

# Applicant Outreach Summary



## APPLICANT-LED OUTREACH SUMMARY

1538 22 AV NW  
LOC2023-0413



Issued:  
2024.02.26

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## EXECUTIVE SUMMARY

In December 2023, CivicWorks submitted a Land Use Redesignation (LOC2023-0413) application on behalf of Bradon Construction to transition the property at **1538 22 AV NW** ("subject site") from the existing **Residential - Contextual One / Two Dwelling (R-C2) District** to the **Residential - Grade-Oriented Infill (R-CG) District**. This land use change was proposed to allow the vision for a three-storey, stacked townhouse-style development, complete with four grade-oriented rowhouse units, four basement secondary suites, four parking stalls in a detached garage, four Class 1 bike stalls and two secure private mobility storage lockers.

CivicWorks has undertaken a comprehensive and appropriately scaled applicant-led outreach process in support of this application to ensure clear lines of communication between the project team and local residents, businesses and community groups. A range of outreach strategies were employed between December 2023 and February 2024, outlined in further detail in this report. Community members were informed of project details at key milestones in the application process, and were given multiple opportunities to learn more and connect with the project team to ask questions or provide feedback. Local community groups, including the Capitol Hill Community Association (CA) and Ward 7 Councillor's Office, were also invited to meet, participate and provide feedback on the application.

The project team received a relatively low volume of feedback through the applicant-led outreach process. To supplement feedback received by the project team, this report also incorporates comments heard through City-led outreach, outlining a brief summary of all themes and our comprehensive applicant team responses to each theme. In general, feedback themes focused on city policy alignment, site / building design, landscaping, parking, traffic, rear lane conditions, and local infrastructure capacity.

## HOW WE ENGAGED

### DECEMBER 21, 2023 - APPLICATION SUBMISSION

- Hand delivered mailers to neighbours within ±200m of the subject site, outlining proposal details and contact information;
- Displayed sandwich board on the site, providing proposal details and contact information (ongoing);
- Activated and monitored a variety of feedback portals, including a dedicated engagement email and phonenumber (ongoing);
- Shared project overview and contact information with the Capitol Hill CA and Ward 7 Councillor's Office, offering meetings to discuss.

### DECEMBER 2023 - FEBRUARY 2024

Ongoing correspondence and direct responses to community members contacting the project team (four respondents).

### FEBRUARY 2024 - 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;
- Shared Applicant-led Outreach Summary with City Administration, Capitol Hill CA, and Ward 7 Councillor's Office;
- Continued monitoring dedicated engagement email, and phone line for any additional feedback or comments.

## WHAT WE HEARD

Over the applicant-led outreach period, the project team engaged in conversations with and received feedback from four respondents by email. The project team also shared Land Use Redesignation information packages and offered to meet with the Capitol Hill CA and the Ward 7 Office. City Administration received a total of four responses through the city-led outreach process.

Themes identified through both applicant-led and city-led outreach are summarized below. Project feedback received by the applicant team and The City has been categorized into eight general themes. Each theme begins with an outline of what the project team has heard and then provides a project team response.

- City Policy Alignment
- Height, Density + Community Fit
- Shadowing + Privacy
- Landscape + Open Space
- Parking + Traffic Safety
- Rear Lane Condition
- Infrastructure Capacity
- Waste + Recycling

## OUTREACH STRATEGIES



**Proposed Land Use Change**  
1538 22 AV NW  
R-C2 to Residential - Grade-Oriented Infill (R-CG) District

**Hello Neighbour**


We are proposing a land use change at 1538 22 AV NW to transition the site from the existing Residential - Contextual One/Two Dwelling (R-C2) District to the Residential - Grade-Oriented Infill (R-CG) District.

The proposed land use change would enable a three-storey, four-unit residential development with four basement secondary suites, four vehicle parking stalls in a detached garage, four Class 1 bike stalls, and two private mobility storage lockers.

The proposed land use change will be supported by a concurrent Development Permit (DP) application to help inform redevelopment outcomes and the future design of the site.


**Find Out More**  
engage@cityworks.ca  
587.242.0117  
Reference: 1538 22 AV NW  
City of Calgary Application Information Portal: demap.calgary.ca




## Custom On-Site Signage

**Hello Neighbour**


**Proposed Land Use Change**  
1538 22 AV NW  
R-C2 to R-CG: 1538 22 AV NW




**Land Use Change**  
The proposed land use change from the existing Residential Contextual One/Two Dwelling (R-C2) District to Residential Grade Oriented Infill (R-CG) District will enable the site to be redeveloped to support a three-storey, four-unit residential development with four basement secondary suites, four vehicle parking stalls in a detached garage, four Class 1 bike stalls, and two private mobility storage lockers.

**Policy Alignment**  
The proposed land use change is in alignment with the City of Calgary's Strategic Plan, which includes the goal of increasing the density of residential development in the city. The proposed land use change is also in alignment with the City of Calgary's Official Community Plan, which includes the goal of supporting the development of new residential development in the city.

**Planning Rationale**  
The proposed land use change is in alignment with the City of Calgary's Strategic Plan, which includes the goal of increasing the density of residential development in the city. The proposed land use change is also in alignment with the City of Calgary's Official Community Plan, which includes the goal of supporting the development of new residential development in the city.



**BRADON**



**BRADON**

## Hand-Delivered Brochures

## WHAT WE HEARD

### CITY POLICY ALIGNMENT

#### WHAT WE HEARD

Feedback from community members stated that the application is not in alignment with existing City policy. Respondents questioned the appropriateness of R-CG in this location, and whether the proposal conformed to local and city-wide policies.

#### RESPONSE

The subject site is located in the City-identified Inner City community of Capitol Hill, about 600m (~7 min. walk) from the 16 AV NW Urban Main Street. This Main Street serves as a major transportation corridor in Calgary and hosts access to the Primary Transit network via the MAX Orange BRT. The site is also within walking distance to a range of local services and amenities including the the Capitol Hill Community Association, North Hill Shopping Centre, SAIT/AUArts, Confederation Park, and a number of schools.

Calgary's Municipal Development Plan (MDP) contains policy which encourages the development of innovative and varied housing options in established communities close to City-identified growth corridors (16 AV NW) and Activity Centres (North Hill Shopping Centre, SAIT/AUArts). This allows development to leverage existing infrastructure to make building more efficient and environmentally sustainable.

The subject site is located within the boundary of the North Hill Communities Local Area Plan (2021). It falls within the "Neighbourhood Local" Urban Form and "Limited" scale category, which support a broad range of housing types, allowing for future multi-residential developments (3 or more units) of up to 3 storeys in areas that are well serviced by existing transit, close to a City-identified Main Streets, where the parcel has direct lane access, and parking supply can be addressed on site. Lastly, the development has been designed to feature contextually-sensitive design elements, outlined in further detail below, which allow the proposal to meet the City's locational criteria for smaller-scale multi-residential developments.



## HEIGHT, DENSITY + COMMUNITY FIT

### WHAT WE HEARD

Respondents provided feedback on the increased height and density of the development, stating that it does not fit the low-density residential character of Capitol Hill.

### RESPONSE

The R-CG District is specifically intended to accommodate a range of grade-oriented housing forms that are consistent with low-density residential areas. This includes rules that restrict building footprints to provide sensitive transitions to neighbouring properties through the use of building setbacks, stepbacks and maximum heights.

The proposed building height of 3 storeys ( $\pm 9.62\text{m}$ ) fits within the rules of the R-CG District (maximum 11.0m), and is less than what is currently allowed on site under the R-C2 District rules (maximum 10.0m).

The development vision represents an appropriate increase in allowable density for the site. Under the current R-C2 District rules, the subject site could yield up to two above-grade housing units and two basement secondary suites. The proposed R-CG District allows a maximum of 75 units per hectare which, based on the total area of 0.056 ha, equates to four above-grade rowhouse units and four basement secondary suites (*not counted towards density*). The proposal represents an appropriate densification of the site that is sensitive to the surrounding context and features access to a range of local services and amenities.

Similar examples of rowhouse-style housing developments can be found across Capitol Hill. This allows the proposal to further complement the scale of surrounding area development.

## SHADOWING + PRIVACY

### WHAT WE HEARD

The project team heard feedback about potential shadowing and privacy impacts that the proposal would have on adjacent neighbours and properties.

### RESPONSE

Project architect Jackson McCormick submitted a Development Permit (DP2024-00642) in January 2024. This application outlines further details on the proposed built form and architectural design of the site. The

application adheres to the rules of the proposed R-CG District and provides a thoughtful design which responds to neighbourhood context and considers shadowing and privacy impacts on adjacent properties.

As mentioned previously, the R-CG District requires specific guidelines around built form to ensure sensitive transitions to nearby properties. This includes rules on building setbacks, chamfers and maximum height that are contextually sensitive to surrounding single and semi-detached houses.

A reduction in the proposed building height to  $\pm 9.62\text{m}$  was introduced to provide a contextual fit and reduce the risk of shadowing on neighbours and trees. Additional design elements, including strategic building orientation, fencing and optimal window layouts, are provided to minimize privacy issues and reduce the risk of overlooking into neighbouring properties.

Jackson McCormick will continue to explore how the building design can respond to shadowing and privacy considerations through the Development Permit application process.

## LANDSCAPE + OPEN SPACE

### WHAT WE HEARD

Respondents provided feedback on the proposed landscape design of the site, citing a concern for the loss of the existing tree canopy.

### RESPONSE

The project team appreciates feedback received from citizens on the importance of maintaining existing vegetation and tree canopies. Note that all trees located on public property must be retained and protected unless otherwise otherwise by Urban Forestry. This includes the protection of two adjacent mature street trees along the 22 AV NW frontage at 1536 22 AV NW & 1538 22 AV NW during construction.

A preliminary landscape design has been submitted by project architect Jackson McCormick in support of the Development Permit (DP2024-00642) application. The design demonstrates that a substantial amount of the existing vegetation and tree canopy on site will be retained and protected, including a large private tree on the side property line between 1536 22 AV NW & 1538 22 AV NW, as well as a smaller private tree along the 22 AV NW frontage.

In total, the design features 32% landscaped area, 12 new trees and 22 new shrubs. The proposal conforms with the rules of the proposed R-CG District and provides a comprehensive landscape strategy to prioritize vegetation and green space for existing and future residents.

## **PARKING + TRAFFIC SAFETY**

### **WHAT WE HEARD**

Respondents expressed concerns about the supply of on-site parking, and the impact that this proposal would have on traffic safety and the availability of on-street parking in the surrounding area.

### **RESPONSE**

#### **Parking**

Four vehicle parking stalls are proposed in a detached, private garage accessed from the rear lane. The parking supply aligns with the rules of the R-CG District, which requires 0.5 stalls per unit or suite. To supplement these requirements, four Class 1 bike stalls and two private mobility storage lockers will be provided for those units without assigned parking.

The supply of on-site parking is supported by a range of alternative transportation options close to the site. This includes nearby transit routes along 20 AV NW, 14 ST NW and 16 AV NW (MAX Orange BRT), in addition to bike lanes along 24 AV NW connecting to Confederation Park. The availability of transportation options close to the site provides easy access to local and regional destinations and encourages alternative modes of travel.

The site is within Residential Parking Permit (RPP) Zone F. There are currently no on-street parking restrictions adjacent to the property, but parking on the opposite side of 22 AV NW is restricted to two hours. More information on how to implement further parking restrictions in the area can be found on the City's website at [www.calgary.ca/roads/residential-parking-zones.html](http://www.calgary.ca/roads/residential-parking-zones.html).

The intent of the development vision is to provide an adequate parking supply to meet demand and City Land Use Bylaw requirements, while also reducing vehicle dependence for future residents and minimizing impact to on-street parking in the area through the availability of alternative transportation options.

### **Traffic Safety**

Throughout the outreach process, multiple community members have raised concerns on the availability of on-street parking and the associated impact on traffic safety in the area. Under previous development applications in the area, City Officials and Administration have identified the need for additional traffic calming measures in Capitol Hill based on community feedback. This includes planned updates to pedestrian and traffic safety improvements west of the site along 22 AV NW, including additional pedestrian crosswalks.

The project team has consulted with Professional Transportation Engineers Bunt & Associates on traffic safety considerations for similar townhouse developments across Calgary. Through consultation with technical experts and a detailed application review by The City's Mobility Engineering team, it was determined that this proposal will not trigger additional study because the anticipated traffic volumes do not exceed the peak threshold of 100 vehicle trips per hour typically required by The City of Calgary. Any further traffic safety concerns related to the existing street network can be reported to The City of Calgary online, or by calling 311.

## **REAR LANE CONDITION**

### **WHAT WE HEARD**

Respondents raised concerns about the condition of the rear lane, citing the potential for degradation due to increased traffic from the development.

### **RESPONSE**

The project team acknowledges the feedback received from multiple citizens on the conditions of the rear lane. Based on the scale of the proposed development, there are no plans or requirements to repave the rear lane. However, The City of Calgary has reviewed the application and flagged a requirement to upgrade the connection between the rear lane and private garage by removing and replacing a curb cut along 15 ST NW. This privately-funded improvement to the rear lane will be listed as a condition of approval prior to construction.

City reports show that the rear lane was most recently maintained in August 2023 through the publicly-funded Gravel Lane Repair Program. If citizens are still noticing issues with the condition of the rear lane, they are encouraged to contact the City directly via 311.

The City also has additional programs and initiatives in place to address concerns on the condition of the rear lane, including the Backlane Paving Program. This is a privately-funded improvement initiative that relies on all adjacent property owners paying into the cost of paving their laneway. More information on the Backlane Paving Program can be found on the City's website at <https://www.calgary.ca/roads/back-lane-paving.html>.

## INFRASTRUCTURE CAPACITY

### WHAT WE HEARD

Community members provided feedback on the potential strain that the application may put on existing public infrastructure in the area.

### RESPONSE

The project team acknowledges that new growth must also consider the capacity of existing infrastructure in the area. As part of the Detailed Team Review (DTR) process, The City of Calgary conducted a detailed assessment of local infrastructure capacity as it relates to this development, as well as the cumulative effect of growth in Capitol Hill. In addition, off-site levies will apply to future redevelopment of the site to allocate additional funds towards municipal infrastructure.

A preliminary review by The City's Utility Engineering team and ENMAX representatives shows that there is sufficient sewer infrastructure to service the development. No early concerns were flagged as part of this review. Further details on infrastructure capacity and servicing will be address at the Development Permit application stage.

## WASTE + RECYCLING

### WHAT WE HEARD

Respondents expressed a concern about the waste and recycling strategy for the development, citing the potential for crowded garbage collection areas.

### RESPONSE

Waste and recycling bins will be stored in a screened and separated staging area towards the back of the property. An adequate supply of waste and recycling bins will be provided to avoid crowded and unsightly garbage areas visible from the street. The area will also be secured and fenced to limit access to residents only. Lastly, bins will be collected along the 15 ST NW frontage to minimize potential traffic disruptions along the rear lane. Further details on the waste and recycling strategy will be provided at the Development Permit stage.