conducted that provided the following conclusions:

- the site is in general conformance with the intent of the City's Parking Reduction Policy for reducing residential parking in multi-residential developments;
- the provision of more than 1 to 1 bicycle parking and 5 visitor stalls on-site, as well as the proximity to transit, amenities, cycling infrastructure and the option of car-share services and taxi/Uber will help to alleviate personal car ownership needs;
- 139 on-street parking spots are available within 2 blocks, with adequate parking restrictions present. Peak usage rates were observed at only 22%, indicating that the existing street parking would not be significantly impacted by the proposal; and
- the scale and intent of the development, which is to provide lower cost, smaller residential units for people who are more likely to live a car-free lifestyle, supports the proposed parking reduction.

It is also important to consider that investment in public transit and denser forms of infill are an increasing reality that shifts daily needs of residents. Other jurisdictions with a similar context as Calgary, Edmonton for example, have already shifted away from parking minimums. This is a trend in city building that offers additional housing options at more affordable prices for residents who choose to make different lifestyle decisions. Not all residents of the city own vehicles, and providing those residents with high-quality affordable rental housing options within a short walk of multiple transit options and daily amenities, as well as direct access to cycling infrastructure, is a logical and supportable option in a city of the size and scale of Calgary.

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Height and Density of Development

Some respondents identified that they believed the height of proposal permitted a building that was too tall for the size of the site, and that a 4-5 storey building would be more appropriate, with one respondent noting that shadow impacts may be an issue.

Preliminary design work for the proposed development contemplates a 7-storey building. A shadow study has been provided on the website, indicating that the only shadow impacts on adjacent residences will be to the 4 properties located north of the site along 12 Ave SW.

The details of the final building design, including associated impacts related to shadow, will be determined at the Development Permit stage. Residents will have a chance to review the details of the proposed development at that time.

The Westbrook Village has been identified for significant growth through the existing ARP, and is presently being reviewed. TOD locations are ideal for locating increased residential and mixed use density. This required additional height to achieve. As such, it is our belief that the site supports the proposed amendment for increased height and FAR, and will help to catalyze future investment within the area to support the significant public investment in transit infrastructure.

SCA LETTER

The Shaganappi Community Association provided a letter that identified their concerns with proposal. The concerns are summarized below, along with the project team response:

1. Concerns about the viability of a building on this small site, particularly related to building orientation, loading, waste services, interface with the street, and safe turning for vehicles.

The project team recognizes that the proposed height and FAR on a small site presents an interesting design opportunity. At the land use amendment stage, however, the design of the structure is not fully contemplated, and the amendment is seeking to permit a future development application of up to 26 metres and 5.0 FAR. That is not to say that the proposed envelope will be fully utilized, but that when detailed design is contemplated, it can be positioned within this envelope and refined.

A pre-application meeting regarding the Development Permit has been held, and the full DP process will ensure. That process will provide the appropriate forum for the City and the community to review the proposed design.

2. Desire for additional notification for and engagement with adjacent residents.

At the time of receipt of the letter from the SCA, the project team was in the process of printing and delivering the aforementioned postcards for mail delivery to the nearest 75 residents. Comments from the community continued to be received through the website and direct emails to project team after the date of receipt of the SCA letter, and have been included in this summary

3. Desire to have the application and rationale more directly address the existing ARP.

Subsequent discussions with City planning and transportation have resulted in revisions to the application and rationale. These documents have been resubmitted and additional discussion with the SCA will be held to review.

4. Desire for additional clarity on the details of what is proposed to be included within the Direct Control rules/provisions.

Additional clarity has been provided through the resubmission.

COMMENT #1

Subject: Love it

Comment: I am glad to see this needed development. Carry on.

Locational Identification: I'm a resident in the area.

COMMENT #2

Subject: Feedback

Comment: We have reviewed your plan and don't agree with the following:

- 1) Site isn't big enough to support that density of population with an 8 story building.
- 2) Despite what is said about "bike storage". People will have cars and you will need parking. Especially if you are wanting 8 stories with commercial you will need more then 4 visitor stalls. We already have a serious parking issue in this neighborhood.

We are tired of developers always trying to change the rules. The current zoning rules are there for a reason and it shouldn't always be up to the residents to have to defend their neighborhood.

Locational Identification: I'm a resident in the area.

COMMENT #3

Subject: Support

Comment: I think this is a tremendous idea. We are certainly in need of more accessible and affordable housing in the immediate area. Most rental in the area is in run down, often illegal, basement suites that are unsafe and poor living conditions. This will offer people the opportunity to live in a comfortable, safe area, with access to amenities. This increate in population will also offer an invigoration to some of the business in the area that have been hit by COVID as more people will be able to access their goods and services.

Locational Identification: I'm a resident in the area.

COMMENT #4

Subject: 1408 33 Street SW

Comment: It is great to see development potentially occurring in the Westbrook area. I will have to dig into this deeper but on first pass have a few concerns:

1) No residential parking. In my view no high density development should be going in that does not provide parking for its residents. This will lead to greatly increased street parking which is already impacted by the LRT system and the fact that it has no parking for commuters.

2) 26M high with rooftop patio seems taller than the other buildings along the street., it would be nice to see the development between 4-5 stories high and not 6

Locational Identification: I'm a direct neighbour.

COMMENT #5

Subject: CPTED Concerns

Comment: Since this is a known area for loitering, it would be greatly appreciated to incorporate design with CPTED in mind to reduce the security and safety concern of the neighborhood.

Locational Identification: I'm a resident in the area.

COMMENT #6

Subject: 1408 33 street sw

Comment: I think that not providing residents parking create parking issues in the surrounding area. One space should be provided for each unit.

Locational Identification: I'm a resident in the area.

COMMENT #7

Subject: 1408 33 St SW Project

Comment: I was reading about your proposed project 1408 33 St SW. As a long time resident in the area, I am in great support of this project, and feel that it will be an incredible addition to the neighbourhood and area.

Locational Identification: I'm a resident in the area.

COMMENT #8

Subject: Building at 1408 33 Street SW

Comment: After reading your web site, I did not see anywhere how many units would be in this building. Also, I did not see anything that this building would block sunlight into neighbors.

Locational Identification: I'm a direct neighbour.

COMMENT #9

Subject: Engage33Street project

Comment: As a resident of 32 St. SW (about a block and a half away from this development), I am in favour of the proposed land-use change. This is an opportunity to intensify transit-oriented development adjacent to a major urban C-Train station. It would be ideal if there were retail use permitted in the main floor, but live/work is encouraging. This kind of medium density development is what Calgary, and Shagannappi, needs more of, so long as the design is high quality.

Locational Identification: I'm a direct neighbour.

COMMENT #10

Subject: 33 street project

Comment: I didn't see any mention of parking or impact on parking in the community. A multi-family residential building needs a minimum of 100% parking for me to be in favor of this project.

Locational Identification: I'm a direct neighbour.

COMMENT #11

Subject: Parking

Comment: I'm a resident of 32 ST SW, within the RR residential parking permit zone.

Overall, I'm supportive of value-additive development in Shaganappi, particularly with regards to removal and development of run down or uninhabited bungalows. This is of particular issue on 33rd ST SW.

With that said, I want to express my strong concerns, shared by all of my neighbours, about your intention to include ZERO parking stalls. Regardless of your vision of what it means to live in Calgary, the reality is that the vast majority of residents in your proposed development will have one, if not two vehicles. Calgary is not currently a city where it is possible for the vast majority of people to live without vehicles.

Thus, I will actively oppose your development re-zoning via my community association and direct letters to our Councillor in City Hall until I see a commitment for surface or underground stalls sufficient to ensure that 8 storeys of residents' vehicles do not clog up zone RR. I will not allow this precedent to be set where simple economic savings to a developer (I get it) are disguised as an altruistic response to "consumer needs" from focus groups or an impractical application of urban planning theory.

Locational Identification: I'm a direct neighbour.

COMMENT #12

Subject: 1408 33rd Street SW land-use amendment feedback

Comment: Hello, I live on the street. The suggested amendment is not adequate for this area without parking built in sub level. There is literally no street parking there as the intersection is right there. So if any residents have a vehicle, they will be forced to park along 33rd leading towards 17th, where all of us who live here already park. Each other house on 33rd uses the street parking for our vehicles. If there are another 20+ families living here, the street will be fought over.

The train is across the street so I assume you will attract people who do not plan to drive everywhere, but at least 25% of the residents will have vehicles and need a place for them to park long-term. If this building does not include parking, I will petition the city to ensure there is.

Please develop a sub-structure adequate for the parking needs of your future residents and to ensure those who currently live in the area can maintain their front of house parking.

Locational Identification: I'm a direct neighbour.

MAY 26 ENGAGEMENT SESSION

A virtual meeting was held on May 26th from 7:00-8:00pm which included the Community association, owner representatives of neighbouring properties, representatives from City of Calgary planning and development, and a representative from the Ward 8 councilor's office.

The purpose of this meeting was to provide an update to the community on discussions between the applicant team and City Administration, project design updates that incorporated previous community feedback, and a status update on the Development Permit application.

The meeting included a comprehensive presentation by 02 Planning + Design and LOLA architecture, followed by an open Q&A session.

SUMMARY OF FEEDBACK PROVIDED

The purpose of this meeting was to provide an update to the community on discussions between the applicant team and City Administration, project design updates that incorporated previous community feedback, and a status update on the Development Permit application.

The meeting included a comprehensive presentation by 02 Planning + Design and LOLA architecture, followed by an open Q&A session.

SUMMARY OF CHANGES BASED ON ENGAGEMENT COMMENTS

- The project team has done considerable work along the public realm based on community and City feedback to provide a generous public sidewalk and an enhanced public realm along 33rd Street and the North lane-way.
- The scale and height of the building has been reduced from the initial engagement session.
- Ground level units have been changed from residential to commercial due to community and City concerns regarding the building interface with the public realm.
- The project team is actively reviewing the possibility of providing a dedicated loading stall on-site.

- The proposed Land Use height of 26m will not be revised being that City direction is that the proposed rooftop pergolas will need to be included within this height envelope.
- The size of the units will not be revised as these have been determined based on need and a lack of existing product of this type in the market.