

Applicant Outreach Summary

What We Heard Report



Outreach Overview

Skyview Properties Inc. and the project team are committed to working with their neighbours to build strong and complete communities through thoughtful planning, great design and best-practice applicant-led outreach.

Our outreach process is 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 the Glendale Community Association and 4 community members was received directly by the project team, in addition to feedback from 18 participants who attended the Applicant-led Digital Information Session. Administration also advised that 18 letters of representation were received from community members. Skyview Properties and the project team would like to thank these community members for sharing their feedback.

The Urban Design Review Panel, an independent advisory board established by City Council, also provided comments on the Development Permit application. In reviewing the feedback collected to date (June 30, 2023) and summarized by Administration, the project team has identified five key themes raised by community members. The key themes outlined in the following pages are broken into What We Heard and Team Response.



Balancing Multiple Interests

An outreach process is more than a compilation of feedback by the project team. Our role, as the outreach lead, requires active listening to determine the root issues underlying each individual piece of feedback. It is often necessary to reconcile competing interests and points of view to arrive at evidence-based planning and design solutions. The array of interests that influence development projects include, but are not limited to:

- **Calgary's Growth and Development**
Planning for the next generations of Calgarians
- **Local Area Policy**
The existing policy framework that guides local development
- **Community Feedback**
What various parties think and say about an issue
- **Economic Viability**
Needs of the developer to create a viable project

Our Commitment

Since no single 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.

Outreach Strategies



Project Website

The website (www.thevibe17.ca) provides an opportunity for interested parties to learn about the development vision and enable convenient 24-hour access to the most up-to-date project information. The website includes a feedback form and provides contact information for the Applicant team (phone number and email address) and City of Calgary contacts.



On-Site Signage

On-site signage was installed upon submission of the Land Use Redesignation Application. On-site signage will summarize the Land Use Application and Development Vision and provide contact information for the project team (phone number, email address, and webpage) and City of Calgary's Development Map (www.dmap.calgary.ca).



Hand-Delivered Mailers

Mailers were hand-delivered to surrounding residents, businesses, and interested parties within approximately 200m of the subject site. The mailer included a summary of the Land Use Application and Development Vision and provided contact information for the Applicant team (phone number, email address, and web page) and City of Calgary's Development Map (www.dmap.calgary.ca).



Outreach Voicemail & Email Inbox

A project phone line, voice-mail inbox (587 747 0317), and dedicated email (engage@thevibe17.ca) served as a direct line to the Applicant team. This contact information was included on all outreach materials.



Notice Letters

Notice letters summarizing the proposed application were shared with the Ward 6 Councillor's Office, and Glendale/Glendale Meadows, Rosscarrock, and Calgary Westgate Community Associations. They provided project information and welcomed continued dialogue. All feedback, questions and comments were responded to by the project team in a timely manner.

THE VIBE

4611 17 AV SW
1904 Georgia ST SW
1903 & 1907 45 ST SW

The Vibe is a high-quality, transit-oriented development project located next to the 45 ST SW Blue Line LRT Station at 1904 Georgia ST SW, 4611 17 AV SW, 1903 & 1907 45 ST SW within the community of Glendale. The proposed development vision will realize a 6-storey, transit-oriented, multi-residential building with street-oriented unit entries.

Name

Email

Phone Number

Location

Message

THE VIBE

Stay in the loop

Sign up to receive email alerts about news and updates.



Public Meetings & Information Sessions

A meeting with the Glendale Community Association and surrounding area residents was held on May 10, as well as a broadly advertised Public Information Session (June 13, 2023) to give local residents and other interested parties the opportunity to learn more about the project, ask questions, and provide their input on the proposed land use change and development vision. The Ward 6 Councillor's Office was in attendance for both. Feedback heard during both sessions is summarized along with other engagement communication in this What We Heard Report.



What We Heard Report

This summary report provides details on the Applicant-led outreach, common feedback themes and project team responses. This report is published on the dedicated project website and also shared with the Ward 6 Councillor's Office and Glendale/Glendale Meadows, Rosscarrock, and Calgary Westgate Community Associations.

Theme 1: On-Street Parking Impacts

What We Heard

A primary feedback theme heard by the project team related to the concern with the impact on the availability of on-street parking on surrounding streets.

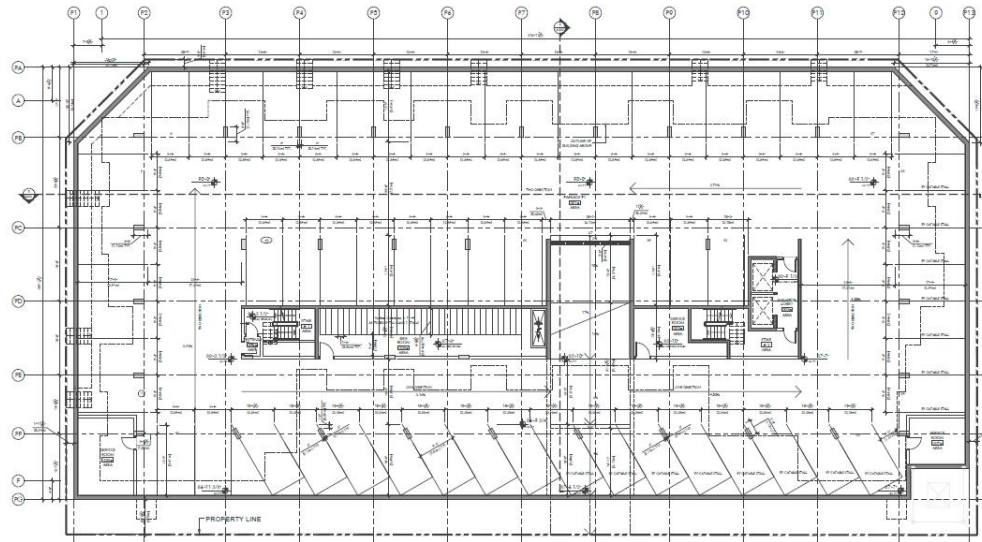
Applicant Response

The Vibe proposes 93 residential parking stalls (89 underground) with 8 visitor parking stalls. The project team has included a total of 136 Class 1 and 12 Class 2 bicycle parking stalls provided for residents and visitors. Bike rooms for cleaning and maintenance are proposed on each parkade level.

The parking ratio is determined through a minimum requirement of stalls based on the Land Use Bylaw rules of the MU-1 District. The proposed parking supply exceeds the minimum number of parking stalls required (57 stalls minimum required, 93 stalls proposed). Additionally, the project site has direct adjacency to 45 ST LRT station across 17 AV SW, and has direct access to Route 2 along the site's frontage to 17 AV SW. There is also convenient access to local and high frequency transit via Routes 9, 93 and MAX Teal BRT. The availability of various transit route options within easy walking distance of the project site provides access to key local and regional destinations and supports vehicle-reduced and vehicle-free lifestyles. Based on projects of similar scale and proximities, many residents tend to choose to live in developments such as this based on ease of access to the LRT for daily commuting and everyday needs.

Though on-street parking is considered a public asset intended for public use, the Residential Parking Program (RPP) is a method that residents can request for the City of Calgary to implement to manage on-street parking impacts to ensure there is a reliable and predictable amount of available space on each block. This area of Glendale is within the 'GDL' Residential Parking Zone (RPZ). In January 2021, Council approved the Residential Parking Policy changes that restrict residents of multi-residential developments over 4-storeys or greater than 20 units from obtaining a Residential Parking Permit. Georgia ST SW and most residential streets within comfortable walking distance of the site already have on-street parking restrictions in place.

The RPZ changes include a new Market Permit for residents of multi-residential buildings built after 1945 that allows residents to park within 150 metres of their building. The Market Permit was introduced as an alternative for residents who live in Residential Parking Zones (RPZ) who may require parking that cannot be accommodated off-street. The Market Permit rate for the Inner City is \$100/month which the City expects will encourage residents to use off-street parking options first. Between the proposed parking stalls, proximity to LRT and bus transit, bicycle parking and route access, and existing on-street parking restrictions in place, on-street parking issues will be effectively managed and regulated to have minimal impact on the surrounding area.



Level 1 Parkade Plan



Site Photo: Georgia ST SW Residential Parking Zone 'GDL'



Site Photo: Subject Site Proximity to 45 ST SW LRT Station

Theme 2: Traffic Congestion & Safety

What We Heard

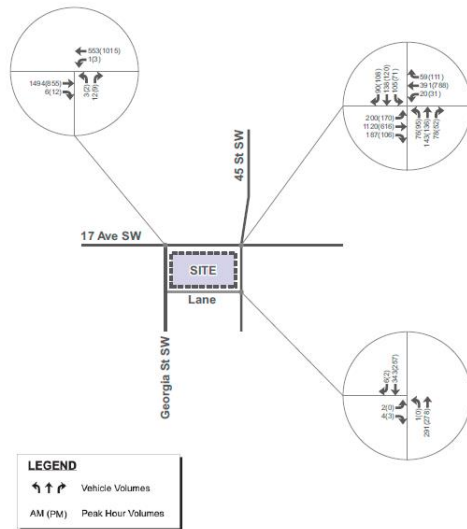
Traffic congestion and safety was a prevalent feedback theme heard in all feedback channels. Feedback focused primarily on signalization, safety, and traffic volumes along 17 AV SW at the intersections of Georgia ST SW and 45 ST SW.

Applicant Response

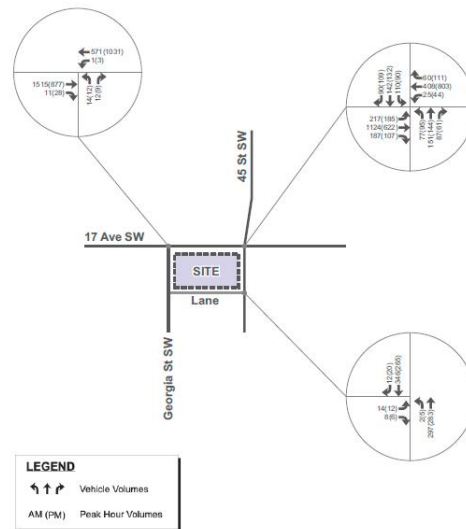
As part of the application a Transportation Impact Assessment (TIA) was completed by professional transportation engineers from Bunt & Associates. This assessment which is summarized on page 50 and available for download on the project website (thevibe17.ca) determined the potential impact of the development on traffic and parking in the area. The TIA found that the development, based on the proposed density, proximity to transit and alternative mobility, and existing road volumes/capacity, will have a negligible impact on post-development traffic volume and intersection operations. The TIA is a requirement for submission as part of the Development Permit process for review by the City's Mobility Engineering team. Traffic congestion during peak hours is a common issue throughout most larger cities that transportation planners and engineers aim to address through signal timing adjustments, lane management, improved transit service, and other traffic abatement and traffic calming measures. While left turns are generally considered more hazardous, especially during busy traffic hours, this issue typically stems from larger factors such as road network and street design and driver behaviour rather than being solely attributable to a single development. Traffic safety primarily relies on factors such as traffic signal visibility, road design, signage, and driver behavior. The City's Transportation department takes these aspects into account when assessing and designing intersections to ensure optimal safety.



Site Photo: 45 ST SW and 17 AV SW Intersection



Existing Traffic Volumes (Bunt & Associates, Transportation Impact Assessment)



After Development Traffic Volumes (Bunt & Associates, Transportation Impact Assessment)

Theme 3: Density & Building Height

What We Heard

The project team heard feedback that the proposed density and building height is excessive for an established community at this location. Feedback on potential overshadowing and privacy issues relating to building height were also received by community members in all feedback channels.

Applicant Response

Skyview Properties Inc. has specifically proposed a land use redesignation to the Mixed-Use General (MU-1) District for the subject site as it aligns with City-wide and local area policy. There are supported policies for where the highest intensities and densities should be located, specifically within near proximity to transit (such as Bus Rapid Transit, or Light Rail Transit). The subject site is directly adjacent to the 45 ST SW Blue Line LRT Station and is within the supported transit-oriented development policy area (see page 8 for map). Transit-oriented development policy typically locates the greatest intensity and density nearest to the station. As this project is directly adjacent to the station itself, greater intensity and a building height of up to six storeys is supported here through the *Westbrook Communities Local Area Plan*, the *Core Zone* policy and Building Scale category.

The proposed base MU-1 land use district incorporates specific bylaw rules that reduces the building mass and scale by including a building height chamfer (limiting building height envelope) along the property line/laneway that is shared with low-density residential uses. Variations in materiality and design elements of the building will also contribute to human scale design and appearance of height and mass.

The project team has prepared a shadow study that models the building massing and shadows cast at the key dates and times of day that demonstrate when access to sunlight and impact of shadows are most prominent during the spring and autumn equinox, and summer and winter solstices (pages 34-48). As the sun moves in an arc like pattern from east to west, most of the shadows fall onto the surrounding streets therefore limiting impact to adjacent neighbours.

The project team has incorporated a number of building design elements such as a stepped back design on the sixth floor along the south edge of the building and privacy screens on balconies nearest to the low-density residential properties along the lane. The final building design is subject to City review through the Development Permit (DP2023-02650) application.

Design Concept Response



Theme 4: Community Character & Development Impact

What We Heard

Feedback was received that related to the impact on the character of the community, specifically that apartment buildings over four storeys do not belong within the community and will impact the quality of life and enjoyment of surrounding residents, and displace those who wish to age in place. The project team heard the theme related to the location of the building entrance should front onto 45 ST SW rather than on Georgia ST SW. Feedback was also heard that development should occur on other vacant lands nearby before any infill redevelopment of this scale is proposed.

Applicant Response

This proposal seeks to assemble 4 privately-owned lots to develop a multi-residential development with approximately 101 units. There are limited locations within the community where multi-residential development is supported (such as within a Transit-Oriented Development Zone) as outlined within the Development Rationale (page 12) and guiding contemporary local policy (pages 8-9) sections of the Application Brief. The overall aim of this proposal is to bring new housing options for people of all life stages to an amenity rich community immediately adjacent to a Blue Line LRT Station.

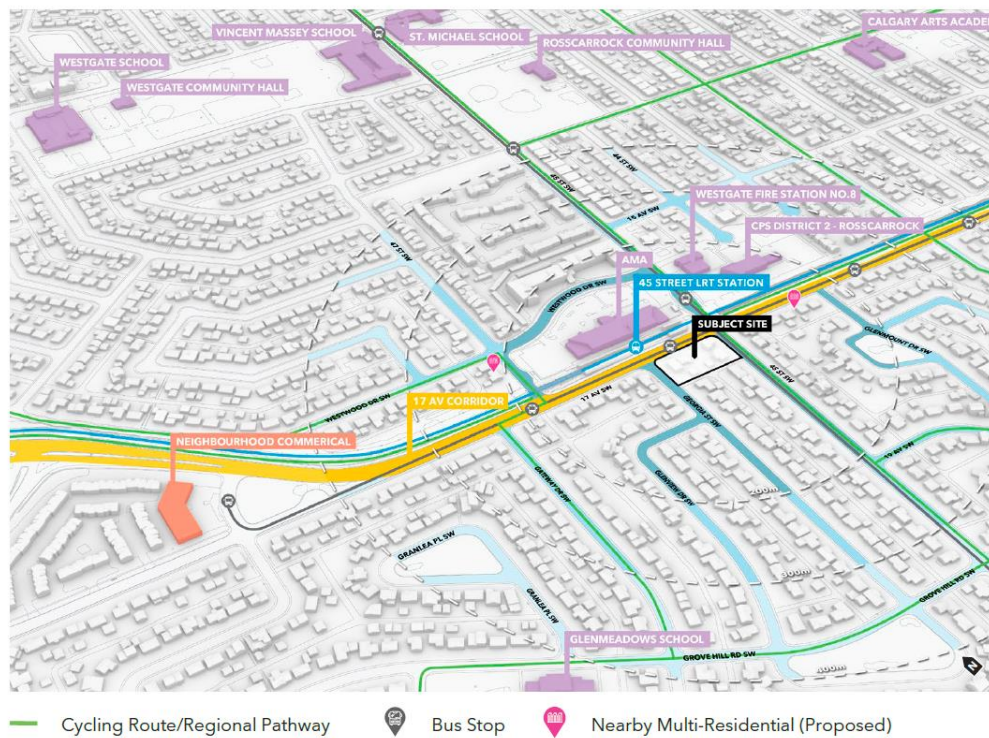
Based on a common feedback theme heard from community members, the project team has revised the development permit application to orient the building entrance toward 45 ST SW, a collector road, rather than Georgia ST SW (designated by the City as a residential street). This change represents one of the "big moves" to address community concerns of contextual fit.

Through guiding local area policy, low-density residential uses, including single family land uses and housing types, will continue to remain the predominant housing type within the community of Glendale. Currently, over 90% of the total parcels within the community are designated as the R-C1 or R-C2 districts.

The proposed development vision aims to bring housing choice to an amenity rich community with excellent accessibility to transit and easy access to daily needs. Though this is not strictly an affordable housing development, a variety of unit types and sizes at various price points are proposed to cater to a broad range of Calgarians. There is a possibility for certain units to be retrofitted for accessibility needs which can help those who desire to stay in their communities as their needs change.

Land use changes or development proposals can be made by any private landowner at their own discretion. These lands were strategically acquired by Skyview Properties Inc. for this specific development vision. While other development opportunities may exist nearby to the project site, the project team nor Skyview Properties Inc. are not currently involved in those referenced by some community members. This proposal was made in recognition of the large capital investment made by the City in the West LRT expansion and in alignment with local area and city-wide policy such as the Municipal Development Plan (MDP) and transit-oriented development policies of the Westbrook Local Area Plan.

Design Concept Response



Theme 5: Bounding Edge Infrastructure & Sustainability

What We Heard

The project team received feedback concerning the overhead power lines and poles along the 17 AV SW corridor adjacent to the subject site specifically related to the feasibility of burying these overhead power lines and poles.

The project team also heard feedback from the Urban Design Review Panel (UDRP), the Community Association, and community members about incorporating green energy elements into the building design.

Applicant Response

Upon conducting a thorough assessment of the subject site and its surrounding conditions, the project team has determined that burying overhead power lines is infeasible at this time. This conclusion is primarily based on the considerable upfront costs and interruption of linear infrastructure for a small portion of the 17 AV SW corridor associated with the excavation and underground installation of the power lines. The project team acknowledges the aesthetic and environmental advantages of underground power lines, however the substantial financial burden on an individual development to bear the full cost of the improvement to underground infrastructure is not viable. The City of Calgary could budget capital funding as part of any City-wide long-term infrastructure planning as needed as 17 AV SW evolves over time.

As part of revisions to the development permit application, the project team has included the necessary infrastructure for electric vehicle charging, as well as rough-ins for solar panels on the roof, effectively future-proofing the building to integrate green energy into the operations of the building.

Design Concept Response



THE VIBE

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