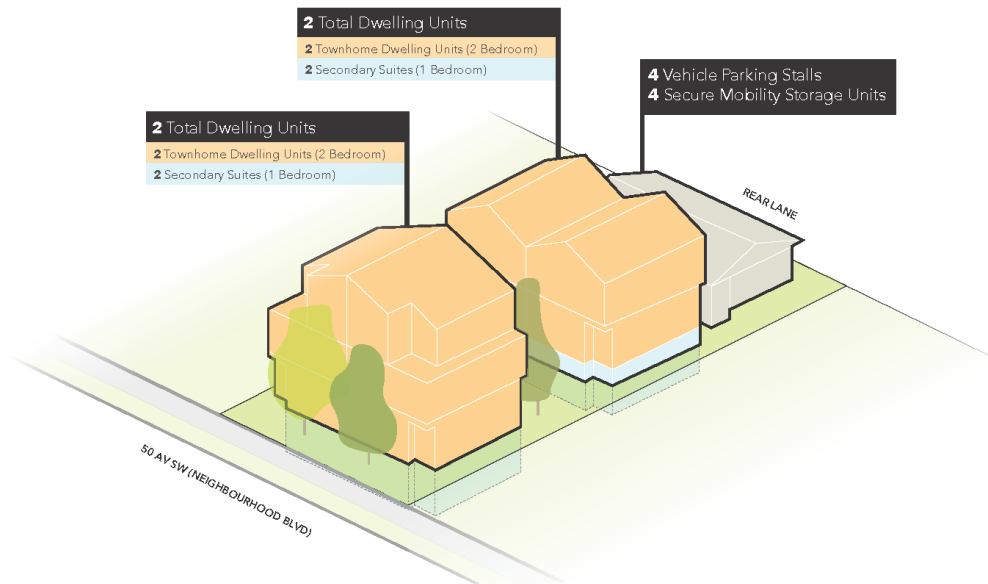


Applicant Outreach Summary



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



Applicant-Led Outreach Summary.

635 50 AV SW
LOC2023-0251

460 - 5119 Elbow Drive SW P 403 201 5305
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Outreach Strategies



PROJECT VOICEMAIL & EMAIL ADDRESS

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



COMMUNITY MEETINGS & INFORMATION SHARING

A summary of the development vision was shared with the Windsor Park Community Association (WPCA), and the Ward 11 Office in Aug. 2023 with invitations to meet and discuss the proposed change, receive feedback, and answer questions.



NEIGHBOUR LETTERS

Paired with on-site signage, neighbour mailers were hand delivered to adjacent property owners and area residents within ±200m of the subject site to outline the proposed change and ultimate development vision for the subject site and direct interested parties to get in touch with the project team via the dedicated voicemail and email address. All inquiries, questions, and comments are received, compiled, and responded to by the



CUSTOM ON-SITE SIGNAGE

To supplement required City of Calgary notification signage, the project team deployed additional on-site signage that notifies neighbours and surrounding community members of a proposed land use change. The signage outlines the development vision and invites interested parties to learn more and get in touch with the project team directly via the project email address and voicemail.

Outreach Process

OVERVIEW

Our outreach process was designed to provide multiple opportunities for community members to learn about the vision for the site early on and to share their thoughts – all with the intent of maintaining a respectful and transparent conversation. Through our outreach channels and strategies to date, feedback from one community member was received directly by the project team. Administration noted that feedback was also received from one community member through their City-Led outreach process. Arlux Construction and the project team would like to thank these community members for sharing their feedback.

In reviewing feedback collected to date (October 2023) and summarized by Administration, the project team has identified three themes raised by those who provided comments. The themes outlined in the following pages are broken into What We Heard and Team Response.

OUR COMMITMENT

Since no single design solution can satisfy all community members completely, the project team cannot integrate everything suggested by our neighbours and the community at-large.

Our promise, however, is that we are transparent about how we reach our conclusions, making the following commitments to all who participate in our outreach process:

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



What We Heard & Team Response



1 VEHICULAR PARKING & TRAFFIC

WHAT WE HEARD

The Applicant Team and Administration each heard from one respondent who expressed concern over the amount of parking spaces being proposed on-site and the impact this could have on available on-street parking spaces and traffic congestion.

TEAM RESPONSE

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

We hear and understand that concerns regarding the proposed parking supply and the impact it could have on availability of on-street parking spaces, as well as traffic congestion. These are common concerns associated with infill development.

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Given the relatively low scale of this development and typically lower rate of car ownership for these types of units, there is expected to be minimal impact to existing on-street parking and traffic congestion. The subject site is adjacent to the 50 AV SW Neighbourhood Boulevard, which is intended to handle higher volumes of traffic and provide high-quality pedestrian, cycling, and transit infrastructure in the near future. The project site is within 200m (~3 min. walk) of Route 3 primary transit service on Elbow DR SW, and 500m (~6 min. walk) of Route 81 local transit service on 4 ST SW. The availability of various transit route options within easy walking distance of the project site, and a nearby on-street bikeway on 5 ST SW, provide access to key local and regional destinations, and supports vehicle-reduced and vehicle-free lifestyles.

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

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2 DENSITY & CONTEXTUAL FIT

WHAT WE HEARD

One community member raised concerns with how the added density and the built form parameters, specifically the front setback, of the proposed R-CG District will impact the community character.

TEAM RESPONSE

The proposed R-CG District has a maximum residential density of 75 Dwellings Units per hectare which would permit a maximum of 4 Dwellings Units and 4 Secondary Suites on this site. The existing Residential - Contextual One / Two Dwelling (R-C2) District would allow for a maximum of 2 Dwellings Units and 2 Secondary Suites on this site today. The Applicant Team believes the addition of 2 Dwelling Units and 2 Secondary Suites from what is currently allowable on the site is a modest increase and enables a sensitive increase in density in an amenity and transit-rich community.

The R-CG District also uses built form parameters such as setbacks, chamfers, and maximum height to allow new infill development to provide much needed supply and variety of housing options in established communities such as Windsor Park, while helping to create sensitive transitions to existing residential homes. The R-CG District has a minimum front yard setback requirement of 3.0m to allow for a enough room for a rowhouse-style development with a central courtyard while ensuring new developments provide sufficient front landscaping and are contextually sensitive to surrounding single and semi-detached homes.



3 PROPERTY VALUE

WHAT WE HEARD

The Applicant Team heard from one respondent that they were concerned how the proposed development may impact the property value of the neighbouring properties.

TEAM RESPONSE

While impact on surrounding property values from new development is not a consideration of decision-makers through the land use redesignation process, the developer-builder, Arlux Construction, is committed to high-quality architecture, building materiality, and landscaping to create an aesthetically-pleasing design that is a contextual fit within the community and contributes to the public realm. As Arlux Construction intends to retain long-term ownership of the development as purpose-built rentals, they have an invested interest in a high-standard development that they are proud to represent.