

Applicant Outreach Summary



Stakeholder Outreach Summary 2.0

Loop 36 LOC2023-0015 / DP2021-6711

January - April 2023

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Applicant-Led Stakeholder Outreach Summary

LOC2023-0015 / DP2021-6711

OUR PROCESS

CivicWorks and Oldstreet are committed to being good neighbours and working with community and surrounding area residents throughout the land use change and development application review 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 interested parties.

APPLICATION HISTORY

Our Applicant-led outreach process began in late August 2021 when the project team originally submitted concurrent Land Use Redesignation (LOC2021-0129) and Development Permit (DP2021-6711) applications for the subject site with a proposed Direct Control (DC) District based on the existing M-CG District that aimed to fill a gap in the Land Use Bylaw for Missing Middle-style housing in Calgary's inner city. The proposed DC District and 22 dwelling unit proposal (Loop 36) was recommended for approval by Calgary Planning Commission, but was refused by Council in May of 2022 with an 8-7 vote based primarily on concerns related to use of a custom DC District for the application.

A NEW & REVISED H-GO APPLICATION

Since May of 2022, The City of Calgary and Council have amended the Land Use Bylaw to include the new H-GO (Housing - Grade-Oriented) District, eliminating the need for the use of custom DC Districts and clarifying the types of development that are supportable at the subject site.

Since Council's decision in May of 2022, Oldstreet and the project team have further refined the proposed development vision based on feedback heard through the previous application process and community outreach by using a stock land use district, reducing the number of dwelling units from 22 to 20, retaining the same parking ratio (0.5 stalls/unit), shifting waste & recycling storage to the interior of the site, and reconfiguring site circulation to orient building entries and lane access toward streets and an internal courtyard, rather than adjacent properties. All key application changes were broadly communicated as part of the Applicant-led outreach process.

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. Community Feedback**
What various community members and groups 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.**

Applicant-Led Outreach Strategies

OUR OUTREACH STRATEGIES

Our applicant-led outreach process for LOC2023-0015 began in January 2023, 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.



Community Association & Ward Office 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.



Custom On-Site Signage



Hand-Delivered Mailers

LOC2021-0129 / LOC2023-0015 Timeline



What We Heard + Common Feedback Themes

PURPOSE

Through the review and analysis of all community feedback received to date, the project team has identified 3 common feedback themes from a total of 4 respondents, including the Marda Loop Communities Association Development Committee Chair. More detailed feedback can be found in the Verbatim Feedback Section of this Outreach Summary.

COMMON FEEDBACK THEMES

1. Interest and support for the Loop 36 development
2. Lack of area demand for multi-residential housing
3. Clarification of key design changes since LOC2021-0129

Team Responses + Design Changes

PURPOSE

Through the review and analysis of all community feedback received to date, including the questions and comments shared with the Applicant team during the outreach process for LOC2021-0129, the project team has made 5 key changes to the Land Use Redesignation Application and Development Permit since LOC2021-0129. The following outlines these 5 key changes and how the Applicant team addressed common feedback themes heard during the outreach process.

RESULTING APPLICATION CHANGES

1. Change to a stock land use district (H-GO), to provide greater certainty to community members that raised concerns about the original use of a custom DC District.

2. The total number of dwelling units was decreased from 22 to 20 to help address concerns regarding density and to make the application bylaw-aligned with the new H-GO District.
3. The waste & recycling storage area was relocated to a larger screened area internal to the site to keep bins out of sight and prevent laneway clutter.
4. All unit entrances facing the neighboring property are now oriented towards the street or courtyard to address privacy concerns.
5. The proposed parking supply is aligned with the H-GO District (0.5 stalls / unit).

Verbatim Feedback

Respondent #1:

Marda Loop Communities Association Development Committee Chair

These drawings look beautiful. The addition of trees and planters is very welcome for the community. Can you confirm how many titles there will be.

Kindly, [REDACTED]

Director - Planning and Development
Marda Loop Communities Association
development@mardaloop.com

Applicant Team Response

Thank you for the note and nice to "meet" you!

Oldstreet (our client, project owner and developer/ builder) has always intended to build and operate Loop36 as a purpose-built rental development, for which there is significant market demand. As such, they will register this site as a single title, retain ownership and operate into the long term.

I've also included Nathan and Connor, the two co-founders of Oldstreet here, should you have any specific questions for them.

Thanks!

Respondent #2

go for it. I got a corner lot a block away that should be good for rcg zoning if the price is right.

Applicant Team Response

Hello [REDACTED]

Thank you for your support of the Loop 36 Development and I encourage you to stay tuned to the project through our outreach materials and the City's Development Map (<https://dmap.calgary.ca>) which provides updated information on current Land Use Redesignation Applications and Development Permits. Please let me know if you would like to stay informed as the project moves towards final decision at Public Hearing where surrounding residents, businesses and organizations have the opportunity to submit their feedback for consideration and speak on behalf of the project.

Please don't hesitate to reach out if you have any further comments or questions.

Respondent #3

Good morning,

Can I get copies of the LUC and DP applications for the proposed development on the above properties? Also all drawings/plans please. I live adjacent to the property. Is the owner/builder still Old Street?

Thanks

Applicant Team Response

Hello [REDACTED]

Thank you for reaching out to us with your interest in the revised Loop36 development proposal (1743, 1747 36 AV SW). As an adjacent neighbour, you are likely familiar with the previous Direct Control (DC) Land Use Redesignation application (LOC2021-0129) dating back to 2021. Following Council's decision in May 2022 to narrowly refuse that application in a 7-8 vote, Oldstreet and the project team have revised the proposed development vision based on the feedback heard from neighbours, the MLCA and broader community through that application review and outreach process.

Following the required 6-month pause on any applications for the project site, and in light of Land Use Bylaw amendments approved by Council in late 2022, we have recently submitted a new and revised Land Use Redesignation application (LOC2023-0015) to transition these lands from the existing M-CGd72 District to the new Housing - Grade-Oriented (H-GO) District. This change addresses one of the key concerns heard through our previous application process – the use of a custom Direct Control District.

While the existing M-CG District and proposed H-GO District both allow the same scale of building on-site (eg. 12m maximum building height), the new H-GO District uses a more contemporary approach of regulating building and site design that we believe creates a higher quality project and better design outcome. A summary of the proposed functional density change is below for reference:

Existing Zoning: M-CGd72 allows for up to 8 Dwelling Units and 8 Secondary Suites, for a total of 16 new homes

Verbatim Feedback

Proposed Zoning: H-GO and the concurrent Development Permit allows for 20 Dwelling Units (8 upper townhomes, 4 at-grade flats, and 8 smaller basement suites)

For additional information about the new H-GO District, I would also refer you to The City of Calgary's Housing - Grade-Oriented (H-GO) District Fact Sheet that clearly outlines the purpose of the proposed H-GO District, it's location criteria and associated regulations. Generally speaking, Council's new H-GO District is intended to accommodate the construction of grade-oriented development in a variety of building forms – including stacked townhome-style developments with central courtyards like Loop36 – with contextual rules that ensure development is scaled appropriately and responds sensitively to neighbouring properties.

In the time since Council's decision in May of 2022, Oldstreet and the project team have also further refined the proposed building design for Loop36 in the following ways:

1. Reduction of proposed density from 22 to 20 Dwelling Units by combining smaller one-bedroom units into larger at-grade flats.
2. Reconfiguration of site circulation to orient building entries and lane access to bounding streets and the internal courtyard, rather than along neighbouring properties.
3. Integration of a secure screened waste & recycling storage area interior to the site and away from neighbouring properties, with a private collections strategy.

The project team is targeting a revised Development Permit application to be submitted by FAAS before the end of this week to fully align the proposed development with the H-GO District rules. Our intent for the revised Development Permit and Land Use Redesignation applications to be reviewed concurrently. Following the City of Calgary's plan review and intake process, the Development Permit plans will be available for public review via dmap.calgary.ca. I've also cc'd our City of Calgary File Manager, Ross McMahon, in case you have any specific questions related to City process or wish to share any feedback directly. I believe that Ross is away from the office until mid-February so I've also included Joseph Yun from the City of Calgary who is providing active file coverage in his absence.

For full project details including our planning rationale, the revised development vision, and applicant-led outreach plan, you can download the Loop36 Applicant Statement and supporting Site Figure Set. If you have any questions or would like to set up a time discuss the project further, please don't hesitate to reach out to me directly.

Respondent #3

Thanks

Did the existing zoning rules change recently? I was not under the impression that the property was already zoned to allow 8 units plus 8 secondary suites? Also, you refer to the existing zoning as permitting 16 new "homes" but the secondary suites would not be separately titled correct? That would make it technically 8 homes no?

I would not characterize the main concern with this development as being the use of DC. It was the number of units among other things.

Thanks!

Applicant Team Response

Hi [REDACTED]

Thanks for the note. To answer your question – yes, the rules have recently changed when Land Use Bylaw amendments were approved by Council in late 2022.

This included a number of changes to existing districts including R-CG and multi-residential districts like M-CG. A key and relevant change was to allow the use of Secondary Suites within any Dwelling Unit that is not stacked on top of another Dwelling Unit. This effectively allows for Secondary Suites to be integrated into townhome-style development, which is what the M-CG District specifically allows for. As a result, the existing M-CGd72 zoning on the subject site would allow for the following:

- Up to 8 Dwelling Units (the maximum number of Dwelling Units @72 units per hectare, with a site size of 0.115 hectares)
- Up to 8 associated Secondary Suites
- Multi-residential Buildings of up to 12m in height

You are correct that Secondary Suites could not be separately titled and each Secondary Suite remains legally tied to its associated Dwelling Unit. However, functionally, when operated as a purpose-built rental project (Oldstreet's intent for Loop36), or if each Secondary Suite is rented by its associated Dwelling Unit owner (if Dwelling Units were ever sold), the above scenario results in a total of 16 homes / households of varying sizes on the subject site. Functionally, the proposed land use change seeks to increase that number to 20 homes / households while also enabling the building and site design illustrated below, which is similar in size and scale to development currently allowed by the existing M-CGd72 zoning.

Verbatim Feedback

You also noted that another primary concern with the previous application was the total number of units, which we acknowledge. The proposed number of units has also been reduced from 22 to 20 in the revised development vision in direct response to feedback we heard through the previous application process.

If you have any other questions or key concerns related to this project, please do let us know and we'd be happy to provide additional information or discuss how those concerns have been, or can be, addressed by the project team.

Thanks again for your time and getting in touch.

Respondent #3

Thank you for the additional information. With the current zoning allowing 8 units plus 8 secondary suites, how much parking is currently required? The waste and recycling area in the plan you sent me looks to be in plain view. Is the plan for bins? How will these be hidden? How will you block access to the bins from the general public (i.e. people walking down the back alley). Do you have updated renderings which show the internal courtyard, the location of all balconies and windows for the development? Do you have a shadow study? What is the square footage of the one bedroom units?

Thanks.

Applicant Team Response

Hi [REDACTED]

Thanks for the additional questions. We'll follow-up next week with some supporting materials from the revised Development Permit plans, which I think will be very helpful to answering some of these questions.

For a quick summary, see below:

M-CG Parking Requirements

Current M-CG zoning requires 0.625 stalls per Dwelling Unit or Secondary Suite = 10 stalls required (this can be accommodated by a site of this size).

Waste & Recycling Area / Access

The waste and recycling storage area has been moved interior to the site and integrated into the garage structure. The area will be screened / fenced on both the laneway and courtyard side, with gate access controls to prevent the general public from accessing the area.

Private collections bins will be used. The bins will be stored in the waste and recycling area at all time, except at the time of collection when the collections company will wheel them out to load into their collection vehicle.

Renderings

We will share a package of relevant project visualizations next week. These will be very similar with those previously shared as part of the previous application as the fundamental exterior building and courtyard design has remained unchanged.

Location of Windows / Balconies

We will share a package of relevant plans / elevations showing window and balcony placement next week.

Shadow Study

We will share a package with shadow studies next week. These will be very similar with those previously shared as part of the previous application as the fundamental building massing has remained unchanged.

Square Footage of 1-Bedroom Units

1-bedroom unit sizes vary between ± 470 -505sq.ft.

Let us know if there's something we missed. We'll be in touch with more next week.

Have a great weekend,

Applicant Team Response

Good morning [REDACTED]

Thanks for your patience. As promised last week, I'm following up on the additional materials you requested related to the Loop36 development proposal. Please see attached for a package that includes:

S1: An illustrated Site Plan which illustrates the removal of unit entrances along the eastern property line, the location of all unit entrances, the current landscape plan inclusive of the interior courtyard and the rear lane interface, and the enclosed waste and recycling storage area / rear lane interface.

S2: An Elevation Plan of the proposed east building face, inclusive of window locations with a red line annotation that shows the extent of the neighbouring building. Please note that no unit entrances are planned along this interface and that all balconies in this building face the internal courtyard.

Verbatim Feedback

S3: Previously produced architectural visualizations of the project that show the design intent for the interior courtyard and street interfaces, along with the scale and function of these spaces and edges. These elements have remained largely consistent with the previous design so we have not revised these visualizations at this stage.

Finally, as requested, we in the process of producing new comparative shadow studies which will highlight the reduced impact of shadowing based on the revised lower building height. We will share these with you once finalized, likely by the end of this week or early next.

In the meantime, please don't hesitate to reach out if you have any further questions.

Respondent #3

Thanks. Do you have a site plan that illustrates the south side of the building? (The one that faces the garage and my backyard).

Where is the enmax pole being moved to?

Appreciate it.

Applicant Team Response

Hi [REDACTED]

Thanks for your patience. Please see attached for an updated information package that includes shadow studies and elevation plans showing both the east and south façades of all proposed buildings.

Please note that shadow study we prepared is comparative in nature and evaluates:

Existing shadows cast by surrounding area buildings.

Conceptual shadow impacts of the maximum building envelope allowed by the site's existing M-CG zoning.

Shadow impacts associated with the originally proposed building design (2021 DC application).

Shadow impacts of the revised building design (2022 revised H-GO application).

Regarding the Enmax pole along the south property line, it is anticipated to remain in place as it does not conflict with the function or site access of the revised site plan. It will only interface with the waste and recycling area and there is enough clearance for all resident and collections personnel movements.

We hope this helps and do let us know if you have any other questions or concerns.

Respondent #3

Thanks

So am I reading the shadow study right and the proposed buildings with a max height of 12m will not add any shadow to my backyard located at 1744 37th Ave SW at any time during any season?

What is happening with the laneway after construction. Will it be repaved? Are you going to have to block access to my garage at any point due to construction?

Applicant Team Response

Hi [REDACTED]

Thanks for your patience. Please see attached for an updated information package that includes shadow studies and elevation plans showing both the east and south façades of all propose.

Respondent #3

Thanks

Do you have a site plan that illustrates the south side of the building? (The one that faces the garage and my backyard).

Where is the enmax pole being moved to?

Appreciate it.

Applicant Team Response

Hi [REDACTED]

Please see below for responses to your questions, based on key topic area:

Shadow Studies

Generally, the shadow impacts to your rear yard are limited and only occur in the 4PM afternoon condition.

The proposed east residential building height is ± 10.0 m from grade (well below the 12.0m bylaw maximum), and generally does not contribute to shadow impacts to your rear yard. See below for illustration of the proposed building height within the 12.0m bylaw envelope:

Minor shadow impact are primarily associated with the rear carport structure, which is ± 4.2 high (below the bylaw

Verbatim Feedback

maximum of 4.6m for garages and accessory buildings in the existing M-CG District), and has been specifically designed to reduce the shadow impact to your property.

The most noticeable impact occurs in the dead of winter, on December 21 @4PM, a condition that represents the worst case scenario for shadows across all of Calgary as the sun is very low in the sky and all structures cast significant shadows.

It's important to note that all proposed building shadow impacts have been reduced from the originally proposed design (highlighted in pink) and are also significantly reduced from the allowable 12m maximum building height zoning envelope of the existing M-CG District (highlighted in yellow).

The provided shadow studies show that the proposed carport building cast a minor shadow (see below, blue area with black outline) just across the east property line in the 4PM condition on March 21 / September 21 (equinox) and June 21 (summer solstice):

The provided shadow studies also show that the proposed east residential building and carport building cast a shadow (see below, blue area with black outline) across the east property line in the 4PM condition December 21 (winter solstice), when the sun is at its very lowest seasonal point in the sky:

Laneway Condition

The lane is currently paved and in good condition.

Careful construction management and staging will limit any impact to the rear lane.

Repaving is not anticipated to be required.

Garage Access

Careful construction management and staging will limit any impact to the rear lane and surrounding area properties.

Access impacts to your property are not anticipated.

If any access impacts are anticipated through the course of construction, the construction manager will contact you and any other affected parties in advance to discuss timing and a mitigation plan for any potential impacts.

Hope this helps,

Applicant Team Response

Hi [REDACTED]

My apologies – I mistakenly thought that you were directly east of the project site and completely misread your address.

Please disregard the previous discussion related to shadow impacts as it does not apply to your property (1744 37 AV SW). Please note that the laneway and construction impacts considerations still hold.

Please see below for a response to your shadow concerns, based on your property's location directly south of the Loop36 project site.

Shadow Studies / Impacts

No shadow impacts are possible from the proposed development as 1744 37 AV SW is directly south of the subject site (illustrated below):

The below diagram illustrates the path of the sun through the sky in Calgary, generally demonstrating the shadows can only be cast to the west, north and east as the sun moves across the sky through various seasons and times of day:

This is further confirmed by the previously shared Shadow Studies which indicate no impact associated with the proposed development to 1744 37 AV SW.

My apologies again for the confusion, but at least it's good news!

Thanks and have a great weekend,

Respondent #4

Hello Loop 36 project team,

As a resident impacted by this proposal I would like to submit my comment that not only is the project not desired in the neighborhood, it is not needed nor is there sufficient demand for this housing type in this area of Calgary to justify its build cost. This will be a money loser.

Calgary as a city does not need to densify nor do those living or moving to Calgary desire densified living.

Verbatim Feedback

Calgary can grow almost limitlessly in every direction, the roads in this city are excellent, the infrastructure in suburban areas is excellent, gas prices are reasonably low and people are willing to commute to work in order to live in homes that do not share walls and include land.

There is no demand for densified living in Calgary neither is there a need.

As business owners this developer should be focused on re-building single family homes in the city and new housing development in the suburban areas, this is where the money is. Building densified living anywhere in Calgary is a money loser.

Thank you for considering this comment.

Applicant Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner at CivicWorks, representing the developer for this application, Oldstreet. Thank you for reaching out with your interest in the Loop 36 development proposal and providing your feedback. Given the success of recent similar developments in the local area and Calgary's surrounding inner city, Oldstreet and the project team are confident in the market for developments of this typology. The proposed land use redesignation and associated development vision are also consistent with the city-wide goals and policies of the Municipal Development Plan (MDP), which encourage affordable housing options, efficient use of infrastructure, and compact built forms with easy access to transit and amenities. The development vision is aligned with the Municipal Development Plan Growth Strategies as well, which target at least 50% of future population growth occurring within Established Communities like Altadore.

I've copied Ross McMahon, the file planner for this application at the City, so they are aware of all feedback received for this application.

Thank you for your time.

Respondent #4

Thank you for your reply and forwarding of my comments. I'd like to append to my note this picture from the Marlo Development on the same block (46 ave sw @ 16 st).

A hole in the ground for 2+ years. If there was demand for this living type in this neighbourhood this project would

have completed in 2021 and there would be residents today.

Inner city Calgary is not Toronto/Montreal/New York. There are no natural limits to expansion and development. Calgarians can and want to spread out, people moving to Alberta are not looking for Calgary's vibrant nightlife (sarcasm), they are looking for space.

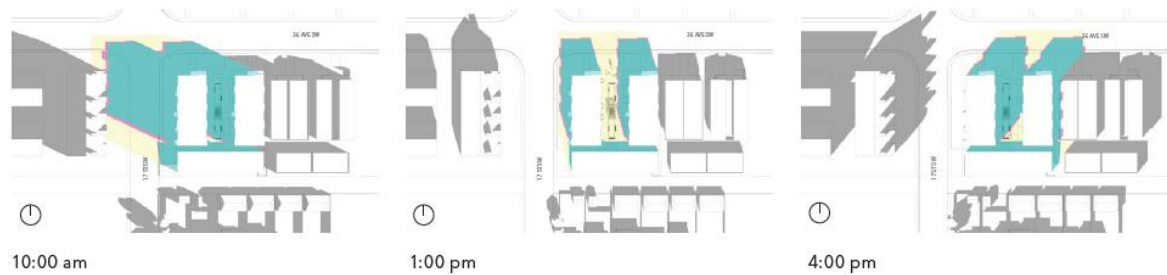
Improve old houses in the city with new single family homes, build affordable living in the suburbs, continue the impressive building of suburban infrastructure. This is the path for Calgary.

Appendix

Supplemental Materials

Shadow Studies Comparative Bylaw Building Envelope Shadow Study

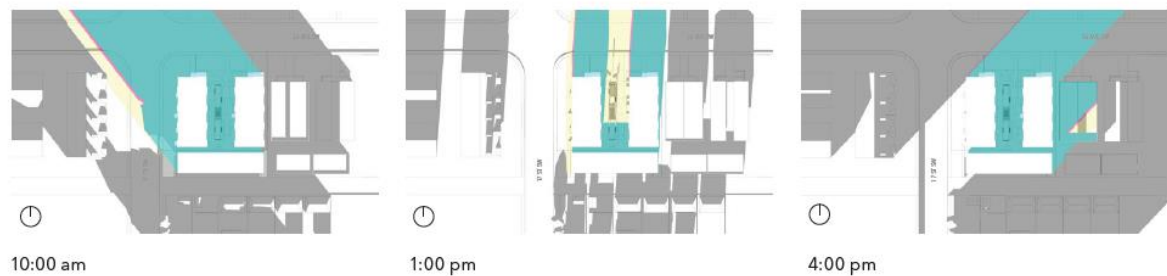
MARCH 21



JUNE 21

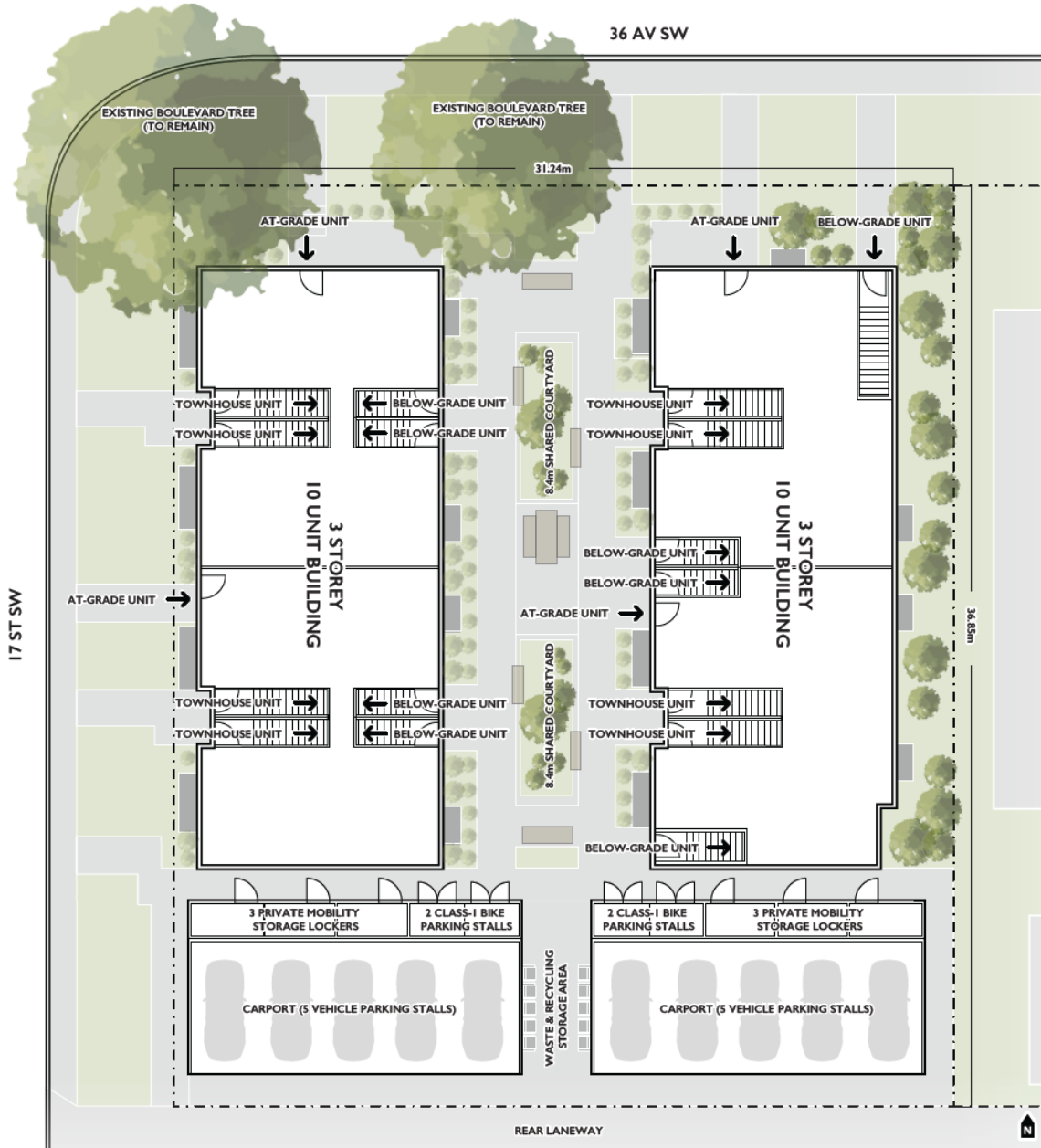


DECEMBER 21



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.

Development Vision Corner of 17 ST & 36 AV SW



Development Vision Corner of 17 ST & 36 AV SW



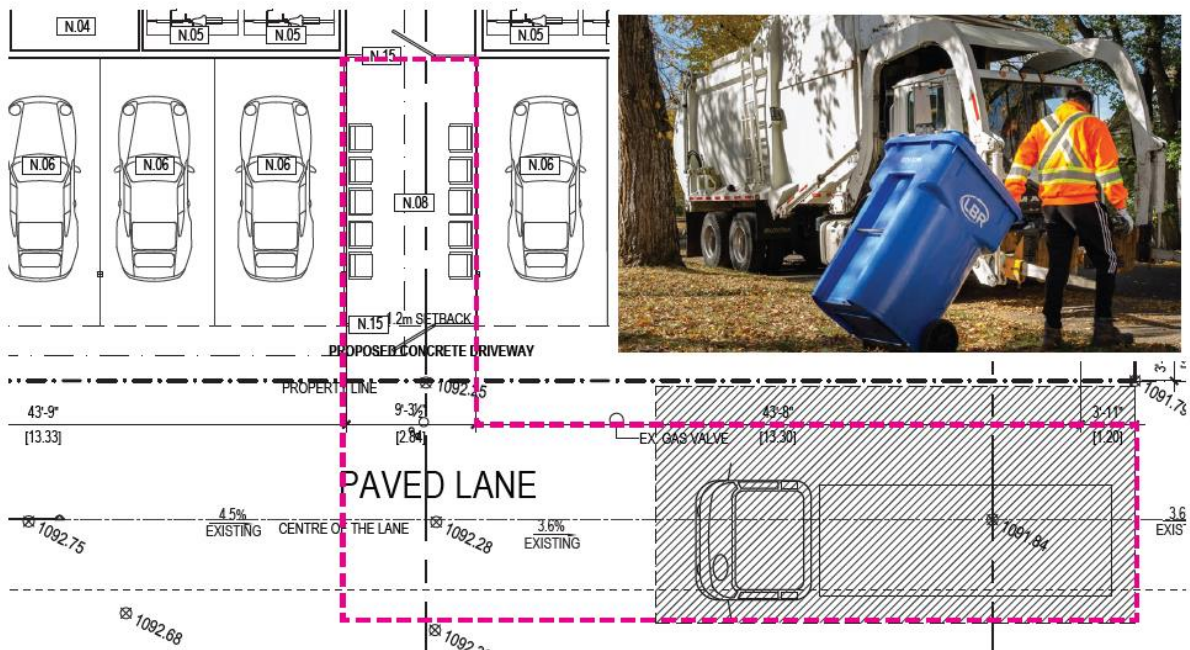
Development Vision Interior Courtyard



Development Vision Interior Courtyard



Waste & Recycling Private Collections Strategy



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Stakeholder Outreach Summary 1.0

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Stakeholder Memo

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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. 3.

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

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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 EPRA 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

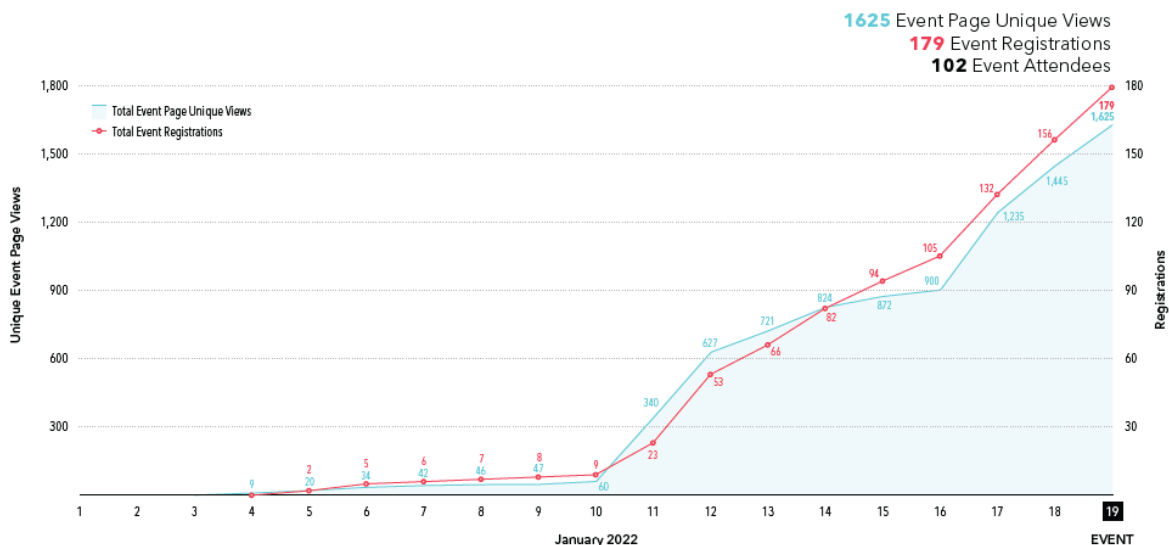
The Online Public Information Session was widely advertised by the Applicant team through:

- 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-1940s 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's 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 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 0.6m west (± 2.4 m side setback).
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?

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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 5m^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 $\pm 22.7\text{ft}$ / 6.9m 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 (<45m² / 484ft²) 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. 17-19.

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.22.

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 sad 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



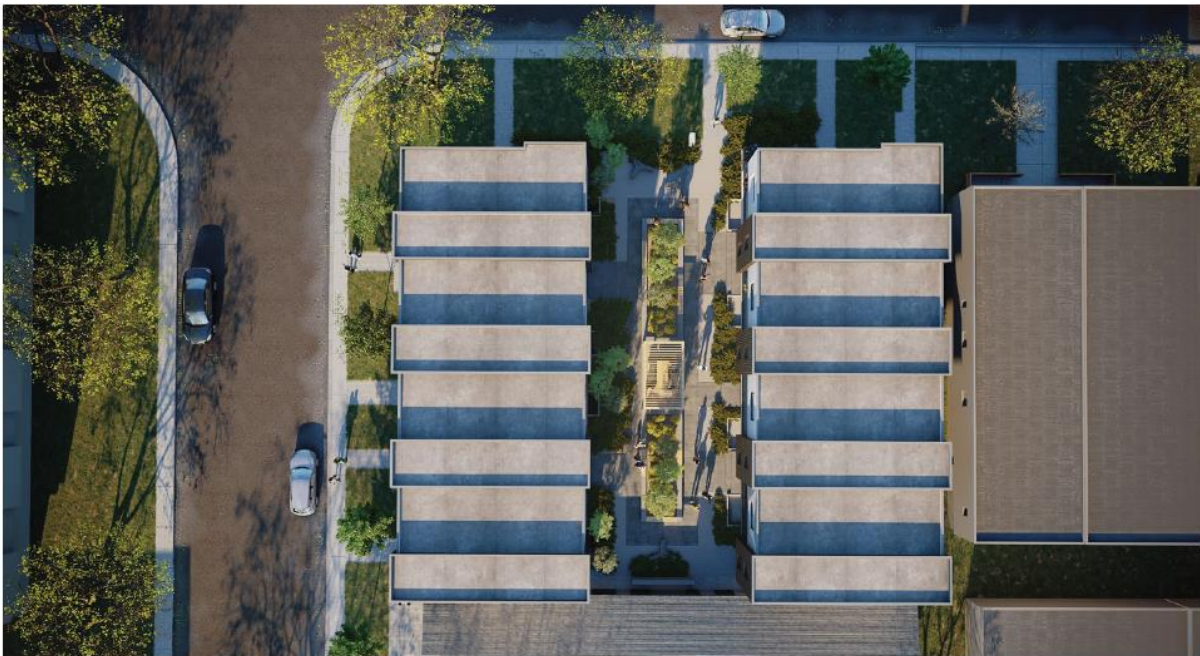
Development Vision Interior Courtyard



Development Vision Interior Courtyard



Development Vision Aerial View



Development Context Eclectic & Evolving



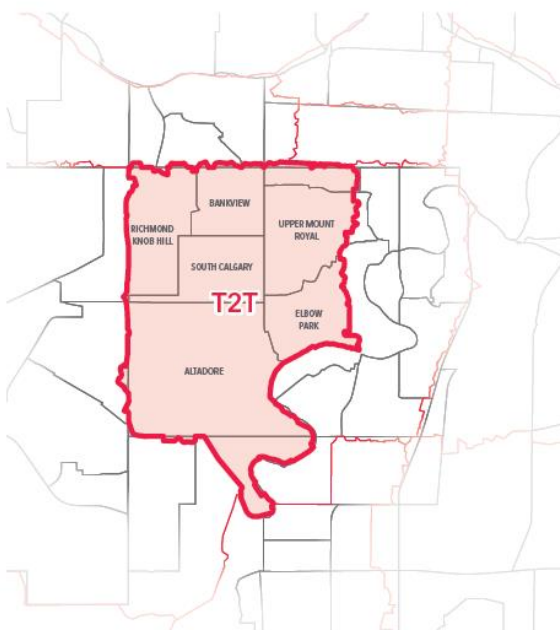
Development Context Convenient Daily Destinations



Development Context Transit & Cycling Routes



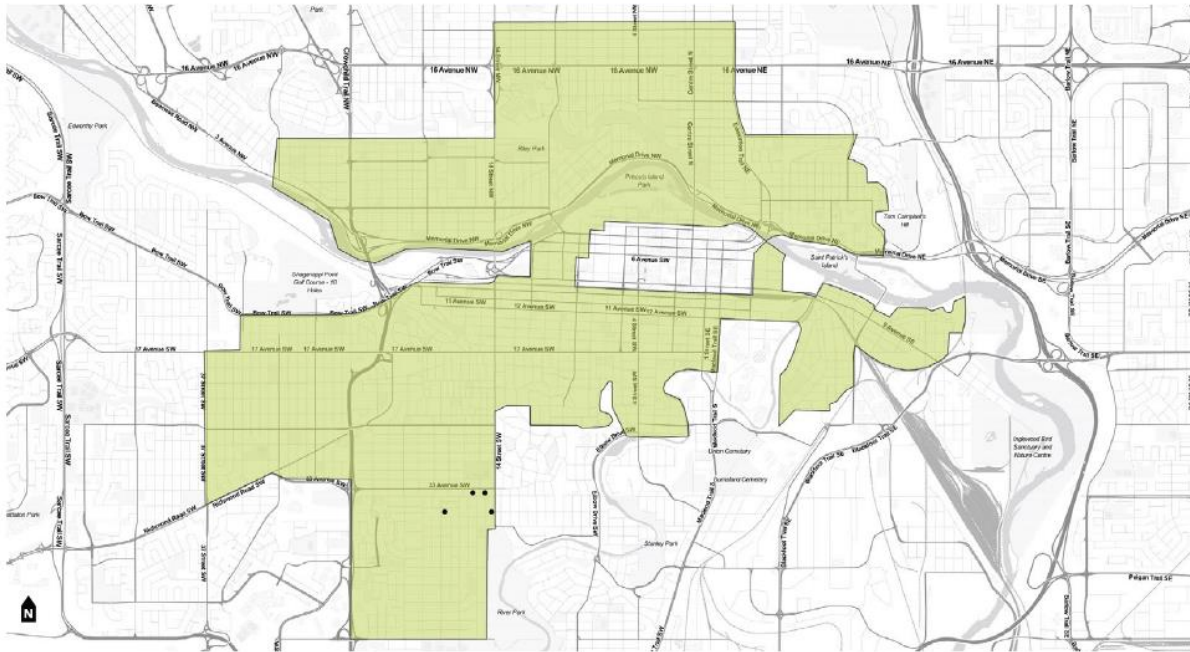
Personal Vehicle Ownership Local Area Trends



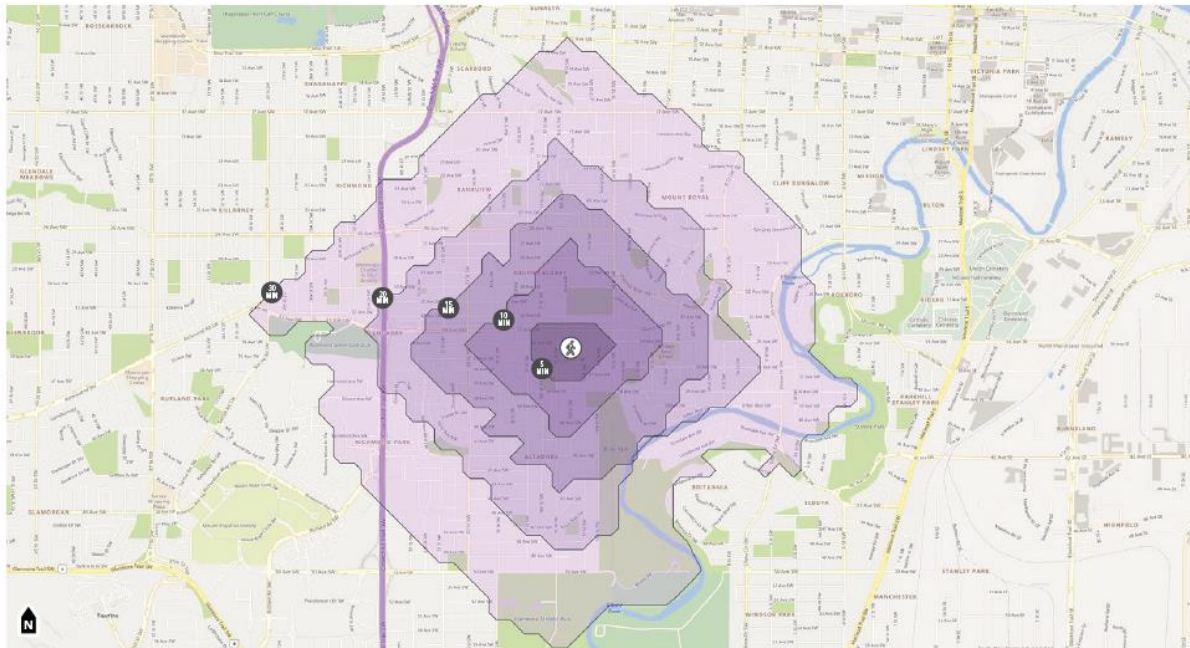
| | |
|--|---|
| | 15,472 Total Households In T2T Forward Sorting Area (FSA) Excluding vacant dwellings or short term rentals |
| | ±20% 0 Vehicle Households 3,046 households |
| | ±39% 1 Vehicle Households 5,967 households |
| | ±23% 2 Vehicle Households 3,603 households |
| | ±18% 3+ Vehicle Households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

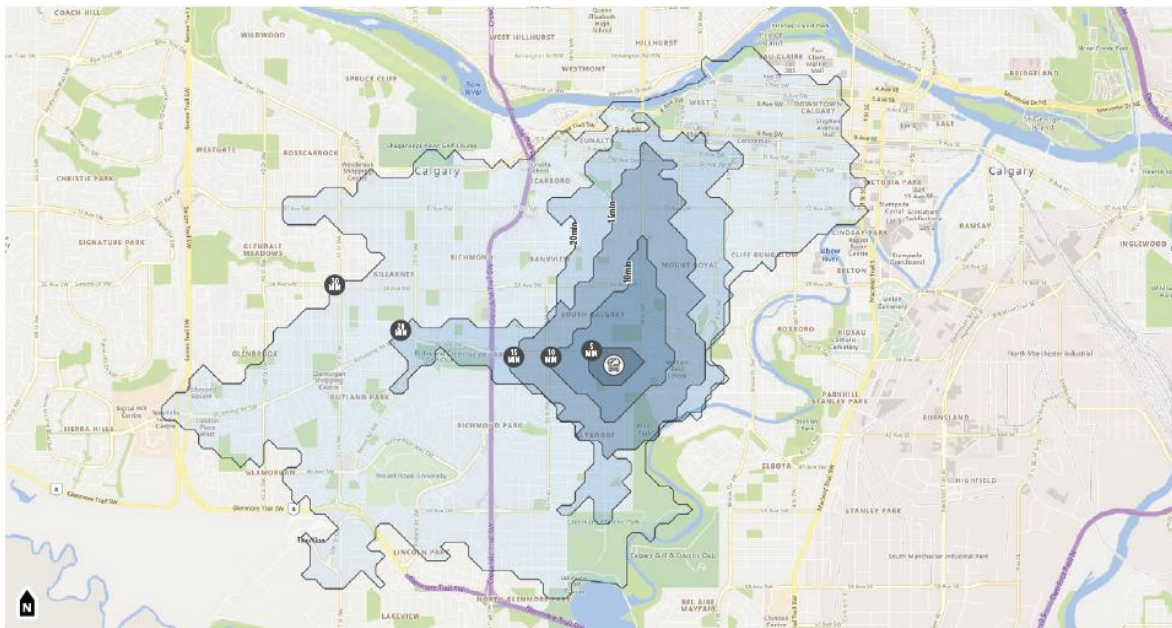
Communauto Flex Zone



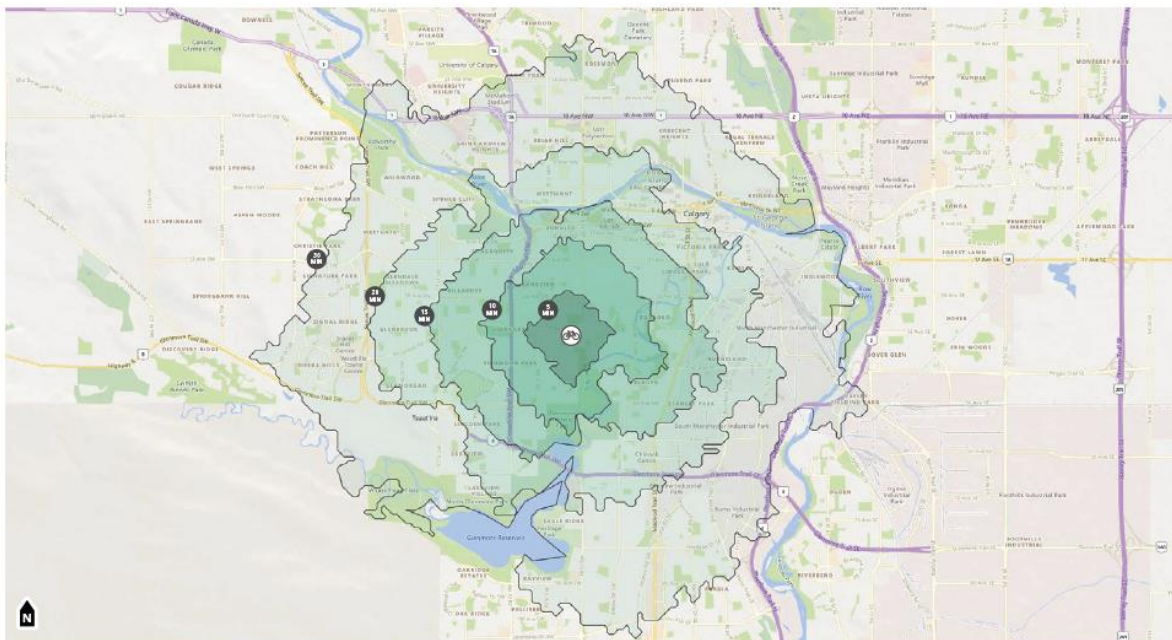
Walking Range / Time



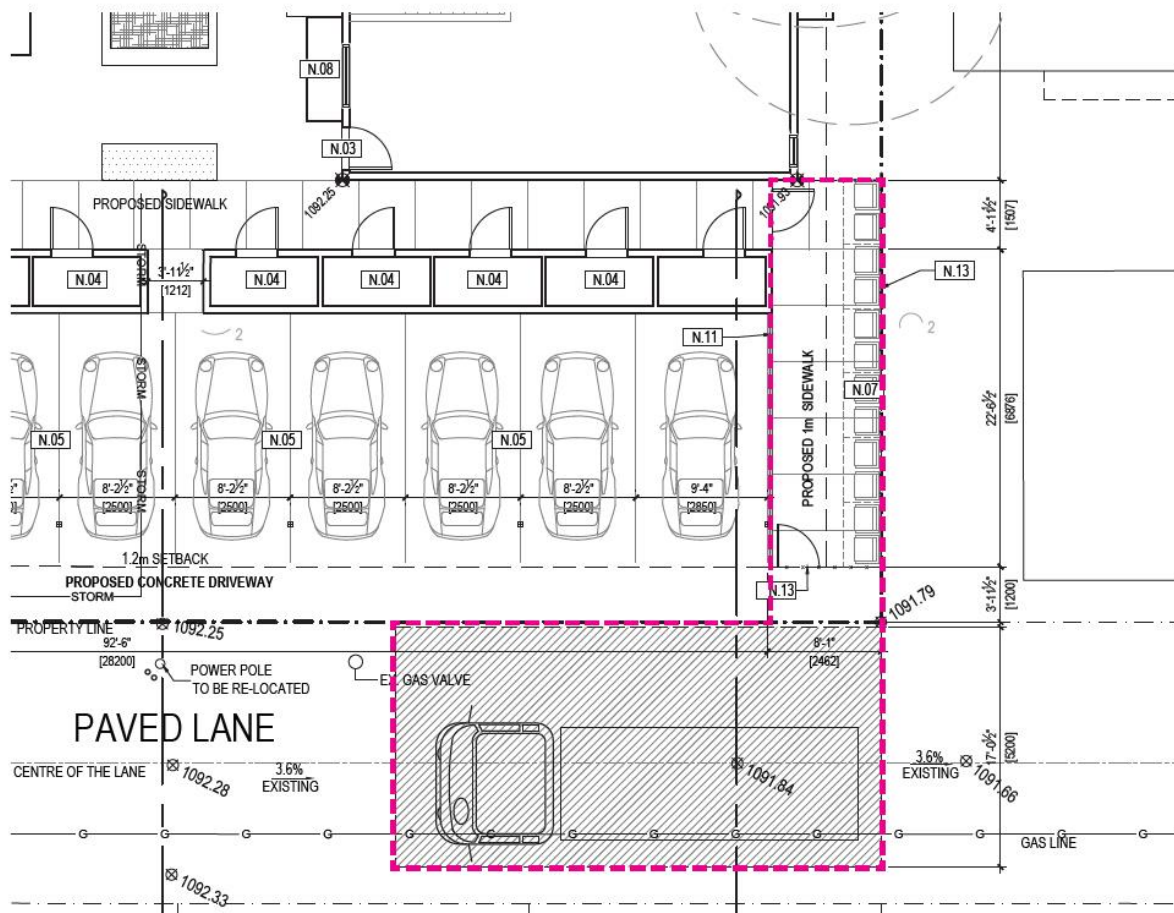
Transit Range / Time



Cycling Range / Time

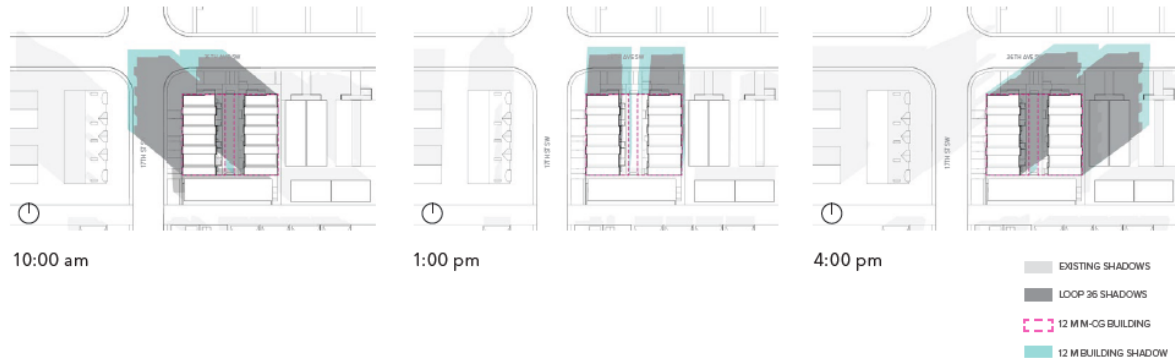


Waste & Recycling Private Collections Strategy



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.



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