

Item 8.1.17: Bowness58 Public Hearing September 13, 2021

LOC2020-0180, CPC2021-0165, DP2020-8317
6105 32 AV NW

Prepared on Behalf of
2060708 Alberta Ltd. (Eagle Crest)



Site Context + Amenity Provision

CITY OF CALGARY
RECEIVED
IN COUNCIL CHAMBER
SEP 13 2021
ITEM: 8.1.17. CPC 2021-0165
Distrib- Presentation 2
CITY CLERK'S DEPARTMENT



- ✓ LANE ACCESS
- ✓ CORNER LOT
- ✓ PROXIMATE TO PRIMARY TRANSIT + CYCLE INFRASTRUCTURE
- ✓ PROXIMATE TO HIGHER ORDER ROADS (BOWNESS RD NW)
- ✓ COMMERCIAL, INSTITUTIONAL, AND MULTI-RESIDENTIAL USES NEARBY
- ✓ NEAR COMMUNITY AMENITIES, PARKS, + BOW RIVER PATHWAY NETWORK
- ✓ NEAR BOWNESS RD NW MAIN STREET, 600M FROM COMMERCIAL CORE
- ✓ WITHIN MUNICIPALLY-IDENTIFIED GROWTH AREA (BRIDGE TO BRIDGE CORRIDOR)

PRIMARY TRANSIT NETWORK

BUS/BRT ROUTE

CYCLE INFRASTRUCTURE









DP2020-8317 - Corner Condition Visualization (Bowness RD NW + 32 AV NW)





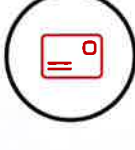


**Please note building design is subject to change through The City of Calgary's Detailed Team Review of DP2020-8317*

Stakeholder Outreach, Project Refinement

Outreach Strategies

-  On Site Signage
-  Project Website, Email Inbox, + Feedback Form
-  Project Phone Line + Voicemail
-  Hand Delivered Mailers
-  Community Newsletter Advertorial
-  Stakeholder Meetings
-  Events / Information Sessions
-  What We Heard Report

By the Numbers

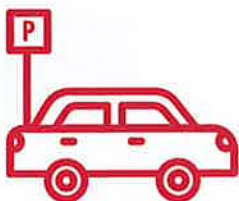
-  **1**
On-Site Sign Installed
-  **270**
Website Visitors
-  **26**
Email Exchanges
-  **325**
Mailers Delivered
-  **6,000+**
Household Newsletters
-  **2**
Outreach Meetings

Project Refinements

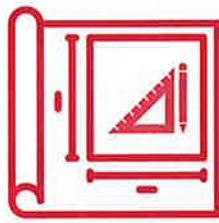
1. Parking: Developer Funded Transportation Demand Management



2. Parking: Assisting Stakeholder with establishment of new RPZ



3. Interfacing: Design refinements + Public Art on-site



4. Community Benefit: Developer Funded Community Investment



Project Refinement 1: Parking: Developer Funded TDM

On Site Vehicle Parking

A 3 stall resident parking relaxation is required and supportable based on available transportation options and a proposed TDM strategy.



22
On-Site Vehicle Stalls Provided

TDM Strategies

The parking relaxation will be offset by TDM strategies, including cycle-supportive development and Active Transportation Credits.



66
On-Site Bicycle Stalls Provided



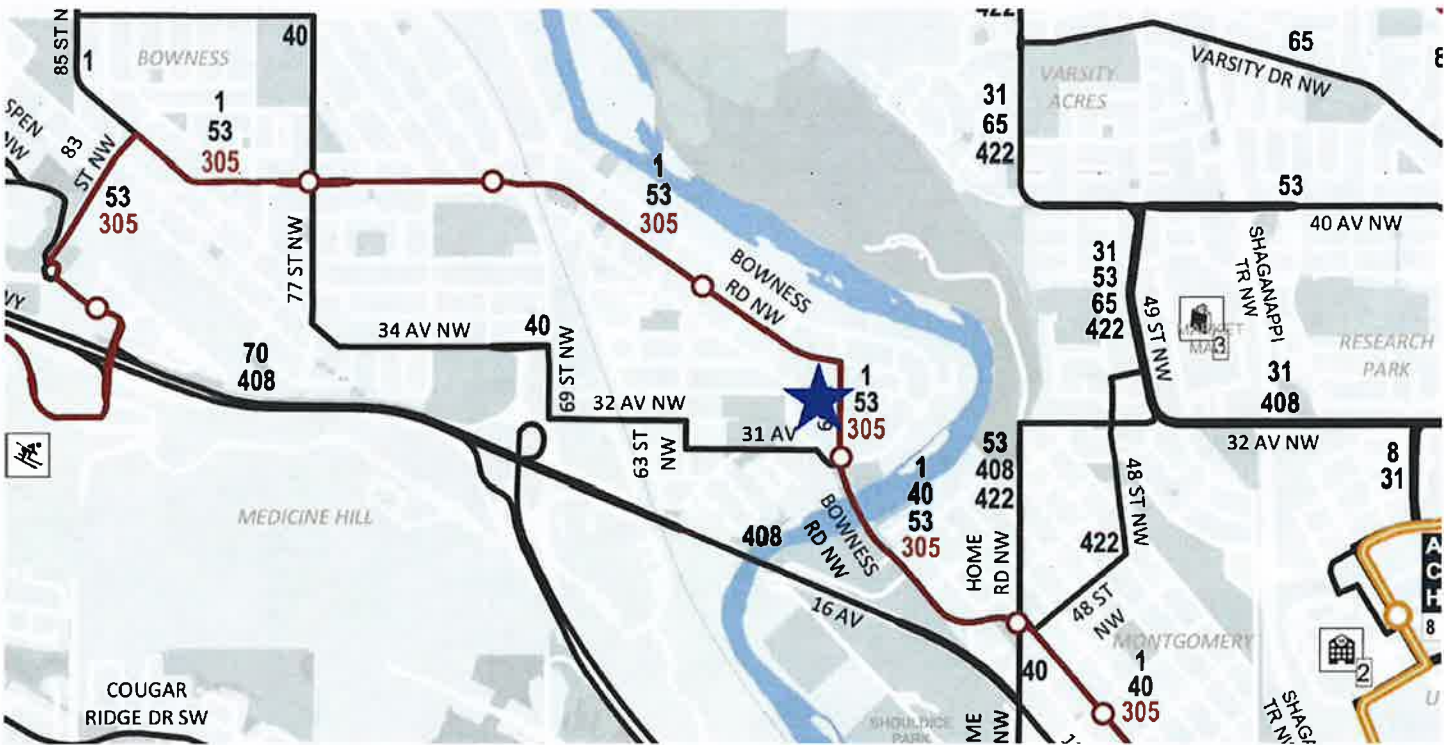
\$68,000
Active Transportation Credit Investment



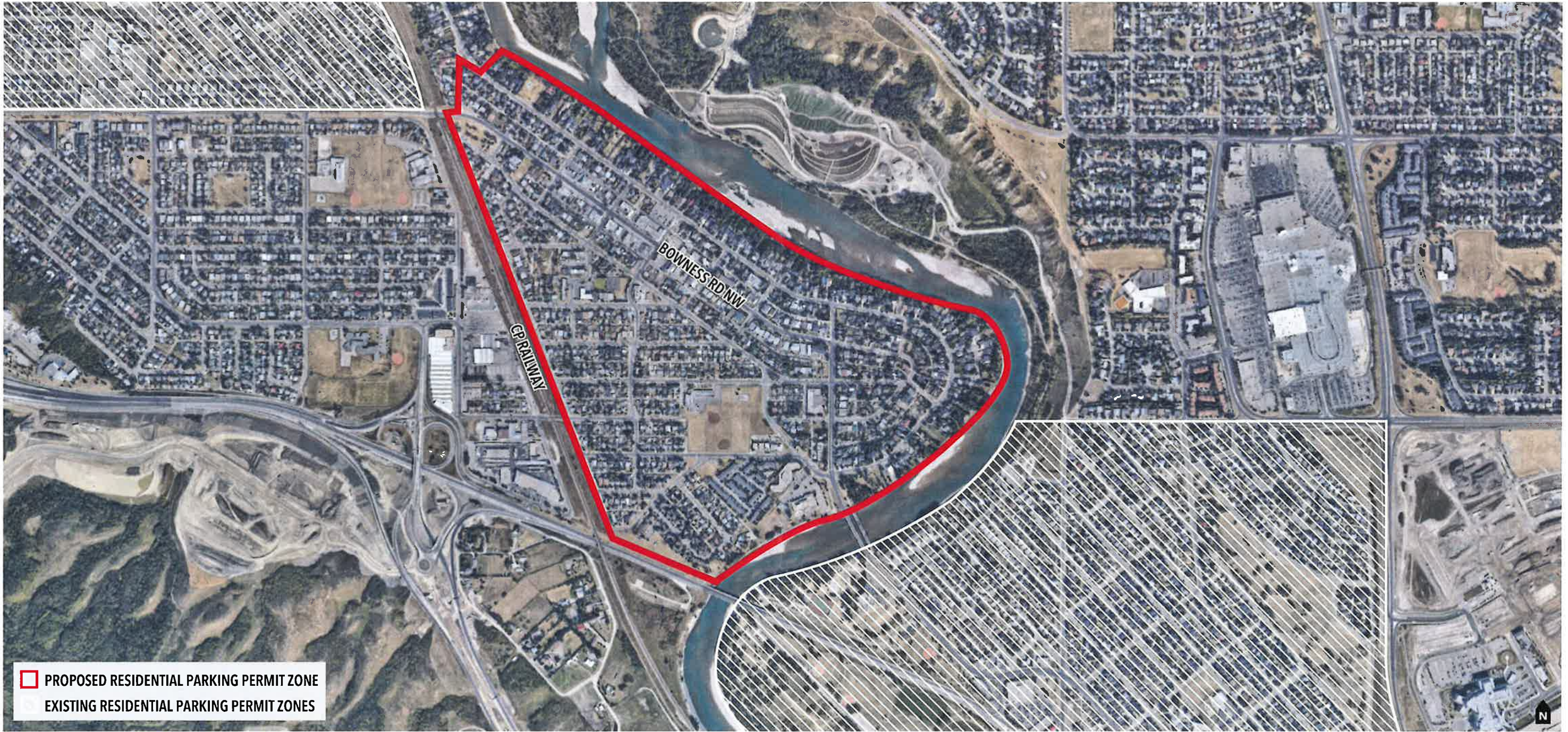
\$2,000
per each unit (34) not receiving a parking stall for Uber and Calgary Transit

Transit Availability

ROUTE #	ROUTE NAME	FREQUENCY (MINUTEES)						
		AM	Mid-Day	PM	Evening	Sat. Day	Sat. Eve	Sunday
1	Bowness – Forest Lawn	12	19	12	25	25	25	25
40	Crowfoot – North Hill	35	35	35	35	35	-	35
53	Brentwood – Greenwood	20	30	20	30	30	30	30
305	BRT Bowness – City Centre	15	-	15	-	-	-	-



Project Refinement 2: Parking: Assisting with new Residential Parking Zone



Project Refinement 3: Interfacing: Design Refinements



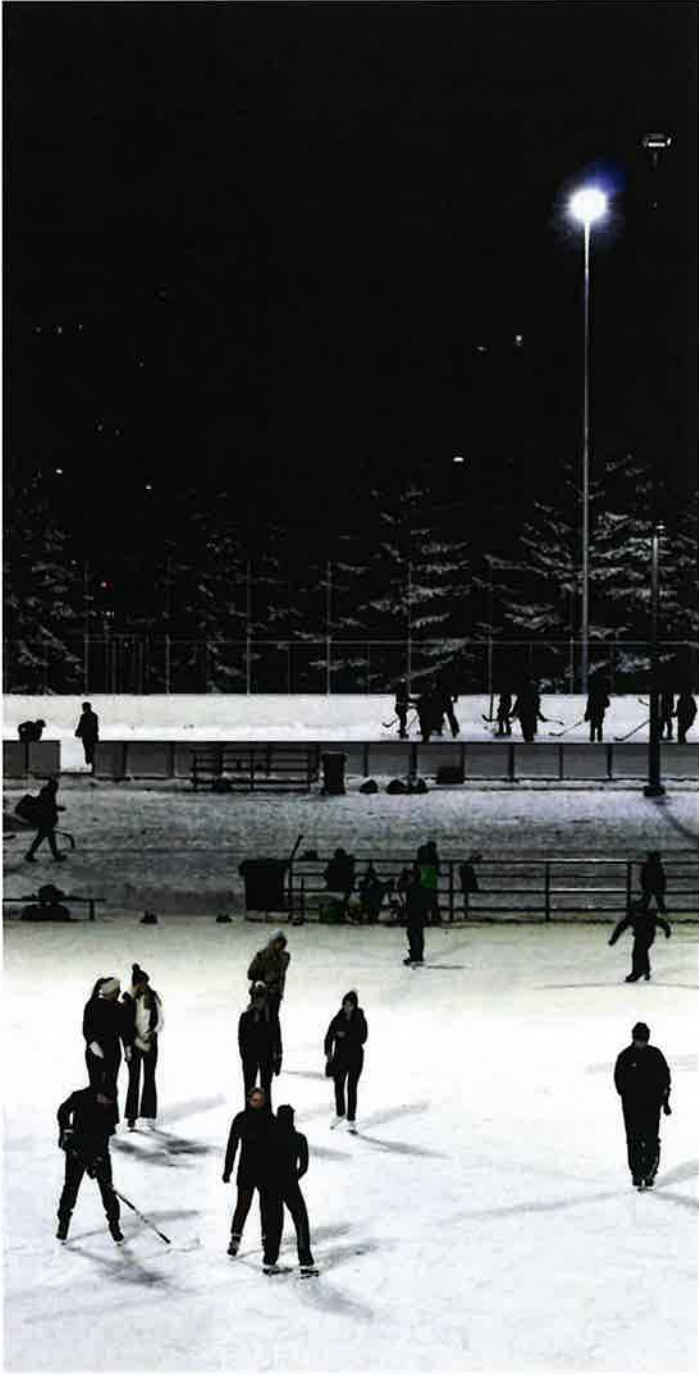
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Project Refinement 4: Community Benefit: Developer Funded Community Benefit

\$52,000
Developer Funded Community Benefit

\$1,000
Invested in Community per Dwelling Unit

3
Community Project options for funds,
Bowness CA involved in selection process



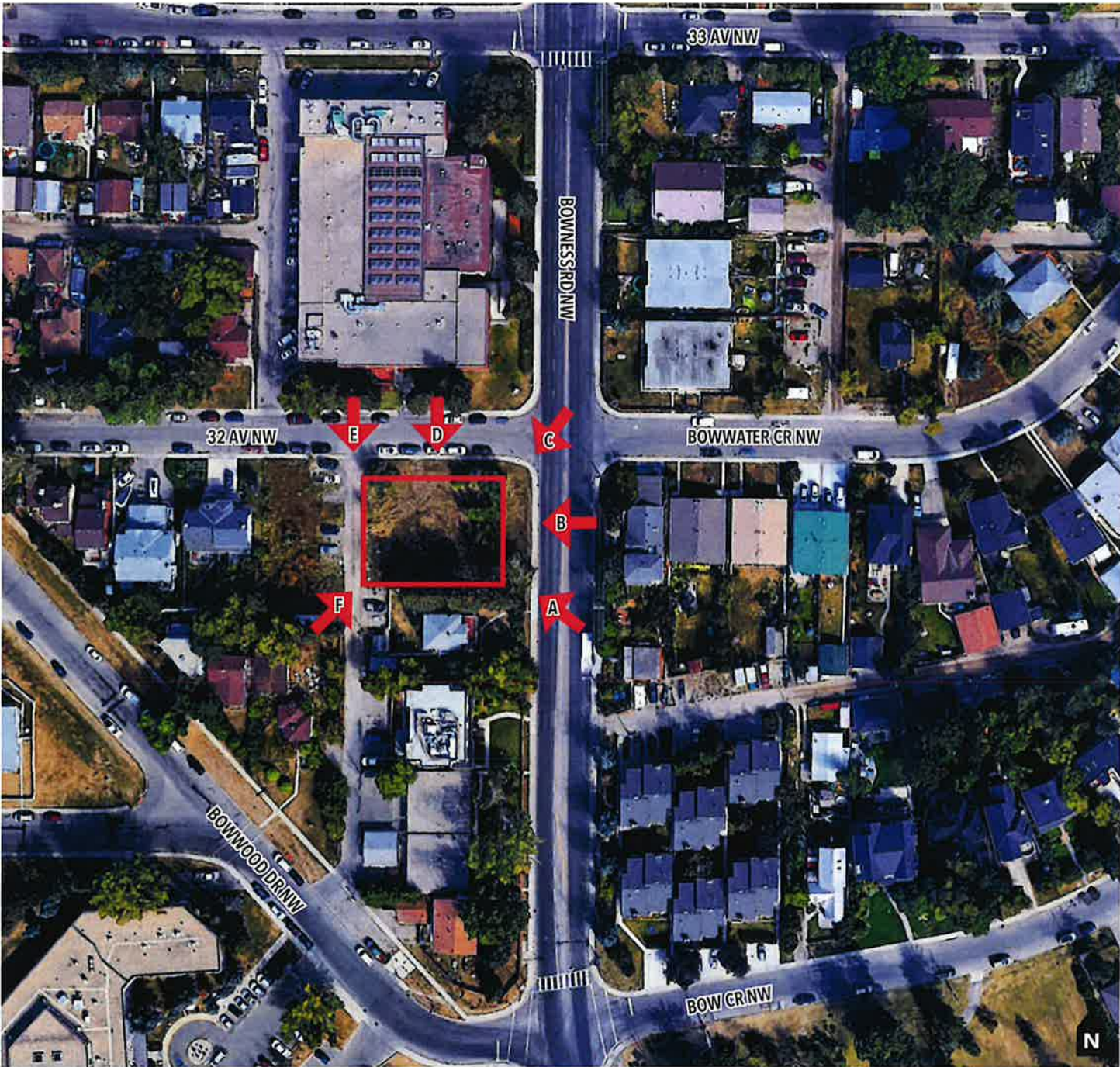
Bowness58

SLIDE 9



Supplementary Materials

Site Photos

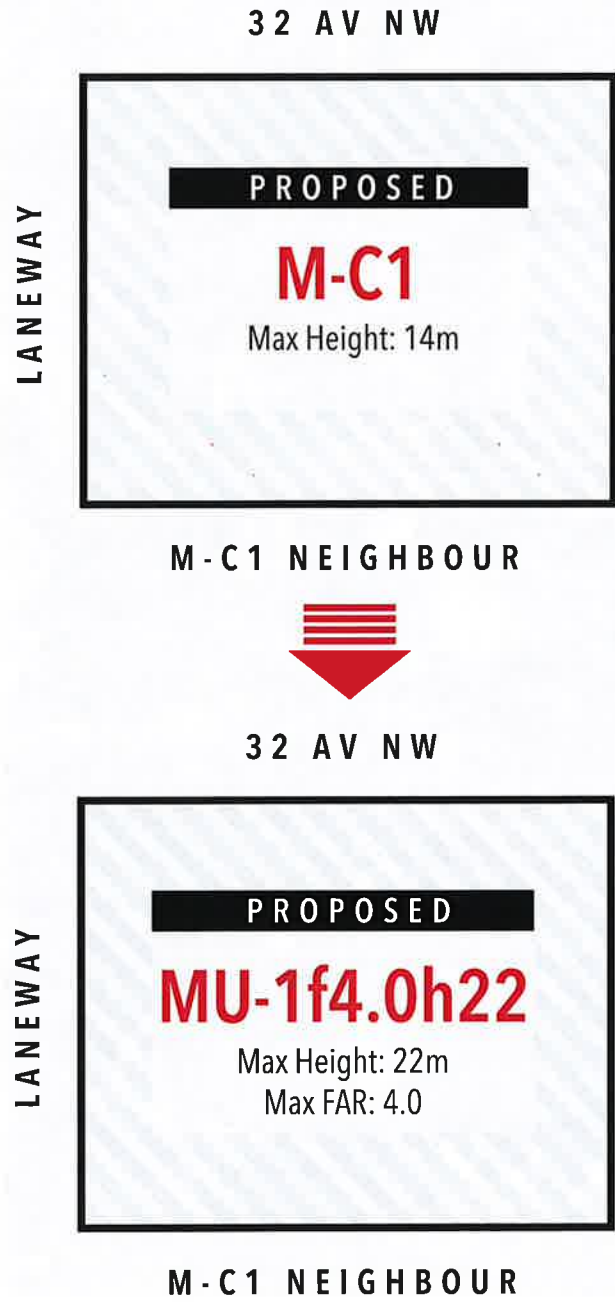


Proposed Change

Bowness RD NW Main Street



Proposed Land Use Redesignation



Local Area Plan Amendment

Existing ARP Policy Areas



Proposed Amendment



- Main Street DAG Zone
- Neighbourhood Limited
- Neighbourhood Low-Rise
- Community Mid-Rise
- Future Comprehensive Plan
- Residential: Low Density, Conservation + Infill
- Residential: Low + Medium Multi-Dwelling
- Institutional
- Park, Open Space, School

Stakeholder Outreach

Outreach Strategies

- On Site Signage
- Project Website, Email Inbox, + Feedback Form
- Project Phone Line + Voicemail
- Hand Delivered Mailers
- Community Newsletter Advertorial
- Stakeholder Meetings
- Events / Information Sessions
- What We Heard Report

By the Numbers

325
Mailers
Delivered

1
On-Site Sign
Installed

6,000+
Household
Newsletters

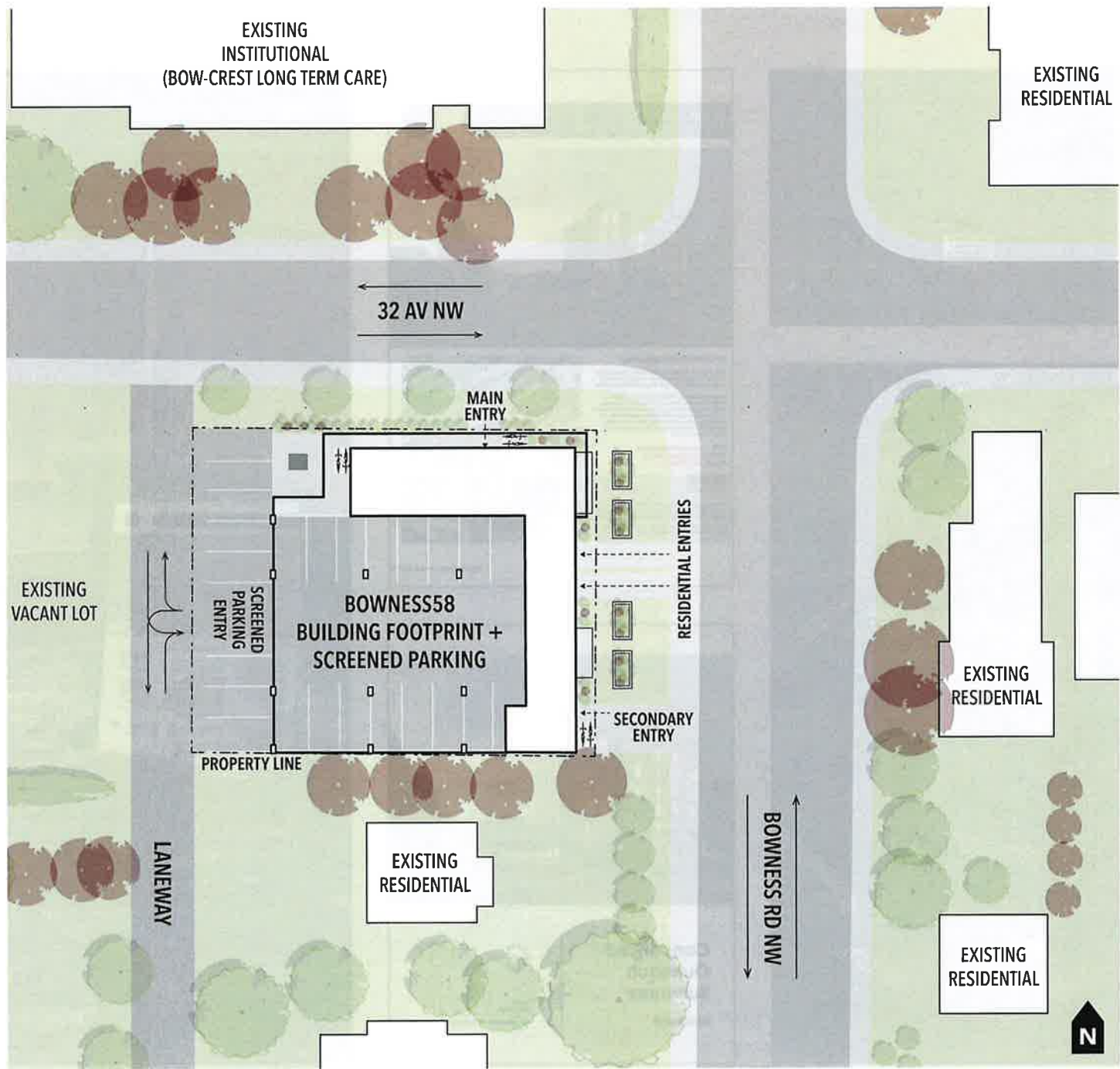
270
Website
Visitors

26
Email
Exchanges

2
Outreach
Meetings

Outreach Materials

Site Plan + Statistics



SITE AREA

927m²
9,978 sq.ft.
0.09ha
0.23 ac



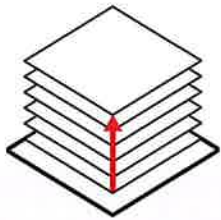
BUILDING INTENSITY

4.0
Maximum Floor Area Ratio
828m² (8,912 sq.ft.)
Building Footprint
3,298m² (35,516 sq.ft.)
Gross Floor Area



DWELLING UNITS

52
Total Units
(all 1 bedroom, average size +/-550 sq.ft.)



BUILDING HEIGHT

22m
Maximum Height
6
Storeys



ON-SITE PARKING

22
Total vehicle stalls at Grade - 3 stall relaxation
(25 stall bylaw requirement after 25% frequent transit reduction/25% cycle-supportive reduction)
66
Bike Stalls
(60 class 1 indoor sub-grade, 6 class 2 outdoor)
\$68,000
Developer-funded TDM investment to offset 3 parking stall relaxation
(\$2,000 Active Transportation Credit per unit not receiving a parking stall, paid over 5 years)

Block Proportion Studies



NOTE: A great street must be well-defined, both vertically and horizontally. Edges, including buildings, walls, and trees on a street usually define it vertically; the length of the spacing between these two edges defines it horizontally. Leading urban design best practice suggests it is a matter of proportion, with a sense of enclosure ultimately giving us a well-defined street. Most comfortable and attractive streets have a ratio (vertical to horizontal) ranging between 1:1 and 1:2.

**Diagrams are for illustrative purposes only.*

Block Proportion Studies

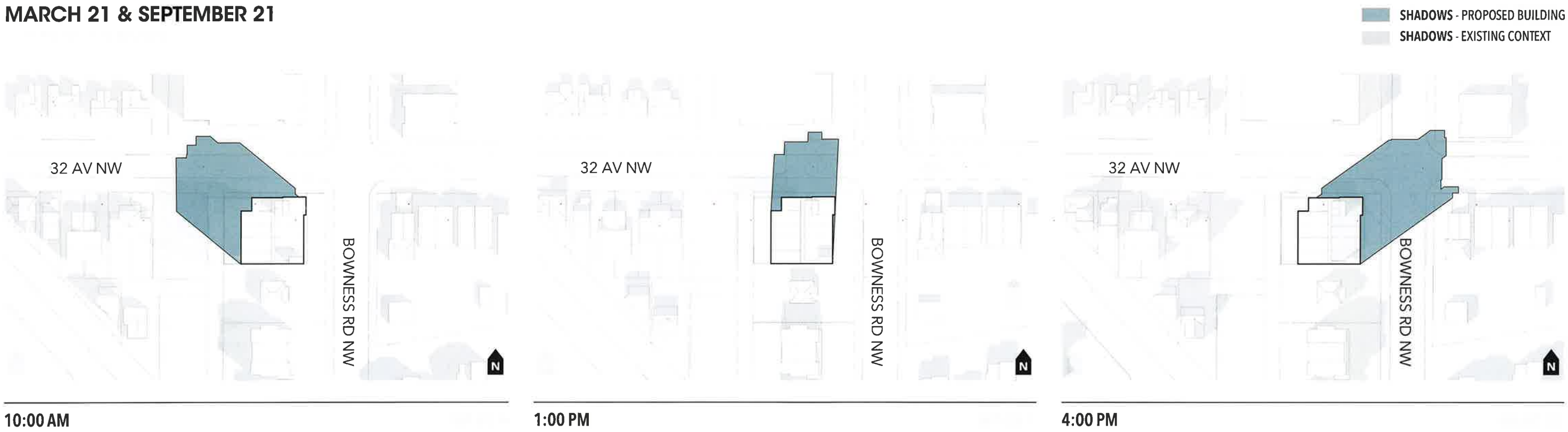


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*Diagrams are for illustrative purposes only.

Sun Shadow Studies

MARCH 21 & SEPTEMBER 21



NOTE: Sections, times of day and year have been selected to demonstrate impacts to key edge relationships.

ADDITIONAL NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times (10am, 1pm, and 4pm on equinox and solstices) are based on established City of Calgary requirements.

FAAS

Sun Shadow Studies

JUNE 21



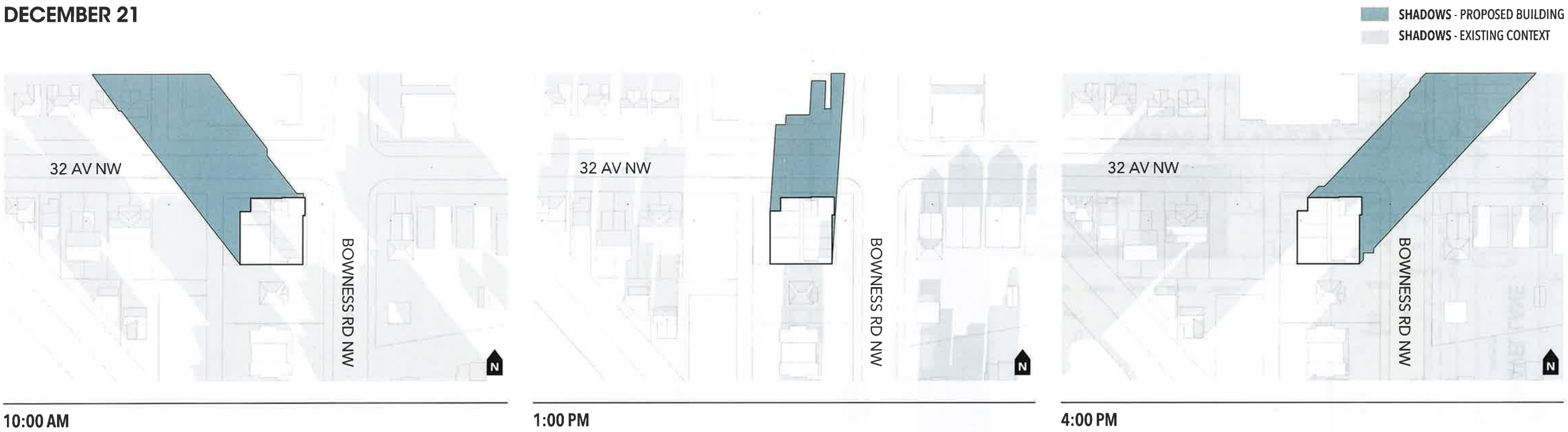
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FAAS

Sun Shadow Studies

DECEMBER 21

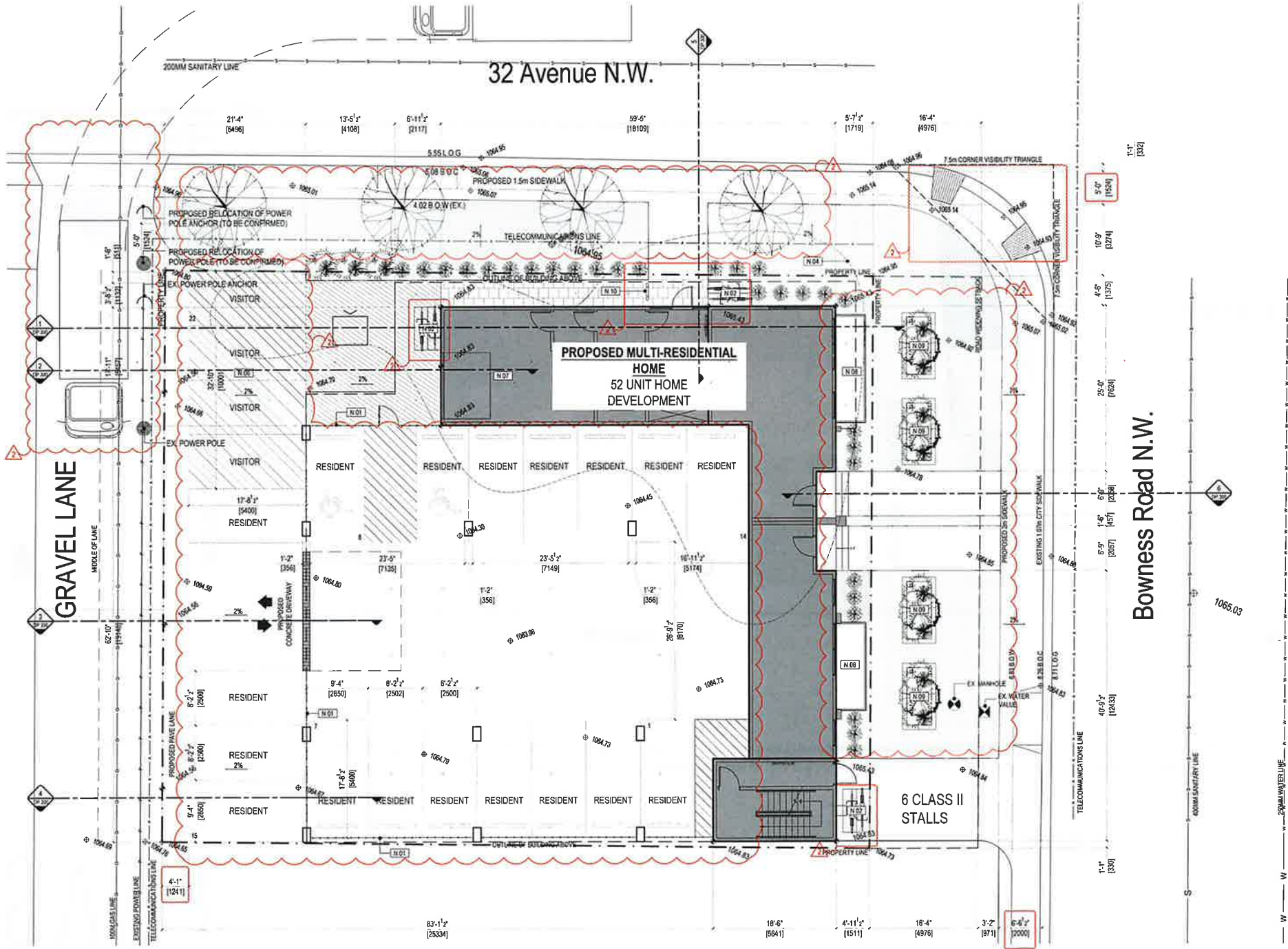


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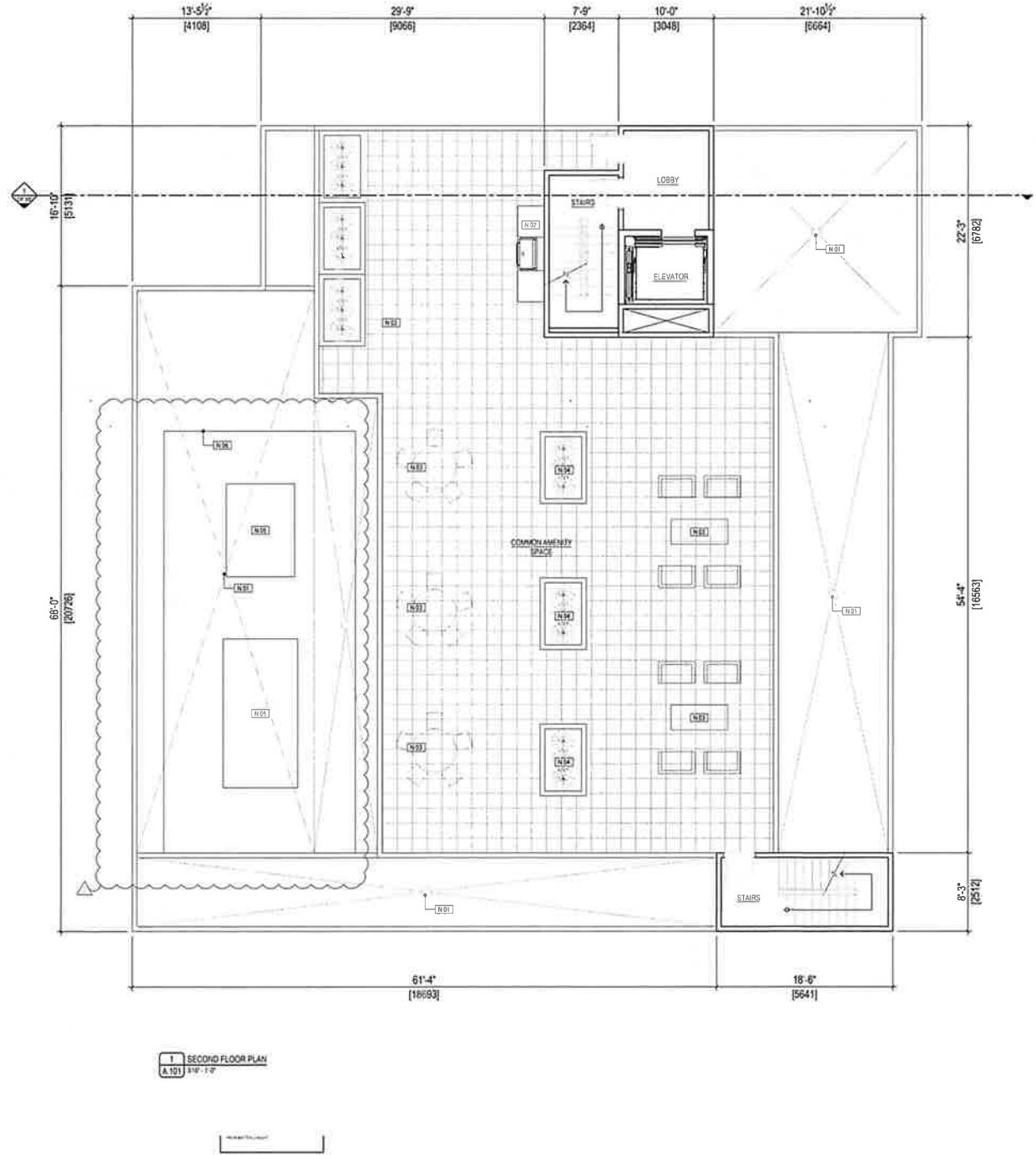
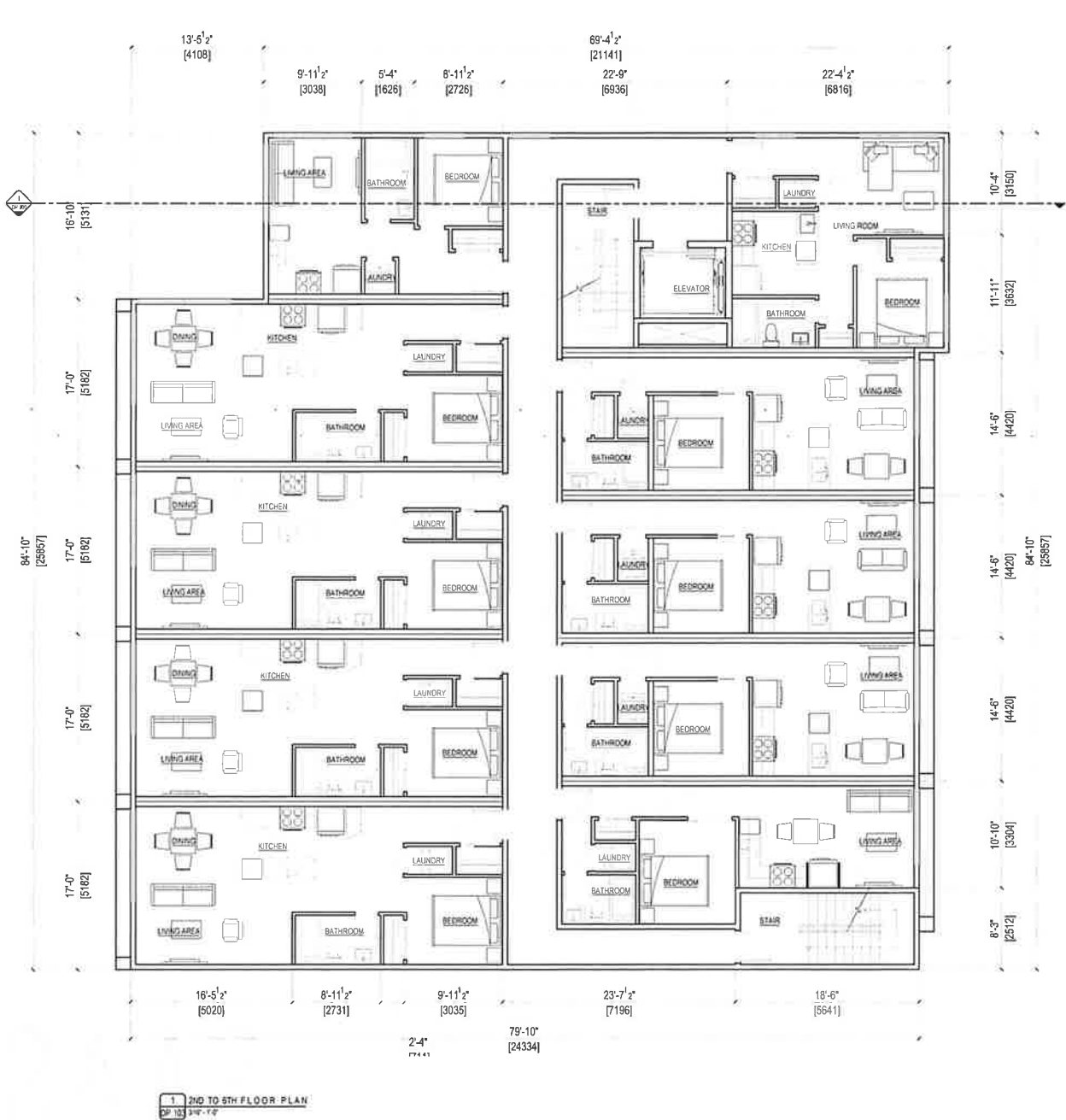
FAAS

DP2020-8317 Site Plan



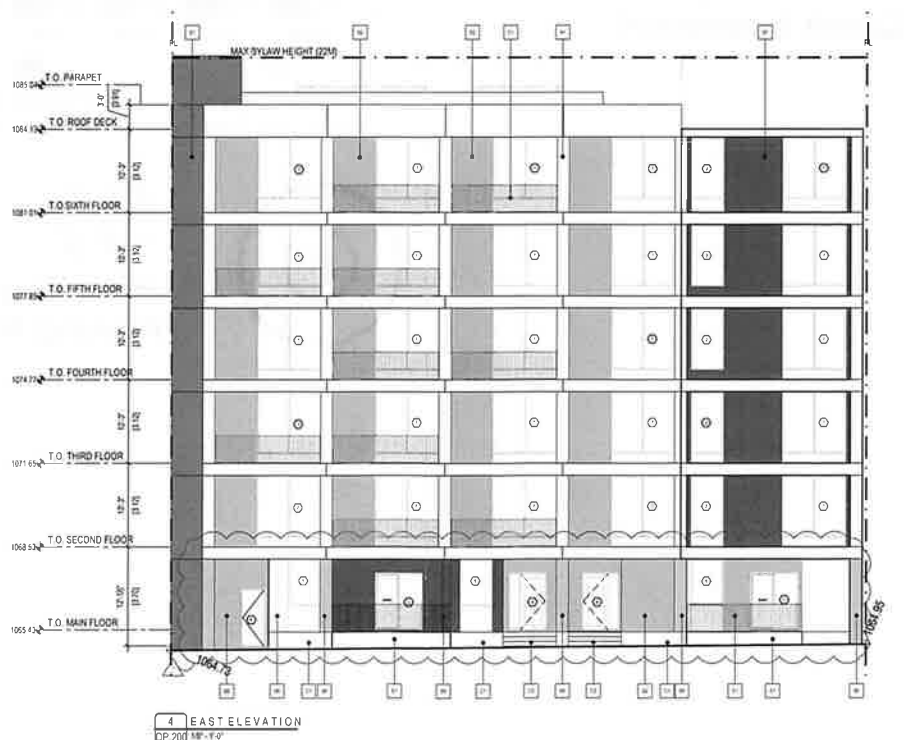
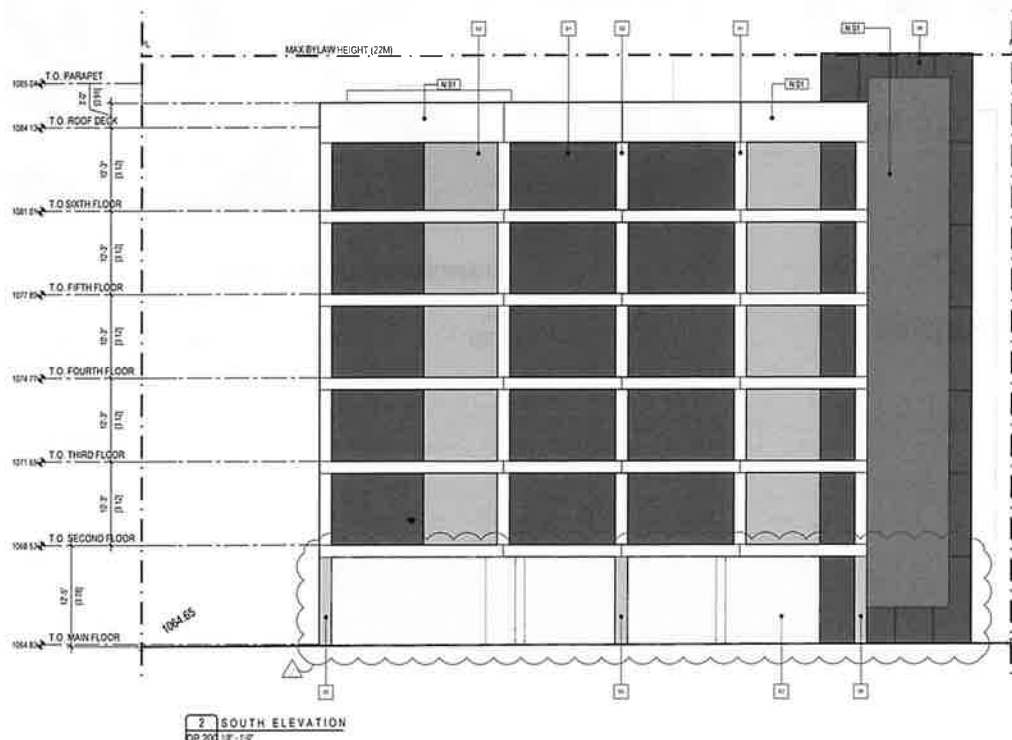
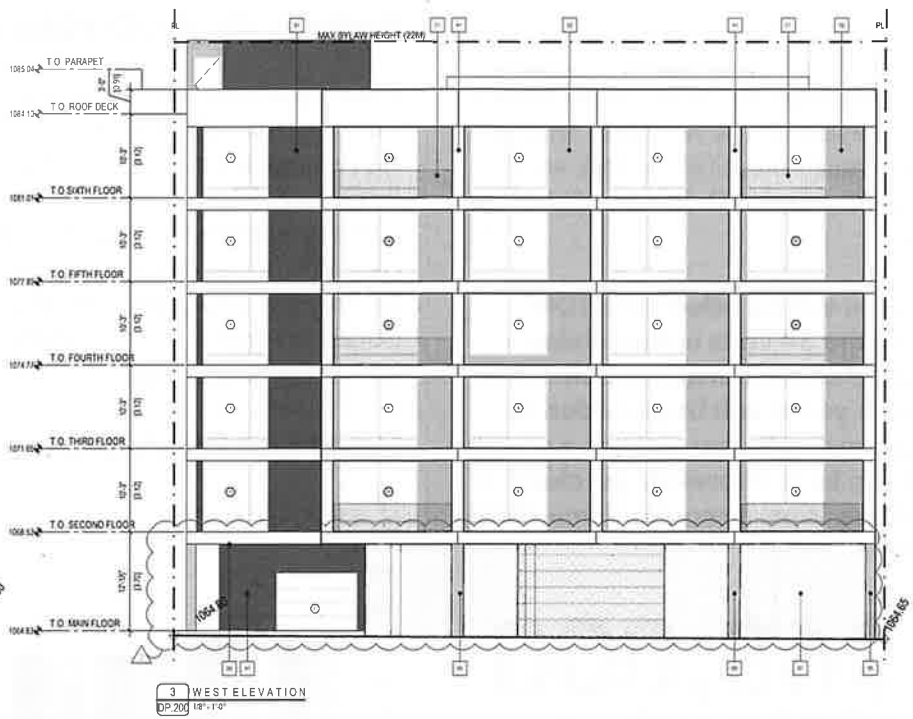
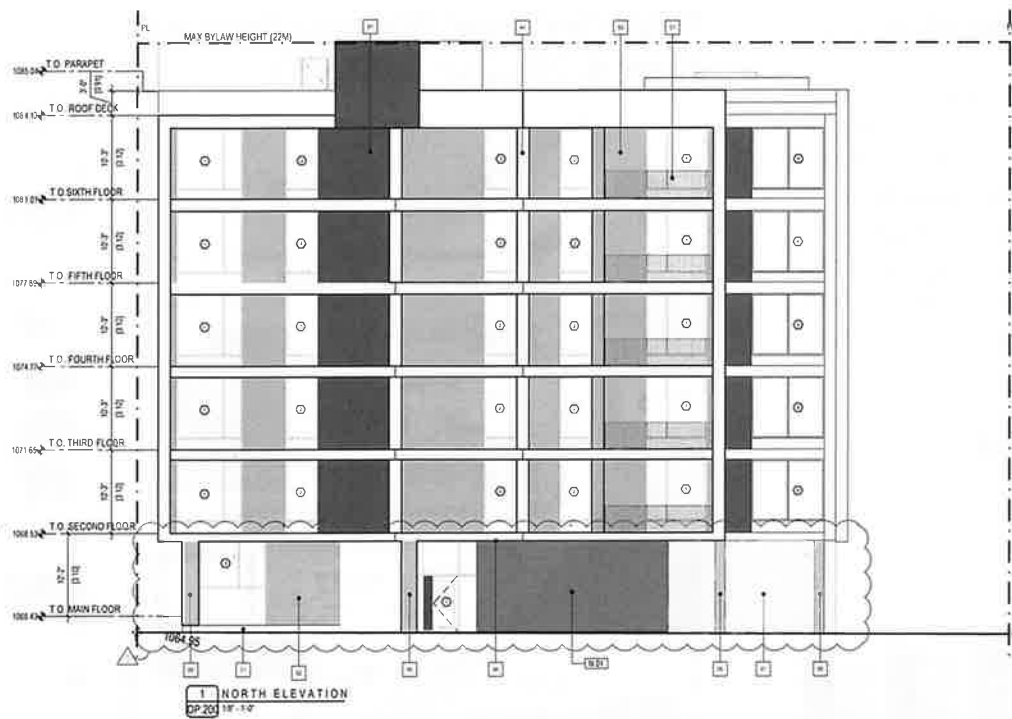
F A A S

DP2020-8317 Storeys 2-6 Plan, Rooftop Plan



F A A S

DP2020-8317 Elevations



FAAS

Parking Study + Transportation Demand Management

Key Findings

The Parking Study concluded that a 3 stall resident parking relaxation is required and supportable based on available transportation options and a proposed TDM strategy.



22
On-Site Vehicle
Stalls Provided

Residential Stalls: 18 (21 required - 0.75 per unit base with 25% frequent transit reduction, 25% bicycle reduction)
Residential Visitor Stalls: 4 (4 required - 0.1 per unit base with 25% frequent transit reduction)



66
On-Site Bicycle
Stalls Provided

Class 1 Stalls: 60 (26 required - 0.5 per unit)
Class 2 Stalls: 6 (6 required - 0.1 per unit)

TDM Strategy

The 3 stall parking relaxation has been determined acceptable by Bunt based on the relatively small unit sizes (all 1 bedroom) and tenure (all rental), which correlate in parking literature with lower rates of vehicle ownership.

The parking relaxation will be offset by a TDM strategy. For each of the 34 units not receiving a parking stall, a \$2,000 active transportation credit (\$400 per year over 5 years) will be provided to support residents choosing to live without a private vehicle. The credit can be put towards purchase of transit passes, carshare trips, e-scooter (Lime, Bird), or rideshare (Uber).

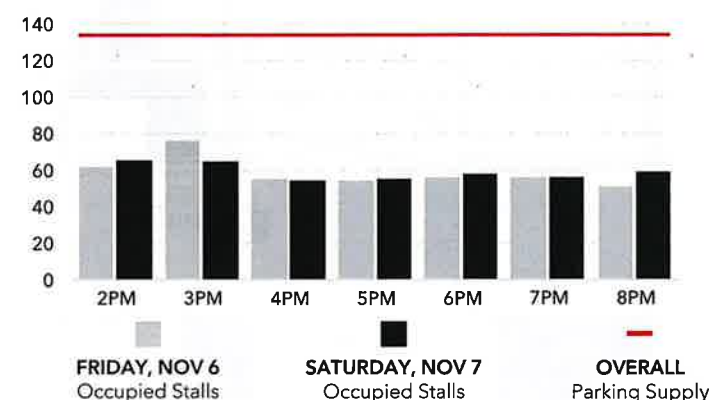


\$68,000
Active Transportation
Credit Investment

Parking Study: On-Street Surplus

Hourly parking occupancy counts were completed for unrestricted parking near the site on Friday, November 6 and on Saturday, November 7 between 2:00pm-8:00pm in the evening when resident parking demand is highest. The peak on-street parking demand occurred on the Friday at 3:00pm. During this peak time, an unused supply of 57/133 public on-street parking stalls remained on streets within the study area.

On-Street Parking Demand



57
Peak Hour
Parking Stall Surplus

Peak On-Street Parking Demand (Nov 6, 2020 at 3:00pm)

