



November 29, 2019

Emailed to: Matt Rockley, City of Calgary File Manager

RE: LOC2019-0058 | 211-221 14th Street NW | "National Transmission Site" | HSCA Response to Density Bonus and Public Realm Enhancements

Dear Mr. Matt Rockley and those copied,

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to comment on the above application. We first wish to acknowledge and thank the applicant/developer and the City of Calgary for their efforts with the consultation that has taken place already through public planning committee meetings.

With regards to the applicant's April 30, 2019 What We Heard Report, we note that the supporting comments noted are not representative of the underlying comments (where negative and neutral comments are noted as supporting comments) or, in general, as comments received from the community through the inclusion of comments curated from a broader-reach online forum.

After discussing with the planning committee and given Administration and Calgary Planning's support of the application, we feel that the bonus density amount is far too low in comparison to other communities which have seen a similar level of development as Hillhurst Sunnyside. Our overarching concern is that this increase in density is the new low-water-mark for all development along 14th Street. We are concerned that all applications will now be 5.0 FAR or above. It is clear to us from discussing with City of Calgary administration, that there is no possibility of the 14th Street improvements in the ARP being achieved even upon the full build-out of the street. Specifically, we note the pocket park across the street from the proposed development site. This is very disappointing as this development is significantly above the ARP and yet under-contributes to achieve even the minimum standards set by the ARP.

This puts us in an untenable situation where it seems we must comment on what City Administration believes to be a fair bonus density amount for the new minimum low-water-mark of density within our community. The amount of contribution is less than 0.5% of the total cost of these projects – significantly too little to make any meaningful impact for 14th Street. Our concern is that if we do not comment here, we will be locked out of the consultation process altogether.

Attached in the appendix, the applicant has provided suggested bonus density items that the City of Calgary wished for us to review and note a preference. Our preference is to stay in line with the ARP. If the ARP is not going to be respected, then the contributions should be increased to an appropriate level that achieves the minimum ARP objectives for 14th Street *ahead of schedule* as the density provided is *greater than planned*.

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We re-emphasize that in order to earn the 5.0 FAR (a 25% increase over the ARP's 4.0 FAR) and the 30 metre total height (including the indoor rooftop amenity space), appropriate bonus density dollars dedicated to improvements along 14th Street would improve the saleability of this project and the developer's future holdings along 14th Street, and respect the community vision as formalized in the ARP.

Comments on Appendix: Ocgrow Kensington – Density Bonusing and Public Realm Enhancements

We believe the bonus density contribution should be brought in line with the significant increase in density and buildable square footage the developer will receive for this site. We believe the "public art" as proposed in Item 6 of the applicant's list is too focused on the developer's site and would not be in the interest of a wider community benefit. The developer has indicated a willingness to pave the alley from the edge of their site to 2nd Avenue, which is appropriate given the heavy machinery that would be required for construction. We understand that laneway design will be explored further at Development Permit stage.

We believe that any improvement to the public realm on 14th Street would be a commensurate public benefit. In addition to the parking layby, the applicant has proposed a crosswalk upgrade on 14th Street, which we feel would help with calming traffic and depending on the design, help create a safer crossing for pedestrians.

We understand that the applicant intends to host public engagement for a cohesive vision for 14th Street as an urbanized and pedestrian-friendly streetscape in the future. Furthermore, we seek assistance from the City of Calgary in determinizing the feasibility of any ideas generated through this design exercise. We are amenable to the the creation of a cohesive identity for 14th Street, such as the design of repeating elements that define sense of place. These elements may be expressed through street furniture, upgrades to the bus shelter, landscaping and planter boxes, and treatment of the sidewalk pavement.

Please keep us apprised as this application progresses. We look forward to participation on further engagement opportunities.

Sincerely,

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

cc: Decker Butzner, Kathleen Kenney, Robert McKercher, Executive Committee, HSPC
Brook Melchin & Erin Shilliday, Riddell Kurczaba Architecture, applicant's representatives
Dale Calkins, Senior Policy & Planning Advisor, Ward 7 Councillor's office
Lisa Chong, Community Planning & Engagement Coordinator, HSCA

Appendix 1

Ocgrow Kensington – Density Bonus and Public Realm Enhancements					
<p>CPC Approved- October 17,2019 received unanimous approval for Calgary Planning Commission Land Use Bylaw – DC LOC2019-0058</p> <p>As required by the bonus policy in the ARP this proposal will result in a contribution of \$83,420.89 to be utilized in appropriate public realm enhancements. The objective is to receive guidance from the community during the month of November on items desired so that they can be incorporated as part of the DP submission. Design work on these items will commence in November in preparation for a January Open House and submission to the City.</p> <p>October 2019 - prepared by Riddell Kurczaba</p>					
#	Enhancement Description	City Comments	Community Comments	Bonus & budget	Process to implement
1	Lane paving at rear of the site is included as baseline but lane paving extended to 2 nd avenue may be considered applicable	If the waste, recycling and organics bins will be rolled out into the lane for collection, paving of the lane adjacent to the site to the nearest cross street is required. If collection will be accommodated on site, paving of the lane would be non-standard.		garbage solution to be roll out with requires full paving of lane north of the site	Paving beyond the site will not be a bonus item
2	Speed bumps in the lane and on 15 th street	It is very unlikely that speed bumps in the lane would be warranted or approved by The City of Calgary. In a theoretical sense speed bumps could be considered a community benefit, but given the fact they would not likely get approved, it is recommended that the applicant investigate an alternate urban design improvement.		Not sought as a bonus item	This will be applied for at DP submission subject to community support. A full review will guide the decision to proceed.
3	Trees and planter boxes on 2 nd and 14 th	The planting of boulevard trees not adjacent to the site (in the orange highlighted area, proposed streetscape improvements plan view) could be a community improvement. Urban Forestry and Utility Line Assignments would need to approve the planting locations.	This item was supported by the community. The community would like to see 14 th street enhancement happen in as large an areas as possible	Recommended as a bonus item- budget for 10 trees \$20,000	The trees will be reviewed for feasibility and the viable locations will be submitted at DP
4	Crosswalk upgrades on 2 nd ave and 14 th street.	The new crosswalks design would be subject to Roads approval, if meeting a City standard. Crosswalk improvements were not a suggested improvement in the Transportation Impact Assessment. If Roads agreed to them, they could be considered a community benefit.	This item was supported by the community. Community is interested in understanding what can be done to: 1. upgrade the paving surface in the crosswalk 2. To upgrade curb identity to enhance crossing visibility	Recommended as a bonus item- budget \$35,000	This will be applied for at DP submission subject to community support. A full review will guide the decision to proceed.
5	Benches north of the site on 14 th St. and 2 nd ave.	The proposed bench north of the site (if approved by Roads) could be considered a community benefit.	This item was supported by the community. Focus on 14 th street enhancements.	Recommended as a bonus item- budget for 3 benches \$6500	This will be applied for at DP submission subject to community support. A full review will guide the implementation.
6	Public art sculptures in addition to the sculpture also proposed for the front of the building	The public art/3D sculptures will need approval through the Public Art Program. If located in the road right of way it would need Roads' approval. However, the public art/3D sculptures could represent a community benefit	Not a community priority	Recommended as a bonus item- The costs of this item can vary significantly. Recommend 40 -50,000	This will be applied for at DP submission subject to community support. A full review by appropriate agencies will guide the decision to proceed on both sculpture locations.

7	Parking bays on 14th st	The parking bays, sidewalk, curb and gutter proposed on 14 St are a compromise to help activate the proposed main floor commercial. These items are voluntary development costs based on the applicant's request for adjacent street parking.		Not sought as a bonus item	This will be applied for at DP. A full review will guide the implementation.
8	Bus Shelter	The new bus shelter is a requirement of development.		Not sought as a bonus item	This will be refined at DP.
9	Architectural quality	A higher standard of overall architecture is expected as part of the public benefit we ask for in exchange for more height and density. This architectural upgrade can be manifested through greater articulation, particularly through carving and stepping of the upper levels to decrease shadow and view impacts on the adjacent community.		Not sought as a bonus item	The proposal will feature high quality Architecture. The DP submission will itemize the efforts achieve meaningful architectural expression.
10	Public realm enhancement on 14th street frontage	Demonstrate the creation of a public realm (from building frontage to curb) along 14 St NW that drastically improves the street quality and contributes to the off-site situation. The costs listed in the off-site improvements for sidewalks, trees and lane pavement are costs that are mandatory in any case for this development and cannot be accounted as off-site improvements.		Not sought as a bonus item	Improving the public realm on 14 th street is a primary objective of this proposal. The undertaking will be further discussed with the community and reviewed at DP submission.
11	Vegetative landscape enhancements in addition to trees on the 14th street public realm.	Other publicly owned locations within this building block and in proximity of this development need to be identified for off-site improvements (for example the 2 nd Ave NW entry into 14 St NW which has a 3 m wide public setback on both side). Additional landscaping along 14 St NW such as a shrub buffer between curb and sidewalk (applied on the Royal Bank site redevelopment on 10 St NW (DP2018-4579) may be accounted for as additional off-site improvement?		Not sought as a bonus item	The landscape plan will include additional ways of softening with plantings along the frontage of 14 th street. A full review at time of DP will guide the implementation.
12	Underground parking structure encroachment of 1 meter to allow for proper efficiencies	To encroach 1 metre into the right of way setback of 14 St NW needs to be reconsidered. City Wide Urban Design also shares the concern that matching the sidewalk grade exactly with the parkade encroachment grade may not work out and it could cause grade change challenges that impact sidewalk design through steps, ramp, slopes etc. It's suggested that the applicant instead of encroaching into the 14 St NW R.O.W. below grade considers to encroach underground into the lane R.O.W.. Potential grade differences are technically easier to even out in the lane where street surface design is not of importance for the public realm.		Not sought as a bonus item	The opportunity of using the lane is worthy of detailed review. The DP will propose either of these options subject to mitigating the differing complications on either the front or the back in a manner that does not impact grades on the sidewalk or lane. A full review at time of DP will guide the most desirable manner to achieve needed underground parking efficiencies.
13	Landscaping on the Lane and on the podium facing the lane	The applicant should be encouraged to landscape (trees) the roof of the retail podium facing the lane. This will soften the visual impact for the residents on the opposite side of the lane.		Not sought as a bonus item	This is a good recommendation and will be considered for inclusion as part of the DP application
14	Stepping the building on the 7th, 8th and mechanical floor	Great care needs to be taken of the 7 th , 8 th and mechanical floor facing the residential area to soften the visual impact. Step-back modulation and material for façade and balconies is very important.		Not sought as a bonus item	The applicant land use submission and the bylaw details plan for this approach. This will be included in the DP design. A full review will evaluate the effectiveness of the forthcoming step-back solution.