

# Applicant Outreach Summary



## APPLICANT-LED OUTREACH SUMMARY

LOC2023-0023: 2008 28 AV SW  
DP2023-01449: 2004 & 2008 28 AV SW



Issued:  
2023.05.30  
(Updated 2023.07.12)

## SUMMARY

The Land Use Redesignation (LOC2023-0023) application from the existing R-C2 (Residential - Contextual One/Two Dwelling) District to the Residential - Grade-Oriented Infill (R-CG) District at 2008 28 AV SW, and concurrent Development Permit (DP2023-01449) for 2004 & 2008 28 AV SW is proposed to accommodate 9 dwelling units (9 townhome dwelling units, 9 smaller secondary suites) in three grade-oriented buildings measuring 2-3 storeys. 9 parking stalls will be provided in an enclosed garage off the lane for each of the townhome-style dwelling units, and 9 storage units for alternative mobility storage will be provided for each secondary suite.

In support of the Land Use Redesignation for this project we're calling SC2008, CivicWorks has undertaken a proactive and appropriately scaled outreach program to ensure a clear process for community members and community groups. A variety of outreach strategies were implemented between February - May 2023 and are further detailed below. Community Groups including the Marda Loop Communities Association (MLCA) and Ward 8 Office were invited to participate in our process, which has focused on informative and fact-based engagement and communications.

### Applicant-Led Outreach Feedback

Over the outreach timeline, the project team engaged in conversations with and received feedback from 17 respondents by email and phone calls. The project team also shared Land Use Redesignation information packages with and offered meetings to the MLCA and the Ward 8 Office. The MLCA corresponded with the project team, but did not express an interest in meeting. The MLCA submitted a formal feedback letter to Administration which is neither in support nor in opposition of this application, but noted general themes of community feedback including parking, landscaping, and residential density.

Project feedback has been categorized into 8 themes. Each theme begins with an outline of what the project team has heard and then provides a project team response.

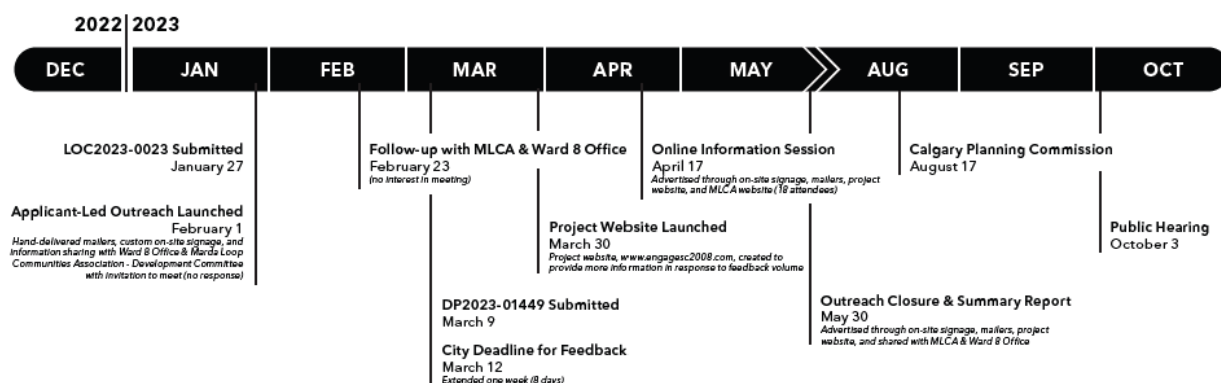
### City-Led Outreach Feedback

Administration received 80 letters of representation for this Land Use Redesignation application. The themes identified through the city led-outreach are included in the general feedback themes listed below.

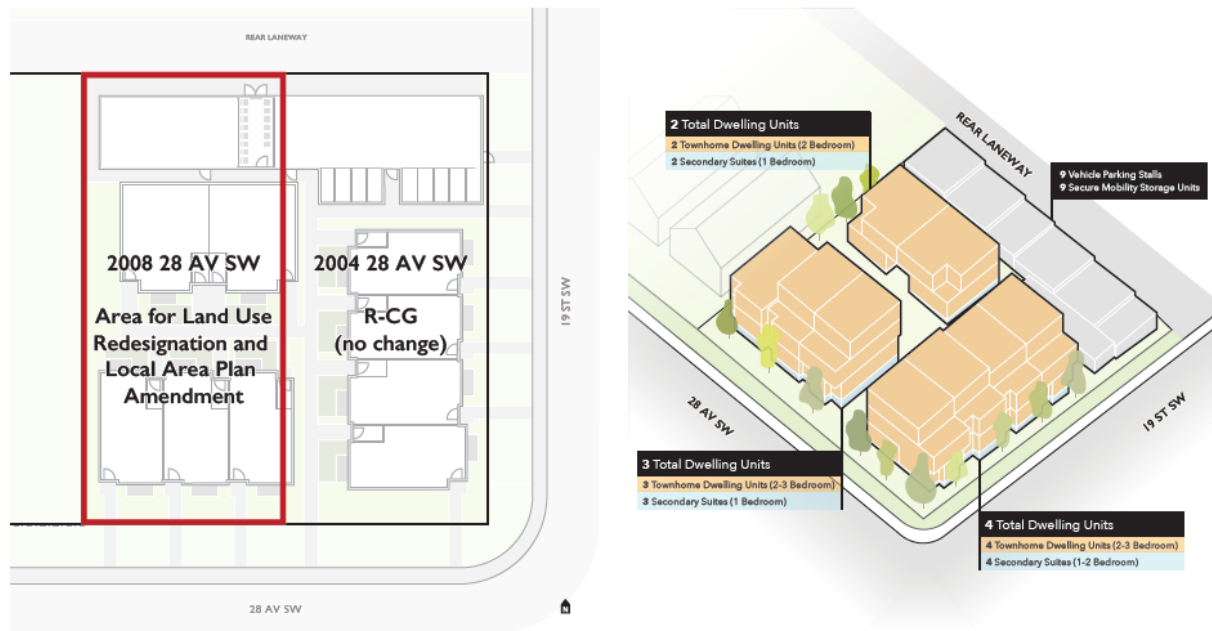
#### Feedback Themes

- Parking + Traffic Safety
- Contextual Fit + Future Residents
- Policy Alignment + Development Rationale
- Height + Density
- Environment Considerations , Landscaping, Lot Coverage
- Infrastructure Capacity
- Waste + Recycling
- Construction

### Application + Outreach Timeline



# DEVELOPMENT VISION



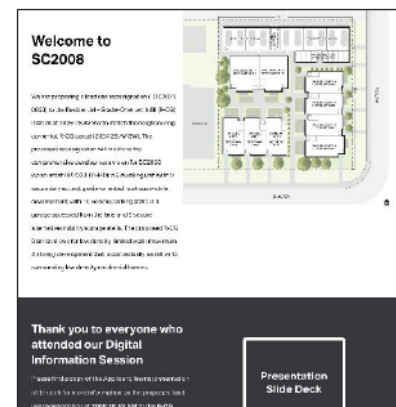
# OUTREACH STRATEGIES



Hand-Delivered Mailers



On-Site Signage



Project Website

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## ONLINE INFORMATION SESSION: APRIL 17, 2023

### Background

On April 17, 2023, the project team hosted an Online Public Information Session to provide an opportunity for local area residents to discuss the SC2008 development proposal and ask questions. The 2-hour (6-8PM) session provided an opportunity for:

- The Applicant team to share applicable policy and site adjacencies that guide the development proposal, project-specific information and address feedback from Community Members; and
- Community Members to share their project specific questions and concerns directly with the Applicant team, followed by a live moderated Q&A session.
- Feedback and questions received during the Q&A session are summarized in our feedback themes and project team responses.

### Notification + Attendance

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

- A dedicated Zoom registration and event information webpage shared widely by Applicant team;
- Online advertising on the MLCA Website;
- Custom event on-site signage with a link to the dedicated Project Website and registration page; and
- Hand delivered event invitations to surrounding area residents within 200m of project sites with a link to the dedicated Project Website and registration page.

During a two-week advertising and notice period, the dedicated project website received 102 unique page views and 24 registrations for the online event. 18 participants attended the 2-hour event on April 17, 2023.

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**24** Individuals Registered

**2 Week** Advertising Period

**18** Participants Attended

**2hr** Presentation / Q&A

**350+** Hand-Delivered Invitations

**57** Q&A Items Addressed

**1** Registree Reminder Invitation

**102** Webpage Views



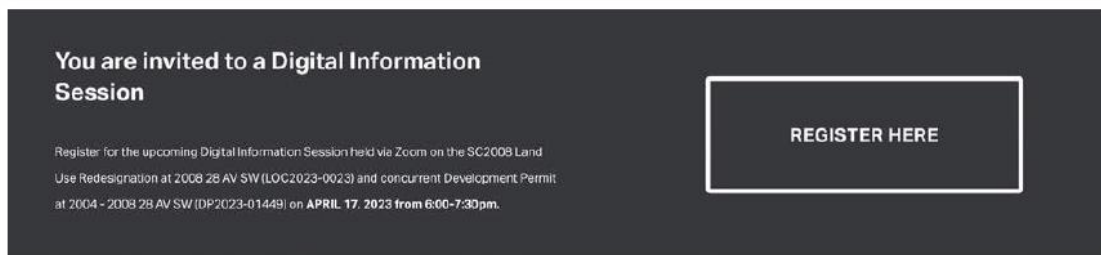
# INFORMATION SESSION ADVERTISING



On-Site Signage



Hand-Delivered Invitations



Project Website Registration

# WHAT WE HEARD

## PARKING + TRAFFIC SAFETY

### WHAT WE HEARD

The most important theme raised by residents to the project team was that there is not enough parking provided, and that the surrounding road network infrastructure does not have the capacity to handle more traffic or on-street parking. Specifically, that there should be a least a 1:1 parking to unit ratio, the parking stalls need to be wide enough for trucks, the surrounding road network is hazardous due to topography and weather conditions, and the dead-end laneway will create additional traffic concerns.

*"parking is already an issue, due to earlier development of infill properties with front drives (which remove on-street parking options)"*

*"I fear fear that the increased traffic and density of people in the area will only exacerbate this problem, putting residents at greater risk of injury or even death"*

*"with no local ploughing and limited gritting by city service providers, I witness daily out of control vehicles trying to navigate the steep incline of 19th Street"*

### RESPONSE

#### Parking

There are 9 on-site parking stalls proposed for the development vision in an enclosed garage accessed via the rear lane, along with 9 private and secure alternative mobility storage units, meeting bylaw parking requirements for the R-CG District. Parking stall dimensions are aligned with bylaw-regulated parking stall size standards. As best practice, the project team proactively contacted Professional Transportation Engineers Bunt & Associates to audit the proposed parking supply and potential traffic impact. While public on-street parking is not a requirement of a rezoning application, Bunt & Associates included an on-street vehicle occupancy count on a weekday evening, after working hours to capture residents that have returned home from work. This study, included in the Appendix, found that on-street parking capacity adjacent to the site, as well as within two blocks, was below 50%. Given the development proposal is meeting council-approved parking requirements, is well-situated in a transit and amenity rich area, and has 10 site-adjacent public on-street parking stalls, the applicant team believes the proposed parking supply is sufficient and reflective of current market trends in addition to being bylaw-aligned.



**Traffic**

The Transportation Impact Statement, prepared by Bunt & Associates, found that the estimated traffic growth from the proposed development along 19 ST SW and 28 AV SW would be about 5%, and both streets would remain at or under 21% of their traffic capacity with the additional vehicle growth. The project team is cognizant that traffic is an inevitable aspect of all infill development, but given the walkable and amenity-rich location of the proposed development that encourages active transportation over driving, and the current road infrastructure is well below traffic capacity, the project team believes the anticipated traffic growth is reasonable.

**Safety, Snow Clearance, and Mitigation Tactics**

As traffic and pedestrian safety were of considerable concern to residents, the Transportation Impact Statement carefully considered collision history and mitigation tactics. As half of the 4 collisions reported at the adjacent intersection of 19 ST SW and 28 AV SW in the past 10 years were weather related, the study identified the most effective mitigation tactics included increasing the priority and network of snow clearance routes and additional warning signage. The project team has advocated to The City for both of these tactics to be considered.

**Laneway**

The adjacent lane to the subject site is a dead-end, which has been carefully considered by the project team through the construction process and understanding traffic concerns. As the proposed development vision is located on a corner, the rear garages are right off the entrance to the lane and do not require new residents to travel far down the lane length. The project team has also included an additional garage setback from the rear lane than required, allowing for greater vehicle circulation in and out of the garages. Lastly, the Transportation Impact Statement estimated the proposed development would only increase the lane traffic capacity to 26%, accounting for the unpaved and dead-end conditions.

**CONTEXTUAL FIT + FUTURE RESIDENTS**

**WHAT WE HEARD**

Over half of the respondents that reached out to the project team had specific concerns regarding future tenants, building class, and the overall fit of the proposed development within the immediate community.

*"no need to add apartments to an area that is designed to offer luxury homes"*

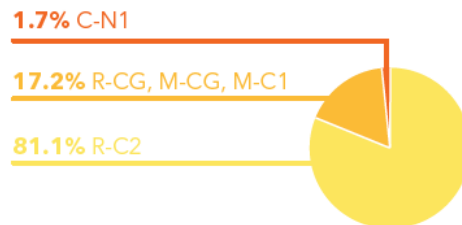
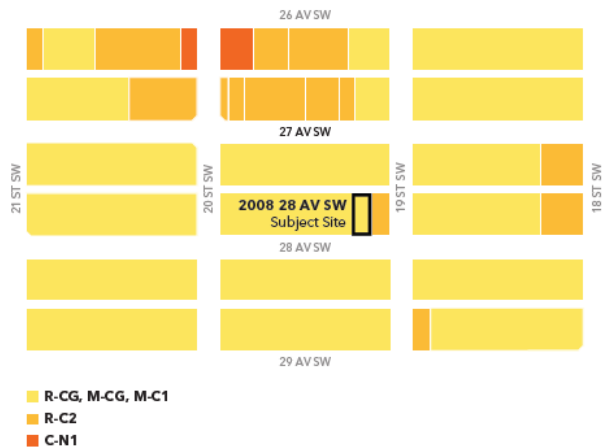
*"location is excellent for infill opportunities, but it is suitable for high-end or modern duplex infills"*

*"It is an apartment/townhome complex in an area full of upscale, luxury style in-fills and single family homes"*

**RESPONSE**

**Community Character**

When considering the appropriateness of a development vision, the project team considers the immediate and surrounding neighbourhood context, including similar development. When looking at the subject site and the surrounding land uses, illustrated below, 1-in-6 parcels within 1 block of the site accommodate the same or more density as the R-CG District. The mix of commercial (C-N1), townhome (R-CG), and multi-residential (M-CG, M-C1) districts in close proximity to the subject site allow for an eclectic mix of building forms that are complementary to the development vision.



Regarding the contextual neighbourhood development and aesthetic, the proposed low-density Residential - Grade Oriented (R-CG) District is specifically designed to allow infill to be contextually sensitive to surrounding single and semi-detached homes. The SC2008 development proposal consists of 2-3 storey townhomes to create consistency with the 3-storey homes across 28 AV SW, and steps down to 2 storeys along the western property line to match the height of the neighbouring home. While many residents have noted the contextual upscale, luxury style in-fills and single family homes along the street that would be a better fit for this site, the City of Calgary does not consider building-class as a consideration of land use redesignation, and the project team is committed to providing a range of attainable homes in an amenity and transit rich area.



### Future Tenants

The proposed developments have been specifically designed to operate as purpose built rentals. The developer-owner will manage these rental units, and is committed to being a part of the South Calgary community in the long-term. As such, the developer has a vested interest in maintaining their asset and being a good neighbour over time through property upkeep and selecting reliable tenants. Although community members have raised a number of concerns about the potential of rental units in their neighbourhood, the project team has indicated at every opportunity that tenancy is not a consideration of decision-makers in the land use redesignation process. Despite this, the project team and developer-owner are committed to providing a range of high-quality rental units and there are no plans to transition to individual units sales in the future. 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.

### Property Values

While impact on surrounding property values from new development is not a consideration of decision-makers through the land use redesignation process, the project architects, FAAS, have taken special consideration into the architecture, building materiality, and landscaping to create an aesthetic and high-quality design that is a contextual fit within the community and contributes to the public realm.

## POLICY ALIGNMENT + DEVELOPMENT RATIONALE

### WHAT WE HEARD

The project team heard from several respondents with questions about how the proposed development vision aligns with applicable policy and land use bylaw, and how the project team considers the subject site appropriate for a low-density residential development.

*"... not consistent with the South Calgary Altadore Area Redevelopment plan as it results in too much density"*

*"... contrary to the conservation and infill policy for South Calgary/Altadore that was reaffirmed under the R-1 and R-2 districts"*

*"You also fail to mention that this site is not proximate to any c-train lines"*

### RESPONSE

#### Policy Alignment

The proposed change and development vision are consistent with the city-wide goals and policies of the Municipal Development Plan, 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.

The South Calgary Altadore Area Redevelopment Plan is the current local area plan for the site, which identifies the site as part of the residential conservation zone. To ensure alignment with the contemporary city-wide goals and policies of the Municipal Development Plan, a minor map based policy amendment is required to transition the project site to the Low Density overlay. This policy from 1986 will eventually be replaced by the West Elbow Communities Local Area Plan that will bring the community of South Calgary into greater alignment with higher order and more contemporary policy.

### The R-CG District

Through the outreach process, the project team heard lots of questions about the courtyard configuration and the provision of parking. The proposed development vision is reflective of recent changes to the Land Use Bylaw in October of 2022, when City Council supported decreasing the parking supply for the low-density R-CG district to 0.5 stalls per unit or suite to reflect changing market demand and help provide more attainable housing for those who choose to live a vehicle-free lifestyle. Council also supported a change that allowed for a courtyard oriented design that provides common open space for residents as is seen in this particular development proposal.

### Development Rationale

The subject site is surrounded by an eclectic built form context of single and semi-detached homes, as well as recent and upcoming multi-residential development ranging from 1-5 storeys in scale. Local commercial, Route 6 Local Bus Service, and the 20 ST Playground and Public Park are also located within just 2 blocks of the site, including cycling infrastructure along 20 ST SW and 26 AV SW. Within less than a ten minute walk from the site, you can reach multiple supermarkets, primary transit service on 33 AV SW, Richmond Elementary School, several park spaces including the Bankview Off-Leash Dog Park, the MDP-identified 33 AV SW Neighbourhood Main Street, and the community hub: cSpace. Given the site is within close proximity to transit, open space, amenities, as well as similar development typologies and land use districts, the project team believes that the subject site would be a suitable location for a low-density townhome-style infill development.

## BUILDING HEIGHT + RESIDENTIAL DENSITY

### WHAT WE HEARD

The proposed development's building height and impact on shadowing and privacy was a common concern amongst residents, as well as the proposed residential density and the impacts of additional residents in the community.



*"...simply overly dense to be consistent with the ongoing re-development of South Calgary"*

*"...impact on the otherwise already cohesive residential feel for the neighborhood with the imposing 11m high group of structures"*

**RESPONSE**

**Building Height**

The R-CG District has a maximum building height of 11m with contextual setbacks and stepbacks required to shift massing away from the neighbouring property. The project team has taken special consideration to further reduce massing away from the neighbouring western property than what is required, stepping down to two-storeys along the shared property line and incorporating pitched roofs. The 11m maximum height of the R-CG District, illustrated in the graphic below, is 1.0m greater than the 10m maximum height of the existing R-C2 District. Both of these heights allow for 3-storey buildings, which is characteristic of the majority of existing homes along 28 AV SW.

**Shadowing + Privacy**

The project team has taken several proactive measures to minimize the impact of shadowing and privacy concerns. This includes moving the rear buildings inwards on the site and away from the neighbouring backyard, and stepping the townhomes down to 2 storeys along the western edge while utilizing the existing slope along 28 AV SW to minimize overlooking or shadowing. Windows have been strategically placed and sized to limit overlooking, with only 4 narrow western facing windows onto the adjacent property. The Proactive Design Plan on Pg. 32 further illustrates these measures.

**Residential Density**

Through application review, The City noted that without a land use redesignation, the existing R-CG and R-C2 parcels of the comprehensive development site could accommodate 7 dwelling units and 7 secondary suites. With an R-CG Designation at 2008 28 AV SW, and a maximum density of 75 units per ha, 9 dwelling units and 9 secondary suites is possible. This is a net increase from what is currently allowed by 2 units and 2 secondary suites. The project

team believes this to be a modest increase in allowable density for the site and has undertaken a proactive technical study to ensure the surrounding road network can accommodate the additional density. It is important to note that under the Land Use Bylaw a secondary suite is considered part of and secondary to a Dwelling Unit. Secondary suites do not count towards "density" as defined in the Land Use Bylaw.

**ENVIRONMENT CONSIDERATIONS, LANDSCAPING + LOT COVERAGE**

**WHAT WE HEARD**

The applicant team heard from respondents that they were concerned with the loss of mature vegetation on site from the development and the greater lot coverage of the proposed building that would lead to increased run off, as well as questions about how the proposed development aligns with Calgary's Climate Change Strategy.

*"how does this fit with the City's Biodiversity initiatives"*

*"The proposed development could potentially destroy natural habitats, disrupt the local ecosystem, and contribute to environmental degradation"*

*"you fail to mention with regard to tree planting is that it will take decades of growth to replace the canopy"*

**RESPONSE**

Project team architect FAAS always tries to retain mature existing trees on site if possible, and the current intent is to retain all 3 mature public trees adjacent to the site. The proposed R-CG District has rules for maximum building coverage, minimum landscaped area coverage, and minimum number of trees (with associated minimum size requirements) and shrubs for new developments which will be met in SC2008. The project team proposes to replace all 14 private trees on-site that will be removed through the construction process. As currently designed, 42.83% of the comprehensive development site will be landscaped, and a minimum of 30% of the landscaped area is required to be softscape.



These regulations are intended to provide not just open space for residents, but also allow for appropriate drainage and ensure no overland drainage is permitted to leave the plan area, except in conformance with an approved Stormwater Management Report.

Regarding the Calgary Climate Change Strategy, low-density infill developments such as SC2008 help accommodate growth within established communities and reduce the need for new greenfield residential development in the natural environment. With approximately two-thirds of the total greenhouse gas emissions in Calgary caused by heating, lighting and power demands in buildings, townhome-style developments such as this also help to reduce these individual household needs through shared building infrastructure and smaller unit sizes. The other third of emissions in Calgary is due to transportation emissions which are minimized by providing vehicle-free/reduced units in an amenity-rich area which an abundance of transit and active transportation routes, helping to reduce further pollution.

## INFRASTRUCTURE CAPACITY

### WHAT WE HEARD

Several respondents raised concerns regarding the capacity of the surrounding existing infrastructure, specifically utilities and stormwater.

*"Run off already cause problems with the next alley over - the city has too dredge out every year" (paraphrased from phone call)*

*"The absolute number of units in there is not supportable with current infrastructure of the neighborhood"*

*"The area surrounding the SC2008 development currently does not have the infrastructure to provide a safe and accessible environment for a possible 18 to 50 new dogs/cats"*

### RESPONSE

A Utilities Engineer with The City of Calgary is assigned to review every proposed land use redesignation to determine the impact a development will have on existing capacities. A Stormwater Management Report will be prepared prior to the acceptance of any construction drawings to ensure overland drainage is properly managed. Residents are encouraged to contact 311 if they have concerns regarding utility service. The concerns highlighted through the city-led outreach is being shared in this report to bring attention to the issue, so the City's Utility Engineers can review service levels for future infrastructure planning.

The developer-owner will be retaining ownership of the site and renting the units after they are developed should this application be approved. They have a vested interest in ensuring the building

is high quality and efficient for prospective tenants and will select fixtures accordingly.

As part of their development requirements, the developer-builder will be charged an off-site levy in line with the proposed increase in number of units from what is currently on site. The levy helps to support the City's costs for infrastructure/utility maintenance or upgrades, ensuring that pressures on roads and piped servicing stemming from community growth can be properly managed.

## WASTE & RECYCLING

### WHAT WE HEARD

Residents brought questions to the project team related to the proposed private waste and recycling logistics, including bin storage and how private collection works.

*"The Waste/Recycling Bins will also be an issue as all 18 and occasionally 36 Bins will need to be placed in the alley for pickup. With the large number of bins, the alley way will be blocked (which is currently an issue for any unit with a 4-plex or 6-plex) and cars will not be able to enter or exit their own garages or even navigate through to the alley exit."*

*"With the large number of bins, the alley way will be blocked (which is currently an issue for any unit with a 4-plex or 6-plex) and cars will not be able to enter or exit their own garages or even navigate through to the alley exit"*

### 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, enclosed, and private area within the rear garage. The bins provided will accommodate for the waste and recycling produced by the entire development and will be 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 more information on the location of the proposed waste and recycling storage, please refer to the site plan on pg.35.

## CONSTRUCTION

### WHAT WE HEARD

The project team heard from a few respondents with questions and concerns related to the construction process, and particularly how existing residents will access their garages during this time given the dead-end lane.

*"how will construction impact adjacent properties given the rear lane is a dead-end" (paraphrased from phone call)*

### RESPONSE

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 neighbours with information about any planned detours.