

30 August, 2017

Re: Council Public Hearing September 11, Truman's West 17 LOC Application (LOC2016-0292)

Address: 2940, 2910 - 17 Avenue SW, Shaganappi, Ward 8

To support Council's review of Truman Live Better Holding's "West 17" concurrent LOC Application - an agenda item for the public hearing on September 11, please find attached a copy of the project's comprehensive What We Heard Report. This document was developed to share the results of the West 17 community engagement process, as well as the vision for the proposed development.

West 17 is a proposed mid-rise mixed use building located at the corner of the 17 Avenue Main Street and 29 Street SW. As a result of ongoing dialogue with neighbours, the Community Association, and The City administration, the application's proposed building design underwent a series of height modifications intended to accomplish a sensitive transition with the adjacent neighbours to the North (refer to page 20 of the What We Heard Report).

Truman and the project team believes the revised proposal can achieve thoughtful inner-city intensification aligned with MDP growth strategies, while continuing the incremental transformation of West 17 Avenue from an auto-oriented environment into a livable, people-friendly Main Street.

We would be happy to answer any questions or meet to discuss this application at your convenience. Please contact me directly at 403.852.8921 or david@civicworks.ca.

Thank you for your time and consideration.

Sincerely,

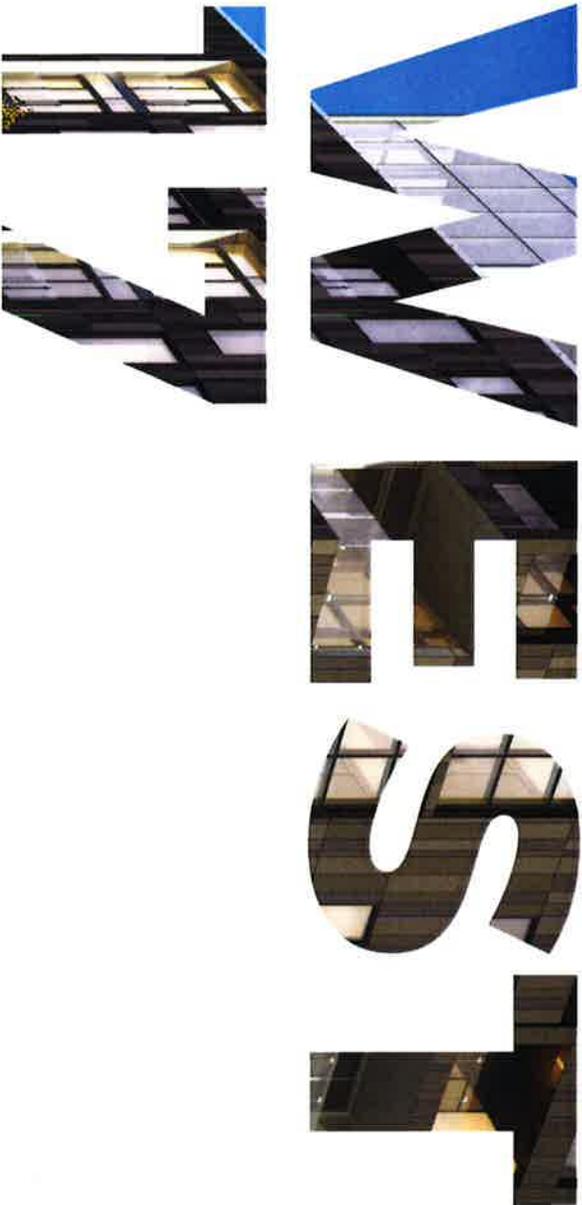
CivicWorks Planning + Design



David White, Principal
M.Sc.Pl., RPP, MCIP

THE CITY OF CALGARY
CITY CLERK'S
2017 AUG 31 AM 9:05





TRUST

WHAT WE HEARD REPORT

JUNE 2017
THE 2016 REPORT | PART TWO: ACTION

WEST 17

WHAT WE HEARD

REPORT

This What We Heard Report provides an overview of feedback and input received during the West 17 public engagement process from June 2016 to June 2017.

PREPARED BY
Truman Development Corporation

PROJECT TEAM
CivicWorks Planning + Design
NORR Architects
Bunt & Associates Engineers
Navagrah Landscape Architecture & Urban Design

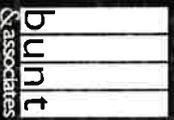
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PROJECT WEBSITE
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JUNE 2017
LOC 2016-0292 | DP 2016-4510



TRUMAN



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ARCHITECTS ENGINEERS PLANNERS

NAVAGRAH
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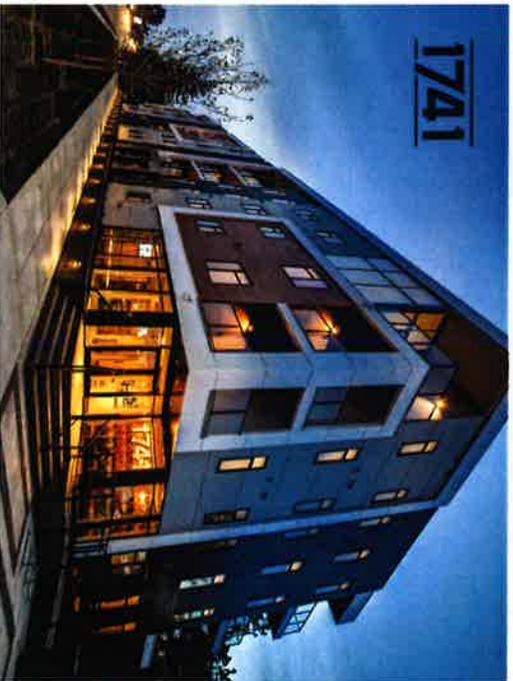
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N9264



Water District



1741



VENTUS



TRUMAN

For over 30 years, Truman has proudly worked to build a better Calgary. As an Alberta-based family-owned developer and builder, we have created thousands of new homes and over a million square feet of retail, office, and industrial space within the Calgary metropolitan area.

Truman's belief is that everyone can Live Better.™ From master planned communities to mixed-use buildings, in both new and established neighbourhoods, we build great places through great design.

Truman is the master builder of choice for Calgarians because we go beyond refined design and high quality construction. By providing excellent customer service and building strong relationships with neighbours, we show our commitment to forging complete communities.

Truman also has a strong legacy of supporting affordable home ownership, and works in partnership with Attainable Homes Calgary and Liberty Affordable Home Ownership. It is our goal to make a quarter of Truman homes attainable for low and moderate income households. In honouring this commitment, Truman has helped to provide over 500 affordable homes to Calgarians.

www.trumanhomes.com

ABOUT THIS REPORT

As part of a transparent application and design process, this report was developed to share the results of the West 17 community engagement process, as well as the most up-to-date vision for the proposed development. This document is intended to support an active concurrent application seeking a Land Use Redesignation and Development Permit. A concurrent application process was undertaken to ensure a comprehensive and thoughtful "bricks and mortar" outcome that aligns with the proposed land use change.

The report includes a summary of key themes that emerged during the engagement process and provides the project team's response to what we heard. It has been prepared for stakeholders that include surrounding community members, the Shaganappi Community Association and City Administration.

Truman and the project team would like to thank all participants for sharing their ideas and feedback through our various engagement methods.

For additional information about the proposed development and application please visit www.engagewest17.com.

OUR COMMITMENT

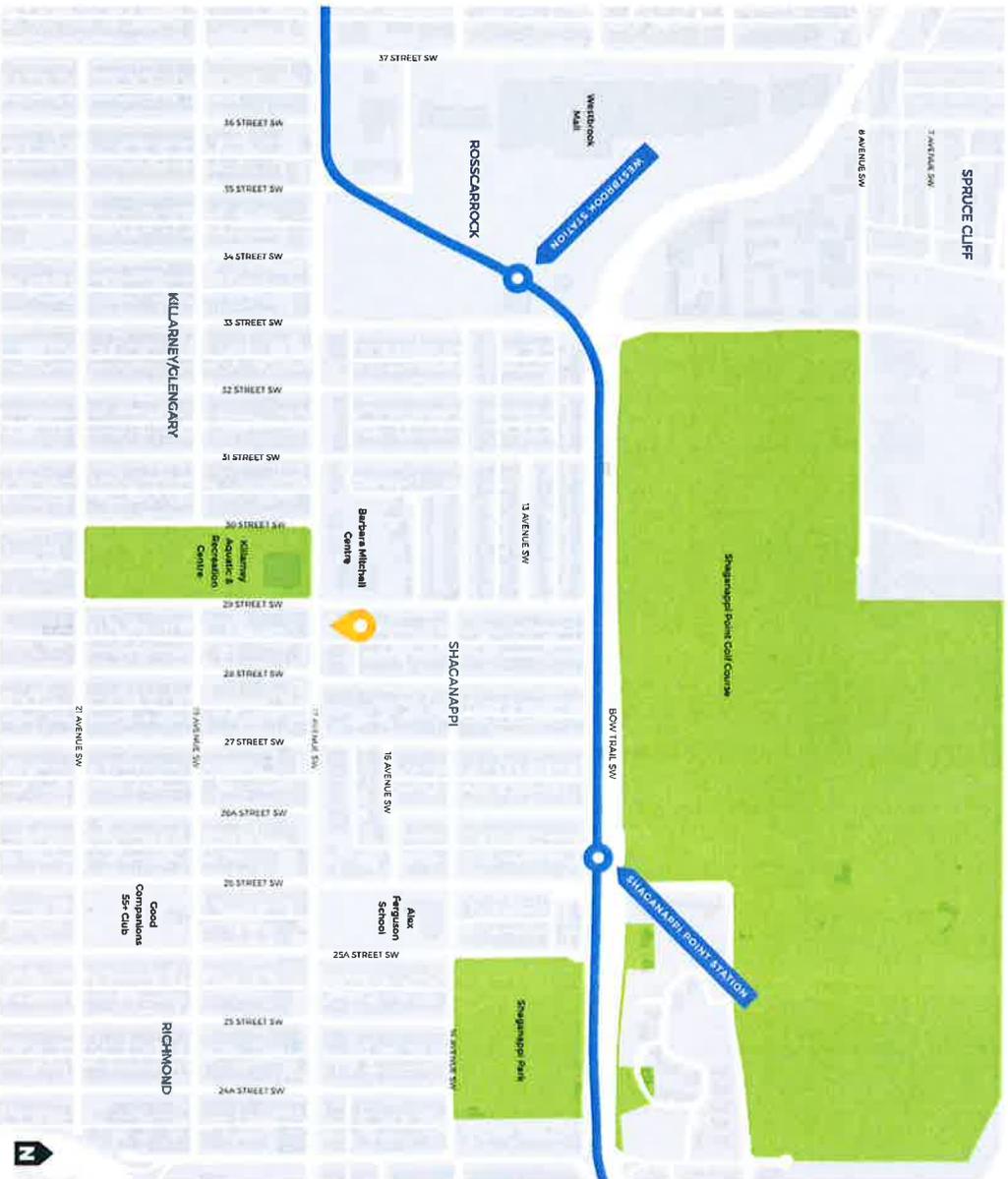
- **We will provide you with information about the project.**
- **We will ask for your thoughts on key areas of the project.**
- **We will share what we have heard and our team's response to it.**

While we welcome and listen to feedback, the project team cannot integrate everything suggested by our neighbours and the community at large. Elements of the project where feedback has been incorporated are identified in this report. Where the ideas shared with us could not be integrated, we explain why changes did not occur.

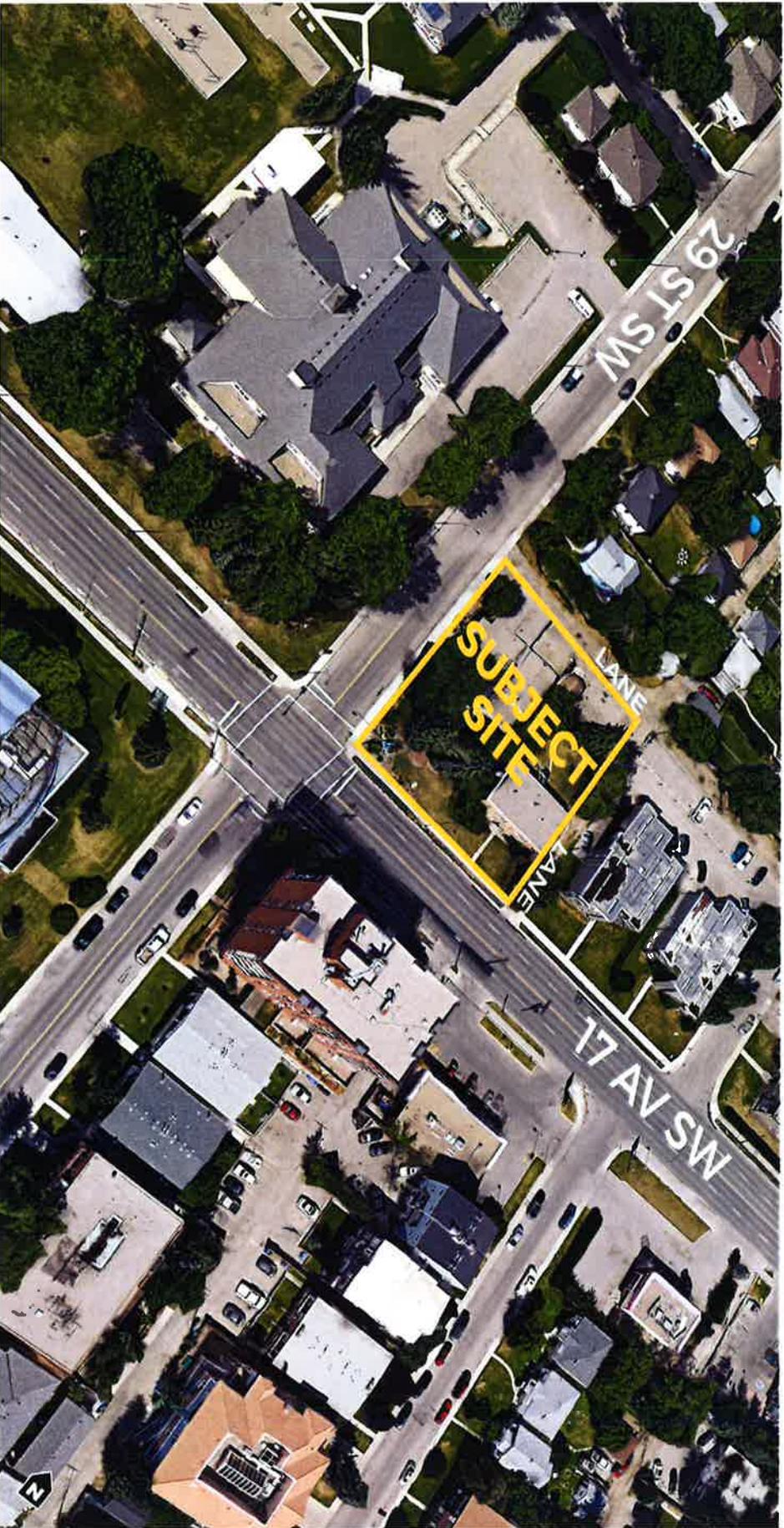
ABOUT WEST 17

The West 17 project represents a redevelopment vision for an assembly of lands at 2940 and 2910 17 Avenue SW. West 17 is a mid-rise mixed-use (residential and commercial-retail) building that activates the 17 Avenue SW "Main Street" corridor. The property includes two parcels and is currently home to the Killarney Health Care Centre - a dental, chiropractic, and acupuncture practice.

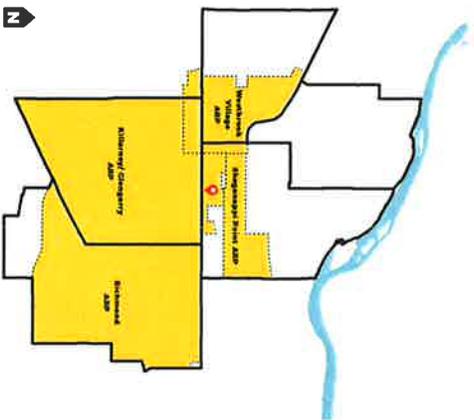
The West 17 vision creates a new, vibrant neighbourhood destination, with community focused retail amenities that will support the transition of 17 Avenue SW into a vibrant and people friendly Main Street. The building integrates with surrounding communities through thoughtful height transitions and sets the design precedent for the area through the application of high quality site planning, architecture and materials.



SITE LOCATION

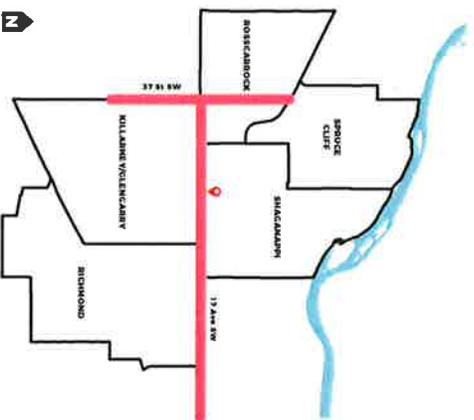


POLICY CONTEXT



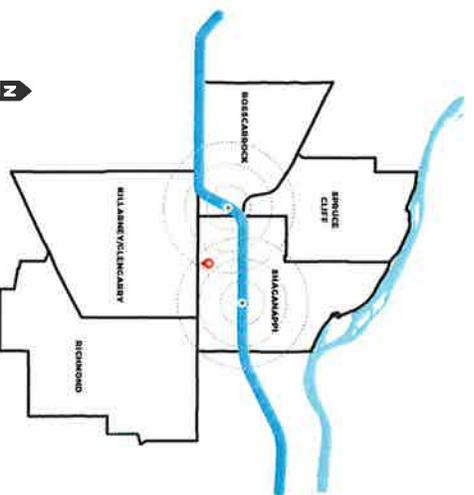
AREA REDEVELOPMENT PLANS

As part of the policy housekeeping work undertaken by The City's Main Streets Initiative in the spring of 2017, the project site was incorporated into a Local Area Plan for the first time. The project site is now situated within the 'Community Centre' policy area of the Killarney / Glengarry Area Redevelopment Plan (ARP) and is also guided by higher level, City-wide plans. The site's policy area supports and encourages mixed use mid-rise building types that accommodate a range of retail, services, office and residential uses. Both Westbrook Village and Shaganappi Point Area Redevelopment Plans are also in close proximity, and their intent and policies have been considered in the development of the vision for the site.



NEIGHBOURHOOD CORRIDORS

This site is located along 17 Avenue SW, a Neighbourhood Corridor included in the City's 'Main Streets' Initiative. These corridors are active areas that attract Calgarians to socialize, work, live, shop, dine, and play. They are also important transportation routes for modes that include vehicles, cyclists, pedestrians and transit users. The City encourages moderate levels of population and job growth along these corridors.

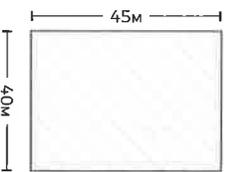


TRANSIT ORIENTED DEVELOPMENT

The site is situated within 600m of two LRT stations and along the Primary Transit Network. The City of Calgary Transit Oriented Development Policy Guidelines (2005) provide guidance for the development of areas within 600m of existing LRT or BRT Transit Stations. Land uses within this overlay should support ridership and provide mixed-use activity nodes, with higher density development being generally encouraged within the context of surrounding communities.

BY THE NUMBERS

TOTAL SITE AREA



1,810 sq m
19,485 sq. ft.

GROSS FLOOR AREA



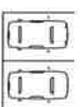
8,105 sq m
87,242 sq. ft.

MAX. FLOOR AREA RATIO



4.5

AUTO PARKING STALLS



COMMERCIAL
7 +/-

RESIDENTIAL & VISITOR
82 +/-

TOTAL STALLS

89 +/-

BUILDING HEIGHT



30 m
MAXIMUM

9 storeys

DWELLING UNITS



101 +/-

BICYCLE PARKING STALLS



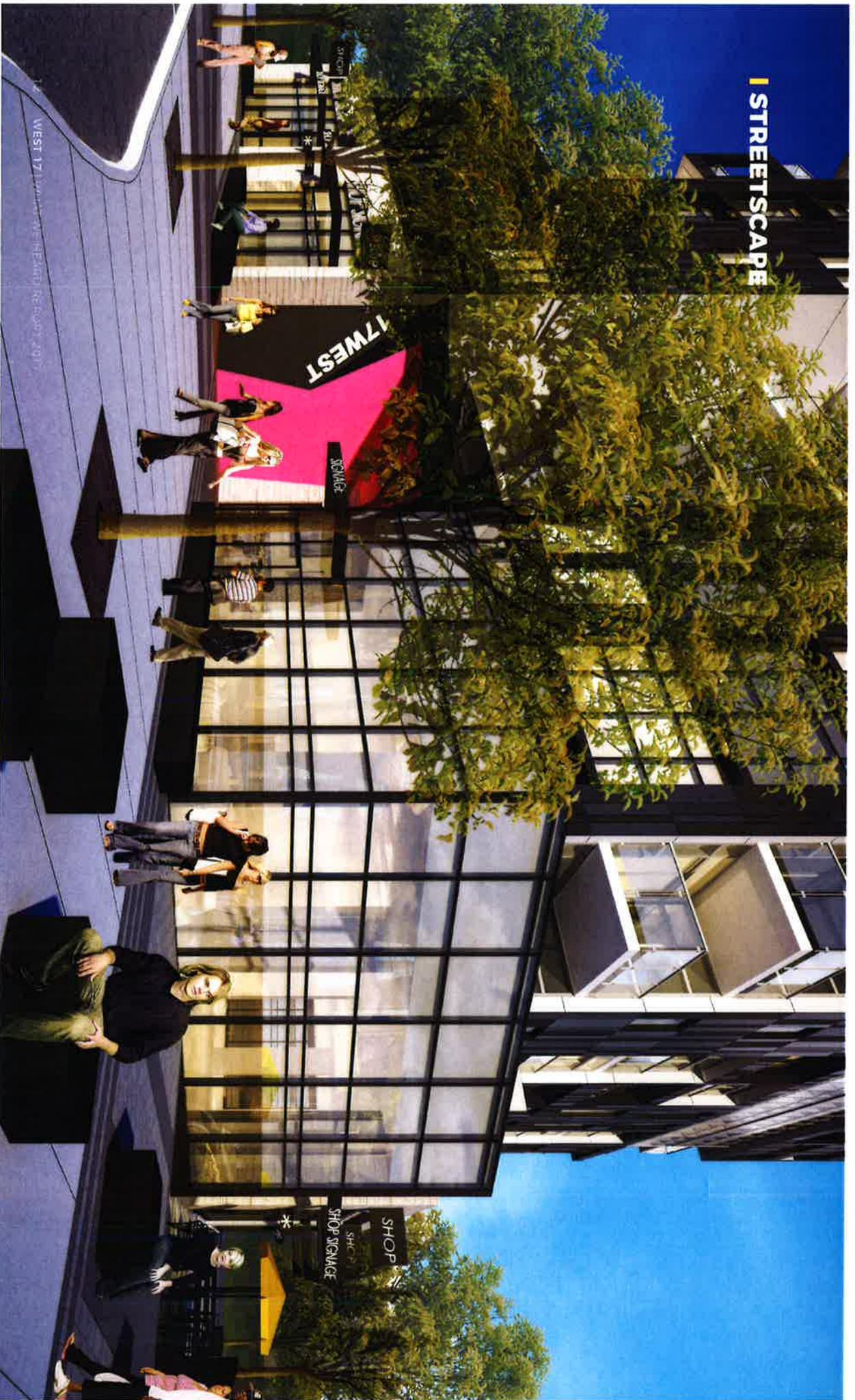
61 +/-
CLASS 1

12 +/-
CLASS 2

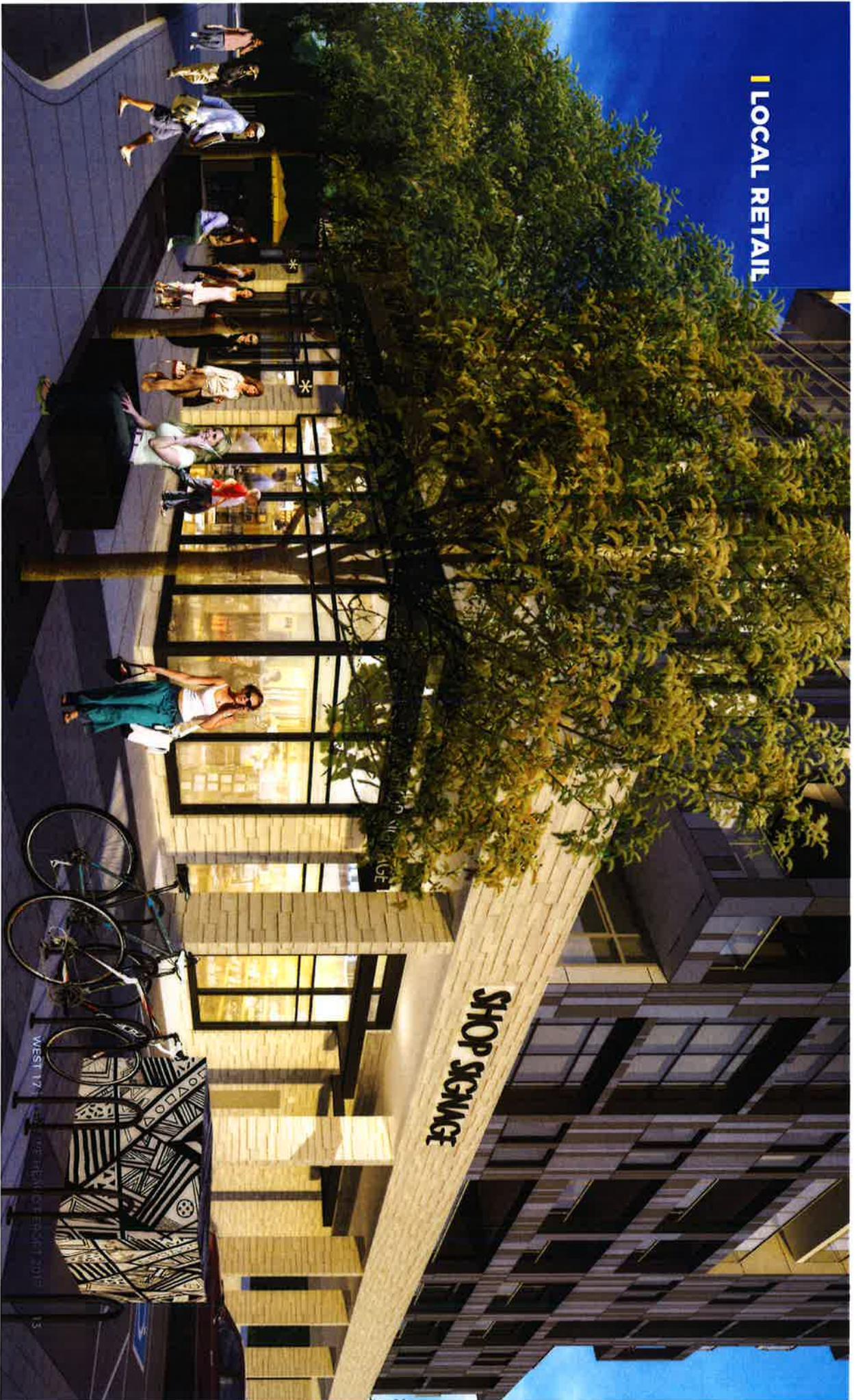
I DESIGN CONCEPT



I STREETSCAPE



I LOCAL RETAIL



WEST 17

WESTVIEW CITY CENTER 2019

13

LAND USE CHANGE + APPLICATION PROCESS

LAND USE CHANGE

The proposed development site includes two parcels. The western parcel is within a commercial district (C-COR2) while the eastern parcel is within a multi-residential district (M-C1). The proposed Direct Control District (DC) encourages a mixed-use building with a continuous commercial street wall and a diminished emphasis on auto-oriented land uses. The proposed change spreads the maximum height and buildable floor area across both parcels and allows for a continuous mixed-use development along 17 Avenue SW, contributing to the "Main Street" feel of the corridor.

CONCURRENT APPLICATION PROCESS

A concurrent Land Use Redesignation and Development Permit application has been submitted for the assembled parcels. The concurrent process ensures a high-quality and well-thought-out design outcome that aligns with the proposed land use change.

KEY TERMS

Direct Control (DC)

Direct Control (DC) Districts establish a custom and specific set of uses and rules for individual sites. In this case, the District will be based on C-COR1, which is characterized by store fronts along a continuous block face, and opportunities for commercial uses on the ground floor of buildings with residential and office uses on upper floors.

Commercial-Corridor 1 (C-COR1)

Characterized by commercial development on both sides of the street; storefronts along a continuous block face; opportunities for residential and office uses to be in the same building.

Commercial-Corridor 2 (C-COR2)

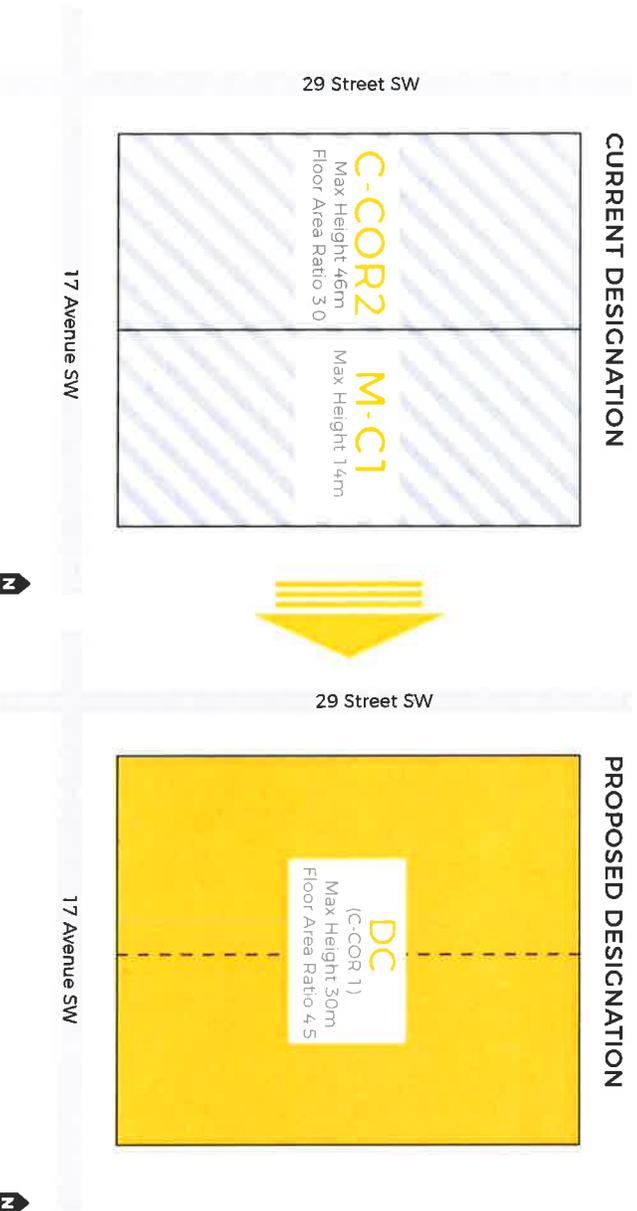
Characterized by commercial development on both sides of the street; some auto-oriented uses and opportunities for residential and office uses to be in the same building.

Multi-Residential Contextual Low Profile (M-C1)

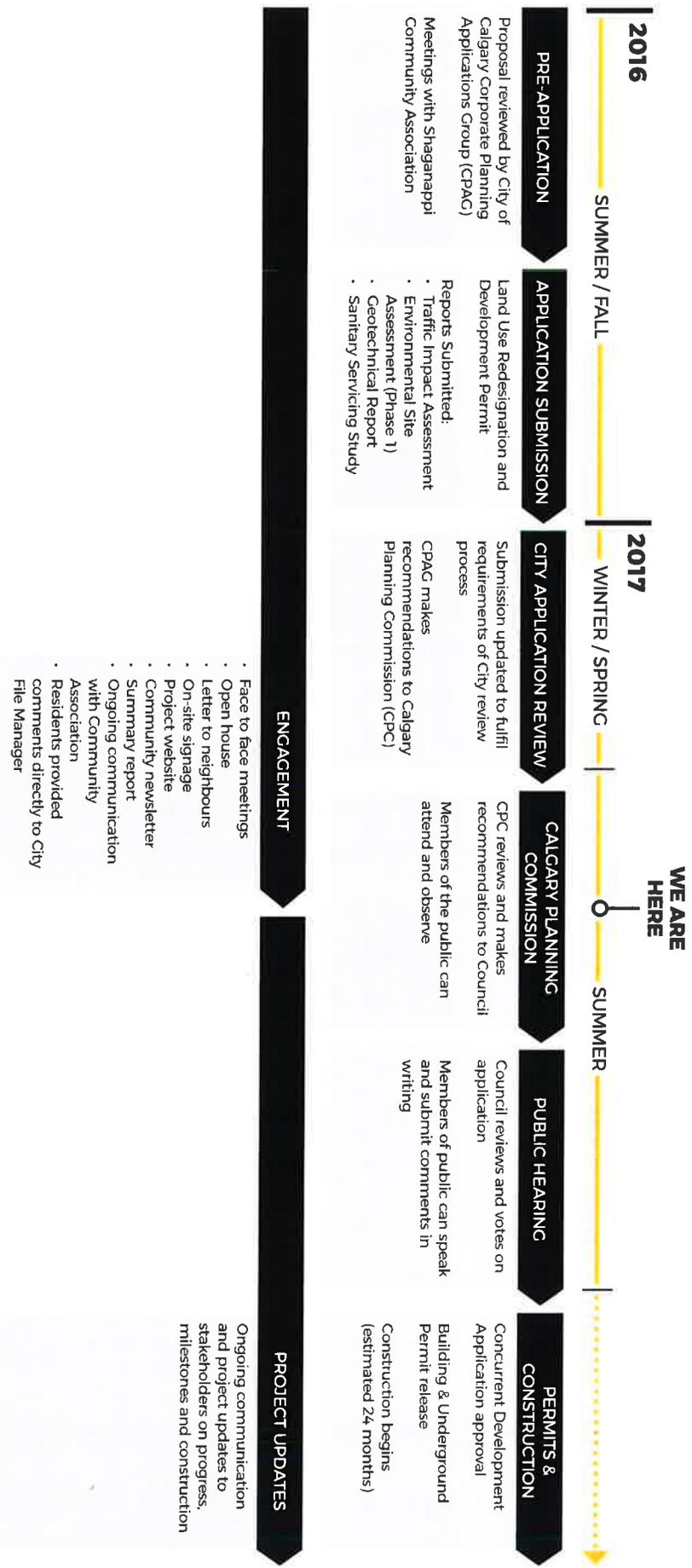
Intended to apply to the City's Developed Area, Multi-Residential Development that will typically have higher numbers of Dwelling Units and traffic generation than low density residential districts and M-CG.

Floor Area Ratio (FAR)

The total gross floor area of a building on a parcel divided by the gross site area of the parcel. FAR is one of the measures to direct the size and massing of a building in relation to the area of the parcel of land it occupies.



CONCURRENT DEVELOPMENT APPLICATION PROCESS TIMELINE



ENGAGEMENT PROCESS + STRATEGIES



ONSITE SIGNAGE

A large sign placed on the site during the application process notified the surrounding community of the project, presented information about the site, proposed land use change and application details, including visualizations of the proposed building. It also directed community members to the Engage West 17 website and provided an opportunity for interested residents to email or call with questions and comments.



MAIL DROP

A mail drop to residents and businesses within 200m of the subject site was used to notify and inform those most closely affected by the proposed change. The mailer was delivered shortly after the application submission and included an invitation to the public information session, the West 17 website URL, and project team contact information.



PROJECT INFO WEBSITE

The Engage West 17 website provides a project overview and convenient 24-hour access to the most up-to-date project information, updates and a map of the site location. The website allows visitors to send comments and contact the project team directly, while also notifying residents of any upcoming public information sessions.



NEWSLETTER

The local newsletter 'Great News' informed community members in Killarney-Clengary about the proposal, provided the website URL, and included project team contact information.



FACE TO FACE MEETINGS

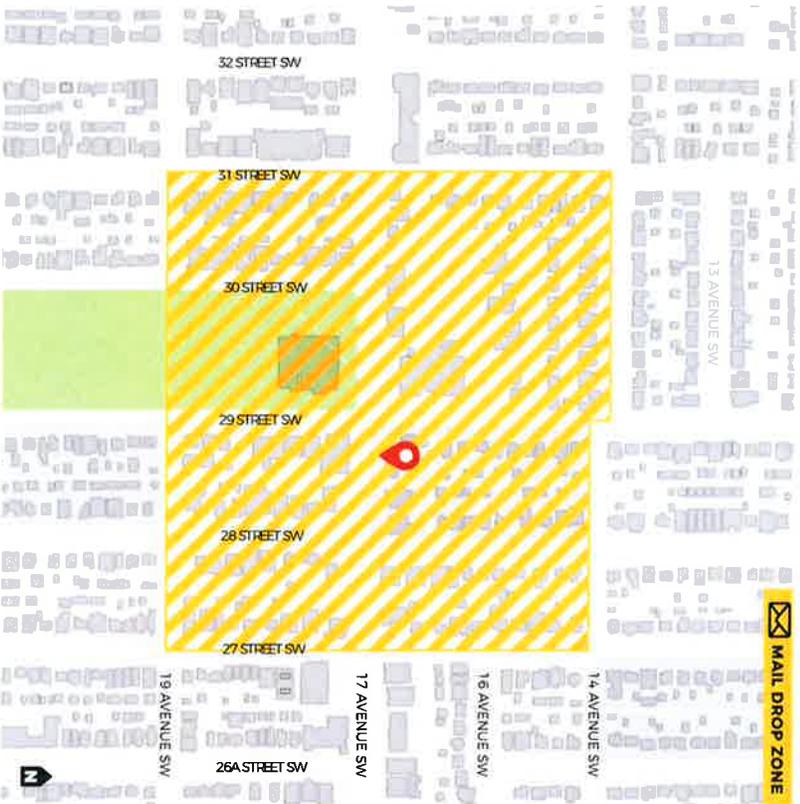
Face to face meetings throughout the application process were intended to foster open discussions with stakeholders and the project team regarding the proposed Land Use Redesignation and Development Permit materials.



ENGAGEMENT SUMMARY

This 'What We Heard Report' provides an overview of the West 17 engagement process, a summary of key themes we heard from stakeholders, as well as the project team's responses to feedback.

www.engagewest17.com



WHAT WE HEARD + TEAM RESPONSE

In reviewing feedback collected throughout the community engagement process, the project team identified a series of key themes and sub themes. The themes outlined in the following pages are broken into:

- **What We Heard**
- **Project Team Response**

Each project team response addresses the questions, comments and input received throughout the process. Changes and non-changes to the proposal resulting from issues or concerns are also identified. Each key theme section includes several examples of verbatim comments from the process.

An inventory of all written verbatim feedback collected during the engagement process is included in Appendix B.

KEY THEMES

- 1. BUILDING HEIGHT**
- 2. TRANSPORTATION**
- 3. RETAIL**
- 4. DESIGN + ARCHITECTURE**
- 5. CONSTRUCTION**

1. BUILDING HEIGHT

WHAT WE HEARD OVERVIEW

Concern over building height was the most frequent and emphasized element of participant feedback. The majority of participants felt that the proposed mid-rise mixed-use 10-storey building was too tall. Various concerns regarding building height and massing were identified by participants, including:

- **Neighbourhood context:** Some participants in the engagement process were concerned that a 10-storey building was out of context for the surrounding communities.
- **Privacy:** Some neighbours felt that they would lose privacy due to overlooking from the higher floors of the proposed mid-rise building.
- **Shadows:** Some community members were concerned that a 10-storey building would cast a significant shadow on surrounding homes and properties.

PROJECT TEAM RESPONSE

The project team understands that the proposed height of this development is a change that concerns certain community members. As a result of conversations with the Shaganappi Community Association early in the engagement process (starting in June 2016), the project team has reduced the building's height and massing with changes to the building setbacks (see point 6 of the Planning + Design Rationale figure on the following page).

In addition to these early design revisions, the project team has responded to common community concerns – particularly the Shaganappi Community Association's height recommendation – by revising the proposed maximum building height from 35m to 30m (see point 4 of the Planning + Design Rationale figure on the following page).

The revised 30m maximum building height aligns with City of Calgary policy on "tall buildings". The Municipal Development Plan (MDP) recommends a one-to-one building height to street-width ratio to define a human scaled streetwall relationship. Buildings not meeting this requirement are deemed to be "tall building". The width of the 17 Avenue SW street right of way, combined with a new required street widening setback is measured at 30m, creating the desired 1:1 ratio (see point 5 of the Planning + Design Rationale figure on the following page).

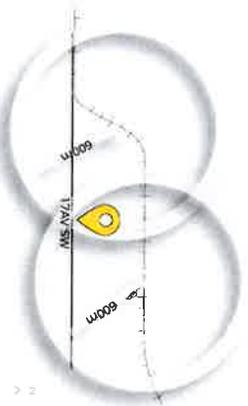
EXAMPLES OF COMMENTS RECEIVED

"We believe the height of 10-storeys will be a negative impact for our property with the loss of sunlight and privacy."

"10-storeys is way too high for this neighbourhood. 6 should be the maximum."

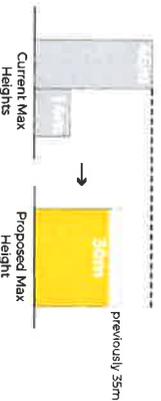
"The applicant should reduce the proposed ten floors to a more acceptable eight floors."

PLANNING + DESIGN RATIONALE



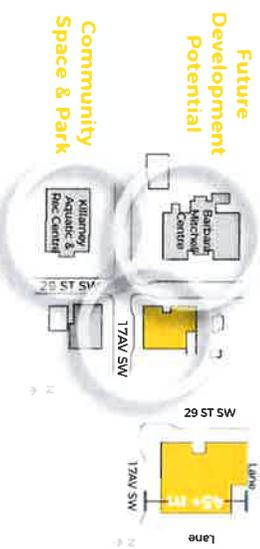
1. TRANSIT ORIENTED DEVELOPMENT (TOD)

The site qualifies as TOD as it falls within 600m of two LRT stations (Westbrook and Shaganappi Point Station) and is well placed to utilize the public transit investment made in the West LRT Blue Line



4. EXISTING LAND USE ALLOWS A BUILDING HEIGHT OF 46m

Of the two parcels that make up the proposed site one has a land use designation that currently allows for a maximum building height of 46m, while the second parcel has a maximum height of 7m. The proposal seeks to distribute the height across both parcels at a maximum height of 30m



2. SPECIAL SITE CONTEXT

This corner site has a special context as the block is deeper (45m +/-) than a typical inner-city block depth (30-35m +/-) and is bordered by lanas on both the north and east edges. The site is directly across the street from a large park space/recreational amenity (Killarney Aquatic & Recreation Centre) as well as another special Main Street redevelopment opportunity site, the Barbara Mitchell Centre



5. ALIGNED WITH MUNICIPAL DEVELOPMENT PLAN TALL BUILDING POLICIES

At a maximum height of 30m, the proposal has a 1:1 street right of way-to-building height ratio along 17 Avenue SW, aligning with the MDP Tall Building policies



3. ESTABLISHED CONTEXT OF MID-RISE BUILDINGS

Along 17 Avenue SW, west of Crowchild Trail, there are multiple mid-rise buildings of comparable heights, most notably the Casel building at 17 Avenue and 25 Street SW and Suntree Place (across 17 Avenue directly south from the proposed development)



6. SENSITIVE MID-RISE HEIGHT TRANSITION (FRONT AND REAR STEPBACKS)

The north side of the building features a prominent height transition stepback where the site interfaces with the lower-profile established buildings. This transition was based on early feedback from the Shaganappi Community Association. A stepback on the south side of the building is also included to reduce the perceived scale of the building experienced by pedestrians along the 17 Ave SW Main Street.

NEIGHBOURHOOD CONTEXT

WHAT WE HEARD

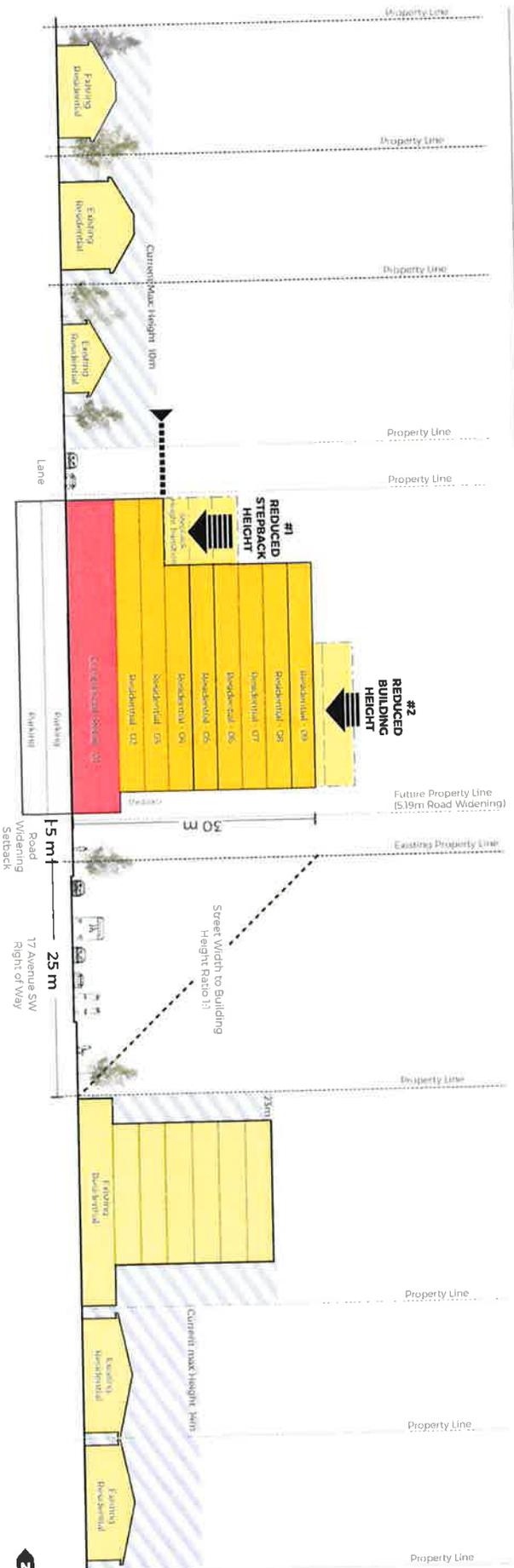
Some participants in the process were concerned that a 35m, 10-storey mid-rise building was out of context for the surrounding neighbourhood, given the primarily low-density single-detached built form prevalent in Shaganappi north of 17 Avenue SW. A concern also arose that the proposed development could set an unwanted development precedent along the 17 Avenue SW Main Street, encouraging future development of tall buildings along the corridor

PROJECT TEAM RESPONSE

As a result of continuous consultation with area stakeholders, including a community open house event, the project team has revised the building design to create a sensitive transition to neighbouring properties (see Building Design Evolution figure). The maximum building height has been reduced from 35m to 30m, in line with recommendations voiced by the Shaganappi Community Association in a letter to The City File Manager (see Appendix B). The height of the northern setback has also been reduced to align with the adjacent property's allowable maximum building height.

Setting a Precedent: The proposed development site is situated among numerous mid-rise buildings of comparable heights along the 17 Avenue SW corridor (see Established Context of Mid-Rise Buildings). The proposed building design responds to established context as well as existing City policy, providing local area amenities and housing choice along an established Main Street. The project site also presents a unique redevelopment opportunity, given that one of two assembled parcels currently allows a maximum allowable building height of 46m.

BUILDING DESIGN EVOLUTION



ESTABLISHED CONTEXT OF MID-RISE BUILDINGS



2505 17 AVENUE SW
Name: Casel
Land Use: C-COR1
Floor Area Ratio: 4.74
Height: 32m



1900 25A STREET SW
Name: Kiliarney Manor
Land Use: M-H1
Floor Area Ratio: 4.0
Height: 26m



2719 17 AVENUE SW
Name: Todd Manor
Land Use: C-COR2
Floor Area Ratio: 3.0
Height: 23m



2909 17 AVENUE SW
Name: Suntree Place
Land Use: C-COR2
Floor Area Ratio: 3.0
Height: 23m

PRIVACY

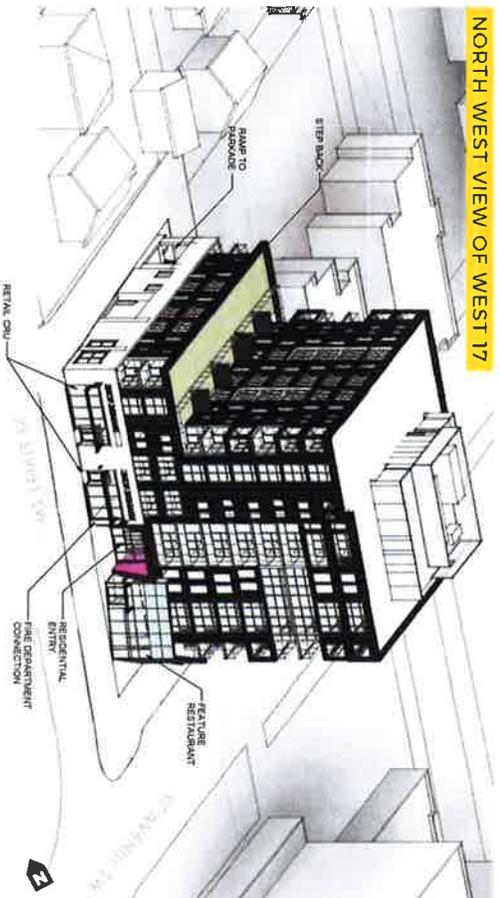
WHAT WE HEARD

Some neighbouring property owners were concerned about potentially losing their privacy due to overlooking from the higher floors of the proposed mid-rise building.

PROJECT TEAM RESPONSE

As a result of initial feedback from the Shaganappi Community Association, the project team has revised the site and building design to minimize northerly sight-lines and privacy concerns between the proposed mid-rise building and neighbouring backyards. Communal outdoor areas are stepped back from the northern edge of the building and now include enhanced landscaping and green screening. Furthermore, glazing and balcony spaces on the northern side of the building have been reduced to limit overlooking of northerly neighbours where possible.

NORTH WEST VIEW OF WEST 17



SHADOWS

WHAT WE HEARD

A number of participants in the engagement process were concerned that a 10-storeys building would cast a significant shadow on surrounding homes. Some of those concerned about the proposed height felt that a lower building height would be more appropriate. Meanwhile, others responded positively to the stepped profile of the mid-rise building that seeks to minimize shadow impacts and create a more appropriate height transition to the single-detached homes north of the site. The range of building heights deemed appropriate by participants spanned six to eight storeys, with the Shaganappi Community Association encouraging a maximum height of 30m.

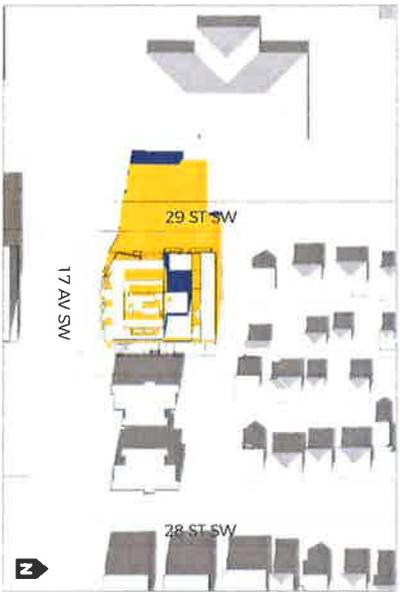
PROJECT TEAM RESPONSE

The proposed building is designed to actively reduce shadow impact. Locating the tallest part of the building along the southern edge of the site (17 Avenue SW) and substantially reducing the massing along the northern edge of the site has helped to minimize shadow impact on neighbouring homes.

During the engagement process, there were several clarifying questions from participants about the shadow impact of the proposed mid-rise building. In order to respond to these questions, the project team created additional Sun Shadow Studies to illustrate the shadow impact of the most current proposed building design (see following pages).

The Sun Shadow Studies were created using industry standard modelling to help communicate how the sun moves across the site and the surrounding area. These diagrams help to accurately illustrate the shadows cast by the proposed development. City of Calgary policy requires applicants to provide these diagrams for buildings over a certain height for specific hours and days of the year.

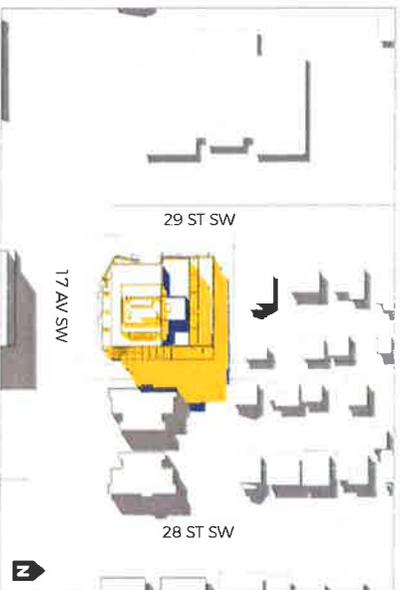
30M VS 35M - COMPARATIVE SUN SHADOW STUDY: Summer (June 21st)



10:00 AM



1:00 PM



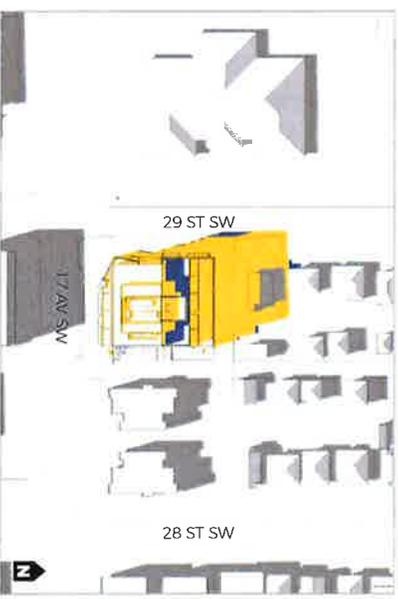
4:00 PM

- SHADOWS - Existing Context
- SHADOWS - Previous Building Design: 35m
- SHADOWS - Proposed Building Design: 30m

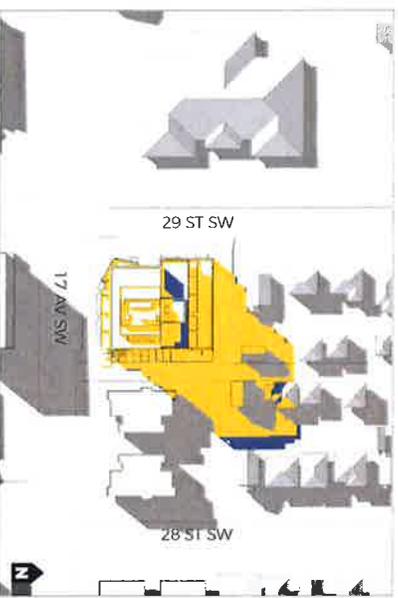
30M VS 35M - COMPARATIVE SUN SHADOW STUDY: Spring / Fall (March 21st / September 21st)



10:00 AM



1:00 PM



4:00 PM

- SHADOWS - Existing Context
- SHADOWS - Previous Building Design: 35m
- SHADOWS - Proposed Building Design: 30m

2. TRANSPORTATION

EXAMPLES OF COMMENTS RECEIVED

"There are way too few proposed parking stalls for this many residential units. Fewer than one stall per unit will send residents with 1+ cars onto the adjacent streets taking away spots from current residents and making cars targets for vandals/theft."

"How will this building impact traffic? There is cut through traffic already."

"The lane is narrow, busy and it is difficult to turn."

WHAT WE HEARD

During the engagement process, the project team heard concerns from community members about increased vehicular demand, as well as impacts on available parking, the supporting street network, and adjacent laneways.

PROJECT TEAM RESPONSE

The project team understands participants' concerns related to the future traffic and parking impacts resulting from the proposed development. The team also acknowledges that as people take advantage of opportunities to live, work, and shop at the proposed development, an increased number of vehicle trips to the area is expected.

Transportation Impact Assessment: To understand the potential transportation implications of the proposed development, Burt & Associates Engineering Ltd. undertook a Transportation Impact Assessment (TIA). This assessment applies approved City of Calgary metrics to predict how the proposed development will impact the surrounding transportation system. After the report is submitted, City of Calgary transportation engineers verify the results of the study and make requests for further information and analysis if required. This process ensures that the findings remain independent and reproducible. An electronic version of the TIA report is publicly available on the project website (www.engagewest17.com).

The findings of the Transportation Impact Assessment address the following transportation related feedback themes:

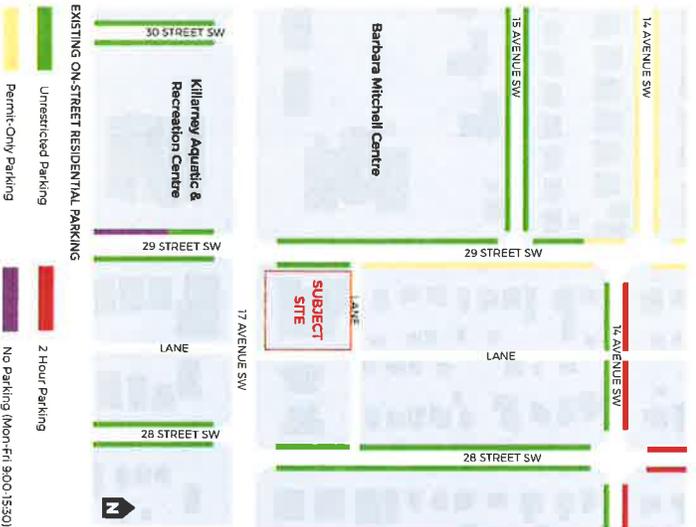
- **Parking**
- **Traffic**
- **Laneways**

PARKING

WHAT WE HEARD

Community members expressed concerns about parking relaxations resulting in new residents parking on the surrounding local streets. Some neighbours were worried about the prospect of units in the proposed building being sold without parking stalls.

ON-STREET PARKING RESTRICTIONS



26 WEST 17 STREET SW HEARD (APPROX) 2017

PROJECT TEAM RESPONSE

Parking Relaxation: The project team is seeking a parking relaxation for this development proposal. Currently, the Land Use Bylaw requires 77 residential, 11 visitor, and 20 commercial parking stalls on-site. The project team is proposing 71 residential, 8 visitor, and 10 commercial parking stalls on site, with an additional 8 on-street parking stalls created on-street. The Transportation Impact Assessment found the parking relaxation meets parking demand at peak times and is supported by the site's urban context, available amenities, pedestrian facilities, cycling opportunities, and significant transit infrastructure (within 600m of two LRT stations and along the Primary Transit Network). The proposed commercial uses for this building have complementary peak periods and can share parking stalls.

Zero-stall Dwelling Units: A study of Calgary and Vancouver found that most people who choose to buy units without parking stalls also choose to forego owning a vehicle*. The parking supply for the proposed development is market driven to meet demand, while also providing affordable, lower cost dwelling unit options for those who choose not to own a car. Reducing parking lowers overall square footage building costs, allowing developers to sell no-stall dwelling units for significantly less than those with stalls.

On-Street Parking Impact: Given the multi-residential nature of the building (greater than 6 units), future residents and visitors of West 17 will not be eligible to obtain an on-street parking permit from the Calgary Parking Authority and will therefore not impact on-street parking availability in permit-only areas. Residents are invited to contact the project team for guidance on how to request a City-led review and implementation of permit-only parking along their streets. A summary of the process is outlined in the following section.

Establishing Permit-Only Parking: To establish a Residential Parking Permit (RPP) Program on your block face, the following steps should be undertaken:

- **Download Petition:** Each side of a block should identify a champion, who will download a petition form "from the City of Calgary's: "Establishing a Residential Parking Zone" page or call 311 to have a copy of this petition mailed to them.
- **Determine Preferred Restrictions:** This champion will collect the signatures of residents on the block face in support of a set of proposed restrictions. The level of restriction is determined at the discretion and consensus of block face residents. Restrictions can vary by time and determine whether vehicles without permits may park on the block face.
- **Collect Signatures:** The petition must be completed with 80% agreement from residents on the specific block face, after which the petition can be sent to the Parking Authority.
- **City Review:** The City will review the petition and implement the requested parking restrictions.
- **6-8-Week Process:** The review and signage process generally takes six to eight weeks to complete, after which residents can collect their permits from the Parking Authority and begin following the restrictions on their blocks.

*Metro Apartment Parking Study (Final Report, Metro Vancouver, September 2012, http://www.metrovancouver.org/services/transportation/Planning/ParkingPublications/ApparitionParkingStudy_tcm00018194.pdf)

TRAFFIC

WHAT WE HEARD

The project team heard concerns from neighbours about the mixed commercial/residential building creating more vehicular traffic on the surrounding local street network.

PROJECT TEAM RESPONSE

Traffic: Multi-family and single-family units do not have the same vehicle trip generation characteristics. Multi-family dwellings are more likely to have a higher proportion of residents under 30 or over 65. As a whole, these age groups have smaller family sizes and lower vehicular ownership rates and, in some cases, less disposable income. All these characteristics correlate with lower overall vehicle usage. Generally within Calgary, one single-family dwelling is equal to approximately three multi-family units in terms of vehicle trip generation.

Daily Trips: Providing 71 residential parking stalls does not result in all 71 vehicles leaving and returning during peak hours. Residents will have different schedules, destinations, and modes of transportation. Some residents leave home outside of peak hours, while other residents don't leave home at all during the morning peak period (working from home, retired, etc.). Observed data from similar inner-city multi-family sites also found that many residents who owned vehicles left them at home during the day and instead used them on evenings and weekends.

New Trip Generation: The chart below outlines the anticipated number of vehicular and alternative mode trips generated during the morning and evening peak periods (based on City of Calgary metrics).

TRIP TYPE	AM PEAK	PM PEAK
RESIDENTIAL VEHICULAR TRIPS	10 in, 21 out	23 in, 17 out
COMMERCIAL-RETAIL VEHICULAR TRIPS	9 in, 6 out	22 in, 22 out
ALTERNATIVE MODES	16 Transit 5 Walk 2 Cycle	26 Transit 12 Walk 3 Cycle

LANEWAYS

WHAT WE HEARD

During the engagement process, neighbours shared concerns about the existing laneway being too narrow and difficult to navigate. Residents using the lanes were concerned about increased vehicular traffic along the laneways and retaining existing off-lane parking spaces.

PROJECT TEAM RESPONSE

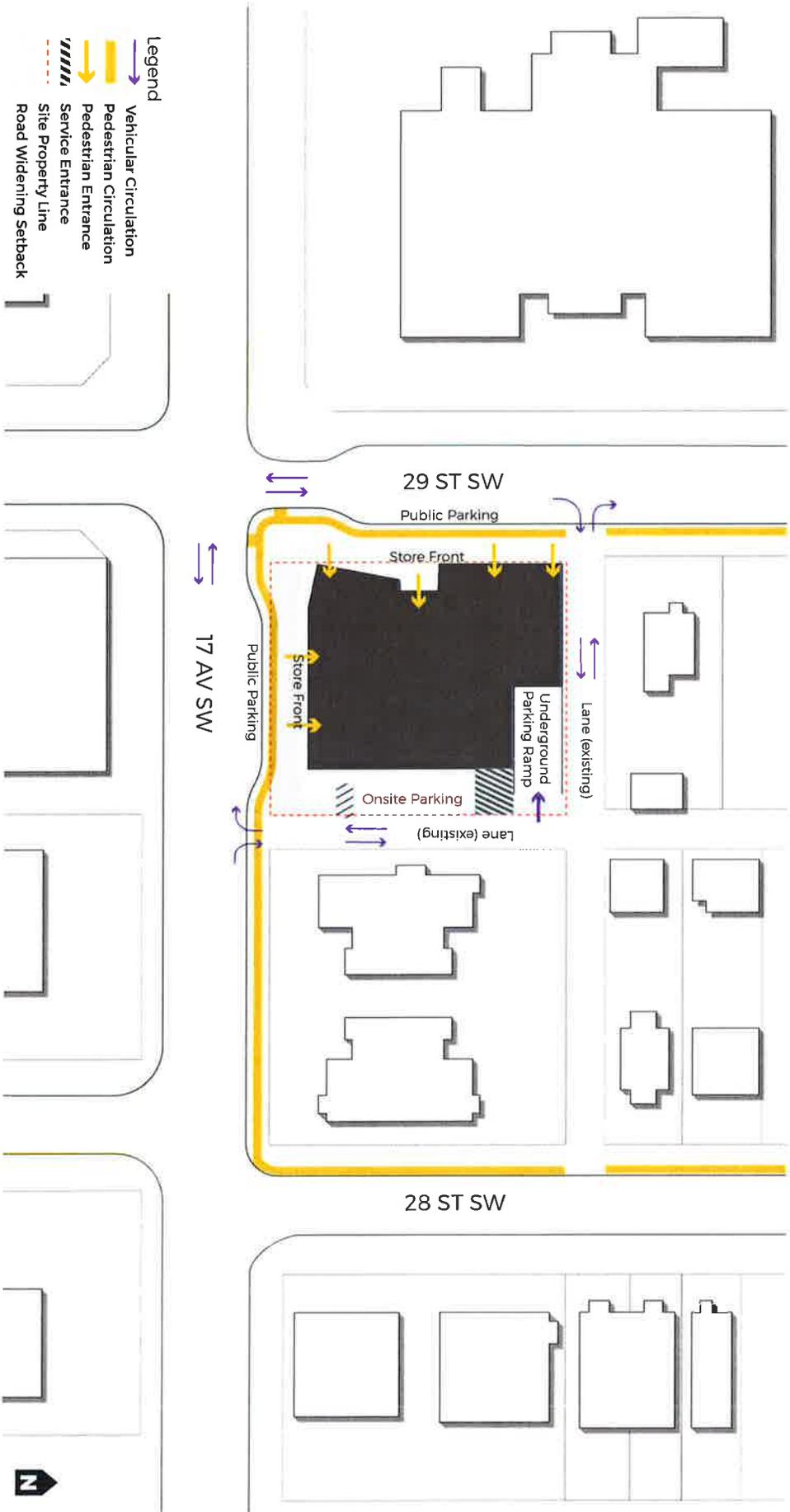
Lane Access: The proposed development occupies a corner site that abuts lanes along the eastern and northern edges of the property, providing future residents and visitors with access to the surrounding road network. The underground parkade entrance, loading bay, and at-grade parking stalls are located on the northeast corner of the proposed development, exiting onto the east lane. Vehicular access to the underground parking structure via laneways is encouraged by City of Calgary policy.

Narrow Lanes: The lanes surrounding the development site are 6.1 m wide, slightly narrower than the desired City standard. The lanes are wide enough to accommodate two-way traffic, while the proposed building setbacks and site design accommodate the turning radius of a large truck (eg. garbage truck) into the loading bay and underground parkade.

Lane Upgrades: Truman will undertake lane upgrades as part of the construction process. The gravel laneways will be paved and widened slightly. Power poles east and north of the site will be removed, while anchor poles will remain at the discretion of Enmax. Any existing residential parking stalls off of the east lane will continue to be accessible to neighbours.

Please refer to the following page for the Site Access + Circulation diagram.

SITE ACCESS + CIRCULATION



3. LOCAL RETAIL

EXAMPLES OF COMMENTS RECEIVED

"Can this space hold onto retail partners?"

"I like the idea of being able to walk to a coffee shop."

"Having an appropriate number of surface stalls to service the commercial components of similar projects is not only crucial to the success of retail and business tenants, but also for the well being of adjoining residents."

WHAT WE HEARD

The project team generally heard positive reactions to the ground level neighbourhood-focused retail space proposed in West 17. Some community members voiced concern about the proposal's ability to retain retail partners and had questions about building management and parking availability. The nearby Casel building (2505 17 Avenue SW) was brought up as an example, with neighbours expressing that the retail businesses in this building are experiencing difficulties due to a lack of parking on-site, which has also caused parking to spill over into the surrounding neighbourhood. Neighbours also expressed concern about traffic as a result of people visiting the proposed retail spaces (addressed in the "2. Transportation" section of this report).

PROJECT TEAM RESPONSE

Management: Truman is a developer, builder and property management company that is committed to their developments long after they have been built. Truman will retain both ownership and management of the commercial space. Truman has a long history of successful commercial-retail management and are confident in their ability to fill and retain quality partners for 4+/- retail spaces and a small restaurant at this location.

Commercial Parking: The Transportation Impact Assessment (TIA) found that the general Bylaw requirement of 20 commercial stalls does not consider shared use of those stalls. Retail and restaurant uses have complementary parking patterns - retail requires more parking during the day whereas restaurants require more parking at night when retail parking demand is lower.

The TIA found commercial parking demand for the proposed retail and restaurant space would require 13-17 stalls to support business and prevent spill-over into the neighbourhood during peak periods. The proposed parking supply is expected to meet this demand with a combination of 10 on-site and 8 on-street stalls.



4. DESIGN + ARCHITECTURE

WHAT WE HEARD

During the public engagement process, the project team heard positive responses to the proposed building's architecture and public realm design. Often conversations with neighbours began with the participant expressing that they liked the building design but not other aspects of the proposal such as the building height. From wide sidewalks and seating to new street trees, there was a positive response from participants about the proposed streetscape and public space design.

PROJECT TEAM RESPONSE

The project team has made a substantial effort to design a building with strong architectural and civic merit, one with an emphasis on public spaces for the enjoyment of both future residents and existing neighbours. Early in the process the project team set five design principles for the proposal (see left). These principles have guided each decision and led to a design concept that contributes to the vibrancy of the 17 Avenue SW Main Street as it transitions from a car-oriented corridor to a pedestrian friendly high street.

WEST 17 DESIGN PRINCIPLES



HIGH QUALITY RETAIL

Build a neighbourhood-focused retail services and amenities



PLACEMAKING

Create new, vibrant public space and make a neighbourhood destination.



START BUILDING A LIVABLE STREET

Lead the incremental transformation of West 17 Avenue from an auto-oriented environment into a livable, people-friendly High Street.



THOUGHTFUL HEIGHT TRANSITIONS

Design a mid-rise building that integrates with the surrounding context.



GREAT ARCHITECTURE

Set a neighbourhood design precedent with high quality architecture that utilizes long-lasting building materials.

EXAMPLES OF COMMENTS RECEIVED

"...the project is very well designed and proposed to use good quality exterior materials..."



5. CONSTRUCTION

WHAT WE HEARD

Community members had a number of questions during the Open House about the construction process, including construction management, general timelines, and street access impacts.

PROJECT TEAM RESPONSE

If both the Land Use Redesignation and Development Permit are approved, the project team anticipates that construction would begin shortly after. Truman is currently targeting a 24-month construction timeline.

Construction Management: Truman is committed to following all municipal and provincial legislation related to site management, as well as new City of Calgary guidelines for enhanced communications with and responsiveness to surrounding community/residents, Truman's commitment to best practices extends to pro-actively addressing resident and community site management concerns before they materialize.

Street Access: The project team does not anticipate construction affecting vehicular access to 17 Avenue SW from 29 Street SW or from any other surrounding streets. It is expected that underground servicing will come directly from 17 Avenue SW. If any interruptions are required, they would be brief (often a matter of hours in duration) and would most likely only affect a single lane of traffic on 17 Avenue SW directly in front of the site. Truman would require approval from The City along with all the appropriate permits for such work, which are time sensitive and come at considerable expense.

EXAMPLES OF COMMENTS RECEIVED

"How long will construction take?"

"I'm interested to know how construction of this building will impact vehicle access from our street, out onto 17 Avenue SW."

APPENDIX A

ENGAGEMENT MATERIALS

LETTER TO NEIGHBOURS

EARLY NOVEMBER 2016

In early November 2016, this letter (left) was sent to residents within 200m of the proposed development site. It included an invitation to a public Open House and directed community members to the newly released engagement website.

Hello Neighbour,

Truman Development Corporation has submitted an application to develop a site at 2940 and 2910 17th Avenue SW, on the corner of 17th avenue and 29th street SW.

Please visit our website at www.engagewest17.com to find detailed project information and updates and to provide feedback and comments.

You are invited to a public information session:

Time: 8:00 pm
Date: Tuesday, November 8th
Location: Shaganappi Community Hall
2516 14 Ave SW, Calgary

We look forward to seeing you there!

Sincerely,



David White
Project Team Lead
CivicWorks Planning + Design
Phone: 587.747.0317
Email: info@engagewest17.com



OPEN HOUSE PRESENTATION

NOVEMBER 8, 2016

On the 8th of November 2016, community members were invited to attend a public Open House at the Shaganappi Community Hall. The Open House included a 20 minute presentation by the project team, followed by an open dialogue with participants moderated by Shaganappi Community Association members. These images are snapshots of the slide presentation.



WEST 17th
www.angagowest17.com

PROJECT TEAM LEAD
 Fiona Syde
 Landscape Architect + Designer
 Phone: 527 744 4577
 Email: info@angagowest17.com

CITY FILE PLANNER
 Tracy Rodden - Senior Planner
 City of Wharfedale and West Yorkshire
 Phone: 0113 276 2295
 Email: tracy.rodden@wales.gov.uk

TRUMAN

THE DESIGN PRINCIPLES

- 

HIGH QUALITY RETAIL
 Build neighbourhood-focused retail services and amenities.
- 

PLACEMAKING
 Create new, vibrant public space and make a neighbourhood destination.
- 

GREAT ARCHITECTURE
 Set a neighbourhood design precedent with high quality architecture that utilizes long lasting building materials.
- 

START BUILDING A LIVABLE STREET
 Lead the incremental transformation of West 17 Avenue from an auto-oriented environment into a livable, people-friendly High Street.
- 

THOUGHTFUL HEIGHT TRANSITIONS
 Design a mid-rise building that integrates with the surrounding context.

PROJECT WEBSITE

LAUNCHED NOVEMBER 2016

The Engage West 17 website was launched in early November 2016. It provides visitors with project information, including the application brief, and includes file manager contact information and a convenient online feedback form. The website is still active and the project team will continue to review feedback until the planning and design portion of the project is completed.

The project website can be accessed at www.engagewest17.com



PROJECT WEBSITE ANALYTICS

NOVEMBER 2016 TO MARCH 2017

The Engage West 17 website analytics (right) demonstrate how many people viewed the website and the average time that users spent viewing the site over the engagement period.

TERMS

- Sessions represent the number of user interactions with the website.
- A User is a visitor from one IP address.
- A Pageview is recorded every time a page is viewed by a user - in this case by scrolling down through the website
- Bounce Rate is the number of visits in which a user leaves a website from the "Welcome" page without browsing any further



ON-SITE SIGNAGE

INSTALLED NOVEMBER 2016

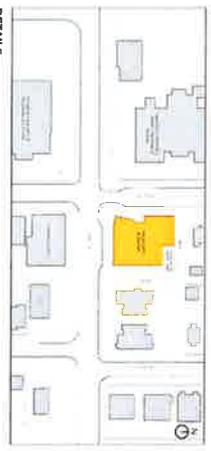
An large project sign was installed on the site in November 2016, and has remained on-site throughout the Land Use Redesignation and Development Permit application process. This sign provides important project information and contact information for the project team and The City File Manager.



DEVELOPMENT APPLICATION
DP2016-4510 LOC2016-0292



TRUMAN
Live better.™



WHAT IS BEING PROPOSED?

Turman Development Corporation's proposed application is for a concurrent development permit and land use change to build a mid-rise building with retail commercial on the ground floor and residential above. The project aims to activate the 17 Ave main street with neighbourhood focused retail placemaking and great architecture while providing a thoughtful height transition to the surrounding neighbourhood.

BY THE NUMBERS

TOTAL SITE AREA 1810 1845 sq. ft.	DWELLING UNITS 102	AMENITY SPACE 567 603 sq. ft.
MAXIMUM BUILDING HEIGHT 35-10	PARKING STALLS 89	COMMERCIAL SPACE 693 740 sq. ft.

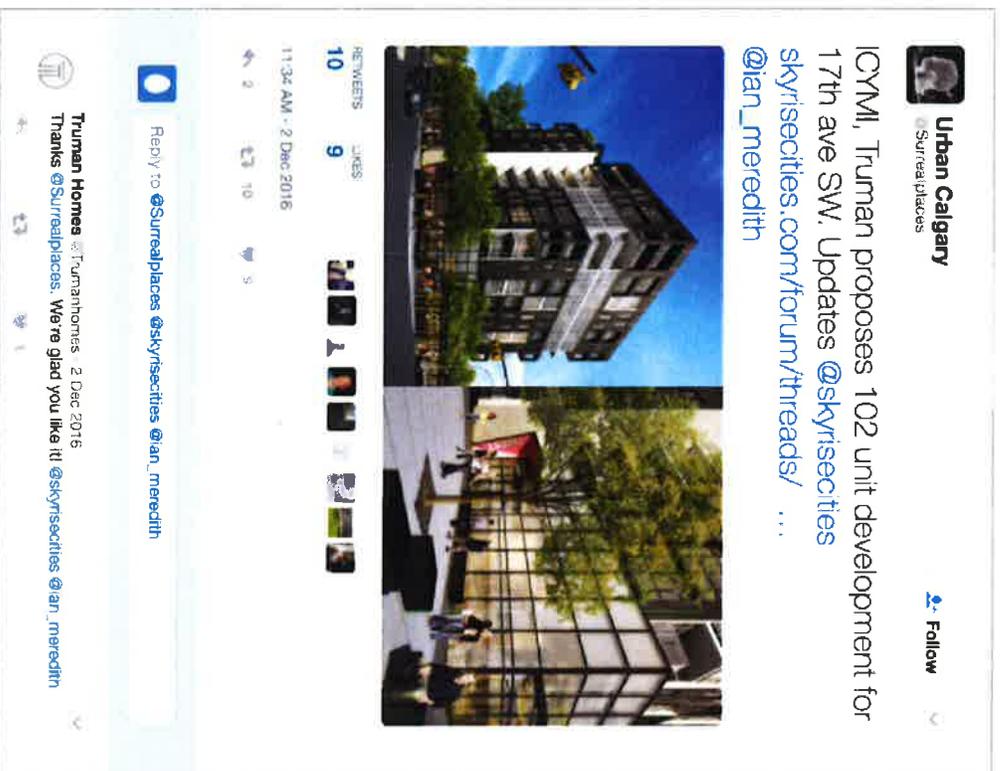
CONTACT US:
For project information visit
www.dnrg36west17.com

PROJECT TEAM LEAD
David White
Civicworks Planning + Design
Phone: 607.770.0817
Email: info@dnrg36west17.com
CIVICWORKS
PLANNING + DESIGN

CITY FILE MANAGER
Dino Chianese, Senior Planner
City of Calgary, Coren West Team
Phone: 403.263.3565
Email: dino.chianese@calgary.ca

OTHER MEDIA

JUNE 2016 TO JUNE 2017



The proposed West 17 development has shown up on various online forums including Skyrise Cities Calgary and Twitter. Comments made via these forums are not included in the What We Heard Report as participants did not intend to be included in the engagement process.

APPENDIX B
VERBATIM WRITTEN
INPUT

VERBATIM WRITTEN INPUT INVENTORY

10-storeys is way too high for this neighbourhood. 6 should be the maximum. I support increased density along c-train routes but this is way too high and will block the sun for many residential units in the area. Also there are way too few proposed parking stalls for this many residential units. Fewer than one stall per unit will send residents with 1+ cars onto the adjacent streets taking away spots from current residents and making cars targets for vandals/theft. If the city thinks inner city residents are less likely to have cars they are dreaming. Every household in our neighbourhood has at least 2 cars. Building towers like this destroys the residential feel of neighbourhoods and creates a sterile environment."

PROJECT TEAM RESPONSE: EMAIL

Thank-you for taking the time to respond with your feedback on the West 17 proposal. Your input has been heard and will be recorded, compiled, and addressed in a What We Heard Report that will be made available to the public before we proceed with the formal decision-making stages for the application. While we will welcome and will listen to feedback, this does not necessarily mean we'll address everything suggested by our neighbours and the community at-large. Where we are changing our plans based on feedback, we will identify those changes. Where we do not make changes based on those shared ideas, we will explain why the changes didn't occur. If you have any additional concerns please let us know, and if you have any questions about the application we will be happy to answer them.

Vehicle access during construction. We live on 15th Ave. Behind the Salvation Army. I'm interested to know how construction of this building will impact vehicle access from our street, out onto 17 Avenue SW."

PROJECT TEAM RESPONSE: EMAIL

We do not anticipate construction affecting vehicular access to 17 Avenue SW from your street or from any other surrounding streets and lanes. It is expected that underground servicing will come directly from 17 Avenue SW. If any interruptions are required, they

would be brief (often a matter of hours in duration) and would most likely only affect a single lane of traffic on 17 Avenue SW directly in front of the property for which Truman would have to receive approval from the City along with all the appropriate permits which are time sensitive and come at considerable expense. I hope this answers your question and please feel free to contact me if you would like any more information.

"Concerned about overall # of parking stalls provided. Is there enough for residents / retail?"

"In the application brief on your website you have included sun shadow diagrams. They show 28th street, but is that correct? The building is supposedly at 29th st. Should that be 29th st.? If that is 28th st., how does the building affect 29th st.? And they indicate shadows, but is that also an indication of sun that will be permanently blocked from getting through by the mere presence of the building? Also, the email address listed for your file planner at the City does not work, emails bounce back. Is this the wrong address, or is there someone new working on this file?"

PROJECT TEAM RESPONSE: EMAIL

Thank-you for reaching out, your feedback is very helpful as we work out the kinks of this new website. The email address for our file planner is dino.civitarrese@calgary.ca, it is now spelled correctly in the feedback section of the website. You are correct about the address on our shadow diagram, the building is located on 29th street. The project team will be editing the briefing book to reflect this immediately.

The sun shadow diagrams are required by the city at the time of application to show the impact of the building on the adjacent lots at 10am, noon and 4pm on March 21st, June 21st, and September 21st. The sun shadow diagrams are created with a three-dimensional model that accurately represents the height and massing of the proposed building and surrounding area

(which is modelled with data provided by the City of Calgary). The model is geo-located to represent its location in Calgary with the corresponding time zone. The shadows shown in the diagram indicate any direct sunlight that is blocked by the presence of the building at the requested times as the sun moves across the sky. I hope this answers your question, please let us know if you have any additional questions or concerns.

"Thanks for providing the project information. I support this development as it revitalizes the area and will blend into the area."

"We met yesterday October 4, 2016 at the main streets open house. We briefly discussed the plans for Truman development on the corner of 29 st and 17 av SW. Our understanding is that Truman plans to put forth a development plan for 10 storeys on the site. We have learned that half of the site is zoned for 46 meters, and half is zoned for less. As we indicated, we believe the height of 10 storeys will be a negative impact for our property with the loss of sunlight and privacy. I expect our neighbors to feel the same way. You mentioned that the shadow study as been completed. Can you please send us a copy?"

Also can you please send the latest development proposal by Truman.

We trust that Truman develops high quality buildings and this is not our concern. Our concern is only the negative impact on our property due to the proposed height of the building."

"I was unable to attend your presentation on Tuesday evening however if you are sending e-mail updates at any point, please include me in that distribution. I live only a few houses from the site and am interested in your planning and design process."

SUMMARY OF OPEN HOUSE DISCUSSION

* Discussion notes were reviewed and confirmed with the Shaganappi Community Association to ensure accurate and unbiased representation of the discussion that took place.

Date: Tuesday November 8
Time: 8:00pm-9:30pm
Format: Short presentation followed by an open discussion
Location: Shaganappi Community Association

Neighbours were informed of this meeting through an invitation mailed within 200m of the site, the engagement website, and by speaking to Shaganappi Community Association members who went door to door.

In Attendance

- City of Calgary Main Streets Team Members
- Shaganappi Community Association Representatives (Hosts)
- Norr Architecture
- Truman Development Corporation
- CWC/Works Planning + Design (Presentation and conversation lead)
- Councillor Evan Woolley
- +/-20 members of the neighbourhood including a few who identified themselves as residents of the immediate block

Parking

- What is the impact of the building on the neighbourhood on-street parking?
- Discussed how project team could potentially support the neighbourhood in enacting permit-only parking.
- Can the available on-site parking support the retail users? (CaseI used as an example where parking is an issue)
- Does the underground parking support the number of units in the building?
- Discussion over the lay by. Councillor Woolley suggested future off-peak parking along 17 Avenue SW
- Residents on 15 Avenue SW (and 29 Street SW) will likely need permit-only parking restrictions

Traffic

- How will this impact traffic? At the moment vehicles are circulating through to 29 Street SW and cutting through the lane

Privacy

- There are privacy concerns over how close the building is to the edge of the lane, and residents overlooking from balconies and windows.

Sun Shadow Impact

- There is concern over the shadow impact on the neighbours to the north of the site.

Height and Precedent

- Some residents expressed that the building is too tall and that it sets a precedent along 17 Avenue SW for 10-storey buildings. Worried about building a 10-storey wall along 17 Avenue SW.
- The special context of the maximum height (46m) of the existing land use was discussed.
- City of Calgary representatives addressed the impact and enforcement of the upcoming Main Streets policy

Lane Circulation, Width and Upgrades

- Block residents brought up that the lane is narrow, busy and difficult to turn.
- Worried about increase in traffic in lane
- Discussion over lane improvements including burying power poles (to be determined by Enmax)

Construction Management Best Practices

- How long will the construction be? Will it block the laneway access and building parking?

Architecture and Public Realm

- Residents generally supportive of the architecture, street trees, furniture, and liked the decorated power box

Retail

- Positive reaction to local retail (walkable coffee shop etc)
- Concern over the management and maintaining the space, can this space hold onto retail partners?
- Desire in community members for high quality retail, which they are currently missing

SHAGANAPPI COMMUNITY ASSOCIATION LETTER



December 2, 2016

Dino Civitarese, Planner
The City of Calgary
700 Macleod Trail South
Calgary AB
T2G 2M3

Dear Sir:
**Re: Truman Development at 29th St and 17th Ave SW
DP2016-4510**

This is to confirm that the Shaganappi Community Association is in strongly favour of the redevelopment of 17th Ave SW, and in particular, that portion which runs along the southern border of our community between Crowchild Trail and 33rd St SW. In recent years we have developed a reputation for being able to work with the development industry by striving for solutions that accommodate the interests of our citizens, the City and prospective developers. In nearly every case we find ways to achieve successful outcomes.

Our active participation in the land use planning for the West LRT and the Westbrook and 12th Avenue ARP has resulted in a wide variety of multi-family typologies that will greatly increase the density of the area while maintaining the viability of the low density R-C1 and R-C2 components of our community.

We are a small community: currently about 570 houses with a number of one, two and three storey apartments and condos, most of which were built along 17th Avenue during the 1970's and 1980's. In recent years, the single family housing in the community has undergone considerable redevelopment, infilling and major renovation. Much of it is within 50 meters of 17th Ave.

Shaganappi is long and extremely narrow; in many places only two blocks wide. This unusual feature is often a source of conflict with respect to shortcutting traffic coming off Bow Trail and 17th Avenue and in particular during peak periods. Any additional density proposed along 17th Avenue needs to be aware of the traffic issues that currently exist and take measures to ensure that the current problems are not exacerbated.

The parking adequacy of the project is a concern. Recent experience with the nine storey Casel Project on the southwest corner of 17th Ave and 24th St SW demonstrates that having an appropriate number of surface stalls to service the commercial components of similar projects is not only crucial to the success of retail and business tenants, but also for the well being of adjoining residents. That particular project was approved without adequate surface parking and this has resulted in unauthorized parking that spreads across 17th Avenue and onto our residential

Shaganappi Community Association
2608 - 14 Avenue SW
Calgary AB T3C 3V2

streets. Clearly, the lack of onsite surface parking also contributed to the failure of a specialty grocery store located in the building.

Shading and the loss of privacy that will come from being overlooked by tall buildings are also major concerns if high buildings are to be built on the south side of 17th Avenue. Because we are so narrow, it is impossible to have normal transition zones between the new high density development and the existing single family homes in the core of the community because there simply is not enough space to do it. Because such a large percentage of the land immediately behind (north) of the existing multi-family along 17th has already been redeveloped, those properties have little chance of being torn down to build low-rise, transitional multi-family housing for decades to come. These property owners deserve to have the use, enjoyment and value of their investments protected whenever higher density is being considered.

It is in this respect that the proposed height of the Truman application has raised considerable concern and even outright opposition, not only from those who own homes to the immediate north of the site, but also from residents living elsewhere throughout the community. They are concerned that the proposed ten storey height will set the standard for other developments that are being considered, pending the outcome of the Truman application and the conclusion of the Main Steets Program.

We understand and respect that the previous zoning of the west half of the Truman site allows for 40 meters in height. The eastern portion is 14 meters. We submit that the average height of the two parcels (46 +14 divided by 2 = 30 meters) is the appropriate height for the Truman parcel. In fact, thirty meters is still considerably more than what is being proposed by Main Street for the adjoining properties along 17th Ave; that being a maximum of twenty two meters in height.

Consequently, we are of the strong view that while in and of itself the project is very well designed and proposes to use good quality exterior materials, the Applicant should reduce the proposed ten floors to a more acceptable eight floors in order to mitigate the legitimate concerns of our single family residents. In that regard, we are more than willing to engage further with the Applicant and the City to explore better solutions that could lead to a successful project.

We would be pleased to discuss the matter with you further and do not hesitate to call if you have any suggestions or questions.

Yours truly,

Ron Goodfellow, FRAIC (retired)
Director of Community Development
Shaganappi Community Association
403 233 0179

Mike Wilhelm
President
Shaganappi Community Association

Cc: Evan Woolley
Beth Tingle, V.P., Shaganappi Community Association
David Hawthorn, Shaganappi Community Association



TRUMAN

Live better.™



Smith, Theresa L.

From: Ron Goodfellow <goodfellows@shaw.ca>
Sent: Thursday, August 24, 2017 12:27 PM
To: Krizan, Madeleine; City Clerk
Cc: Michael Wilhelm
Subject: [EXT] Fwd:

FY!

RECEIVED
2017 AUG 24 PM 1:02
THE CITY OF CALGARY
CITY CLERK'S



shaganappicommunity.ca

August 20, 2017

Madeleine Krizan, File Manager
Madeleine.krizan@Calgary.ca
City of Calgary
Planning Department

Dear Ms Krizan

**Re: West 17 Mixed Use Project by Truman Homes
LOC 2016 0292, DP 2016 4510**

This is to advise you that the Shaganappi Community Association is in support of the current land use and development applications for the Truman project on the north east corner of 17th Ave and 29th St SW, Calgary. As such, we look forward to the project moving ahead, subject to the normal adjustments as required by Administration as they continue their ongoing reviews of the project.

Yours truly,

Ron Goodfellow, FRAIC
Director of Community Development
Shaganappi Community Association
403 253 0179

City of Calgary
Michael Wilhelm, Shaganappi Community Association

Shaganappi Community Association
2516 - 14 Avenue SW
Calgary AB T2C 3V2

RECEIVED
2017 AUG 24 PM 1:02
THE CITY OF CALGARY
CITY CLERK'S

Smith, Theresa L.

From: Tom Chandler <t.chandler63@shaw.ca>
Sent: Friday, August 25, 2017 11:43 AM
To: City Clerk
Subject: [EXT] Notice of Public Hearing on Planning Matters for September 11, 2017: Bylaw Number 306D2017. Location: 2910 and 2940 - 17th Avenue SW
Attachments: IMG_0002.pdf

Hi,

Please find attached submission letter regarding Notice of Public Hearing on Planning Matters for September 11, 2017: Bylaw Number 306D2017. Location: 2910 and 2940 - 17th Avenue SW. Thanks for your help in this matter.

Regards,

Tom

RECEIVED
2017 AUG 25 PM 12:07
THE CITY OF CALGARY
CITY CLERK'S

Thomas R. Chandler
4924-35th Avenue SW
Calgary, Alberta T3E 1B6

August 21, 2017

Office of the City Clerk
The City of Calgary
700 Macleod Trail SE
P.O. Box 2100, Station M
Calgary, Alberta T2P 2M5

Attention: Susan Gray

Dear Madam:

RE: Notice of Public Hearing on Planning Matters for September 11, 2017: Bylaw Number 306D2017
Location: 2910 and 2940-17th Avenue SW

Further to the above, please be advised that writer is the registered owner of property in the City of Calgary, in the Province of Alberta with the municipal address of 1730 - 29th Street SW, Calgary, Alberta T3C 1M4. My property is located directly across the back lane from the site of the proposed approximate nine-storey residential apartment building with a commercial development on the main floor, which the developer, Liver Better Holdings Inc., proposes to build, if their application for Land Use Re-Designation is successful.

Please be advised that I still object to the re-designation of this site for the following reasons:

1. The proposed re-development is out of character for the area. If allowed, this re-development will be the only high rise development on the North side of 17th Avenue SW in the area.
2. The proposed development will significantly change the use and enjoyment of my property. I am concerned that my tenants will have to put up with increased noise and disturbance, loss of privacy and overshadowing which will negatively affect the use and enjoyment of their property and in turn, make the property more difficult for me to rent in the future.
3. I am very concerned about the affect that the approval of this development will have on traffic in the gravel lane that separates my property from the proposed development. I understand that the developer plans to build 101 residential units on this site. Information posted by the developer indicates that there will be 89 parking stalls of which 82 will be residential/visitor. I am very concerned that access by residents to the indoor parking will, by necessity, be through the unpaved lane. This will result in increased traffic, dust, flying rocks, noise and possibly headlights from vehicles shining in the window of my property. I am especially concerned that the developer apparently does not plan to build enough parking stalls for all of the residential units. This will result in people parking where they can in the neighbourhood. In the past, there has already been a problem with people parking illegally in the back lane, often blocking my

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tenants' access to the garage. I believe this problem will be significantly aggravated by the building of this new development.

I trust that you will take my concerns into account when considering the developer's application for Land Use Re-Designation. I believe that even with the developers redesign of the building (7 less residential units and 5 meters shorter) it will not significantly reduce the affect that this development will have on my property. Please be advised that I can be reached by phone by (403) 818-4156 or by email to t.chandler63@shaw.ca. My mailing address is Thomas R. Chandler 4924-35th Avenue SW, Calgary, Alberta T3E 1B6. Please feel free to contact me at the above contact information should you have any questions or require any clarification.

Yours truly,

A handwritten signature in black ink, appearing to read "Thomas R. Chandler". The signature is written in a cursive style with a large, sweeping initial "T".

Thomas R. Chandler