

SOLA – ONLINE OPEN HOUSE – June 30, 2020 - 7pm
Facilitated by Riddell Kurczaba Architecture and Ocgrow

This online presentation and question and answers is for purposes of informing the public on the nature of the DP submission for the SOLA development project on 14th street north west.

The event was advertised by the community association on their web page and newsletter. Fifty flyers were delivered to the homes on both sides of 15th street between Kensington and 2nd ave. During the presentation 9 separate participants were reported as participating by the ZOOM mtg system. The zoom webinar was open to anyone having the access code.

Attached is a copy of the flyer distributed, the slides shared by Brook Melchin Architect with Riddell Kurczaba for the first 15 minutes and the questions submitted during the zoom webinar with a short version of the verbal response given. The comments in red below represent the answers given.

Questions and comments submitted during the online open house:

From Terry Chau to All Panelists: 07:09 PM

I've been waiting to comment for some time, as I live within block of this site on West side & was away at earlier open houses. I'm so pleased with this project & finally great to see some positive new developments. I fully support this project and it will bring great positive benefits to 14th Street NW, which is long overdue. Best regards, Terry

From Victor and Liz to All Panelists: 07:11 PM

Are those rear surface stalls only for at grade residents use? **They are for the retail, residents and guests use the parking under.**

Are the 2 rear door entrances for residential or commercial access? **Both**

From Jasmine to Everyone: 07:11 PM

A 2 metre sidewalk seems quite narrow for the frontage. **This is based on city standards but there is also the area of sidewalk for the tree wells and about 2 meters adjacent to the building that will be activated by retail tenants.**

From Matt Crowley to All Panelists: 07:12 PM

are there multifamily units in the rear of the property? **Yes 4 units** So retail visitor parking is in front of their units? **The privacy fence is a solid 5 ft high fence designed to provide security and privacy.**

From Jasmine to Everyone: 07:13 PM

What about the lane south of the site? **This will not be upgraded** Presumably the congestion an access for the building would occur from both the north and the south. **Yes, the lane will be repaved north and behind the site. The lane is effectively widened at the rear of the site with 1.8 meters behind the parking stalls**

From Rick Karema to Everyone: 07:14 PM

I have lived in Kensington for over 12 years, and absolutely love this project...will we a great addition to the community! Best Wishes,

Looking forward to the sales center hopefully opening soon, Rick

From Victor and Liz to All Panelists: 07:15 PM

Without landscaping and site areas provided, it is difficult to assess the current design. Please consider adding additional plantings on the lane side, especially in an effort to enhance the lane condition for the at-grade residential units.

Applicant needs to provide more detailed street level renderings and elevations to illustrate the streetscape experience as it impacts surrounding residents - both the front of the site and rear facing the lane. In particular, the renderings/elevations for the rear facing the lane should illustrate in detail and include visual examples the following:

- a. Pedestrian presence/activity in the patio area
- b. Vehicular activity/parked in rear surface parking stalls

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- c. Vehicular activity accessing underground parkade entry
- d. Vehicular activity parked/accessing loading/garbage area
- e. Visual elevation/impact on sloping in relation to the lane. **The two renderings from the rear from the north and south along with plan notations were shared again to participants to help explain the lane condition.**

From Peter Salasar to Everyone: 07:17 PM

Our family is in total support of this SOLA project, we need more new developments like this which are such first class, to revitalize all of 14th St....great job and can't wait to see the ugly yellow building. currently there finally gone., with regards, Peter Salasar

From Terry Chau to Everyone: 07:20 PM

Kudos to the developer & team, we fully support this development and renderings look excellent! Terry

From Victor and Liz to All Panelists: 07:21 PM

We request more detail on the street-level renderings:

a. The design of the ground level patio area for residential units – for example, how will those look from a street level?

b. We request rendering incorporating the proposed layby, sidewalks, landscaping, and surrounding building massing to understand the overall impacts of the proposed development

Aside from the proposed speed bump, the Applicant has not shown or identified any additional traffic calming measures for the lane. The Applicant should work with City Administration to identify traffic calming measures suitable for the lane and provide to the Community for review and discussion. **It was noted that the proposed speed bump was deleted in the DP submission and that residents who feel this is important should make known to the city the need to calm traffic.**

From Matt Crowley to All Panelists: 07:21 PM

Can you provide a breakdown of the current proposed bonus density improvements and budget for where that money is proposed to be spent? Thank- **the bonus plan is updated in the current proposed landscape plan with changes as a result of city guidance. The DP package does not break this down. This can be updated from the July 2019 version.**

From Terry Chau to Everyone: 07:22 PM

any idea when the project sales office shall be open? **Hopefully in the fall**

From Victor and Liz to Everyone: 07:24 PM

Are the loading stalls as shown long enough for loading trucks required by the retailers? Is there potential for loading trucks to stick out onto the lane setback area and reduce the lane width? **The 2 loading stalls are city standard. The narrow lane also constricted by powerpoles does not allow large trucks to park in these stalls. Van and small u-hall truck sizes will be able to park in these stalls. U-haul publishes a guide based on unit sizes for truck sizes needed. Because of the small units there will not be need for larger trucks for those moving in and out.**

From Matt Crowley to All Panelists: 07:26 PM

has reconfiguring this building as a MF rental been considered? There is no condo market in Calgary right now, projects in the area are struggling to get sales. Anthem flipped from condo to rental just recently in a good location. **With most product focused on rental we believe there is a niche for condominium product of the appropriate price range.**

From Victor and Liz to Everyone: 07:26 PM

More information is requested on the design of the loading/garbage area. From the plans, it appears that the area is contained within the building envelope in a segregated area, but it is not completely clear. We request that the Applicant provide details on the design, and how it will ensure noise/smell is mitigated for adjacent residents. **The garbage is completely stored inside the building mitigating the visual and smell issues, the grades in the lane are at 2% to allow bins to be wheeled out into the lane for**

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direct pick up this will require the condo to clean the snow for this to happen. With the power lines there is no other option.

From Jasmine to Everyone: 07:26 PM

Would encourage you to consider more public realm improvements to the public frontage of the building. The sidewalk to the north is quite a bit wider. This development is being sold to the community as bringing improvements to 14th street the inclusion of a layby coupled with a narrow sidewalk makes this building very car oriented rather than improving the pedestrian realm. **The addition of laybys actually creates a sense of safety for pedestrians plus providing the necessary association with the retail to enhance its viability. The building respects the road widening easement and uses this 5.1 meters for layby, tree planting, sidewalk, and activated area beside retail.**

From Lisa to All Panelists: 07:26 PM

Hi Brook - I think the original concept showed some texture on 14 St at the pedestrian crossing to enhance pedestrian visibility - will this still be integrated? **The current landscape plan does not show these crossings. We will include them in an updated options listing.**

From Victor and Liz to Everyone: 07:29 PM

We have questions surrounding the type of retailers/uses for the proposed development. How will the Applicant ensure adjacent residents are not disturbed by visitors accessing the retail businesses parking/going at the rear surface stalls in the evenings/early mornings? **Ocgrow is confident in a good mix of retail but we cannot confirm at this stage who would be there. This will be subject to applications for each user.**

From Jasmine to Everyone: 07:31 PM

Agreed that a row of parked cars provide a buffer, but laybys are not the same. In this case we would be taking away the width from the sidewalk in front of the building only (for only a few metres) which does little to improve the pedestrian environment overall but does make walking much more difficult by requiring pedestrians move out of the way for cars. **The 5.1 meter easement plus existing sidewalk area can to achieve the items just mentioned. The city has been specific in their guidance that this easement will not be relaxed at grade but must be justified as part of the public realm.**

From Victor and Liz to Everyone: 07:33 PM

Based on the pre-application site plan, the CRUs appear smaller - however, that is strictly a demising matter and easily changed and not set in stone. Our rationale for inquiring is that the type of retailers and use operating in those spaces would heavily determine the extent of traffic impact on the lane (rear surface stalls), traffic impact along 14th St NW (front layby parking), noise/smell impact (rear loading/garbage area), among others.

We request clarification on the Applicant's rationale for the proposed placement of speed bump in the lane as shown. We request the placement of 2 speed bumps to book-end the north and south boundary of the lane behind the proposed development. **We would support the addition of speedbumps subject to guidance from the city.**

From Victor and Liz to Everyone: 07:39 PM

Aside from the proposed speed bump, the Applicant has not shown or identified any additional traffic calming measures for the lane. The Applicant should work with City

Administration to identify traffic calming measures suitable for the lane and provide to the Community for review and discussion.

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 14 Street in the form of raised crosswalks and curb extensions to "indicate arrival into residential setting[s]. Potential locations include 2 Ave, 7 Ave, 8 Ave (both legs), 10 Ave, 11 Ave NW." **It is believed that the enhancements in the lane will naturally calm traffic.**

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From Matt Crowley to All Panelists: 07:39 PM

has reconfiguring this building as a MF rental been considered? There is no condo market in Calgary right now, projects in the area are struggling to get sales. Anthem flipped from condo to rental just recently in a good location. **We are confident in the for-sale model proposed.**

From Lisa to All Panelists: 07:42 PM

Like the mix of traditional and modern building materials. Maybe consider art at the sides? The Kensington Bucci building has local artwork. **This could be considered.**

From Jasmine to Everyone: 07:48 PM

There are already speed bumps at the south end of the lane due to speeding problems.]

We would support speedbumps in the lane

From Victor and Liz to Everyone: 07:49 PM

We would support speedbumps in the lane too

From Matt Crowley to All Panelists: 07:50 PM

can you show the bonus density improvements and line item budget **this can be updated**

From Lisa to All Panelists: 07:50 PM

For neighbours - once the DP application is in, the sign will be up, or it will be advertised on developmentmap.calgary.ca **the normal process will be followed with a new sign and advertisements. We expect that to take place in July.**

From Matt Crowley to All Panelists: 07:50 PM

\$86k roughly

From Lisa to All Panelists: 07:50 PM

the community association is not able to share plans, but you will need to call 311 or contact City Property Research (propertyresearch@calgary.ca)

From Jasmine to Everyone: 07:51 PM

Is it the building over the maximum height as set out in the ARP? **It is not over height with respect to the new DC bylaw. And steps to reflect the intent of the original ARP**

From Matt Crowley to All Panelists: 07:51 PM

the previous plan was on 3 sides of the street, the new plan is only contiguous to this site looks like the money is not going as far any more **the crosswalk on 2nd and 14th can be considered as an option in the enhancements.**

From Victor and Liz to Everyone: 07:56 PM

Can you 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. That will help us understand and review the Applicant's selected proposed improvement items. **Yes updated listing of enhancements can be made.**

the Zoom format of this meeting is far better for being able to hear what you're saying, Brook

From Matt Crowley to All Panelists: 07:56 PM

yes that is right. The first bonus density plan was on either side of 2nd street and across 14th street. the current plan looks to be only contiguous to 14th street

*contiguous to the site only

gotcha thanks

From Lisa to All Panelists: 07:58 PM

Thanks Brook

From Victor and Liz to Everyone: 08:01 PM

If you don't get approval to do the layby, could you possibly shift the building footprint more towards 14th st? **the city will not relax the 14th street easement at grade so the building could not be moved.**

thank you Brook

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[From Matt Crowley to All Panelists: 08:02 PM](#)
thanks Brook

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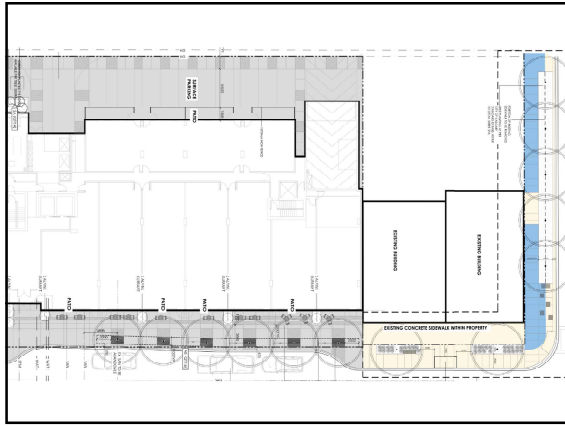


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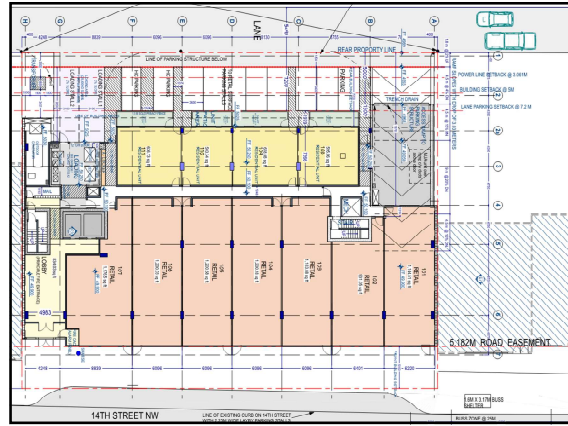


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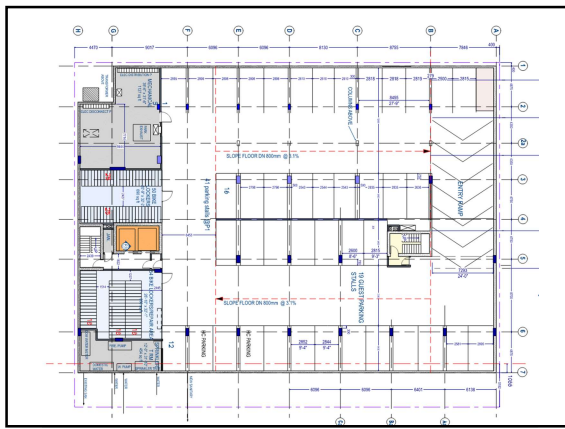
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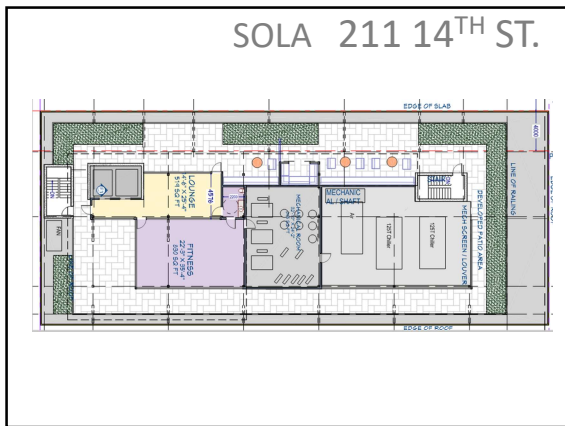
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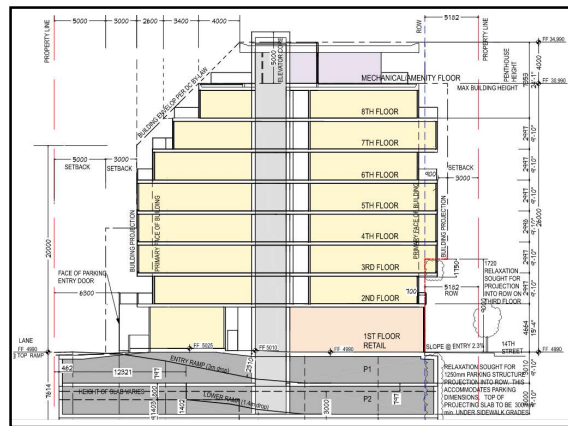
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SOLA

Virtual open House Invitation (For Development Permit)

Condominium Development Proposal by Ocgrow at:
211 – 221 14th Street NW
(replacing the National Transmission Building)



In preparation for a Development Permit submission to the City, the development team seeks input on the design proposal. Renderings and plans will be shared at this virtual open house with feedback sought on public realm initiatives along 14th street and the Lane.

Tuesday June 30, 2020 7 pm – 8 pm

Virtual webinar is hosted on zoom at the following address:

<https://us02web.zoom.us/j/85831620288>

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Should attendance be a concern please email brookm@riddell.ca for information