

Applicant Outreach Summary



APPLICANT-LED OUTREACH SUMMARY

KG3207: 3207 29 ST SW
LOC2023-0044



Issued:
2023.06.02

SUMMARY

EC Livings' Land Use Redesignation (LOC2023-0044) application from the existing DC (Direct Control) District to the Housing - Grade-Oriented (H-GO) District at 3207 29 ST SW is proposed to accommodate 10 dwelling units (5 townhome dwelling units, 5 smaller basement secondary suites) in two grade-oriented buildings measuring 3 storeys. A 6 unit, 3 storey townhome building (3 townhome dwelling units, 3 smaller secondary suites) is proposed to front 29 ST SW and provide a scale transition to directly neighbouring properties, while a 4 unit, 3 storey grade-oriented townhome building (2 townhome dwelling units, 2 smaller secondary suites) is proposed on the interior of the site, fronting onto the internal courtyard. 5 parking stalls will be provided in a carport off the lane, 1 stall for each of the larger townhome dwelling units and 5 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 KG3207, 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 - June 2023 and are further detailed below. Community Groups including the Killarney Glengarry Community Association (KGCA) and Ward 8 Office were invited to participate in our process, which has focused on informative and fact-based engagement and communications.

HOW WE ENGAGED

FEBRUARY 22, 2023 - APPLICATION SUBMISSION

- Hand delivered mailers to neighbours within +/-200m of the subject site, providing proposal details and contact information;
- Displayed a sandwich board on the site, providing proposal details and contact information (ongoing);
- Activated and monitored a dedicated engagement email and phone line (ongoing);
- Project dedicated website with application information and contact information (ongoing);
- Shared project overview letter and plans with the KGCA and Ward 8 Councillor's Office, offering virtual meetings.

FEBRUARY - APRIL 2023

- Ongoing correspondence with community members, as well as the KGCA & Ward 8 Office with invitations to meet

JUNE 2, 2023 - OUTREACH CLOSURE

- Shared Outreach Summary Letter with City Administration, KGCA and Ward 8 Office;
- Hand delivered mailers to neighbours within +/-200m of the subject site, providing additional information, outreach closure notice, contact information for ongoing feedback, and directing to project website where outreach summary is available;
- Updated sandwich board to inform community members of outreach closure and directing to project website where outreach summary is available;
- Continued monitoring dedicated engagement email and phone line for any additional community feedback or comment; and
- Updated project website to host Outreach Summary and communicate outreach closure.

Applicant-Led Outreach Feedback

Over the outreach timeline, the project team engaged in conversations with and received feedback from 3 respondents by email. The project team also shared Land Use Redesignation information packages with and offered meetings to the KGCA and the Ward 8 Office. The KGCA corresponded with the project team, but did not express an interest in meeting.

City-Led Outreach Feedback

Administration received 35 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

Project feedback received by the Applicant Team and The City has been categorized into 6 themes. Each theme begins with an outline of what the project team has heard and then provides a project team response.

- Parking + Traffic Safety
- Policy Alignment + Development Rationale
- Height, Density + Contextual Fit
- Shadowing + Overlooking
- Environment Considerations , Landscaping, Lot Coverage
- Infrastructure Capacity

OUTREACH STRATEGIES



Custom On-Site Signage



Dedicated Project Website



Hand-Delivered Mailers



WHAT WE HEARD

PARKING + TRAFFIC SAFETY

WHAT WE HEARD

Parking and traffic were a common theme amongst the feedback received, specifically the proposed on-site parking supply of 5 stalls would cause on-street parking issues, the potential for increased traffic along 29 ST SW and the rear lane, and the lack of transit and poor walkability in the area.

RESPONSE

There are 5 parking stalls proposed in a carport accessed via the rear lane. As best practice, the project team contacted Professional Transportation Engineers Bunt & Associates to audit the proposed parking supply potential traffic impact. Bunt determined that a transportation/parking study would not be required given the parking supply meets council-approved H-GO bylaw parking requirements, and the density increase would have negligible impact on local traffic and the adjacent roadway volume. The project team is confident in the proposed parking supply given current market trends and demand, for the following reasons:

- The proposed supply is compliant with recent Council-approved parking requirements for the H-GO District and private alternative mobility storage units are provided for suites that don't have a dedicated parking stall.

- Relevant Canadian literature shows a correlation between lower rates of vehicle ownership and smaller rental units. This does not mean tenants of the smaller suites will not own private vehicles, but the likelihood is lower that they will, especially if a parking space is not allocated to them.
- There is an ample supply of unrestricted on street parking available in the surrounding blocks.
- The site is within 400m (~5 min. walk) of Route 22 primary transit service on Richmond RD SW, Route 6 local bus service on 26 AV SW, and Route 66 local bus service on Sarcee RD SW, and 900m (~15 min. walk) of MAX Yellow BRT primary transit service on Crowchild TR S.
- Adjacent cycling infrastructure along 29 ST SW allows for easier and faster access to community amenities and transit.
- The subject site is located in the Communauto home zone, providing carshare service to residents who decide to live without a private vehicle.
- Local commercial/retail and employment opportunities are within a short walk, as well as the 33 Avenue Main Street is within a 15 minute walk, both supporting a vehicle free or reduced lifestyle.



POLICY ALIGNMENT + DEVELOPMENT RATIONALE

WHAT WE HEARD

The project team heard feedback that the Westbrook Communities Local Area Plan was not yet approved, and questions how the proposed H-GO District and development vision align with applicable policy and meet locational criteria given the site is not located along a Main Street. More specifically, questions regarding the availability of transit, commercial, and community amenities in close proximity of the site were raised.

RESPONSE

Policy Alignment

When considering the appropriateness of a land use redesignation application, the applicant team considers several levels of applicable policy. The development vision is aligned with the Municipal Development Plan which guides Calgary's current planning policy, placing priority on building complete and resilient communities that make more sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal capital.

The Westbrook Communities Local Area Plan was approved in April 2023 which replaces the Killarney/Glengarry Area Redevelopment Plan (1986). No amendment to the Local Area Plan will be required, as the subject site falls within the Neighbourhood Flex overlay and is encouraged for redevelopment over time into residential and/or commercial uses of up to 4-storeys in scale.

H-GO Location Eligibility

The subject site is eligible for the H-GO District as it is within a Neighbourhood Flex Corridor in the Westbrook Communities Local Area Plan which is intended for a mix of residential and commercial uses. The subject site is within close walking distance (less than 200m) of commercial/retail and employment opportunities, open space, and other examples of multi-residential development which make it appropriate for a townhouse-style development of this scale.

HEIGHT, DENSITY + CONTEXTUAL FIT

WHAT WE HEARD

The project team heard from respondents about how the added density and increased height of the proposed development will impact the community character, as well how the built form impacts the property value of the neighbouring properties.

RESPONSE

Building Height

The proposed H-GO District allows for a maximum building height of 12.0m, which is a 1.0m increase from the current maximum height of the existing DC District of 11.0m which applies to the subject site and surrounding parcels. The project team believes this is a modest scale increase from what is currently allowed without a change in land use. The proposed height also aligns with the Westbrook Communities Local Area Plan which supports development up to 4-storeys at this site. Additionally, the H-GO District is specifically intended to accommodate a range of housing typologies in a form and at a scale that is consistent with low density residential districts. The H-GO District includes a number of parameters and regulations that restrict the building form to minimize the impact of infill development on neighbouring properties.

Density

The recently approved H-GO District uses built form parameters such as setbacks, stepbacks, and height to allow new infill development to provide a much needed supply and variety of housing options in established communities such as Killarney/Glengarry, while helping to create a sensitive transition to existing residential homes. These parameters help ensure new developments and the number of units are compatible with existing neighbouring homes.

Contextual 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 development features a three storey form that has been designed to fit within the eclectic character of the surrounding neighbourhood. The proposed development vision provides for additional density while following the low scale building form rules within the H-GO District, specifically intended to be located in close proximity or directly adjacent to low density residential development. 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.

SHADOWING + OVERLOOKING

WHAT WE HEARD

Three community members provided feedback to the project team on the potential of shadowing and overlooking of adjacent backyards, especially from the inner courtyard-oriented townhome dwelling units.

RESPONSE

Privacy

Formed Alliance Architecture Studio, FAAS, is part of the project team for this application and will be submitting a Development Permit in the near future that focuses on these feedback themes. The proposed building design and orientation is intended to maintain privacy for neighbouring properties. Windows will be strategically placed and sized, and private amenity spaces oriented to the street or courtyard to limit overlooking. Selective window frosting will be explored through the development permit review process to further minimize potential privacy impacts at neighbouring property edges.

Shadowing

The project team is understanding that access to sunlight is an important consideration of all infill developments. As the proposed H-GO District allows for a 1.0m increase from the maximum allowable 11.0m height of the existing DC District, shadow impacts will be a modest increase from what is currently possible. Additional parameters on the building envelope of the H-GO District and the proposed development vision include architecture elements such as pitched roofs to further minimize shadow impact on neighbouring properties.

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 that would stem 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.

RESPONSE

Project team architect FAAS always tries to retain mature existing trees on site and protect adjacent public trees if possible and will consult with an Arborist if necessary to minimize tree canopy loss. The proposed H-GO 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 KG3207. These

rules require a minimum of 7 trees and 20 shrubs on-site, a minimum of 40% of the site must be landscaped, and a minimum of 30% of the landscaped area must be soft surface landscaping. 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 KG3207 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

Administration noted that there were comments received regarding the capacity of the surrounding existing infrastructure, specifically water and sanitation lines.

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. No water, wastewater or storm capacity issues were identified through Detailed Review by The City. 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.

EC Living 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, EC Living 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.