

Updated Applicant Submission



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January 22, 2020
Manish Singh
City of Calgary Planning
P.O. Box 2100
Station M
Calgary AB, T2P 2M5

RE: 6927 Rundlehorn Drive NE – Applicant's Submission Land Use Amendment Number: LOC2019-0105

Dear Manish,

Following the public hearing on January 13, 2020, we immediately reached out to the Planning Department. A meeting was arranged for the following Friday. We listened to several suggestions and responded to some questions the planners raised. As we concluded from prior discussions, we know we can work collegially and are committed and willing to work with the Administration through the DP design stages towards a mutually agreed upon outcome.

We have made ourselves very familiar with this neighbourhood. It is not a gridded street system. There are several segments of street in this neighbourhood without sidewalks and there is no consistent impression of street trees throughout. The site is bounded on the north and part of the way down Rundlehorn Drive by a berm on public land which is intended to serve as a sound buffer to the traffic on 32nd Ave NE, a designated four-lane arterial street, complete with dedicated right turn lane and associated island, onto Rundlehorn Drive. There is no lane and we have been advised that no access from 32nd Ave to the subject site will be allowed by Transportation.

We have met with the community association and have received a letter of support for our land use re-designation as proposed and supported at CPC. Our confidence in the appropriateness of this proposed rezoning is so high that we have already had a transportation and parking study completed as well as a full site servicing study, anticipating Development Permit requirements which Rockyview Church intends to pursue immediately subsequent to the approval of this re-designation.

Development on this long under-developed, non-taxable 1-acre corner lot will be beneficial as it allows a significant improvement of the intersection and with prominent architecture the new building will visibly "tighten" the wide intersection giving the established neighbourhood a fresh and new identifier.

Retail development is changing across north America. Big shopping centres are being impacted by internet shopping. People are looking for more food and service alternatives located closer to their homes.

The development allowed by this rezoning will enhance the walkability of this neighbourhood in a number of ways: we will be adding sidewalks where there are none today; we will be adding trees where there are none today; we will be adding a full-time destination where there is none today. With prominent architecture this will be an interesting and attractive site to visit however any person chooses to travel to get there.

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We have listened to many potential retailers and their concerns. Having a set-back that will allow space for parking and patios to co-exist and both be immediately apparent to any passer-by and still accommodate the delivery and sanitation requirements with limited public interface, is very important to these retailers. We listen carefully to them, many are new to Canada and many are considering making life-changing long-term economic commitments to invest their money into our city, to bring services to its residents and to pay their taxes due. They are our lifeblood.

We are also very sensitive to residential neighbours across the two residential streets adjacent to the site - Pinemeadow to the south and Rundlehorn to the east. Presently they face into a parking lot. Following a successful land re-designation and a completed development with an appropriate set-back and public land upgrades, the details of which are to be worked out as part of the DP process, we believe they will enjoy the increased access to shops and services without an imposing change to the character of the streetscape which they are familiar with, and brought them to the neighbourhood originally.

We have thoughtfully considered Council's request to setting a limit to the setback from the street in the recommended C-N2 zoning. We have met with and listened carefully to several good suggestions from staff in the Planning Department and are prepared to establish a limit which will allow for the minimum required setback by C-N2, a drive aisle with parking on one side and a pedestrian-friendly sidewalk along what will be the 'front' of the proposed development, with exact details to be worked out with the planning department.

We are further prepared to accept elimination of certain 'Discretionary Uses' of an automotive-related nature.

This rezoning, as anticipated by the Pineridge Community and as recommended by Planning Commission, will allow us to work hand in hand with the planning department to bring sustainable and successful, vibrant new shops and services closer to existing residents thereby enhancing their quality of life.

Sincerely,

Martin Veenhoven
Architect/Principal
AAA, AIBC, RAIC, AIA, NCARB

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