

# Applicant Outreach Summary



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## Stakeholder Outreach Summary.

Loop 36:  
LOC2021-0129 / DP2021-6711

ISSUED  
25.02.2022

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## Applicant-Led Stakeholder Outreach Summary

LOC2021-0129 / DP2021-6711

### OUR PROCESS

CivicWorks and Oldstreet are committed to being good neighbours and working with stakeholders throughout a land use change and development application process. The project team undertakes a meaningful and appropriately-scaled outreach process in support of all applications to ensure a clear and transparent process for all stakeholders.

Our stakeholder outreach process began in late August 2021, and included the following key strategies:



#### On-Site Signage

Large supplementary on-site signage is installed early in the application process. Signage remains on-site to share detailed project information and visualizations directly with surrounding neighbours and provide project team contact information until a Council decision.



#### Hand Delivered Mailers

Detailed project mailers are hand delivered to surrounding area neighbours within a 200m radius of the project site to share project information and provide project team contact information.



#### Phone Line & Email Address

An outreach phone line and email inbox provides a direct line of contact for stakeholders to communicate with the project team. The outreach phone number and email address are listed on both mailers and on-site signage.



#### Stakeholder Memo

A brief summary of the development vision, conceptual site plans and a planning and design rationale for the proposed change are shared directly with the local area Community Association and Ward Councillor's office.



#### Online Public Information Session: January 19, 2022

The project team met with Administration, Marda Loop Communities Association, Elbow Park Residents Association and local area stakeholders on January 19, 2022 to discuss active Missing Middle projects in the Marda Loop communities. Background information about the event and key outcomes is provided on pg. 2.

### BALANCING INTERESTS

Our role as Applicant / 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. Through this process, we consider:

- 1. Calgary's Sustainable Growth & Development Goals**  
City-wide goals and priorities that shape the future of Calgary's communities.
- 2. Local Area Policy**  
Existing and emerging plans and policies that guide local area development.
- 3. Development Vision & Design Principles**  
'Missing Middle' projects that provide greater housing choice for Calgarians looking to live in amenity-rich communities.
- 4. Economic Viability**  
The need to design and deliver financially viable projects.
- 5. Stakeholder Feedback**  
What various stakeholders think and say about a proposed project or specific issue.

### OUR COMMITMENT

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

- 1. We will provide you with detailed information about the project.**
- 2. We will ask for your thoughts on key areas of the project.**
- 3. We will share what we heard through the course of our process and our team's response to it.**

# Online Public Information Session: January 19, 2022

## Active 'Missing Middle' Housing Development Applications in Marda Loop

### BACKGROUND

On January 19, 2022, The City of Calgary hosted an Online Public Information Session to bring together City Planning Staff, representatives of the Marda Loop Communities Association (MLCA) and Elbow Park Residents Association (EPRA), project Applicant team, and local area residents to discuss several active 'Missing Middle' housing development applications in Marda Loop communities, including the subject application. At this late stage in the application review and outreach process, the 3-hour (6-9PM) session provided an opportunity for:

- City of Calgary Administration to share policy and application review process information;
- The Applicant team to share project-specific information and address late-arising feedback from the MLCA and EPRA following a MLCA board and leadership change in late October 2021; and
- Representatives of the MLCA and ERPA to share their project specific questions and concerns directly with Administration and the Applicant team, followed by a live moderated Q&A session.

### NOTIFICATION & ATTENDANCE

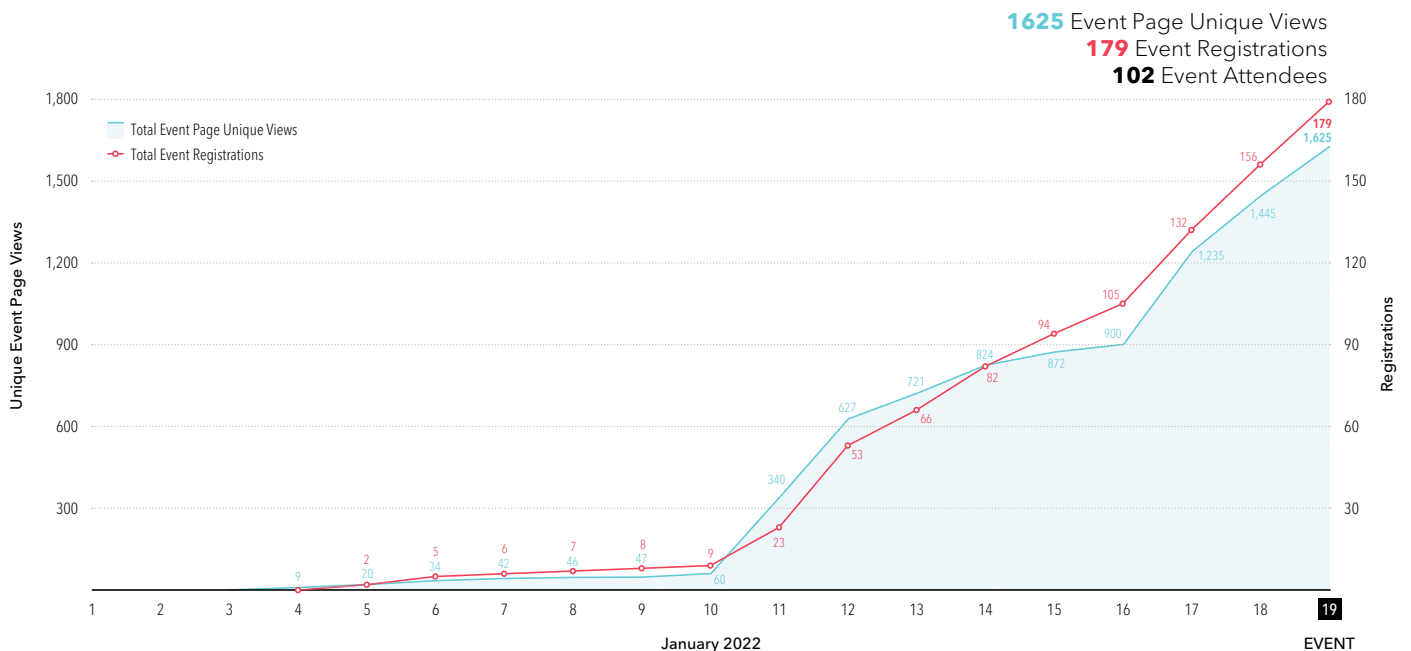
The Online Public Information Session was widely advertised by the Applicant team through:

- A dedicated Eventbrite registration and event information webpage shared widely by Applicant team, The City of Calgary, and MLCA / EPRA;
- Emailed invitations to members of the MLCA / EPRA;
- Custom event on-site signage across all four project sites with mobile-ready QR codes linked to the dedicated Eventbrite page; and
- Hand delivered event invitations to surrounding area residents within 200m of project sites.

During a 16-day advertising and notice period, the dedicated Eventbrite page received 1,625 unique page views and 179 registrations for the online event. 102 participants attended the 3-hour event on January 19, 2022.

Following the event, Administration shared a list of questions raised by the MLCA, EPRA and event participants. Questions were categorized by those posed to City Administration and questions for the Applicant team.

### EVENTBRITE STATISTICS



**EVENT ON-SITE SIGNAGE + MAILER**

### Online Public Information Session

#### Active 'Missing Middle' Housing Development Applications in Marda Loop

**Online Public Information Session**

The City of Calgary is hosting an online Public Information Session to bring together City of Calgary Planning Staff, representatives of the Marda Loop Communities Association and Elbow Park Community Association, project Applicant teams, and local area residents to discuss several active 'Missing Middle' housing development applications (see reverse) in Marda Loop communities. In accordance with current public health guidelines and stakeholder outreach best practice, this Public Information Session is being hosted online via Microsoft Teams.

**DATE:** January 19, 2022  
**TIME:** 6-9PM  
**LOCATION:** Online via Microsoft Teams

To find out more information or to register for this event, scan the QR code with the camera app on your mobile device.

**What is 'Missing Middle' Housing?**

'Missing Middle' housing refers to a broad range of 2 to 3 storey buildings with multiple units and a variety of unit sizes, situated in walkable neighborhoods with easy access to transit, amenities and daily needs.

Many of these building types are 'Missing' because they have been severely restricted since the mid-1940 by strict zoning and parking requirements. This form of housing sits in the 'Middle' of the development spectrum between detached single-family homes and mid-rise to high-rise apartment buildings, in terms of form, scale, number of units and often, affordability. And while they are "missing" from our new building stock, these types of buildings from the 1920s and 30s are beloved by their residents and neighbours alike.

Today, the development of new 'Missing Middle' housing helps solve the mismatch between available housing stock and shifting demographics, while responding to the growing demand for more diverse housing options in walkable and amenity-rich inner-city neighbourhoods.

The applications identified below are currently under review by The City of Calgary. Each individual Applicant is responsible for leading community outreach efforts connected to their proposal. City of Calgary Staff will be in attendance at this Information Session to share information about The City's application review and decision-making process.

To learn more about each application and track its status in the development application review process, visit The City of Calgary's Development Map at [dmap.calgary.ca](http://dmap.calgary.ca) and enter the below addresses or application reference numbers into the search field:

**1531 33 AV SW** LOC2021-0065 / DP2021-2902

Project Owner: Eagle Crest Construction  
Urban Planning / Land Use Redesignation: CivicWorks Architecture / Development Permit: FAAS

**3719 14 ST SW** LOC2021-0072 / DP2021-3256

Project Owner: Eagle Crest Construction  
Urban Planning / Land Use Redesignation: CivicWorks Architecture / Development Permit: FAAS

**1743, 1749 36 AV SW** LOC2021-0129 / DP2021-6711

Project Owner: Oldstreet  
Urban Planning / Land Use Redesignation: CivicWorks Architecture / Development Permit: FAAS

**1615, 1619 33 AV SW** LOC2021-0173 / DP2021-8079

Project Owner: Oldstreet  
Urban Planning / Land Use Redesignation: CivicWorks Architecture / Development Permit: FAAS

**SUBJECT APPLICATION**

## What We Heard + Team Response

### PURPOSE

Through the review and analysis of all stakeholder feedback received to date, including the questions and comments shared with the Applicant team during and following the Online Public Information Session, the project team has identified 9 key themes of stakeholder interest. The following sections outline What We Heard about each key theme area along with the Team Response. This section only addresses questions / comments submitted to (or identified for) the Applicant specific to the subject application.

### RESULTING APPLICATION CHANGES

1. Removal of Permitted Uses referencing simplified plans within the DC Bylaw. Revised DC District with specific purpose statements and detailed rules that allow the proposed development to proceed as a Discretionary Use.

2. Introduction of contextual building height transitions and chamfer rules that reflect existing M-CG District rules and allow for more sensitive transitions to the adjacent property.
3. Building mass shifted X.Xm further west.
4. All unit access removed from the neighbouring eastern property interface and shifted to the interior courtyard.
5. Addition of electric vehicle charging rough-ins and secure mobility storage with outlets for e-bikes and scooters.
6. Integration of a private and secure waste / recycling storage and collections strategy.
7. Lowered carport roof pitch to mitigate shadow impacts.
8. Lowered stoops for more accessible flat-style unit entry.



# 1. Growth + Change

## WHAT WE HEARD

A number of questions were raised about how these types of 'Missing Middle' development proposals align with City of Calgary goals and policies and if there were successful built examples of this kind of development in Calgary.

### Verbatim Comments

"I ask: why do we need these type of units. What need does it fill?"

"Yeah can we see examples of where these have worked well? Where resident in the neighborhood are happy with these?"

## TEAM RESPONSE

### City-wide Policy Goals + Neighbourhood Evolution

Marda Loop is an eclectic and evolving community that benefits from a thriving Main Street corridor along 33 and 34 Avenues. The neighbourhood is walkable, well-connected and offers many commercial amenities for daily need and community services like parks, schools, and community centres. The City of Calgary has placed policy priority on building more complete, diverse and resilient communities that make sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal funding capital. These priorities are reflected in the goals and policies of the *Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)*. One of the MDP's key targets seeks to accommodate 50% of new growth within existing and established communities.

The proposed DC District is consistent with the goals and policies of these city-wide plans, which encourage:

- The development of innovative and varied housing options in established communities;
- More efficient use of infrastructure; and
- More compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

In order to support greater housing choice and reinforce more complete and resilient residential neighbourhoods, the *MDP* also identifies ground-oriented housing as a key component of complete communities and encourages growth and change in low density residential neighbourhoods through the addition of a diverse mix of ground-oriented housing options.

### Similar Developments in Calgary

Rowhouses, townhouses and other similar development forms have become more common in Calgary in recent years with recent Land Use Bylaw updates designed to meet *MDP* goals by supporting a broader range of housing options and forms. The Land Use Bylaw currently includes a number of Land Use Districts that allow various elements included in the proposed DC District, including rowhouse-style developments with Secondary Suites, stacked units, parking reductions and courtyard layouts in one form or another. As a result there are a number of examples of successful developments with a similar scale, layout, and/or parking approach that sensitively integrate into low density neighbourhoods around Calgary.

### What is 'Missing Middle' Housing?

'Missing Middle' housing refers to a broad range of 2 to 3 storey buildings with multiple units and a variety of unit sizes, situated in walkable neighborhoods with easy access to transit, amenities and daily needs.

Many of these building types are 'Missing' because they have been severely restricted since the mid-1940 by strict zoning and parking requirements. This form of housing sits in the 'Middle' of the development spectrum between detached single-family homes and mid-rise to high-rise apartment buildings, in terms of form, scale, number of units and often, affordability.

Today, the development of new 'Missing Middle' housing helps solve the mismatch between available housing stock and shifting demographics, while responding to the growing demand for more diverse ground-oriented housing options in walkable and amenity-rich inner-city neighbourhoods.

## 2. Building Form

### WHAT WE HEARD

Some stakeholders raised concerns about the impact of added density of the proposed developments on the community character, as well as the built form impacts on the neighbouring properties.

#### Verbatim Comments

*“What measures have been taken to ensure that these applications reflect thoughtful form and scale with minimal visual impact?”*

*“Where do the kids play?”*

*“Please explain how these development applications align with the following MDP principles:*

*“Ensure infill development complements the established character of the area and does not create dramatic contrasts in the physical development pattern.”*

### TEAM RESPONSE

#### Building Fit

Low scale rowhouse and townhouse-style buildings represent a best-practice solution to providing additional housing options in established communities while still maintaining sensitive transitions to existing homes. The proposed developments feature a three storey form and have been designed to fit within the eclectic character of the surrounding neighbourhood. The proposed development vision provides for medium density while following the low scale building form rules that are found within the subject site’s existing M-CG District – a Land Use District specifically intended to be located in close proximity or directly adjacent to low density residential development.

#### Amenity Space

The proposal includes almost 100% more amenity space than would be required by a stock multi-residential district (proposed  $\pm 9.6\text{m}^2$  / unit vs. typically required  $5\text{m}^2$  / unit), through a combination of common high-quality courtyard amenity space at-grade and private balconies for larger units. Often, courtyard-style rowhouse developments place a drive aisle and parking stalls between buildings. The proposed design instead turns that area into a landscaped courtyard for resident use. The proposed courtyard area is  $\pm 22.7\text{ft} / 6.9\text{m}$  deep ( $\pm 8.5\text{m}$  building face to building face) and is designed as a shared amenity space with an open and inviting feel that encourages daily interactions between future residents.

#### Privacy

The proposed building design and orientation is intended to maintain privacy for neighbouring properties. Windows have been strategically placed and sized, and private amenity spaces oriented to the street or courtyard to limit overlooking. Selective window frosting is also applied to further mitigate potential privacy impacts at neighbouring property edges.

#### Shadow Studies

Shadow studies have been prepared as part of the Development Permit process by a registered architect using industry standard software.

*For comparative shadow studies that examine the potential impacts of the existing M-CG District maximum building envelope vs. the proposed DC District development vision, please refer to pg. 22.*

### 3. Future Residents

#### WHAT WE HEARD

Some stakeholders raised questions about the intended tenure and market demand for these types of units and how units will accommodate residents in all stages of life.

#### Verbatim Comments

*"Where would you shop without a vehicle?"*

*"Please explain the difference between micro suites and secondary suites"*

*"What is relatively affordable? Please explain this "middle" your addressing."*

#### TEAM RESPONSE

##### Tenure

The proposed developments have been specifically designed to operate as purpose built rentals. Oldstreet will manage these rental units, and is committed to being a part of the Marda Loop community in the long-term. Oldstreet is also pursuing CMHC financing options, which would require that units remain as rentals, with a portion of units rented at below market rates for at least 10 years. There are no plans to transition to individual units sales in the future.

##### All Ages, Wages, and Stages

The proposed development vision offers a diverse mix of unit types and rental rates that appeal to a variety of future residents across a range of lifestyles and stages. The proposed development vision features three distinct housing options within one community – 8 larger, two-level townhome-style units ( $\pm 1,100\text{ft}^2$ ), 3 mid-size flat-style units ( $\pm 650\text{-}890\text{ft}^2$ ), and 11 smaller studio-style units ( $\pm 400\text{-}450\text{ft}^2$ ). Future residents may include families, students, young professionals, couples, and downsizers who value vibrant and walkable neighbourhoods like Marda Loop.

##### Market Demand

Marda Loop is a desirable community with strong market demand for new rental options in the neighbourhood. The proposed rowhouse units and smaller basement units offer a range of housing types that renters can choose from. Recently completed projects of a similar scale and unit mix are finding that the small car-free units are experiencing considerable demand with high occupancy and uptake in similar neighbourhood contexts (eg. Capitol Hill, Killarney, and Banff Trail).

##### Affordability

The proposed developments are not intended to fall under the publicly provided "affordable" housing spectrum, however Oldstreet is pursuing CMHC financing options as part of the National Housing Strategy. The terms of this financing require that a development's total rental income is at least 10% below market rental rates for at least 10 years. Pending Council decision on the land use redesignation applications, these developments are anticipated to qualify based on the success of past applications.

##### Secondary Suites vs. Dwelling Units

The proposed development vision features smaller car-free Dwelling Units as part of the purpose-built rental development. Because these units will be rented, they will ultimately function the same whether they were considered Dwelling Units or Secondary Suites.

Dwelling Units come in a range of formats that can be stacked including multi-level rowhouses, basement units and flats. Dwelling Units count towards a site's overall density calculation and may be separately titled. Dwelling Units have a range of different parking policies in the Land Use Bylaw, depending on the type of unit and site context.

Secondary Suites have a specific definition in the Land Use Bylaw. Secondary Suites are only allowed within certain low density Land Use Districts and are considered part of and secondary to a primary Dwelling Unit. This means that a Secondary Suite does not count towards a development's overall density calculation, and if the development becomes a condominium in the future the Secondary Suites can only be sold as part of a larger Dwelling Unit. Secondary Suites also have associated parking reduction policies in the Land Use Bylaw that allow for car-free suites when meeting certain location and size criteria, as well as discretionary policy that supports Administration's discretion to relax parking requirements in contexts with easy access to frequent transit.

## 4. Direct Control District

### WHAT WE HEARD

Some questions were raised about the necessity for a Land Use Redesignation to a Direct Control District for the proposed developments and why one of the existing stock Districts would not work.

#### Verbatim Comment

*"how legislation have gaps with the multiple development observed that already match the missing middle?"*

### TEAM RESPONSE

#### Direct Control Process

The proposed Direct Control (DC) District and concurrent Development Permit have undergone extensive review by Administration, the Urban Design Review Panel (UDRP) and the City's dedicated DC Review Committee. The UDRP endorsed the proposed DC and supporting Development Permit, while the Direct Control Review Committee confirmed that the proposed DC District and supporting development vision met the criteria outlined in the Land Use Bylaw for the use of a DC District.

Administration, UDRP and the DC Review Committee all provided feedback to the Applicant team to better align the proposed DC District with the existing Land Use Bylaw framework that relies on detailed and generalizable building design rules rather than site specific plans. Through the course of the application review and stakeholder outreach process, the proposed DC District rules were developed and refined through a series of iterations that integrated a clear purpose for the DC District, alignment with broader City-wide goals and policies, and comprehensive building and site design rules that allowed for medium density in a low scale form.

#### Land Use Bylaw Gap

The proposed DC District offers a unique approach to low scale multi-residential housing that isn't supported through any existing District in the current Land Use Bylaw. The Land Use Bylaw does not have a District that supports *medium density* outcomes in a *low scale* building form. Currently medium density developments are only supported within apartment-style building forms within Multi-Residential Districts like M-C2. This type of development is often referred to as "invisible density" because it allows more people to live in established communities without the built form impacts of a larger apartment-style building.

The proposed DC District is expressly designed to fill a Land Use Bylaw policy gap for a District that:

- Accommodates grade oriented Multi-Residential Development of low height and medium density;
- Accommodates Multi-Residential Development where intensity is measured by floor area ratio to provide flexibility in building form and unit size and number;
- Establishes specific motor vehicle parking, bicycle parking and mobility alternatives storage requirements for smaller units;
- Provides for individual, separate, direct access to grade for all units; and
- Provides for a sensitive transition to adjacent low-density residential development.

The proposed DC District also features other innovative building design rules that facilitate:

- Individual access to grade for all units; and
- Generous building separation for the provision of an interior common courtyard amenity; and
- Contextually appropriate parking requirements.

The proposed building form approach is similar in scale to the existing M-CG District, which is designed to allow for low scale multi-residential developments be built directly beside low density residential homes. Rather than a maximum density rule, the proposed DC District includes a Floor Area Ratio (FAR) rule, that maintains a low scale building form by limiting a development's overall floor area to 1.5FAR (ie. the total maximum floor area is equal to 1.5 times the total site area), a form-based approach seen in the M-C2 District.



## 5. Parking

### WHAT WE HEARD

The project team heard concerns related to the reduced on-site parking supply proposed and the feasibility of a car-free lifestyle in Marda Loop.

#### Verbatim Quotes

*"What research do you have to support that people who buy these units won't have cars?"*

*"Does the DC waive 1 stall per unit parking requirement?"*

*"How will these developments accommodate electric vehicles and e-bikes?"*

### TEAM RESPONSE

#### Site Connectivity

The project site was chosen because it is well connected and within easy walking distance to a number of community amenities including parks, grocery stores and local area businesses. The subject site is within a ±5 minute walk of frequent transit routes, and has excellent access to other alternative and sustainable modes of transportation, including cycling and car share options.

#### On-street Parking Supply

The subject site is not currently located in a Residential Parking Permit (RPP) zone. Should an RPP zone be enacted in the future, residents living in car-free units within the proposed development will not be eligible for a Residential Parking Permit from the Parking Authority, and will not be able to park in permit-restricted areas. With an 80% consensus among property owners along a block face, local area residents can apply for RPP zones and parking restrictions along their street through the Calgary Parking Authority.

#### Direct Control Parking Supply Reductions

The proposed DC District includes parking rules that reference the more contemporary regulations of the R-CG District. The parking rules in the R-CG District were approved by Council to acknowledge a lower documented rate of vehicle ownership for small suites (<45m<sup>2</sup> / 484ft<sup>2</sup>) when units:

- Are within 150m of frequent transit service, and
- Provide storage space for bikes / mobility options.

Half of the proposed units are smaller car-free units with dedicated storage space for bicycles and mobility alternatives that meet the R-CG parking reduction criteria.

#### Living Without a Car

Marda Loop is a well-connected community and many residents choose to live in the area without a personal vehicle. Many daily destinations including grocery stores, pharmacies and local services are located along the 33 and 34 Avenue Main Street corridors, within easy walking distance of the subject site. Frequent transit service in the area also provides even broader access to the Downtown Core, Mount Royal University and beyond.

Based on an analysis of data from Alberta Transportation vehicle registration data (2021), Canada Post dwelling counts (2021) and the City of Calgary census data, the communities in and around Marda Loop see roughly 20% of households choosing to live without a personal vehicle. Furthermore, ±39% of households in this area only own one vehicle. These findings indicate that a significant portion of local area residents may benefit from additional housing options that offer a parking supply tailored to their vehicle ownership preferences.

*For additional information about local area vehicle ownership and alternative transportation options, please refer to pg. 16-19.*

#### Electric Vehicles

Carport electrical servicing and 240v electrical rough-ins will ensure the project is Electric Vehicle ready, allowing charging stations to be easily installed if and when there is resident demand. The secure storage areas for bicycles and mobility devices will all have individual outlets that can be used to charge electric bicycles or scooters.

#### Loading

The City of Calgary Land Use Bylaw does not require grade-oriented multi-residential developments with individual unit entries to have a dedicated loading stall. There are opportunities for residents to temporarily park on 17 ST or 36 AV SW in order to accommodate loading.

*Note: A supporting Parking Study demonstrating a rationale for the proposed parking supply has been prepared by a registered Transportation Engineer at Bunt & Associates, and has been reviewed by City Administration.*

## 6. Applicant-Led Outreach

### WHAT WE HEARD

Certain stakeholders raised questions about the stakeholder outreach process, how their feedback has been considered or incorporated, the purpose of the Online Public Information Session, and next steps.

#### Verbatim Comments

*"Is this really the first real full community stakeholder engagement on these projects?"*

*"was any change to the plans made or will any changes be made, based on the comments received from the communities?"*

### TEAM RESPONSE

#### Outreach Process

The project team's Applicant-led outreach process, launched in September of 2021 was designed to provide multiple channels for stakeholders to learn about the vision for the proposals early on and share their thoughts. As part of our outreach process, the team hand delivered ~200 postcards to surrounding area neighbours and installed custom on-site signage with detailed information about each project, along with project team contact details (phone and email).

At application submission, the project team also shared detailed project memos with the Marda Loop Community Association (MLCA) and Ward 8 Councillor's office, outlining the key details and planning rationale for the proposed change, along with information about our outreach process.

The project team's Applicant-led outreach process was complimented by the City's standard stakeholder outreach process, which included a large format notification sign and letters shared with neighbours.

Through these efforts, the project team received a standard level of feedback and the project team prepared a *What We Heard Summary* that provides an overview of what we heard, what we changed or did not change, and why. This *Summary* forms the majority of this document and was shared with stakeholders and Administration for inclusion on the Public Record.

*For additional information about our outreach process, please refer to pg. 2-4.*

#### January 19, 2022 Digital Information Session

Information about the subject was first shared with the MLCA and surrounding stakeholders in September 2021. The project team and Administration did not receive any comments from the MLCA for several months.

In November 2021, the MLCA and EPRA asked for a number of active applications in the Marda Loop communities to be paused for more stakeholder engagement. In response, the Applicant team voluntarily withdrew several applications from the agenda of the December 2021 Calgary Planning Commission (CPC) meeting, and delayed the application decision process of all affected applications to address the Community Associations' concerns. The project team worked with City Administration to coordinate, advertise and attend an Online Public Information Session on January 19, 2022 that was open to all community members and attended by over 100 people.

*For additional information related to the Online Public Information Session, please refer to pg. 3-4.*

## 7. Waste & Recycling

### WHAT WE HEARD

Some stakeholders had questions related to the proposed private waste and recycling logistics, including bin storage and how private collection works.

#### Verbatim Comments

*"How will garbage and recycling be handled?"*

*"The frequency of waste removal will be determined by whom?"*

### TEAM RESPONSE

#### Private Collections

The proposed development will use a private collections company for waste, recycling, and organic waste. Waste, recycling, and organics bins will be stored in a dedicated and screened area in the sideyard. A total of 12 bins will be provided and shared among the residents.

The use of a private collection contractor like Blue Planet or Waste Management ensures that bins are picked up directly from the storage area and returned properly only at the time of collections to avoid a cluttered laneway. Bins will generally be picked up more often than the City of Calgary's public collection program, and pickup frequency can be adjusted over time to meet future resident demand.

*For additional information about proposed waste and recycling logistics, please refer to pg.21.*

#### Molok

While Molok in-ground bins are the preferred centralized waste management solution, overhead powerline clearance issues with the Molok crane collection equipment prevent the use of the system on the subject site.

## 8. Crime & Security

### WHAT WE HEARD

A few stakeholders had concerns regarding the security measures in place for the proposed developments.

#### Verbatim Comments

*"An open carport and a bunch of garbage bins will inevitably lead to more transient people in the neighbourhood. What are you doing for security?"*

*"What security do the vehicles have against break in and theft. This condition is rife? How will the development(s) address the considerations and practicalities of same?"*

### TEAM RESPONSE

#### Security

The proposed development will result in more "eyes on the street" along both the 17 ST and 36 AV SW streetscapes, the interior courtyard and laneway – a well-documented strategy for ensuring a safer, more secure urban environment through natural surveillance.

The proposed development vision and site design has carefully considered Crime Prevention Through Environmental Design (CPTED) measures to ensure the safety of residents and the property. Architectural features such as outdoor lighting, individual unit entrances, and windows overlooking the courtyard and laneway are incorporated into the design to ensure residents and neighbours feel safe. All waste and recycling bins are screened and stored in a dedicated staging area. Bike and mobility storage spaces are individually assigned, secure and enclosed.

## 9. Construction Considerations

### WHAT WE HEARD

A few stakeholders had questions about the impact construction would have on groundwater, stormwater and neighbouring properties.

#### Verbatim Comments

*"An open carport and a bunch of garbage bins will inevitably lead to more transient people in the neighbourhood. What are you doing for security?"*

*"Will they pay to move the electrical poles under ground?"*

### TEAM RESPONSE

#### Stormwater Management

Details related to stormwater management are considered through a required Development Site Servicing Plan (DSSP), which is prepared and submitted by a professional civil engineer and reviewed by the City of Calgary as part of the Development Permit process. In accordance with City requirements, the proposed development will include stormwater management infrastructure that captures and manages all stormwater on-site. This will prevent the site's stormwater run-off from draining off-site and potentially impacting surrounding area properties.

Civil engineers from both the project team and the City of Calgary Development Engineering team have not identified any site-specific issues related to stormwater or groundwater.

#### Road & Lane Access During Construction

Localized public lane or roadway closures are often necessary to tie new developments into water, gas and sanitary services. Any closures typically last between one to three days, with local resident access to homes maintained from the road and/or laneway during construction. Any time a public road or laneway is closed for construction, the City of Calgary requires advance notice to surrounding neighbour with information about any planned detours.

#### Power Pole / Line Relocation & Burial

No powerline burial is anticipated as part of the project. The project team is currently exploring options for potential strategic power pole relocation, with a target of avoiding relocation if possible.

# Appendix

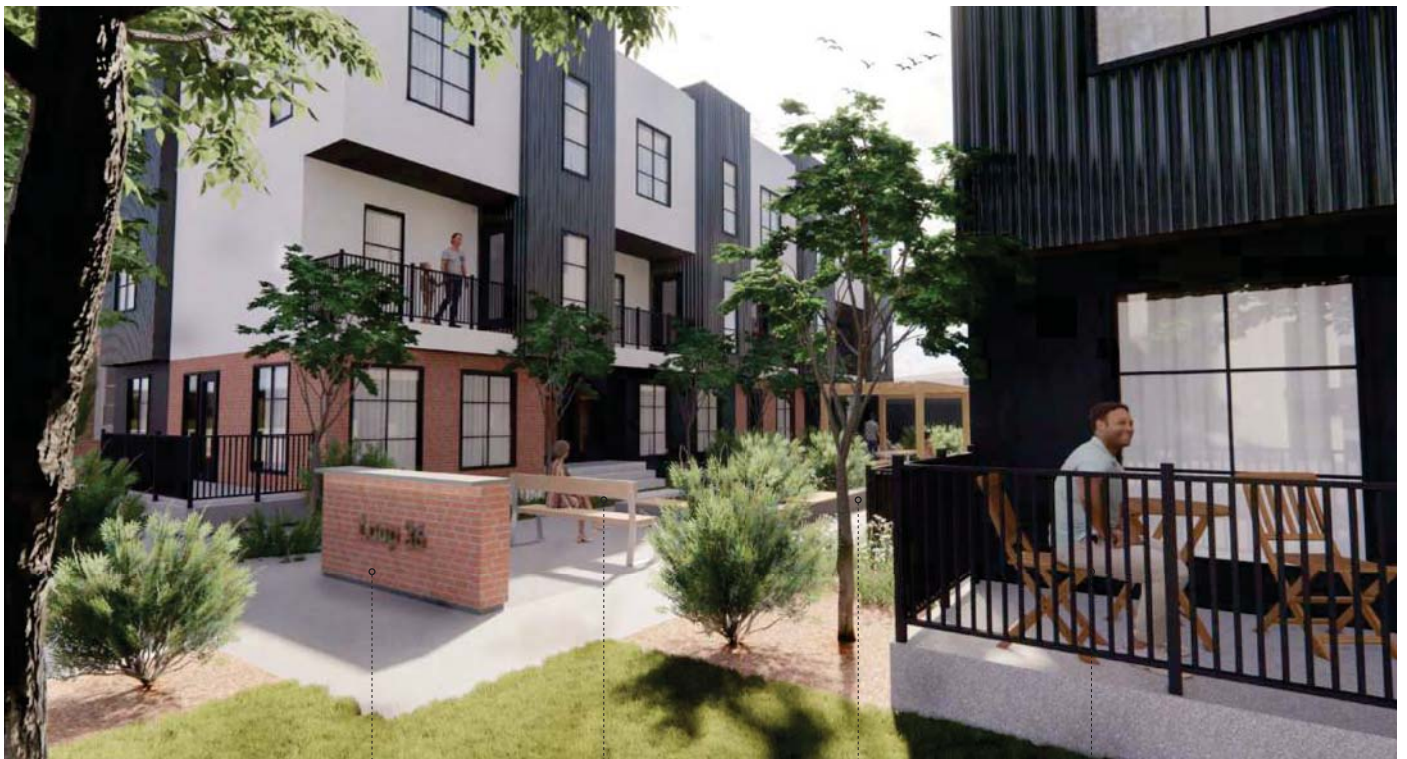
## Supplemental Materials



**Development Vision** Corner of 17 ST & 36 AV SW



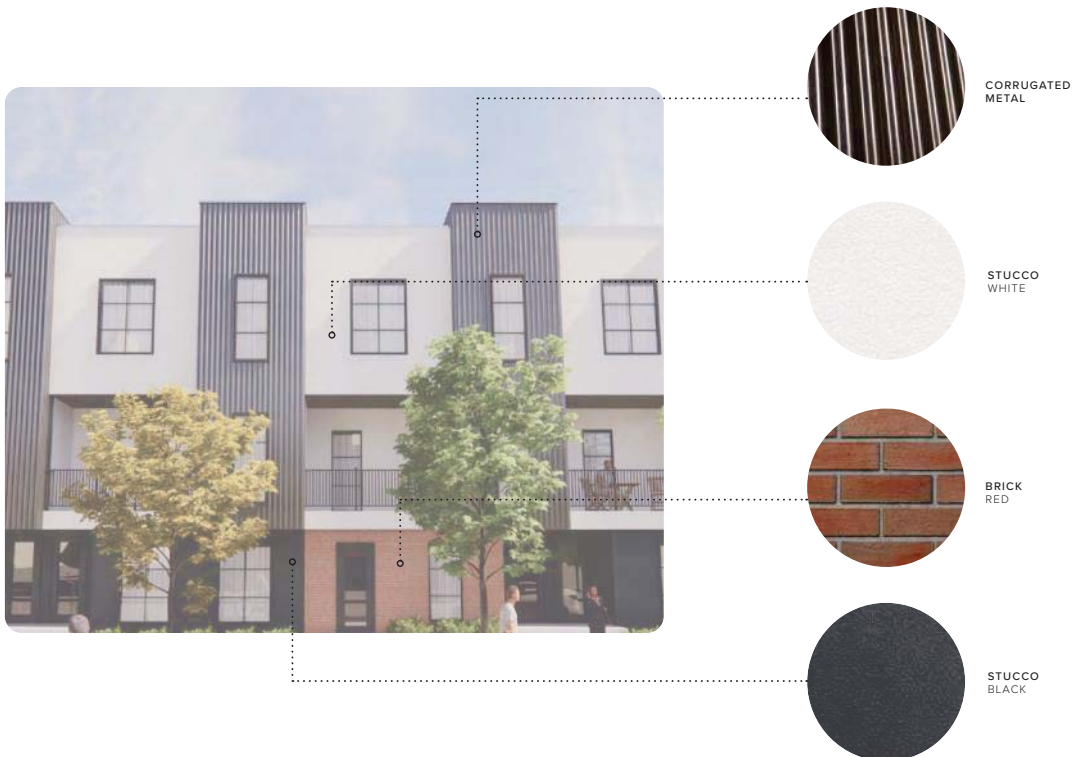
**Development Vision** Interior Courtyard



## Development Vision 17 ST SW Interface



## Development Vision Materiality

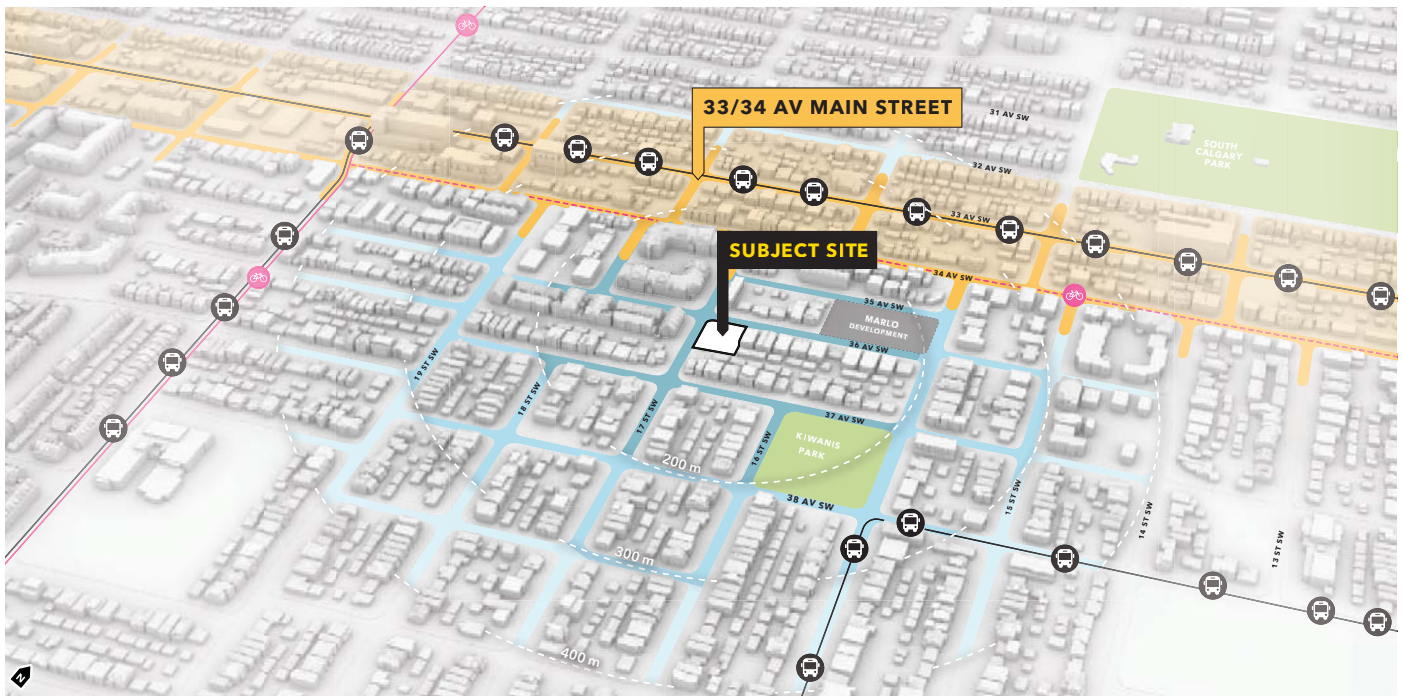




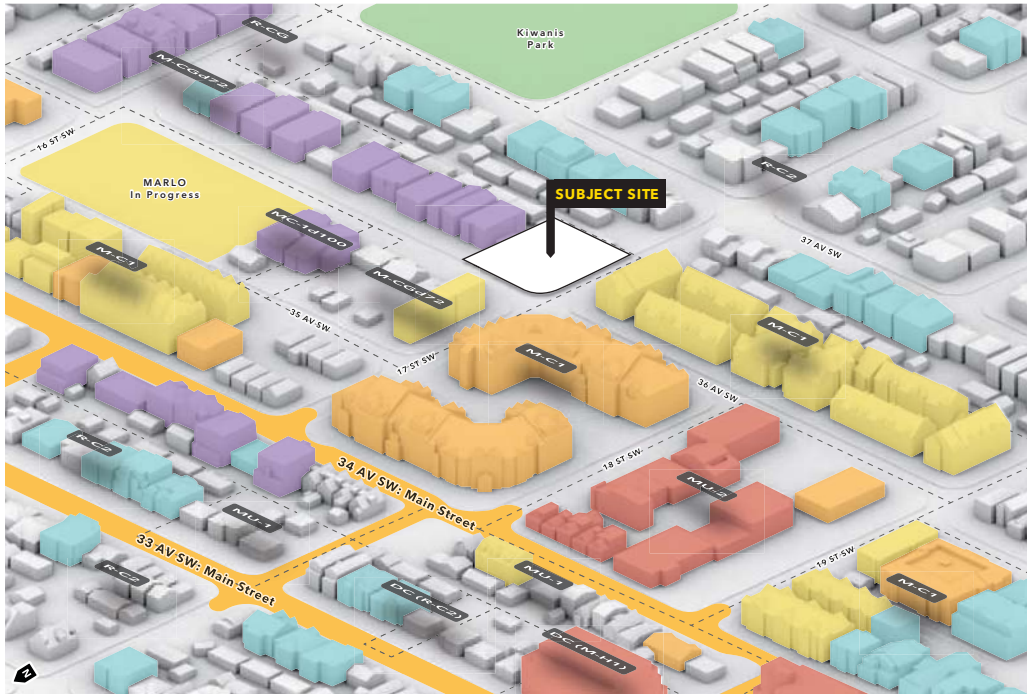
## Development Context Main Streets



## Development Context Transit & Cycling Routes

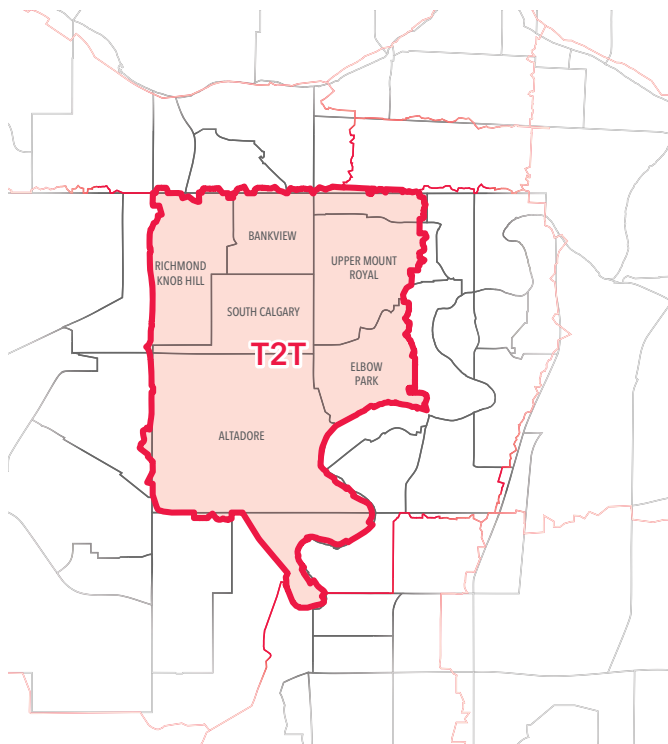


## Development Context Eclectic & Evolving



- Duplex
- 4-Plex
- Rowhome / Townhome
- Apartment
- Commercial / Mixed-use

## Personal Vehicle Ownership Local Area Trends

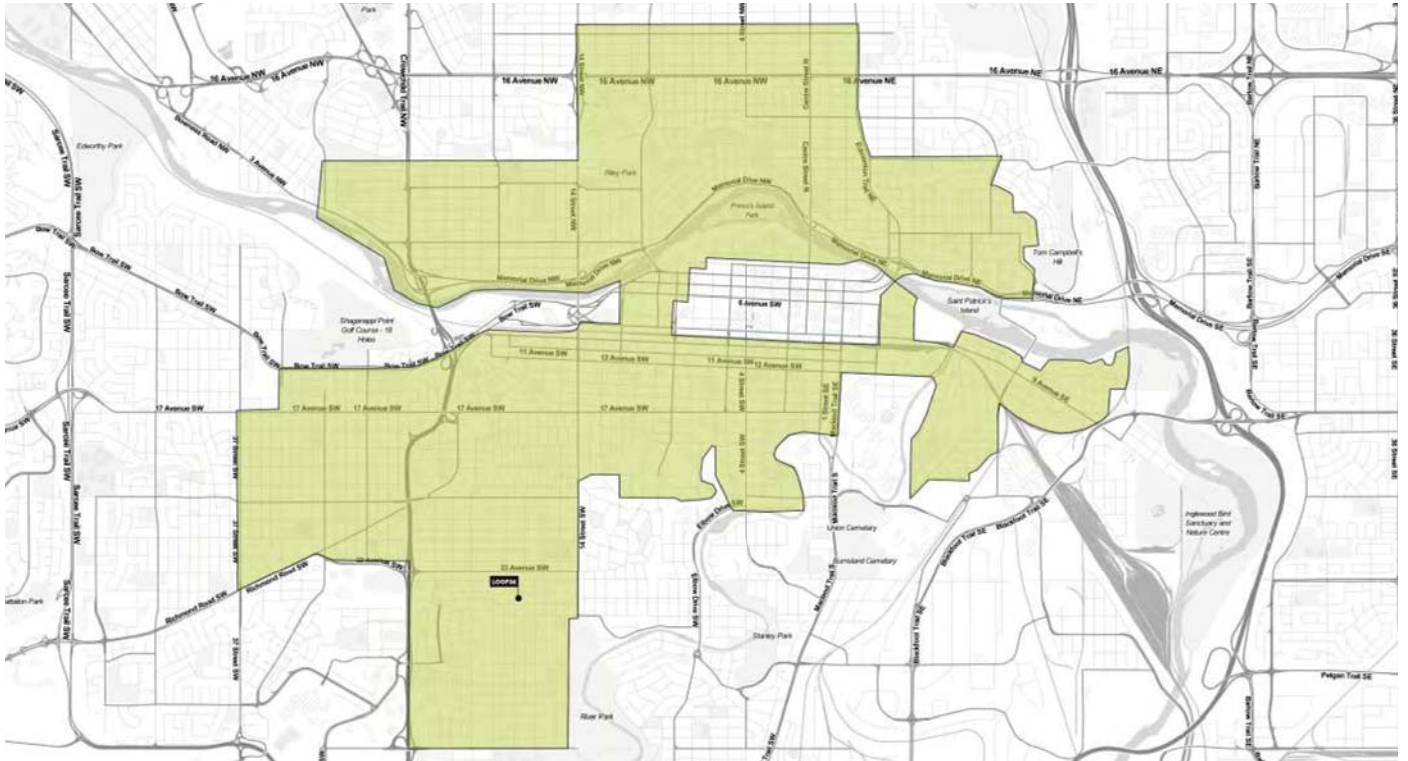


- 15,472**  
Total Households In T2T Forward Sorting Area (FSA)  
*Excluding vacant dwellings or short term rentals*
- ±20%**  
**0 Vehicle Households**  
3,046 households
- ±39%**  
**1 Vehicle Households**  
5,967 households
- ±23%**  
**2 Vehicle Households**  
3,603 households
- ±18%**  
**3+ Vehicle Households**  
2,856 households

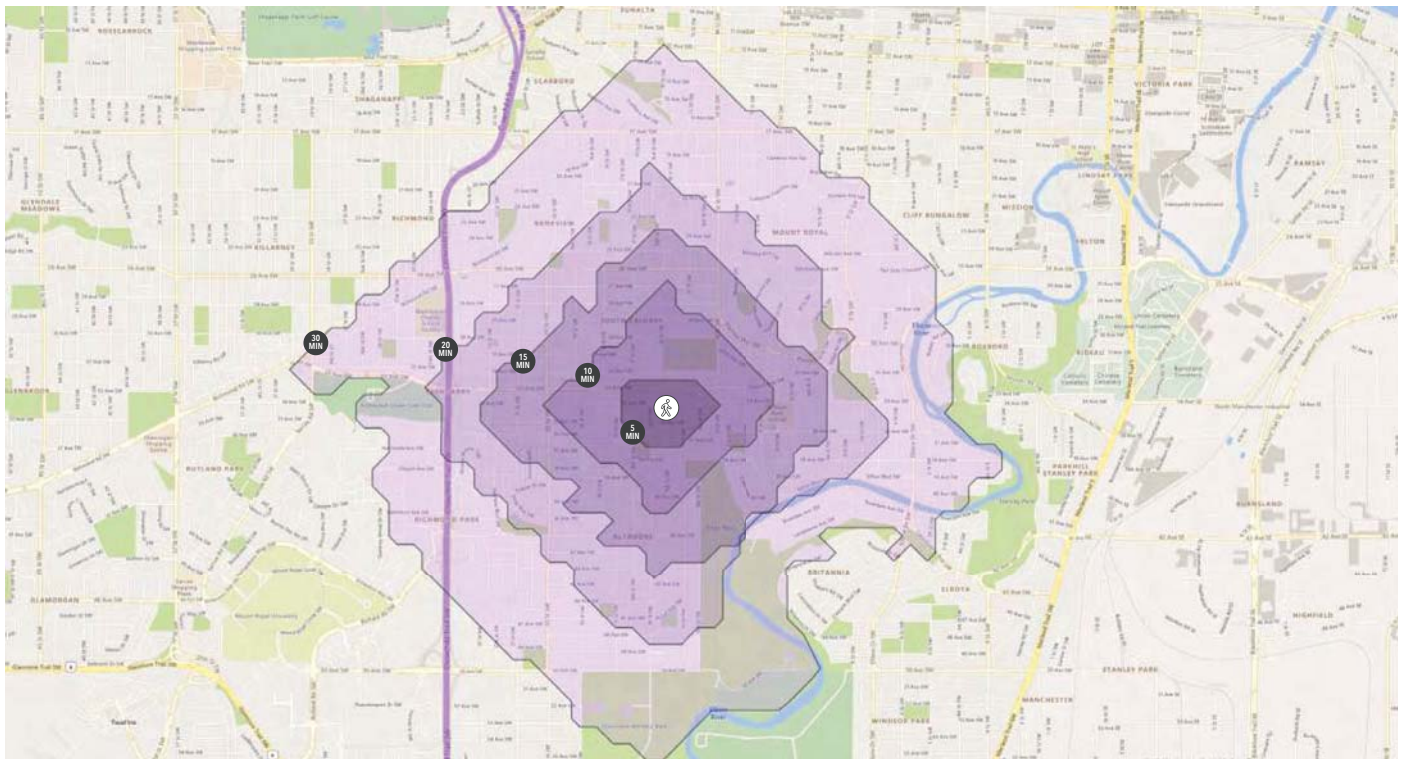
**Sources:**  
 Alberta Transportation Vehicle Registrations: Aggregated by FSA (2021)  
 Canada Post DMTI Postal Suite Addressing: Calgary (2021)  
 City of Calgary Open Data: Short Term Rentals (2022)  
 City of Calgary Census: City-wide Vacancy Rate (2019)



## Communauto Flex Zone

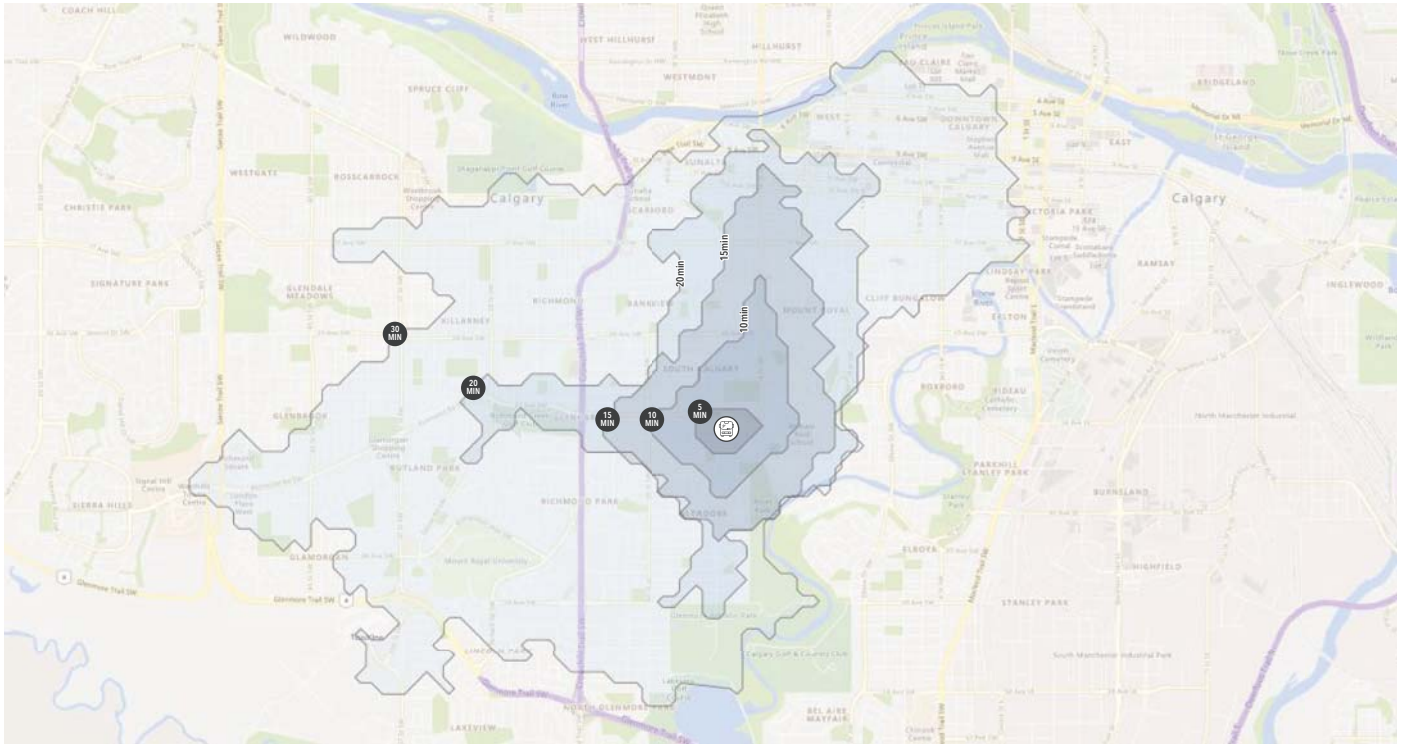


## Walking Range / Time

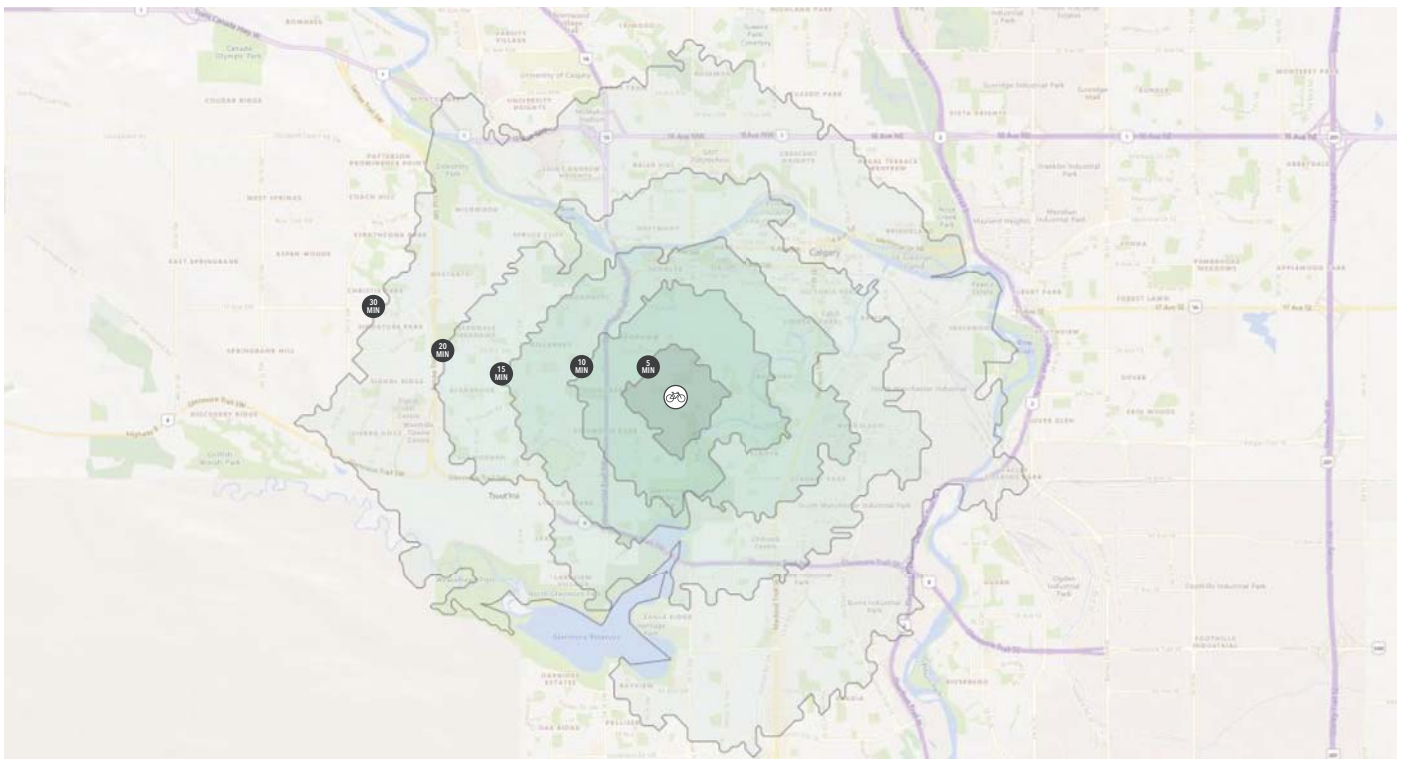




### Transit Range / Time

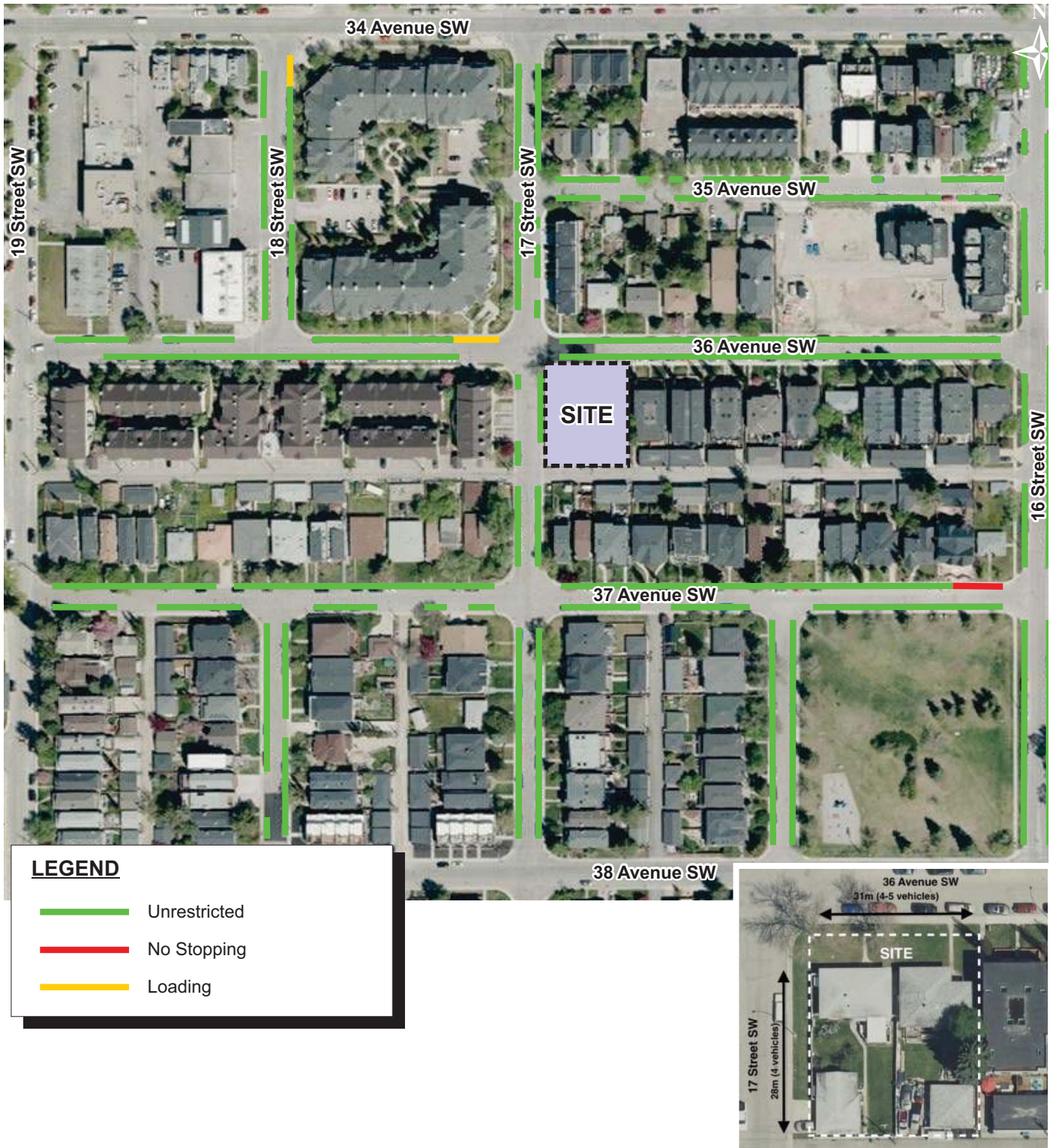


### Cycling Range / Time

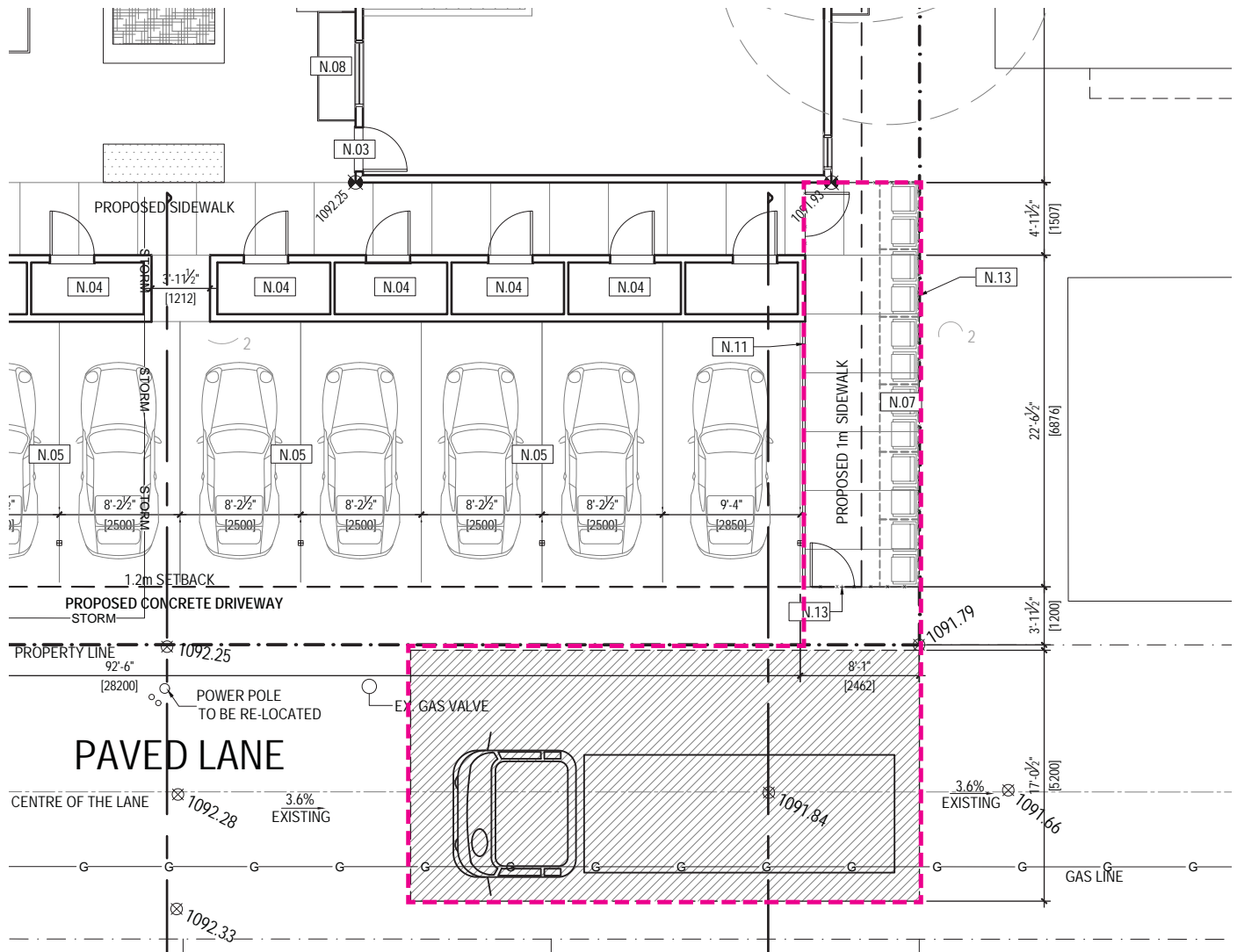




# Parking On-street Parking Supply / Restrictions



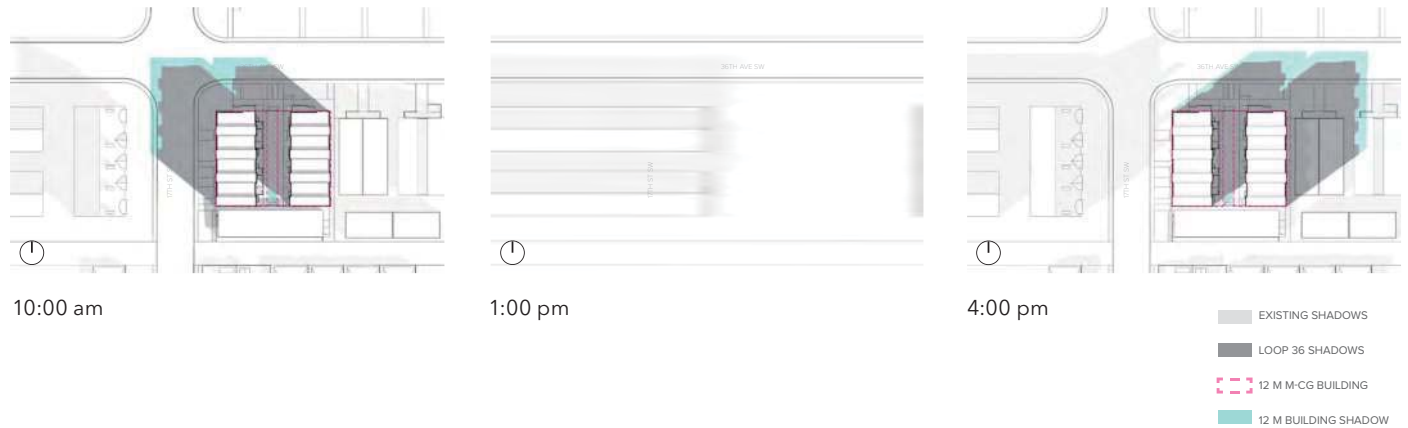
# Waste & Recycling Private Collections Strategy



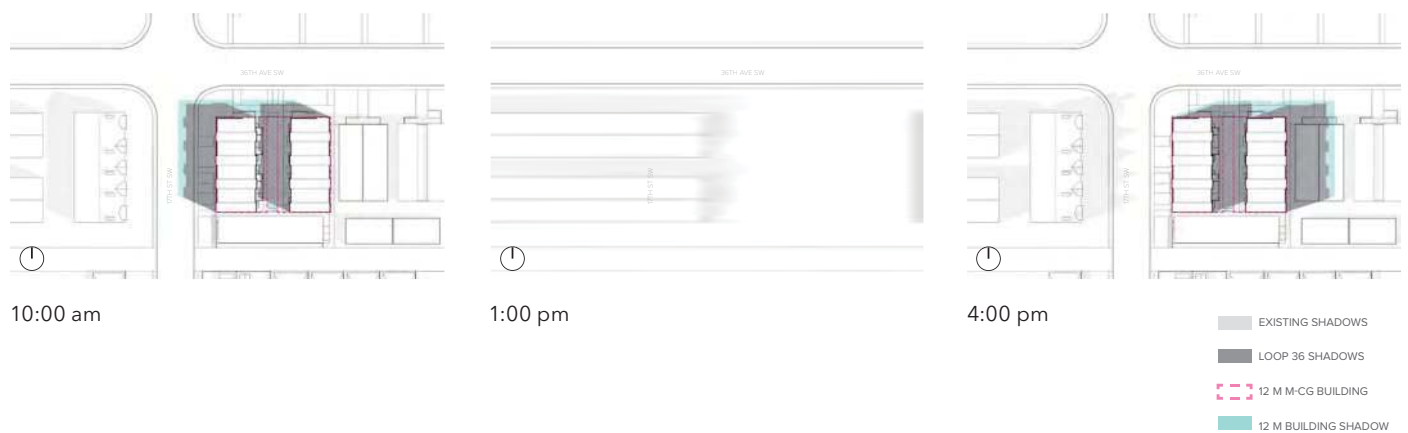


# Shadow Studies Existing M-CG vs. Proposed DC Bylaw Building Envelope

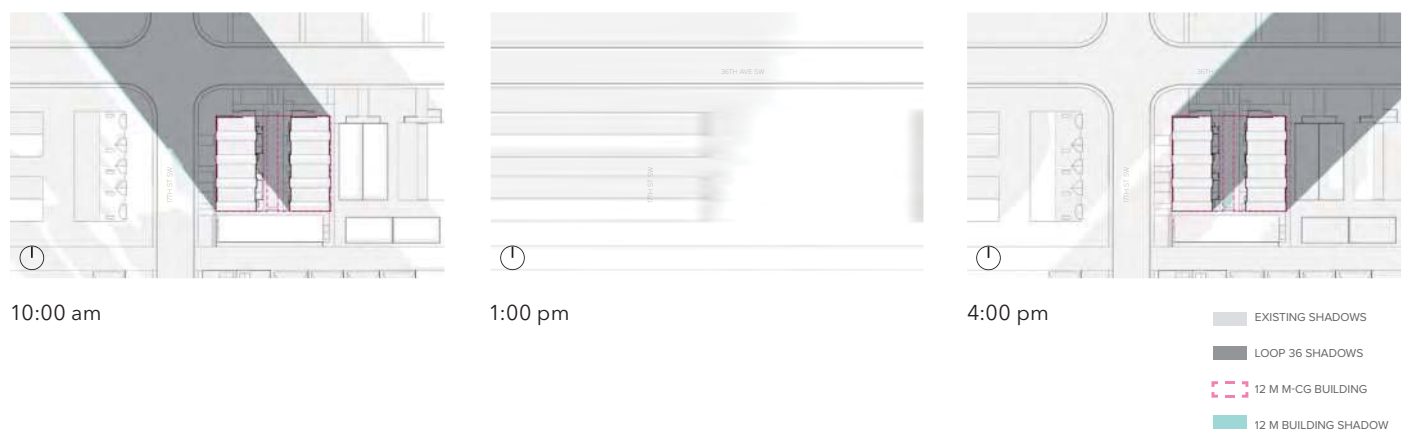
## MARCH 21



## JUNE 21



## DECEMBER 21



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/grade. Simulated dates and times (10am, 1pm, and 4pm on equinox and solstices) are based on established City of Calgary requirements.