



WESTBROOK 33RD

WHAT WE HEARD REPORT

APPLICANT OUTREACH SUMMARY v1.2

LOC2021-0022 & LOC2021-0023 | September 2021

Applicant-Led Stakeholder Outreach



HAND-DELIVERED MAILERS

Approximately ±240 mailers were hand-delivered to the nearest neighbours to the sites (2021.02.16 and 2021.02.17) to provide project details, project team contact information, and advertise the Digital Information Session.



NOTICE LETTERS

Letters to the Community Association (2021.02.12) and Ward Councillor's Office (2020.02.19) were sent to provide project information, welcome continued dialogue and advertise the Digital Information Session.



ON-SITE SIGNAGE

In addition to The City's required notice posting, signage was installed on both sites (2021.02.17), notifying the surrounding community of the project, associated Digital Information Session and other ways to get in touch.



PROJECT VOICEMAIL & EMAIL ADDRESS

Project phone line, voice-mail inbox (587.747.0317), and dedicated email (engage@civicworks.ca) served as a direct line to the project team.



PROJECT WEBSITE & ONLINE FEEDBACK FORM

Dedicated project website (www.westbrook33rd.com) provides convenient access to up-to-date project information and an online feedback form.



DIGITAL INFORMATION SESSION

Project team digital presentation and live Q&A held online on 2021.03.02 (7:00-8:30pm) to provide information and offer direct feedback opportunities for the Shaganappi Community Association and all interested stakeholders.

Outreach Process

BALANCING MULTIPLE INTERESTS

An outreach process is more than a compilation of stakeholder input by the project team. Our role, as the outreach lead, requires active listening to determine the root issues underlying individual statements, and reconciling often competing interests and points of view to arrive at evidence-based planning and design solutions. The array of interests that influence any development project include, but are not limited to:



CALGARY'S GROWTH & DEVELOPMENT

Planning for the next generations of Calgarians



LOCAL AREA POLICY

The existing policy framework that guides development



STAKEHOLDER FEEDBACK

What various stakeholders think and say about an issue



ECONOMIC VIABILITY

The needs of the developer to create a viable project

OVERVIEW

This Outreach Summary includes information for LOC2021-0022 and LOC2021-0023, both of Truman's Land Use Redesignation applications submitted on the 1700-block of 33 ST SW. Our outreach process was designed to share information and provide communication channels early in the process — all with the intent of maintaining a respectful and transparent conversation. The project team would like to thank all participants for their involvement.

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 reached our conclusions, making the following commitments to all who participated 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.

What We Heard & Team Response

STAKEHOLDER FEEDBACK & WHAT WE HEARD

The project team has sorted all stakeholder feedback received to date (2021.09.01) via the applicant-led outreach according to key themes. This stakeholder feedback includes multiple letters from the Shaganappi Community Association (2021.03.26 and 2021.05.20). The following pages address each identified key theme by breaking it into “What We Heard” and “Project Team Response”.

We identified six (6) key themes:

1. Traffic
2. Vehicular Parking
3. Building Height & Massing
4. Design Certainty
5. Privacy
6. Shadows

1 TRAFFIC

WHAT WE HEARD

Increased vehicular traffic associated with the proposals was noted as a concern for some stakeholders, alongside the width and paving of the laneway and how service and commercial vehicles would operate.

PROJECT TEAM RESPONSE

In support of the proposed land use change and associated development vision, Bunt & Associates completed a Transportation Impact Assessment (TIA). The TIA used the standard trip generation rates and methodology used to evaluate professional transportation studies. The intersection capacity analysis of the TIA indicates that all intersections will continue to operate within acceptable limits after the addition of development traffic. The City of Calgary Transportation Department has reviewed the study and accepted its findings as part of The City of Calgary’s application review process.

The current Development Permits seek to offer a widened drive-aisle width for the eastern laneway along both proposals. The TIA has determined a laneway drive-aisle width of $\pm 6.7\text{m}$ to be sufficient for utility and commercial vehicle usage, as well as parkade entry. The current iteration of the Development Permit for the South Site (DP2021-2356 / LOC2021-0022) seeks to widen the shared eastern laneway to a full $\pm 7.2\text{m}$ functional drive-aisle width. The smaller North Site (DP2021-2354 / LOC2021-0023) is also offering to widen the shared laneway’s drive-aisle width, but due to site constraints is seeking to widen the laneway to a width of $\pm 6.7\text{m}$. Surface loading areas have also been provisioned within property lines of both proposed developments in accessible and central areas accessed from the laneway.

2 VEHICULAR PARKING

WHAT WE HEARD

Some stakeholders shared concerns regarding vehicular parking, asking how much parking will be available for residents and visitors, and if new residents will be eligible for on-street parking. The Shaganappi Community Association also recommended that a formalized street-front parking area be established along 33 ST SW and that Bylaw Road Right-of-Way Setbacks (sub-grade) be reduced to 0m to accommodate the maximum amount of sub-grade structured vehicle parking.

PROJECT TEAM RESPONSE

With all projects, Truman makes a considered and conscious effort to ensure the ample provision of active transportation options and on-site parking. The proposed two (2) transit-oriented developments are not seeking any vehicle parking relaxations, and are in fact both proposed with more parking than the Land Use Bylaw requires.

The one-hundred (100) residential unit southern site is proposed with a total of one-hundred and forty-four (144) vehicle parking stalls. One-hundred and twenty (120) of these stalls will be located in a two-level underground parkade and dedicated to residents, while on the surface twenty-four (24) parking stalls for visitors and commercial use will be provided. This parking provision will exceed the Bylaw requirement of ninety-nine (99) stalls by a total of forty-five (45) stalls.

The forty-nine (49) residential unit northern site is proposed with a total of fifty-three (53) vehicle parking stalls. All parking stalls will be located in a three-level underground parkade, with forty-eight (48) stalls dedicated to residents and five (5) parking stalls dedicated to visitors. This parking provision will exceed the Bylaw requirement of forty-two (42) stalls by a total of eleven (11) stalls.

A residential parking program is currently in use along 33 ST SW, which will be useful in easing redevelopment pressure by providing older and lower-density homes with an advantage over newer higher-density and mixed-use buildings. New residents of the proposed Westbrook 33RD developments will not qualify for a Residential Parking Permit (RPP). With development, the existing RPP zones along site frontages will be converted into hourly parking.

An additional Bylaw Road Right-of-Way setback of 2.134 metres exists along 33 ST SW and has been provided above-grade. As the proposed developments exceed the required vehicle parking, and 33 ST SW already offers on-street parking within the public right-of-way—managed by The City of Calgary—this setback area is proposed to be utilized for extending the public realm, providing wider sidewalks for pedestrian usage. The underground parkade floor plates for both proposed developments have been maximized as much as is possible underneath this Bylaw Road Right-of-Way setback to accommodate as many on-site vehicle parking stalls as possible.

The Transportation Impact Assessment (TIA) completed by Bunt & Associates Engineering identified no issues related to vehicle parking.

What We Heard & Team Response

3 BUILDING HEIGHT & MASSING

WHAT WE HEARD

Some stakeholders expressed that six-storeys was tall for these sites and asked how the proposed building height and massing would be compatible with the existing community's character.

PROJECT TEAM RESPONSE

The project team understands concerns around respecting existing community character and have endeavoured to create high-quality, human-scaled development proposals strategically located among several community amenities and within a transit-oriented development node. Located along the 33 ST SW collector road and neighbourhood corridor connecting the 17 AV SW Main Street SW to Bow TR SW, Westbrook 33RD seeks to contextually and sensitively transition density towards the Westbrook Village area.

The proposed six-storey built form represents our planning merit-based intent at this location through strong site context and detailed design considerations. The proposals would result in appropriate transit-oriented redevelopments located $\pm 200\text{m}$ from the Westbrook Light Rail Transit (LRT) Station. The sites are surrounded by a mix of multi-residential and commercial districts, with both Westbrook 33RD sites located directly adjacent to active multi-residential developments. Immediately to the west of the sites are the Direct Control (DC) District-designated Westbrook Mall / Village sites with maximum building heights of thirty-eight (38) metres. To the north and east are single-detached and multi-residential dwelling types which can be intensified and redeveloped under the existing M-C1 and M-C2 Districts. To the south is an existing mixed-use, multi-family development under the MU-2 District.

The architectural design of the Westbrook 33RD proposals has been considered and from the outset sought to fit into this existing multi-residential and commercial land use context. Accordingly, no significant changes have been made to the density and / or scale of the proposed developments. Principal concerns in the matter of height relating to privacy and shadows have been addressed and mitigated via architectural design strategies that are sensitive to the adjacent residential context—described further on the next page.

4 DESIGN CERTAINTY

WHAT WE HEARD

The Shaganappi Community Association requested that the Land Use building height and Floor Area Ratio (FAR) modifiers be aligned with submitted Development Permits for review.

PROJECT TEAM RESPONSE

In support of the proposed developments, Land Use Redesignations (LOCs) to amend the existing Multi-Residential – Contextual Medium Profile (M-C2) District to the Mixed Use – General (MU-1) District with maximum buildable **Floor Area Ratios (FAR) modifier of 5.0** and maximum **Building Height modifiers of 26 metres** were submitted on 2021.02.10. The submitted height and FAR modifiers were selected to provide the room necessary to properly design six-storey buildings, along with accounting for the height of any rooftop amenity-space structures that form part of The City's Development Permit (DP) Bylaw Review process.

The project team submitted staggered-concurrent DPs (DP2021-2354 and DP2021-2356) for the assembled parcels on 2021.04.09 to ensure that a comprehensive and thoughtful “bricks-and-mortar” outcome is clearly understood by stakeholders, and directly informs decision-making by The City of Calgary Council. With the DPs now having been submitted and in a mature stage of review, the detailed designs are better understood than at the LOC-application stage. Accordingly, the project team has formally amended the LOCs to closely align with the DP concepts developed and add further certainty to the Westbrook 33RD development outcome. The LOCs for each file have been aligned with the maximum heights and FARs of the building designs of the DPs, inclusive of rooftop structures as outlined below:

Site 1 (South Site – LOC2021-0022): **MU-1f4.0h26**

Site 2 (North Site – LOC2021-0023): **MU-1f4.6h25**

These numbers were arrived at through discussions with The City Administration related to the ancillary rooftop structures and maximum building heights as defined under the Land Use Bylaw (IP2007).

5 PRIVACY

WHAT WE HEARD

Some stakeholders wondered how the Westbrook 33RD developments might impact the privacy of adjacent residences across the laneway to the east. The exposure of the rooftop amenity spaces was also specifically noted by the Shaganappi Community Association as an aspect for privacy consideration.

PROJECT TEAM RESPONSE

Principal concerns in the matter of height relating to privacy, and overlook have been addressed and mitigated via architectural design strategies that are sensitive to the adjacent residential context:

- Massing has been removed from the eastern facade of the northern building to provide greater spatial separation to the adjacent residences to the east, reducing possible overlooking.
- The “U-shape” building orientation and central massing curve recesses the southern building’s form along the shared lane interface, helping break down the mass and step away from adjacent backyards to the east.
- The use of opaque patio glass and raised window sills helps obscure sightlines into private yards from eastern units.
- The rooftop amenity spaces of both buildings have been pushed away from the eastern residences and are oriented westward onto 33 ST SW to mitigate overlooking.

6 SHADOWS

WHAT WE HEARD

Some stakeholders had questions around the potential for shadowing impacts from the proposed developments on the residences located immediately across the shared laneway to the east.

PROJECT TEAM RESPONSE

A number of design moves were made to respect and adapt to the existing context, with each design move intentionally reducing potential shadow impacts on the neighbouring properties to the east. Both building footprints have been reduced along the laneway to increase spatial separation to eastern properties and improve the amount of sunlight penetration while reducing shadow lengths. In specific, a “U-shaped” building design has been utilized for the southern building, allowing sunlight to penetrate further eastward for the majority of the building’s length. Massing has been removed from both buildings where they border the existing four-storey building located at 1710 33 ST SW to further improve sunlight penetration along these edges. The rooftop structures for both buildings have also been pushed towards 33 ST SW to further reduce shadowing.

A sun-shadow study analysis was undertaken, using industry-standard modeling, to ensure minimal impacts to adjacent neighbours. The analysis shows that despite the building height increase, the proposals’ shadow impacts are comparable to the shadow impacts possible under the existing M-C2 Land Use District, and that the shadows created by the proposed developments will not adversely impact the neighbourhood.



WESTERN EXPOSURE OF ROOFTOP AMENITY SPACE

Outreach Materials

ON-SITE SIGNAGE



Land Use Change & Development Application

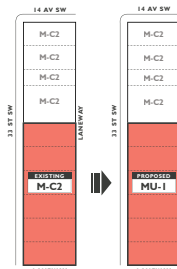
ADDRESS
1714, 1718, 1722, 1726, 1730, and 1734 33 ST SW

EXISTING LAND USE
Multi Residential - Contextual Medium Profile (M-C2) District

PROPOSED LAND USE
Mixed Use - General (MU-1f5.0h26) District
Maximum Height: 26m | Maximum FAR: 5.0

This site proposes a low-to-mid scale (6-8 storey) mixed-use development with opportunity for commercial-retail and / or live-work units at-grade.

This application is currently under review by The City of Calgary. Visit the following website and navigate to this site to learn more: <https://dmap.calgary.ca/>



GET IN TOUCH

The project team is providing a variety of physically distanced + digital platforms for stakeholders to get in contact with questions, comments and feedback on the proposal. We'll also be holding a **Digital Information Session and Live Q&A on March 2, 2021 (7:00 - 8:30pm)**. To register, for more information or to provide feedback:

- Visit: www.westbrook33rd.com
- Email: engage@civicworks.ca
- Phone: 587.747.0317

Land Use Change & Development Application

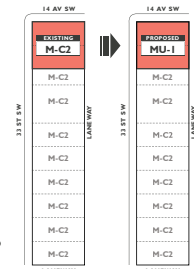
ADDRESS
1702 and 1704 33 ST SW

EXISTING LAND USE
Multi Residential - Contextual Medium Profile (M-C2) District

PROPOSED LAND USE
Mixed Use - General (MU-1f5.0h26) District
Maximum Height: 26m | Maximum FAR: 5.0

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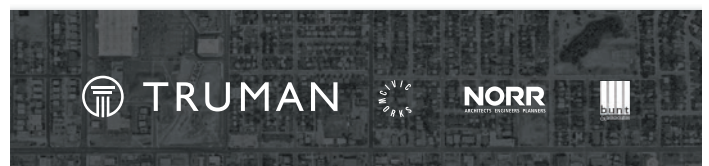
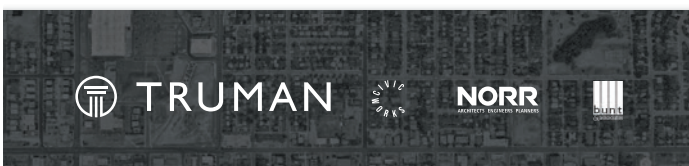
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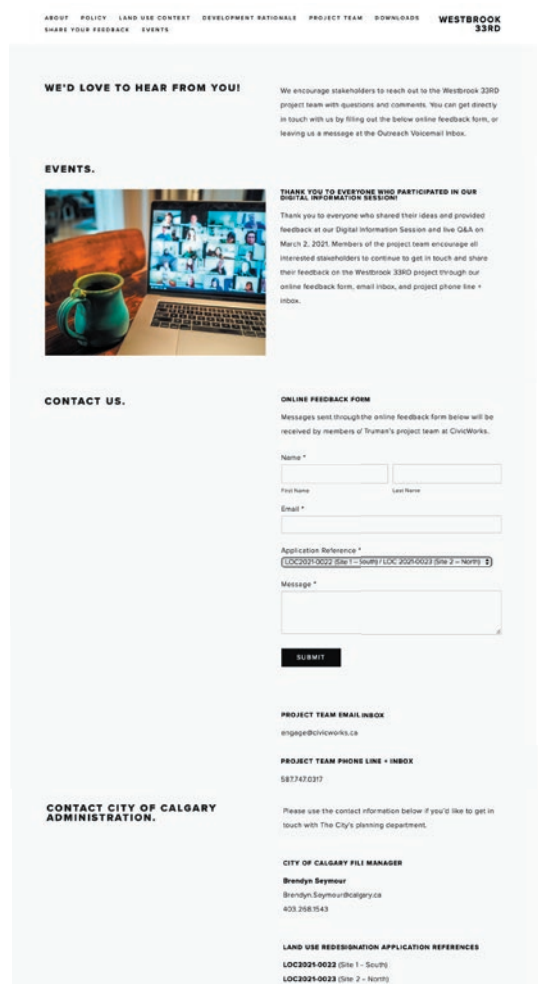
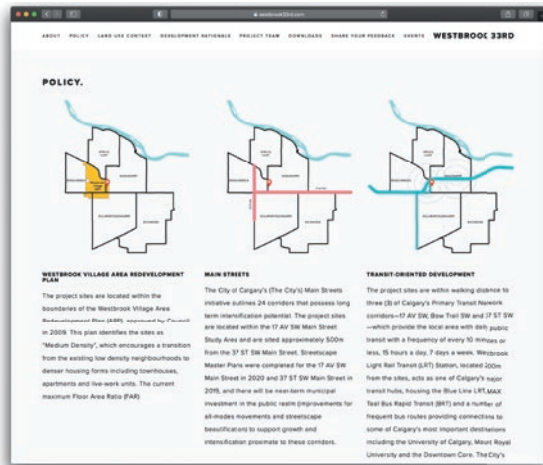
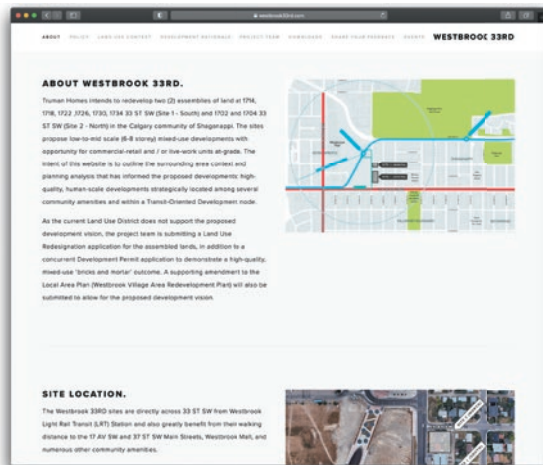
HAND-DELIVERED MAILERS

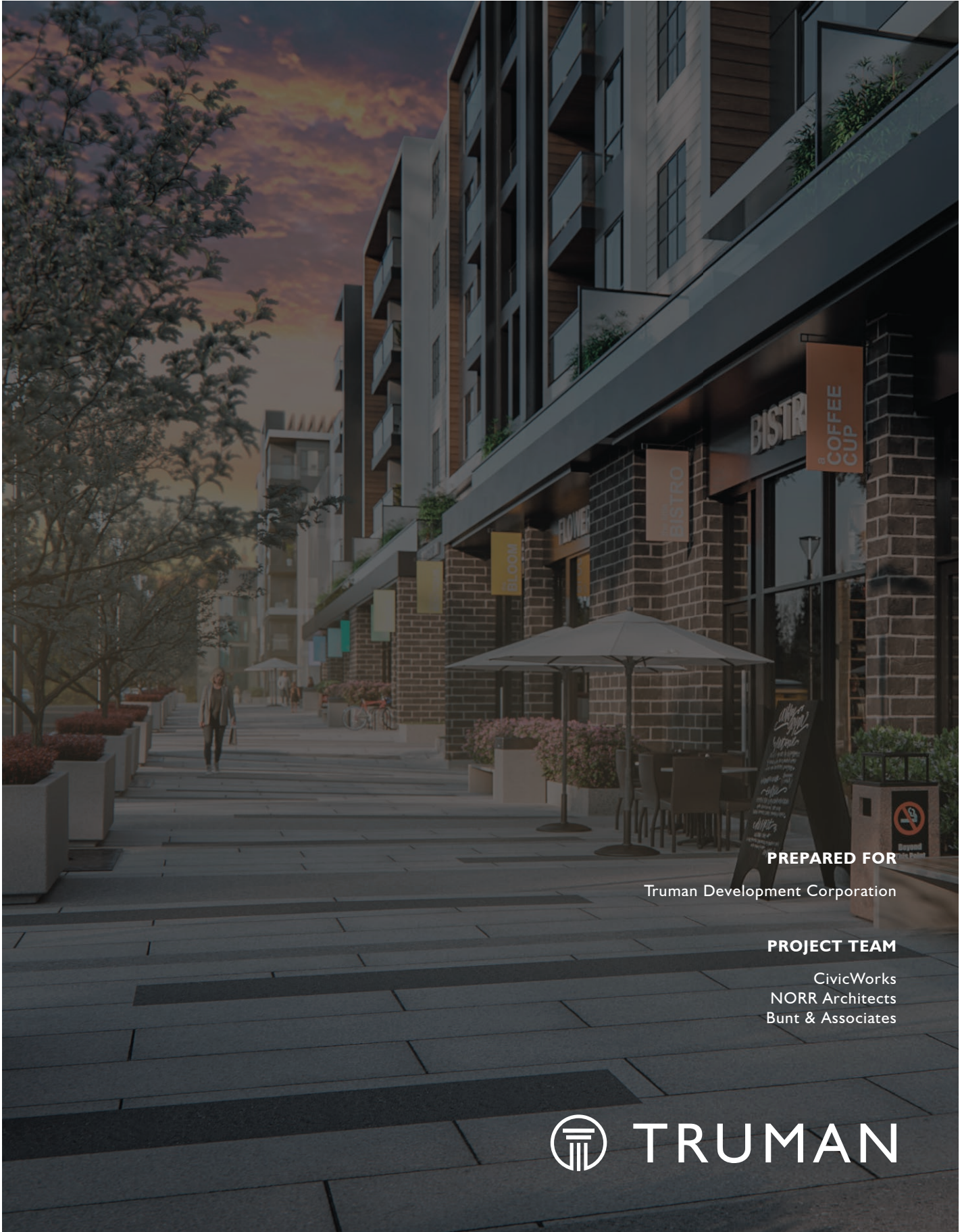


APPLICATION BRIEFS 1.0 & 2.0



PROJECT WEBSITE & ONLINE FEEDBACK FORM





PREPARED FOR
Truman Development Corporation

PROJECT TEAM
CivicWorks
NORR Architects
Bunt & Associates

