

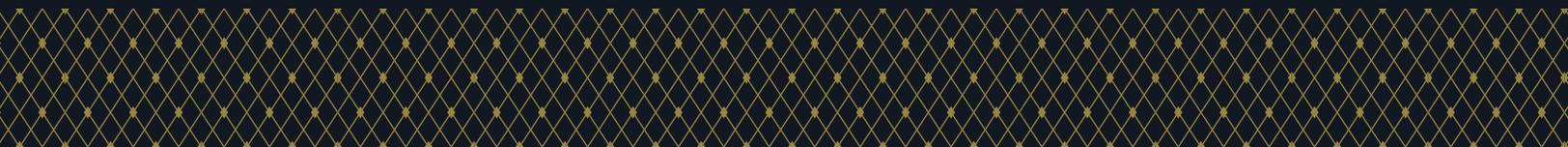


APPLICATION BRIEF + OUTREACH SUMMARY

LAND USE REDESIGNATION & DEVELOPMENT PERMIT APPLICATIONS

2822 25 ST SW | Land Use Application LOC2024-0292 | Development Permit Application DP2024-08864

Issued
May 2025





PREPARED FOR

unitii

PREPARED BY

CivicWorks

PROJECT TEAM

CivicWorks

Formed Alliance Architecture Studio (FAAS)

Bunt & Associates

CONTACT INFORMATION

CivicWorks

587.747.0317

engage@civicworks.ca

PROJECT WEBSITE

liveatbennett.ca

FILE REFERENCE

Land Use Redesignation application : LOC2024-0292

Development Permit application : DP2024-08864

CONTENTS



INTRODUCTION & CONTEXT

About unitii			08
Introduction			09
Overview	10	-	11
Context Photos	12	-	13
Planning Policies	14	-	15
Land Use Context	16	-	17
Land Use Change & Local Policy	18	-	19
Development Rationale	20	-	21

DESIGN CONCEPT

Design Process	24	-	25
Development Vision	26	-	29
Site & Landscape Plan	30	-	31
The Bennett At-A-Glance	32	-	33

STUDIES

Street Proportion Study	36	-	39
Transportation Impact Statement	40	-	41
Sun-Shadow Study	42	-	45

OUTREACH SUMMARY

Outreach Approach	48	-	51
Outreach Methods	52	-	53
What We Heard + Team Response	54	-	57
Generalized Outreach & Approvals Timeline	58	-	59

ABOUT UNITII

Founded in Calgary, Alberta, **unitii** distinguishes itself as a private real estate holding, investment, and development entity. The inception of **unitii** is rooted in a visionary concept where the term 'unity' represents the strength of a community coming together, while 'unit' encapsulates the essence of multi-family real estate.

Demonstrating a strong commitment to excellence, the **unitii** team is dedicated to providing leadership and expertise at every stage of their projects. This commitment underscores their role as industry leaders and showcases their determination to deliver exceptional results in the dynamic real estate landscape. From the initial stages of acquisition to the final development, **unitii** doesn't merely build structures; they cultivate spaces where communities can thrive.



MISSION FLATS
320 19 AVENUE SW, CALGARY



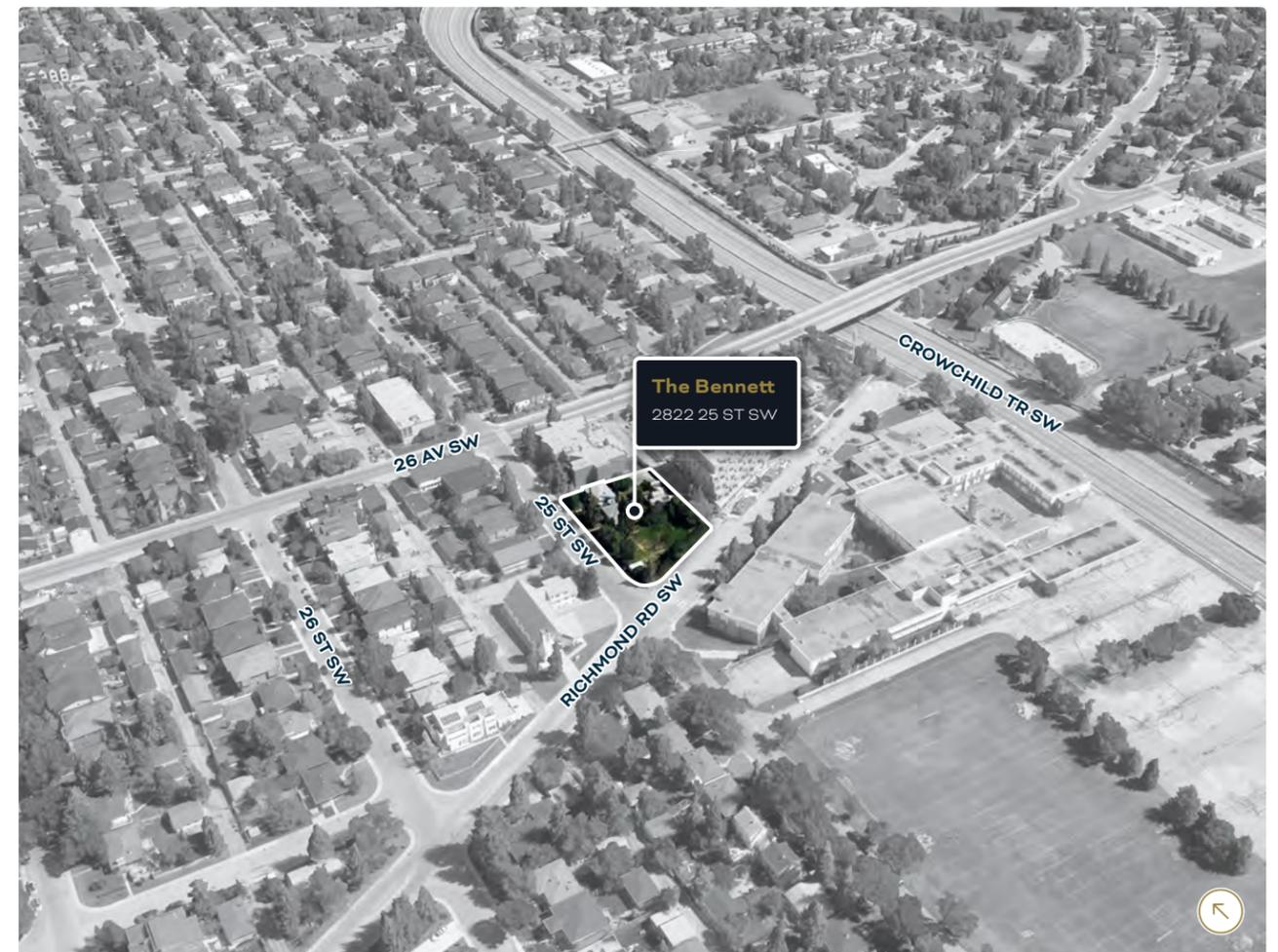
NIMMONS
1430 19 AVENUE SW, CALGARY

INTRODUCTION

This Application Brief outlines the planning and design rationale for The Bennett, a proposed development at 2822 25 ST SW (formerly 2816, 2820, and 2824 25 ST SW) in the community of Richmond. This document provides an overview of the proposed development context, planning and design rationale, as well as the associated City of Calgary applications processes.

The name 'The Bennett' recognizes the namesake of previous Viscount Bennett School formerly located across the road from the site. To demonstrate a high-quality 'bricks-and-mortar' outcome, the project team is undertaking a concurrent process, meaning a Development Permit application will be submitted alongside this Land Use Redesignation application.

SUBJECT SITE
2822 25 ST SW

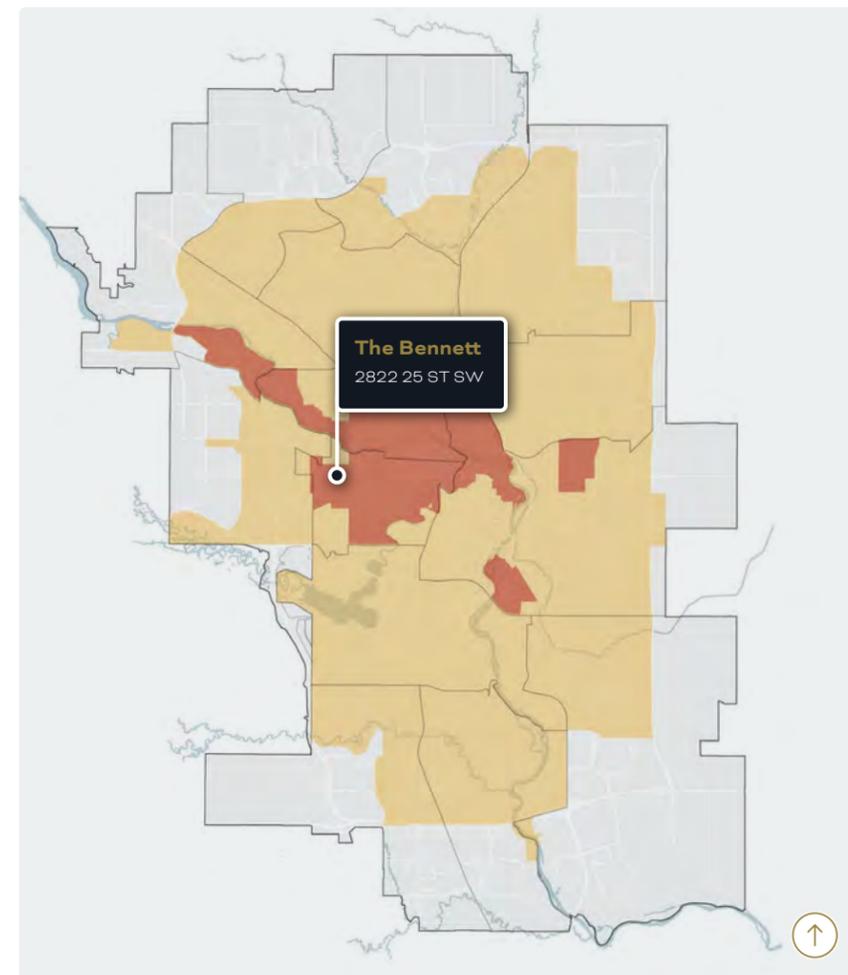


OVERVIEW

PROJECT CONTEXT

Located in the Inner City and amenity-rich community of Richmond, The Bennett is a proposal for a multi-residential development that reflects the evolving housing needs of Calgarians.

The development vision provides for a range of housing options — future residents will be able to take advantage of the close proximity to primary transit options and local destinations including parks, schools and multiple Main Streets including 17 AV SW, 33 AV SW, and 34 AV SW.



CITY OF CALGARY

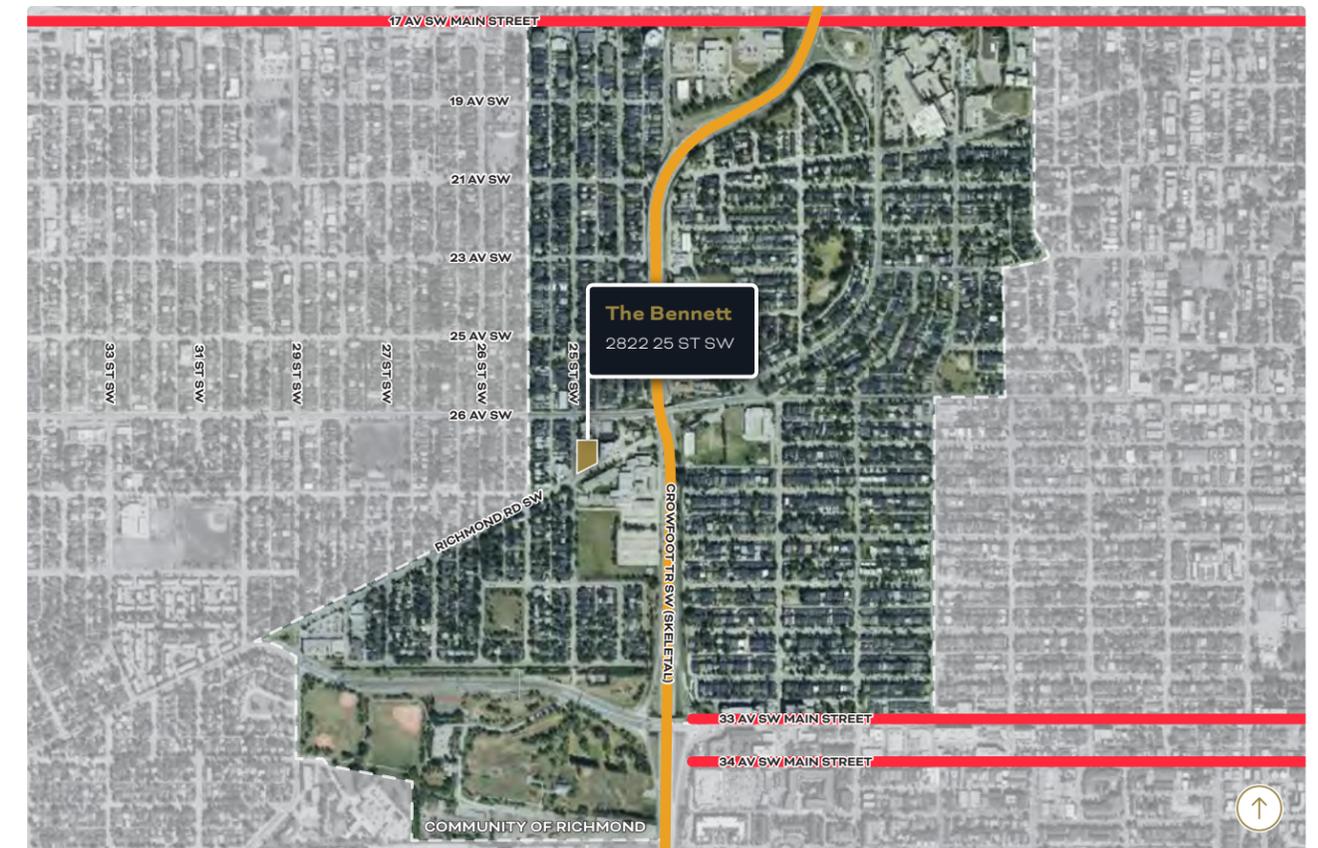
Project location Map

- MDP ESTABLISHED AREA
- MDP INNER CITY

The Bennett is a recently consolidated three-parcel corner lot land assembly (0.21ha) at 2822 25 ST SW, formerly addressed as 2816, 2820, and 2824 25 ST SW. The proposed Land Use Redesignation would allow for a 6-storey multi-residential building with 94 dwelling units and 3 live work units designed as a mix of three-bedroom, two-bedroom, and one-bedroom units, intended to be offered to a diverse market, including young professionals, retirees, couples, families, at-home

The building has been designed by Formed Alliance Architecture Studio (FAAS) with its inner-city context in mind. The proposed 6-storey form reflects the scale of both existing and proposed buildings and land uses along the developing Richmond Road corridor, including the Minto Viscount Bennett redevelopment site located directly across the road, as well as the Cascade building located directly across the laneway. The Bennett seeks to contribute to this eclectic neighbouring context of multi-residential buildings.

COMMUNITY OF RICHMOND MAP



CONTEXT PHOTOS



AERIAL PHOTO LOOKING NORTH

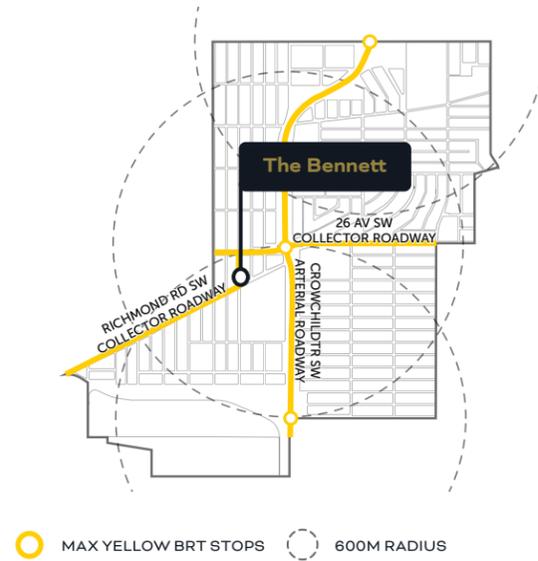


AERIAL PHOTO LOOKING EAST

PLANNING POLICIES

MUNICIPAL DEVELOPMENT PLAN & CALGARY TRANSPORTATION PLAN

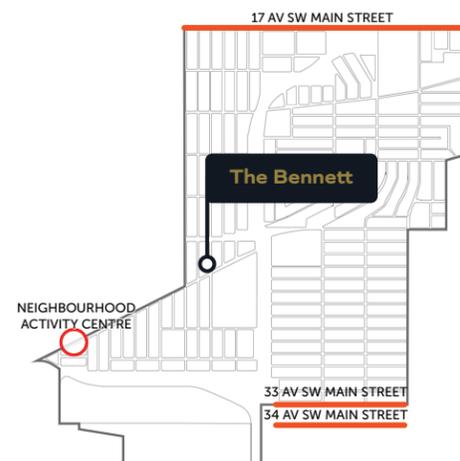
This proposed Land Use Redesignation and associated development vision is consistent with the city-wide goals and policies of the Municipal Development Plan (MDP), which encourage innovative housing options, efficient use of infrastructure, and compact built forms with easy access to transit and amenities. The Bennett is located at the crux of two Collector roadways—25 ST SW and Richmond RD SW—which experience higher levels of vehicle, cyclist, and pedestrian activity. The Calgary Transportation Plan also indicates that Collector roadways should be supported by higher density development capable of meeting the thresholds required for continued municipal investment in active modes infrastructure.



MAIN STREETS & ACTIVITY CENTRES

Main Streets and Activity Centres host a variety of commercial, retail, office, service, and residential uses, ensuring future residents have essential amenities within walking distance. The Bennett is within 600m of an LAP-identified Neighbourhood Activity Centre at Richmond RD SW and 29 ST SW, a small mixed-use hub that prioritizes pedestrian access, offers employment opportunities, and serves residents' daily needs.

Furthermore, The Bennett is nearby to three MDP-identified Main Streets—17 AV SW, 33 AV SW, and 34 AV SW—vibrant corridors where Calgarians can work, live, shop, and socialize.



WESTBROOK COMMUNITIES LOCAL AREA PLAN

The Westbrook Communities Local Area Plan (LAP) was approved by City of Calgary Council in Spring 2023, replacing outdated policy documents which did not consider the local context of nearby communities with common characteristics. The Westbrook Communities LAP covers the communities of Wildwood, Spruce Cliff, Westgate, Rosscarrock, Shaganappi, Scarboro/Sunalta West, Glendale, Glenbrook, Killarney/Glengarry, and portions of Richmond/Knob Hill. This LAP guides redevelopment, connectivity, and future improvements over the next 30 years, supporting growth and change.

Key objectives include evolving the Westbrook Communities into a more walkable, bikeable, and mixed-use area with high-quality public spaces, anchored by the redevelopment of Westbrook Mall. It also seeks to protect the continued use of key community amenities, such as Edworthy Park, the Douglas Fir Trail, and Shaganappi Golf Course, while promoting a diverse range of local businesses within and nearby to Main Streets, Activity Centres, and transit hubs.



LAND USE CONTEXT

LAND USE CONTEXT

The Bennett is situated amidst a diverse mix of Multi-Residential, Mixed-Use, and Residential Land Use Districts. Within the same block of the site are the **Mixed-Use General (MU-1) District**, supporting mixed-use buildings up to 6-storeys in height, and the **Multi-Residential Low Profile (M-C1) District**, which supports diverse development types including 4-storey multi-residential buildings. Positioned along the Richmond RD SW Neighbourhood Connector corridor and near the 26 AV SW Neighbourhood Connector, The Bennett is ideally located to offer a variety of housing options, enhancing the density and vibrancy for the local area.

The Bennett is currently designated as the **Residential – Grade-Oriented (R-CG) District**. The R-CG District has a maximum building height of 11 metres and a maximum density modifier of 75 units per hectare (UPH). The proposed **MU-1 District** utilizes a maximum building height modifier of 24 metres and a maximum Floor Area Ratio (FAR) modifier of 4.0.

The project team believes that the Mixed Use – General (MU-1f4.0h24) District is more appropriate for The Bennett site considering the corner site context, adjacency to multi-residential developments, and the developing Richmond RD SW and 26 AV SW Neighbourhood Connector context with similar scales of buildings. The proposed Land Use Redesignation application and Development Permit application also aligns with The City of Calgary's goal of concentrating people and jobs in close proximity to Calgary's Primary Transit Network.



SIMPLIFIED LAND USE CONTEXT MAP

NOTE: Please refer to Land Use Bylaw (1P2007) maps directly for any updates that may occur during this application process.

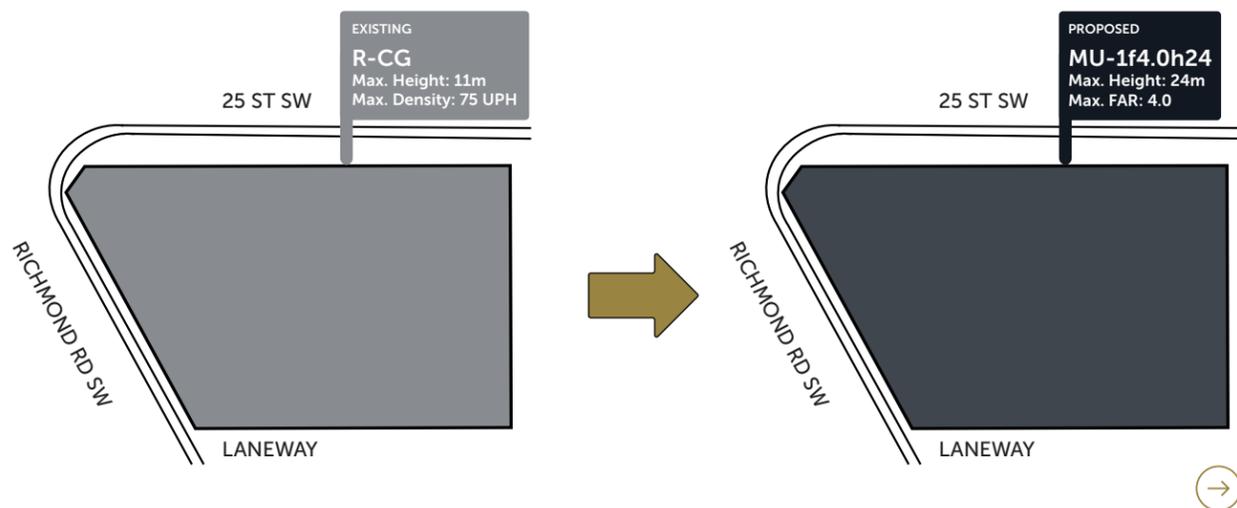
LAND USE CHANGE

LAND USE REDESIGNATION APPLICATION

To support the development vision for The Bennett, a Land Use Redesignation application from the R-CG District to the MU-1 District is proposed. The MU-1 District is intended to be located in developed areas, generally near community nodes and transit corridors. This redesignation would facilitate the subsequent development of a multi-residential building. This redesignation would facilitate the subsequent development of a multi-residential building. The project team has intentionally limited the proposed MU-1 District density and height through modifiers to a maximum Floor Area Ratio (FAR) of 4.0 and a maximum building height of 24.0m. This will accommodate the proposed building design, while providing greater clarity and certainty of the development vision's built outcome.

DEVELOPMENT PERMIT APPLICATION

A Development Permit application is intended to be submitted shortly following the Land Use Redesignation application's submission in December 2024. The Development Permit application proposes no commercial-retail uses, and instead proposes a fully multi-residential building. This concurrent application process allows for The City of Calgary to review a comprehensive and thoughtful 'bricks-and-mortar' development proposal alongside the proposed Land Use Redesignation. The concurrent process helps community members better understand the development concept and directly informs decision-making by the Development Authority.

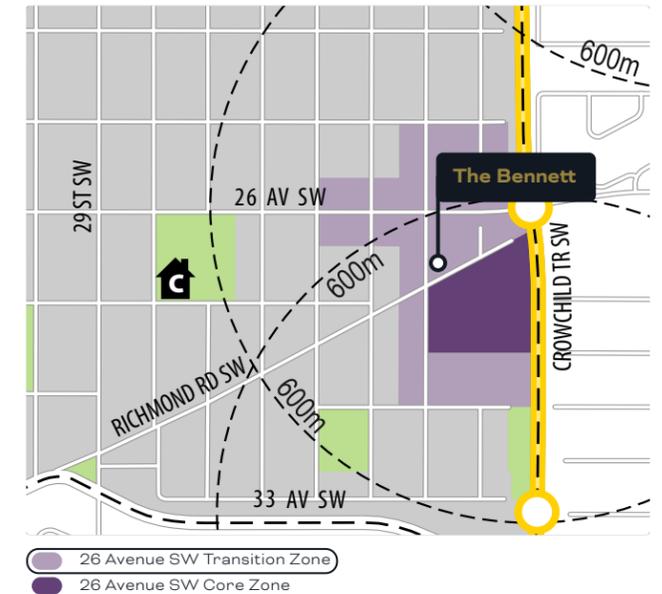


Proposed Land Use Redesignation application illustration based on Land Use Bylaw 1P2007

LOCAL POLICY

WESTBROOK COMMUNITIES LOCAL AREA PLAN

The Westbrook Communities Local Area Plan (LAP) designates this site as a "Neighbourhood Connector" on its Urban Form Category Map. This designation allows for a variety of housing types and small-scale commercial uses along higher-activity roadways. The Building Scale Map further identifies the site as "Low Scale," supporting buildings up to 6-storeys. Together, these maps guide a smooth transition from higher-intensity, denser development along major roadways to the lower-density residential core of the Westbrook Communities. The site is also located within the "Transition Zone" of the 26 Avenue / Crowchild Transit Station Area, where activity is envisioned to be higher.



Westbrook Communities Local Area Plan (2023) Map 3 (Urban Form Category) & Map 4 (Building Scale), and Figure 18: (26 Avenue/Crowchild Transit Station Area).

DEVELOPMENT RATIONALE

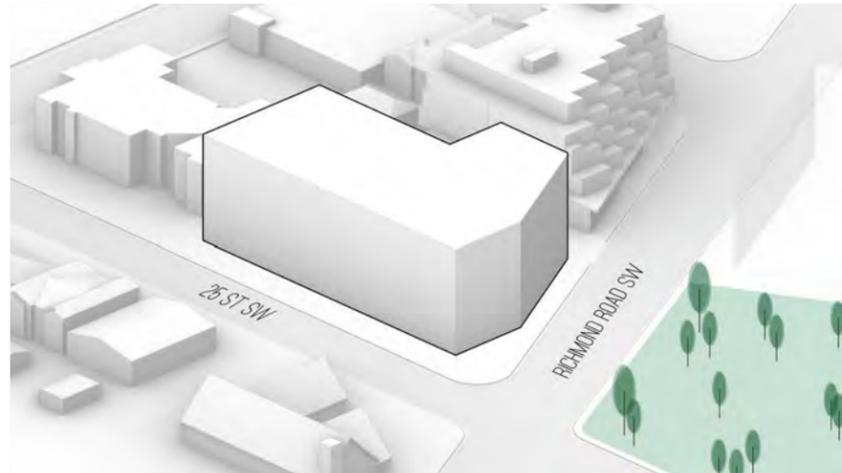
The Bennett proposal aims to provide a wider range of housing options on Collector Roads and in close proximity to transit, community amenities and services. The proposed development vision is well-suited to the project site for the below reasons.

- Located on a corner parcel, allowing the proposed development to contribute to the neighbourhood streetscape by addressing both 25 ST SW and Richmond RD SW with grade-oriented residential unit entrances.
- Close proximity to the Primary Transit Network and Frequent Transit MAX Yellow Bus Rapid Transit (BRT), Routes 6, 20, and 66 are within easy-walking distance of The Bennett site, supporting the choice to use public transit.
- Adjacent to higher order roads—25 ST SW and Richmond RD SW—both classified as Collector Roads and intended to accommodate higher volumes of vehicles, cyclists, and pedestrians, as well as nearby to Crowchild TR SW, a Skeletal roadway, lowering traffic impacts on adjacent lower-density residential streets.
- Adjacent to multi-residential developments along 25 ST SW and Richmond RD SW to ensure an appropriate transition between higher and lower density types of development.
- Proximity to parks, open spaces, and amenities such as the Richmond-Knobhill Community Association, Richmond Green, and other parks.
- Proximity to activity corridors including three Main Streets, 17 AV SW, 33 AV SW, and 34 AV SW, providing local area residents with access to everyday needs, services, commercial-retail, and employment opportunities within walking distance of the site.
- Direct lane access via Richmond RD SW, which will minimize the impact of vehicles on adjacent streets and sidewalks.



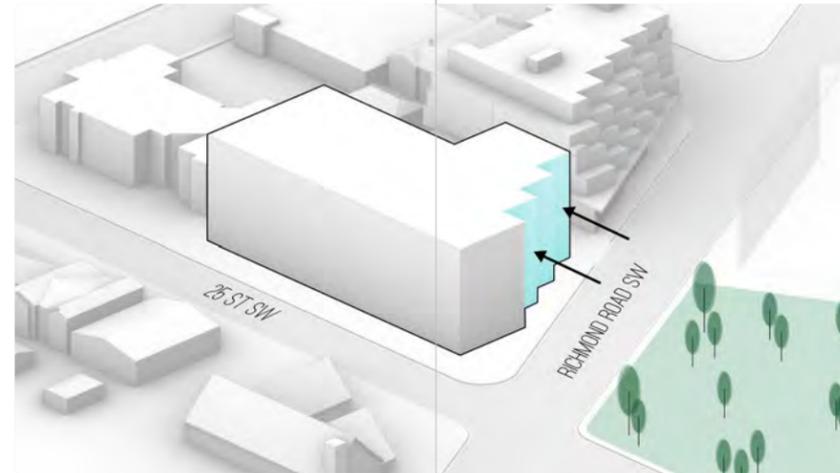
SITE ADJACENCIES MAP - LOOKING NORTHEAST

DESIGN PROCESS



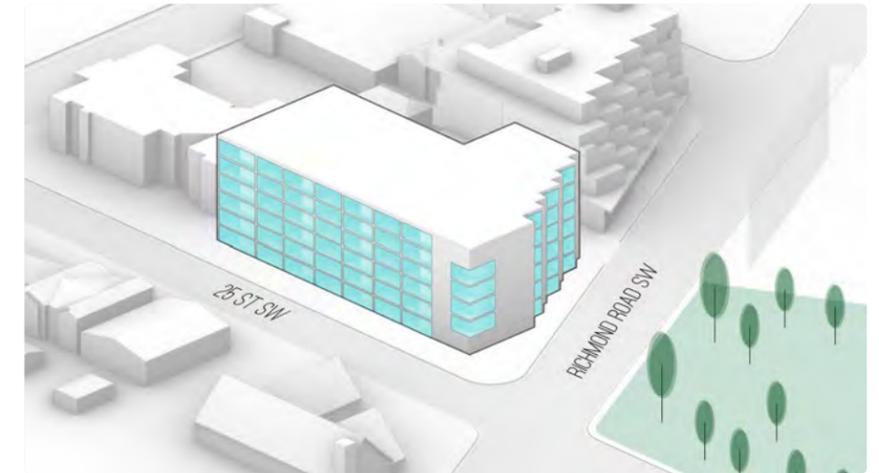
1. CREATE BASE BUILDING EXTRUSION

Mass based upon Land Use Bylaw and typical double-loaded corridor configuration.



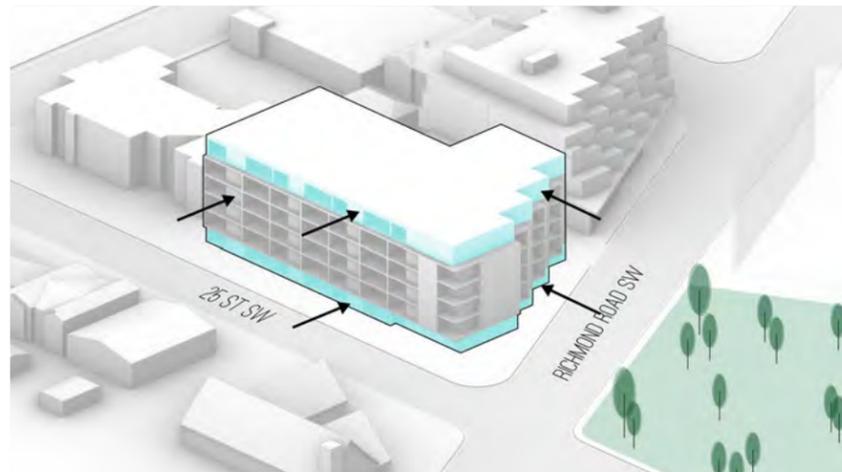
2. SAWTOOTH ALONG RICHMOND ROAD

Step the facade to react to the angular property line, orient views to the future park, and break down the street wall.



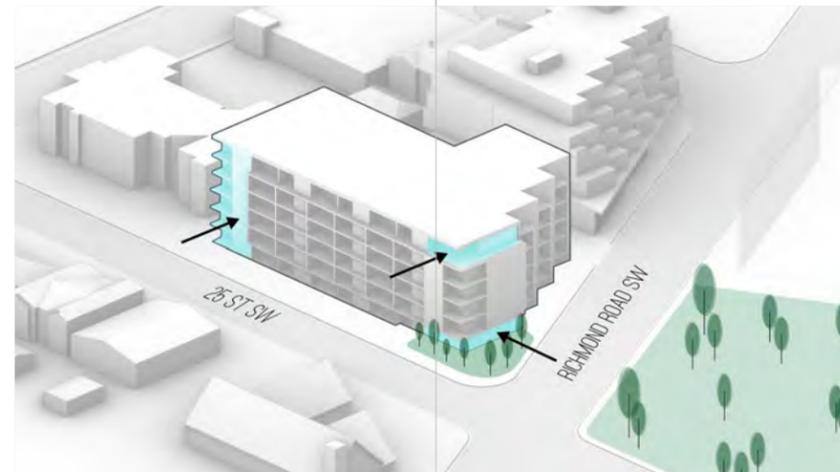
3. RECESS BALCONIES

Provide recessed and covered balconies for all units, protect private amenity spaces from wind, and provide shading for windows on south and west facades.



4. PUSH IN BASE & TOP FLOOR

Push in base and top floor to reduce the massing and define a traditional base, middle and top.



5. ERODE CORNERS TO CONTEXTUALLY TRANSITION

Step back key corners to create smooth transitions at the base and top of the building and provide relief from the corner condition.



6. ADD MATERIALITY & ACTIVATE THE PUBLIC REALM

Accentuate the building with materiality and landscaping, defining the composition, breaking down the scale, and softening the transition from street to building.

DEVELOPMENT VISION



CONCEPTUAL VISUALIZATION - LOOKING NORTHEAST FROM 25 ST SW AT RICHMOND RD SW

NOTE: Design is conceptual and for illustrative purposes only. Details subject to change through the Development Permit application review process.

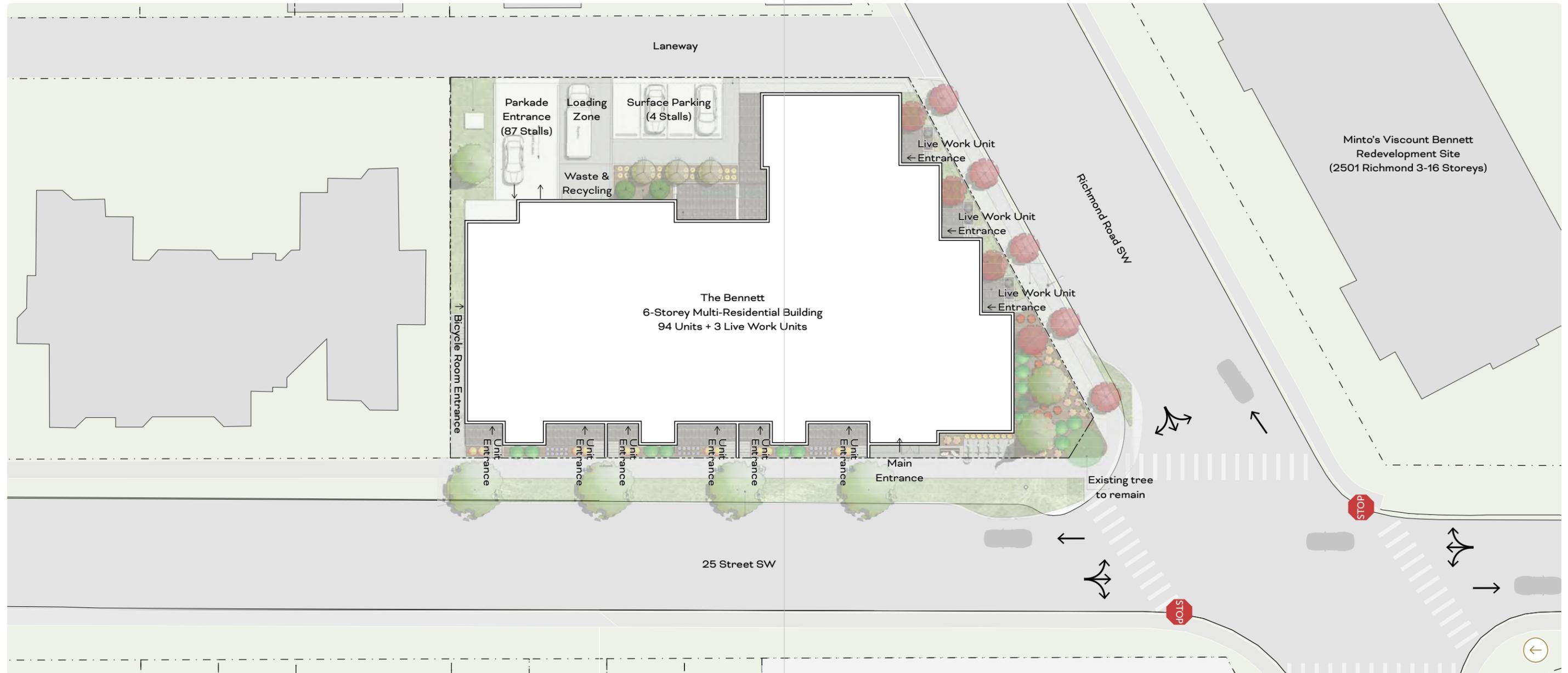
DEVELOPMENT VISION



CONCEPTUAL VISUALIZATION - LOOKING NORTH ACROSS RICHMOND RD SW

NOTE: Design is conceptual and for illustrative purposes only. Details subject to change through the Development Permit application review process.

SITE & LANDSCAPE PLAN



CONCEPTUAL SITE & LANDSCAPE PLAN

NOTE: Design is conceptual and for illustrative purposes only. Details subject to change through the Development Permit application review process.

THE BENNETT AT-A-GLANCE



SITE AREA

0.21 ha (0.52 ac)



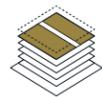
BUILDING HEIGHT

24.0m Bylaw Maximum
Proposed 6-storey Building



BUILDING INTENSITY

4.0 Maximum Floor Area Ratio (FAR)



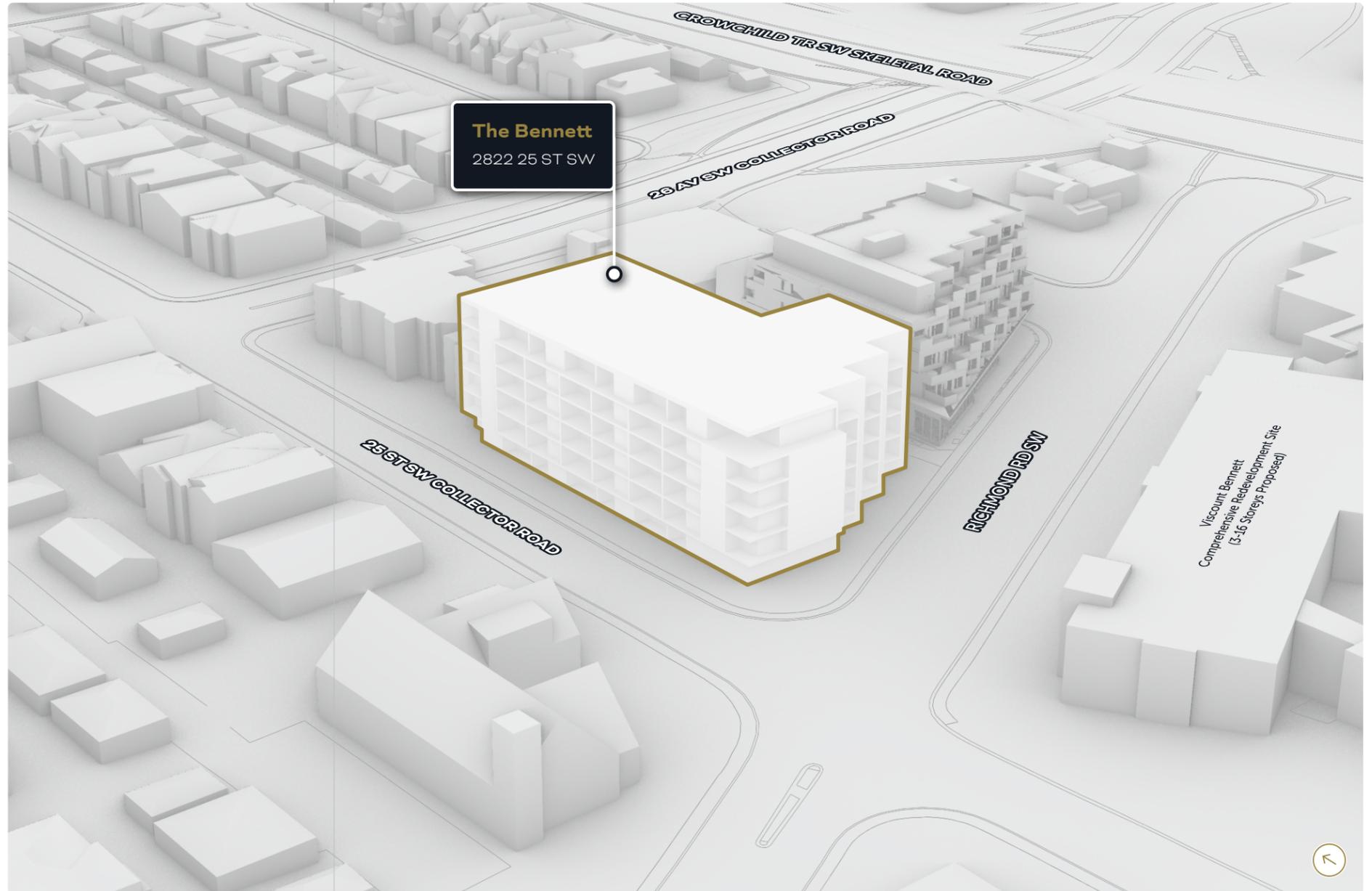
RESIDENTIAL UNITS

- ±94 Dwelling Units
 - ±70 One-Bedroom Dwelling Units
 - ±20 Two-Bedroom Dwelling Units
 - ±4 Three-Bedroom Dwelling Units
- 3 Live-Work or Commercial-Retail Units



MOTOR VEHICLE & BICYCLE PARKING

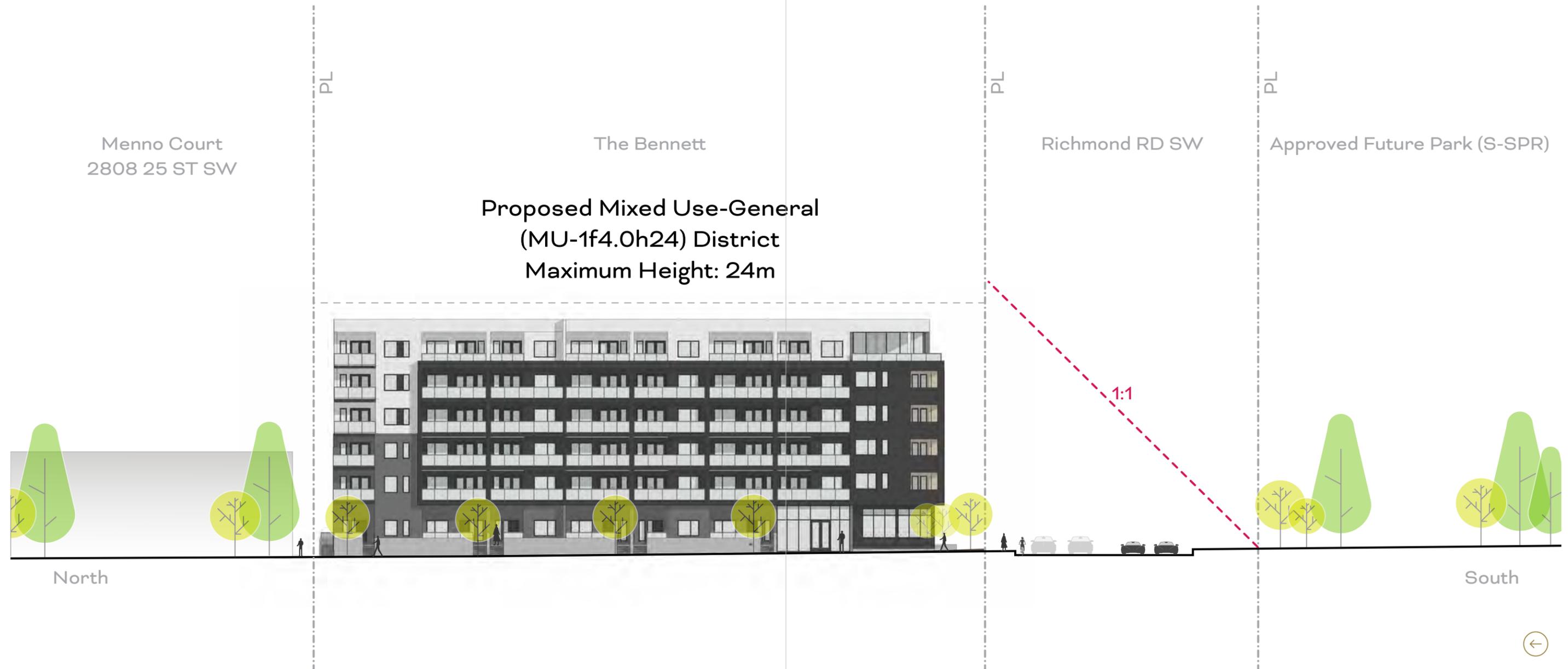
- ±91 Vehicle Parking Stalls Proposed
- ±63 Vehicle Parking Stalls Required
- ±107 Bicycle Parking Stalls Proposed
 - ±97 Indoor Class 1 Bicycle Stalls
 - ±10 Outdoor Class 2 Bicycle Stalls
- ±59 Bicycle Parking Stalls Required



CONCEPTUAL VISUALIZATION - LOOKING NORTHEAST

NOTE: Design is conceptual and for illustrative purposes only. Details subject to change through the Development Permit application review process.

STREET PROPORTION STUDY



WEST ELEVATION

NOTE: The proposed building height is ±24 metres. Design is conceptual and for illustrative purposes only. Details subject to change through the Development Permit application review process.

A great street must be well-defined, both vertically and horizontally. Edges—including buildings, walls, and trees—usually define it vertically; the spacing between these two edges defines it horizontally. Leading urban design best practices suggest it is a matter of proportion, with a sense of enclosure ultimately giving us a well-defined street. Most comfortable and attractive streets have a ratio (vertical to horizontal) ranging between 1:1 and 1:2.

STREET PROPORTION STUDY



SOUTH ELEVATION

NOTE: The proposed building height is ±24 metres. Design is conceptual and for illustrative purposes only. Details subject to change through the Development Permit application review process.

A great street must be well-defined, both vertically and horizontally. Edges—including buildings, walls, and trees—usually define it vertically; the spacing between these two edges defines it horizontally. Leading urban design best practices suggest it is a matter of proportion, with a sense of enclosure ultimately giving us a well-defined street. Most comfortable and attractive streets have a ratio (vertical to horizontal) ranging between 1:1 and 1:2.

TRANSPORTATION IMPACT STATEMENT

SUMMARY

In support of the proposed land use change and associated development vision, Bunt & Associates Transportation Planners & Engineers completed a Transportation Impact Statement (TIS). This investigation included an evaluation of the expected impact that the development sites will have on the trip generation, signal warrants, roadway cross-sections, on-street parking, and active transportation.

The study has been submitted for review by The City of Calgary as part of the application process. The complete TIS is available for download on the project website (liveatbennett.ca).



91
On-Site Vehicle Parking Stalls Proposed



107
On-site Bicycle Stalls Proposed
97 INDOOR Class-1 Bicycle Stalls
10 OUTDOOR Class-2 Bicycle Stalls



39
Total Peak Hour Vehicle Trips Expected
33 TRIPS Morning Peak
39 TRIPS Evening Peak

KEY FINDING VEHICLE TRIP GENERATION

The Bennett is anticipated to generate a maximum of 39 new peak hour trips, which is well below the 100 trips per hour threshold for requiring a Transportation Impact Assessment (TIA). This level of traffic generation would not typically warrant additional analysis. However, given the adjacent much larger adjacent application by Minto (2501 Richmond) at the former Viscount Bennett school site, further review was completed to determine network impacts.

VEHICLE PARKING

Bylaw parking requirements were calculated in accordance with Land Use Bylaw 1P2007 (MU-1 District). The Bennett will meet all Bylaw parking requirements and in fact be far in excess of Bylaw requirements. Due to its inner-city and transit-supportive location, The City of Calgary Bylaw requires 63 on-site vehicle parking stalls for the Bennett proposal. All 91 on-site vehicle parking stalls are proposed in an underground parkade accessed via the laneway. The site is within Residential Parking Permit (RPP) "zone T".

CYCLING INFRASTRUCTURE

Cycling infrastructure in the area includes a bike lane along 26 AV SW and a shared, on-street bikeway on 26 ST SW also provides connectivity to the greater community and Centre City Cycle Track network. The City of Calgary is in the detailed design process for 5A Network cycling improvements on 26 AV SW (37 ST SW to 14 ST SW) with construction scheduled to start in 2025 (on-street wheeling lanes west of 25 Street SW and multi-use pathway east of 25 Street SW). The Calgary Transportation Plan (CTP) also recommends a future pathway or bikeway on Richmond RD SW. The Minto 2501 Richmond approval includes a pathway on the south side of Richmond RD SW through future

PEDESTRIAN & PUBLIC TRANSIT REVIEW

The site is located within a walkable, inner-city neighbourhood nearby to numerous amenities. A pedestrian facility review has identified the following:

- **SIDEWALKS:** there are no missing links impacting site connectivity. Site frontage sidewalk improvements will be required through the Development Permit application.
- **CROSSINGS:** the Richmond RD and 25 ST SW crosswalk has a large crossing distance due to the angled intersection. A curb extension to shorten the crossing distance is included in the adjacent proposed development by Minto at 2501 Richmond.
- **PUBLIC TRANSIT:** Transit routes 20, 66, and MAX Yellow Bus Rapid Transit (BRT) on Crowchild TR SW, along with route 6 on 26 AV SW, all have bus stops within a 200m walk of The Bennett. As part of the Minto 2501 Richmond application approval, improvements will be undertaken to the southbound Crowchild Trail SW BRT station to add BRT shelters and shift the stop even closer to Richmond RD SW.

SIGNAL WARRANT ANALYSIS

A signal warrant analysis was completed to confirm if the two new traffic signals identified in the 2501 Richmond TIA are triggered by the proposed 97 unit development. This analysis confirmed neither signal is warranted by The Bennett.

SURROUNDING DEVELOPMENT & IMPROVEMENT

A number of density assumptions and surrounding proposed development within the Richmond community have been considered, including 2501 Richmond, Currie Barracks, Cascade, and Richmond Green. A number of improvements are expected to be triggered due to the adjacent Minto 2501 Richmond proposal in conjunction with the other proposed redevelopments, including:

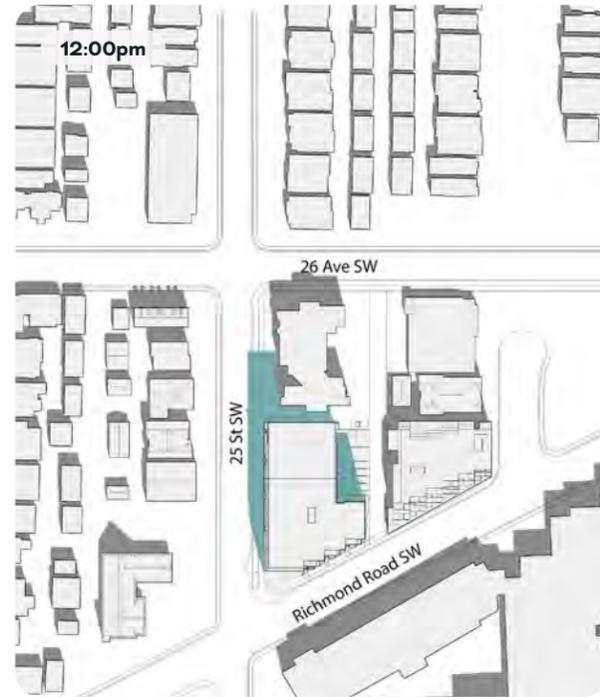
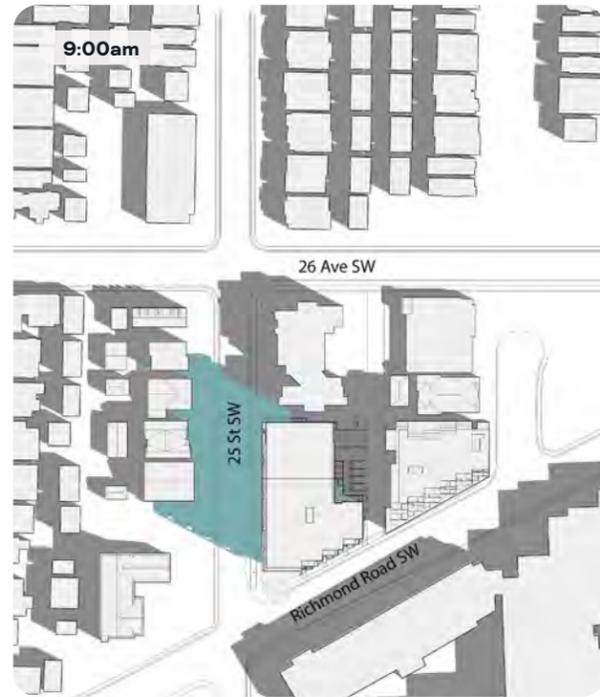
- **29 ST & RICHMOND RD SW:** new traffic signal with northbound right-turn lane;
- **29 ST & 33 AV SW:** new left-turn signal arrow;
- **25 ST & 26 AV SW:** new traffic signal with turn lanes (westbound left; northbound right); and
- **25 ST SW WIDENING:** widening of the roadway pavement to provide 10.8m driving width. This will bring 25 ST SW to Collector standards. The widening can be accommodated within the existing right-of-way, and the widening along The Bennett's frontage will be completed as a part of The Bennett development. Otherwise, the widening of 25 ST SW is understood to be required by Minto as a component of their 2501 Richmond proposal.

Other than widening the portion of 25 ST SW fronting The Bennett site, no transportation network improvements are triggered independently by The Bennett development proposal itself.

SUN-SHADOW STUDY (DP2024-08864)



SPRING EQUINOX, MARCH 21

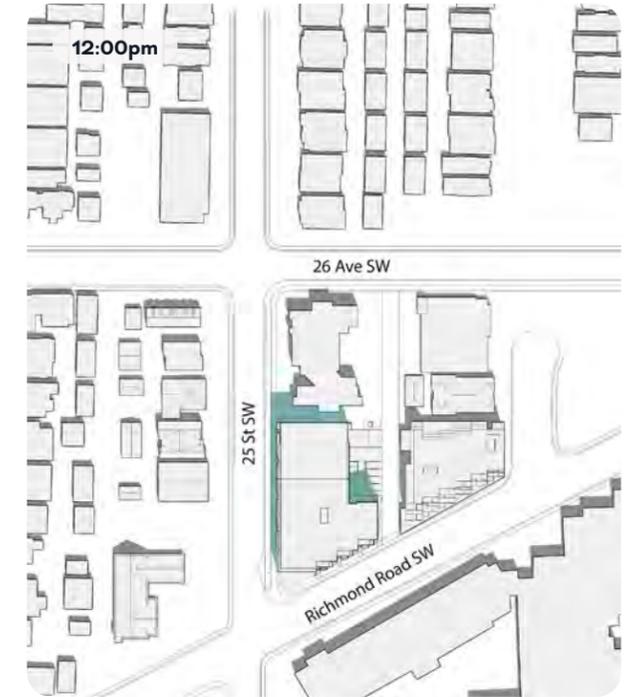


- LEGEND**
-  Existing Shadow
 -  DP2024-08864 Shadow



NOTE: 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.

SUMMER SOLSTICE, JUNE 21



- LEGEND**
-  Existing Shadow
 -  DP2024-08864 Shadow



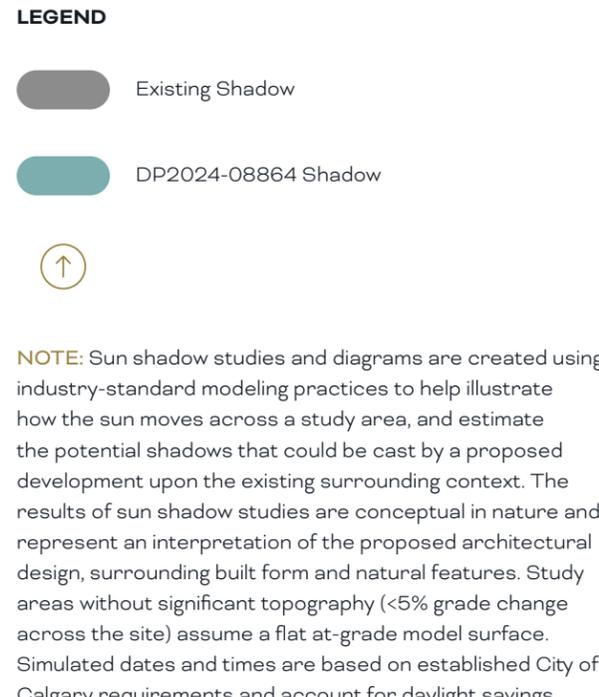
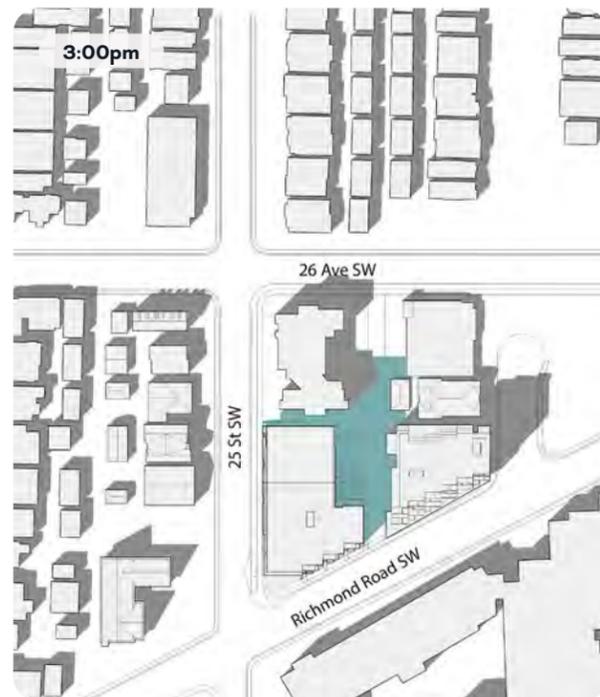
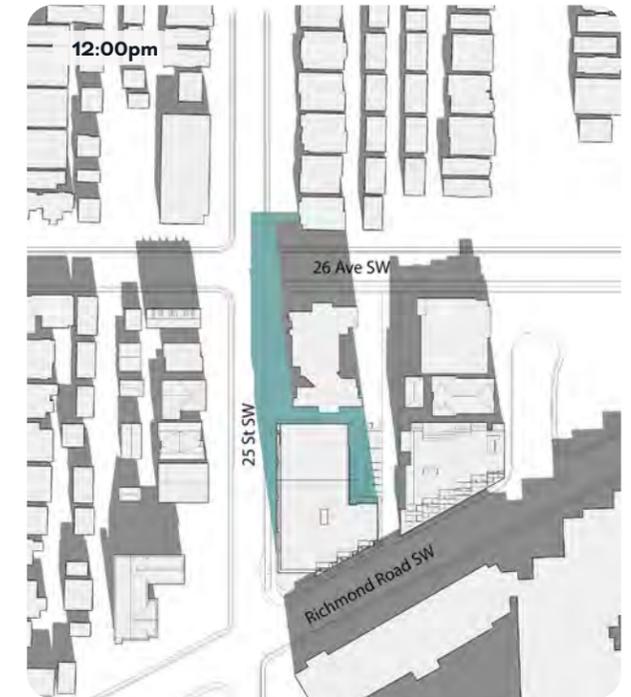
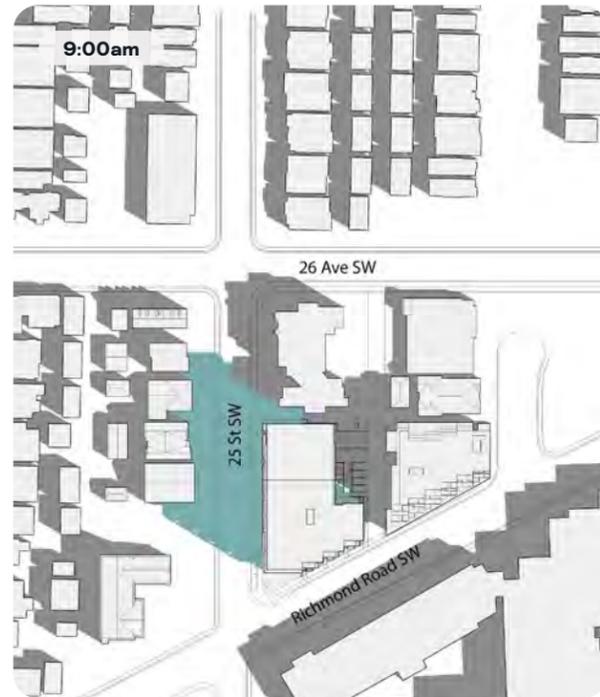
NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies 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.

SUN-SHADOW STUDY (DP2024-08864)



AUTUMN EQUINOX, SEPTEMBER 21

WINTER SOLSTICE, DECEMBER 21



LEGEND

-  Existing Shadow
-  DP2024-08864 Shadow
- 

NOTE: 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.

LEGEND

-  Existing Shadow
-  DP2024-08864 Shadow
- 

NOTE: 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.

OUTREACH APPROACH

WHAT IS OUR ROLE?

Clarifying community outreach roles and responsibilities connected to planning and development projects helps determine who does what, and builds a baseline understanding of the threshold of responsibility across all roles in building a great city. As the proponent of an Applicant-initiated development proposal, we have the associated responsibilities of the outreach lead.

APPLICANT (LEAD)

The lead is the primary decision maker for the project leading up to a formal decision of approval or refusal by the designated City decision-making body.

- Notifies citizens and community groups of the project and any opportunities to learn more or provide input.
- Determines the negotiables and non-negotiables for the project and what is / isn't open for public input.
- Communicates the constraints and clarifies the scope of the conversation.
- Provides clear, concise, transparent and accurate information.
- Holds a respectful conversation.
- Reports back if / when collecting input and provides City decision makers with a summary of the community outreach approach that was taken.
- Keeps citizens and community groups in the loop and closes the loop when decisions are made.



WHAT IS YOUR ROLE?

CITY ADMINISTRATION (SUPPORT)

The support assists in the outreach process by providing the Applicant, community / member-based organizations, and the wider community with information, tools and resources to improve understanding and aid in the overall success of the outreach process.

- Shares information about City goals and policies.
- Explains The City's review and decision-making processes.
- Clarifies community outreach roles and responsibilities.
- Creates tools and resources for participants, connectors and leads to help them be successful in their outreach roles.

Community / Member-based Organizations (Connector & Participant)

The connector shares information and insights about a specific community or area to help increase understanding of the local context and to help inform community outreach plans.

- Where possible, shares local information and insights to help build understanding and inform outreach plans.
- Where possible, helps raise awareness of opportunities for people to get involved in local planning projects.

THE COMMUNITY (PARTICIPANT)

The participant participates in the outreach process.

- Seeks out information and is informed.
- Listens and participates respectfully.
- Respects the scope of conversation and project constraints.
- Provides appropriate feedback and remains open to different ideas.

CITY COUNCIL AND THE DEVELOPMENT AUTHORITY (DECISION MAKER)

The decision maker is responsible for making the final decision to approve / refuse the planning or development application.

- Reviews and considers proposed planning or development application.
- Reviews and considers the outreach strategy / rationale / approach and any feedback that may have been collected.
- Approves or refuses the planning or development application.

OUTREACH APPROACH

OUTREACH PROCESS & REPORTING

Unitii and the project team are committed to working with neighbours to build strong and complete communities through thoughtful planning, great design and robust outreach.

Our Applicant-led outreach process is designed to provide multiple opportunities across a variety of digital and distanced platforms for participants to learn about the vision for The Bennett and to share their thoughts — all with the intent of maintaining a respectful and transparent dialogue.

The project team has thoroughly reviewed and considered participants' feedback collected to date (May 2025). The project team appreciates the considerate conversations with local community members and groups, and would like to thank all those who chose to participate.

This Outreach Summary is available to view and download on the project website, liveatbennett.ca.



BALANCING MULTIPLE INTERESTS

An outreach process is more than a compilation of participants input by the project team. Our role, as the outreach lead, requires active listening to determine the root issues underlying individual statements, and reconciling often competing interests and points of view to arrive at evidence-based planning and design solutions. The array of interests which influence any development project include, but are not limited to:

- **CALGARY'S GROWTH & DEVELOPMENT**
Planning for the next generations of Calgarians
- **LOCAL AREA POLICY**
Existing policy framework that guides development
- **PARTICIPANT FEEDBACK**
What various participants think and say
- **ECONOMIC VIABILITY**
Needs of the developer to create a viable and sustainable project

CITY OF CALGARY REVIEW AND GUIDANCE

The City of Calgary Administration is responsible for the formal review of the Land Use Redesignation and Development Permit applications. City Administration also provide guidance on implementing a best-practice voluntary Applicant outreach process.

City Administration actively monitor and observe key Applicant-led outreach activities and will provide Administration contact information through Applicant outreach materials. Input collected via Applicant-led outreach is reviewed by City Administration and summarized in reports to Calgary Planning Commission and City Council prior to final recommendations and decisions being made.

OUTREACH METHODS

OUTREACH VOICEMAIL & EMAIL ADDRESS

An outreach voicemail and email inbox provides direct lines of communication for community participants to contact the project team. The outreach phone number and email address are posted on the website, mailers, and on-site signage.



PROJECT WEBSITE

A dedicated project website (liveatbennett.ca) was launched in December 2024. The website provides an opportunity for interested participants to learn about the vision for The Bennett and enables convenient 24-hour access to the most up-to-date project information. The website includes a feedback form and provides contact information for the project team and The City of Calgary (developmentmap.calgary.ca).



ON-SITE SIGNAGE

The project team installed on-site signage following submission of the Land Use Redesignation in December 2024. This on-site sign summarizes the Land Use Application and Development Vision and provides contact information for the project team (phone number, email address, and webpage) and City of Calgary (developmentmap.calgary.ca).



DIGITAL INFORMATION SESSION

An online Digital Information Session in January 2025, provided give local businesses, residents, and other interested parties the opportunity to learn more about the project, ask questions, and share their input on the proposed development. Feedback from the Digital Information Session is summarized along with the other means of engagement communication within the Outreach Summary.

INFORMATIONAL BROCHURES & ADVERTORIAL

Tri-fold informational brochures were hand-delivered to all surrounding residents and businesses within ±200m of the subject site. The brochures and advertorial summarize the Land Use Redesignation application and Development Vision, as well as provided contact information for the project team (phone number, email address, and website) and City of Calgary (developmentmap.calgary.ca).



COMMUNITY INFORMATION SHARING & MEETINGS

Continuous information sharing with the Richmond-Knob Hill Community Association and the Ward 8 Councillor's Office throughout the application process ensured open lines of communication, along with supplemental meetings when required to discuss the development proposal. Feedback and comments gathered from these meetings has been summarized and responded to as Feedback Themes in the project team's Outreach Summary.



WHAT WE HEARD + TEAM RESPONSE

OVERVIEW

Through our outreach channels and conversations to date, the project team has received feedback directly from neighbours, community members and the Richmond Knob Hill Community Association (RKHCA). City Administration also shared a summary of feedback received from community members.

In reviewing feedback collected to date (May 2025), the project team has identified five themes. The following pages identify what we heard and provides a team response to each theme.

FEEDBACK THEMES:

- » Traffic
- » Parking
- » Local Businesses
- » Building Height
- » Density



TRAFFIC

WHAT WE HEARD

Traffic was the primary topic during our outreach process. We heard concerns that The Bennett and Viscount Bennett developments will increase traffic congestion, and questions about the legitimacy of the transportation reports and the City review process.

TEAM RESPONSE

A Transportation Impact Statement (TIS) was conducted by registered transportation engineers at Bunt & Associates (Bunt). This report relies on engineering standards and well-established industry transportation modeling. The TIS has been reviewed and approved by Transportation Engineers within the City of Calgary's Mobility Team as part of the Development Permit application process. The Transportation Impact Statement is publicly available on the project website.

The Bennett will undertake developer-funded improvements to upgrade 25 ST SW to a collector standard along the property frontage. The TIS found that no additional transportation upgrades are triggered by development of The Bennett. Upgrades to the remainder of 25 ST SW within this block will be undertaken by Minto through their future development of the Viscount Bennett site.

The Bennett TIS references traffic counts completed by both the City of Calgary and Bunt at various times between 2024 to 2025 in order to provide a clear representation of typical traffic patterns in the area. At the request of the Richmond Knob Hill Community Association (RKHCA), and at significant cost and effort, Bunt has also collected new traffic count data recorded over extended periods of time at additional agreed-upon locations.

PARKING

WHAT WE HEARD

We heard that community members value access to on-street parking near their homes, and neighbours had questions around whether the proposed number of parking stalls will be sufficient to avoid spill-over parking.

TEAM RESPONSE

The Bennett provides 91 residential and visitor parking stalls, which exceeds the City of Calgary's parking requirements by 28 additional parking stalls. Residents of The Bennett will also have access to a secure bike room with 97 class one bike stalls.

Future residents of the The Bennett will have easy access to a range of transportation options. The site is located along a 5A network, connecting residents to bike routes and pathways across the City.

The Bennett site is considered a Transit Oriented Development (TOD) site because it is located within a 5 minute walk ($\pm 400m$) of the Max Yellow BRT station and identified as being within the "Transition Zone" of the Westbrook Communities Local Area Plan's "26 Avenue/Crowchild Transit Station Area" (being upgraded by Minto in the near future as part of the Viscount Bennett site redevelopment). TOD sites have lower parking requirements within the Land Use Bylaw because there is a lower documented need for parking in developments where residents have easy access to alternative modes of transportation.



LOCAL BUSINESSES

WHAT WE HEARD

City of Calgary administration indicated a preference for commercial retail spaces along Richmond Road, which reflects feedback heard from some community members requesting better access to local coffee shops and other small businesses.

TEAM RESPONSE

In response to feedback requesting more commercial options at this location, the development vision for The Bennett has been updated to include three Live Work units along Richmond Rd SW. These units will be designed to support small-scale home-based businesses and will help to better activate the streetscape along Richmond Rd SW.

These new Live Work units present an opportunity for future conversions to small scale commercial retail spaces such as a coffee shop or salon. However, any change in use would be required to go through a Development Permit Application and review process.

BUILDING HEIGHT

WHAT WE HEARD

In our conversations around building height, community members were typically focused on The Bennett's potential shadow impact on neighbouring properties.

TEAM RESPONSE

The Bennett is proposed as a six storey building, fully aligning with the Westbrook Communities' Local Area "Low (up to six storeys)" building scale identified for this location. The proposed height is responsive to the scale of existing and approved developments surrounding this site - including the neighbouring Cascade building (5 storeys) and the recently approved Minto Viscount Bennett development (±5 to 16 storeys).

The maximum building height within the Land Use Application was increased from 22m to 24m in April 2025 to accommodate higher ceiling heights needed for the new Live Work units. The increase in maximum building height was re-advertised with large format on-site signage and re-circulated by the City of Calgary to community members and organizations for review and feedback.

A shadow study illustrating the impact of The Bennett is publicly available on the project website. This study represents standards dates throughout the years as required by the City of Calgary to support the review of the Development Permit Application.

DENSITY

WHAT WE HEARD

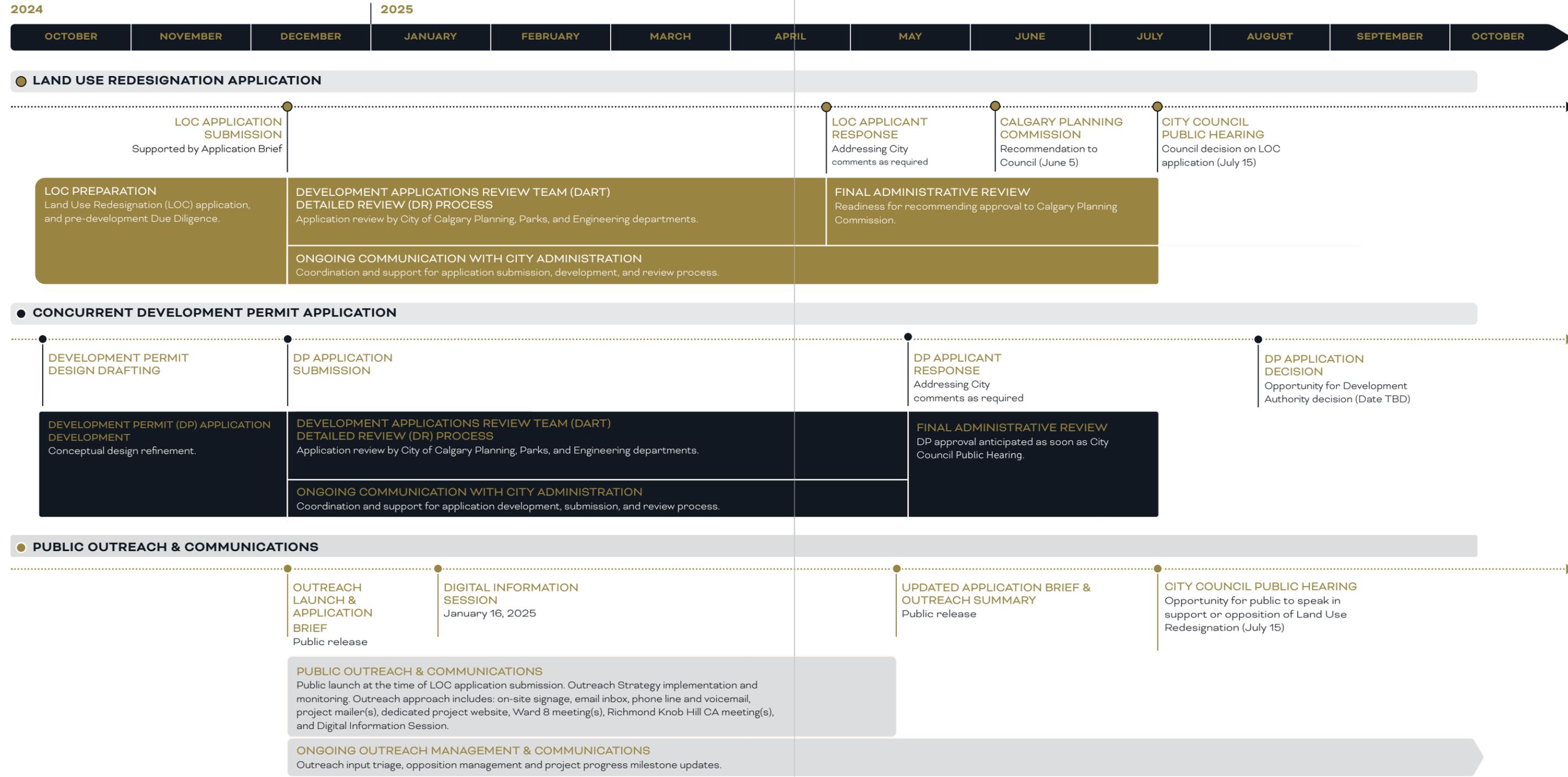
We heard concerns from community members around the impact of density on surrounding homes. Generally our conversations around density were related to infrastructure capacity such as traffic.

TEAM RESPONSE

Richmond Knob Hill is an eclectic and evolving neighbourhood that is experiencing renewed development interest since the approval of the Westbrook Communities Local Area Plan (LAP). The Bennett is identified within the "Neighbourhood Connector" urban form category and within 26 Avenue/Crowchild Trail Transit Station Area of the LAP - which encourages a mix of uses and a greater intensity than surrounding lower-density areas. Future residents will have access to a range of parks, schools, community amenities, and transit options within easy walking distance, making this site an excellent location for new housing choices.

Infrastructure and servicing capacity is thoroughly reviewed and monitored by the City's Planning, Mobility, and Development Engineering teams on both a cumulative and site-by-site basis. In this case the City considered the The Bennett application alongside the Minto Viscount Bennett development proposal. Civil Engineers and Transportation Engineers at the City evaluated the transportation impact of the development and the available capacity of water, stormwater, and sanitary pipes in the community and circulated the application to utility partners. The infrastructure review undertaken for The Bennett found that the surrounding infrastructure has capacity to accommodate the proposed development.

OUTREACH & APPLICATION TIMELINE



Note: Dates are estimates based on standard application review timelines for developments of this scale. Timelines and outcomes may be influenced by factors outside of the control of the Applicants and are subject to The City of Calgary's application review process.



unitii

investment | development

liveatbennett.ca

