

Applicant Outreach Summary



Condensed Outreach Summary

Bowness58



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Bowness58 Outreach Strategies



PROJECT WEBSITE & FEEDBACK FORM

Dedicated project website (bowness58yyc.com) launched (13.11.2020), providing convenient 24-hour access to up-to-date project information as well as a built-in feedback form.



PROJECT VOICEMAIL & EMAIL ADDRESS

Project voicemail inbox (587.747.0317) and dedicated email (engage@civicworks.ca) goes live (13.11.2020), serving as a direct line to the project team.



COMMUNITY NEWSLETTER

Full page advertisement in the Bowest'ner (January/February 2021 - 6,000 households), sharing contact details, website, and link to online Information Session.



ON-SITE SIGNAGE

Large format signage installed (18.11.2020), notifying the surrounding community of the project and sharing project team contact information. Periodically updated.



CANADA POST MAILERS

Mail drop reaching ±325 area residences deployed (16.11.2020), providing project information, contact details and website/online Information Session links.



STAKEHOLDER GROUP MEETINGS

Bowness CA Zoom call (02.12.2020) to present vision + discuss their proposal review. Zoom call with neighbour group (16.03.2021). Information sharing with Ward 1 Office.



ONLINE INFORMATION SESSION

Online information session (13.11.2020-15.02.2021) hosted on project team website with feedback portal. 270 visitors, 26 exchanges with 12 stakeholders.



WHAT WE HEARD REPORT

Summary of outreach strategies, common feedback themes + project team responses, verbatim exchanges. Full version released in Application Brief 2.1, available on website.

What We Heard + Team Response: Key Themes

1 Parking + Traffic

WHAT WE HEARD

The most common feedback theme through the stakeholder outreach process was the proposed parking provision. A number of stakeholders expressed the 22 stall provision is deficient and are concerned that parking overflow from the building would add to a pre-existing on-street parking challenge. Some expressed the Parking Study prepared by Bunt was flawed and shouldn't be used, while others were concerned about the impact that Bowness58 would have on traffic volumes and turning movements near the site.

TEAM RESPONSE

Project team Transportation Engineer Bunt was retained to complete a Parking Study for the Bowness58 proposal to determine the appropriateness of the parking provision. The results of the Study are highlighted in Chapter 3 of this Brief and can be downloaded for review at the project team website: https://drive.google.com/file/d/1NDAlaAANpwwsVz99Hx_sWNz0zgOEYxp/view.

The 52 unit Bowness58 proposal includes a provision of 22 residential

and visitor parking stalls that will be primarily located in a screened at-grade parking lot within the building footprint, with the remaining stalls accessed directly off the lane. The Bylaw residential parking ratio is 0.4 stalls per unit (21 stalls for 52 units) and the visitor parking ratio is 0.075 stalls per unit (4 stalls for 52 units), totaling a 25 stall Bylaw requirement. A 3 stall relaxation will be sought. The reason the parking ratios are lower in this instance than stakeholders may be accustomed to is based on City of Calgary Land Use Bylaw 1P2007 rules for Mixed Use Districts (Part 14, Division 1, 1350, 1352, and 1354) that allow up to a 25% parking reduction when a development is well served by frequent bus service within 150m (provided by Routes 1, 40, 53, BRT 305) and an additional reduction of up to 25% when a development is cycle-supportive (60 Class 1 indoor bicycle parking stalls and 6 Class 2 outdoor stalls are proposed at Bowness58 to take advantage of cycle network infrastructure on Bowness RD NW).

Bunt completed the Parking Study in part to determine the appropriateness of the 3 stall parking relaxation. Through review by City Transportation and in response to feedback received from stakeholders, Transportation Demand Management (TDM) strategies

are being introduced. TDM strategies are implemented to encourage residents/tenants to use active transportation (cycling, transit) over private vehicles. Bunt proposes an Active Transportation Credit (details in Section 6.2 of the Parking Study) with The City to offset the parking relaxation impact by providing \$2,000 to each unit that does not receive a parking stall. 34 units do not receive a parking stall so the developer-funded TDM amount will be \$68,000. The credit can be used by tenants towards Calgary Transit passes, carshare trips, e-scooter trips, and rideshare trips, which dovetails with the transit and cycle-supportive strategies already being implemented on and near the site. The City has reviewed the proposed TDM program and supports this holistic approach to on-site parking for the Bowness58 site.

Beyond on-site parking provision, Bunt's Parking Study also involved a review of on-street parking restrictions and occupancies in the immediate vicinity, measured during the afternoon and evening hours over two days when residential on-street parking demand is highest. Bunt noted that at peak demand, 76 of 133 area on-street stalls were occupied, leaving 42% of on-street stalls available. A number of stakeholders expressed that the Parking Study is flawed because it does not spend enough time measuring on-street demand nor does it accurately capture occupancy due to it being conducted during a pandemic when businesses and institutional uses are closed. To clarify, Bunt measured on-street occupancies over a two day period, representative of industry best practice for a project of this scale. The counts were taken in November 2020, during which nearby schools and the Bow-Crest Long Term Care Home were both open and operating.

The results of the Study aside, the project team has heard the concerns about on-street occupancy expressed by stakeholders living near the subject site and as a solution are helping one community member apply for a Residential Parking Program (RPP) Zone. In 2018, this resident applied to establish a new RPP zone with the City but was unsuccessful, likely due to the fact that the program has been suspended since 2018 for a system review. In January 2021, Council approved changes to the RPP system that will streamline the zone establishment process through review/approval by Administration rather than Council approval. City Transportation Engineers will use a data-based approach to determine if RPP zones should be established and on-street restrictions introduced. The project team will help the community member navigate the new application process. If the on-street demand meets the City's thresholds for the creation of a new zone, it will be in place well in advance of Bowness58 building occupancy should the Land Use Redesignation be approved. Once an RPP zone is in place and restrictions have been incorporated at the block level, any multi-residential building with over 20 units or a building height over 4 storeys is automatically disqualified from attaining permits from the RPP program. This includes the proposed Bowness58 building.

Regarding street network traffic congestion and as part of the Parking Study, Bunt measured the existing and forecasted post-development roadway volumes on Bowness RD NW and 32 AV NW to determine if they require any upgrades to accommodate Bowness58. The forecasted roadway volumes take into account other approved and unbuilt developments in the area. The forecast results determined that all roadways impacted by the development of Bowness58 will continue to operate well within their respective volume guidelines post-development. Bunt also completed an intersection analysis to determine if the intersection of Bowness RD NW and 32 AV NW would require signalization to facilitate left hand turn movements based on the traffic generated by the proposed development. The analysis determined that signalization is not warranted, meaning the intersection will continue to operate acceptably post-development. Sections 3.2 and 3.3 of the Parking Study expand on these findings.

2 Building Scale, Community Fit + ARP Alignment

WHAT WE HEARD

The second most common theme emerging from stakeholder feedback was opposition to the six storey scale of the Bowness58 proposal with a preference for four storeys instead, how the design fits into the existing community context, and whether the proposal is in alignment with the Bowness ARP.

TEAM RESPONSE

Higher Order Policy and Locational Attributes related to Fit

The current application at 6 storeys is in alignment with Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) policy aims to increase residential and employment densities in close proximity to retail services, community facilities, and transportation and transit infrastructure. The proposal qualifies as Transit-Oriented-Development (TOD), located less than 150 metres from frequent transit (Routes 1, 40, 53) and Bus Rapid Transit Route 305 stops. TOD supports development in locations able to contribute to increased transit ridership that leads to reduced reliance on private vehicles and a more efficient transportation system. The approved TOD Implementation Strategy (December 2019) proposes a TOD-focused program that is a fully integrated component of The City's Next Generation Planning System. The City is combining TOD work with investment in Main Streets (where high frequency transit is often hosted) that will serve to improve the public realm, pedestrian comfort and safety. While the subject site is located two blocks south of the Bowness RD NW Main Street, it is located within the Bowness ARP "bridge to bridge" corridor (Bowness RD NW between the Shouldice Park bridge and 85 ST NW bridge) identified for concentration of population and jobs growth in Bowness and has benefitted from the same streetscape and amenity upgrades as the MDP-identified Main Street portion of Bowness RD NW. The bridge to bridge corridor was redesignated by The City as part of its Main Streets work and ARP update in 2019 (though the Bowness58 site was not redesignated in this work). The corridor hosts land uses that primarily allow for four-storey development, with five- and six-storey allowable building heights within commercial core of the Main Street and in a number of other specific locations, the closest of which to the Bowness58 site is a six storey approval for "The Jake" one block north at 6108 33 AV NW.

Further supporting the proposed density and height beyond higher order policy and land use context are a number of key site-related characteristics. The site is located on a vacant corner parcel, allowing the opportunity for improved residential frontage and vibrancy on both Bowness RD NW and 32 AV NW. It has direct lane access, reducing vehicle movements on adjacent streets and sidewalks and is on Bowness RD NW, a higher order road designed to handle higher traffic levels and transit. Paint separated cycle lanes are situated on Bowness RD NW, allowing the proposal to maximize use of existing active modes municipal infrastructure investment. Contextually, Bowness58 is located a short walking distance from open spaces, parks, pathways and community amenities, and is in a context of existing and future multi-residential and non-residential development that ensures an appropriate density transition.

Building Design

From a design perspective, the Bowness58 proposal aligns with MDP policies to create a human-scaled environment by encouraging a 1:1 building height to street right-of-way width ratio. The Bowness RD NW right-of-way is ±20.1 metres. A road widening setback, consistent with the ARP and approved to have wide building setbacks from the

curb, functionally increases this right-of-way to ±25.2 metres. On 32 AV NW, the right-of-way measures ±20.1 metres. The proposal at 22 metres Maximum Building Height per the Land Use proposal generally aligns with this urban design best practice that suggests well-defined, comfortable, and attractive streets have a ratio (vertical to horizontal) of 1:1. These ratios are further detailed in the Block Proportion Studies found in Chapter 3 of this Brief.

The building design has also considered key edges to minimize impacts on neighbours in terms of shadow and privacy. The proposed development has been massed in a manner that it does not adversely impact the neighbourhood as outlined in the Sun-Shadow studies found in Chapter 3.

The City of Calgary's Urban Design Review Panel (UDRP) has reviewed the concurrent Development Permit associated with the proposed land use redesignation. The UDRP is an independent board composed of Architects, Landscape Architects, Urban Planners, and Engineers tasked with providing independent, professional design advice on public and private development on sites citywide with impacts on the public realm. UDRP has provided an endorsement for the Bowness58 design, specifically noting the following related to building scale: The building scale is appropriate for the evolving neighbourhood, and the placement of building mass to provide a buffer to the lower density development to the west is noted and appreciated.

For all these building design considerations, a thoughtful interfacing approach (to be introduced in the following section), and the endorsement provided by UDRP, the project team will be making only minor adjustments to building design.

Bowness ARP

As previously noted in relation to the Bowness ARP, Main Streets investments have been made through streetscape upgrades, City-led corridor redesignations, and an update to the ARP formally approved in 2019. A City-led stakeholder outreach program supporting the ARP update identified a strong community desire for a comprehensive bridge to bridge growth strategy on the Bowness RD NW corridor. The ARP land use map was updated in accordance with this direction and will require a minor amendment to support the Bowness58 application.

When the Bowness ARP was updated in 2019, the only text edits made to the 1995 version of the document was the removal of language and policies that no longer applied to the plan area. When comparing the Residential Land Use chapter of the 1995 ARP to the Residential Land Use section of the 2019 document, it is apparent that the language and policies are essentially identical to what was written 26 years ago, with emphasis on the small town low density focus that the project team has heard frequently from stakeholders. What was missed in the 2019 update was the addition of language and policy pertaining to multi-residential development along the bridge to bridge corridor that is reflected in the Land Use Policy Areas Map found on page 10 of the ARP.

Though this discrepancy between the Land Use Policy Areas Map and the current Residential Land Use language and policies may not be rectified immediately, it is worth noting that next generation planning is underway. The City is taking a new approach to local planning that groups multiple (typically 8-10) neighbouring communities with shared histories, characteristics, and resources to create a future vision for land use and mobility. The goal is to update over 260 Local Plans, replacing them with 42 multi-community Local Area Plans (LAP). The LAPs will better align with the higher order municipal policies found in the Municipal Development Plan (MDP), encouraging growth within the Established Area that supports a wider range of housing and mobility options, and with new services and amenities. The Guide for Local Area Planning was recently accepted for information by Council and will become a best practices toolkit for The City and stakeholders to use when making new LAPs and considering key planning matters like: use mix, intended activity level, and building scale.

The subject site is located within a future multi-community Local Area Plan #12 that combines 10 communities, including Bowness. This future LAP will replace the Bowness Area Redevelopment Plan (ARP).

3 Interfacing Considerations

WHAT WE HEARD

A smaller number of stakeholders provided comments regarding sun-shadow impacts, privacy, overlooking and noise concerns generated by the Bowness58 proposal on neighbouring properties.

TEAM RESPONSE

The project team acknowledges that any development on the vacant assembly of lands will result in a differing interface with neighbouring properties. It is with this knowledge that project team architect FAAS has designed the Bowness58 proposal in a manner that aims to minimize the highlighted privacy concerns.

Due to a Bylaw required road right-of-way setback, Bowness58 is setback a substantial distance from the edge of Bowness RD NW (+/- 5.1m). This setback results in building mass being pulled away from properties across Bowness RD NW, reducing shadow impacts and overlooking. Beyond the setback along Bowness RD NW, additional building setbacks from the lane to the west and from 32 AV NW to the north result in concentration of mass to the south central portion of the site, further reducing shadow impacts and overlooking on these two edges. The setback areas at grade on the Bowness RD NW and 32 AV NW frontages represent opportunities for landscaping to provide visual breaks to neighbours, while surface parking and the parking structure entrance will be introduced along the rear lane in the western setback area. The adjacent property south of the subject site hosts five mature conifer trees along the property line that will act as an all season vegetative privacy screen against the south side of the building (this edge condition is highlighted in the Site Plan found in Chapter 2 of this Brief). It should also be noted that the building as currently designed has no south facing windows to prevent overlooking on the only directly adjacent neighbour to the subject site.

Beyond building setbacks, the Bowness58 proposal has been designed without individual extruding balconies from apartments to minimize overlooking and noise concerns expressed by stakeholders. Juliet balconies are being introduced in some units, however, most Bylaw-required outdoor space will be introduced as a common amenity on the rooftop, located in the centre of the building and setback from building edges to prevent overlooking.

Sun-shadow studies have been completed by FAAS in support of the proposal that measure shadow impact on neighbouring buildings at City-mandated dates and times through the year. Between March 21 - September 21 when Calgarians are generally outside and enjoying their yards, there is little to no shadow impact on neighbouring properties.

4 Building Tenure + Related Details

WHAT WE HEARD

In the stakeholder meeting, there were a number of questions about building tenure and specifics of the Development Permit.

TEAM RESPONSE

Bowness58 is proposed as a 52 unit, 6 storey purpose-built rental project, with no market condominium units or AirBnB being considered at this time. Eagle Crest intends to construct and retain ownership of the building, managing the property in the long-term.

The 52 units are all 1 bedroom, generally averaging in size between 500-600sqft. Eagle Crest anticipates renters to comprise primarily young professionals or empty nesters looking to downsize. Units are being designed with accessibility in mind - no stairs are currently planned at the entries of the two units located at grade, while upper level units can be accessed by elevator.

Rental costs have not yet been determined and will rely on finalization of development details. The financing structure for the project includes CMHC funding, which includes a condition of that units be rented at 10% below market rental rate for the first ten years of occupancy. The average market rental rate according to CMHC for Northwest Calgary in October 2020 is \$1,135. This average rate includes all 1 bedroom rentals in this area without consideration of age or condition. Given that Bowness58 will be new construction, it will be rented at 10% below market rate of newly constructed 1 bedroom units, meaning that the rental rate may be similar to or exceed the \$1,135 average for this part of Calgary.

How does the development impact the Hextall Bridge heritage resource?

The Bowness58 proposal is located approximately 250m from the Hextall Bridge. It will not have any impact on this resource.

What is CivicWorks' role in the Bowness58 project?

CivicWorks is a team of professional urban planners retained by Eagle Crest Construction. CivicWorks is both Applicant for the Land Use Redesignation application review by The City and responsible for all Applicant-led stakeholder outreach.

This development is not currently indicating that it has any intention to integrate any of the components of the City of Calgary's "Low Impact Development (LID)" into this project. The City of Calgary LID has listed these best management practices: Rain Gardens, Green Roofs, Permeable Pavements, Bioswales and Absorbent Landscapes.

The Development Permit is under review by The City. A landscape architect has been brought onto the project team since submission and is now actively involved in site landscape design, which includes consideration of low Impact design strategies.

How is the developer giving back to the community?

Eagle Crest intends to create a high quality purpose built rental project that allows more Bownesians to live in the community near the commercial core of the Main Street at all ages and stages of their lives, whether it be young professionals renting their first apartments or empty nesters looking to downsize from their family homes. The project will contribute to an improved corner condition of a vacant site near the entrance of the community through high quality building design and improved public realm along Bowness RD NW.

5 Additional Standalone Questions/Comments

What We Heard

There were a number of standalone questions asked by individuals that did not fit into one of the feedback categories. They are responded to below for reference.

Is Eagle Crest intending to build and rent or just flip like the Jake project (6108 33 AV NW)?

Eagle Crest intends to build and rent this project, evidenced by the concurrent approach the project team is taking. By investing in Development Permit work concurrently with land use redesignation, Eagle Crest is not only providing a bricks and mortar development intent for stakeholder and City of Calgary review, but is also making an up front financial commitment to building design which is not necessary for a land use redesignation. Please see the visualization of the building meeting the intersection of Bowness RD NW and 32 AV NW on the cover page of this document and the additional visualization of the proposed front yard below for proof of concurrency.

