



FAAS



# Cascade: Public Hearing

CITY OF CALGARY  
**RECEIVED**  
IN COUNCIL CHAMBER  
JUL 29 2019  
ITEM: 8.13 CPC 2019-0682  
CITY CLERK'S DEPARTMENT

Land Use Redesignation -  
LOC2019-0036, CPC2019-0682

2813 24A ST SW

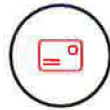
CPC 2019-0682



# A FULSOME, APPLICANT-LED STAKEHOLDER OUTREACH PROCESS



PROJECT WEBSITE & EMAIL INBOX



POSTCARDS / LETTERS TO RESIDENTS



COMMUNITY NEWSLETTER ADVERTORIAL



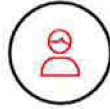
INFORMATION SESSION



PROJECT PHONE LINE / INBOX



ON-SITE SIGNAGE



FACE TO FACE STAKEHOLDER MEETINGS



WHAT WE HEARD REPORT

225 POSTCARDS DELIVERED

289 WEBSITE VISITS

33 OPEN HOUSE ATTENDEES

9 EMAIL EXCHANGES

60 UNIQUE PIECES OF SOUNDING BOARD FEEDBACK

3 PHONE CALLS RECEIVED

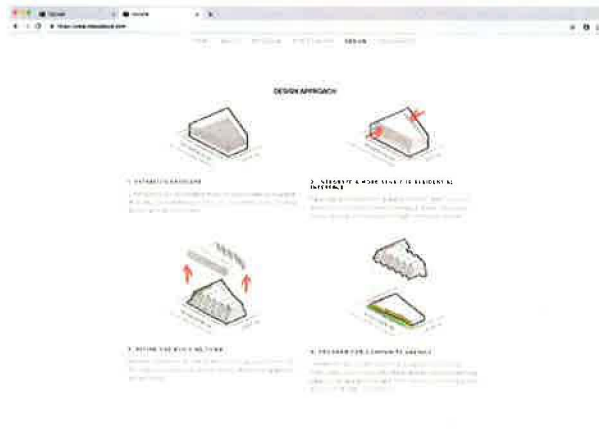


FIG.4.2 MAILER DISTRIBUTION AREA (RED)

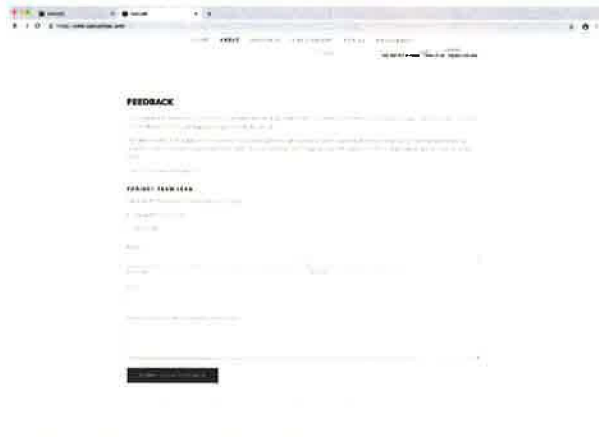


FIG.4.1 WEBSITE VISUALS



FIG.4.3 ON-SITE SANDWICH BOARD



**About the Project**

Situated at the corner of Richmond RD SW and 24A ST SW, Cascade is proposed as a mixed-use multi-residential development with commercial retail units at grade. Comprised of 42 dwelling units, the proposed five-story building has been designed to respond to an existing commercial and multi-residential development context as well as future redevelopment and intensification potential in the recently closed multi-acre Vancouver Business site owned by the Calgary Board of Education directly across the street.



**Drop-In Information Session Invitation**

Please join us for a drop-in style information session where members of the project team will be present to discuss the planning and design rationale behind Cascade. We look forward to receiving feedback from our neighbours both in person and on our website at [www.cascadepc.com](http://www.cascadepc.com). Refreshments will be provided. We hope you can join us!



FIG.4.4 FULL PAGE RICHMOND KNOB HILL REVIEW ADVERTORIAL: APRIL 2019

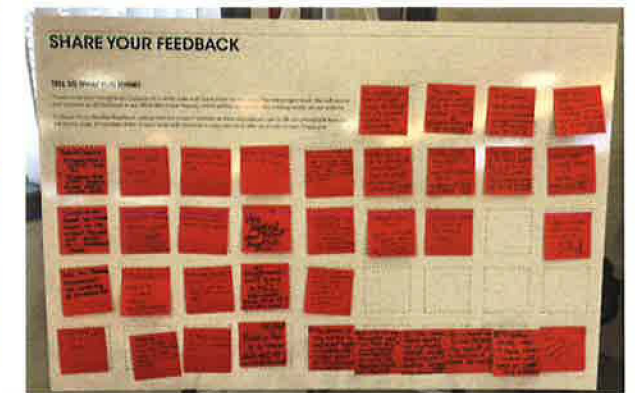


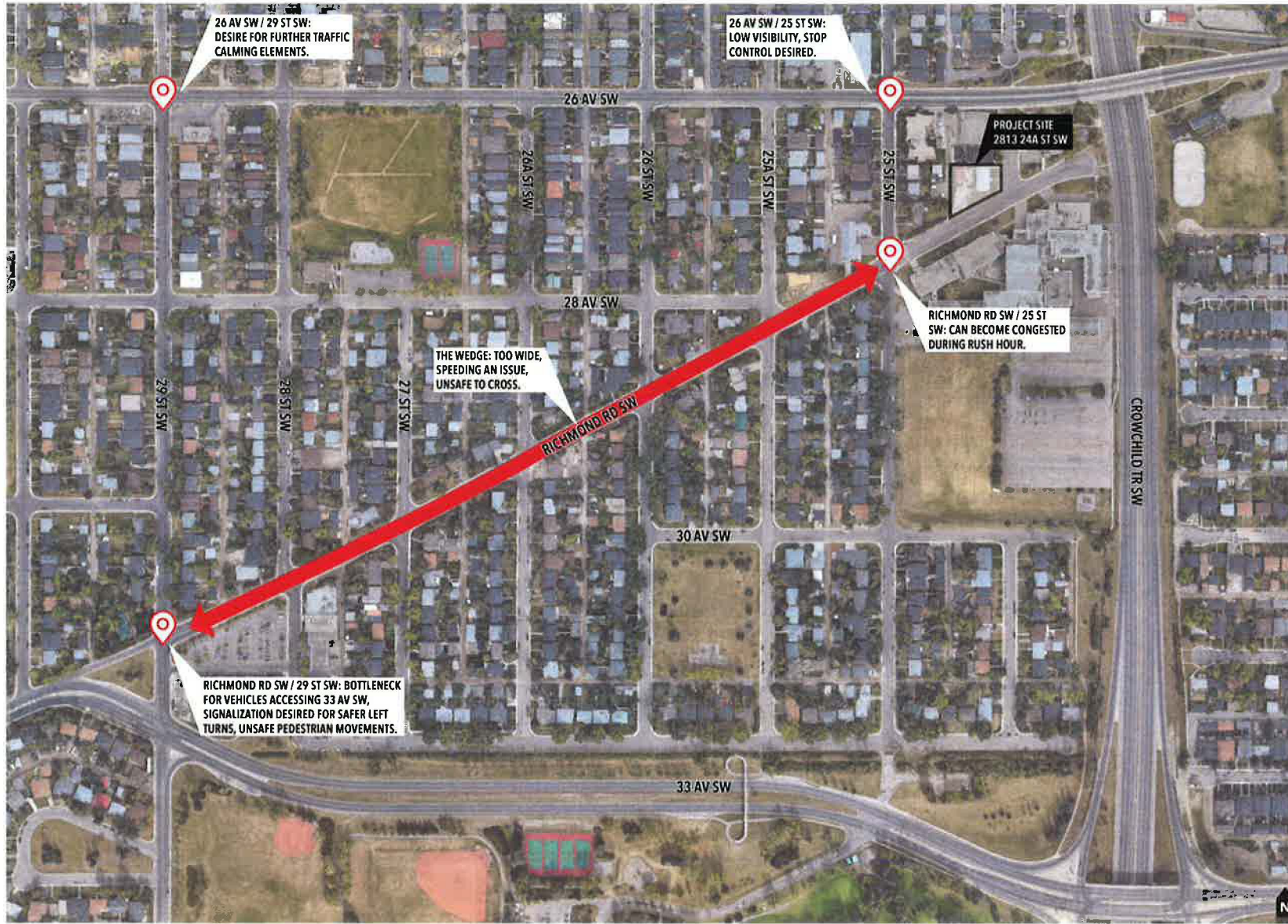
FIG.4.5 INFORMATION SESSION PHOTOGRAPHS

# FUTURE OF THE VISCOUNT BENNETT CENTRE, CONTEXTUAL FIT



FIG. 1.3 SITE CHARACTERISTICS

# OFFSITE STREET NETWORK FEEDBACK + PARKING



CONGESTION IN RICHMOND: STAKEHOLDER-IDENTIFIED ISSUES WITH LOCAL STREET NETWORK

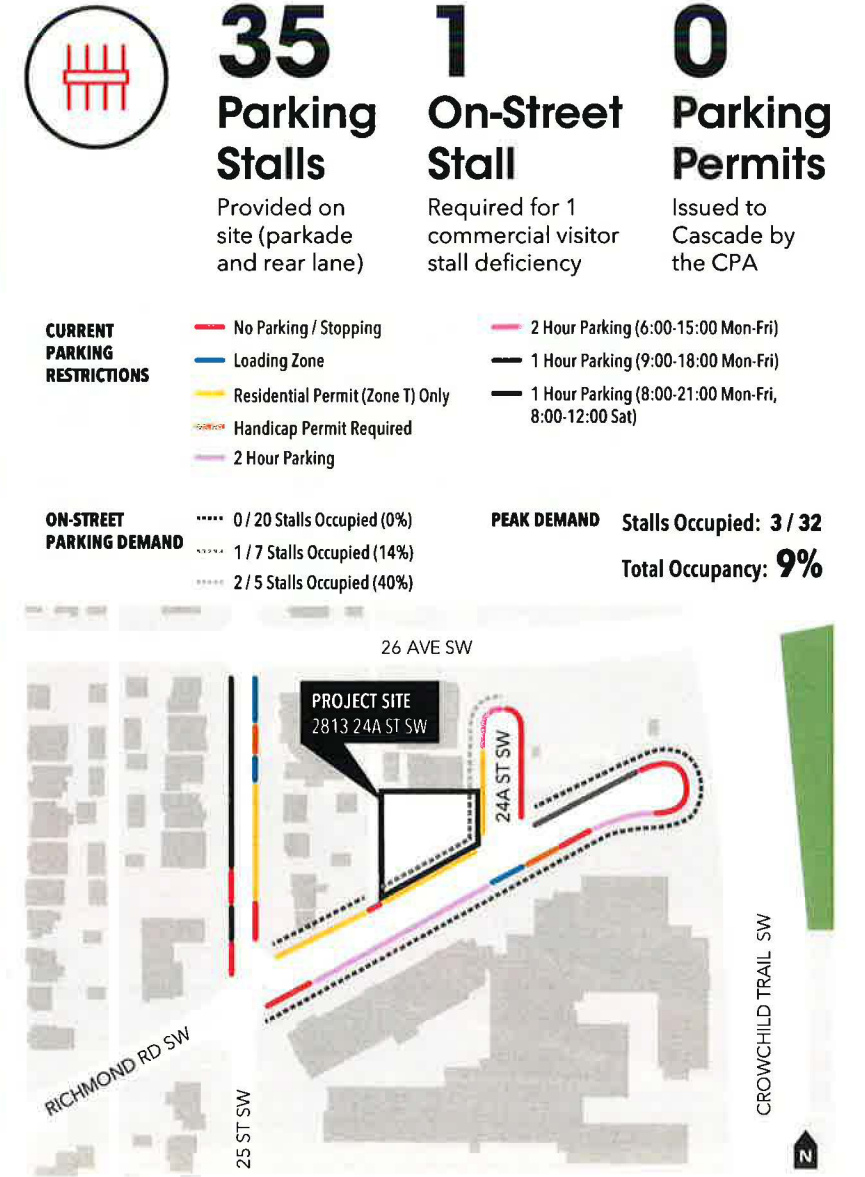
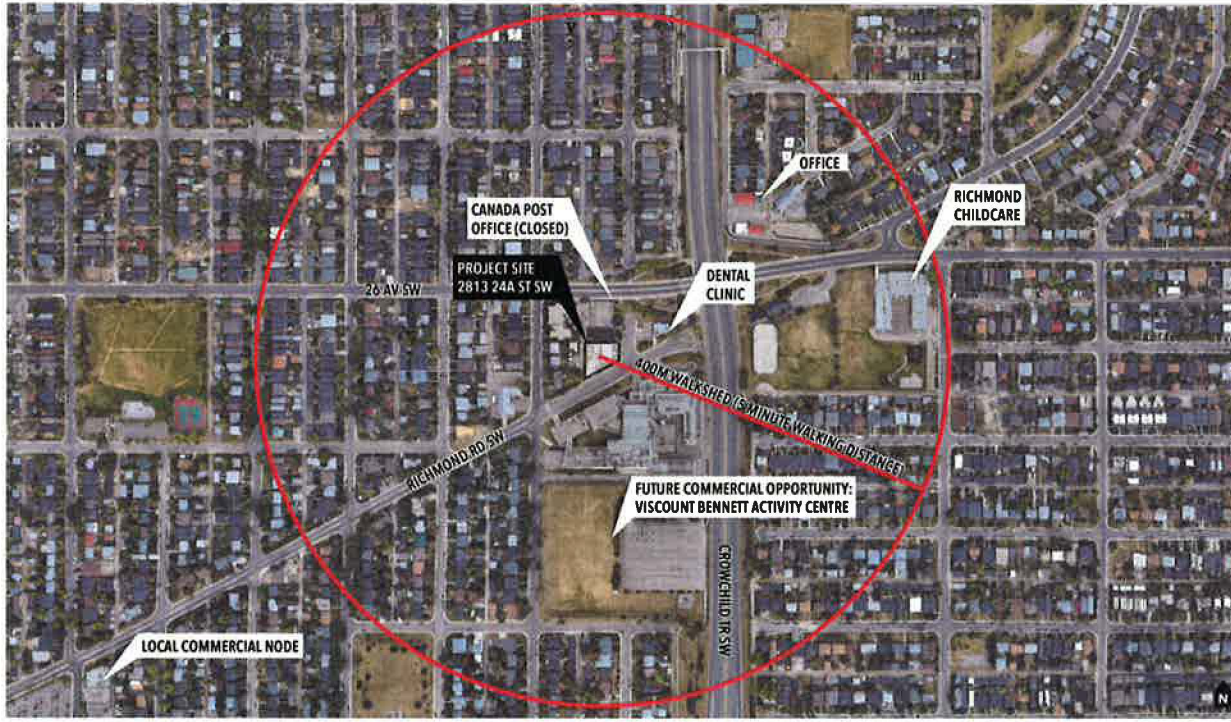
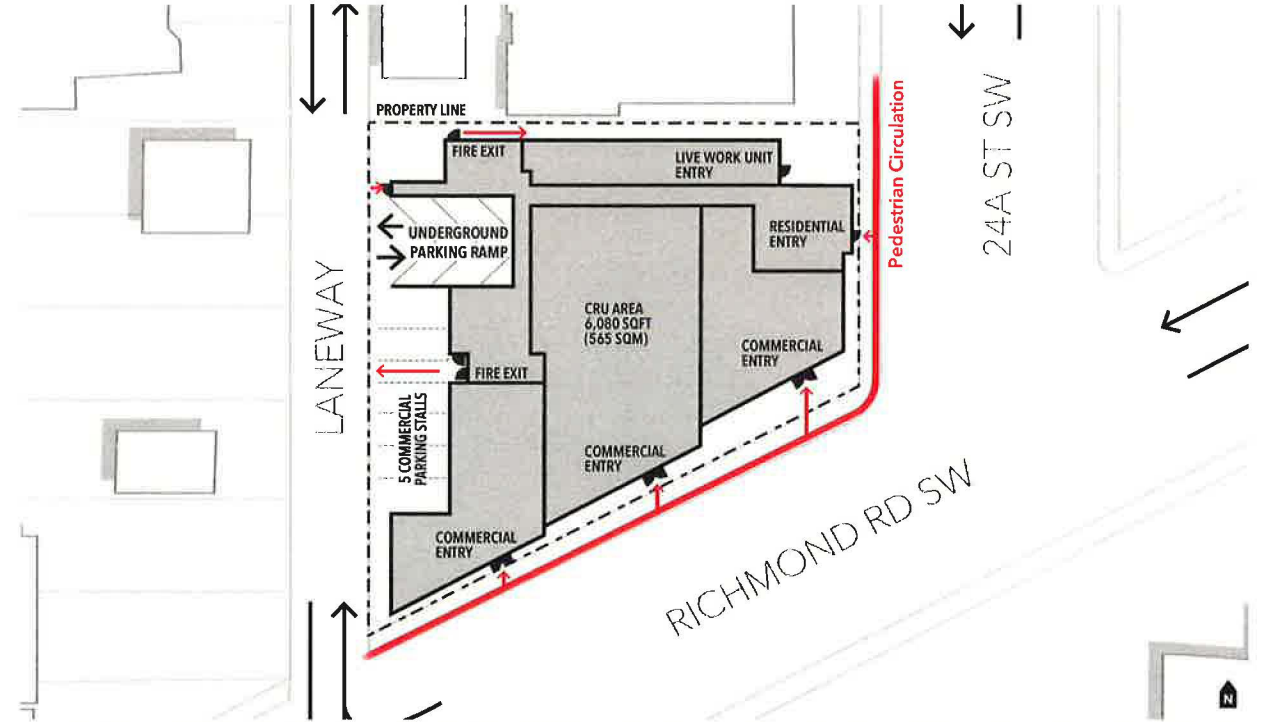


FIG.3.21 EXISTING ON-STREET PARKING DEMAND + RESTRICTIONS

# COMMERCIAL VIABILITY



CURRENT AND FUTURE COMMERCIAL PROXIMITY TO CASCADE



AT GRADE SITE PLAN, COMMERCIAL RETAIL UNIT ORIENTATION



COMMUNITY-ORIENTED, MODESTLY SCALED COMMERCIAL RETAIL UNITS



  
EAGLE CREST

FAAS

  
CIVIC  
WORKS

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# **Supplementary Materials: Figures, Plans, and Statistics**

# LAND USE REDESIGNATION

## PROPOSED LAND USE CHANGE

To support the redevelopment vision for Cascade, a Land Use Redesignation from Multi-Residential - Contextual Low Profile (M-C1) to Mixed Use - General (MU-1f3.3h19) is proposed. This would allow for a street oriented residential development of up to five storeys in height (19 metres) and a floor area ratio (FAR) of 3.3. The Mixed-Use Land Use District within LUB1P2007 was designed/developed to support growth in key areas like Activity Centres.

## CONCURRENT DEVELOPMENT PERMIT APPLICATION

Along with a Land Use Redesignation (LOC2019-0036) application, a concurrent Development Permit (DP2019-1660) application has been submitted and is under active review, ensuring a comprehensive and thoughtful 'bricks and mortar' outcome for the future development site, which directly informs the proposed Land Use Redesignation.

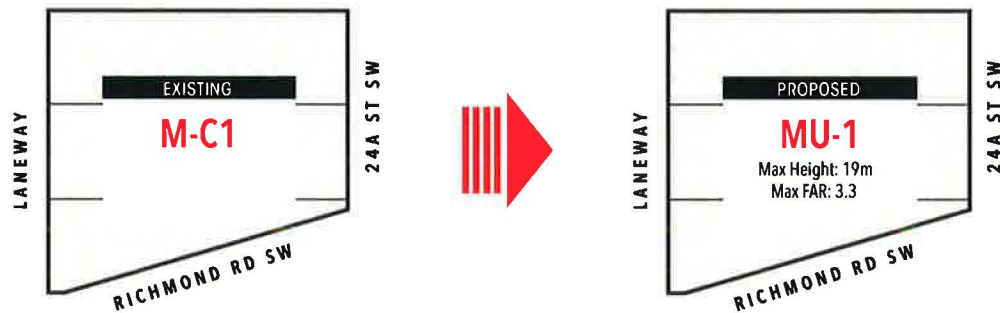


FIG.1.8 PROPOSED LAND USE REDESIGNATION

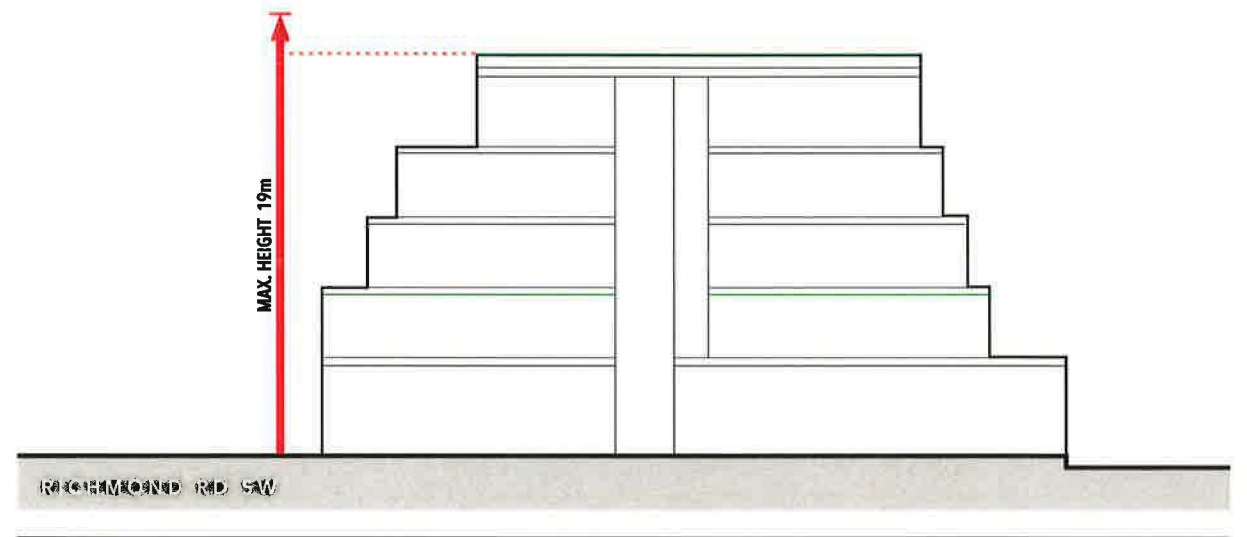


FIG.1.7 PROPOSED BUILDING HEIGHT MODIFIER

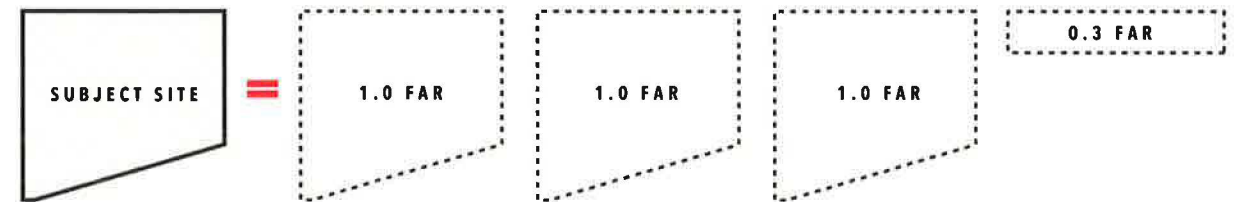


FIG.1.9 PROPOSED FLOOR AREA RATIO (FAR) MODIFIER



# PROJECT-AT-A-GLANCE

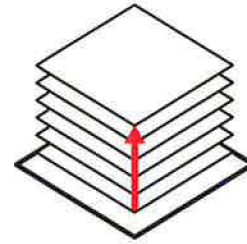
## Site Area

**1,201m<sup>2</sup>**  
12,927 sq.ft.  
**0.12ha**  
0.30 ac



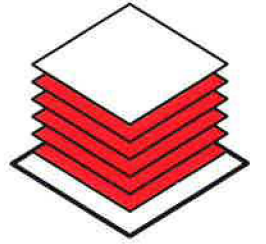
## Building Height

**19m**  
Maximum Height  
**5**  
Storeys



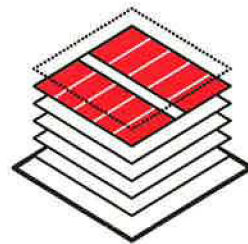
## Building Intensity

**3.3**  
Maximum Floor Area Ratio  
**817m<sup>2</sup>**  
Building Footprint (8,794 sq.ft.)  
**3,903m<sup>2</sup>**  
Gross Floor Area (42,012 sq.ft.)



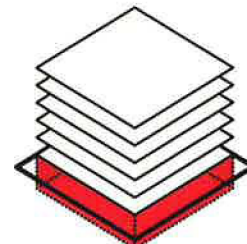
## Dwelling Units

**45**  
Total Dwelling Units  
**11+/-**      **34+/-**  
1 Bed Units      2 Bed Units  
**2+/-**      **1+/-**  
3 Bed Units      Live Work Units



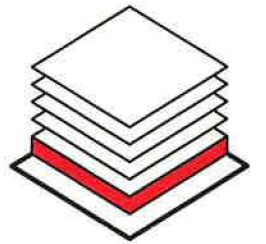
## On-site Parking

**35+/-**  
Total Stalls  
**30+/-**  
Underground Parkade Stalls  
**5+/-**  
At-grade Stalls

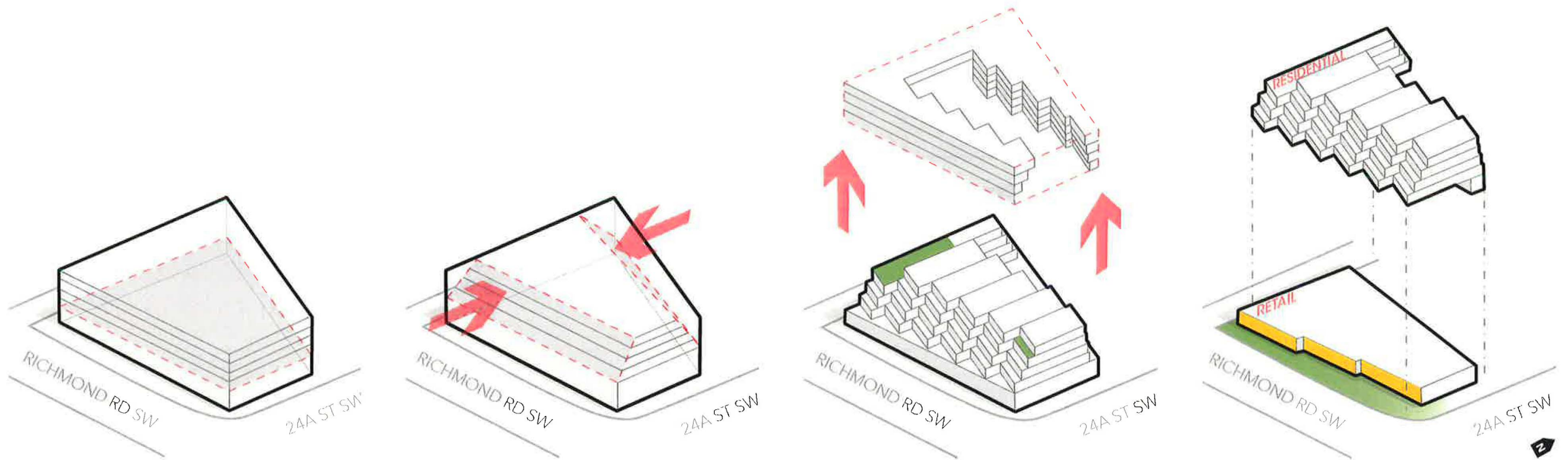


## Retail Space

**565m<sup>2</sup>**  
Net Commercial Floor Area (6,082 sq.ft.)



# DESIGN APPROACH



## 1. ESTABLISH ENVELOPE

Create building form through adherence to proposed MU-1 Land Use District envelope. Divide building uses into commercial and residential portions per bylaw requirements.

## 2. INTEGRATE A MORE SENSITIVE RESIDENTIAL INTERFACE

Carve mass on north and south facades to maximize site and neighbour exposure to sun. Reduce mass along laneway to mitigate shadow impact to neighbours across lane. Reduce openings on north facade to mitigate overlooking concerns.

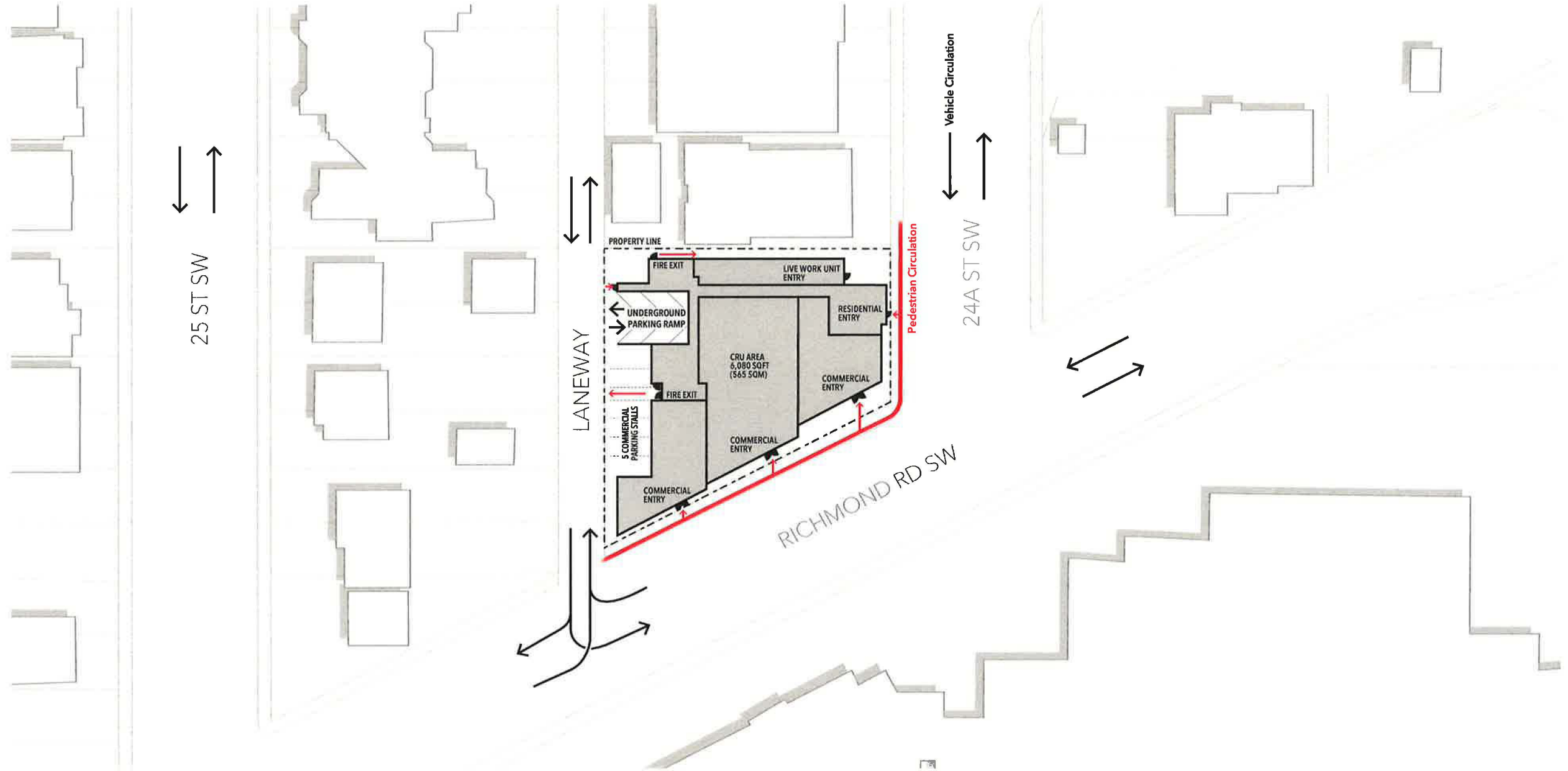
## 3. REFINE THE BUILDING FORM

Refine the building form to create dynamic architecture along Richmond RD SW. Utilize carved areas on top floor to introduce shared building amenities and landscaping.

## 4. PROGRAM FOR COMMUNITY AMENITY

Dedicate the majority of the ground floor to neighbourhood-serving commercial-retail uses. Use varied materials and articulation to create easily legible residential/commercial entries and to maximize at-grade space for public realm improvements.

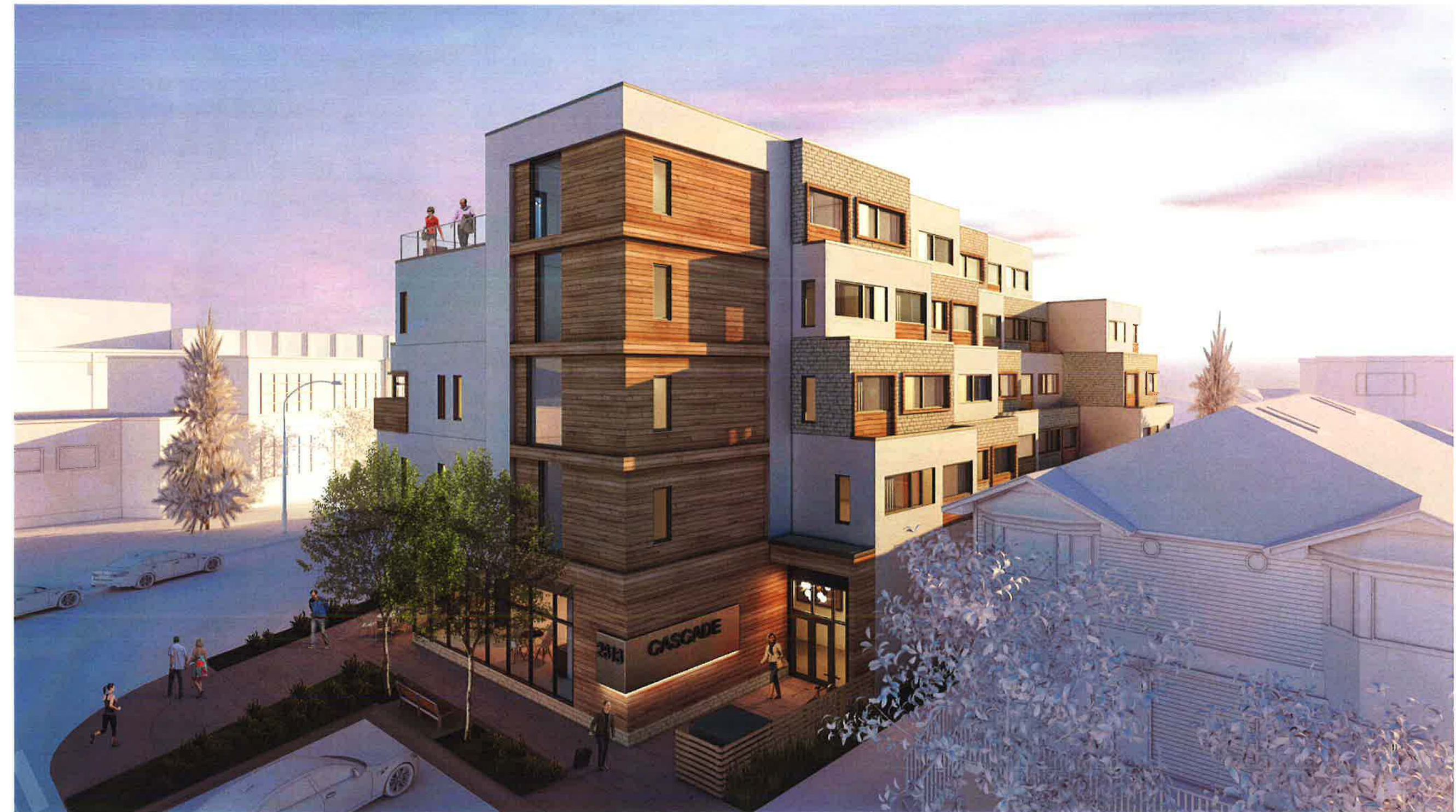
# SITE ACCESS & CIRCULATION



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# **Supplementary Materials: Visualizations**





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# **Supplementary Materials: Studies**

# SUN SHADOW STUDIES

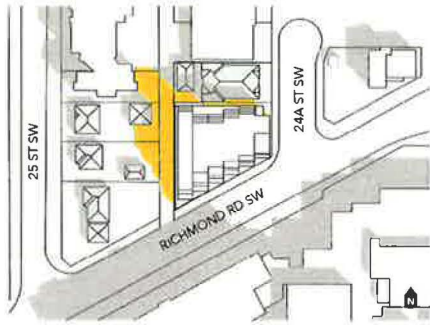


FIG.3.1 MARCH 21 & SEPTEMBER 21, 10AM

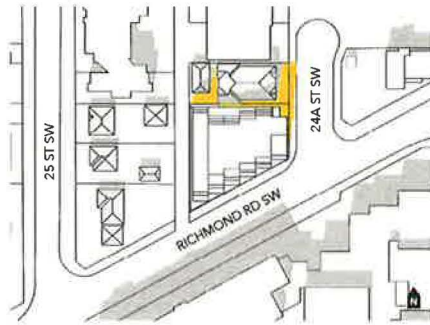


FIG.3.2 MARCH 21 & SEPTEMBER 21, 1PM

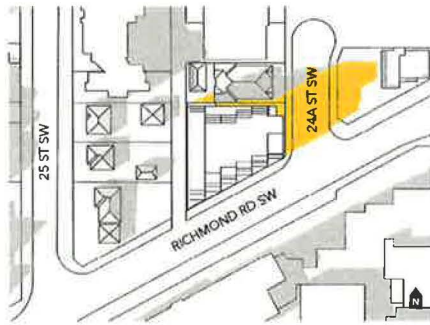


FIG.3.3 MARCH 21 & SEPTEMBER 21, 4PM

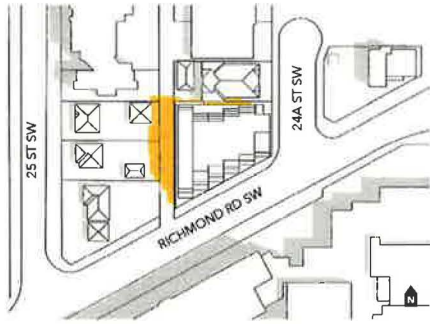


FIG.3.4 JUNE 21, 10AM

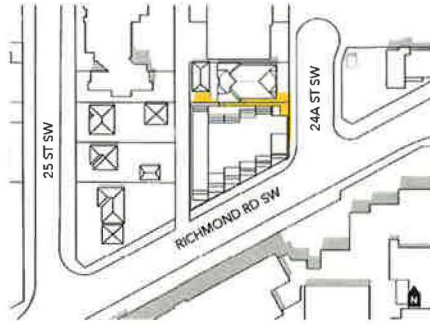


FIG.3.5 JUNE 21, 1PM

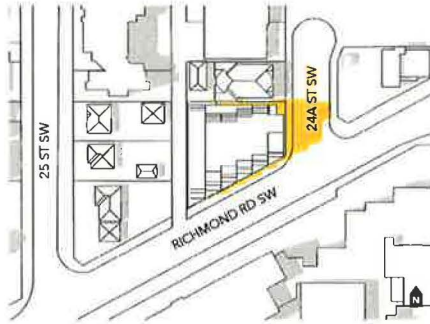


FIG.3.6 JUNE 21, 4PM

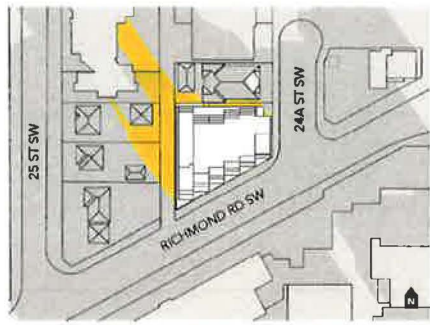


FIG.3.7 DECEMBER 21, 10AM

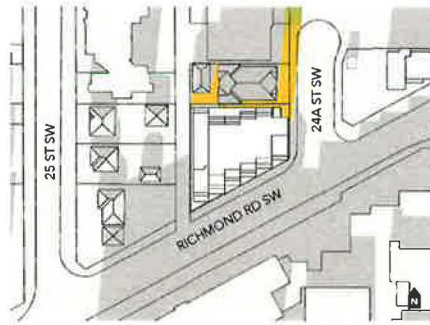


FIG.3.8 DECEMBER 21, 1PM

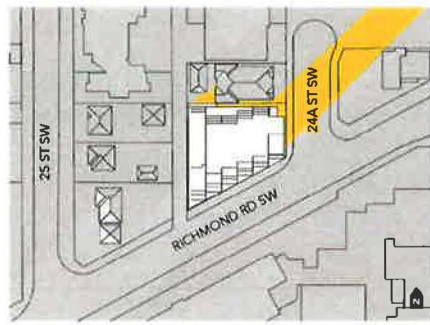


FIG.3.9 DECEMBER 21, 4PM

■ SHADOWS - PROPOSED FIVE STOREY BUILDING  
■ SHADOWS - EXISTING CONTEXT

**NOTE:** Sections, times of day and year have been selected to demonstrate impacts to key edge relationships.

**ADDITIONAL 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.

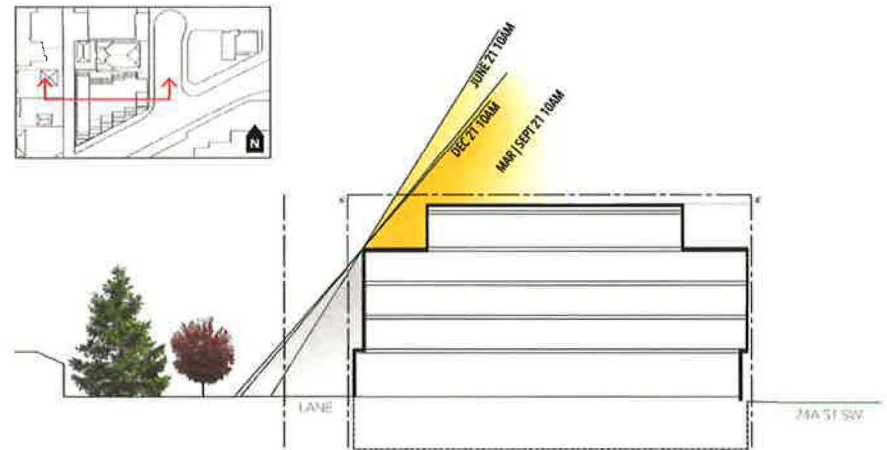


FIG.3.10 WEST-EAST SECTION (LOOKING NORTH)

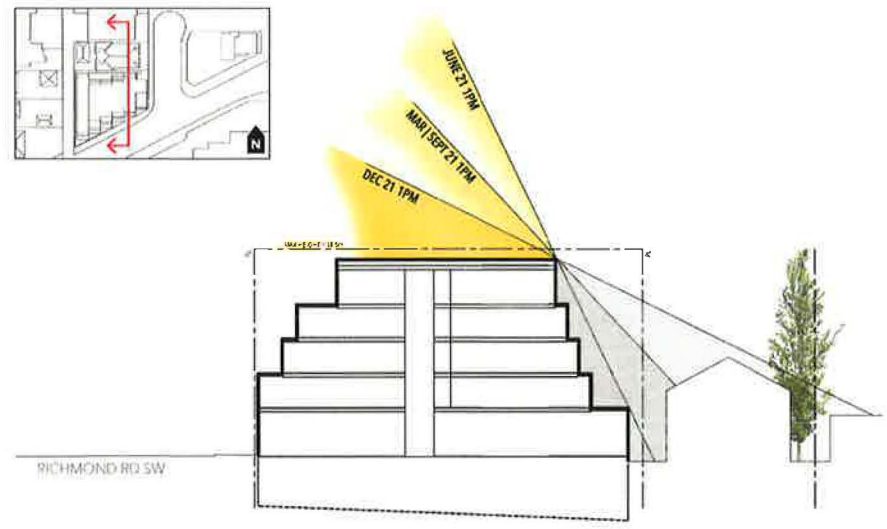


FIG.3.11 NORTH-SOUTH SECTION (LOOKING WEST)



# SIDEYARD RELATIONSHIP & SIGHT LINES

## PRIVACY

The floorplate design and layout of Cascade results in ample fenestration on its north face. A side yard sight line study to the neighbouring multi-residential building at 2809 and 2811 24A ST SW was conducted to determine what the sight line impact would be on this existing building. The south facing side yard fenestration of the existing multi-residential building is composed primarily of obscured mortar block windows, which will provide interface privacy to residents. These have been eliminated from the study as due to their materiality, direct sight lines into these windows are impossible. There are four unobscured windows, two at grade and two on the second floor that will interface with Cascade.

The side yard relationship and sight lines diagrams (Figure 3.13-3.15) show the approximate sightlines from the windows of the proposed building. There are no windows at grade on the north face of Cascade, while storeys 2-5 do have windows that are on the same north-south plane as the unobscured windows. However, only the windows of one second storey unit of Cascade will directly interface with the second storey windows of the multi-residential, resulting in a minimal sight line impact to the neighbouring building overall. There are no balconies in the current design on the north facade to prevent overlooking.



FIG.3.12 SIDE YARD OF ADJACENT EXISTING RESIDENTIAL

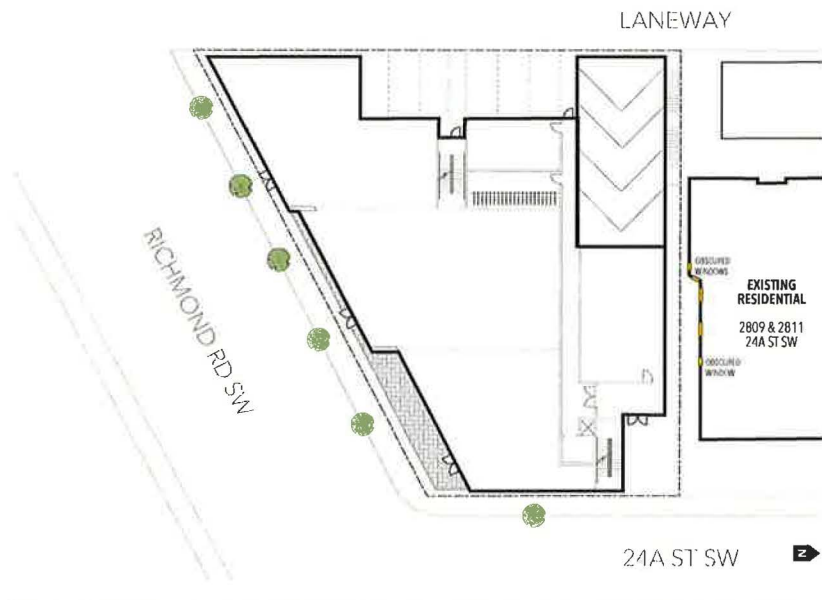


FIG.3.13 GROUND FLOOR PLAN | GROUND FLOOR WINDOWS

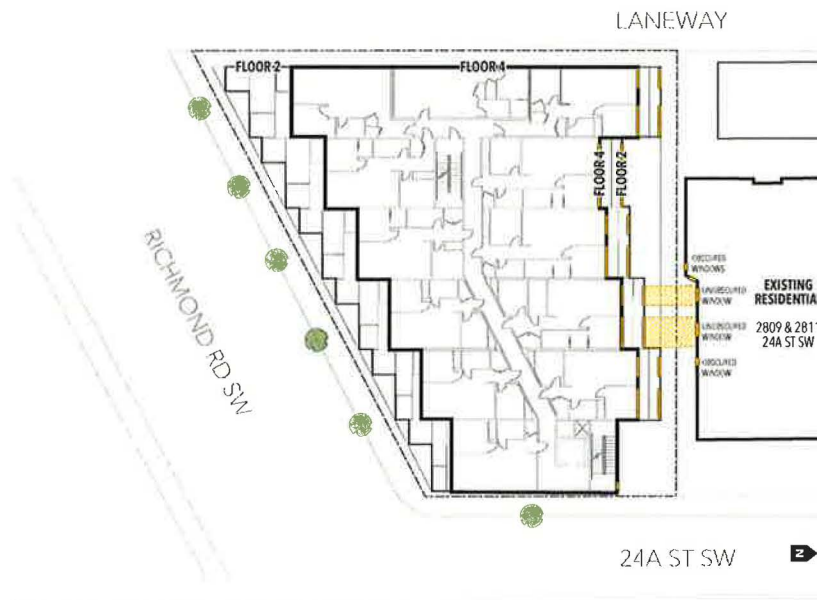


FIG.3.14 FLOOR 4 PLAN | FLOORS 2 & 4 WINDOWS & SIGHT LINES

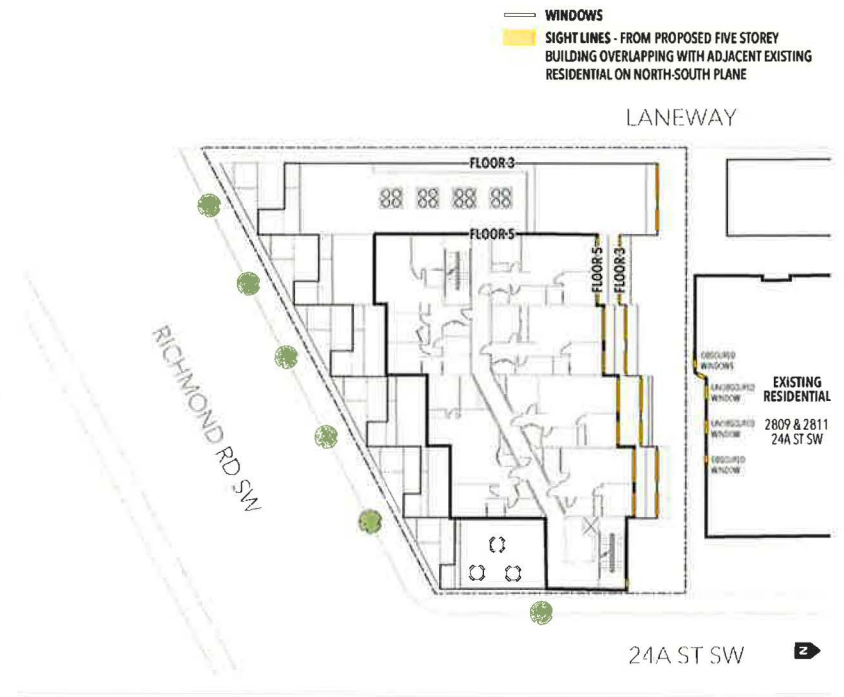


FIG.3.15 FLOOR 5 PLAN | FLOORS 3 & 5 WINDOWS

# TRANSPORTATION IMPACT STATEMENT



**41**  
Peak  
Hour Trips

Represents the number of vehicle trips taken during the AM and PM hour with highest volume of traffic in and out of the site (typically around rush hour).

**CALCULATED SITE TRIPS**

**AM Peak:** 9 Commercial  
11 Residential  
= 20 Total  
**PM Peak:** 25 Commercial  
16 Residential  
= 41 Total

FIG.3.16 VEHICLE TRIPS GENERATED BY PROPOSED DEVELOPMENT



**15**  
Peak Hour  
Active Trips

Represents the number of alternative transportation trips during the AM and PM hour with highest volume of traffic in and out of the site (typically around rush hour).

**CALCULATED SITE TRIPS**

**AM Peak:** 3 Commercial  
4 Residential  
= 7 Total  
**PM Peak:** 9 Commercial  
6 Residential  
= 15 Total

FIG.3.17 ALTERNATIVE TRANSPORTATION TRIPS GENERATED BY PROPOSED DEVELOPMENT



**35**  
Parking  
Stalls

**PROVIDED STALLS**

**Residential and Residential Visitor:** 30 (28 required)  
**Commercial Visitor:** 5 (6 required)

**PROVIDED STALLS**

The City of Calgary's Parking Policies allow for commercial stall relaxations if the on-street parking system can accommodate the demand.

FIG.3.18 ON-SITE PARKING



**1**  
On-Street  
Stall

The number of stalls required off-site to accommodate the commercial parking relaxation. Figure 3.21 depicts the existing on-street parking restrictions and demand.

Note: The Residential Parking Permit (RPP) stalls in front of the Cascade parcel will be converted to 2 hour, non RPP parking, introducing seven more on-street stalls to accommodate the commercial parking relaxation.

FIG.3.19 ON-STREET PARKING



**0**  
Parking  
Permits

Given the multi-residential nature of the building, new Cascade residents and visitors will not be eligible to obtain on-street Residential Parking Permits from the Calgary Parking Authority. The development will not impact parking availability in permit-only areas.

FIG.3.20 PARKING PERMITS

**PARKING RESTRICTIONS**

- No Parking / Stopping
- Loading Zone
- Residential Permit (Zone T) Only
- Handicap Permit Required
- 2 Hour Parking
- 2 Hour Parking (6:00-15:00 Mon-Fri)
- 1 Hour Parking (9:00-18:00 Mon-Fri)
- 1 Hour Parking (8:00-21:00 Mon-Fri, 8:00-12:00 Sat)

**ON-STREET PARKING DEMAND**

- ..... 0 / 20 Stalls Occupied (0%)
- ..... 1 / 7 Stalls Occupied (14%)
- ..... 2 / 5 Stalls Occupied (40%)

**PEAK DEMAND Stalls Occupied: 3 / 32 Total Occupancy: 9%**

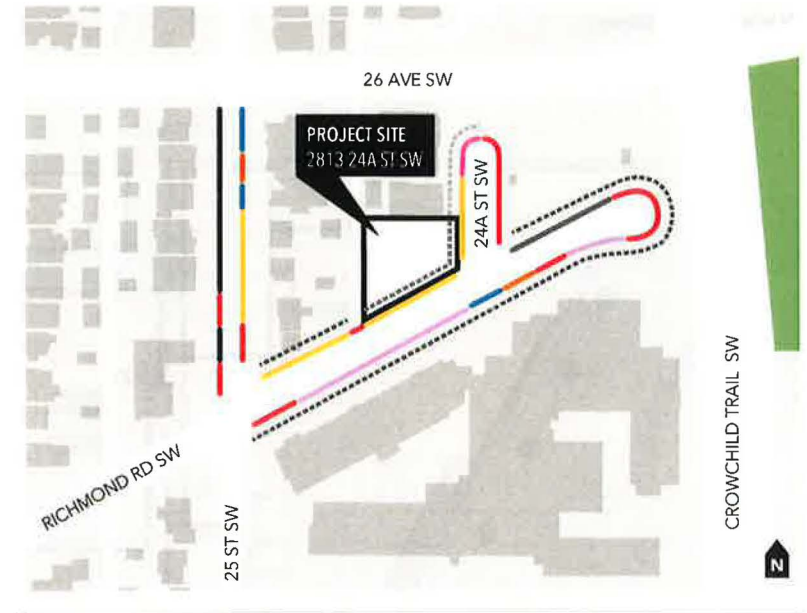
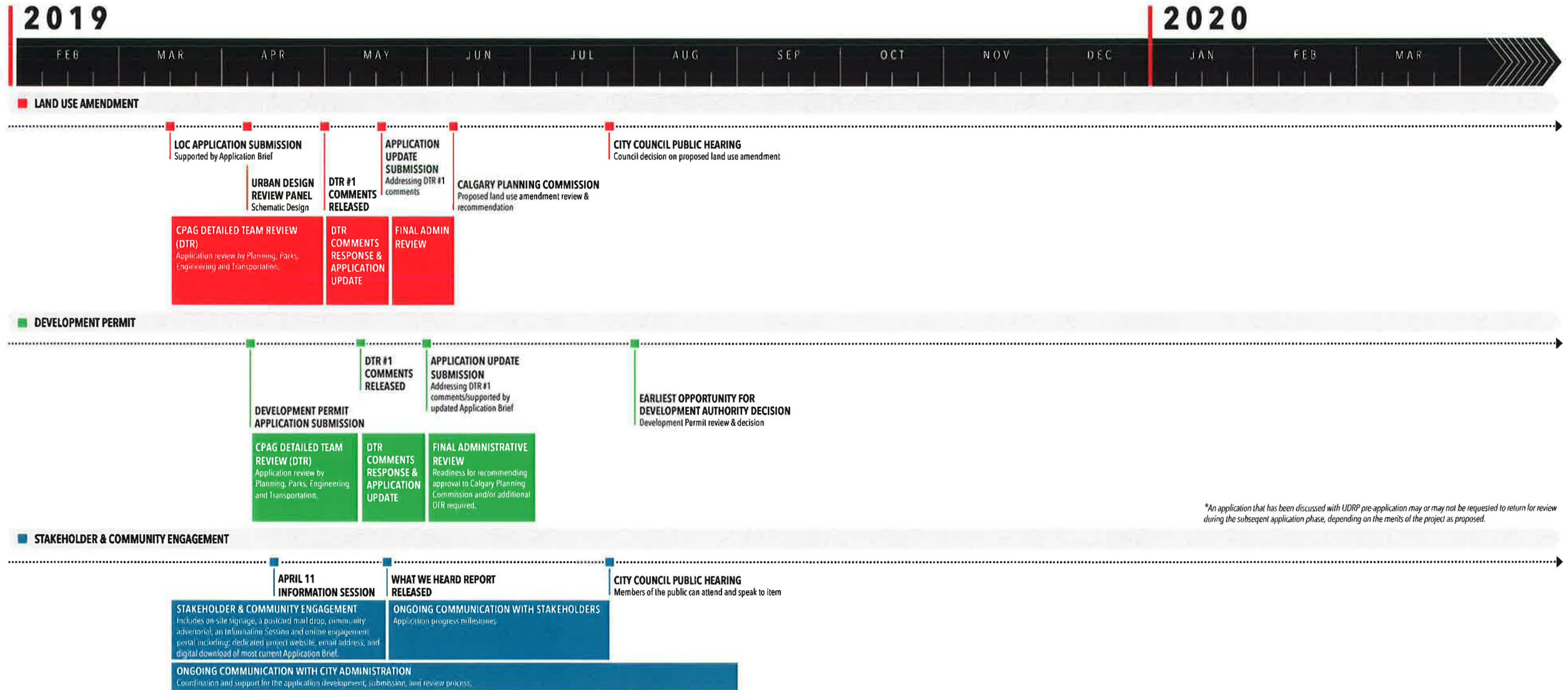


FIG.3.21 EXISTING ON-STREET PARKING DEMAND + RESTRICTIONS

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# **Supplementary Materials: Stakeholder Outreach**

# GENERALIZED PROJECT TIMELINE



*\*An application that has been discussed with UDRP pre-application may or may not be requested to return for review during the subsequent application phase, depending on the merits of the project as proposed.*