

WHAT WE HEARD REPORT

Version 1.1 | April 30, 2019

PREPARED BY



ON BEHALF OF



WHAT WE HEARD REPORT

What We Heard Report

VERSION: 1.1

RELEASED: APRIL 30, 2019

PREPARED ON BEHALF OF
Ocgrow Group of Companies

PREPARED BY

Riddell Kurczaba

PROJECT TEAM

Riddell Kurczaba | Ocgrow | Bunt

PROJECT WEBSITE

For information and updates, please visit:
www.engageocgrowkensington.com



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INTRODUCTION

A What We're Heard Report is included as an engagement best practice. It provides an account of all community consultation activities undertaken in support of a project application, the feedback received throughout the process and the project team's response to common questions and concerns.

This What We're Heard Report consists of the feedback that the project team has received up to April 30, 2019. It will be further refined as we work with stakeholders over the coming months through Administrative review.

STAKEHOLDER CONSULTATION

WHAT WE HEARD REPORT

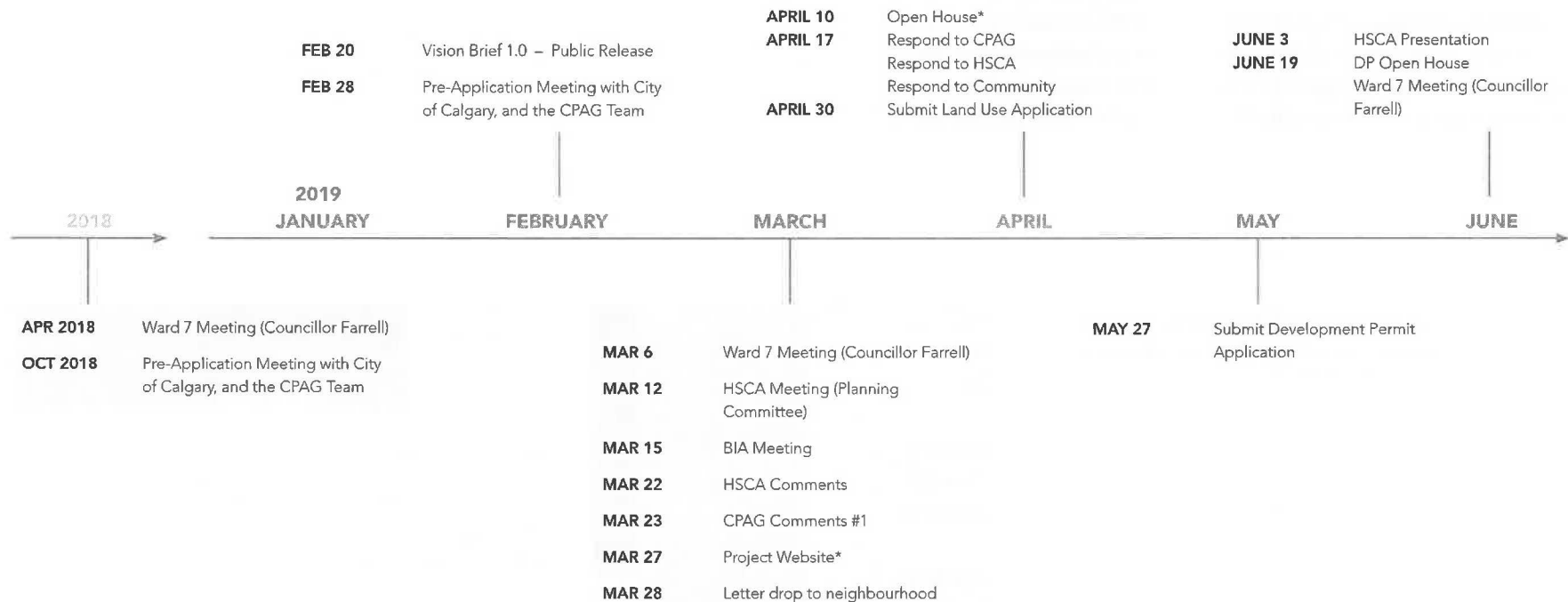
The engagement process followed has genuinely chosen to respectfully listen and respond. HSCA has developed a comprehensive process that they recommend. We have faithfully followed the process with additional steps reaching out to city officials and other community groups. We have evaluated the root issues seeking to respond in meaningful ways. Significant compromise has been made with the objective to receive a support from the community and city administration. The desire is to avoid a protracted process by listening and seeking guidance early.

- City of Calgary broader aspirations
- Project quality objectives
- Local community concerns and directly impacted neighbours
- Economic Viability of the project to allow it to proceed

The development team has carefully considered all comments and feedback to best interests of the community, and all stakeholders. We respect the ideas put forward, will test their potential impact, and communicate the process and results to stakeholders.

PUBLIC ENGAGEMENT TIMELINE

MAJOR MILESTONES AND ANTICIPATED DELIVERABLES



* To notify residents we:

- put posters in local shops
- had bold signage one week prior to the open house
- HSCA publicized the Open House event on their social media account.

ENGAGEMENT SUMMARY

The process was initiated early in 2018, and formally began on February 28, 2019 and will continue through the development life of the project. The aim of the process has been to inform area residents and stakeholders of the project and to receive valuable feedback on the proposed concurrent Land Use Redesignation ARP Amendment. A variety of feedback mechanisms were employed by the project team, including: Early engagement of **CPAG** to appreciate City based issues and constraints:

- **Preliminary Public Engagement** discussions were held with Councillor Druh Farrell/Dale Calkins of Ward 7 early 2018 on our potential acquisition targets/sites along 14th Street corridor to revitalize this corridor, to create new vibrancy & reignite this streetscape, this was received positively with the desire to see improvements to 14th Street NW.
- **Community Business Association (BIA)** March 15. Encouragement given to enhance 14th Street pedestrian retail environment. The BIA were very excited about this proposal in a long neglected area of the neighbourhood.
- **Project Website and Email Inbox** - online March 27, the purpose is to inform and keep all visitors up-to-date with a formal feedback form and means of contacting directly the project team.
- An initial **Pre-App meeting** was held with the City of Calgary in October, 2018 to determine if administration would be supportive of revitalization on 14th Street NW. Positive encouragement was received.



FIG 4.0 PROJECT WEBSITE | WWW.ENGAGEOCGROWKENSINGTON.COM

ENGAGEMENT SUMMARY

- **Community Association Information Sessions** held formally on March 12, 2019 to build a process that meets their expectations. The HSCA Hillhurst Sunnyside Community Association received our presentation and draft vision document with positive support for revitalizing 14th Street NW. Numerous communications have been forwarded through their planner to organize the public engagement process based on their guidance. We received formal response and have responded. This initial response prompted a reduction in height and density. See full text in verbatim feed-back section.
- **Letters to Residents** to invite them to the open house – 69 letters were mailed to all those directly affected which includes both sides of 14th Street NW and across the lane within the block.
- **Signage Advertising the Open House**- Bold signs were used per HSCA recommendation
- **HSCA Community Newsletter, and Website** have provided information to the community alerting them of the open house and directing community members to the project specific web site so they can be informed and encouraged to provide feedback.
- **Open House: April 10th 6 – 8 pm.** Held at the community association building during their regular market in order to attract the largest participation. Approximately 15 community members attended the open house. Five of these were directly affected neighbours on 14th Street NW and across the lane. Valuable insight was received regarding traffic issues on the lane and 15th Street NW as the most important issue. All attendees were desirous for the upgrades on 14th Street NW. Two were concerned with the height. This has prompted a revision as included in this application to step the building to create a 20 meter equivalent building envelope. Overall there was strong support for the project.

- **What We're Hearing Report: April 30** - published as part of Land Use submission documentation. The report will be updated as each phase of engagement and approval takes place.

This report includes :

1. Identified themes with the issues raised, rational for the solution, changes included
2. A detailed listing of all feedback



FIG 4.1 OPEN HOUSE | APRIL 10, 2019

SUMMARY OF ISSUES

DISCUSSION THEMES AND SUMMARY OF FEEDBACK

The following are, by topic, the primary issues registered by community members and neighbours to the project.

This section has been broken into those supporting and those not supporting. **There has been strong support for this development. Of the approximately 46 responses received to date at the open house and by direct communication, 44 have been supportive and 2 have concerns in regards to the increase in height. Of these 16 other individuals are included who have agreed with the statements of support. There has been strong support by some directly affected individuals across the lane who view the improvements as positive, there have been those directly affected who have concerns but are basically supportive and there has been one response by a directly affected that is not supportive.**

ISSUE 1: SHORTCUTTING OF TRAFFIC IN THE LANE AND 15 STREET NW

These are used to get past the Kensington intersection.

PROJECT TEAM RESPONSE

The following is the response by Bunt & Associates (the traffic engineer) on possible actions. After extensive review with all concerns, the best overall solution to slow all traffic in both the Lane and 15th Street NW, can be achieved with the use of speed humps.

A. LANE

- i. **Closing the lane is not possible.** Garbage trucks need two accesses as they cannot turn around in the lane (i.e., need to enter from one side and leave on another side). Similarly, it would negatively impact existing residents/ commercial sites along the lane and as such will not be approved by The City.
- ii. **One Way Operation** may be possible, but it has a lot of other impacts and probably would increase shortcutting overall. It would make using the lane faster (attracting more shortcutting) and also result in lane users needing to travel through the community to access the lane.
- iii. **Making it a northbound one-way** would force everyone to leave the lane via 2 Avenue NW. This either requires signalization of 14 Street and 2 Avenue NW or a further increase in traffic along 15 Street NW.
- iv. **Making it a southbound one-way** would force everyone to exit on Kensington Road which currently backs up past the lane. This is also probably the direction that perceived "shortcutting" occurs, which would be further exacerbated by this change.
- v. **Width.** This same issue occurs on the lanes on both sides of 14 Street NW. The only way to improve this would be removing the power poles, which is cost prohibitive.

SUMMARY OF ISSUES

DISCUSSION THEMES

- vi. **Speed Humps** are provided to reduce vehicle speeds. It may make the community more likely to approve of the development. However, the narrowness of the lane already accomplishes the same thing.
- vii. The **narrowness of the lane** benefits the reduction of speed objectives

B. 15 STREET NW

- i. **Closing the roadway is not possible.** The City's Transportation department believes the closure of residential streets in Hillhurst (north of Kensington Road; east of 14 Street NW) was a mistake and does not want to repeat that "mistake." They were adamant with the community as part of the Kensington Legion project that they would not allow for the closure of 18 Street NW (as requested by the Community).
- ii. **Speed Humps** may be the only low-cost solution here.

ISSUE 2: HEIGHT AND SHADOWING/ OVERLOOKING

The following comments were made on this issue:

- a. Respecting the 20-metre height guidelines was requested by 2 individuals.
- b. Modification of building form was also requested to minimize shadow impacts if height was greater.
- c. Height is acceptable to many if building shape does not create bigger shadows.

PROJECT TEAM RESPONSE

1. The building height was reduced from the initial from 29 metres to 26 metres.
2. The 26-metre building envelope will be designed to respond to the revised section on page 12 so that the perceived height will be 20 metres, and that the building steps on the west side to decrease the shadow line to less than the 20-metre shadow line established by setback rules.
3. The floors stepping on the top two floors mitigate the overlooking issue from these upper levels.

ISSUE 3: IMPROVE THE 14TH STREET PEDESTRIAN ENVIRONMENT

This was the third-most discussed concern. Strong support was registered to include meaningful enhancement of the sidewalk zones on 14 Street NW.

RESPONSE GENERATED BY PARTICIPANTS IN THE DISCUSSIONS:

14 Street NW is not safe for pedestrians and is a very negative experience given the narrow sidewalk, proximity of traffic beside the pedestrian, and cars puddle-splashing on sidewalks. The idea of adding parallel parking stalls was viewed as meaningful to create a safe, desirable, street retail environment. The question was asked: Why do we design roads for the peak—in this case, the morning rush hour—when, for the rest of the 22 hours of the day, there is good reason to have these stalls to improve site accessibility. It seems for academic definition, the decisions are to sterilize a potential retail environment.

SUMMARY OF ISSUES

DISCUSSION THEMES

ISSUE 4: DENSITY

The proposal increases density from 4 to 5 FAR; this added density was discussed and understood. This was not voiced as a concern. While increased congestion in the neighbourhood complicates matters, it also brings life and enhances the context. This push-pull was understood and renewal of the site was seen as very positive.

PROJECT TEAM RESPONSE:

The density is key to financial viability of the project. The impacts of density are subtle, but mostly relate to parking demand and numbers of people coming and going. The benefits of densification in Transit-Oriented Development (TOD) locations like this one are numerous—such as creating vibrant urban areas and relieving pressure on the suburbs. See Project Rationale section discussion on density.

ISSUE 5: COMMERCIAL RETAIL

Commercial retail was supported and encouraged by all even with the parking challenge this brings. The lane parking stalls and loading were a concern but understood to be necessary.

PROJECT TEAM RESPONSE

Retail brings life to the project. It was noted that the amount of retail is at its maximum for the main floor which still leaves the total ratio of commercial under the ARP. The division of CRUs seeks to provide the rhythm of differing store fronts though the policy and can allow for larger

retail units on 14 Street NW versus 10 Street NW. The current market conditions do not make it possible to add second floor office space. Street parking on 14 Street NW will bring life and vitality to the proposed retail. Support for this parking initiative on 14th Street NW is viewed from many perspectives as desirable and approvable.

ISSUE 6: PARKING RATIO

The parking ratio proposed was voiced as a concern given the distance to LRT. Guest parking at rear was viewed as favourable. One request voiced a desire to have the ramp access from 14 Street NW rather than the lane but the community member understood why this was not likely possible.

PROJECT TEAM RESPONSE:

The requested parking relaxation is compliant with the TOD policy area that the site falls under. The nature of price-point-sensitive units will discourage unit purchasers from buying a parking stall. The purchasers will be informed that there is no on-street parking available in the area and that the advantage of the location is its access to the educational institutions and urban core using alternate means of transportation. To build additional parking spaces would result in empty stalls and increase the cost to purchasers of the units. This balancing act of reducing parking by The City is proving to be effective in TOD areas and serves as a reasonable and desirable solution to encouraging fewer cars and making ownership more affordable.

VERBATIM FEEDBACK

HSCA FEEDBACK

ALPHABETICALLY BY SUBJECT AREA
RIDDPELL CURCZABA ARCHITECTURE ENGINEERING INTERIOR DESIGN LTD.

www.riddpell.com | info@riddpell.ca

April 23, 2019

Hillhurst Sunnyside Planning Committee
Attn: Robert Mc Kercher, Chair
1320 5 Avenue NW
Calgary, AB, T2N 0S2

Dear Mr. Mc Kercher:

**Proposed Development at 211-221 14 Street NW ("National Transmission Site")
Responses to Comments contained in HSCA Letter dated March 25, 2019**

It was a pleasure meeting the Development Committee on March 25, 2019 and presenting our approach to the mixed-use development at 211-221 14 St NW.

We held an Open House at the HSCA hall on April 10, 2019 where we were able to discuss the proposed development and Land Use Amendment with the general public, especially neighbours from 15th Street NW with whom our development site shares the lane. We have also created a website with information about the project, as well as an opportunity for people to provide comments to our design and development teams.

All in all the response has been positive. The concerns that the Planning Committee raised in the letter below have been addressed point by point with RK's annotated responses in RED; the questions and concerns that have been raised through our public engagement process will likewise be addressed in a "What We Heard" summation of all public comments.

We would like to arrange a follow-up meeting with the Planning Committee when the Development Permit drawings are underway.

We also understand that some residents missed the Open House, and we would like to meet with them to listen to their concerns and add their comments to the "What We Heard" record.

Thank you again for your thoughtful comments and for working with us to introduce this important project to your committee at the earliest possible point in the design process. We are certain the development will be a welcome addition to the impressive urban projects that have been built in Hillhurst Sunnyside over the last few years.

Yours truly,

Erin Shilliday, Architect, AAA, RHFAC Professional Architect

riddell kurczaba architecture engineering interior design ltd.
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1410 - 51 St. Calgary, Alberta T2K 1K6 T2N 0P1



p 403 268 2100 f 403 264 0100

March 25, 2019

Emailed to Developer/Applicant's Team

RE: Proposed Development at 211-221 14 Street NW | "National Transmission Site" | Hillhurst Sunnyside Area Redevelopment Plan Amendment and Land Use Redesignation

Dear Riddell and noted cc,

Thank you for early engagement with the Hillhurst Sunnyside Planning Committee (HSPC). As requested, we are writing our initial response to your presentation at the March 12, 2019 meeting. As a development-active community, our residents have a high-level awareness and a keen interest on development applications where the community can make positive impact. Thank you for accommodating our early engagement by meeting with us in March and providing the HSCA hall for the Open House in April.

As the wider community has not yet been engaged, we temper our comments to weigh the community benefits of your proposal with area-wide context and rationale using the engagement that went into crafting the Hillhurst Sunnyside Area Redevelopment Plan (ARP).

We have incorporated the design principles from the ARP into our proposed design as much as possible.

We also note that maximum densities and height are not guaranteed entitlements: "In order to achieve these maximums, projects will need to meet high standards of architectural and urban design quality that will ensure projects make positive contributions to the public realm" (Section 3.1.5; 3.2). At this early stage, only a conceptual/massing model has been shown. When the time comes, a Concurrent Submission DP and Land Use application through the City of Calgary would be favourable to the community.

Community Context

Firstly, we are generally supportive of ARP-friendly and sensitive redevelopment on the 14 Street NW corridor. It is encouraging to see a proposal that moves away from the current auto-oriented use, proposed public realm improvements and creating a more pedestrian-comfortable street. Other than the 2006-2009 development at the SE corner of 14 St and 6 Ave NW, there have not been any other ARP/Transit Oriented Development-scale proposals on 14 St in Hillhurst Sunnyside. 14 St NW was also passed over for the City of Calgary Main Streets program due to the existing ARP policy. Because the location is within the Sunnyside Station TOD boundaries, we view the site and context as an urban design situation, and as such, we are proposing a pedestrian-oriented development. The automobile has been de-emphasized in favour of pedestrian, transit and cycling options. The proposed design will support this position by creating ample bicycle parking at grade and in the parkade for shoppers, visitors and residents.

Proposed ARP Amendments

The Conceptual Design Report proposes to extend the 5.0 FAR area at the SW corner of Kensington Road NW to 5.0-5.5 FAR, northward on 14 St to 2 Ave (currently 4.0 FAR). Further, the second amendment proposes 5.59 FAR for your subject site, exceeding the

2019-04-23 RK Response to HSCA Comments 211-221 14 St NW.DOCX

Page 2

VERBATIM FEEDBACK

HSCA FEEDBACK

prior proposed ARP amendment for the block. For context, those parcels north of Kensington Road were excluded from higher FAR considerations due to the increased impact of taller buildings on the primarily residential land use west of 14 St. Special attention was given in the ARP as follows:

We have reduced the proposed density for the development to be 5 FAR, down considerably from the 5.9 FAR we presented to HSCA committee.

We note that the 5 FAR, which is achievable at the intersection of 14th Street and Kensington Road NW, shares an identical context to the condition further north on 14th Street NW where our site is located. Below Kensington Road, 5 FAR is adjacent to the low-density residential in the R-C2 Land Use that makes up most of the Hillhurst/Sunnyside community. We propose that the same condition should exist north of Kensington: 5 FAR along 14th Street to 2nd Avenue NW.

We will modulate the massing of our development to address the lower density Land Use across the lane.

In our rationale letter that will form part of our Land Use application, we will cite policies from the Municipal Development Plan (MDP) which articulate that, where higher densities exist along a primary urban road and where they are adjacent to low-density residential, an intermediary land use should exist between the two land uses.

This policy creates a "stepping down" of building height and mass from the high commercial corridor developments to a lower residential, multi-family land use such as M-C1 or M-CG, and then stepping down again to the low density R-C2 or R-CG land uses.

"Mid-rise heights and medium densities are considered appropriate along the rest of 14 Street: NW given the sensitive context of the low-density residential development immediately adjacent to the rear lane. Pedestrian-friendly land uses and development patterns are encouraged within this area while new auto-oriented developments are strongly discouraged."

We note that most of the residential area between the east side of 14 St and west of 5A St is designated for multi-residential (M-CGd72) and provides a buffer for the higher densities allocated in the TOD area. Whereas the area west of 14 St is zoned R-C2. We believe that there is a lesser appetite for height/densities above the ARP at this location. We certainly want to work with The City of Calgary and HSCA to arrive at the most appropriate solution for this uncommon situation. As mentioned above, we find the policies in the MDP are at odds with the existing conditions for our site as compared to sites across 14th Street and below Kensington Road or on 10th Street between Memorial Drive and 5th Avenue.

While it is important to consider the holistic redevelopment of 14 Street, we do not believe that a single development proposal should trigger an ARP amendment for the entire block. The ARP was the result of an intensive 3-year collaborative consultation that involved multi-stakeholders with HSCA as just one contributor in the process. The ARP amendment should be a wider conversation where the community can assess and weigh the impacts of larger development with any tangible benefits of the proposed density, such as with public realm investment, creating a more livable street and to achieve the

ARP's Urban Design Initiative north of the site on 2 Ave.

Your presentation package proposes a height of 29m juxtaposed with older buildings that are over the ARP's 20m limit. The tallest existing building on the same block is only 17m. We note that those multi-residential buildings were grandfathered and built prior to the original 1988 ARP, which had the intent of creating more street-oriented development and creating the urban village feel that you've cited as successful with the newer developments on 10St.

We have reduced the height of the revised building from 29 metres (as shown at the HSCA meeting) to 26 metres which we presented at the Open House. Further to this we will endeavour to articulate the massing of the proposed design to minimize the shadows the building will cast; our intent is to provide a design that will have the same shadowing effect as a building of 20-metre height.

It would be helpful to the community to see an additional Sketchup massing model comparing the existing ARP heights and the proposed height and the impacts of shadowing on the adjacent residential neighbourhood. The community has come to expect that redevelopment is imminent; however not to the scale as requested. A final design that includes articulation, step backs and measures to decrease massing and impact must be considered.

We will submit the Land Use application within two weeks of the Land Use application to maintain our project schedule; we had always intended to follow a concurrent Land Use and DP submission process to minimize the overall timeline for the development.

As such, we intend to develop the building design once we had determine the density and building height we would be applying to the site.

RK and Ocgrow will have a follow-up meeting with the Development Committee at HSCA as well as an Open House when we have more articulated designs to discuss.

Public Realm Interface

The fine-grain scale of street-oriented retail is a valued asset; the ARP policy limits the frontage to 7.5 metres, and that uses above 230 m2 can be located on the second floor or wrapped behind the main frontage or on upper floors. The ARP states that a minimum of 20% of the building gross floor area should contain commercial uses, which you have proposed for the ground floor only. Any variance should be negotiated at the outset at the rezoning stage, rather than an amendment at a later stage.

In the current real estate market where 25% of the office sector is vacant, we do not see any ability to provide second floor commercial to achieve the 20% minimum commercial requirement in the ARP. The intent is to develop retail at grade to support the pedestrian realm with residential above. We do not anticipate second floor retail in this location.

The more residential units we have of different sizes, the better able we are to provide smaller, more affordable units to the marketplace.

As of 2017, this stretch of 14 St sees 37,000 average vehicles per weekday. There has been some interest from the community to see a lower traffic speed on 14 St, considering the larger-scale and higher traffic generating medical/residential Grace Hospital redevelopment further north on 8 Ave. We are uncertain that the proposed parking lane facing 14 St is the right solution and would prefer to see the City's 5.182 metre Right-of-Way setback on 14 St for soft landscaping to improve the walking

VERBATIM FEEDBACK

HSCA FEEDBACK

experience and buffer the building from the busy 14 St arterial.

The developer for this project has retained the consulting services of Bunt Transportation Engineering Ltd, who have completed a detailed Transportation Impact Assessment (TIA) for the development. We will share the report and ensure that our site follows the recommendations contained within the report.

RK would like to continue the discussion of the parking bay on 14th Street NW with the HSCA community as well as Transportation. We note that the ARP does contain language which supports the proposed parking bay on 14th Street NW. [See Mobility 3.4.1 Street Network #11: "On-street parking bays should be created where possible to serve commercial and residential development. Parked vehicles can also act as a buffer between the pedestrians and the roadway."]

The rear lane does not currently have curb appeal. The ARP allows for offsite improvements: as with any development, the laneway interface needs more attention to improve its aesthetics, safety and public function (Section 2.2.5) in addition to the Urban Design Initiative planned for the 14 St and 2 Ave intersection (Section 3.3.2) for a new pedestrian plaza.

RK proposes at-grade parking in the lane for short-term retail parking; we will also propose rehabilitation of the lane from 2nd Avenue to the southern boundary of the site. The Bunt TIA recommends that speed bumps be introduced to minimize speeding and cut-through traffic. In fact, widening the lanes, according to the TIA, would have the opposite effect of the speed bumps and actually encourage more cut-through traffic travelling at higher speeds.

With increased activity in lane from bicyclists who live in the building, cars parking at grade in the lane, as well as proposed site lighting, the lane will be activated by usage and will feel much safer due to the increased activity and lighting and the lowered speeds.

Mobility

The community sees a fair amount of shortcutting commuter traffic on the interior streets as Kensington Road and 14 St get backed up during rush hour. The 14/15 St alley sees a significant amount of vehicular, bike and pedestrian traffic as it is already without redevelopment. Inner city laneways (especially shared residential-commercial alleys with waste bins, power lines and utility boxes) are significantly narrower than the new subdivision standards, exacerbating our concerns of increasing vehicular movement on the laneway. The ARP encourages the incorporation of laneway improvements as development happens.

While we are aware that the City of Calgary has committed to a Mobility Study for the TOD area of the community for 2019, the Mobility Study does not include future development areas. A comprehensive laneway strategy and Traffic Impact Assessment is needed; specific improvements and continued maintenance of the laneway as an off-site improvement is strongly encouraged. This is especially important as the laneway acts as both a physical and conceptual buffer between the TOD area along 14 St and the character residential area west of 14 St.

As mentioned, a Traffic Impact Assessment has been generated by Bunt Transportation Engineering Ltd.; it will be shared with the HSCA.

As with redevelopment in the inner city, parking is a major concern. We have observed that residents have taken it into their own hands to create and post signage on the alley to discourage vehicles from speeding and parking illegally and blocking garage access. The site is still some distance from the Primary Transit Network to warrant a large parking relaxation of 0.44/unit for the underground parking portion, which we have observed to be a disadvantage for the developer's target of higher-end buyers. The market demographic for this development has determined that suitable and convenient bicycle parking is more important than a dedicated parking stall to roughly half of the end users.

Provision for the 10 stalls of surface parking in the rear lane appears positive for short-term regional traffic for the commercial portion. With the proposed parking and building further set back from the 3.52m powerline setback this could create a lay-by for passing vehicles.

Noted.

Due to the shift in terms of car/bike/ride share and with higher densities envisioned for the 14 St urban corridor. Currently, vehicles can already pull up at the front of the National Transmission Centre, but the vehicles loop around instead of parallel parking. A TIA is needed to ensure that it is safe to exit from 14 St. Perhaps flexible options could be explored for the proposed parallel parking at the front of the building along 14 St (loading, barrier-free parking, parklet, wider landscaped sidewalk in the future, etc.).

As discussed earlier, the design and development team see merit in studying the proposed parallel parking bay on 14th Street NW. We feel it will provide a safe interface between the hostile environment of 14th Street NW and the enhanced public pedestrian realm we are proposing for the streetscape.

Social Considerations and Livability

The target "luxury" condo market appears to have a limited demographic. We note that some of the newer developments in the community such as the condo penthouses or more expensive units have not yet been absorbed into the market. Most of the condos built to date have been catered to higher income single and dual incomes. We would like to see a greater housing mix to boost the already diverse community, as envisioned in the ARP. A mix of 2- and 3- bedroom condo units could help with inner city family or extended family living.

Noted. After further review the development team has revised their project description from "luxury" to more affordable unit mixes in order to attract a young demographic to the community and further enhance the vibrancy of the neighbourhood.

Thank you for your consideration of our feedback at this early stage. We look forward to sharing your project website when it is ready and to the upcoming open house in April. We also look forward to working with the development team, neighbours and the City as the project evolves.

Sincerely,

Hillhurst Sunnyside
Planning Committee

VERBATIM
FEEDBACK

SUPPORTIVE
RESPONSES

VERBATIM FEEDBACK

SUPPORTIVE RESPONSES

OPEN HOUSE FEEDBACK | POST-IT NOTES

- Respondent #1 Great for the community
- Respondent #2 Repave the Lane
- Respondent #3 Provide exterior cleaning for nearby homes
- Respondent #4 Design to minimize shadows that respects ARP 20 meters
- Respondent #5 Traffic impact on the lane, 15th street and 2nd avenue needs to be addressed
- Respondent #6 14th street needs a facelift
- Respondent #7 Higher density placed where it is needed
- Respondent #8 Walkability on 14th needed
- Respondent #9 Laneway is unsafe for the high usage for pedestrians, bikes, loading , parking, it is too narrow (less than standard)
- Respondent #10 Support adding parking, trees, and pedestrian upgrades on 14th
- Respondent #11 In favour

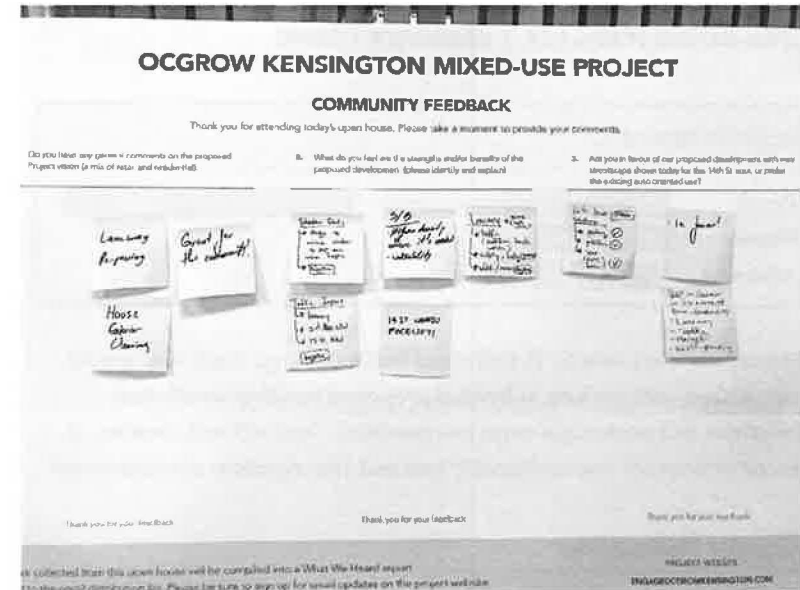


FIG 4.2 OPEN HOUSE FEEDBACK | APRIL 10, 2019

VERBATIM FEEDBACK

SUPPORTIVE RESPONSES

OPEN HOUSE FEEDBACK | FEEDBACK FORMS

RESPONDENT #12	
From:	██████████ homeowner <██████████>
Phone:	████-██-██
Address:	██████████

Comments: back lane at 15 feet need traffic calming, back lane should have a dead end, parking in front of proposed building would slow down 14th and encourage more pan handlers. 14th will look cleaner. In favour of sidewalk improvement if lane and 15st concerns are addressed.

PROJECT TEAM REPLY

Thank-you for taking the time to share your thoughts regarding the Ocgrow Kensington proposal.

We agree that this will bring much needed life and vitality to 14th Street.

We appreciate your support.

RESPONDENT #13	
From:	██████████ ██████████ <██████████>
Phone:	██-██-██

Comments: Great project, increase density of 14th street is much needed because of high vehicle traffic,

Automotive uses on 14st causes traffic trap. Residential and walking retail is much better.

PROJECT TEAM REPLY

Thank-you for taking the time to share your thoughts regarding the Ocgrow Kensington proposal.

We agree that this will bring much needed life and vitality to 14th street.

We appreciate your support.

VERBATIM FEEDBACK

SUPPORTIVE RESPONSES

RESPONDENT #14	
From:	[REDACTED] <[REDACTED]>
Phone:	[REDACTED]
Address:	[REDACTED]

Would like updates

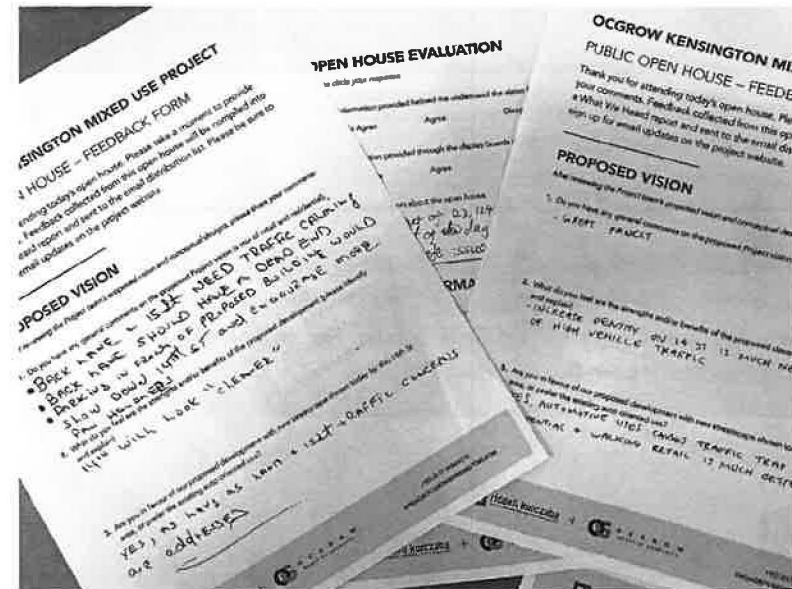


FIG 4.3 OPEN HOUSE FEEDBACK | APRIL 10, 2019

VERBATIM FEEDBACK

SUPPORTIVE RESPONSES

PROJECT WEB SITE FEEDBACK

RESPONDENT #15

From: [REDACTED] <[REDACTED]>
Date: Sat 4/6/2019 8:39 PM
Subject: Kensington Project

Kensington is getting a much-needed makeover with this project! Wow, this is impressive and exciting news! Love the vision of this project and the collaborative efforts of OCGrow and the Kensington community. I can't wait to see the finished development.

Nicely done!

[REDACTED]

PROJECT TEAM REPLY

Thank-you for taking the time to share your thoughts regarding the Ocgrow Kensington propcsal.

We agree that this will bring much needed life and vitality to 14th street.

We appreciate yo-ur support.

RESPONDENT #16

From: [REDACTED] <[REDACTED]>
Date: Mon 4/8/2019 4:37 PM
Subject: 221 - 14th Street, project open house

Good evening,

I received your letter and not able to attend above event on 10th as I'm out of town on this date, but I live only 1 block away and are in favour of this development. The traffic along 14th street is so busy and I really like your street rendering of the new look, very classy and big improvement to what's there now, an auto shop with wrecked cars. No-one ever walks by this side of block and think your new pictures of project will really improve this side of street, great job on this and you have my support on this project.

Kind regards,

[REDACTED]

PROJECT TEAM REPLY

Thank-you for taking the time to share your thoughts regarding the Ocgrow Kensington proposal.

We agree that this will bring much needed life and vitality to 14th street.

We appreciate your support.

VERBATIM FEEDBACK

SUPPORTIVE RESPONSES

RESPONDENT #17

From: [REDACTED] <[REDACTED]>

Date: Tue 4/9/2019 3:43 PM

Subject: National Transmission Site Redevelopment

Please stay with in the limits prescribed by the Area Development Plan, which reflects the way we want our community to develop. You are seeking too tall a building - keep it no higher than 20m or 6 storeys) with a Floor Area Ratio of no more than 4.0. You are backing on to low density residential and even at the ARP limits it will totally change the environment for those houses.

This e-mail was sent from a contact form on Ocgrow Kensington

PROJECT TEAM REPLY

Thank-you for taking the time to share your thoughts regarding the Ocgrow Kensington proposal.

We are making efforts to modify the west face to be equivalent in it's shadow impact as a 20 meter building. These efforts will help to mitigate the scale of the building.

We appreciate your time to review and provide feedback.

RESPONDENT #18

From: [REDACTED] <[REDACTED]>

Date: Tue 4/9/2019 9:14 PM

Subject: Ocgrow Kensington project

Hi there,

We live on North end of 15th street & our backyard faces close to your site. It will be nice to have such a nice new project beside us & not the junker old cars coming in and out all the time as is currently the case into the car parking lot behind us. There are tow trucks constantly coming at odd hours of day and night & car parts in the transmission place and undesirable folks behind this car lot all the time. We need a high quality project like this and you have our support on this, we welcome this positive change also to 14th street and your front picture of street side of your building looks so nice, a big improvement to what's here now.

If you can, perhaps you can clean-up the alley and any construction mess made during construction to our backyard side?

Thank-you.

Nicole

VERBATIM FEEDBACK

SUPPORTIVE RESPONSES

PROJECT TEAM REPLY

Thank you for taking the time to share your thoughts regarding the Ocgrow Kensington proposal. We appreciate your support and understanding.

The lane will undergo improvements as part of the process. We will follow city of Calgary guidelines for construction protocols to minimize the impacts of construction on your home.

Please let us know as circumstances arise that concern you, so that we can properly respond.

RESPONDENT #19
From: [REDACTED] <[REDACTED]>
Date: Wed 4/10/2019 11:43 AM
Subject: feedback from alley neighbor

Hello I am a neighbor across the alley that received a letter in the mail regarding this development. I have two concerns/asks;

- the existing alley will be damaged by large trucks doing excavating / concrete pouring so I would request that the alley is repaved after.

- I would also request that the block of houses and garages across the alley (mine included) receive a wash after the project is done to remove dust created by the project.

Thanks

[REDACTED]

This e-mail was sent from a contact form on Ocgrow Kensington

PROJECT TEAM REPLY

Thank-you for taking the time to share your thoughts regarding the Ocgrow Kensington proposal.

We are reviewing options to upgrade the lane and will be making improvements. We will follow city of Calgary guidelines for construction protocols to minimize the impacts of construction on your home. Please keep us in the loop when that time comes on concerns you have.

VERBATIM FEEDBACK

SUPPORTIVE RESPONSES

RESPONDENT #20

From: [REDACTED] <[REDACTED]>

Date: Wed 4/17/2019 1:38 PM

Subject: Love this new project for our Hillhurst community!

I live only few blocks away and have been a Hillhurst/Kensington homeowner and resident here for over 25 years, and can confidently say love this new project! Just heard about this when reading the community website yesterday and feel sorry I missed the open house last week. Will you be having another presentation soon? I'm in full support of this project and Kensington needs more of this kind of new developments on 14th street, its so much better than the run down automotive place which is currently there. It would add so much to our community with new retail stores as well, and you have my full support!

PROJECT TEAM REPLY

Thank-you for taking the time to share your thoughts regarding the Ocgrow Kensington proposal.

We agree that this will bring much needed life and vitality to 14th street.

We appreciate your support.

RESPONDENT #21

From: [REDACTED] <[REDACTED]>

Date: Thur 4/18/2019 9:55 AM

Subject: New Development

I think this would be a great addition and improvement to the area.

PROJECT TEAM REPLY

Thank-you for taking the time to share your thoughts regarding the Ocgrow Kensington proposal.

We agree that this will bring much needed life and vitality to 14th street.

We appreciate your support.

VERBATIM FEEDBACK

SUPPORTIVE RESPONSES

RESPONDENT #22

From: [REDACTED] <[REDACTED]>
Date: Fri 4/19/2019 10:12 AM
Subject: River Heights Cochrane

We were on so proud of working on a just finished project for OCGROW Group of Company for River Heights in Cochrane, AB. This project is a commercial retail center in the Cochrane, AB. During the construction period, the project management team along with the ownership of OCGROW showed great leadership and professionalism. Below is our experiences in this project: Their team is very responsive in execute contracts and change orders, respect our trade expertise, good coordination with other trades. 30 days payment term and the shortest waiting time for release holdbacks. this is the smoothest construction project in all aspects our company has experienced in recently years. Metro Glass is looking forward to work with OCGROW Group of Company for up coming Kensington Project.

PROJECT TEAM REPLY

Thank-you for taking the time to share your thoughts regarding the Ocgrow Kensington proposal.

We appreciate your insight on the credibility of the developer.

RESPONDENT #23

From: [REDACTED] <[REDACTED]>
Date: Mon 4/22/2019 11:26 PM
Subject: My support to the project

I'm definitely in favor & this Ocgrow project will have a huge positive benefit to 14th Street & we really need more projects like this to replace the old run down existing buildings. This looks so much better than what's here on this location now & it has my full support!

PROJECT TEAM REPLY

Thank-you for taking the time to share your thoughts regarding the Ocgrow Kensington proposal.

We agree that this will bring much needed life and vitality to 14th street.

We appreciate your support.

VERBATIM FEEDBACK

SUPPORTIVE RESPONSES

RESPONDENT #24

From: [REDACTED]

Date: Tue 4/2/2019

 11 Likes

Ocgrow is proposing to develop an 8 storey mixed-use development on the site of the current yellow National Transmission building on the west side of 14th St NW between Kensington Road and 2nd Ave NW.

22,500 sq ft total

12,600 sq ft retail

140 Residential units

<http://engageocgrowkensington.com>

No DP yet but they're starting doing open houses. There are some massing images on the website. Not sure why they're showing on street parking. It would be nice if 14th had on street parking, especially both sides, but I don't think that will happen anytime soon. Looking at the site plan further, perhaps they intend to propose to the city to allow shifting the sidewalk west and squeeze in a parking lane.

It will be great to have more pedestrian oriented retail units with no setback. Hopefully more developments follow suit.

RESPONDENT #25

From: [REDACTED]

Date: Tue 4/2/2019

Scale is perfect. It's a little bit higher than the current ARP height, but not much higher. If half decently designed, it'll probably get approved.

RESPONDENT #26

From: [REDACTED]

Date: Wed 4/3/2019

A project of this scale, in that location should easily be approved, but there will be opposition from some residents for sure. My feeling without seeing the end design is that it should be okay, they aren't asking for the moon here.

VERBATIM FEEDBACK

SUPPORTIVE RESPONSES

RESPONDENT #27

From: [REDACTED]
Date: Wed 4/3/2019
👍: 3 Likes

[REDACTED] *said:*
Scale is perfect. It's a little bit higher than the current ARP height, but not much higher. If half decently designed, it'll probably get approved.

The great question: will this trigger a controlled, signaled intersection at 14th & 2nd Ave? It's an urban pedestrian-focused land use vs. historic auto-centric transportation corridor throw-down!

For 14th to ever be tamed into the kind of urban place that 10th Street is, it'll have to happen. The continuous "green-wave" heavy traffic needs to be broken up as the streets switches to interchanges both south (e.g. Memorial - 10th Ave) and North (5th Ave - 20th Ave) and has no full-stop intersection for 550m between 5th Ave and Kensington Road. Otherwise it will remain a street that is terrible for everyone - congested and dangerous for cars, terrible pedestrian and transit environment, suicidal bicycle environment.

As the city continues to grow and densify, this type of project will happen more and more - a dense urban design in a completely hostile, auto-centric environment. MacLeod Trail and Marda Loop both have examples

of this already. The city will need to come to terms with it's side of the bargain - with plenty of internal/external struggles I am sure - taming and controlling the traffic flow to reflect the more urban reality that is emerging in pockets.

RESPONDENT #28

From: [REDACTED]
Date: Wed 4/3/2019
👍: 2 Likes

Parking on 14th would also make a difference into making it more like 10th, but yeah, a controlled intersection at 2nd would be of help. They have a ways to go, in getting rid of some of those businesses with parking lots for setbacks.

[REDACTED] *said:*
The great question: will this trigger a controlled, signaled intersection at 14th & 2nd Ave? It's an urban pedestrian-focused land use vs. historic auto-centric transportation corridor throw-down!

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VERBATIM FEEDBACK

SUPPORTIVE RESPONSES

Memorial - 10th Ave) and North (5th Ave - 20th Ave) and has no full-stop intersection for 550m between 5th Ave and Kensington Road. Otherwise it will remain a street that is terrible for everyone - congested and dangerous for cars, terrible pedestrian and transit environment, suicidal bicycle environment.

As the city continues to grow and densify, this type of project will happen more and more - a dense urban design in a completely hostile, auto-centric environment. MacLeod Trail and Marda Loop both have examples of this already. The city will need to come to terms with it's side of the bargain - with plenty of internal/external struggles I am sure - taming and controlling the traffic flow to reflect the more urban reality that is emerging in pockets.

VERBATIM
FEEDBACK

NON-SUPPORTIVE
RESPONSES

VERBATIM FEEDBACK

CONCERNED RESPONSES

RESPONDENT #1	
From:	[REDACTED] <[REDACTED]>
Phone:	[REDACTED]
Address:	[REDACTED]

Comments: My house will be in the shadow half of the day. And the traffic will bring lots of noise and unsafe issues

PROJECT TEAM REPLY

Thank-you for taking the time to share your thoughts regarding the Ocgrow Kensington proposal. It was a pleasure to visit with you at the open house. We have taken seriously your guidance which is followed up with this submission.

We are making efforts to modify the west face to be equivalent in it's shadow impact as a 20 meter building. These efforts will help to mitigate the scale of the building.

We have referred the issues about the lane to our traffic consultant and will be making recommendations to minimize short cutting.

We appreciate your time to review and provide feedback.

RESPONDENT #2	
From:	[REDACTED] <[REDACTED]>
Date:	Wed 4/17/2019 2:15 PM
Subject:	Feedback after Open House

Hi there, I have also shared the below comments with the City and HSCA.

We are NOT in favour the proposed development, land use amendment and re-designation based on what has been presented by the Developer to-date. My perspective is that the onus is on the Developer to convince the City/HSCA/ affected neighbours that their proposed development is extraordinary in exchange for the increased density/height. This is because the Developer is the party requesting for a land use-redesignation and amendment over and above their existing land use designation (C-COR2f2.8h16). The standard would be significantly lower if the Developer were to propose developing only up to their in-place land use density/FAR. I am not convinced that the proposed development deserves support from residents/City for an amendment to the ARP in order to surpass the ARP maximum. Other recent high profile multi-residential developments such as Bucci Kensington is only 20m at 6 storeys. Given Bucci's superior location on a busier 10th Street and closer proximity to the LRT, there is no justification for this proposed development to have a higher density and height. From a contextual standpoint, the tallest existing building on the block of the proposed development is a 17 m building - the proposed development would be 12 m taller than the next tallest building on the same block.

Shadowing Impact

The shadowing on residents on 15th St NW based on their shadowing study appears to be year round and would cause serious harm to our garden as well. Are there better built forms/architectural designs that can be looked at to minimize

VERBATIM FEEDBACK

CONCERNED RESPONSES

shadowing? I would suggest the Developer look into and provide different built form designs (independent of height) which would minimize shadowing to at or below the ARP maximum equivalent (20 m). Additional, I would suggest the Developer complete a shadowing study at the approved land use height (16 m), compared to the ARP Max (20 m), as well as their proposed height of 26 m for the review of the City/HSCA/affected neighbours.

Negative Laneway Impact

The Developer indicated at the open house that they were open to ideas/suggestions on how to handle the impact on the rear laneway. However, they also noted that they have not really considered the significance of negative impact the proposed development would have on laneway at all. Access to the underground parkade, CRU loading, garbage/recycling disposal, rear surface stall access, all of those will impose considerable pressure to an already busy laneway in a multitude of ways. As of right now, 2-way vehicular traffic in the laneway is already not possible - contrary to the Developer's diagram. With the proposed development, traffic would be decimated

1. The laneway already has too much traffic with a combination of vehicles, cyclists, and pedestrians using it as a shortcut instead of 14th St NW.
2. With most of the dwellings on 15th St NW being infills or semi-detached/duplex homes, the amount of black/blue/green bins being located in the laneway further reduces accessible ground laneway space (especially on collection days).
3. Existing utility power line poles also take away from the ground laneway space.
4. The width of the laneway is undersized compared to current City standards.
5. Access to the laneway on to/off Kensington Road (Telus building, south end of block) is even narrower and with a steep decline, making it a 1-way entry way.
6. Issues with existing transient population going through black/blue/green bins, and occasionally leaving a mess.

Perhaps the Developer could improve the alley through a combination of re-grade/re-paving, motion sensor/security lighting, alley widening (through increased setback away from the laneway in the rear of their site), and other initiatives. Taking a look at the laneway behind some relatively recent comparable developments in the community, mapped attached (e.g. Pixel, Lido, Bucci Kensington, etc.), some have rear fenced/raised building access off the laneway. Others have parkade ramp access that is significantly backed into the development itself, leaving ample ground space away from the laneway. This should form a focal point of discussion between the Developer/City/HSCA during the land use/DP consultation process to ensure symbiotic conditions are imposed on the Developer with any approvals for deviation from the current land use (C-COR2f2.8h16). TIA(s) including impact on the laneway and 15th St NW (among other roadways) should be a requirement and made available for community review. This is particularly important as the laneway acts as both a physical and conceptual buffer between the TOD area along 14th St NW and the character residential area west of 14th Street NW. The onus should be on the Developer to provide satisfactory improvements/suggestions for the City/HSCA and affected neighbours to review/consider, as the Developer is the party requesting for a land use-redesignation and amendment over and above their existing land use designation (C-COR2f2.8h16). I would suggest the Developer physically take a drive down the entire length of the laneway between Kensington Road and 2nd Ave NW, to experience the reality of affected neighbours. The Developer should envision themselves backing out of a garage facing the laneway, yet with increased traffic associated with the underground parkade, retail loading, retail surface stalls all vying for access concurrently. I would also suggest the Developer looking at the laneway behind some relatively recent comparable developments in the community (map attached), to understand reality of the laneway situation as I noted above.

Traffic Study

It would only be reasonable and common sense for the Developer to complete one or multiple TIA which addresses all of the Developer's holdings and conceptual plans instead of addressing it in a piece-meal manner. At the open house, it was indicated to me that the Developer's existing TIA doesn't even address the impact on the laneway and/or 15th Street NW. The message from the Developer sure came across as their sole purpose of commissioning the TIA was to satisfy City

VERBATIM FEEDBACK

CONCERNED RESPONSES

requirements, and to have a consultant provide a study that supports them not having to pay for and install traffic light signals at the intersection of 2nd Ave NW & 14th St NW. This is completely insufficient, and shows the lack of thought that the Developer has put into the likely negative impact that the proposed development would have on adjacent neighbours and the surrounding community. Again, the onus is on the Developer, since they are the party requesting for a land use-redesignation and amendment over and above their existing land use designation (C-COR2f2.8h16). I would suggest the City require the Developer to complete TIA(s) which address the impact of not only the proposed development but inclusive of all of their land holdings relation to the Developer's planned density/uses. Additionally, the scope of the TIA(s) should cover not only necessarily the direct adjacent street(s) but the the community area as a whole. For example, the proposed development will impact not only 14th St NW, 2nd Ave NW, Kensington Road, and the rear laneway - it will also have indirect impact on 15th St NW.

Land Holdings in Area

It sounds like the Developer own a sizable amount of land in the immediate area. Would it not make sense for them to show a master development plan that they have in mind for all of their land holdings? My perspective is that if they already have holdings in the area and have plans to redevelop, it makes sense for everything to be discussed/addressed at least at a high level with the City/HSCA/ adjacent residents - especially in relation to ARP land use amendment, traffic impact, and other wider area items. While I understand that development plans will inevitably change due to market conditions, financing, and other external factors, it is not unreasonable for the Developer to share their overall vision and location of these land holdings with the City/HSCA. The onus is on the Developer, since they are the party requesting for a land use-redesignation and amendment over and above their existing land use designation (C-COR2f2.8h16). I would suggest the Developer share the location of their land holdings in the area and overall development master plan as part of the discussion with the City/HSCA as part of this land use amendment/DP application process.

Lack of Track Record

I inquired with the Developer about their track record as a builder/developer, with the intention that I could take a look at some of their recently completed/ managed multi-residential properties as a comparable to better understand the proposed development. They have no existing track record in the Calgary area for a similar kind of product. The only recent development which the Developer could identify was a retail development located in Cochrane. The Developer stressed that they have completed similar projects in Vancouver, but not in Alberta due to the poor economy and NDP government in the last 4 years. Their lack of track record in Alberta, combined with the inability for affected adjacent neighbours to look at comparable developments in person certainly does not inspire confidence in their proposal. While the proposed development should not be penalized by the Developer's lack of track record, the onus is on the Developer only because they are the party requesting for a land use-redesignation and amendment over and above their existing land use designation (C-COR2f2.8h16). I would suggest the Developer share more about similar comparable projects they have completed in Vancouver, so that the City/HSCA and other affected parties can gain a better understanding and comfort in their ability to deliver on what is promised.

Thank you.



PROJECT TEAM REPLY

Thank-you for taking the time to share your thoughts regarding the Ocgrow Kensington proposal. It was a pleasure to visit with you at the open house. We have taken seriously your guidance which is followed up with this submission.

We are making efforts to modify the west face to be equivalent in it's shadow impact as a 20 meter building. These efforts will help to mitigate the scale of the building.

We have referred the issues about the lane to our traffic consultant and will be making recommendations to minimize short cutting.

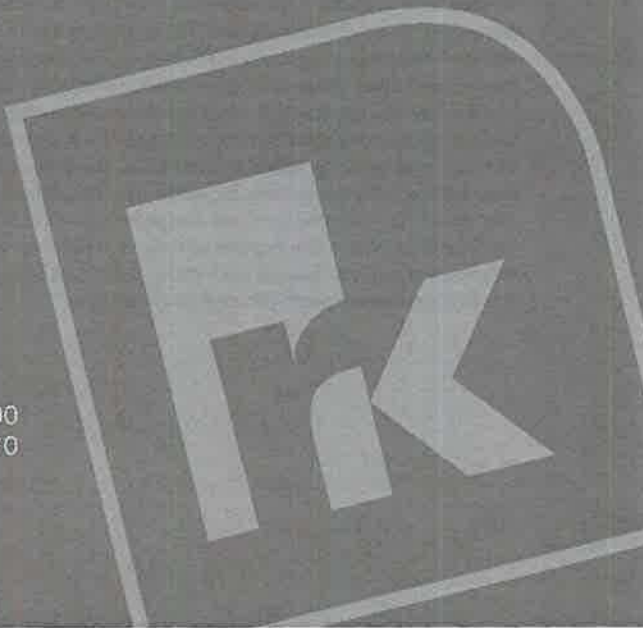
We appreciate your time to review and provide feedback.



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