

Applicant Outreach Summary

2022 June 28



460 - 5119 Elbow Drive SW P 403 201 5305
Calgary, Alberta T2V 1H2 F 403 201 5344



Stakeholder Outreach Summary.

3903 2 ST NW
LOC2022-0071 / DP2022-04104

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Outreach Strategies



PROJECT VOICEMAIL & EMAIL ADDRESS

Project voicemail inbox and dedicated email address serves as a direct line to the project team, where stakeholders are invited to ask questions and share their feedback.



STAKEHOLDER MEETINGS & INFORMATION SHARING

A summary of the development vision was shared with the Community Association and the Ward 4 Office in May, 2022. The project team also met with the Community Association on May 19, 2022 to discuss the proposed development vision.



NEIGHBOUR LETTERS

Paired with on-site signage, ±140 neighbour letters were hand delivered to adjacent property owners to outline the proposed change and ultimate development vision for the subject site and direct interested parties to get in touch with the project team via the dedicated phone line and email inbox. All inquiries, questions, and comments are received, compiled, and responded to by the project team in a timely manner.



CUSTOM ON-SITE SIGNAGE

To supplement required City of Calgary LOC notification signage, the project team deployed additional on-site signage that notifies neighbours and surrounding community members of a proposed land use change. The signage outlines the development vision and directs interested parties to get in touch with the project team via a dedicated email inbox and phone line.

Outreach Process

OVERVIEW

Our outreach process was designed to provide multiple opportunities for stakeholders to learn about the vision for the site early on and to share their thoughts – all with the intent of maintaining a respectful and transparent conversation. Through our outreach channels and strategies to date, feedback from 5 stakeholders was received directly by the project team; however, Administration advised that 10 letters of opposition and 2 letters of support have also been received. RNDSQR and the project team would like to thank these stakeholders for sharing their feedback.

In reviewing feedback collected to date (June 2022) and summarized by Administration, the project team has identified four themes raised by stakeholders. The themes outlined in the following pages are broken into What We Heard and the project team's response.

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 reach our conclusions, making the following commitments to all who participate in our outreach process:

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



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What We Heard & Team Response

1 VEHICULAR PARKING

WHAT WE HEARD

The project team heard concerns related to the proposed on-site parking supply and how that may impact nearby street parking.

TEAM RESPONSE

The development proposal is following the proposed Low Density R-CG District regarding parking supply which includes specific parking policies for smaller units when they meet specific criteria around unit size (less than 45m²), access to transit, and the provision of storage space for mobility alternatives like bicycles and strollers. The parking policies acknowledge a lower documented rate of car ownership for smaller units when they are in close proximity to frequent transit options and support alternative modes of transportation. The development proposal aligns with this approach, resulting in a total of four parking stalls being proposed in an enclosed garage along the rear lane – one stall per row home unit.

A Parking Memo demonstrating a rationale and appropriateness for the proposed parking supply has been prepared by Bunt and Associates, a registered Transportation Engineer, and has been submitted to City Administration for their review. The Memo found that given the site is a corner lot with lane access, the site has significant on-street frontage, which provides 6 on-street stalls (1 on 2 ST NW and 5 on 38 AV NW). Additional Transportation Demand Management (TDM) measures are also proposed as part of the Concurrent Development Permit process. The proposed TDM measures include minimum requirements for secure alternative mobility stalls for each of the 4 smaller units without an on-site parking stall.

2 BUILDING FORM & CONTEXTUAL FIT

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 neighbouring properties.

TEAM RESPONSE

Low scale row home 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 development features a two-storey form and has been designed to fit within the character of the surrounding neighbourhood. The proposed development vision provides for increased residential density while following the low scale building form rules that are found within the subject site's proposed R-CG District – a Land Use District specifically intended to provide flexibility of built form for neighbourhoods in Calgary's developed areas. The regulations and housing forms of the R-CG District are designed to work with existing building, lot and block patterns in order to add housing choices and allow innovative infill redevelopment over time. R-CG built forms blend well with the low density, low profile dwellings that characterize Calgary's established neighbourhoods, while sensitively adding density close to existing infrastructure and community resources.

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 are oriented to the street or rear yard to limit overlooking. Selective window frosting is also applied to further mitigate potential privacy impacts at neighbouring property edges.



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3 RESIDENTIAL DENSITY

WHAT WE HEARD

A few stakeholders provided feedback regarding the proposed development's residential density, the selected location for this density, and how the proposal aligns with existing City policy.

TEAM RESPONSE

The proposed redevelopment proposal would allow for four row home units and four secondary suites within a two-storey built form. Given the site's well-connected and amenity rich location, the project team believes this site is an appropriate location for an increase in density. This area of Highland Park is gradually evolving to support additional intensity as it's within close proximity to James Fowler High School, the Centre ST N Main Street, and a number of bicycle, Bus Rapid Transit (BRT), and Frequent Transit Routes along 40 AV NW and Centre ST N, and approximately 6 minutes walking distance to the future Green Line LRT platform on Centre ST N.

The proposed development vision will provide additional "Missing Middle" housing choice within the community - a form of housing that meets the needs of those looking for housing options that lie somewhere between a traditional condominium and a single-family home or duplex. Row home-style buildings represent a best-practice solution for introducing additional housing options, while providing low impact interfaces with existing low density neighbours.

4 WASTE & RECYCLING

WHAT WE HEARD

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

TEAM RESPONSE

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, next to the garage and rear lane. A total of 8 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.