

Original Report (CPC2019-1239)

Page 1 of 9
Item # 7.2.1

Planning & Development Report to
Calgary Planning Commission
2019 October 17

ISC: UNRESTRICTED
CPC2019-1293

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2019-0058

EXECUTIVE SUMMARY

This application was submitted by Riddell Kurczaba Architecture on 2019 April 30 on behalf of the developer, Ocgrow Group of Companies. The application proposes to change the designation of the subject properties from Commercial – Corridor 2 f2.8h16 (C-COR2 f2.8h16) District to a DC Direct Control District based on the Mixed Use – Active Frontage (MU-2) District to allow for:

- mixed-use buildings (e.g. ground floor commercial/retail with apartments above);
- a maximum building height of 26 metres (an increase from the current maximum of 16 metres);
- a maximum building floor area of approximately 10,450 square metres based on a building floor to parcel area ratio (FAR) of 5.0; and
- the uses listed in the proposed DC(MU-2) District.

The proposal allows for a land use with a density and height that are compatible with surrounding development and in alignment with the applicable policies of the *Municipal Development Plan*. Amendments to the *Hillhurst/Sunnyside Area Redevelopment Plan (ARP)* are required to accommodate the proposed land use redesignation.

No development permit application has been submitted at this time.

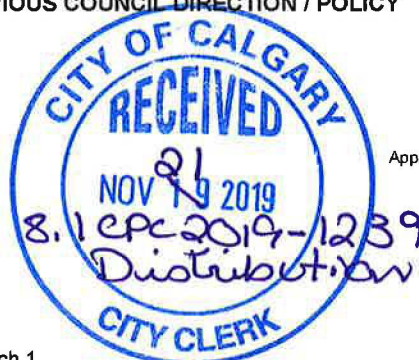
ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendments to the Hillhurst/Sunnyside Area Redevelopment Plan (Attachment 4); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw the proposed redesignation of 0.21 hectares \pm (0.52 acres \pm) located at 211, 217, 219 and 221 – 14 Street NW (Plan 6219L, Block 3, Lots 4 to 10) from Commercial – Corridor 2 f2.8h16 (C-COR2 f2.8h16) District to DC Direct Control District to accommodate mixed use development with density bonus; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.



Approval(s): T. Goldstein concurs with this report. Author: M. Rockley

Original Report (CPC2019-1239)

Page 2 of 9
Item # 7.2.1

Planning & Development Report to
Calgary Planning Commission
2019 October 17

ISC: UNRESTRICTED
CPC2019-1293

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2019-0058

BACKGROUND

Riddell Kurczaba Architecture, on behalf of the developer Ocgrow Group of Companies, submitted the subject application to The City on 2019 April 30 and provided a summary of their proposal in the Applicant's Submission (Attachment 1).

Approval(s): T. Goldstein concurs with this report. Author: M. Rockley

Original Report (CPC2019-1239)

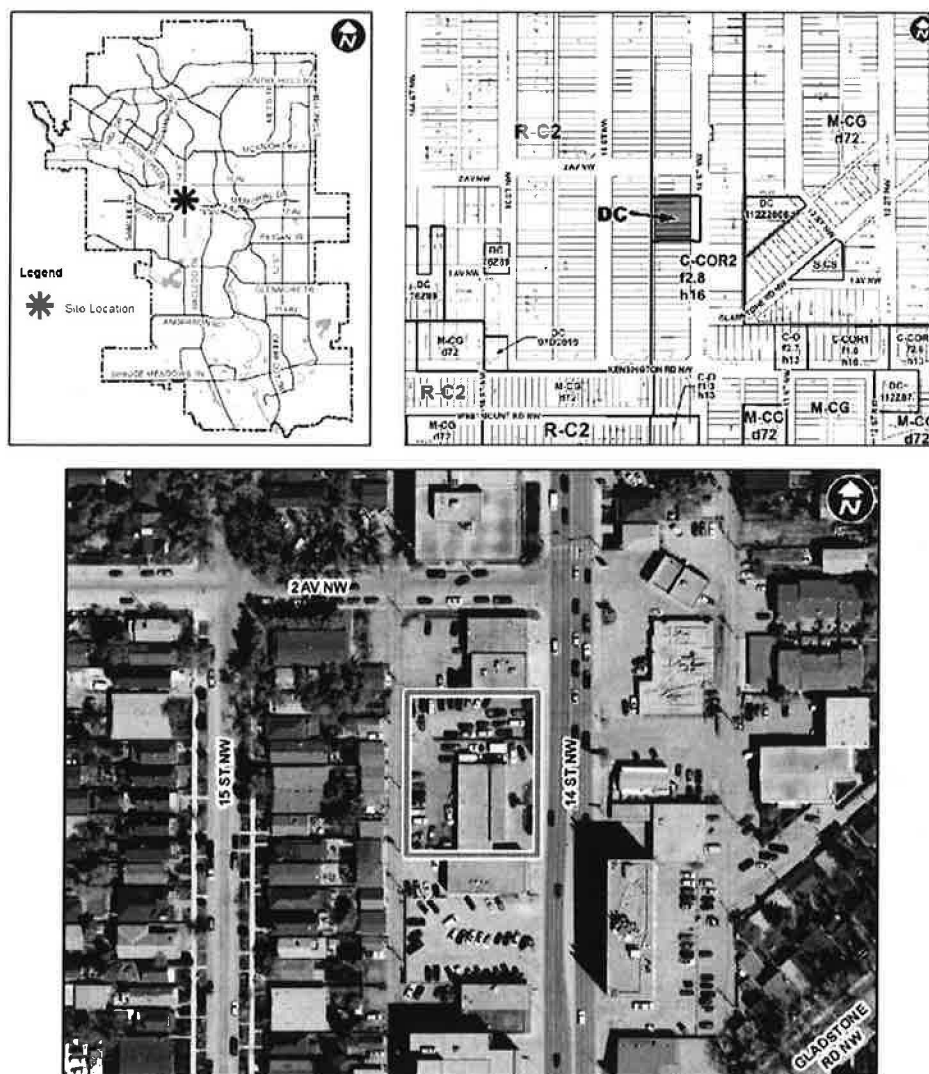
Page 3 of 9
Item # 7.2.1

Planning & Development Report to
Calgary Planning Commission
2019 October 17

ISC: UNRESTRICTED
CPC2019-1293

**Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple
properties, LOC2019-0058**

Location Maps



Approval(s): T. Goldstein concurs with this report. Author: M. Rockley

Original Report (CPC2019-1239)

Page 4 of 9
Item # 7.2.1

Planning & Development Report to
Calgary Planning Commission
2019 October 17

ISC: UNRESTRICTED
CPC2019-1293

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2019-0058

Site Context

The subject parcel is located on the west side of 14 Street NW in the community of Hillhurst. The walking distance from the subject site to the Sunnyside LRT Station is 1.1 kilometres and the site is also within walking distance of downtown.

The site is currently occupied by a one storey auto-oriented use with an associated vehicle storage yard. The existing building on the site was constructed in 1958.

The site is surrounded by low density residential uses across the lane to the west, two storey commercial and retail uses immediately north and south of the site, one storey eating establishments, a one storey auto oriented use and an eight storey mixed use building across 14 Street NW to the east. Existing development on the block to the north of the subject site includes a nine storey multi-unit residential building and a seven storey multi-unit residential building.

As identified in *Figure 1*, the community of Hillhurst has seen population decline over the last several years after reaching its population peak in 2015.

Figure 1: Community Peak Population

Hillhurst	
Peak Population Year	2015
Peak Population	6,737
2018 Current Population	6,616
Difference in Population (Number)	-121
Difference in Population (Percent)	-2%

Source: The City of Calgary 2018 Census

Additional demographic and socio-economic information may be obtained online on the [Hillhurst community profile](#).

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of building types that have the ability to be compatible with the established building form of the existing neighbourhood. The proposal generally meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Approval(s): T. Goldstein concurs with this report. Author: M. Rockley

Original Report (CPC2019-1239)

Page 5 of 9
Item # 7.2.1

Planning & Development Report to
Calgary Planning Commission
2019 October 17

ISC: UNRESTRICTED
CPC2019-1293

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2019-0058

Land Use

The current land use district for the site is Commercial – Corridor 2 f2.8h16 (C-COR2f2.8h16) District. This would allow for a mixed-use building on the site of approximately five storeys. The proposed land use district is a DC Direct Control District based on the Mixed Use – Active Frontage (MU-2) District of Land Use Bylaw 1P2007 (Attachment 2). Section 20 of the Land Use Bylaw indicates that DC Direct Control Districts must only be used for developments that, due to their unique characteristics, innovative ideas or unusual site constraints, require specific regulation unavailable in other land use districts. A DC Direct Control District has been used for this application to allow for specific density bonus provisions in the *Hillhurst/Sunnyside Area Redevelopment Plan*. In addition to allowing for medium density mid-rise mixed-use developments, the key components of the proposed DC Direct Control District include:

- allows for a maximum height of 26.0 metres and a maximum density of 5.0 FAR;
- requires that building height above 26.0 metres is for a common indoor amenity space, up to a maximum height of 30.0 metres;
- requires that the building step back from the rear property line at a height of 20 metres to reduce shadow impacts upon the low-density residential area to the west;
- allows for additional permitted uses to provide more certainty of main floor active uses that could be approved through change of use development permit applications; and
- allows for the implementation of the density bonus provisions outlined in the *Hillhurst/Sunnyside Area Redevelopment Plan*.

Development and Site Design

This application is not tied to plans. The applicant has indicated the intent to pursue a development permit application for a new mixed-use building on this site. The overall size of the building, mix of uses, required parking and any other site planning consideration will be evaluated at the development permit stage subject to Council's decision on this land use redesignation application.

Environmental

A Phase 3 Environmental Site Assessment was provided with this application stating that an underground storage tank was removed and the remedial activities were successful.

Transportation

The subject site is located adjacent to Transit bus service on 14 Street NW, including Route 65 (Market Mall / Downtown West) and Route 414 (14 Street Crosstown). In addition to this, the site is located approximately 1.1 kilometre walking distance from the Sunnyside LRT Station, Route 201 (Somerset / Tuscany). Vehicular access to the site will be available from the rear lane. A Transportation Impact Assessment was provided in support of the proposal; which was reviewed and accepted by Transportation Planning.

Approval(s): T. Goldstein concurs with this report. Author: M. Rockley

Original Report (CPC2019-1239)

Page 6 of 9
Item # 7.2.1

Planning & Development Report to
Calgary Planning Commission
2019 October 17

ISC: UNRESTRICTED
CPC2019-1293

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2019-0058

Utilities and Servicing

Water, sanitary sewer and storm sewer mains are available to service the subject site. Any potential upgrades, and appropriate storm water management will be determined at the development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to stakeholders and a notice was posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

The applicant held a public open house for the project in 2019 April. Approximately 15 people attended the open house. The applicant indicated that the feedback provided was primarily positive. The applicant also conducted a follow-up information session after the open house and participated in three working sessions with the Hillhurst/Sunnyside Community Association Planning Committee.

Numerous methods were utilized by the applicant to provide information regarding this application, including: direct mail, signage, project website and through the community association newsletter, website and social media.

The Hillhurst Sunnyside Planning Committee (HSPC) was circulated as part of this application. A letter was submitted by the HSPC (Attachment 3). While the HSPC is excited about the prospect of the new development that will bring additional residents, businesses and offices into the area. A number of concerns regarding the potential new development were also provided. A summary of the topics include:

- general concern about the proposed building height and floor area ratio that exceed the limits envisioned in the *Hillhurst/Sunnyside Area Redevelopment Plan* (ARP);
- a request that a concurrent development permit application be submitted to better evaluate the architectural and urban design quality of the proposed development;
- on-street and on-site parking considerations; and
- interest in public community amenities that could be provided with the new development.

There were 17 letters received from the surrounding residents. One letter of support, one letter is neutral and 15 letters of opposition. A summary of the opposition comments as follows:

- shadow, noise and privacy impacts upon adjacent residential to the west;
- that the height and density maximums of the ARP should be adhered to;
- sets a precedent for other development proposals above the ARP maximum height;
- traffic and parking impacts on 15 Street NW and the lane;
- water and sewer servicing impacts;
- community benefits for bonus density not adequate; and
- development permit application details regarding the development are desired.

Approval(s): T. Goldstein concurs with this report. Author: M. Rockley

Original Report (CPC2019-1239)

Page 7 of 9
Item # 7.2.1

Planning & Development Report to
Calgary Planning Commission
2019 October 17

ISC: UNRESTRICTED
CPC2019-1293

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2019-0058

Administration considered the relevant planning issues raised by the letters of opposition and the applicant-led engagement, and has determined the proposal to be appropriate. The design compatibility of discretionary uses with respect to, the adjacent neighbours, the surrounding neighbourhood, and parking requirements will be reviewed at the development permit stage.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The site is located within the City, Town area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is identified on Map 1: Urban Structure Map of the *Municipal Development Plan* as being within the Neighbourhood Main Street Area. Neighbourhood Main Streets are typically located along Primary Transit Network within the Inner City and have a strong historical connection to the communities they abut. They are the "main streets" for one or more communities, providing a strong social function and typically support a mix of uses within a pedestrian-friendly environment. The application is in alignment with the main street planning direction as it provides for increased population and jobs near transit.

Hillhurst/Sunnyside Area Redevelopment Plan (Statutory – 1988)

The subject site falls within the Transit Oriented Development Area of the *Hillhurst/Sunnyside Area Redevelopment Plan* (ARP), approved by Council in 2009 February. The subject site is situated in the area identified as Regional Mixed-Use on the Land Use Policy Area Map of the ARP. New mixed-use development in a multi-storey format with residential uses above the street level is strongly encouraged.

Amendments to the ARP Map 3.2, Map 3.3 and a text amendment to Section 3.2.2 Mixed Use Areas are included with the application (Attachment 4). The density and height maps will require amendments as they indicate a maximum floor area ratio of 4.0 and a maximum building height

Approval(s): T. Goldstein concurs with this report. Author: M. Rockley

Original Report (CPC2019-1239)

Page 8 of 9
Item # 7.2.1

Planning & Development Report to
Calgary Planning Commission
2019 October 17

ISC: UNRESTRICTED
CPC2019-1293

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2019-0058

of 20.0 metres at the subject site. The proposed direct control district includes a maximum floor area ratio of 5.0 and a maximum building height of 26.0 metres. The building will step back at a height above 20.0 metres to lessen shadow impacts upon the residential area to the west. The proposed floor area ratio and building height match the ARP Density Area A, 5.0 and Building Height Area B, 26 metres.

The proposed text amendment to Section 3.2.2, Mixed Use Areas, allows for a common indoor amenity space and associated patio on the rooftop of the mixed-use building. The indoor common amenity area will be set back from the front and rear building facades to limit the visual and shadow impacts of this rooftop structure. The proposed maximum building height is 26.0 metres with a possible height increase up to 30.0 metres when the additional 4.0 metre building height is to accommodate common amenity space – indoors.

Redevelopment envisioned in the ARP for properties along 14 Street NW has not taken place since the comprehensive update to the ARP in 2009. The ARP states that the expected life of the ARP is ten to fifteen years. Reconsideration of the height and floor area ratio maximums at the site is reasonable given the length of time that has passed since the existing maximums were introduced and the lack of redevelopment activity on 14 Street NW in Hillhurst.

In 2012 November, Council approved an amendment to the ARP to include density bonus provisions, which allow for a density increase up to the maximum floor area ratio specified in the ARP. The density increase is subject to a contribution to the community amenity fund or provision of additional urban design improvements in the community. The density bonus provisions have been established as a means of gaining public amenities in exchange for a level of density that surpasses the allowable base density under the provisions of the land use district.

Social, Environmental, Economic (External)

The recommended land use allows for greater density, including more housing and job opportunities within a walkable community close to transit, and as such, the proposed change may add to the vibrancy of the Neighbourhood Main Street and active street environment.

Financial Capacity

Current and Future Operating Budget

There are no other known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Approval(s): T. Goldstein concurs with this report. Author: M. Rockley

Original Report (CPC2019-1239)

Page 9 of 9
Item # 7.2.1

Planning & Development Report to
Calgary Planning Commission
2019 October 17

ISC: UNRESTRICTED
CPC2019-1293

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2019-0058

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with the applicable policies of the *Municipal Development Plan* and the vision of the *Hillhurst/Sunnyside Area Redevelopment Plan*. Given that 14 Street NW is identified as a Neighbourhood Main Street, the proposed district allows for the opportunity to utilize an under-developed parcel in the inner city for a higher use while still respecting the low density context adjacent to the site.

ATTACHMENT(S)

1. Applicant Submission
2. Proposed DC Direct Control Guidelines
3. Community Association Letter
4. Proposed Amendments to the Hillhurst/Sunnyside Area Redevelopment Plan

Approval(s): T. Goldstein concurs with this report. Author: M. Rockley

Original Report (CPC2019-1239)

CPC2019-1293
Attachment 1

Applicant Submission

May 14, 2019

The intent for this Land Use application is to redesignate the property at 211-221 14 St NW from the current land use of C-Cor2 f2.8 h 16 to a DC Land Use District using MU-2. We are proposing a DC land use because the development will require an amendment to the Hillhurst/Sunnyside ARP to accommodate increased density. We are proposing a density of 5 FAR and a height of 26m. Below is our rationale detailing the policies and factors which we believe support our proposed application. A majority of the rationale is based upon the Municipal Design Plan for The City of Calgary.

MU-2 f5 h26m Land Use Rationale

The definition of an Urban Main Street in the MDP and CTP is a road in an area with 200 residents/employees per hectare - which clearly should apply to 14th Street NW from Memorial Drive northward to 5th Avenue. As an Urban Main Street, then, 14th Street is a suitable location for higher densities and building heights.

We have reviewed the local ARP, the Municipal Development Plan (MDP) as well as the Calgary Transportation Plan (CTP) and we consider the site to share many characteristics with other areas in the community where 5 FAR and building heights of 26m are acceptable. This site on 14th Street is similar to the areas of Hillhurst/Sunnyside where 5 FAR and 26m are typical (10th St NW and 14th St NW at Kensington Road).

Due south on the same block of 14th Street, 5 FAR and 26m height is permitted. Our understanding is that the ARP limited the FAR further north on Kensington to 4 FAR because of the low density residential across the lane from the subject site. The land use adjacent to the 5 FAR/26m height on 14th Street south of Kensington Road is the same as the land use across the lane from our site (R-C2). We do not understand why there is any difference between the two adjacent sites on 14th. It is also interesting to note that 3 buildings just north of the site from the 1900's are also of similar height making this proposal consistent with the existing context.

The Site has several challenging setbacks, due to the ARP and the road widening ROW, which limit the flexibility we might have had to accommodate a 5 FAR development in a lower built form. The road-widening setback on 14th St NW is in excess of 5m while the rear setback (adjacent to the low density residential) varies from 5m to 11m depending on the relation to grade. These substantial setbacks have resulted in a narrow built form requiring a 26m tall building to achieve 5 FAR while providing set-backs to the building as a means to step down to the low density residential nearby.

Residential density and ground floor retail is the surest method to create vitality and economic growth in a community. To date, 14th St NW has seen little development and suffers from a lack of pedestrian activity on the street unlike other nearby corridors such as 10th St NW and Kensington Road NW. Within the MDP and ARP are several policies which support the type of development we are proposing:

Original Report (CPC2019-1239)

CPC2019-1293
Attachment 1

Applicant Submission

2.1.1 Create an Attractive City

The existing development on the site is auto oriented. The proposed mixed use development is pedestrian oriented (retail at grade, 140 secure bike stalls for visitors, shoppers, staff and residents) which will *'provide a safe and healthy community.'* We are proposing a dense development with modest sized units to create varied *'housing choices that can be served by transit.'* The site falls within the TOD boundary as defined in the Hillhurst Sunnyside ARP.

2.2.1 Compact Urban Form

This location on 14th St NW is ideal to achieve the following objectives:

- a) Higher density of residences outside the Centre City
- b) Local opportunity for employment and daily retail uses
- c) Walkable destinations

Policies that support this proposal:

- a) *Direct a greater share of new growth to Main Streets - Concentrate people and jobs in areas well served by primary transit service;*
- b) *Plan the development of Main Streets appropriate to the local context by: - Locating tallest buildings and higher densities closest to transit stops; stepping down heights and densities away from these sites.*

2.2.4 Complete Communities

- a) *Support the development of complete communities to ensure a compact and well-designed urban form*
- b) *Communities should be planned according to the following criteria: A range of housing choices, covering a mix of built forms and ownership tenures, at densities that support transit viability, local commercial and other services; Diversified employment opportunities that are integrated into the community or easily accessible by a number of modes of travel; Neighbourhood stores, services and public facilities that meet day-to-day needs, within walking distance for most residents; A connected street and mobility network that promotes comfortable, safe and universally accessible travel; A healthy natural environment with street trees and greenery, connections to the city's open space system; Public infrastructure and services that are... provided over the long term by stable community populations.*
- c) *Promote a greater balance of residential and employment within communities and across the city by:- Increasing residential housing opportunities in areas close to existing employment concentrations; Increasing employment opportunities in areas close to existing residential concentrations;*

2.2.5 Strong Residential Neighbourhoods

Reinforce the stability of Calgary's neighbourhoods and ensure housing quality and vitality of its residential areas.

- a) *Support development and redevelopment to help stabilize population declines and support the demographic needs of communities.*
- b) *Encourage higher residential densities in areas of the community that are more extensively served by existing infrastructure.*

Original Report (CPC2019-1239)

CPC2019-1293
Attachment 1

Applicant Submission

2.4 Urban Design

This proposal is an urban building on an Urban Main Street and supports Objective 2.4.3 by *enhancing the public realm and promoting pedestrian use*. The development calls for retail along the entire block face with the exception of the residential entrance. The development is located within the boundary of the Sunnyside TOD will attract cyclists due to the ample bicycle parking proposed. The street design will buffer pedestrian activity from the 4 lanes of traffic on 14th St NW with short term parking bays on the street to encourage retail use; the parking and retail activity along 14th St NW will slow down traffic and make the urban environment more conducive to pedestrian uses; pedestrians will have a safer space to walk, shop and linger which will enhance the urban environment. This position is supported by the Hillhurst Sunnyside ARP: 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."*

2.5.3 Complete Streets.

The proposed streetscape supports Objective 2.5.3 by *'increasing the attractiveness, convenience and safety of all modes of transportation by creating a new selection of multi-modal streets that emphasize the different modes of transportation and incorporate elements of green infrastructure.'* We see this objective as an opportunity to shift the importance of the urban street back to the pedestrian. The Right of Way along 14th St NW (ostensibly for road widening) should be considered as space that the land owners, the community and the City should be able to enhance as it is crucial urban space for pedestrians and alternate modes of transportation. We maintain that on-street parking and a robust landscape design will make the pedestrian realm safer and more frequently used and therefore more animated.

3.4 Main Streets, 3.4.1 General Main Street Policies

Recognizing that the Main Street is pedestrian and transit oriented, large format retail should support a good pedestrian frontage along the transit street and public sidewalk by: Bylaw 19P2017: *Locating buildings close to the transit street and sidewalk; and, Creating active building frontages by incorporating smaller retail units, public accesses and display areas visible to the sidewalk.*

Mobility Policies: *The impact on surrounding residential areas should be limited by providing a mix of short-stay and longer-stay parking for different users, bicycle parking and on-street parking; pedestrians and cyclists should be given the highest priority in the planning, design, operation and maintenance of transportation infrastructure in Main Streets; Create a human-scale environment along the Main Street by generally encouraging a maximum of a 1:1 building height to right-of-way width ratio. (The right-of-way width at this location on 14th St NW is approximately 31m; the proposed height of 26m is well below this recommendation.)*

Our intent is to provide density, services and employment to support the modernization and enhancement of the public realm on this vital section of 14th street consistent with the cities visions statements to transform a forgotten urban corridor into a vital urban environment.

Thank you,

Erin Shilliday, Architect, AAA, RHFAC Professional - Riddell Kurczaba Architecture

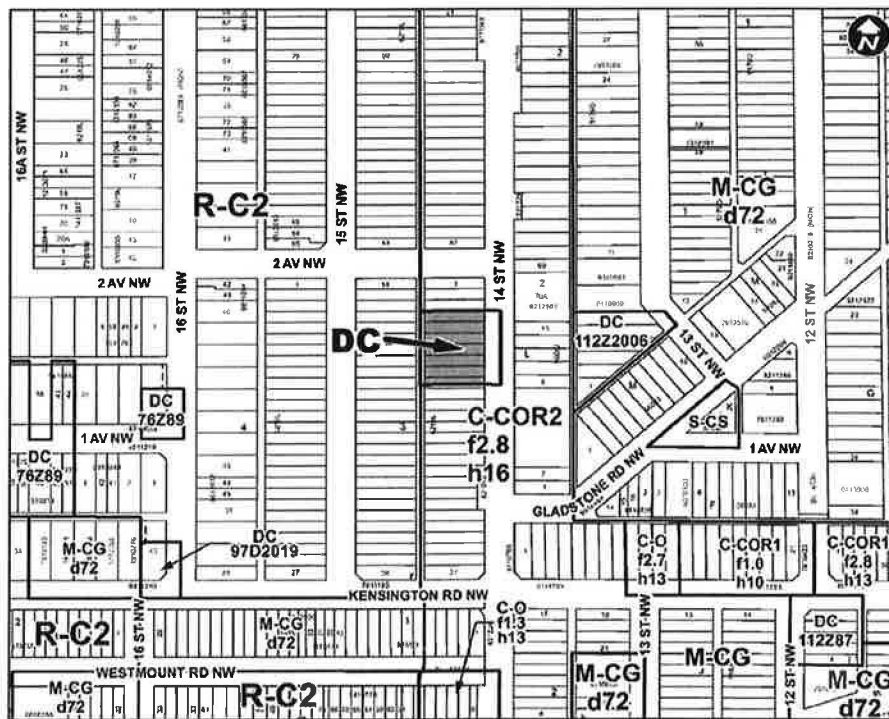
Original Report (CPC2019-1239)

CPC2019-1293
Revised Attachment 2

Proposed Direct Control District Guidelines

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by amending that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "A".

SCHEDULE A



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to:
 - (a) provide for medium density mid-rise urban infill development taking into account the policies of the Hillhurst/Sunnyside Area Redevelopment Plan;
 - (b) require active commercial uses at grade to promote activity at the street level;
 - (c) promote developments with storefronts along a continuous block face on the commercial street;

CPC2019-1293 - Attach 2
ISC: UNRESTRICTED

Page 1 of 8

Original Report (CPC2019-1239)

CPC2019-1293
Revised Attachment 2

Proposed Direct Control District Guidelines

- (d) accommodate a mix of commercial and residential uses in the same building;
- (e) respond to local area context by establishing maximum building height for individual parcels; and
- (f) implement the density bonus provisions of the Hillhurst/Sunnyside Area Redevelopment Plan.

Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District Bylaw.

Reference to Bylaw 1P2007

- 3 Within this Direct Control District Bylaw, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

Permitted Uses

- 4 (1) The following **uses** are **permitted uses** in this Direct Control District:
- (a) **Accessory Residential Building;**
 - (b) **Home Based Child Care – Class 1;**
 - (c) **Home Occupation – Class 1;**
 - (d) **Park;**
 - (e) **Sign – Class A;**
 - (f) **Sign – Class B;**
 - (g) **Sign – Class D; and**
 - (h) **Utilities.**
- (2) The following **uses** are **permitted uses** in this Direct Control District if they are located within existing approved **buildings**:
- (a) **Accessory Food Service;**
 - (b) **Accessory Liquor Service;**
 - (c) **Amusement Arcade;**
 - (d) **Billiard Parlour;**
 - (e) **Brewery Winery and Distillery;**
 - (f) **Child Care Service;**
 - (g) **Computer Games Facility;**
 - (h) **Convenience Food Store;**
 - (i) **Drinking Establishment – Medium;**
 - (j) **Drinking Establishment – Small;**

Original Report (CPC2019-1239)

CPC2019-1293
Revised Attachment 2

Proposed Direct Control District Guidelines

- (k) **Fitness Centre;**
- (l) **Information and Service Provider;**
- (m) **Library;**
- (n) **Liquor Store;**
- (o) **Market;**
- (p) **Outdoor Café;**
- (q) **Pet Care Service;**
- (r) **Power Generation Facility – Small;**
- (s) **Print Centre;**
- (t) **Protective and Emergency Service;**
- (u) **Radio and Television Studio;**
- (v) **Restaurant: Food Service Only – Small;**
- (w) **Restaurant: Food Service Only – Medium;**
- (x) **Restaurant: Licensed – Medium;**
- (y) **Restaurant: Licensed – Small;**
- (z) **Restaurant: Neighbourhood;**
- (aa) **Retail and Consumer Service;**
- (bb) **Seasonal Sales Area;**
- (cc) **Specialty Food Store;**
- (dd) **Supermarket; and**
- (ee) **Take Out Food Service.**

- (3) The following **uses** are **permitted uses** in this Direct Control District if they are located within an existing approved **building** and are not located on the ground floor:

- (a) **Artist's Studio;**
- (b) **Catering Service – Minor;**
- (c) **Counselling Service;**
- (d) **Dwelling Unit;**
- (e) **Financial Institution;**
- (f) **Health Services Laboratory – With Clients;**
- (g) **Instructional Facility;**
- (h) **Medical Clinic;**
- (i) **Office;**

Original Report (CPC2019-1239)

CPC2019-1293
Revised Attachment 2

Proposed Direct Control District Guidelines

- (j) **Service Organization;**
- (k) **Social Organization; and**
- (l) **Veterinary Clinic.**

Discretionary Uses

5 The following *uses* are ***discretionary uses*** in this Direct Control District:

- (a) **Addiction Treatment;**
- (b) **Assisted Living;**
- (c) **Cannabis Counselling;**
- (d) **Cannabis Store;**
- (e) **Cinema;**
- (f) **Community Recreation Facility;**
- (g) **Conference and Event Facility;**
- (h) **Custodial Care;**
- (i) **Dinner Theatre;**
- (j) **Food Production;**
- (k) **Home Occupation – Class 2;**
- (l) **Hotel;**
- (m) **Indoor Recreation Facility;**
- (n) **Kennel;**
- (o) **Live Work Unit;**
- (p) **Museum;**
- (q) **Parking Lot – Structure;**
- (r) **Pawn Shop;**
- (s) **Payday Loan;**
- (t) **Performing Arts Centre;**
- (u) **Place of Worship – Medium;**
- (v) **Place of Worship – Small;**
- (w) **Post-secondary Learning Institution;**
- (x) **Residential Care;**
- (y) **Signs – Class C;**
- (z) **Signs – Class E;**
- (aa) **Special Function – Class 2;**
- (bb) **Urban Agriculture;**

Original Report (CPC2019-1239)

CPC2019-1293
Revised Attachment 2

Proposed Direct Control District Guidelines

- (cc) **Utility Building;**
- (dd) **Vehicle Rental – Minor; and**
- (ee) **Vehicle Sales – Minor.**

Bylaw 1P2007 District Rules

- 6** Unless otherwise specified, the rules of the Mixed Use – Active Frontage District (MU-2) district of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 7** (1) Unless otherwise referenced in subsection (2), the maximum **floor area ratio** is 2.8.
- (2) The **floor area ratio** may be increased to 5.0 in accordance with the density bonus provisions contained in section 8 of this Direct Control District Bylaw.

Density Bonus

- 8** (1) For the purpose of this section: "Cash Contribution Rate" means: \$18.14 per square metre for the year 2019. The Cash Contribution Rate will be adjusted annually on January 1 by the **Development Authority**, based on the Statistics Canada Consumer Price Index for Calgary.
- (2) A **density** bonus may be earned by a contribution to the Hillhurst/Sunnyside Community Amenity Fund, such that:
- Cash Contribution Amount = Cash Contribution Rate x Total floor area in square metres above the base **floor area ratio** of 2.8.
- (3) A **density** bonus may be earned by the provision of an urban design improvement in accordance with Part II, section 3.1.5.4 of the Hillhurst/Sunnyside Area Redevelopment Plan, where the allowable bonus floor area in square metres is equal to the cost of construction of the off-site improvement divided by the Cash Contribution Rate, such that:
- Allowable bonus floor area = Total construction cost of the improvement / Cash Contribution Rate.
- Total Construction cost will not include any construction costs necessary to fulfill the infrastructure requirements of a **development permit** for a **development** equal to or less than a **floor area ratio** of 2.8. Details of the construction cost will be determined through the **development permit** process.

Building Height

- 9** (1) Unless otherwise referenced in subsection (2), the maximum **building height** is 26.0 metres.
- (2) Where the **parcel** shares a **property line** with a **lane** that separates the **parcel** from a **parcel** designated as a **low density residential district** or M-CG District the maximum **building height**.

Original Report (CPC2019-1239)

CPC2019-1293
Revised Attachment 2

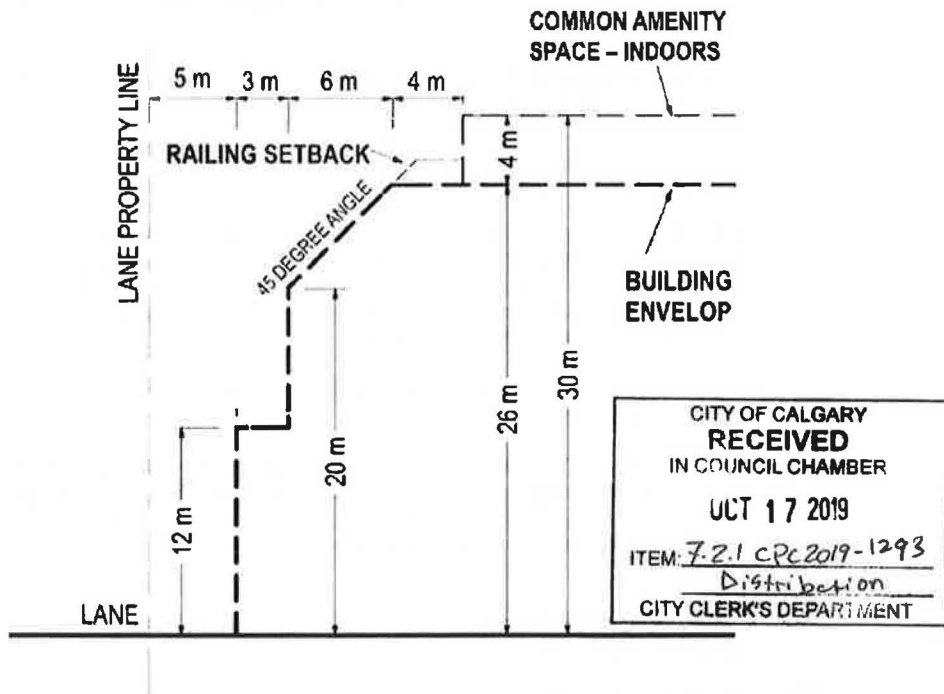
Proposed Direct Control District Guidelines

- (a) is 12.0 metres measured from **grade** at a distance of 5.0 metres from the **property line** shared with the **lane**;
- (b) increases to 20.0 metres measured from **grade** at a distance greater than 8.0 metres from the **property line** shared with the **lane**;
- (d) increases at a 45 degree angle at a distance greater than 8.0 metres from the **property line** shared with the **lane** to a maximum **building height** of 26.0 metres; and
- (e) may increase to a maximum of 30.0 metres when the additional 4.0 metre **building height** is to accommodate **common amenity space – indoors**.

Setback Area

- 10 (1) Where the **parcel** shares a **property line** with a **lane** that separates the **parcel** from a **parcel** designated as **low density residential district** or M-CG District the **rear setback area** must have a minimum depth of 5.0 metres.

Illustration 1: Building Height in this Direct Control District



Original Report (CPC2019-1239)

CPC2019-1293
Attachment 3

Community Association Letter



June 17, 2019

Emailed to: matt.rockley@calgary.ca

RE: LOC2019-0058 | 211-221 14 Street NW | "National Transmission Site" Land Use Redesignation and Area Redevelopment Plan Amendment

Dear Mr. Matt Rockley,

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to comment on the above application. We appreciate the developer's aspiration to bring some of livability and vibrancy that has developed along 10th Street to less integrated portions of 14th Street. However, the community has raised concerns around certain aspects of the development which we would like to share for consideration. We look forward to working with City Administration and the applicant on this application as it progresses.

1) Proposed Amendment to the Hillhurst Sunnyside Area Redevelopment Plan (ARP)

- Community residents and the HSPC are excited about the prospect of getting a positive development on 14 Street that will add more residents, businesses, and offices to the community. That said, the community does not understand why these objectives cannot be achieved within the existing ARP. This site is allocated a max height of 20 metres and a max 4.0 Floor Area Ratio (FAR), which residents would like to see respected. The proposed height exceeds the ARP maximum entitlement by 30% and FAR by 25%.
- In response to the applicant's submission, the community does not agree that this is a "gateway" location as it is mid-block and therefore has been excluded from 26m and 5.0 FAR. Corner parcels such as 5 Avenue/12, 11, 11A Streets have a greater height and lands at 14 Street/ Kensington Road and the west side of 9A Street by Sunnyside Station have both greater height FAR for that reason. Whereas a recent condo project, *Victoria on the Park* was not challenged by the community because it is within the ARP as a midblock site.
- It is important to note that even the ARP's maximum density 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).
- The applicant has provided a conceptual massing model but has not provided a development permit which allow for review of building design, materials, and integration into the community. Given that the developer has requested height and density above the ARP, it is hard for the community to fully understand (or comment) on the true impact envisioned for this development without also being able to review the development permit. The community acknowledges that the ARP is a living document. But, as part of allowing for dialogue on particular sites where exceptions are requested the community believes that a more fulsome understanding of the development is warranted.
- To this end, we request that a Concurrent Submission of Land Use Amendment and Development Permit be provided. We believe that a final design that includes articulation, step backs, building materials, and measures to decrease massing and other impacts must be considered at the same time as a Land Use Redesignation.

1

Original Report (CPC2019-1239)

CPC2019-1293
Attachment 3

Community Association Letter

2) Lay-by along 14th Street

- We are in support of the City exploring the proposed parking lane lay-by that the developer has proposed on 14 Street. Part of the challenge is that 14th Street is a critical city collector road used by commuters out to the far northwest and will remain this way for the foreseeable future. With this traffic volume, it has created a hard stop within our community that can be dangerous for pedestrians to cross. This hurts accessibility and liveability within our community. We believe that traffic softening measures would be very positive for residents, especially seniors and children in the community.
- The transportation effects need to be studied and understood. In our view, the transportation effects cannot be a simple formula of cars per hour, but what is a safer flow of traffic within a neighbourhood that allows for a more liveable environment where people want to spend time.
- Residents along 15th Street have noted that such a lay-by may impede commuters on 14 Street and tempt some commuters to detour on 15th Street or the 14/15 Street lane/alley, increasing traffic and speeding through the neighbourhood. Residents have suggested speedbumps and laneway improvements, noting that the laneway is already quite narrow.

3) Parking

- The developer has proposed 103 stalls for 12,600 SF of commercial space and 140 residential units. The applicant has indicated an interest for a 7,500 SF commercial bay for grocery uses. The community wishes to ensure the site is not under-parked. In our view, it is outside the range for a typical TOD reduced-parking consideration.
- This site is located 1100 metres from the Sunnyside C Train station, which we believe limits the number of commuters willing to walk that distance which includes getting across a very busy, rush-hour 14th Street. Conventional walkable distance is closer to 400 metres, and beyond that distance, people are much more likely to drive. Existing pedestrian / cycling accessibility at this site is also limited which limits the alternative transportation methods that are likely to be used.

4) Public Benefits

- We request the new Direct Control bylaw to include wording to enact the density bonusing provisions as per the ARP. The Hillhurst Sunnyside Community Amenity Fund contribution is set at a rate of \$17.85, which was recognized in the City report to be lower than other areas experiencing significant redevelopment. Existing successful projects have made the CAF contribution and public realm improvements around the site.
- The ARP allows for offsite improvements, and we request that the applicant make other improvements to the general area, such as to the laneway, the adjoining public realm, and the Urban Design Initiative planned for the 14 Street and 2 Avenue intersection (Section 3.3.2).
- The ARP encourages laneway improvements as development happens. We would like to see greater integration of the building into the low-rise area across the laneway with perhaps some laneway residential units and patios, as was done with the Bucci building on 10 Street and the Lido building on 9A Street.
- As with any development, the interface of the proposed building on the laneway needs more attention to improve its *"aesthetics, safety and public function"* (Section 2.2.5).

5) Community Engagement

The applicant presented to the HSPC at our May and June Committee meetings. We appreciate being informed early in the process and hearing the developer's vision for the site prior to finalization of any plans and so we may inform residents and encourage neighbours to get involved in the planning process. Please keep us informed as this important application progresses. The HSCA wants to be involved in the review of this project. Please contact the undersigned should there be any questions.

2

Original Report (CPC2019-1239)

CPC2019-1293
Attachment 3

Community Association Letter

Sincerely,

Matt Crowley
Chair, Hillhurst Sunnyside Planning Committee
Hillhurst Sunnyside Community Association

cc: Adam Martineau, Bill Latimer, Decker Butzner, Kathleen Kenney, Liz Wong, Patrick Mahaffey, Robert
McKercher, Victor Shiu, Project Review Subcommittee
Lisa Chong, Community Planning & Engagement Coordinator, Hillhurst Sunnyside Community Association
Annie MacInnis, Executive Director, Kensington BRZ/BIA
Erin Shilliday, Applicant and Developer's Representative
Dale Calkins, Senior Policy & Planning Advisor, Ward 7 Councillor's Office
City of Calgary Circulation Control

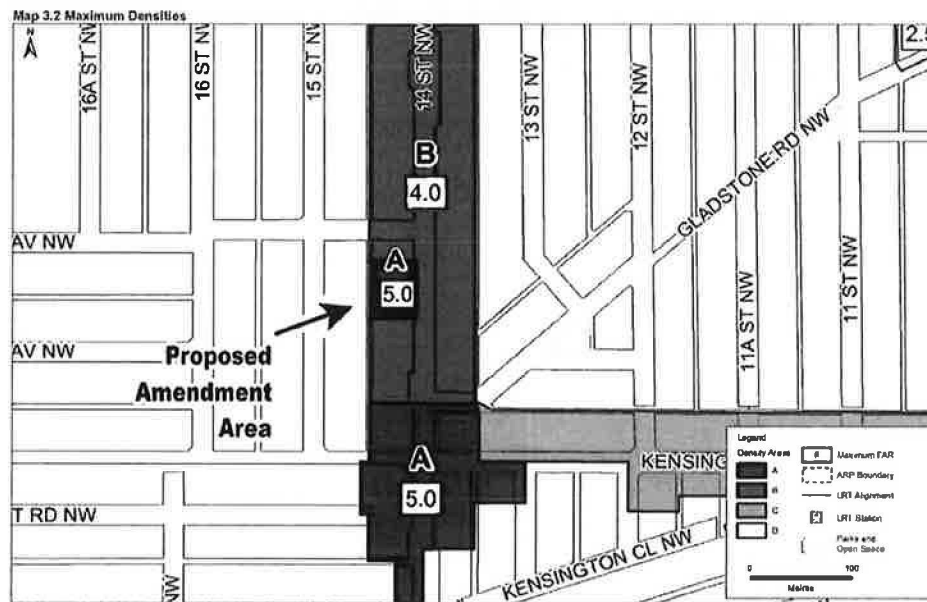
3

Original Report (CPC2019-1239)

CPC2019-1293
Revised Attachment 4

Proposed Amendment to the Hillhurst/Sunnyside Area Redevelopment Plan

1. The Hillhurst/Sunnyside Area Redevelopment Plan attached to and forming part of Bylaw 19P87, as amended, is hereby further amended as follows:
 - (a) Amend Map 3.2 entitled 'Maximum Densities', by changing 0.21 hectares \pm (0.52 acres \pm) located at 211, 217, 219 and 221 – 14 Street NW (Plan 6219L, Block 3, Lots 4-10) from 'Density Area B, 4.0 Maximum FAR' to 'Density Area A, 5.0 Maximum FAR' as generally illustrated in the sketch below:

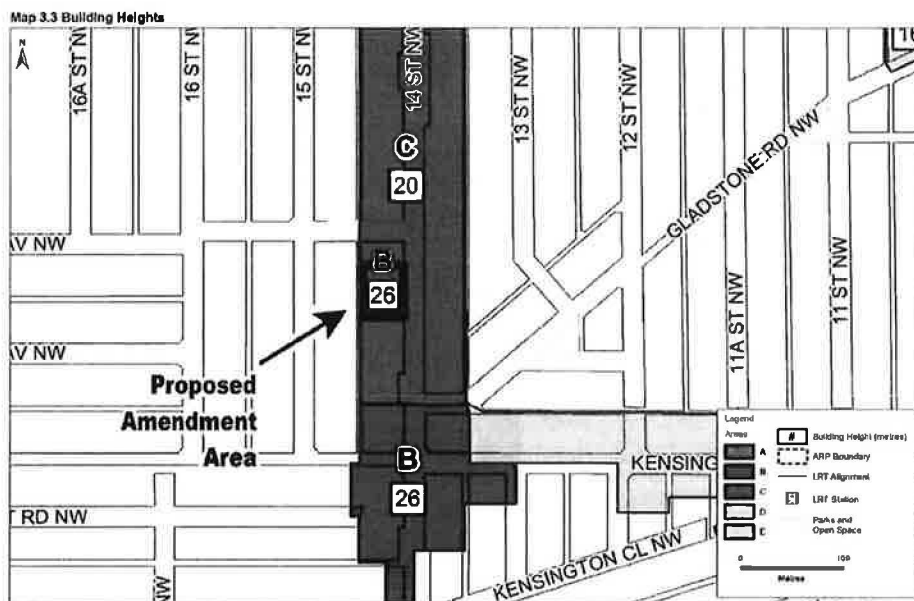


Original Report (CPC2019-1239)

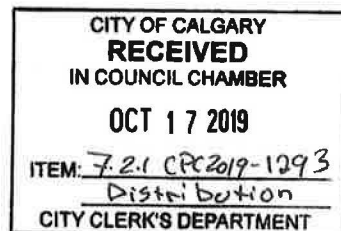
CPC2019-1293
Revised Attachment 4

Proposed Amendment to the Hillhurst/Sunnyside Area Redevelopment Plan

- (b) Amend Map 3.3 entitled 'Building Heights', by changing 0.21 hectares \pm (0.52 acres \pm) located at 211, 217, 219 and 221 – 14 Street NW (Plan 6219L, Block 3, Lots 4-10) from 'Area C, 20 metres Building Height' to 'Area B, 26 metres Building Height' as generally illustrated in the sketch below:



- (c) Under Part II, Section 3.2.2 Mixed Use Areas, after policy 16., insert the following and renumber accordingly:
- "17. At the discretion of the Approving Authority, the maximum building height allowed at 211 to 221 - 14 Street NW may be increased from 26 metres to 30 metres to create an indoor common amenity area with associated rooftop patio. The indoor common amenity area and other rooftop improvements such as mechanical penthouse shall be set back from the front and rear building facades."



CPC2019-1293 - Attach 4
ISC: UNRESTRICTED

Page 2 of 2

Original Report (CPC2019-1239)



October 15, 2019

Calgary Planning Commission
Emailed to: cpc@calgary.ca

Matt Rockley, File Manager
Emailed to: matt.rockley@calgary.ca

RE: CPC2019-1293 | HSCA Request re: LOC2019-0058 (211-221 14th Street NW)

Dear Calgary Planning Commission Members:

The Hillhurst Sunnyside Planning Committee (HSPC) would like to submit an additional letter for the public record, in supplement to our original June 17, 2019 letter. HSPC wishes to provide our recommendations for your consideration ahead of the October 17, 2019 Planning Commission hearing.

Building Height and Floor Area Ratio

We first re-iterate our interest and appeal in activating 14th Street NW, creating a safer and vibrant urban Main Street, in line with the overall vision to enhance this corridor. We would also like to highlight our excellent relationship with City of Calgary Administration and the presentations and discussions between HSPC, neighbours and the applicants.

That said, we strongly re-emphasize our support for Hillhurst Sunnyside Area Redevelopment Plan principles with its maximum height of 20m and 4.0 FAR and the extensive engagement that went into crafting our ARP. Since Council's approval of the Transit Oriented Development policy approval in 2009, we have welcomed an addition of ~1,800 people into Hillhurst and Sunnyside and will continue to densify and welcome more residents into our mixed-demographic community.

Through this application, an increase of 26 metres and 5.0 FAR has been rationalized due to the lack of redevelopment on 14th Street in the last ten years (CPC2019-1293 p.8) *or since the 2006 mixed-use buildings on the southeast corner of 14th Street and 5th Avenue*. Given Administration's recommendation for the increased height and density, it appears that this single application has effectively triggered an up-zoning for the entire area without larger community consultation and ahead of the multi-community, district planning engagement for our area.

In addition, the application seeks a 30m final height above the requested 26m to provide direction on the future indoor building amenity space. We understand that the rooftop mechanical structure is exempt from overall building height calculations and appreciate efforts to finalize the final height at the outset of the application. However, we feel the additional 4m ask - essentially another floor - is beyond our comfort zone. We believe that the building amenity space should be accommodated within the final height at Council's approval.

Original Report (CPC2019-1239)

Exemplary Design

As this is a standalone application at the Land Use and ARP Amendment stage, we have not been provided the plans for the eventual building design. The ARP states that the **height and density maximums are not guaranteed entitlements** and "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" (ARP Sections 3.1.5 & 3.2).

We have a strong preference for a *staggered or concurrent* Land Use and Development Permit application. As the applicant has stated, this is a catalyst redevelopment for 14th Street and it is important precedent-wise as to provide the community with the certainty that the applicant is successful in taking the Land Use through to the development stage.

Community Amenity (Bonusing Discussions)

It is particularly challenging for the community association to formulate and present a position on community benefit. The HSPC does not have full information on what City Administration will allow in terms of community benefit in terms of the applicant's proposed enhancements.

We note that the applicant had initially indicated that they are providing over \$200,000 in bonusing items. However, upon City review, it was determined that only \$45,000 of the itemized list qualified as bonus density items. This is creating confusion as the minimum bonus density amount is approximately \$83,420.89. We feel that the City has a role in assisting with the vetting process.

HSPC feels that the applicant should provide more than the base minimum contribution rate of \$18.14/m² especially if the proposed land use application is approved with the additional 1.0 FAR over the ARP. The ARP provides guidance for a plaza along 14th Street (ARP Map 3.4: Urban Design Initiatives, #6). Through this development, there is opportunity to ensure that the ARP objectives can be achieved.

We understand that the community amenities discussion will continue into the Development Permit stage and seek further assistance from City Administration to guide these discussions. As a community association, we are not equipped to navigate and negotiate with individual development applicants.

We have provided a request for Administration to help facilitate on a values exercise and embark on a co-design process on the future of 14th Street public realm and onsite/offsite amenities. For example: we believe that some adjacent residents, HSPC and applicant would support the 14th Street layby parking, speed humps on the laneway and a more walkable 14th Street.

A facilitated exercise will not only help determine shared aims through this proposed development but help us understand what City Administration deems feasible and what is not feasible on any proposed community amenities.

Our Recommendations

1. That City Council provide direction to City Administration to facilitate a co-design exercise with the community and applicants on the community amenity/public realm discussions
2. That City Council go through First Reading of the proposed bylaw and withhold final approval (Second and Third Readings of the proposed bylaw) until the finalization of community amenities and that "exemplary building design" is demonstrated to the satisfaction of Calgary Planning Commission at Development Permit stage.

Original Report (CPC2019-1239)

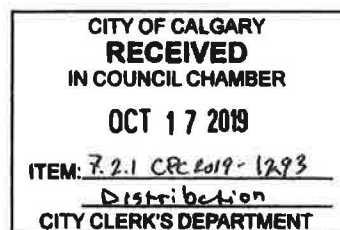
Please contact the undersigned should there be any questions or clarification.

Thank you,

Hillhurst Sunnyside Planning Committee

- cc: Matt Crowley, Chair Hillhurst Sunnyside Planning Committee
Adam Martineau, Bill Latimer, Decker Butzner, Kathleen Kenney, Liz Wong, Patrick Mahaffey,
Rick MacDonald, Robert McKercher, Victor Shiu, Project Review Group
Lisa Chong, Community Planning & Engagement Coordinator, HSCA
Erin Shilliday, Architect, Riddell Kurczaba Architecture, Applicants' Representative
Matt Rockley, File Manager/Planner, Community Planning North, City of Calgary
Dale Calkins, Communications & Community Liaison, Ward 7 Councillor's Office
Ward 7 City Councillor Druh Farrell
- cc: Matthias Tita, Director of Calgary Growth Strategies, Administration Member, CPC
Ryan Vanderputten, Director of Transportation Planning, Administration Member, CPC
Ward 5 Councillor George Chahal, Calgary Planning Commission
Ward 8 Councillor Evan Wooley, Calgary Planning Commission
Andrew Palmiere, Citizen Member, Calgary Planning Commission
James Scott, Citizen Member, Calgary Planning Commission
Kelly Schmalz, Citizen Member, Calgary Planning Commission
Lourdes Juan, Citizen Member, Calgary Planning Commission
Melvin Foht, Citizen Member, Calgary Planning Commission
Paul Gedye, Citizen Member, Calgary Planning Commission

Original Report (CPC2019-1239)



Original Report (CPC2019-1239)

John Riddell, Architect, AAA, AIBC, Snn, MRAC*
Ron Kurczaba, P.Eng.*

www.riddell.ca | www.rkurczaba.ca | info@riddell.ca

October 16, 2019

Calgary Planning Commission
The City of Calgary

Dear Members of the Calgary Planning Commission:

October 17, 2019 Agenda

Planning Item 7.2.1 Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2019-0058, CPC2019-1293

This letter is in response to the late letter dated October 15, 2019 forwarded by the Hillhurst Sunnyside Community Association ("HSCA") planning committee regarding the Ocgrow Kensington submission. The following comments help clarify the context of the concerns raised. We are providing this response document late in the process additional to administration's measured and appropriate review. We have added the "What We Heard" report prepared in April 2019 as a context document.

Process. The application has carefully followed the prescribed process for amending the ARP and the zoning for the site. The scope has been deliberately limited to the specific site. This proposal is a risk with the goal of being catalytic, but even as a standalone proposal it will greatly improve 14th Street. Due to these risks, a protracted process has been selected that first seeks assurances of density and height prior to DP submission. A broader study of 14th Street would be welcomed and could benefit future proposals, but the restrictive and out-of-date ARP on 14th Street has been preventing development. It is hoped that this proposal will set the stage for other improvements to be forthcoming on this important street. The applicant has been proactive in being early to engage the HSCA, prior to open houses and plan submissions. The community has expressed how much they appreciated being their first point of contact. This has resulted in the community being involved in deliberations for the past nine months starting with communication in February 2019 leading to a first presentation on March 14, 2019. This was followed up with the HSCA-recommended process of numerous engagement steps starting with the open house and numerous other working sessions with concerted efforts to listen and respond. The listening to community concerns has resulted in the applicant making numerous revisions including significant reductions in density/ heights, and additional reductions due to significant stepping to reduce shadowing to the 20m height. Attached is the "What We Heard" report where 44 out of 46 responses are positive demonstrating overwhelmingly positive support.

The Community Benefit Package. The applicant has had numerous meetings on this topic alone over the past five months with the community on the process and content of the community benefit package. Numerous options have been discussed and presented with concept drawings and renderings backed up with cost estimates. These were submitted to City administration and guidance was formally provided by The City on items that The City can support. These items include, in addition to public realm enhancements contiguous to the site, enhancements to other adjacent areas on 14th Street with sculpture, paving, benches, lighting, trees and planters, crosswalk enhancements, layby parking, and bus shelters, to name a few. The community has been an integral part of this consultation. The community has not yet responded to the options presented since The City provided guidance in July 2019. The applicant has proposed to further consult with the community on the details of the final amenity package for inclusion in the DP submission. The reference to a plaza on 14th Street has been discussed, but as this parcel of land across the street is privately held by a different owner, the logistics and

riddell kurczaba architecture engineering interior design ltd.

Calgary | Edmonton | Saskatoon

1110 1 St. SW, Calgary, Alberta, Canada T2R 0V1



p. 403.266.2100 f. 403.266.2170

Original Report (CPC2019-1239)

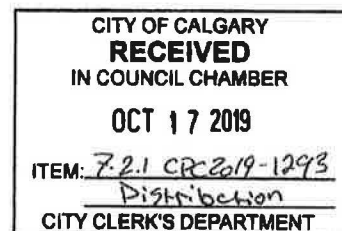
costs to achieve such an objective are very complicated, unless The City purchases the land which could then be enhanced by the applicant.

30 Metres. The ask to allow amenity space as part of the mechanical penthouse adds people to an otherwise lifeless structure making it easier for the design of the top of building to be attractive. Given the unfortunate roofscapes on most buildings, this approach—where public amenity enhances the top (versus mechanical only—should be encouraged instead of discouraged). The proposed by-law defines the appropriate restraints needed to mitigate any potential impacts. The reality is that the size of the mechanical penthouse equipment will be much the same with or without the added public space. This requested variance of the existing mechanical penthouse rule fosters the opportunity to create a beautiful form at the top that reflects life and vitality rather than the norm of arbitrary geometric shapes created to shroud mechanical space—without increasing the real building height.

We appreciate the attention and time you have given to this application.

Yours truly,
Riddell Kurczaba
Architecture Engineering Interior Design Ltd.

Brook Melchin, Architect, AAA, MRAIC
Senior Architect



Original Report (CPC2019-1239)



Original Report (CPC2019-1239)

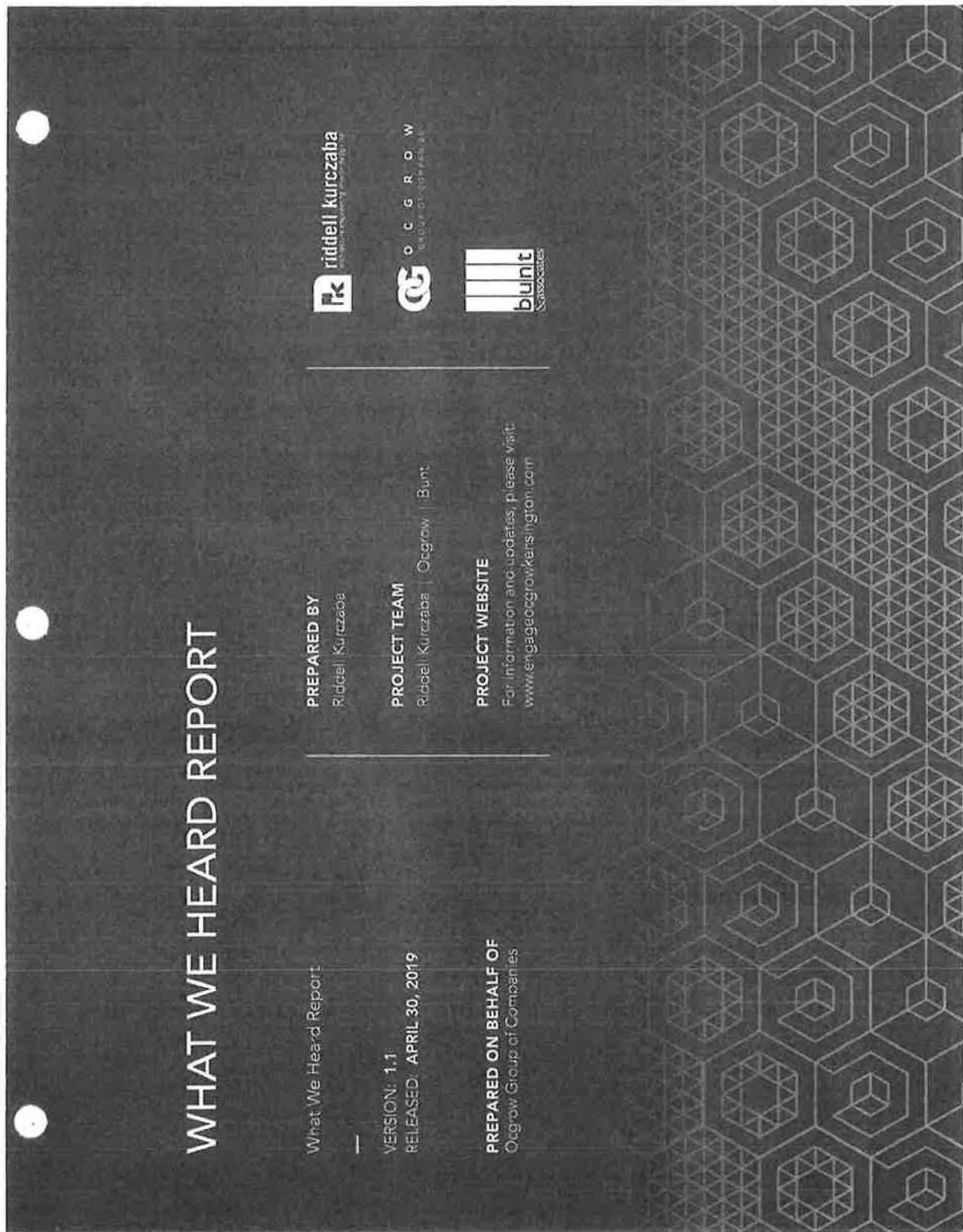


TABLE OF CONTENTS

STAKEHOLDER CONSULTATION WHAT WE HEARD REPORT	2
Public Engagement Timeline	3
Engagement Summary	4
Summary of Issues	6
Verbatim Feedback - HSCA	9
Verbatim Feedback - Supportive Responses (46)	12
Verbatim Feedback - Non-Supportive Responses (2)	21

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.

Original Report (CPC2019-1239)

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.

Original Report (CPC2019-1239)

**CPC2019-1495
Attachment 1**

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

WHAT WE HEARD REPORT PREPARED BY RIDDELL KURCZABA | APRIL 30, 2019 5

Original Report (CPC2019-1239)

CPC2019-1495
Attachment 1

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.

Original Report (CPC2019-1239)

CPC2019-1495
Attachment 1

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.

Original Report (CPC2019-1239)

VERBATIM FEEDBACK HSCA FEEDBACK

<p>April 23, 2019</p> <p>Hillhurst Sunnyside Planning Committee Attn: Robert McKeercher, Chair 1320 2 Avenue NW Calgary, AB T2N 0S2</p> <p>Dear Mr. McKeercher:</p> <p>Proposed Development at 211-221 14 Street NW ("Hillhurst Sunnyside Planning Committee")</p> <p>Responses to Comments contained in HSCA Letter dated March 25, 2019</p> <p>It was a pleasure meeting the Development Committee on March 25, 2019 and presenting our approach to the micro-use development at 211-221 14 St NW.</p> <p>We held an Open House at the HSCA hall on April 10, 2019 where we were able to discuss the proposed development with the community and receive feedback. We also received comments from 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.</p> <p>All in all, the response has been positive. The concerns that the Planning Committee noted in the letter below have been addressed point by point with R/C's increased 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.</p> <p>We would like to arrange a follow-up meeting with the Planning Committee when the Development Permit drawings are underway.</p> <p>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.</p> <p>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.</p> <p>Yours truly,</p> <p> Riddell Kurczaba, Architect, AIA, RPPAC Professional Architect</p> <p>Riddell Kurczaba - Architectural Engineering Inc. 1000 1000 10th Avenue NW, Suite 1000 Calgary, Alberta T2N 0S2</p>	<p>March 25, 2019 Email to Developer/Applicant's Team</p> <p>RE: Proposed Development at 211-221 14 Street NW Hillhurst Sunnyside Planning Committee Hillhurst Sunnyside Area Redevelopment Plan</p> <p>Dear Riddell and noted cc:</p> <p>Thank you for early engagement with the Hillhurst Sunnyside Planning Committee (HSCA). As requested, we are writing our initial response to your presentation at the March 25, 2019 meeting. As a development action committee, our residents have a significant awareness and a high level of interest in development applications within the Hillhurst Sunnyside area.</p> <p>Thank you for accommodating our early engagement by meeting with us in March and providing the HSCA hall for the Open House in April.</p> <p>As the wider community has not yet been engaged, we request our comments to weigh in on the development early on. We have incorporated the design principles from the ARPP into our proposed design as much as possible.</p> <p>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 the early stage, only a conceptual/feasibility model has been shown. When the time comes, a consistent architectural model will be required to support the application through the City of Calgary and the Hillhurst Sunnyside Planning Committee.</p> <p>Community Context</p> <p>Firstly, we are generally supportive of ARPP-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, single-story, low-density, low-quality development to a more vibrant, multi-story, multi-use, and high-quality development. Other than the 2008-2009 development at the SE corner of 14 St and 6 Ave NW, there have not been any other ARPP-friendly. 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 ARPP policy.</p> <p>Because the location is within the Sunnyside Urban (SU) boundaries, we are able to propose a more vibrant, multi-story, multi-use, and high-quality development. The automobile has been de-emphasized in favour of pedestrian, transit and cycling options. The proposed design will support the pattern of pedestrian, transit and cycling options. The automobile has been de-emphasized in favour of pedestrian, transit and cycling options. The proposed design will support the pattern of pedestrian, transit and cycling options. The automobile has been de-emphasized in favour of pedestrian, transit and cycling options.</p> <p>Proposed ARPP Development</p> <p>The proposed development is a 3.5 story building to be located at the SW corner of Hillhurst Sunnyside (14 St NW) and 2 Ave NW. The building is currently 4.0 FAR. Further, the second amendment proposes 5.5 FAR for your subject site, exceeding the</p> <p>Page 7</p>
---	---

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

We note that the S FAR, which is achievable at the intersection of 1st 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, S FAR is adjacent to the low-density residential in the R-2 Land Use that makes up most of the Hillhurst neighborhood. We propose that the same condition should exist north of Kensington, S FAR along 14th Street to 2nd Avenue NW.

We will moderate the massing of our development to address the lower density land Use across the lane.

The staff response letter that will form part of our Land Use application, we will cite policies from the Municipal Development Plan (MDP) which articulates 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-C6, 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 La Strada 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 14th St and west of 15th St is designated for multi-residential (N-2GD72) and provides a buffer for the higher density, allocated in the TOD area. Whereas the area west of 14th St is zoned R-C7. We believe that there is a lesser appetite for height/density above the app at this location. We certainly want to work with the City of Calgary and HSC to arrive at the most appropriate solution for this uncommon situation, as mentioned above, we find the appropriate in the MOP are at odds with the existing conditions for our site as compared to other areas in 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 34 Street, we do not believe that a single development proposal should trigger an APP amendment for the entire block. The APP was the result of an extensive year-long collaborative consultation that involved multi-stakeholders with MCCA as just one contributor in the process. The APP 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 scenario, such as with public realm investment, creating a more vibrant Street and to achieve the

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

Your presentation package suggests a height of 29m juxtaposed with older buildings that are over the ASRP's 20m limit. The tallest existing building on the same block is only 17m. We note that these multi-racialised buildings were grandfathered and built prior to the original 1953 ASRP, which had the intent of creating more streamlined development and creating the urban village feel that you've cited as successful with the newer developments on 103A.

We have reduced the height of the revised building from 29 metres (as shown at the HUCA meeting) to 26 metres which we presented at the Civic House. Further to this we will endeavour to articulate the meaning of the proposed design to minimise 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 Startup mausing model comparing the existing app heights and the proposed height and the impacts of shadowing on the adjacent residential neighborhood. The community has come to expect that redevelopment is imminent, however not to the scale as requested. A final design that includes articulation, steep 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 determined the density and building height we would be applying to the site.

RIX and Qgrow 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 Reading reference

The Ingram scale of street-oriented retail is a valued asset; the AAP policy limits the frontage to 7.5 metres, and that uses about 230 m² can be located on the second floor or wrapped behind the main frontage on upper floors. The AAP states that a minimum of 20% of the building gross floor area should contain commercial space, 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 APP. The intent is to develop retail 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 market-place.

As of 2017, this stretch of 14.9r sees 37,000 average vehicles per weekday. There has been some interest from the community to see a lower traffic speed on 14.9r, considering the larger-scale and higher traffic generating medical/residential care hospital redevelopment further north on 8 Ave. We are uncertain that the proposed parking lane along 14.9r is the right solution and would prefer to see the City's 5.182 mile right-of-way setback on 14.9r for soft landscaping to improve the walking environment, more affordable units to be marketable.

Shimizu and associates in Switzerland found that the average level of NO_2 in a rural

2014-04-27 08:46:19 in NSCA Comments 2:1 2/1 14 S. ANV.COM

Figure 2

10/04 23 RK Response to HSCA Comments 211 231 14 S NW DANCE

Page 8

Original Report (CPC2019-1239)

VERBATIM FEEDBACK HSCA FEEDBACK

The developer for this project has retained the consulting services of Burt Transportation Engineering Ltd. who have completed a detailed Transportation Impact Assessment (TIA) and a Traffic Impact Study (TIS) for the proposed development. The TIA and TIS have been reviewed and approved by the HSCA. The developer has agreed to implement the recommendations of the TIA and TIS to ensure that the development will not have a negative impact on the surrounding area.

BK 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 APD does contain a large parking lot, which is a significant asset to the community. The developer has agreed to provide a dedicated parking lot for the development, which will be located adjacent to the existing parking lot. This will ensure that the development will not have a negative impact on the surrounding area.

The new lane does not currently have curb appeal. The APD allows for off-site parking, which is a significant asset to the community. The developer has agreed to provide a dedicated parking lot for the development, which will be located adjacent to the existing parking lot. This will ensure that the development will not have a negative impact on the surrounding area.

With increased activity in the building, the developer has agreed to provide a dedicated parking lot for the development, which will be located adjacent to the existing parking lot. This will ensure that the development will not have a negative impact on the surrounding area.

The community sees a few concerns of the proposed development. The developer has agreed to provide a dedicated parking lot for the development, which will be located adjacent to the existing parking lot. This will ensure that the development will not have a negative impact on the surrounding area.

While we are aware that the City of Calgary has committed to a Mobility Study for the TOD area of the community for 2020, the Mobility Study does not include future development. A comprehensive Mobility Study is needed to ensure that the development will not have a negative impact on the surrounding area.

2019-04-23 PM Response to HSCA Comments 211, 221, 44, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

As with redevelopment in the area city parking is a major concern. We have observed that the developer has taken it into their own hands to create a dedicated parking lot for the development. This is a significant asset to the community. The developer has agreed to provide a dedicated parking lot for the development, which will be located adjacent to the existing parking lot. This will ensure that the development will not have a negative impact on the surrounding area.

Provision for the 10 stalls of surface parking in the new law appears positive for short-term regional benefit for the commercial portion. With the proposed parking and building layout set back from the 3.2m powerline setback this could create a buffer for existing residential.

Due to the shift in terms of car/bike/share and with higher densities envisioned for the 14th St urban corridor. Currently, vehicles can already pull up at the front of the building. The developer has agreed to provide a dedicated parking lot for the development, which will be located adjacent to the existing parking lot. This will ensure that the development will not have a negative impact on the surrounding area.

As discussed earlier, the design and development team saw merit in studying the proposed parallel parking bay on 14th Street, NW. We feel it will provide a safe roadside parking area for the development. The developer has agreed to provide a dedicated parking lot for the development, which will be located adjacent to the existing parking lot. This will ensure that the development will not have a negative impact on the surrounding area.

The target "lumpy" condo market appears to have a limited demographic. We note that some of the new development is being built in the area. The developer has agreed to provide a dedicated parking lot for the development, which will be located adjacent to the existing parking lot. This will ensure that the development will not have a negative impact on the surrounding area.

Thank you for your consideration of our feedback at this early stage. We look forward to seeing your proposed development and if it meets the needs of the community. The developer has agreed to provide a dedicated parking lot for the development, which will be located adjacent to the existing parking lot. This will ensure that the development will not have a negative impact on the surrounding area.

Sincerely,

William Stangor
Planning Committee

2019-04-23 PM Response to HSCA Comments 211, 221, 44, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Page 5

Page 6

Original Report (CPC2019-1239)

VERBATIM
FEEDBACK

SUPPORTIVE
RESPONSES

SUPPORTIVE RESPONSES

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



VERBATIM FEEDBACK

SUPPORTIVE RESPONSES

OPEN HOUSE FEEDBACK | FEEDBACK FORMS

RESPONDENT #12	
From:	[redacted] homeowner <[redacted]>
Phone:	[redacted]
Address:	[redacted]

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:	[redacted] <[redacted]>
Phone:	[redacted]

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.

Original Report (CPC2019-1239)

Original Report (CPC2019-1239)

VERBATIM FEEDBACK
SUPPORTIVE RESPONSES

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

Would like updates

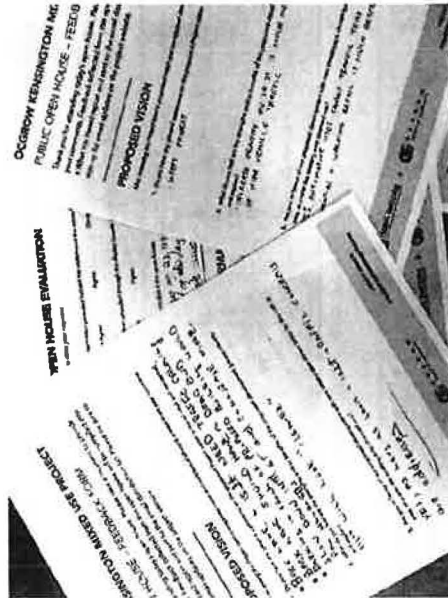


FIG 4.3 OPEN HOUSE FEEDBACK | APRIL 10, 2019

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 your 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.

Original Report (CPC2019-1239)

CPC2019-1495
Attachment 1

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

Original Report (CPC2019-1239)

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.

Original Report (CPC2019-1239)

CPC2019-1495
Attachment 1

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.

Original Report (CPC2019-1239)

CPC2019-1495
Attachment 1

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.

Original Report (CPC2019-1239)

CPC2019-1495
Attachment 1

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

[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!

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.

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.

Original Report (CPC2019-1239)

CPC2019-1495
Attachment 1

Original Report (CPC2019-1239)

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

Original Report (CPC2019-1239)

CPC2019-1495
Attachment 1

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 inevitability 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

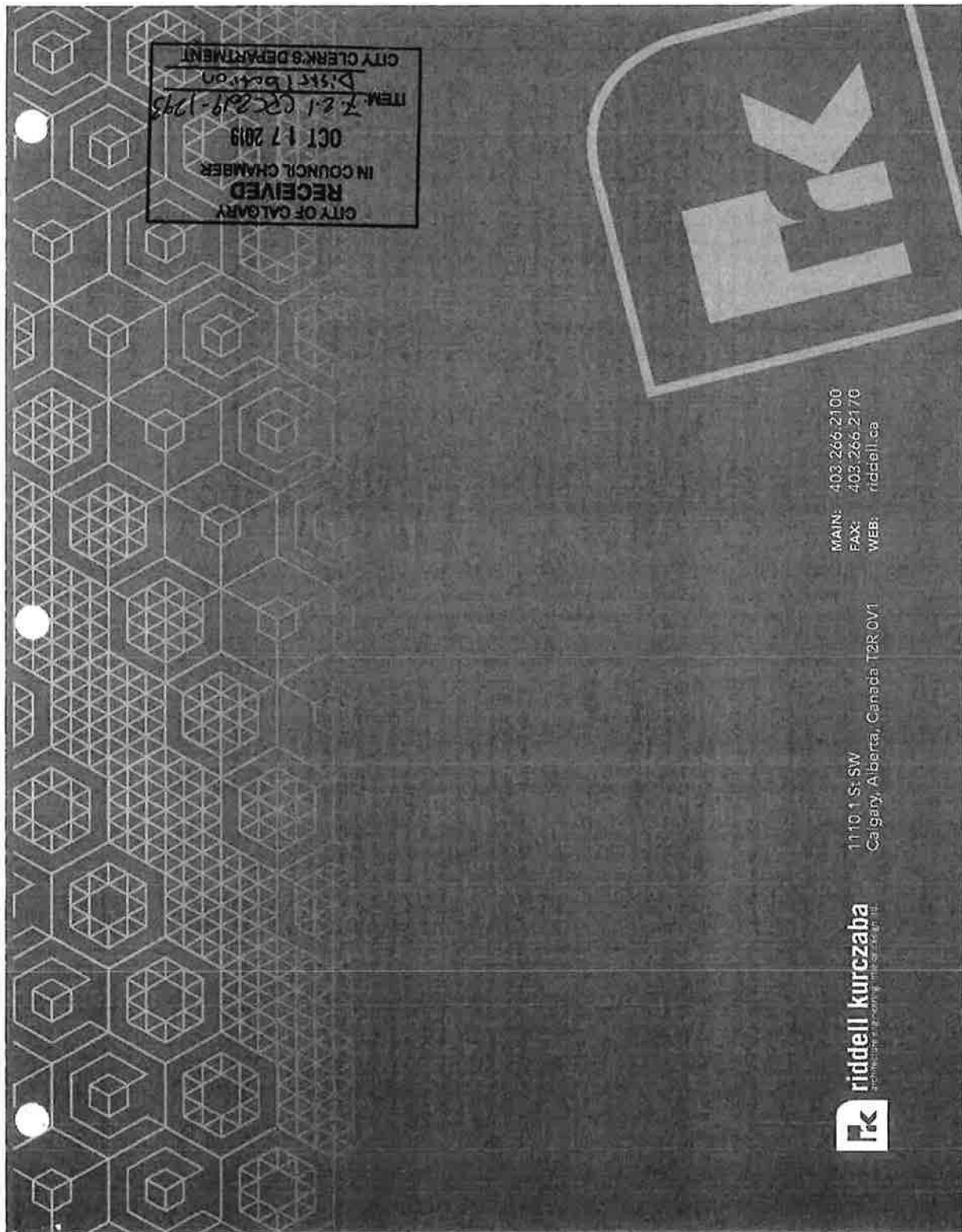
Thank-you for taking the time to share your thoughts regarding the Ocgrow Kensington proposal. It was a pleasure to visit with you at the open house. We have taken seriously your guidance which is followed up with this submission.

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.

Original Report (CPC2019-1239)



Original Report (CPC2019-1239)

October 10, 2019

October 10, 2019

Victor Shiu
216 15 Street NW, Calgary

To: Members of the Calgary Planning Commission (CPC)
Re: Ocgrow Kensington – Land Use Amendment Number: LOC2019-0058 (Application)

Dear Members of the CPC,

On behalf of my family of four including myself, my wife Liz, and my parents Isabella & Joseph, I am writing to express that we are not in favour of the Application as-is in front of the CPC.

We are affected residents living adjacent to the subject property, as our family home is on 15th Street NW directly behind the lane of the proposed development. We have been involved with the *Hillhurst Sunnyside Community Association (HSCA)* on this Application since it was first brought to residents' attention in March 2019. Throughout the "engagement" process, we have repeatedly provided comments/suggestions and corresponding rationale to the Applicant. However, I feel that our concerns of density, shadowing, lane congestion, traffic impact, amongst others have been largely dismissed (albeit indirectly/passively) by the Applicant. To-date, the Applicant has never reached out to us to directly discuss our comments and concerns.

From our perspective, this Application provides the means for the Applicant to increase the land value of the subject property by roughly 79% (2.8 FAR to 5 FAR). Assuming a nominal value of \$25 psf gross buildable, the Applicant is poised to gain ~\$1.23 million on land value with the approval of this Application. In return as compensation for the negative impacts on the community and adjacent low-density residential, the Applicant has offered nothing more than stepping of the building at the top, partial paving of the lane (northern portion to 2nd Avenue NW), and a cash contribution of \$83,420 (assuming the Applicant receives 5 FAR) to the community amenity fund.

In order to ensure our concerns are heard, I initially attempted to setup a meeting with Ward 7 Councillor Druh Farrell in June 2019. It was my hope that in addition to written comments, my family could verbally communicate and better convey the day-to-day concerns we have from an adjacent resident perspective. I was advised that due to resource capacity her office is unable to meet with individual residents on land use matters. Her office has offered the option to meeting with individuals from the community association planning committee. Since August 2019, myself and other residents involved in the HSCA, have asked for the *Hillhurst Sunnyside Planning Committee (HSPC)* to request a meeting with the Ward office to have a discussion on this file.

Unfortunately, as of the date of this letter the HSPC has remained non-committal and advised they are in discussion about the request for a meeting. As a result, my family and I have not yet been provided with the opportunity to meet with Councillor Farrell and discuss our concerns. For clarity, we are not in objection to all development on the subject property. We are specifically not in favour of the development as proposed in this Application. I would like to further note that City Administration has documented that of the 17 letters received from surrounding residents, 15 of them were letters of opposition.

We would truly appreciate it if the CPC could please take into consideration our concerns and impose at a minimum the following requirements/conditions on the Application.

RE: LOC2019-0058

1/4

Original Report (CPC2019-1239)

October 10, 2019

1. Reduce the proposed maximum FAR and building height to respect the existing ARP maximum of 4 FAR and 20 metres.

Rationale:

The proposed DC land use is for a 5 FAR (79% higher than Base FAR, 25% higher than ARP max), with an effective building height including indoor common amenity space of 30 metres (88% higher than Base Height, 50% higher than ARP max). The 30 metre height is a surprise to us as the Applicant has consistently presented their ask to be for a maximum height of 26 metres. We only discovered this upon reviewing the materials prepared for the CPC provided by City Administration.

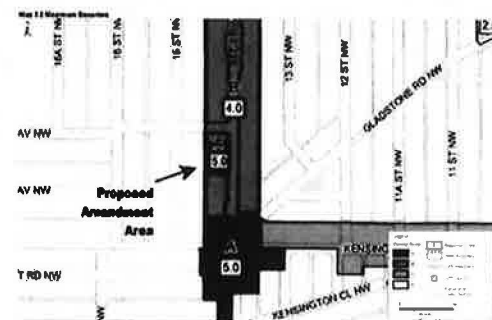
The Applicant claims that they must achieve the proposed FAR and building height for their project to be financially feasible. Regardless of whether that claim is true, the Applicant as a private enterprise chose to pursue the subject property while fully aware of its existing land use and potential maximum per the in-place ARP.

Density	FAR	Source
Base FAR	2.8 FAR	C-COR2f2.8h16
Max FAR (Area B)	4.0 FAR	ARP (page-65)
Proposed DC Land Use	5.0 FAR	LOC2019-0058

Building Height	Metres	Source
Base Height	16.0 m	C-COR2f2.8h16
Tallest Existing Bldg (same block)	17.0 m	Applicant Package (page-10)
Max Height (Area C)	20.0 m	ARP (page-67)
Proposed DC Land Use (Base)	26.0 m	LOC2019-0058
Proposed DC Land Use (incl. common amenity space - indoors)	30.0 m	LOC2019-0058

In 2017, my wife and I relied on the ARP as one of the factors in making our decision to purchase and live where we do. Then in 2018, my aging parents also made the decision to downsize and move in with us at our family home. Just as the Applicant chose to make an investment, my family and I made an investment on our property. We made the decision while considering that any redevelopment which might occur would be in accordance with the current land use, or at most up-zoned to within the ARP limits. It is unfair for us (and other adjacent residents along 15th Street NW) to have our quality of life unduly impacted negatively, just because the Applicant (a private business) potentially paid too much for the subject property at their own discretion. All property owners (whether individual homeowners or business enterprises) should be required to adhere to the same rules and treat each other fairly.

The Applicant claims that the mid-block position of the subject property is equivalent in context to higher profile parcels at the Intersections of 14th Street NW & Kensington Road NW. This is factually false even if the Applicant dismisses the community's position as merely "semantic" in their DTR response. Although unconfirmed, it has come up in discussions that the Applicant has additional ownership interests in other parcels along the 14th Street NW corridor. If this Application is approved, it is clear that the Applicant (and other property owners along the corridor) would rely on this as a precedent for increased density/building height for the whole block along 14th Street NW.



RE: LOC2019-0058

2/4

Original Report (CPC2019-1239)

October 10, 2019

2. Requirement as a condition precedent for the completion of a study/proposal from relevant experts on how the lane can be improved from a day-to-day perspective focused on traffic/speed, safety, usability, and aesthetic. The completion of all lane improvements shall also be made a condition subsequent as part of the Application.
- The study/proposal shall be fully funded by the Applicant but administered through the City/HSCA to ensure objectivity.
 - The results outlining possible improvement options shall be made available for review between the Applicant, City, HSCA, and directly affected residents behind the lane.
 - All agreed to lane improvements shall be fully funded by the Applicant.
 - Scope of the study/proposal and lane improvements shall be for the full length of the lane spanning from Kensington Road NW to 2nd Avenue NW.

Rationale:

To-date, the Applicant has not confirmed any meaningful site improvements in order to mitigate the expected negative impacts to the lane. The only two suggestions by the Applicant so far have been paving of the northern portion of the lane from the subject property, and installation of speed bumps. However, it is my understanding that City Administration has expressed they would not support speed bumps along the lane.

Effectively, the Applicant has offered no realistic site improvements in relation to the lane. Please do note that with Hillhurst being an older neighbourhood, the effective width of the lane in discussion is severely undersized at approximately 14 feet considering the utility poles.



RE: LOC2019-0058

3/4

Original Report (CPC2019-1239)

October 10, 2019

3. Requirement of a concurrent DP submission with this Application, or alternately for land use to be contingent/subject to future DP approval.

Rationale:

As evident through the engagement process, DTR comments and other discussions it has become clear many considerations and bonus density trade-offs can only be clearly illustrated/reviewed with a concurrent DP application. These include specifics such as the intended site layout of garbage/recycling/compost receptacles, building envelope stepping, appropriate retail uses and operating hours while being immediately adjacent to low-density residential, amongst many others.

The Applicant has noted that they do not want to incur the costs associated with a DP application without first receiving land use. It is my opinion that the costs associated with a DP application is simply a cost of business at the Applicant's choice, when they decided to pursue above-ARP maximum density and height. It is only fair that they provide the necessary information for proper evaluation and review by all relevant parties (City Administration, CPC, Council, HSCA, adjacent residents) since the Applicant is the party initiating the land use process and the party that would reap the benefits from the subject property.

In consideration of your time, I have tried to summarize only our most pressing concerns in this letter. We have also included with this letter attachments of additional comments, suggestions, and support materials previously sent to City Administration, Ward 7 office, HSCA, and the Applicant in the last 6-months. Thank you in advance for your time and consideration. I would be more than happy to provide any further information or discuss any of our concerns regarding this Application.

Sincerely,



Victor Shiu, on behalf of my family including Liz Wong, Isabella Fung, and Joseph Shiu
216 15th Street NW, Calgary
403-390-8890
vkshiu@gmail.com

Sent by e-mail

Cc: Matt Rockley, Planning & Development, The City of Calgary
Dale Calkins, Senior Policy & Planning Advisors, Ward 7 Councilor's Office
Lisa Chong, Community Planning Coordinator, HSCA

Attachments

- | | |
|--|-----------------------------------|
| 1. Initial Letter to City | June 4 th , 2019 |
| 2. Comments to City on TIA | June 6 th , 2019 |
| 3. Additional Comments to City | June 9 th , 2019 |
| 4. Comments to City after Applicant Presentation | June 12 th , 2019 |
| 5. RK Letter to HSCA after Applicant Presentation | June 13 th , 2019 |
| 6. Response to RK Letter | June 17 th , 2019 |
| 7. Comments to City on DTR | July 10 th , 2019 |
| 8. Comments to City on Proposed Streetscape Improvements | August 22 nd , 2019 |
| 9. Comments to City on RK Response to DTR | September 18 th , 2019 |
| 10. Comments to City on Precedents of Key Architectural Components | September 18 th , 2019 |

RE: LOC2019-0058

4/4

Original Report (CPC2019-1239)

