

# Applicant Outreach Summary

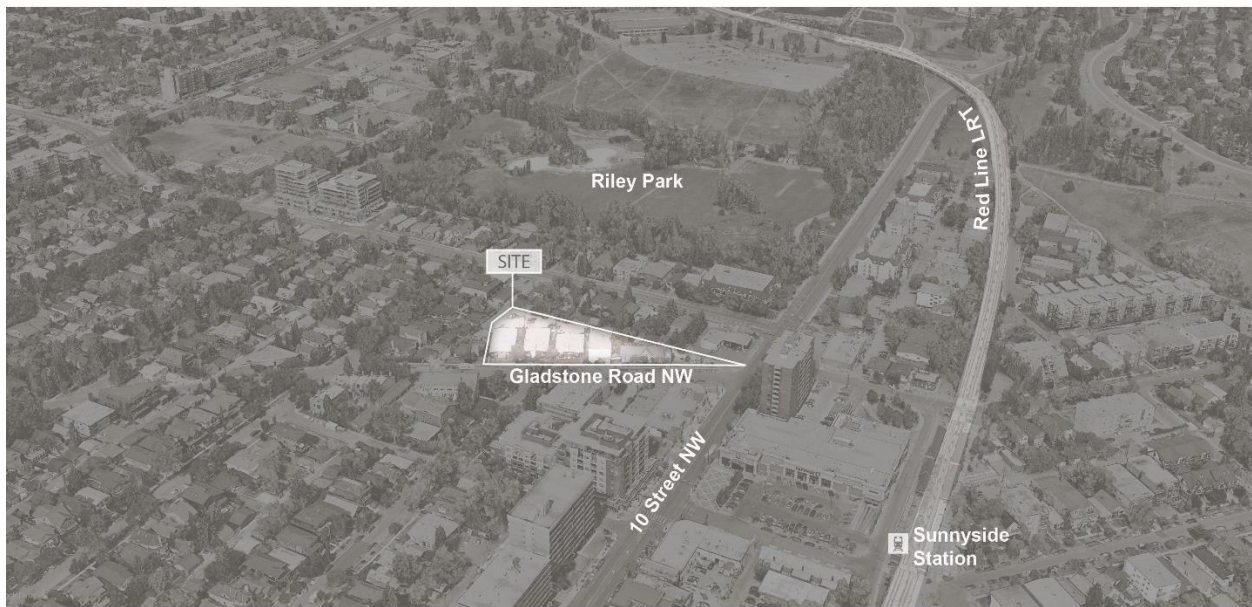
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## Gladstone Road NW Development Permit (DP2022-06965)

### Outreach Summary

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March 2023



## PROJECT BACKGROUND

A development permit (DP2022-08965) was submitted which will allow for the development of a mid-rise multi-residential rental building.

Based on the existing approved land use on site, this proposed development will increase housing options for residents of Hillhurst-Sunnyside and has great access to transit, SAIT, and downtown Calgary.

As part of this development, the historic Hillhurst Baptist Church building at the corner of the site will be retained and restored, and new public amenity space provided.

- Creates a **landmark building** at the northern gateway to Kensington.
- Increases **housing options** near the LRT.
- Remains contextually appropriate in scale and character to the **surrounding context**.
- **Activates** surrounding streets and laneways.
- Contributes to one of Calgary's most **vibrant and livable inner-city communities**.





## DEVELOPMENT PERMIT BACKGROUND



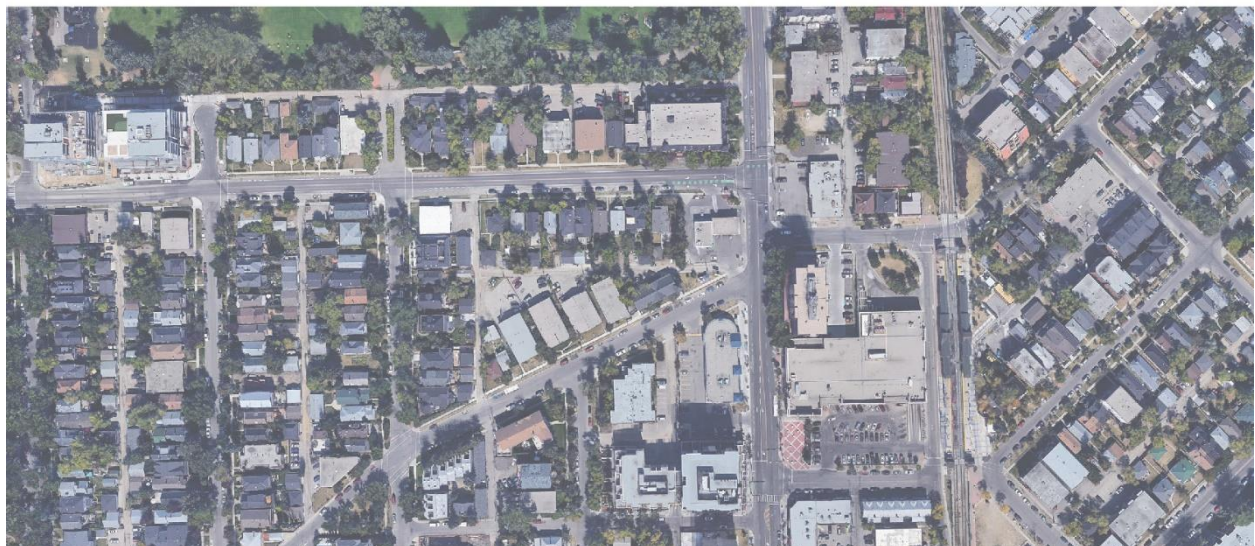
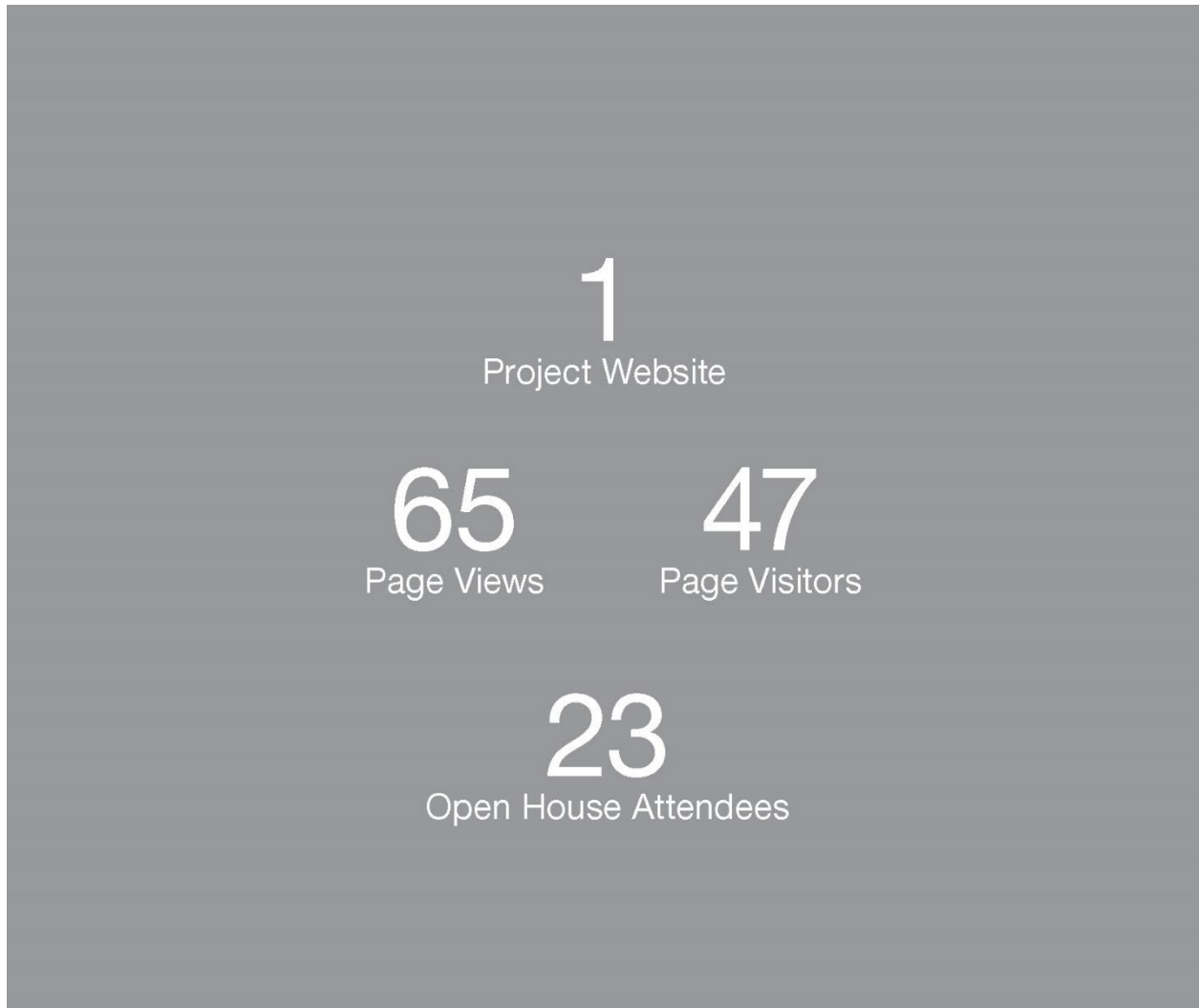
- Land Use was approved in 2021
- Original Development Permit (DP) submitted in 2020 and approved in November 2021
- Original DP was appealed and overturned by Subdivision and Development Appeal Board (SDAB) in January 2022
- Appeal was granted based on the lack of a finalized and agreeable solution to relocate power poles in the north lane
- **DP has now been re-submitted, including:**
  - Resolution of the power pole issue by relocating all power poles to the south side of the lane
  - Confirmation of rear lane design and parkade access details to the satisfaction of City Administration
  - Removal of balcony projections on the west site of the building and redesigned roof deck, removing the need for previous bylaw relaxations
  - Redesigned and enhanced amenity space in the lane and public plaza on the heritage site

## PROJECT OUTREACH TIMELINE & METHODOLOGY

The project team initiated the following means of Communication & Engagement:

- Presentation to the Hillhurst-Sunnyside Community Association in November 2022
- Website and public circulation mailout to nearby residents in February 2023
- Direct discussions with adjacent residents in March 2023
- Public Open House March 2023





### COMMUNITY ASSOCIATION MEETING

The project team met with the Hillhurst Sunnyside Community Association (HSCA) in November 2022, shortly after the application was submitted to the City.

Following this meeting, additional correspondence was held with CA members via email to answer additional questions and provide information about next steps.

### PROJECT WEBSITE

A publicly accessible website was launched in February 2023, which contains finalized details of the proposed Development Permit application and registration information for the Public Open House.

### POSTCARD NOTIFICATION

A hand-delivered postcard was dropped to all buildings and residences within 300m of the subject site. This postcard contained information about the application and a link to the website for further information and Public Open House registration.

### DIRECT DISCUSSIONS WITH NEIGHBOURS

The applicant held individual engagement discussions with adjacent residents in February and March 2023.

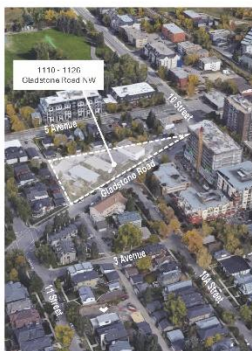
These discussions focused on specific details of the application and concerns about the laneway, building height and massing.

### PUBLIC OPEN HOUSE

The applicant hosted a virtual Public Open House via Zoom on March 8, 2023. The Open House ran from 6:30-7:30 pm and had 23 attendees in addition to the project team.

The Open House format was a brief presentation by the applicant followed by a question and answer period. Attendees were able to ask questions either via the chat function or by speaking directly.

Key questions and themes from the open house are summarized in this document. The recording from the open house has also been provided to attendees.



#### Public Information Session

Please Join us for a virtual information session to learn about and share your thoughts on a proposed Development Permit in Kensington.

**Date & Time:**  
Wednesday March 8th, 2023  
6:30-7:30 pm

To register for the information session and for more project details, visit:  
[engage@adstonerood.com](mailto:engage@adstonerood.com)

## SUMMARY OF PUBLIC FEEDBACK

Public feedback on this application was provided through several means including: verbal feedback at the Community Association presentation, questions and comments provided at the Public Open House, direct discussion with neighbours, and written submissions provided to the file manager.

The engagement website also provided an opportunity for public comments on the application. However, only one comment submission was provided through this forum and was a general inquiry for information.

## THEMES/INTERESTS

There were several themes and interests expressed in the feedback from the public that the project team received on the proposal. These themes and accompanying applicant responses are provided below.

### Building Massing

Adjacent neighbours expressed concerns about impacts of the building height and massing on their residences on 11 Street NW and 5 Ave NW, indicating that they felt the proposal would cause shadowing and overlooking impacts. Revisions to the initial application included minor adjustment to balconies and stepbacks on the top two floors facing west and north. However, some suggested contextual stepbacks did not do enough to provide a transition to adjacent development. The applicant responded to these comments by confirming that the DP aligns with the massing and setback/stepback regulations of the DC Bylaw, and have been thoroughly review by Administration.

Concerns were raised about about the overall massing of the building from the west side, which seemed large and 'blocky'. The applicant did provide some details about how articulations in the building such as balconies and stepbacks will provide more visual variation and void space to reduce massing impact.

Comments also referred to the 'white block' massing on DP renderings, which shows general potential massing for the building on the pie lot to the west (under separate ownership). Some commenters felt that this proposed massing was unclear and that the development should not rely on other landowners to provide transition to existing development.

### Building Design and Compatibility

Some comments received during the Public Open House referenced the building design and potential negative impacts on the overall character of the neighbourhood, which includes several homes built before 1910.

Comments included the use of too much glass and modern materials compared to the surrounding heritage community, and a preference for more 'warm' and varied materials. For instance, on the west facade the use of wood panelling was preferred to the dark grey slate material shown on renderings.

### Parking and Active Transportation

In response to the overall parking balance (113 underground stalls for 150 units), one comment asked whether other vehicles would park on the street. The applicant responded that not all households are expected to have a car as the building is incentivizing carless living with bike storage and is close to transit. Units in multi-family buildings are also not eligible to get a residential street parking pass under the City's new rules.

Another commenter supported the promotion of car-free living and asked that sufficient bike parking stalls be provided. The applicant indicated 118 enclosed bike spaces are provided.

### Lane Width and Design

One of the primary topics of discussion through written submissions and at public sessions was the lane design. Key themes related to the lane included:

- Concerns that additional volume on the existing narrow lanes would cause conflict, as lanes are currently not wide enough for vehicles travelling in both directions (*applicant confirmed that the DP and Construction Drawings for the lane have been thoroughly vetted by Administration, including detailed turning templates and bylaw review*).
- Adjacent residents also commented that the renderings of the lanes are misleading, showing 2-way traffic which is not feasible, and omitting utility poles (*applicant clarified that the DP and Construction Drawings show accurate details of the lane and power pole realignment*).
- Concerns that people are going to use the lanes as a shortcut (increased traffic), and confirming that the north lane access will no longer allow direct access onto Gladstone at the northeast corner of the site (*applicant confirmed it will not*).
- Will the lane be paved all the way? (*yes*).
- Concerns about grading and flooding of private properties in the lane once it is paved.
- Why is there a sidewalk in the north lane instead of a wider lane? (*the sidewalk is within the setback required for the power poles, therefore the lane could not necessarily be widened in this area*).
- Would like to see the lanes made 1-way to alleviate some of the traffic congestion (*applicant clarified this would be a City decision*).
- Would like to see the utilities buried or moved to help widen the lane (*confirmed this was not feasible due to cost as well as the requirements of the utility provider and separation from buildings*).

### Rental Rates

Commenters asked about the intended rental market rate for the finished units. Need more mid range units and a mix of sizes of units to support different household types (families, seniors, people with disabilities, etc). The applicant clarified the building is intended to be for rental and has a range of unit sizes planned, but will not be able to determine exact rates until the building is closer to being complete. Rates will be dependent on the market at that time.

### Environmental Considerations

What is the developer doing regarding sustainability, given our current climate crisis? The applicant indicated 20 EV parking spaces will be provided, with capability for the building to have 120 EV parking spaces in the future. The building will also include standard energy efficient lighting / LEDs, low flush toilets, etc.





**ONLINE OPEN HOUSE CHAT COMMENTS**

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Comment: DP circulation plans show 113 res parking stalls for 150 res units.

Comment: The north laneway will be 4.5m, the power poles will stay where they are. So, it is not wide enough for two cars to pass.

Applicant Reply: (applicant replied verbally, see comment summary)

Comment: Is this building a build to rent or build to sell individual units?

Applicant Reply: Build to rent

Comment: What will be the rental rate?

Applicant Reply: (applicant replied verbally, see comment summary)

Comment: When will the project be completed and ready for occupancy?

Applicant Reply: (applicant replied verbally that the anticipated timeline would be 2024/ 2025).

Comment: Was a traffic impact assessment done for this project? If so, what were the findings?

Applicant Reply: (applicant replied verbally that traffic review was completed at Land Use stage).

Comment: The developer has stated they will not bury the services as it is "cost prohibitive". They presented to Council that they would bury the power lines then changed their mind.

Applicant Reply: Yes, utility providers expect that municipalities or developers will bear the cost of relocating or burying existing utilities. They do so because the cost is quite high.

Reply Comment: The City should bear the cost.

Comment: any provision for EV charging?

Applicant Reply: (applicant replied verbally that 20 EV stalls are provided with the remainder EV ready).

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