

Applicant Outreach Summary

2023 December 13



APPLICANT-LED OUTREACH SUMMARY

6357, 6363, 6367 34 AV NW
LOC2023-0245



Issued:
2023.12.12

EXECUTIVE SUMMARY

On behalf of developer-builder EC Living, CivicWorks made a Land Use Redesignation (LOC2023-0245) application in August 2023 to transition a large 0.22 hectare (0.55 acre) assembly of lands at 6357, 6363, and 6367 34 AV NW from the Residential - Contextual One/Two Dwelling (R-C2) District to the Housing - Grade-Oriented (H-GO) District. The design vision associated with this redesignation application was made to accommodate the future development of 42 homes in four grade-oriented three storey rowhouse buildings centred on a courtyard, with 21 parking stalls supplied in two garage buildings off the lane. At a high level, the rationale for this application was based on the site's proximity to the Bowness Road Main Street, a municipally-identified location for the concentrated growth of people and jobs over time; its proximity to transit, including service for Routes 1, 40, and 53; and its alignment with City of Calgary Land Use Bylaw criteria that made the site H-GO eligible. The project team believes that the H-GO District is an appropriate land use for the subject assembly, which we are calling BN6357.

CivicWorks partnered with project team architect FAAS on this application, who will be submitting a Development Permit (DP) in the near future that aligns with the proposed redesignation. FAAS provided preliminary design visuals, including a massing model, site plans, and renders to support a robust Applicant-led Outreach program that was launched when the redesignation application was made. A variety of outreach strategies were implemented between August 2023 - December 2023 and are further detailed below. Community members were informed of the application and given opportunities to learn more about it and connect with the project team to ask questions or provide feedback through both digital and analog channels. Relevant groups, including the Bowness Community Association (BCA), Ward 1 Office, and Mainstreet Bowness Business Improvement Area (BIA) also participated in our process through correspondence and meetings.

Over the outreach timeline, the project team received a high level of interest in the BN6357 project. This report will provide a detailed breakdown of all feedback themes heard, and a project team response to each. At a high level, feedback primarily concentrated on the proposed density being too great for the location; within a built form that does not take into consideration the low density context of the street; and the proposed parking supply being insufficient and additive to on-street parking congestion.

PROJECT DELTA

The project team has listened to feedback provided by community groups and Bownesians, balanced against the planning rationale. In response, EC Living has decided to make a compromise in this specific instance. The compromise is to revise the redesignation application from the proposed H-GO District to the Residential - Contextual Grade-Oriented (R-CG) District. This move to R-CG stands by the planning rationale, which is that this is an appropriate location for more homes for more people. It simultaneously provides significant response to each of the primary feedback themes: a reduction in proposed density, within a built form that provides greater contextual scale transitions to neighbouring properties, with parking provision largely unchanged from what was originally proposed, meaning more vehicle stalls for less units.

FAAS is working to revise their forthcoming DP application from H-GO to R-CG which they will submit in December 2023. The design vision associated with the R-CG redesignation revision proposes the future development of 32 homes in four grade-oriented two to three storey rowhouse buildings centred on a courtyard, with 20 parking stalls supplied in two garage buildings off the lane.

HOW WE ENGAGED

AUGUST 2023 - APPLICATION SUBMISSION

- Hand delivered mailers to neighbours within ±200m of the subject site, providing proposal details, contact information, and web address;
- Displayed sandwich board on the site, providing proposal details, contact information, and web address (on-going);
- Activated and monitored a variety of feedback portals, including a dedicated engagement email, phoneline, website (on-going);
- Shared project overview letter and site plans with the BCA, and Ward 1 Councillor's Office, offering virtual meetings.

AUGUST - DECEMBER 2023

- On-going correspondence and direct responses to community members contacting the project team (20 respondents);
- September 11, 2023 Digital Meeting with the BCA (±90 attendees);
- Scheduled and advertised a Digital Information Session in response to community interest via on-site signage, mailers to neighbours within ±200m of the subject site, through website, and BCA advertisement;
- September 28, 2023 Digital Meeting with Ward 1 Office;
- September 29, 2023 Introduction to Main Street Bowness BIA team by Ward 1 Office;
- October 11, 2023 Digital Information Session Zoom webinar (±70 attendees);
- October 24, 2023 Digital Meeting with the Main Street Bowness BIA;
- November 9, 2023 Meeting with the Ward 1 Office;

DECEMBER 2023 - OUTREACH CLOSURE

- Hand delivered letters to neighbours within ±200m of the subject site, providing outreach closure notification and project updates;
- Updated on-site signage with notice of outreach closure;
- Published Applicant-led Outreach Summary to project website for citizen download and review;
- Shared Applicant-led Outreach Summary with City Administration, BCA, BIA, and Ward 1 Office;;
- Continued monitoring dedicated engagement email, phoneline, and website feedback portal for any additional feedback or comments.

HOW WE ENGAGED

Project feedback was derived from all emails, phone calls, and meetings in support of the BN6357 proposal. Four overarching feedback themes emerged that cover a variety of specific topics. Each topic begins with an outline of what the project team has heard and then provides a project team response.

FEEDBACK THEMES

Section 1: Parking, Street Network, & Active Modes

- a. Parking Supply & Parking Permits
- b. Traffic
- c. Laneway Conditions
- d. Multi-Modal Travel Options

Section 2: Contextual Fit, Building, & Site Design

- a. Density, Massing, & Community Fit
- b. Built Form Design & Privacy Considerations
- c. Waste & Recycling
- d. Mature Tree Canopy


Section 3: Policy Alignment

- a. H_GO Fit & Bylaw Alignment
- b. Bowness ARP Alignment

Section 4: Less Common Feedback Themes

- a. Applicant-led Outreach
- b. Development Application Volume in Bowness
- c. Property Management
- d. Unit Size, Price, Tenure, & Affordability
- e. Property Values
- f. Project Support
- g. Amenity Contributions
- h. School Proximity
- i. Infrastructure Capacity
- j. Safety
- k. Environmental Considerations
- l. Green Building

OUTREACH STRATEGY MATERIALS



Proposed Land Use Change

6357, 6363, 6367 34 AV NW
R-C2 to Housing - Grade Oriented (H-GO) District
City of Calgary Application Reference: LOC2023-0245

Hello Neighbour

We are proposing a land use change at 6357 - 6367 34 AV NW from the existing Residential - Contextual One / Two Dwelling (R-C2) District to the new Housing - Grade Oriented (H-GO) District. The proposed change will enable a three-storey courtyard-oriented stacked townhouse development, with 21 larger townhouse units, 21 smaller secondary units, 22 parking stalls in a carport, and 21 secure bike / scooter / stroller storage units.

The City of Calgary's new H-GO District is specifically intended to introduce a wider range of ground-oriented housing options in amenity-rich inner city areas, specifically along higher order streets or close to Activity Centres, Main Streets and frequent transit service.


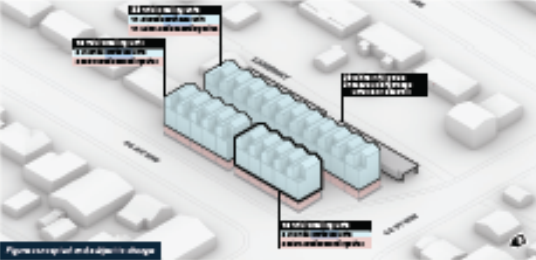
More information about the new H-GO District and recent bylaw changes aimed at creating more housing choice in our city: calgary.ca/housingchoice

Find Out More

You can review all publicly available materials for the proposed land use change and share questions or feedback with the project team via:

calving.ca/engage
engage@cityworks.ca
 587.347.0287
 Reference: SNE367
 6357, 6363, 6367 34 AV NW

City of Calgary Application Info: dmap.calgary.ca

calving.ca

Neighbour Mailer (Front and Back)



Proposed Land Use Change

6357, 6363, 6367 34 AV NW (LOC2023-0245)
R-C2 to Housing - Grade Oriented (H-GO) District

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The City of Calgary's new H-GO District is specifically intended to introduce a wider range of ground-oriented housing options in amenity-rich inner city areas like this one, specifically along higher order streets or close to Activity Centres, Main Streets and frequent transit service.

More information about the new H-GO District and recent bylaw changes aimed at creating more housing choice in our city: calgary.ca/housingchoice




Get In Touch

You can review all publicly available materials for the proposed land use change and share questions or feedback directly with the project team:

calving.ca/engage
engage@cityworks.ca
 587.347.0287
 Reference: SNE367 (6357, 6363, 6367 34 AV NW)

City of Calgary Application Information Portal: dmap.calgary.ca

On-site Signage



RESIDENTIAL COMMERCIAL ENGAGE ABOUT CONTACT TENANTS TENANT LOG IN

BN6357 – 6357, 6363, and 6367 34 AV NW (LOC2023-0245)

Project Update: Digital Information Session

Thank you to everyone who attended our Digital Information Session on Wednesday, October 11, at 6:30-8:45pm. The slides from this session are available as a downloadable document below for anyone who was unable to attend.

Proposed Land Use Change

On behalf of EC Living, CivicWorks has made a Land Use Redesignation (zoning, LOC2023-

Why Here?

The H-GO District is only appropriate in inner city areas along higher order streets or close to

Dedicated Project Website

WHAT WE HEARD

SECTION 1: PARKING, STREET NETWORK, & ACTIVE MODES

A. Parking Supply & Parking Permits

WHAT WE HEARD

The most common questions and feedback the project team received related to parking supply on-site, street parking, particularly along 34 AV NW, and parking permits.

RESPONSE

On-Site Parking Supply

There are 20 vehicle parking stalls proposed for BN6357 in two enclosed garage buildings accessed via the rear lane per the latest R-CG proposal. The initial H-GO proposal could fit more stalls within a carport, however, the valuable feedback provided by the BCA and community members led the team to determine that an enclosed garage is better for the site from a safety perspective. Due to the reduction in the number of units from 42 to 32, the 20 vehicle parking stalls on site now exceeds the bylaw requirement of 16 stalls. 14 alternative mobility storage units are provided for suites not assigned a vehicle parking stall. The alternative mobility storage units are large enough to accommodate a cargo/e-bike or stroller.

On-Street Parking Supply

Regarding vehicles associated with the BN6357 development proposal parking on the street, the project team has proposed a right-sized parking supply with no intent of off-site impacts. This is not to state there will only be 20 vehicles associated with the proposed development and that there will be no vehicles parking on street, but rather that the project has been designed in a manner that includes active modes storage within a context of excellent amenities and multi-modal infrastructure (Bowness Road Main Street, grocery store, employment opportunities, parks and open spaces nearby, bike lanes, transit service) to encourage vehicle-free and vehicle-reduced tenancies. There are also 14 on-street stalls directly adjacent to the subject site. In their experience, EC Living has found that tenants tend to self-select the parking option that fits their needs and their budget, with folks selecting the active modes storage unit if they live or work in the community, or rather rely on their bike, transit, or rideshare for longer journeys.

Residential Parking Permit (RPP) Program

The project team heard from community members that on street parking is congested near the BN6357 site, particularly in the evening when residents return home from work. A solution here could be to introduce a new Residential Parking Zone for Bowness, which could then allow neighbours to implement parking restrictions by block following an occupancy study by the City that proves over

80% of the on street space is occupied through the day. The introduction of restrictions would better control area parking, with costs of permits (service payment for costs of signage and enforcement) for any building with more than 20 homes (like BN6357) being much higher (approximately \$100/month) than permit costs for single or semi-detached residences (approximately \$50-\$100/year). More information on how to implement parking restrictions by block can be found on the City's website at www.calgary.ca/roads/residential-parking-zones.

The project team has requested that Administration determine whether a new Residential Parking Zone could be established in Bowness in 2021, and at that time it did not meet the on-street occupancy threshold to introduce one. The project team will ask Administration again to undertake this study in support of the BN6357, particularly since there are a number of active applications in Bowness.

B. Traffic

WHAT WE HEARD

A number of respondents focused on traffic congestion that would be caused by the proposed development.

RESPONSE

The project team consulted Professional Transportation Engineers Bunt & Associates and it was determined no study would be required in support of this application. No parking study is required because the proposed vehicle and active modes parking supply aligns with bylaw requirements (and has been improved with the application revision to R-CG). No traffic study was required because the proposal does not surpass the threshold of peak hour vehicle trips required to trigger one. Generally, rowhouse scaled applications have a minor impact on area street network traffic and laneway through the day. Any specific traffic concerns related to the existing street network can be reported to The City through 311.

C. Laneway Condition

WHAT WE HEARD

Feedback was provided on the poor condition of the existing laneway.

RESPONSE

Currently, there is no plan to re-finish the existing gravel lane as part of the proposal, though the project team hears and appreciates the feedback provided by residents regarding the lane's condition. The City has programs and initiatives in place to address concerns here, including the City-administered Gravel Lane Repair and Blacklane Paving

Programs. The Gravel Lane Repair program is city-funded, allowing citizens to report laneway condition issues through 311 or the City's online service request form. The Backlane Paving program is a privately funded improvement initiative, which relies on all adjacent property owners paying into the costs of paving their laneway. More information on the Backlane Paving program can be found on the City's website at www.calgary.ca/roads/back-lane-paving.

D. Multi-Modal Travel Options

WHAT WE HEARD

A number of respondents and the Ward 1 Office provided feedback and insight into multi-modal transportation options in and around Bowness.

RESPONSE

The BN6357 site parking supply is supported by nearby active modes infrastructure. The site is within 400m (± 5 -minute walk) of bus stops for Route 1 primary transit service (which was recently improved) and Route 53 local transit service along Bowness RD NW, as well as Route 40 local transit service on 31 AV NW. The availability of transit options within walking distance of the project site provides access to key local and regional destinations, supporting vehicle-reduced and vehicle-free lifestyles. There are also multiple bike routes near the site along Bowness RD NW, Bow CRES NW, and 31 AV NW, which connect cyclists safely to the greater cycling and pathway network.

Despite these strong adjacencies, the project team understands that the BRT 305 Route providing service between COP and downtown was recently cancelled and that area residents desire greater transit options and frequency in their community. We appreciate this feedback and are sharing these concerns with City Administration for review and consideration in future transit projects.

SECTION 2: CONTEXTUAL FIT, BUILDING, & SITE DESIGN

A. Design, Massing, & Community Fit

WHAT WE HEARD

The most commonly heard feedback theme centred on the proposed density being too significant an increase for the subject site and within a built form that is too large for the community context.

RESPONSE

In response to feedback from community members and groups, the project team has adjusted the redesignation application from the H-GO District to the R-CG District. This revision has direct impacts on allowable density (10 unit reduction) and building scale (1m overall height reduction, buildings in rear yard limited to 2 storeys), a significant compromise to the provided feedback.

The H-GO District measures density using Floor Area Ratio, a form-based approach where the number of units is not limited by the size of the site, but rather their ability to fit comfortably within a proposed building and in turn align with bylaw parking requirements. The initial H-GO District proposed 42 units. The refined R-CG District limits density by site size. For the BN6357 site that measures 0.22 hectares, a maximum of 75 units per hectare are allowed, which yields 16 dwelling units and 16 secondary suites (suites do not count toward density), for a total of 32 homes.

The H-GO District has a uniform maximum height of 12m, which is 2m greater than the maximum height of 10m for neighbouring properties that are assigned the R-C2 District. The revised R-CG District has a maximum height of 11m for buildings in the front yard (maximum 3 storeys), and 8.6m for buildings in the rear yard (maximum 2 storeys). Both Districts



Preliminary Render, subject to change

have the same property line setback rules (3m front property line setback, 1.2m side property line setback, 1.2m rear property line setback); while the R-CG District contains more robust stepback rules at the third storey, meaning buildings in the front yard will have a reduced 3rd storey floorplate compared with the H-GO District. To summarize, the revision from H-GO to R-CG results in the following: a reduced maximum overall height (1m greater than the maximum height of neighbouring land uses); reduced third storey coverage for front yard buildings; and two storey scale for rear yard buildings.

Design elements to be integrated that will establish a fit with the surrounding community include ground-oriented entrances for every home, the use of darker materials on the lower two storeys of the building meant to ground this portion of the building and lighter materials on the third storey of the front yard buildings to pair with the stepback, reducing the visual perception of mass on this upper level. BN6357 is designed with a focus on high-quality materials to ensure its longevity, durability, and fit with the community. These strategies will pair with a comprehensive, bylaw aligned landscape plan that will introduce 20 new trees and 60 new shrubs. While this density and built form may not exactly match neighbouring homes, it is a scaled back version of the initial proposal using a District that is meant to contextually fit with all low density land use districts, and will certainly fit contextually with the streetscape as it continues to evolve over time to respond to an acute housing crisis in Calgary. The project team would note that community character is not solely defined by the built form within a community, but rather the people within each neighbourhood that make them unique and dynamic.

FAAS is refining their design to align with R-CG District rules and will be submitting a bylaw-aligned Development Permit in the near future.

B. Built Form, Design, & Privacy Considerations

WHAT WE HEARD

Another common feedback theme from both community groups and nearby residents focused on how the building design would impact neighbours from a privacy, overlooking, and sun-shadow perspective.

RESPONSE

Project team architect FAAS designs rowhouse-scaled buildings with an emphasis on minimizing impacts to neighbours. From a built form perspective, the BN6357 proposal aligns with R-CG District height, setback, and stepback rules to automatically reduce the overall appearance of height and mass from neighbouring properties, with associated reduced impacts to privacy, overlooking, and sun-shadow when compared to the initial H-GO application.

Beyond bylaw rules, the four buildings are thoughtfully designed with entries, balconies, and most windows oriented towards the street or internal courtyard. The internal courtyard amenity space will be screened from neighbours by the buildings or fencing to prevent overlooking. FAAS has further mitigated privacy and overlooking concerns by reducing the rear yard building heights to two storeys, meaning less windows to overlook neighbouring properties across the lane. The garage buildings proposed off the lane will further obstruct the viewshed from south facing second storey windows. Furthermore, all windows proposed above the ground level are assigned to bedrooms and bathrooms, which are used less frequently through the day. Along the east elevation where BN6357's only direct neighbour is located, there are only three small windows proposed to maximize privacy.

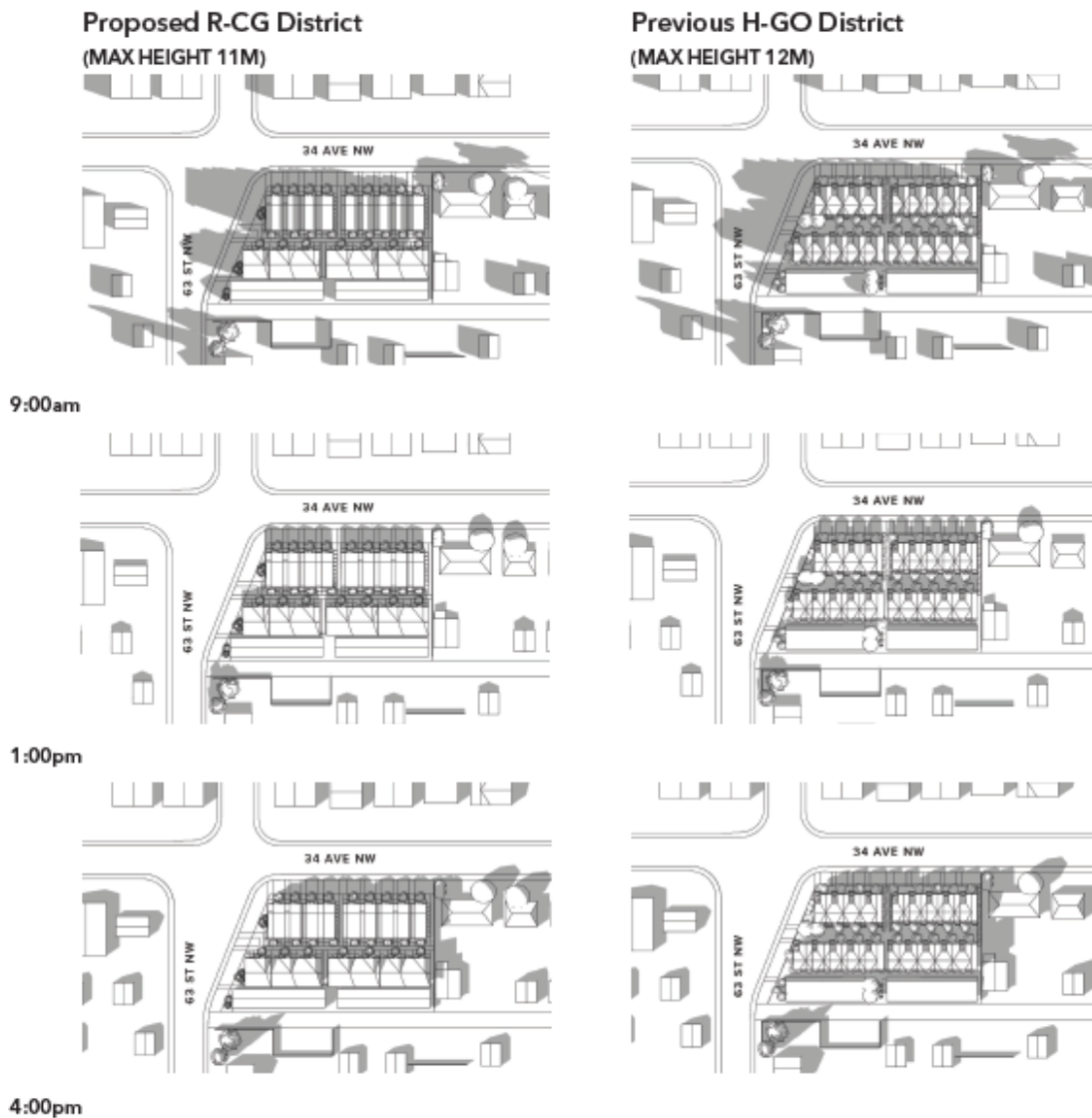


BN6357 also has minimal shade impacts to neighbours through the year. The below sun-shadow studies (at City-mandated dates and times) compare the proposed R-CG design against the previously proposed H-GO District. The sun-shadow studies highlight the improved sun exposure the neighbouring property has in its backyard in the afternoon hours between March 21 and September 21,

when residents are most likely to be outside enjoying their yards or growing gardens. Outside of the winter months, there are limited shade impacts to neighbouring properties. FAAS will continue to explore how the design can prioritize sensitivity to neighbours through their Development Permit application, which will include further review by The City.

SUN-SHADOW STUDY

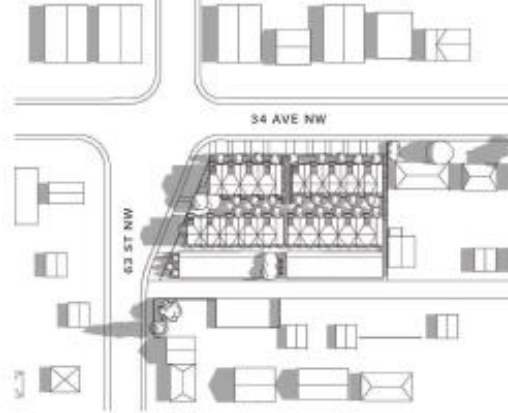
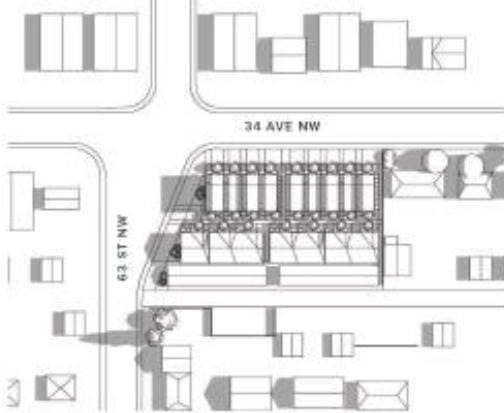
EQUINOX, MARCH 21 + SEPTEMBER 21



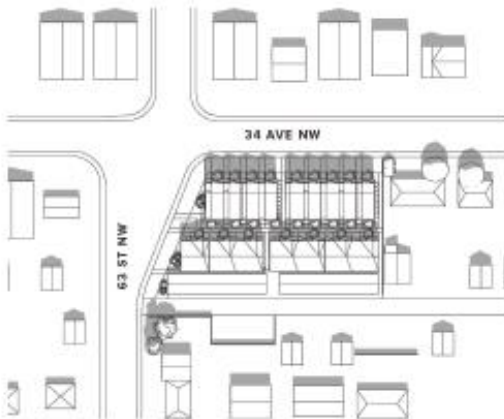
SUMMER SOLSTICE, JUNE 21

**Proposed R-CG District
(MAX HEIGHT 11M)**

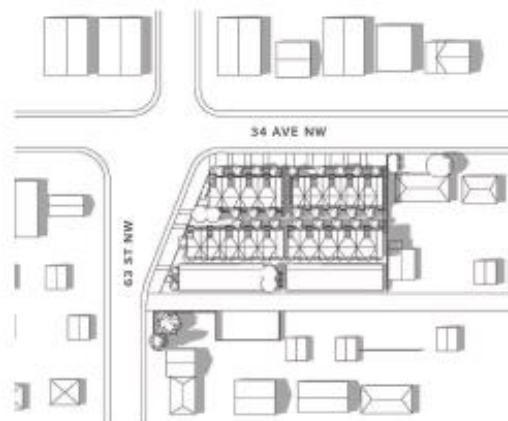
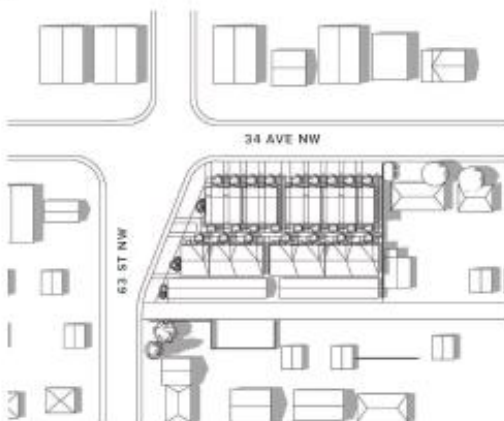
**Previous H-GO District
(MAX HEIGHT 12M)**



9:00am



1:00pm

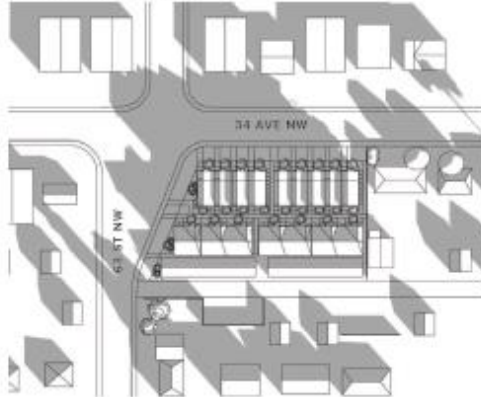


4:00pm

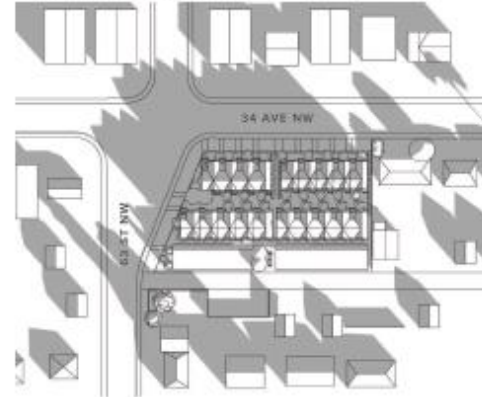
Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times are based on established City of Calgary requirements and account for daylight savings.

WINTER SOLSTICE, DECEMBER 21

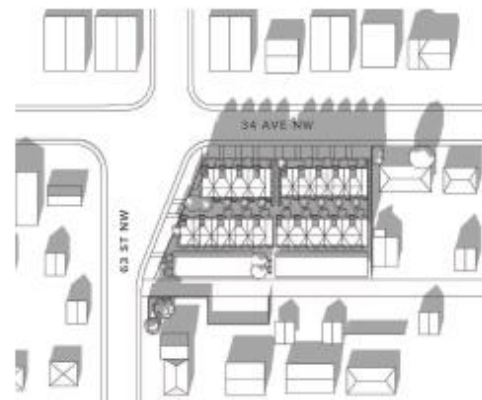
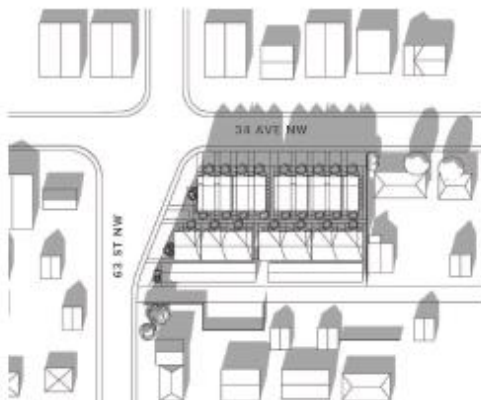
Proposed R-CG District
(MAX HEIGHT 11M)



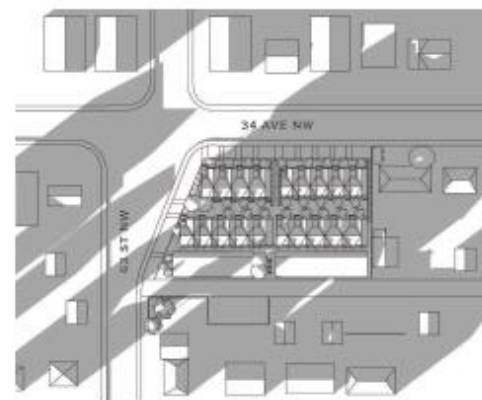
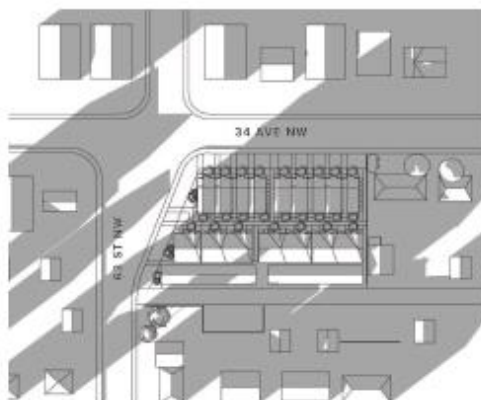
Previous H-GO District
(MAX HEIGHT 12M)



9:00am



1:00pm



4:00pm

10 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. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times are based on established City of Calgary requirements and account for daylight savings.

C. Waste & Recycling

WHAT WE HEARD

The project team received questions about how waste & recycling would be managed on-site.

RESPONSE

BN6357 proposes the use of a Molok System, a group of three large bins for waste, recycling, and organics that are set largely into the ground to accommodate the proposed number of homes on the site. The molok system will be located between the two garage buildings of the lane, out of site from nearby streets and neighbours. It requires a special collection vehicle with an arm that lifts the bins out of the ground to empty and replace them, meaning no bins associated with the BN6357 will ever block the laneway. Collection will be privately contracted by EC Living in line with demand.

D. Mature Tree Canopy

WHAT WE HEARD

A less common feedback theme related to the design of the proposed site focused on the potential loss of mature tree canopy through redevelopment.

RESPONSE

Project team architect FAAS works to retain as many existing mature trees as possible through their design process, particularly in public boulevards and near property lines. Based on bylaw setback, courtyard and building/garage siting rules, it can be difficult to save existing mature trees. Where a tree's survival is in question, an arborist will be consulted to determine if retaining it will be viable for its root system following redevelopment.

The R-CG District also includes specific rules about landscaping, including a minimum required number of trees, shrubs, and their minimum size requirements. For the BN6357 site, a Landscape Plan will be required as part of a future Development Permit that will include 20 new trees and 60 new shrubs.



SECTION 3: POLICY ALIGNMENT

A. H-GO Fit & Bylaw Alignment

WHAT WE HEARD

Feedback was provided to the project team on whether this was an appropriate location for the H-GO District.

RESPONSE

The H-GO Land Use District is new to Calgary. It allows for greater density within a limited scale, built form capable of contextually fitting with low density development. The H-GO District is only considered appropriate in locations meeting municipally-determined policy criteria contained within Land Use Bylaw 1P2007, where the best amenities and infrastructure are provided nearby. For the BN6357 site, its location within the Inner City and siting within 200m of the Bowness Main Street qualify it for redesignation to the H-GO District (it also was formerly within 400m of a BRT stop, a transit route that was cancelled following the submission of this redesignation application). The site is appropriate for the H-GO District.

Following Applicant-led outreach, the project team has modified the redesignation application to the R-CG District, which is also appropriate in this location and has no locational criteria restricting its incorporation anywhere in the Inner City.

B. Bowness ARP Alignment

WHAT WE HEARD

Six individuals and the BCA were concerned that an ARP amendment is required to facilitate the proposed land use redesignation to H-GO, with most preferring an application in alignment with the ARP.

RESPONSE

The BN6357 site is located within the boundary of the Bowness Area Redevelopment Plan (ARP, 2021), and falls within the Residential: Low Density, Conservation & Infill policy area. The initial H-GO proposal required a minor amendment to the ARP to transition the site to the Low and Medium Multi-Dwelling policy area, which appears in similar contexts throughout the community. The modified R-CG application no longer requires an ARP amendment, which has been confirmed with City Administration.

SECTION 4: LESS COMMON FEEDBACK THEMES

A. Applicant-led Outreach

WHAT WE HEARD

A few respondents inquired about the project outreach strategies being undertaken, whether an in person community meeting would be held, and commented on the professionalism of the outreach facilitation.

RESPONSE

Outreach Strategy

CivicWorks and EC Living are committed to being good neighbours and working with citizens and community groups throughout the application process. CivicWorks undertakes a robust outreach program in support of all applications to ensure a clear and transparent process for all interested parties. For the BN6357 application, the outreach undertaken by the project team exceeds the City of Calgary's requirements for a rowhouse-scaled development. The project team provided ample opportunities for community members to learn more about the project and to provide feedback, as outlined in the "How We Engaged" section of this report.

In-Person Outreach

The CivicWorks studio did not conduct in person community meetings on the BN6357 proposal, instead offering digital meetings or a phone line for residents uncomfortable using Zoom that would prefer a one on one conversation. We did so because we have come to realize that the most interactive platform for conversations and feedback provision on development applications is a Digital Information Session. More people can democratically attend without barriers; participants have a more uniform experience where the presentation is uniformly delivered to their screens; folks are able to choose the method they are most comfortable with of providing feedback or asking a question by entering it in the chat or asking out loud; and everyone will be given the opportunity to ask questions or speak uninterrupted, with other participants able to hear questions and answers in real time. If our team felt that an in person session would genuinely create better opportunities for dialogue, we would take this approach - we have learned through its application in many of our projects that the Digital Information Session is the gold standard for community meetings.

Respectful Public Engagement

CivicWorks appreciates the feedback on professionalism regarding our outreach facilitation. We strive to maintain a high level of professionalism in our work and align with The City of Calgary's Respectful Workplace Policy, which focuses on working with participants to maintain respect, honesty, and dignity. The use of polite language in disagreement is focused on, with no tolerance for offensive behaviour. Regardless of their stance on the proposal, the majority of individuals who participated in our outreach process worked

within this framework, and we would like to thank them for respectfully engaging with their neighbours and our project team. There were a few specific instances in meetings where this policy was clearly being broken, and the project team had to respond in a stronger manner to bring the conversation back to a safe place for everyone participating.

B. Development Application Volume in Bowness

WHAT WE HEARD

The project team heard feedback regarding a high number of active Land Use Redesignation (LOC) and Development Permit (DP) applications in the community of Bowness, citing specific concerns around community capacity to accommodate them.

RESPONSE

Every LOC or DP application is required to stand on its own merits with respect to good urban planning and design. City of Calgary Administration (various departments including Planning, Mobility Engineering, Utilities Engineering, Parks) is responsible for reviewing files individually, but also the cumulative impacts of proposals on a community from an infrastructure and amenities perspective to identify if upgrades are required. It should be noted that new development applications are required to pay off-site levies, a fee per unit for the maintenance and upgrading of municipal infrastructure over time.

C. Property Management

WHAT WE HEARD

Questions were asked by participants about property management.

RESPONSE

As the developer-builder, EC Living will retain ownership and act as property manager for all units. By taking this approach, they have a vested interest in maintaining positive relationship with their neighbours and ensuring future residents are carefully selected to protect their asset long-term. As property manager, they will take care of landscaping, snow removal, repairs and building upkeep, and privately contract three stream waste removal, all of which comprise a significant overall and on-going investment into the property.

D. Unit Size, Price, Tenure, & Affordability

WHAT WE HEARD

Questions were asked by participants about the tenure, unit size and pricing, and affordability considerations.

RESPONSE

EC Living will retain ownership of the proposed building and will rent the 32 homes. The proposed development vision intends to offer a range of one- to three-bedroom units ranging from approximately 600-1,500 square feet. This unit

distribution offers greater housing choice to future residents, whether they be families, students, young professionals, couples, or downsizers who value vibrant and walkable neighbourhoods, like Bowness. Rental rates have not been determined at this time, however, EC Living intends to secure CMHC financing for the project, which will include an affordability component. With untethered parking, deeper affordability can be achieved for some units. These measures aim to combat Calgary's housing crisis.

E. Property Value

WHAT WE HEARD

One respondent expressed concerns regarding declining area property values as a result of the proposed development.

RESPONSE

Property values are not a consideration of land use in Administration's review and Council's decision on development applications. EC Living intends to introduce a high-quality new grade-oriented development in BN6357 if approvals are secured. The proposed development will use high-quality materials and landscaping to create a thoughtful design meant to stand the test of time. EC Living also intends to retain ownership of the buildings into the future and rent out the units and suites. It is in their best interest as a Calgary-based developer-builder to build and maintain their asset at a high-quality to attract excellent, long-term tenants.

F. Project Support

WHAT WE HEARD

Support for the proposal was received from one respondent and a community group, welcoming increased density near the Main Street with vehicle-reduced housing options.

RESPONSE

The project team appreciates the messages of support it has received and feels the BN6357 application will add people in close proximity of the Main Street to support its businesses.

G. Amenity Contribution

WHAT WE HEARD

Questions were asked of the project team regarding off-site amenity contributions in exchange for the proposed density.

RESPONSE

The project team considered the incorporation of a voluntary developer-funded community amenity contribution by EC Living for the original H-GO application. However, based on the feedback the team received related to density, community fit, and parking, a decision was made instead to revise the application to R-CG. The proposed density can no longer financially support a community amenity contribution.

H. School Proximity

WHAT WE HEARD

Some feedback was received about a lack of schools in proximity to the subject site and safety of children crossing CP Rail tracks to access schools.

RESPONSE

The BN6357 development proposes 1, 2, and 3 bedroom units geared towards all family types, some of which may include children. There are no public elementary or secondary schools in Bowness east of the CP railway after RB Bennett School was closed in the early 2000s due to low enrolment. Like other children from this part of the community attending school in Bowness, the future residents of BN6357 if approved would also have to cross the railway (by foot, bicycle, bus, or vehicle) to get to the four schools within 1km of the subject site.

I. Infrastructure Capacity

WHAT WE HEARD

Questions were asked by a community member regarding the impact this development proposal will have on aging water infrastructure in Bowness.

RESPONSE

The capacity of infrastructure, including water, wastewater, and stormwater is reviewed by the City of Calgary's Utility Engineering Team as part of their detailed review of any development application to determine whether any developer-funded system upgrades will be required to tie in. Additionally, off-site levies will be collected by the City for BN6357 if approved in exchange for the proposed density increase, with funds allocated towards municipal infrastructure upgrades.

J. Safety

WHAT WE HEARD

Three respondents provided feedback citing concerns regarding the current safety situation in Bowness.

RESPONSE

The project team appreciates the information shared by community members and as a best practice always strives to ensure safety is achieved through good and thoughtful design. BN6357 includes well-lit pathways, direct access from both 34 AV NW and 63 ST NW, and security features to ensure the site will remain private and secure post-development. The proposed development will also naturally provide more "eyes on the street", which from an urban design perspective is meant to improve safety. EC Living as property owner has a robust application process for tenancies in their buildings across Calgary, meant to attract respectful and long term tenants.

K. Environmental Considerations

WHAT WE HEARD

A topic of discussion at the Digital Information Session was concern regarding the impact the BN6357 proposal could have on migratory bird paths and whether an environmental study would be undertaken.

RESPONSE

The City of Calgary has reviewed the application and at this time has determined that no study related to migratory birds will be required at the BN6357 site. If approved, during construction any requirements related to nesting migratory birds will be met by EC Living.

L. Green Building

WHAT WE HEARD

A topic at the Digital Information Session centred on whether the proposed development would contribute to improving climate resilience of the Bowness community.

RESPONSE

The BN6357 proposal meets higher order municipal growth goals that are sustainable, including the proposed redevelopment of the inner city, reducing outward sprawl into natural lands and the waste related to extending piped servicing and roads to new communities (and associated vehicle emissions of those travelling further distances to access Calgary's core services and amenities). The site is also strategically located near existing infrastructure and amenities, including transit, the Bowness Road Main Street, other commercial-retail and employment opportunities, and parks and open spaces, meaning future residents can access most of their daily needs within walking distance of the site or conversely take transit to easily reduce their carbon footprint.

From an early design perspective, team architect FAAS will ensure that stringent Alberta Building Code requirements related to sustainable building design and construction are met.