

Community Association Letter



July 27, 2020

Emailed to Matt Rockley, City of Calgary File Manager

RE: DP2020-3902 | 211-221 14th Street NW | Proposed Mixed Use Commercial & Residential Development (168 Dwelling Units) | "SOLA" Project

Dear Mr. Matt Rockley,

On behalf of the Hillhurst Sunnyside Community Association and its planning committee, we would like to thank you for the opportunity to provide comments. We have been engaged with this file since the pre-application Land Use Redesignation stage in March 2019 and additionally thank the applicant and neighbours for all their involvement.

We preface this letter in stating that it has been very difficult for us to keep up with City-wide planning policies and individual development applications, in part due to the challenges of volunteer engagement and fatigue during summer months with the added strain to the organization due to the pandemic.

We additionally recognize the developer's intent to proceed with redeveloping the site during this challenging time. We believe that the proposed development will set the tone and precedent for quality future redevelopment on 14th Street NW. The applicant's proposed offsite improvements present an opportunity to gradually evolve one of Calgary's main transportation arterials into a more active, vibrant, and walkable community high street. As such, we trust that a rigorous review process involving City of Calgary subject matter experts and the applicant's team will be applied.

We remind the City Development Authority and Calgary Planning Commission that the proposed development is required to demonstrate a high standard of urban design. This is especially important as this application had received Council approval for greater height (30 metres total) and density (5.0 FAR) over the Hillhurst Sunnyside Area Redevelopment Plan (ARP) maximums of 20m and 4.0 FAR.¹

Due to a lack of resources, we have not had the opportunity to discuss the applicant's itemized Community Amenity Fund (HSCAF) contribution of \$83,420.89 (*Appendix 1*). We however note that many redevelopment projects that have successfully applied for ARP amendments have contributed *both* to the HSCAF and have funded offsite public realm improvements.

¹ The maximum heights and densities defined in the ARP 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"* (ARP Section 3.1.5; 3.2).

Community Association Letter

We respectfully request that the Development Authority and Calgary Planning Commission refer to the attached comments from neighbours for their thoughtful review and feedback. We additionally support the requested offsite traffic calming measures and trust that through the review process, sensitive design transitions to the lower density residential areas are incorporated into the final design.

While resources are currently limited, we would still like to be kept informed as stakeholders on the progress of the application. We further extend an invitation to the City and applicant to contact the undersigned, should they wish to request community association input on specific aspects of the application and especially as it pertains to wider conversations around the design of the public realm and the development of a cohesive identity for 14th Street NW as an urban street.

Thank you for your understanding,

Lisa Chong, MPLAN
Community Planning & Engagement Coordinator
Hillhurst Sunnyside Community Association

- cc: Matt Crowley, Chair, Hillhurst Sunnyside Planning Committee (HSPC)
Decker Butzner, Kathleen Kenny, Robert McKercher, Executive Committee, HSPC
Brook Melchin, Applicant's Representative, Riddell Kurczaba Architecture
David Down, Architect & Chief Urban Designer, City of Calgary
Dale Calkins, Senior Policy & Planning Advisor, Ward 7 Councillor's Office
Development Permit Circulation Controller
- encl: Letter from directly affected resident involved in the Hillhurst Sunnyside Planning Committee's development review process *"RE DP2020-3902 - Victor Shui (15-Jul-2020).pdf"*

Community Association Letter

July 15, 2020

Victor Shiu
216 15 Street NW, Calgary

To: **Matt Rockley (City of Calgary)**
Dale Calkins (Ward 7)
Lisa Chong (HSCA)

Re: **DP2020-3902**

Hello Matt, Dale, and Lisa,

Please see below my comments based on the DP information provided by the Applicant. I would like to remind the City review team about the ARP rule on "exemplary design" and the Applicant's approved height/density over the ARP. At land use stage, the Applicant noted that a lot of the details on site improvements and design would not be worked out until DP stage which is now.

I sincerely ask for your help in ensuring the Applicant fulfills their obligations and responsibilities as promised in exchange for the increased height and density obtained at Council. It is very much appreciated.

Site Improvements

1. We are waiting for the Applicant to provide an itemized list of proposed site improvements and visually identified on site plans/renderings. Each item should also be identified as required by standard City bylaw/regulations or as bonus density contribution against the \$83,420 for bonus density obtained on land use.
2. We feel strongly that the offsite improvements should include more traffic calming measures, safety, landscaping in the lane rather than focused primarily wrapped along 2nd Ave. Proposed site improvements would cover both areas overall.
3. We strongly request more traffic calming related improvements for all surrounding affected roadways – lane, 2nd Ave, 15th St.
4. We support having both paved pedestrian crosswalks across 2nd Ave as well as across 14th St. The paved pedestrian crosswalk across 14th St was removed from the DP drawings but shown on previous plans. We would like this to be added back as a site improvement.

Rear At-Grade Residential Units

1. Overall, we are supportive of these units to soften the direct impact to residents behind the lane.
2. We suggest more landscaped rear interface for the residential units on the lane to increase privacy for both the unit residents as well as residents across the lane.
3. We encourage the Applicant to investigate other recent developments in the community (including the Kensington building, Pixel & Ezra) as inspiration for successful laneway facing residential units.

RE: DP2020-3902

Victor Shiu

Page 1/3

Community Association Letter

Garbage / Loading

1. *"The overhead power lines make it necessary to load garbage completely from the lane."* Does that mean garbage/compost/recycling bins will all be pulled back from the building past the power line setback, or past the rear property line into the lane? Please identify on site plan the intended area where bins would be pulled out to waiting for pick up.
2. We are concerned that the pulled-out bins for pick up will block us and/or our neighbours from backing out of our garages onto the lane. Will this be a problem?
3. *"The preferred container solution will utilize 4 yard containers which are easier to move and access, this would result in a likely frequency of 3 pickups per week."* Given the regular and high frequency of pickups, will there be noise (loading trucks, bins being pulled) and smell (compost, garbage) concerns from the bins being pulled out waiting for truck pick up? How are these mitigated?
4. *"This apron and lane pick up area would be cleaned of snow for year-round accessibility."* Like above, we are concerned that snow would be cleared on to the lane blocking traffic. Will this be a problem?
5. It appears the overhead powerlines imposes constraints on truck size and required bins to be pulled out for pick up. Has the Applicant/City Administration looked at putting this underground to remove the constraints? This could be a good potential site improvement item for bonus density.

Traffic Calming / Layby

1. The layby spaces along 14th St have the potential to cause danger and traffic issues on this busy thoroughfare. For example, if there were three cars parked and the middle car left, the incoming car would be required to parallel park to access this space which seems like an unreasonable expectation on this type of road.
2. I feel these items are important as the proposed layby parking spaces along 14th St can be dangerous for vehicles parking and driving through, people getting in and out of the vehicles, as well as pedestrians. However, I am supportive of layby parking in general but only if these factors and traffic impact (e.g. detours through lane, 2nd Ave, 15th St) are fully addressed.
3. We encourage the Applicant team to get in touch with the City of Calgary Established Areas Growth and Change Strategy team. As a longer-term project for the City to support increased population in our communities, traffic calming has been proposed on 14th Street in the form of raised crosswalks and curb extensions to "indicate arrival into residential setting[s]. Potential locations include 2nd Ave, 7th Ave, 8th Ave (both legs), 10th Ave, 11th Ave NW."

Lane

1. *"Bikes will typically enter the building on the car ramp."* The design intends that up to 168 bicycles would access the underground stalls through the car ramps same as vehicles. This will create significant bicycle traffic in the lane coming from both 2nd Ave and Kensington Road, and cause huge issues for the lane. Primary access should be through the front lobby of the building facing 14th St which will be pedestrian friendly instead so that bicycle traffic is NOT encouraged in the lane for safety.
2. It looks like there are 2 exterior doors accessible from the lane into the building corridor in addition to the front lobby entrance. Are these 2 entrances to the public as well as residents? The addition of 168 residential units will inevitably generate significant non-vehicle traffic: foot traffic, bicycles, scooters, and other non-conventional methods of transportation. This significant increase to existing traffic renders the lane unsafe, how will this be mitigated?

Community Association Letter

3. Does the TIA provided to City Administration for review address all the following items?
 - Pedestrian traffic – access via lane 2 exterior entrances
 - 168 bike stalls – access via lane car ramp
 - 84 underground parking stalls – access via lane
 - 10 surface retail stalls – access via lane
 - 4 to 5 layby stalls – access via 14th St
4. Aside from the initially proposed speed bump, the Applicant has not shown or identified any additional traffic calming measures for the lane. The Applicant has consistently noted that they are open to suggestions on how the lane can be improved from us. The problem is that we are not experts and do not know what would work based on best practices. The Applicant should work with the City to identify traffic calming measures suitable for the lane and provide to the Community for review and discussion. It is the Applicant's responsibility to identify and provide options for traffic calming/improvement for the Community's review. We as directly affected residents rely on the City to ensure that the Applicant is completing this work, as we do not have the expertise in rear lane design or traffic calming in general.
5. We are supportive of speed bumps in the lane and would support having 2 of them to bookend the north and south boundary of the lane behind the site. What are the reasons that City does not support speed bumps? What are the benefits/disadvantages? I believe there is already one speed bump near the south end of the lane behind the Telus building.
6. We request the City investigate the feasibility of designating/enforcement of the lane for 1-way traffic only, as the lane is already one-way only as it exists. Per survey the width of the lane is only 5.49 m, and for two-way traffic ~6.5 to 7 m is needed. If vehicles were coming from both ends, one of the vehicles has to pull over against a garage just so the other vehicle can pass. Making the lane one-way could potentially eliminate that problem, but we would like to hear more about the City's position and the benefits/negatives. Please also take consider the significant new traffic that will be created from the underground parkade, bicycles, and other untraditional forms of access (e.g. scooters).

Noise / Privacy / Reflection / Lighting

1. We are concerned about early morning/late night noise problems with the rear surface stalls for retail. How will this be mitigated for residents across the lane?
2. Will the glazing (and/or other finishing materials) on the rear of the building facing the lane cause significant glare for residents across the lane for our rooms?
3. Will the rooftop amenities cause noise and light pollution issues for us in early mornings/evenings? I am especially concerned about the open patio area with potential late gatherings of residents/visitors.

Sincerely,



Victor Shiu, 216 15th Street NW, Calgary