

# Applicant Outreach Summary



460 - 5119 Elbow Drive SW  
Calgary, Alberta T2V 1H2

P 403 201 5305  
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## **Applicant-Led Outreach Summary.**

2131 50 AV SW  
LOC2022-0156 / DP2022-06677

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[civicworks.ca](http://civicworks.ca)



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## Outreach Strategies



### PROJECT WEBSITE, VOICEMAIL & EMAIL ADDRESS

The project website acts as an information-sharing platform and the voicemail inbox and dedicated email address serve as a direct line to the project team. With these outreach strategies, community members can learn more about the proposed development vision and are invited to ask questions and share their feedback directly with the project team.



### COMMUNITY MEETINGS & INFORMATION SHARING

A summary of the development vision was shared with the Community Association and the Ward 11 Office in Aug. 2022. The project team also met with the Ward 11 Office on Oct. 12, the Community Association on Aug. 31, and the Community Association and nearby residents on Oct. 27 to discuss the proposed change, receive feedback, and answer questions.



### NEIGHBOUR LETTERS

Paired with on-site signage, ±200 neighbour letters were hand delivered to adjacent property owners and area residents 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 voicemail and email address. 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 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 invites interested parties to learn more by visiting the dedicated project website, and get in touch with the project team directly via the project email address and voicemail.

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## Outreach Process

### OVERVIEW

Our outreach process was designed to provide multiple opportunities for community members 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 four community members was received directly by the project team. Administration also advised that nine letters of concern were received from community members. RNSQR and the project team would like to thank these community members for sharing their feedback.

In reviewing feedback collected to date (November 2022) and summarized by Administration, the project team has identified three themes raised by community members. The themes outlined in the following pages are broken into What We Heard and Team Response.

### OUR COMMITMENT

Since no single design solution can satisfy all community members 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 & TRAFFIC

#### WHAT WE HEARD

Although the proposed development will meet minimum Bylaw vehicle parking requirements, some community members expressed concern over the amount of parking spaces being provided on-site and the impact this will have on available on-street parking spaces, traffic congestion, and road safety.

#### TEAM RESPONSE

The development proposal is aligned with the Land Use Bylaw's R-CG District parking requirements, which require a minimum parking supply of 0.5 stalls per unit and provide storage space for mobility alternatives like bicycles and scooters for all units that do not have access to a parking space. The proposal includes a total of four parking spaces (one per rowhome) in an enclosed garage and four alternative mobility storage units (one per suite).

We hear and understand neighbours' concerns regarding the proposed parking supply and the impact it could have on

availability of on-street parking spaces, traffic congestion, and road safety. Given the relatively low scale of development and typically lower rate of car ownership for these types of units, there is expected to be minimal impact to existing on-street parking, traffic congestion, and road safety.

Parking also has immediate implications to housing affordability, as the cost of supplying parking ultimately gets passed through to residents. Numerous studies have demonstrated that housing costs for units with designated parking spaces are generally higher than units without parking spaces. We believe our city's housing market should have a supply that meets the unique needs of all Calgarians regardless of budget, size, lifestyle, or location needs and preferences.

In summary, the proposed parking supply acknowledges a lower documented rate of car ownership for smaller units, encourages a move toward more sustainable modes of transportation, and enables a range of housing choices for a diversity of people.



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## 2 RESIDENTIAL DENSITY, WASTE & RECYCLING

### WHAT WE HEARD

A few neighbours expressed concern regarding the proposed development's residential density and the associated waste and recycling that will be required for the number of residential units.

### TEAM RESPONSE

The proposed land use change and associated development vision would allow for a total of 8 units: 4 rowhome units and 4 associated basement secondary suites within a two-and-a-half-storey built form. Given the site's well-connected location near Bus Rapid Transit, Frequent Transit, bicycle routes, Mount Royal University, Glenmore Athletic Park, multiple schools, and a well-loved urban destination – Sandy Beach Park – the project team believes this site is an appropriate location for multi-residential development and an increase in density. This area of North

Glenmore Park along 50 AV SW – a Municipal Development Plan-designated Parkway – is gradually evolving to support additional intensity.

An increase in the number of residential units on this site will require a considered waste and recycling strategy, which will be handled via private collection, meaning fewer bins are possible and will be shared among residents. Ultimately, the number of bins will be based on The City's guidelines, reviewed by the Development Authority, and finalized as part of the Development Permit process.

The proposed grade-oriented rowhome-style development vision will provide additional housing choice within the community. Rowhomes represent a best-practice solution for introducing additional housing options, while providing sensitive transitions to existing low-density neighbours.



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### 3 BUILDING HEIGHT, MASSING & CONTEXTUAL FIT

#### WHAT WE HEARD

Some community members expressed concern regarding the overall building height and massing, specifically referencing parcel coverage, privacy concerns, shadow impacts, and the general fit of the proposed built form at this location.

#### TEAM RESPONSE

Rowhomes represent a best-practice solution to balancing intensification objectives with minimal impact to neighbouring properties. The proposed low-density R-CG District includes policies that provide sensitive transitions and limit shadow and privacy impact on neighbouring properties through building setbacks, building heights, and parcel coverage.

These policies intentionally reduce building mass and limit shadow impacts on neighbours through an 11m or three storey maximum building height and a maximum parcel coverage of 60% to ensure sufficient landscaping and access to sunlight. Additionally, the proposed development vision included in the concurrent Development Permit application has been designed

with a peaked roof to further minimize massing and shadow impacts and has strategically placed and generally limited the overall number of windows that overlook adjacent properties to preserve neighbours' privacy.

The project team carefully considered this location and the surrounding community character when determining whether this was an appropriate site for the proposed land use change and associated development. To provide The City and neighbours with greater certainty and transparency around the intended development outcome, the project team submitted a concurrent Development Permit application, which is currently under review by City Administration. The building design shown in the Development Permit application includes a two-and-a-half storey built form with a peaked roof – a nod to the existing surrounding mid-century architectural context and community character.

Given the site's well-connected location near Bus Rapid Transit, frequent transit, and bicycle routes, Mount Royal University, Glenmore Athletic Park, multiple schools, and a well-loved urban destination – Sandy Beach Park – the project team believes this to be an appropriate location for the proposed built form.