



Public Submission

CC 968 (R2023-10)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

I have read and understand the above statement.

First name [required] Janet

Last name [required] Russell

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Site at 201 10 Street NW; Planning File Number: LOC2022-0227

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

This land use change is contrary to the ARP and the considered proposed new Riley Area Plan. If it is accepted, the area will have valid questions as to what the purpose of all the work that has been done on these plans would be. Developers would be constantly pushing to ignore the restrictions for their sole benefit.

Janet Russell
415 12 Street NW
Calgary, Alberta T2N 1Y9

January 16, 2024

Mr. Terry Wong,
City of Calgary Councillor
City Hall,
Calgary

Dear Sir:

**Re: Council consideration of the Osteria Site project
201 10 Street NW
Planning File Number: LOC2022-0227**

I understand that City Council will be asked to consider land use change for the proposed Osteria site project at the corner of 10th Street and Kensington Road at an upcoming Council Meeting.

As the Councillor for our Ward, I trust that you will be opposing the current project, consistent with the views of your constituency in this area. Please confirm your position to me.

As you are aware, the neighbourhood between 10th Street and 14th Street have accepted considerable densification over many years. The City has set guidelines in its ARP which would currently limit this project to 8 stories. Under the newly considered but not approved Riley Plan, it is my understanding that properties on the west side of 10th Street would be limited to 10 stories. The objections of the community to this project are not a blanket objection to increasing density. They are focused on the significant negative impacts of the land use change that is proposed for this particular site.

To approve a 15 storey building at this site is to confirm to residents that the City is prepared to breach or ignore any ARP or planning document, without any community benefit.

As a resident, I have heard nothing that would suggest that there are any benefits to the community that would flow from allowing this project to exceed the planning parameters. There are significant negative impacts.

In the Saturday, January 6, 2024, Calgary Herald (Section D) article on development in Calgary, I noted the following:

“While the city is full of smart people, they’re not on the ground where a new development is proposed to be built. Public engagement is key to any change the municipality makes, according to Byron Miller, an urban studies professor at the University of Calgary. He says the housing crisis is urgent and complicated, but planning a city that people want to live in and enjoy is paramount.”

The negative effects on liveability in our community are what has driven objections to some dramatic changes being proposed both in the Riley Plan discussions and in the objections to the land use change to allow development that has been approved by the Planning Commission for this site and is to be considered by Council. If you are not aware of the community objections that have been provided in the planning process, please advise me immediately and we can arrange for you to receive this information.

How is a building that is so tall to be accommodated in terms of traffic in and out through a small alley, shading of the homes to the north of the property, and limited or non-existent parking in the area?

There will be no “affordable housing” in this project. There is no benefit to the community. What justifies allowing the developer to go so far outside the envelope that would be prescribed by the City planning documents?

I look forward to your direct and precise response to your position on this matter.

Thank you.

Yours truly,

Janet Russell



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I have read and understand the above statement.

First name [required] Deanne

Last name [required] Mudd

How do you wish to attend?

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What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Application for Land Use Redesignation at 201 10th Street NW (LOC2022-0227)

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

January 18, 2024

City of Calgary
Planning Department
Attention: Coleen Auld, Planning & Development

Re: Application for Land Use Redesignation at 201 10th Street NW (LOC2022-0227)

As a homeowner who lives within a quarter of a block of the proposed development, I am vehemently opposed to this latest attempt at land use redesignation for the site at 201 10 Street NW.

The residents of Hillhurst/Sunnyside worked with The City from 2006 to 2009 in talks, workshops, and community engagements to develop the ARP. This was supposed to be a 20 -25 year plan for our communities. This extensive process helped establish an agreed upon framework that all developments were to fall within or to comply to. The ARP was supposed to give the residents and The City clear expectations and guiding rules for all current and future developments.

The developments that have come through until now that met the ARP regulations passed with very little resistance, if any, from the community. Our community knows that this ARP is what we consider our law, the bar that has been set by the citizens that reside in the “Kensington” area.

The parcel at 201 10 Street NW requested a land use redesignation in 2013 that fit within the ARP and was accepted. The owners then applied for a subsequent land use redesignation in 2014 with added height and FAR above the ARP limits. That application was rejected by the community and at all 3 levels of municipal review (administration, CPC and Council). We are now here again in 2023 with yet another version which well exceeds even the previous application in 2014 (almost twice the ARP limit to both height and FAR). Once again, The City and the applicant have asked the residents to provide comments upon an issue to which we have already responded – the issue of (over) developing the subject site. This is very much an insult as we have to yet again take time out of busy work schedules, family lives and very rare and precious free time to put on city planning, transit studies, legal and bi-law hats. We are expected to provide input, arguments and share information with professionals when we are just laypeople; this is very frustrating and unsettling.

Timeline on 201 10th Street NW applications

Date & Outcome	Maximum FAR	Maximum Height (in metres)
2013: ARP approved with community support. Figures still current as of 2023.	5.0	26
2014: Applicant applied for DP and rezoning increases over and above ARP limits and was refused.	7.0	32
2023: Applicant is applying for land use redesignation over ARP limits and over what was refused in 2014.	9.0	50

There are several reasons that I find the requested land use re-designation unacceptable:

*Shadowing

*Dangerous back laneway that is grossly undersized for the amount of current traffic which would be further exacerbated with additional residents/users

*Negative impact on property values

*Setting precedence

Subsequent to the 2014 application, there was a lawsuit filed in the Court of King's Bench Court (File No. 1701-06436, Terrigno Investments Inc. vs. Druh Farrell). A publicly available document contains a report that the applicant commissioned and paid for, and then filed as an affidavit providing evidence in support of his action. The affidavit is dated November 8, 2019, and contains a Real Property Consulting Report written by Mr. Don Letterio, an accredited Canadian Residential Appraiser.

The affidavit and report are relevant to the current application, to counter the applicant's contention that the proposed height and FAR are appropriate. The report is especially relevant because it is written by the applicant's own expert witness.

Mr. Letterio's affidavit and report provides expert confirmation that a 10-storey building would cause both pecuniary and non-pecuniary losses to homeowners who live near to the proposed building. Despite this being the applicant's own evidence, the applicant now proposes a larger building of 15-storeys. It follows that there will then be larger associated losses for a larger number of nearby residents. Specifically, these losses will include but not be limited to:

- negative affect on market value of property
- increased traffic
- increased demand for parking
- loss of privacy from overlook
- shadowing

I am one of the homeowners that lie within this sphere of loss. In fact, I have 2 properties that would be negatively impacted by this development. How is it justifiable that the applicant can benefit from this development while the rest of the homeowners within the shadow of this development will take the hit (financial and otherwise)?

All new developments on the west side of 10th Street NW will only allow vehicle access from the alley between 10th Street and 10A Street NW. The largest area of concern (even with those developments that have been within the ARP) is the need for a drastic renovation to the alley. Our alley way is at points only 4.7 meters wide. Considering the standard width for an alley way in the city is 7 meters we are severely undersized. Even if all new developments fell within the ARP our alley way will not accept this amount of traffic. We keep getting promised traffic studies, yet these studies keep getting delayed. You do not need to be an expert to know without a doubt that adding traffic to this back lane is a disaster waiting to happen. I have waited upwards of 30 minutes to back out of my rear parking stall as the commercial delivery trucks are parked and unloading. Waiting behind the garbage trucks is also a regular occurrence as there are several different garbage companies for the various businesses as well as the residential garbage and recycling collection. The alley has a posted speed limit of 15km's but in reality the only people that actually obey the posted speed are the garbage trucks.

The applicant has previously admitted that the back lane is too small and dangerous as their reasoning for not wanting an elevator shaft in the back lane for another development (212 10A Street NW) they were proposing. To quote the applicant's letter dated April 4th, 2022:

" . . . there are safety reasons given the narrow, and very busy, lane way and for accessibility as an elderly person cannot be expected to travel down a narrow, and very busy, lane way to access their residence . . . We also looked at placing the elevator on the south-west area of the property but that causes safety issues because it is beside the narrow, and very busy, lane way. Over the years, the home has been hit a number of times by large vehicles that use the lane way for deliveries (sic) to commercial businesses on 10th st that has resulted damage to the current home." (emphasis added)

This "narrow, and very busy, lane way" is the exact same one through which the applicant now proposes to funnel all vehicle traffic for a 15-storey building. This includes customers, residents, visitors, deliveries and services. The planners also propose "activating" by wrapping retail access around the corner of the building into the lane.

I was part of the initial planning of the ARP; I went to all of the meetings and workshops. I was well aware of how this was all going to impact us. A few years later I installed 16 solar panels on my roof. This was an investment I was very certain of as I knew what my sun hours were going to be at that point and post any development. If any development over the height permitted in the ARP is allowed on the subject site, my \$19,000 investment and any future moneys saved and invested into the electrical grid will be compromised. The applicant had a shadowing study conducted which proves that my property will be affected in the spring, fall and winter months; these are the months that are the most critical in offsetting my energy bills.

When the applicant's developer, Quantum Place, did the "community engagement" on site November 30, 2022, one survey question asked "how many storeys would you support on this site?" None of the options provided were for 8 storeys which is the maximum height currently allowed in the ARP. The options available started at 10 storeys and went up from there; in fact they did not even reference what the current regulations were. On the following graph they do include figures for **up to 8 storeys** but this was not an option listed on the survey itself.

The survey failed to communicate the current ARP guidelines and to provide that option as a survey response. The subsequent data presented also failed to capture all of additional survey comments. Many of these comments specifically mentioned support for up to 8 storeys. This means the graph data presented is not a true representation of all survey participants' feedback.

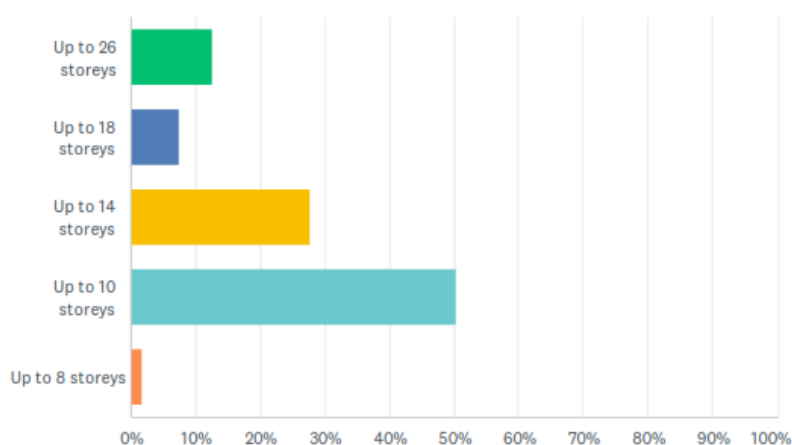
As the survey findings are being used to reflect the community's approval and support for the proposed land use re-designation it is crucial that the data presented is accurate.

Quantum Place survey results for number of storeys supported

Kensington Project 201 10 Street NW Survey

Q5 Other projects in the city that are located within 400 Meters of an LRT station have been approved for up to 26 storeys. Further, buildings located close to this project are 10 storeys high and right across the river from this site you can see residential buildings of varying height from 24 to 32 storeys. What would you support for this site?

Answered: 119 Skipped: 49



ANSWER CHOICES	RESPONSES
Up to 26 storeys	12.61% 15
Up to 18 storeys	7.56% 9
Up to 14 storeys	27.73% 33
Up to 10 storeys	50.42% 60
Up to 8 storeys	1.68% 2
TOTAL	119

Up to 8 storeys show 2 people in this category with a percentage of 1.68. If you take into account all of the following additional comments under **Other** 50 out of 55 responses supported up to 8 storeys. If these comments were captured into the main data set the percentages would look more like the following table.

Answer Choices	Responses	
Up to 26 storeys	8.9%	15
Up to 18 Storeys	5.9%	10
Up to 14 Storeys	20.1%	34
Up to 10 Storeys	35.5%	60
Up to 8 Storeys	29.6%	50
Total		169

I feel I would be safe in saying that if the category of **Up to 8 storeys** was actually included on the survey it is likely that many if not most of the respondents that choose 10 storeys would likely have chosen 8 storeys.

Here are the comments for reference:

#	OTHER (PLEASE SPECIFY)	DATE
1	FAR 5 8 stories as per the HS ARP and has been approved for this site.	12/9/2022 8:41 AM
2	8 storeys - the current maximum allowed	12/8/2022 12:06 PM
3	I do not want a twenty six storey building at this corner	12/6/2022 3:13 PM
4	It is unethical not to offer the choice of the max allowed stories. Why did you not list 8 stories as an option? I support 8 stories. 4-5 would be ideal	12/6/2022 11:53 AM
5	8	12/6/2022 9:11 AM
6	Going up to 26 meters might work for some LRT stations, but such a tall building at that location does not suit the feel of the neighborhood. I think the building can be a bit taller than	12/5/2022 12:31 PM

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Kensington Project 201 10 Street NW Survey

26m but certainly not 50m.

7	Ideally human scale of 2 storey or if set back, 4 storeys, but absolute Maximum of 8 storeys as per existing ARP	12/4/2022 9:32 PM
8	None of the above. The ARP allows for 8 stories and this project should be built within the context of the rules.	12/4/2022 6:20 PM
9	8 storeys within ARP	12/4/2022 1:15 PM
10	I believe that the site is currently designated for 26m or 8 floors so that is what I would support	12/3/2022 7:09 PM
11	8 stories	12/3/2022 4:03 PM
12	8 storeys	12/3/2022 3:53 PM
13	8 storeys, as it is currently designated for	12/3/2022 3:37 PM
14	Up to 6	12/3/2022 2:48 PM
15	Only wants retail and commercial.	12/3/2022 2:48 PM
16	8	12/3/2022 2:40 PM
17	20	12/3/2022 2:26 PM
18	2	12/3/2022 2:10 PM
19	11	12/3/2022 2:08 PM
20	8	12/3/2022 1:41 PM
21	5	12/3/2022 1:19 PM
22	Na	12/3/2022 1:15 PM
23	4	12/3/2022 1:08 PM
24	Up to 5.	12/3/2022 1:02 PM

25	Up to 4	12/3/2022 12:49 PM
26	8	12/3/2022 12:47 PM
27	Up to 8	12/3/2022 12:46 PM
28	Up to 8	12/3/2022 12:21 PM
29	What is currently allowed by ARP- 8 stories	12/1/2022 8:29 PM
30	I will support height if it includes affordable housing.	12/1/2022 11:51 AM
31	What the neighbourhood plan developed by citizens and the City	12/1/2022 10:25 AM
32	4-6 storeys in line with immediately adjacent buildings	11/30/2022 9:27 PM
33	This question is horribly written. Edit your work.	11/30/2022 9:00 PM
34	Up to 8 storeys is appropriate. The streets, lane, and city services cannot handle more.	11/30/2022 8:55 PM
35	8 storeys as per the ARP. Note that other TOD areas have very different contexts in terms of existing development, open space etc, so I consider the wording associated with this question potentially misleading.	11/30/2022 8:55 PM
36	We support the current maximum height permitted by city bylaw (26m)	11/30/2022 8:49 PM
37	Must fit within Hillhurst/Sunnyside ARP, 8 stories. Your comparison to other areas of the city are not relevant. We have an ARP please stay within these guidelines.	11/30/2022 8:35 PM
38	Up to 8 storeys per ARP. Downtown is across the river and is not comparable to Kensington. We do not want to be surrounded by office towers.	11/30/2022 8:16 PM
39	Up to 8 storeys, per ARP. The ARP height limits for this plot are reflective of the proximity to nearby residential homes. Taller buildings nearby are not close to residential homes.	11/30/2022 7:59 PM

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Kensington Project 201 10 Street NW Survey

40	Shorter is better. Especially when all the surrounding shops are only 2 stories tall	11/26/2022 2:56 PM
41	6	11/26/2022 2:37 PM
42	8	11/26/2022 2:27 PM
43	Up to 8	11/26/2022 2:26 PM
44	Platform	11/26/2022 2:21 PM
45	8	11/26/2022 1:57 PM
46	12	11/26/2022 1:37 PM
47	Up to 8	11/26/2022 1:36 PM
48	5	11/26/2022 1:16 PM
49	Up to 8	11/26/2022 1:15 PM
50	2	11/26/2022 1:01 PM
51	Don't go higher than 8 story.	11/26/2022 12:58 PM
52	8	11/26/2022 12:56 PM
53	No more than 8 storeys	11/26/2022 12:52 PM
54	8	11/26/2022 12:47 PM
55	Up to 8 storeys	11/26/2022 11:33 AM

I am concerned that this applicant is trying to revisit the previously rejected application. I believe that they are offering up this double oversized development in order to then “compromise” on a height and FAR that is likely equal to the rejected permit that was submitted in 2014. We are then supposed to pat

ourselves on the back thanking the gods that we at least defeated the 15 storeys...aren't we sooooo lucky!

Setting precedence would be very dangerous for the community as it would destroy the feeling and soul of this heritage area. The only development that is acceptable for this site is a development that fits within the existing ARP.

I am very tired of fighting applications that should never be fought by the citizens. These battles should not make it to the community level as they should be rejected as soon as it is clear they do not meet the agreed upon conditions. If they do reach the community level, there should be clear reasons and rationale why they are being considered. These far overreaching developments should be quashed at the initial application level. The only things the community should be providing input on are arguments on materials used, parking entrances, obscured balconies or public spaces not the height and the FAR. It should be against the regulations to submit designs that do not fit within the ARP; it should be prohibited to waste the time of the community, its citizens, and The City.

I understand and accept the need for densification as I was part of the community when the ARP was developed. However development needs to balance the needs of everyone involved and the amenities that are available. Trying to fit a square peg into a round hole has been proven over and over again not to work. This is the largest square peg to date!

I ask that the City deny the applicant's request for land use re-designation for 201 10th Street NW.

Deanne Mudd

218 10A street NW

and

220 10A Street NW



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I have read and understand the above statement.

First name [required] **Rob**

Last name [required] **Keith**

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] **Council**

Date of meeting [required] **Feb 6, 2024**

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Request for over-height building at Osteria site in Kensington.

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Approval of a 15-story building at this site confirms to Calgarians that Council is prepared to breach or ignore a current process of community engagement. At NO TIME was 15 stories recommended for that site. There is no planning justification for 15 stories at that site. Other more appropriate sites in the neighbourhood have been identified for 15 stories in the Riley Communities Plan. The applicant's motivation is greed; not the good of the community.

The negative effects on the livability in our community are what has driven the objections to the land use change for LOC2022-0227. No resident in the neighbourhood supports a height of 15 stories on this site. Negative impacts include the following:

- Architecturally out of keeping with the area (15 stories is almost double what is currently built along 10th St. NW and will be 50% higher than what was communicated at the Riley Communities Plan open house);
 - Increased traffic bottleneck at an already incredibly busy corner of Kensington with a knock on effect of increased danger to pedestrians; shadowing of homes to the north and west of the property; overshadowing of an important pedestrian space;
 - safety of pedestrians crossing the alley roads, 10th St NW and Kensington Rd.; traffic in and out of the building through the small alley and then onto 10th St NW and Kensington Rd; and limited or non-existent parking in the area.
 - Overlooking and loss of privacy for existing residents.
- These impacts will be further compounded, when the other building heights along 10th St. and throughout the community are considered.

As a long time Hillhurst resident, I have heard nothing that would suggest there are any benefits to the community of a 15-story building on the proposed site. In fact, I am very concerned that it will be a detriment to the residential community of Hillhurst/Sunnyside. It is offensive that local residents have to continuously raise these concerns when it is the actual job of city planners to reject inappropriate development proposals that don't respect existing bylaw restrictions.

The applicant knows the Bylaw yet they insist of submitting more ridiculous plans. It's a waste of the City's time and resources.



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First name [required] Sean

Last name [required] Korney

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 4, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

LOC2022-0227 @ 201 10 ST NW (building on the NW corner of 10th ST NW & Kens

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

My family (spouse, parents, siblings family) have been residents of Sunnyside since the mid 90s. We are pro-development because of the benefits it brings the local and wider communities (both residential and commercial). More people living and working in this area is a good thing.

We would very much like to see this location redeveloped into a mixed use space and incorporating improved public areas near the crosswalks. However, the two relaxations are inappropriate.

26M is ample height for this location - it fits with the community, the ARP and the development rules. A 50M building would dwarf other buildings and set a precedent for further exceptions to the the redevelopment plans for the area. No one wants an 'arms race' here. There are plenty of other areas where higher buildings are warranted - such as across the river.

The density is also a concern (exacerbated by height). This is a busy intersection that is jammed during rush hour and even if residents commute to work and the surrounding area without using private vehicles (like we do), there is a still a need to access other parts of Calgary and Alberta by private vehicle. Increasing the density will create terrible traffic issues here. It's not a solution to assume all residents will not have a car and not need dedicated on-site parking, especially with the new parking rules.

The elephant in the room on any relaxation applications is profit. The owners of this site can make an ample return, given their expectations of what they could build when they bought the land, within the existing rules. This also protects the legitimate expectations (and investment) of their neighbours - being allowed to enjoy their own properties without a monstrous neighbouring property.

Thank you.



Public Submission

CC 968 (R2023-10)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

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I have read and understand the above statement.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

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I have read and understand the above statement.

First name [required] Marilyn

Last name [required] McPhail

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Council

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I was born and raised in Hillhurst (in the '50's) and I have lived on 10A Street for the last 38 years! Consequently, you can imagine the changes that I have seen in my beloved neighbourhood. I also recognize that growth and higher density is inevitable. However, the applicants of LOC2022-0277 are CONTINUALLY making outrageous requests for unacceptable developments! They lack any consideration toward their neighbours and the obvious outcomes that would result. The property they propose to build is unreasonably high. The tiny alleyway can, in no way, handle the excessive increase in traffic. The traffic lights going south on 10 Street is already a nightmare. Parking in the area is an additional problem. I worry about noise and increase in crime. The sunshine and views for all of the surrounding residents will become extinct. The fact that our property taxes are so high and continually rising and that we now all have to pay to park in front of our own homes is worrisome enough! Please DO NOT allow this preposterous proposal to completely wreck the ambiance of the neighbourhood that I love!
Sincerely,
Marilyn McPhail



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Renee

Last name [required] Clark

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters

201 10th Street NW - File No. LOC2022-0227

Are you in favour or opposition of
the issue? [required]

In opposition

Comments - please refrain from
providing personal information in
this field (maximum 2500
characters)

Hello! I would like to comment on the proposed increase of the allowable development on the Osteria site to 50 meters. I am happy to support increased density in my neighbourhood, but I don't understand why we have current ARPs and developers can ask to go above what has already been proposed and accepted. This part of the street is currently zoned for 26 meters, so this is a massive increase. I worry about a few things with this massive increase. First, how will this affect daylight affecting nearby homes? Secondly, how will Kensington Road and 10th Street deal with this amount of new traffic? I very much worry about our little hub becoming as difficult to get around as it is in Marda Loop right now - there are only a few ways to get in and out of the hood. I look at the development at the Kenten (which I've actually been in and talked to the company as a friend was looking to buy a unit), and it seems like that place is being built with Kensington in mind as the height is appropriate. If the City hasn't redone the ARP, I don't understand why we are allowing buildings to be taller than what has been approved and planned for.



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Chantelle

Last name [required] Voisin

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Application LOC2022-0277

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

There are many reasons I am in opposition of this, and I have to communicate that this is not the first time I have had to oppose this development at the busy intersection in this area.

The process of having to submit a repeated opposition letter with little to no change on the developer side is becoming tiresome, I'm certain others in the community share this frustration.

The level of traffic a building of this size will attract into the community is not supported by current traffic patterns and narrow lane ways. Currently, if leaving the area during the afternoon and using this intersection, it takes 45 minutes or more; adding additional traffic would be more than inconvenient for residents and visitors of this community.

In addition, this development doesn't have enough parking for the majority of the building. The last report I understood was that Calgarian households have an average of 1.9 vehicles. With this not offering enough parking for 1 out of 2 vehicles, where does the city plan to park the additional vehicles? I currently will be negatively impacted by the new residential parking pass and already find it challenging to find parking on our street. We do not have the spaces to accommodate more. I understand the city would like to attract non-vehicle citizens, however the data does not support this motion, and therefore there has to be a plan that will not inconvenience the neighbourhood and its citizens.

In addition, the original ARP has been ignored and redeveloped to allow 12 stories to be built and this developer wants to be allowed to further ignore the already extended height. When does this stop and when will the voices of current residents and property owners be heard?

I would like the city to consider the pains of this application and to bring this forward only when it reflects the comments of the current community and common sense for this location.

Thank you for your time,
Chantelle Voisin



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Tanya

Last name [required] Tucker

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Standing Policy Committee on Community Development

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

201 10th Street NW - File No. LOC2022-0227

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

That corner of our community is constantly congested. Getting in and out of hillhurst is already difficult and adding 80+ units is going to exasperate the problem. We pay wayyyy too much property taxes to not be able to actually enjoy our community. The traffic will lead to dangerous conditions for our pedestrians as they navigate irate and impatient drivers



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Elaine

Last name [required] Morin

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters

201 10th Street NW - File No. LOC2022-0227

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Dear Council members,

This project is entirely out of keeping with the character of my community. The height and mass of the proposed building is unfriendly to pedestrians in an area that prides itself on pedestrian friendly spaces. It exceeds the height of other buildings by a surprising amount. Shadowing of homes in Hillhurst is also very concerning, as is traffic congestion at an already busy intersection and the impact on pedestrian safety. Much as I support density in the inner city this is not a good fit. Thank you.



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Kevin

Last name [required] Johnston

How do you wish to attend?

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What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Agenda item: 201 10th Street NW - File No. LOC2022-0227

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

We have all spent a considerable time providing feedback and developing the ARP for Hillhurst/Sunnyside. It is shocking and disappointing that council is even considering such a large over-development of this property. There are many concerns with developing such a large building on what is actually a small footprint with inadequate access. Some of the issues are access to the site for vehicles, shadowing of residential homes, increased traffic bottlenecks at 10th Street and Kensington, architecturally out of context for the neighbourhood, pedestrian safety, precedent setting for the neighbourhood and precedent setting for City Council who engaged our neighbourhood in planning through the recent Riley Communities process and appears to be prepared to completely ignore it. Please do not approve this development!



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Sam

Last name [required] Bogulsavsky

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Amendment to the Hillhurst/Sunnyside ARP (201-10 Street NW)

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

This application significantly deviates from statutory and guiding City policy. The applicant is trying to conform to a recent land use amendment that was approved in Hillhurst Sunnyside - JEMM LOC 2022-0086. A major difference between the applicant and the JEMM project is located directly across the Sunnyside LRT station and are designated for site immediately adjacent to the LRT station. JEMM should not be used as precedence and the location of this particular site does not conform to JEMM. The applicant tries to establish recently approved Local Area Plans ("LAP's") as they encourage densities and intensification. Kensington approximates other communities with characteristics that suggest a building scale of 6 storeys following comparison of intersestions located on 17 Ave SW. Interaction of this type of scale for a proposed development (up to 15 storeys) with the existing community is extremely challenging. Policy in place today specifies a transion between low rise and high density parcels. This application would not have the capacity to achieve this interaction with a community that has not been approved or exposed to this density or height. Every site is unique and offers some opportuntiy to enhance the fabric of an established community. This particular site is small (less than 1/3 of an acre) hence presents many challenges for establishing a proper footprint to accomodate this type of FAR and this type of height. We are puzzled by the application for both height and density when the approved statutory plans do not support this. There is a very large gap from the guiding City policy. Taking an isolated site which is "sandwiched" bewtween the existing already congested artery of 10 St and Kensington Road and looking to approve a very large scale development is simply not right. The applicant's own map submitted through their consultant makes it rather clear in that conformity and consistency with this scale of development on this particuar site is a mistake.

Both the City and the Community have recently approved much lower FAR and height for sites that are significantly larger. Policy was upheld. Examples of this would exist with the Theodore located across the street from the Sunnyside LRT. Sable Gate respected the ARP staying within the parameters of height and FAR for a site that is 3x the size of the applicant. Is there enough benefit to the community and the City with this application? The community at large says NO. Please uphold policy



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Peter
Last name [required] Davenport

How do you wish to attend?

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What meeting do you wish to comment on? [required] Council
Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Agenda item: 201 10th Street NW - File No. LOC2022-0227

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The size of this proposed development is far too large for this site. At 50 m in height it will cause far too much loss of sunlight in the centre of the Kensington commercial district, and completely change its ambience. Further, it will severely impact the traffic flow at the intersections of 10 th and 11 th street with Kensington Road, which are already frequently congested at rush hours. I do not understand why this proposal has been approved by the city's admin and planning commission when a similar proposal was rejected only a few years ago. I trust you councillors will see fit to reject this proposal in its current form.



Public Submission

CC 968 (R2023-10)

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First name [required] Kathy

Last name [required] Rae

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What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Planning File Number: LOC2022-0227, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am opposed to the height of this project (15 stories). The maximum height category is 10 stories for 10th street. The area is already extremely congested and this will only add to the problem. A transportation study should be completed before anything is approved and the maximum in any case should be 10 stories.



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Jan

Last name [required] Lipnik

How do you wish to attend?

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What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters

Landuse #2022-0227

Are you in favour or opposition of the issue? [required]

In favour

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

please include the attached letter in the records circulated to council. Thank you.

December 28, 2023

The City of Calgary
Office of the Councilors
700 Macleod Trail S
Calgary Alberta T2G 2M3

To the Honorable Mayor & City Councilors:

I am writing to you to voice my approval for the proposed development at the corner of 10th st nw and Kensington Road NW [Landuse Redesignation 2022 – 0227] as a long-standing member of this community for over 18 years living within in the immediate area of the development.

My understanding of the development plans is that the developer is seeking to erect a 50-meter building [about 15 stories] with a public plaza on the corner and I support this.

Kensington is in need of revitalization. Although some development has occurred over the 18 years that I have lived in this area, far more needs to occur because these buildings beautify the area and revitalize it.

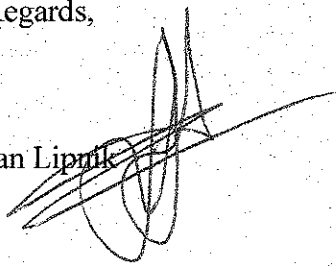
When walking with my dog around the area, I am disappointed to see the condition of it that seems to have changed very little over the decades. Decrepit old buildings, including homes, are seen throughout the area and it is sad because the Kensington business district, and the residence around it, can be much better. But I understand that it is hard for developers to invest in our area and build something that our community would be proud of because construction costs are high and the density allowed is too low.

It is time for a change. For too long our community has been in stagnation with poor development policy that did not work causing our community to remain outdated and run-down. It is time for the City to entice developers to build in our area and to revitalize it; to beautify it and allow for more amenities that our community deserves.

Please support this development.

Regards,

Jan Lipnik



1208 Memorial DR NW Calgary, Alberta T2N 3E5

Tel: 403 604 4992



Public Submission

CC 968 (R2023-10)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

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Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

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I have read and understand the above statement.

First name [required] John

Last name [required] Eresman

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Planning File Number: LOC2022-0227, Project, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

With flow of traffic concerns, I am in opposition to the scale of this development, unless there is a complete restructuring of the way the kensington and 10st intersection works.

This specific intersection already deals with extreme bottlenecks for people entering and exiting downtown, including bus riders like myself.

A building with 15 stories worth of parking will turn this intersection into a nightmare, not just for people who live in all of Kensington, but for a good chunk of people who live in the Northwest.

From my understanding the newly developed Riley Communities Plan tried to address this issue and put a cap at 10 stories. Please reject this proposal and recommend sticking within the Riley Communities Plan guidelines.

Thank you!



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Barb

Last name [required] Lauer

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Planning File Number: LOC2022-0227, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

It is surprising to hear that the Planning Commission has completely disregarded the Riley Communities planning process and the views of the community and is looking for approval for a 15-story building on a site that is inadequate for a building of that size. The Riley Communities plan has considered where in the Hillhurst community it is appropriate for very high-rise buildings and 210 10 St was not on this list. The draft map has shown the site identified as a potential for up to 12 stories and we were told by the planners at the open house that the process was constrained by set height categories and that the maximum height along 10th St NW that they would recommend would be 10 stories

To approve a 15-story building at this site is to confirm to Calgarians that there is no integrity in the current planning process, and that community input and area planning processes do not matter. And for this, all Calgarians should be concerned!

In the Saturday, January 6, 2024, Calgary Herald (Section D) article on development in Calgary, the need for community engagement was emphasized by Byron Miller, an urban studies professor:

“While the city is full of smart people, they’re not on the ground where a new development is proposed to be built. Public engagement is key to any change the municipality makes, according to Byron Miller, an urban studies professor at the University of Calgary. He says the housing crisis is urgent and complicated, but planning a city that people want to live in and enjoy is paramount.”

The negative effects on the livability in our community are what has driven residents and the draft Riley Community Plan to object to the land use change for LOC2022-0227. A petition against the change was signed by about 275 residents and was submitted as part of the planning process. Some of the issues that have been raised are access to the site, shadowing of residential homes, increased traffic bottlenecks at 10th St NW and Kensington Rd., architecturally out of context for the neighbourhood, pedestrian safety, precedent setting for the neighbourhood and precedent setting for City Council who engaged our neighbourhood in planning through the recent Riley Communities process and then chose to completely ignore it.

It's time to put some integrity back into the planning process, to listen to residents engaged in the current process, to understand the total area plan being recommended and to reject one off high-rise development driven changes. L



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Angela

Last name [required] Kennelly

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters

Project, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Dear Council:

I love Calgary!

The impact on traffic flow alone makes this 15-story proposal untenable. There simply isn't capacity.

Please DO NOT approve this unwise development proposal.

We will NEVER give up!

Submitted, submitted, and submitted again,

A 10A Street Homeowner



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I have read and understand the above statement.

First name [required] Elanna

Last name [required] Halisky

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Standing Policy Committee on Community Development

Date of meeting [required] Jan 30, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

In favour of the new development in Kensington

Are you in favour or opposition of the issue? [required]

In favour

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

In favour of the new development in Kensington

Attention: Honorable Mayor & Calgary City
Council:

RE: 201-10 street nw Development Project

Good-day,

I have been a resident and business owner in Hillhurst for over a decade. I own Rejuve! Health & Wellness, located on 10th Street NW.

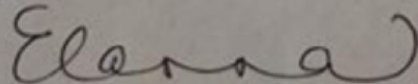
As a business owner, I believe that Kensington needs more density to support our local businesses. As some development has occurred in the area, I can tell that the increased density has helped my business and I suspect it has helped others. Although, I still see allot of vacancy in the area, I believe that with more developments and more density vacancies will decrease and local businesses will thrive.

As a resident in the area, I also support higher density in Kensington because I want to see more businesses and more people in the area. Currently, on some days, it feels like a ghost town with few people on the streets and I find this odd given that we are a downtown community. I would like the feel of a more bustling and lively area like Yorkville in Toronto or Gastown in Vancouver.

I have been watching this development proposal for many years. I supported it the last time it was before council and I support it this time as well. The proposed building and the proposed plaza are the first thing seen when people drive into the area from downtown. This is an important development and I agree that it should be treated with special consideration.

I encourage council to approve the proposed development for the betterment of the area both for the businesses and the residents.

Regards,



Elanna Halisky



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Christine

Last name [required] Gibson

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Planning File Number: LOC2022-0227, Project, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Regarding 210 10St NW development, File application number LOC2022-0277 as a resident backing onto the alley where they intend to host all of their occupants, this impacts me greatly.

The entire process - continuing to submit the same proposal rejected by neighbors almost every year - is gruelling for us.

When I read their "summary" of consultations, it was SO disingenuous. That claim that 50% of people support over 14 stories - when the comments clearly have a huge number of people suggesting 8 (which wasn't a survey option) and the majority chose 10...

and they afterward comment that "Access and egress to the site will be from the lane and entrances along 10th Street and Kensington Road will be eliminated as part of this development" which was NOT mentioned in the open house event!

This will make my life untenable (and frankly, is unsafe to the public).

There is no reason why they should be approved for this unsubstantiated height and the precedent that it should back onto residential homes such as mine and impact my ability to leave my premises is unfair. Our neighborhood supports housing development around transit but it can't come at a price of the neighborhood character, safety, and friendliness.

There needs to be limits to growth.

This is a microcosm for so much pain the world suffers - certain people get access to wealth and resources while others are unheard.

We are a mixed density neighborhood. I don't own a garage so my car sits on a concrete pad in my yard. When I need to leave the house, I use the alley. It can take 5-10 minutes to get out already, with such a busy traffic (only worsening with the Kensington Manor rebuild). Then to get from 10th St downtown can take almost 30 minutes through 2 intersections, depending on the time of day.

No one has measured in a quantitative way how this will impact people. It is an unreasonable ask.

We are very reasonable and think the ARP rules should be followed WHEN backing onto residential homes. The draft allows 12 stories here instead of 15, this would be reasonable. Kenton is only 9 and is much closer to downtown.

What you choose will impact one of the best neighborhoods in the city. A 92% increase in height from our current ARP is spitting in our face (or in our alley). The process has been hostile to its neighbors already - there is no goodwill on the part of the developer. We don't want to live in an inhospitable or inconsiderate environment.



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Fadi
Last name [required] Bootano

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

February 6 Council meeting; Agenda item: 201 10th Street NW - File No. LOC2

Are you in favour or opposition of the issue? [required]

In favour

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

please add the enclosed support letter in the material before council.

January 2, 2024

To the Honorable Mayor and the Members of City Council

Ref: Landuse Redesignation 2022-0227

I would like to express my support for the proposed landuse redesignation at 201-10th Street NW.

I own "*The Urban Shave*" a barber shop located at 305-10th Street NW which is about 1 block from the anticipated new development. I have operated from this location for over 5 years. I have also lived in the area for over a decade at 624 - 2nd Avenue NW.

The reason I support the development is because I have noticed that my business is better with more multifamily developments that occur in the area. I also speak to other business owners in the area and they tell me the same thing. In my barber shop the development has come up in discussion with many of my clients who live in the area and there appears to be a positive buzz in the community about it. It seems like everyone that I have spoken to about it want to see the property redeveloped and into something very special and I have no doubt that the owners of the property will do this.

I have known the Terrigno family for many years and have come to know them as hardworking and thoughtful people. I have spoken to them about their development and I know that they are committed to it and to making our community better. I know that they have lived in the area for decades and I see them in various local businesses supporting them through their patronage. They are known in our community and many of my customers who speak about the proposed development and the Terrigno family say nice things and are supportive.

I support what they are doing by investing in our community by trying to build up our business district and their vision for the site is beautiful.

I hope that you will support the redesignation landuse and entice more developers to invest in building-up the Kensington business district.

Yours truly,



Fadi Bootano

[403-630-9568]



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Alison

Last name [required] Eresman

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Planning File Number: LOC2022-0227, Project, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a resident of 10A St NW and I ask the city to reject this application, based on the following:

Increased traffic / poor infrastructure: The Kensington Rd./10 Street NW intersection is already incredibly busy, especially atrush hour. Allowing a building this size to be built at 201 10 St. NW would worsen an already difficult traffic area and increase danger to pedestrians and cyclists. The east and west alleys of 10A Street are not equipped to handle the increased traffic that this level of density would bring to the site, especially where the east alley from 10A St NW intersects with Kensington Rd. This intersection is already very busy & can take cars up to 15-30 minutes to clear. At the very least, the developers should have to disclose how they would address and mitigate these traffic issues (to the community's satisfaction) before the city can approve this application.

I have a 2-yr-old son and I'm very worried about how this additional traffic would impact my family's safety. The increased traffic would cause cars to seek alternative shortcuts through our alleys and streets, posing a significant danger to residents/pedestrians.

Height precedent: If a building this size & density is approved, I'm worried that developers would see it as an opportunity to apply for skyscrapers of similar size or larger within the neighborhood, detracting from Kensington's charm and walkability.

No benefits to community: if approved, the proposal suggests the possibility of a mural and/or small public plaza on the building site, neither of which are acceptable trade-offs for the impacts the community would be expected to absorb.

Overdevelopment: Kensington has supported 19 new multi-unit apartment developments with no additional services or acknowledgement of our contribution to the city's densification efforts. Instead, more and larger developments are planned, with no additional services or infrastructure to support this influx of people and traffic.

I understand the city wants to increase density in the community because of our proximity to transit, but the city needs to acknowledge and accommodate for the fact that Calgary is predominantly a car-based city. Some residents may use the transit line to commute, but a majority will move in with cars which will increase traffic, cause danger to pedestrians, and make Kensington a less desirable area to visit, which would negatively impact local businesses, as well as quality of life for existing residents.



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Helen

Last name [required] Hvenegaard

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Planning File Number: LOC2022-0227, Project, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The proposed 15 story building does not align with the previous LAP, or the new LAP currently being written. A new building on this site at this height would create many issues in the community: shadow/privacy concerns, traffic bottlenecks, safety issues in the already too narrow/too busy alley way. Furthermore, this site is the entrance way or "welcome point" into Kensington; it can be seen from downtown and from walking along the bow river. This is a unique site that needs to be thought out VERY CAREFULLY. If it is not, it will do real damage to the community - not only changing the tone of the infrastructure and setting unwanted precedents, but also confirming to residents that the community engagements and planning process mean nothing when it comes down to the final vote in council. Lets be sure the changes made on this site IMPROVE the community so that residents old and new can continue to enjoy where they call home.



November 30, 2023

Development Circulation Controller
Planning & Development #8201
P.O. Box 2100 Station M
Calgary, AB T2P 2M5

Emailed to: coleen.auld@calgary.ca

RE: LOC2022-0227| 201 10 St NW | DC to DC/MU-2h50f9.0

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to provide further comment on the above-mentioned application following amendments that were made to the initial application. We understand that the amendment to the initial application has resulted in the base land use district used for the direct control district changing from C-COR-1 to MU-2.

The applicant has indicated that the proposed district will accommodate a mixed-use building at a height of 50 metres and a Floor Area Ratio ("FAR") of 9.0. We reviewed this application against the Part II of the Hillhurst Sunnyside Area Redevelopment Plan ("HS ARP") as well as the Municipal Development Plan ("MDP"). Our feedback within this letter is in addition to the comments the HSPC expressed in our February 16, 2023, submission. These comments have been developed from what we have heard from members of the HSPC as well as reviewing the applicants What We Heard Report and their June 30, 2023, submission.

EXECUTIVE SUMMARY

Our detailed comments, including references to relevant ARP policy and supporting reports, are discussed in the sections following. High priority overall observations are listed here and those that are identified as challenges will be explained.

A summary outlining the challenges the HSPC has experienced with this application is provided on page 10.

STRENGTHS

1. The proposed development aligns with policies of the MDP and the Calgary Climate Strategy
2. Improvements to a high-pedestrian, high traffic corner

CHALLENGES

1. Height and Density
2. Policy compliance with the HS ARP
3. Laneway and mobility concerns
4. Community benefits
5. Reference to Local Area Plans
6. Engagement results

1. HEIGHT AND DENSITY

The height and density for this application continue to be a concern for the HSPC. The applicant alluded to a recent land use amendment that was approved in Hillhurst Sunnyside – JEMM: LOC2022-0086 (“JEMM”). The JEMM application is a DC based on MU-1 land use district with a maximum height of 50m and FAR 9.0. The major differences between the two applications are the JEMM project is located directly across from the Sunnyside LRT station does not have low-density residential in proximity to the site. The JEMM project site is supported by Transit Oriented Development (TOD) Policy 5.2, where the highest densities in a TOD station are should occur on sites *immediately adjacent* to the station. This application is not immediately adjacent to the LRT station and the HSPC does not believe these two applicants are contextual based on the surrounding land uses. During our discussions with Administration, the applicant, and Ward 7 office for the JEMM project, HSPC was told that this project would not set precedence in the community; therefore, JEMM should not be used as precedence when making decisions on this application.

2. POLICY COMPLIANCE WITH THE HS ARP

The applicant expressed that the proposed development aligns with the City policies including the MDP, HS ARP, and the Calgary Climate Strategy. As noted above, the HSPC agrees that this application does comply with policies outlined in the MDP and the Calgary Climate Strategy, however, to imply that the application complies with the policies of the HS ARP only to state that amendments are required, is contradictory.

Part II of the HS ARP, the current long range statutory plan for HSCA, was applied when reviewing the merits of this application. Part II was developed in concert with local community members and was adopted by council in 2009. The purpose of Part II provides guidance for developments that are located within the TOD area. Some key applicable policy sections are provided below for the purpose of highlighting the deviations of this application from policy.

ARP 3.2.1 General Policies

- New development should comply with the minimum and maximum building heights indicated in Table 3.2 and Map 3.3 based on conformance to the design policies and guidelines of Section 3.0 of the Plan.
- The maximum heights shown in Table 3.2 (or on Map 3.3) are not guaranteed entitlements. In order to achieve these maximums, projects will need to meet high standards of architectural and urban design quality that ensure projects make positive contributions to the public realm.

TOD Policy 5.2 TOD Guideline – Minimize the impacts of density

- The highest densities in a TOD station area should occur on sites immediately adjacent to the station. Consideration for impacts of height on shadowing and massing should be made in determining transitions as well. In addition, a minimum density may be established on parcels adjacent to the LRT station to ensure the desired intensity is achieved.
- Create transition between higher and lower intensity development by stepping down building heights and densities from the LRT station building.
- Ensure that building massing and shadowing impacts are minimized. Shadow studies may be required to ensure that new development does not create significant shadowing on existing communities.
- Create proper edge treatments such as compatible building scale, parking location, and landscaping between new development and existing communities to minimize impacts and ensure integration.

TOD Policy 9.3 TOD Guideline – Built form should complement the local context

- Each station exists in a particular community context. Development should complement the existing development and help to enhance the local character while creating a walkable, vibrant station area.
- Transitions between established residential areas and the new TOD area should provide a sensitive interface. Low rise, medium density residential or low-profile mixed-use development may be used as an appropriate transitional use between adjacent low density residential and the TOD area.

ARP 2.2 Guiding Principles 2.2.1 Increase Housing

- Sensitively increase residential development within the vicinity of the Sunnyside station and along the study area transportation corridors;
- Accommodate a wide variety of housing types and choices to meet residents' needs through various stages of life and economic situations;
- Create opportunities for affordable housing, especially for families with children.

ARP 2.2.2 Respect Existing Community Character and Quality of Life

- Locate higher density developments in low impact locations (e.g., where shadowing and traffic impacts are limited);

The HSPC is typically supportive of the continued progress towards the HS ARP vision of increased densification in the Hillhurst Sunnyside community. The HSPC is challenged with understanding how an application can apply for a FAR that is 4.0 greater than the recommended policies, as outlined on Map 3.2 of the HS ARP (Figure 1). We are further challenged with understanding how an application can apply for a maximum height that is 24m greater than the recommended height as outlined on Map 3.3 of the HS ARP (Figure 2).

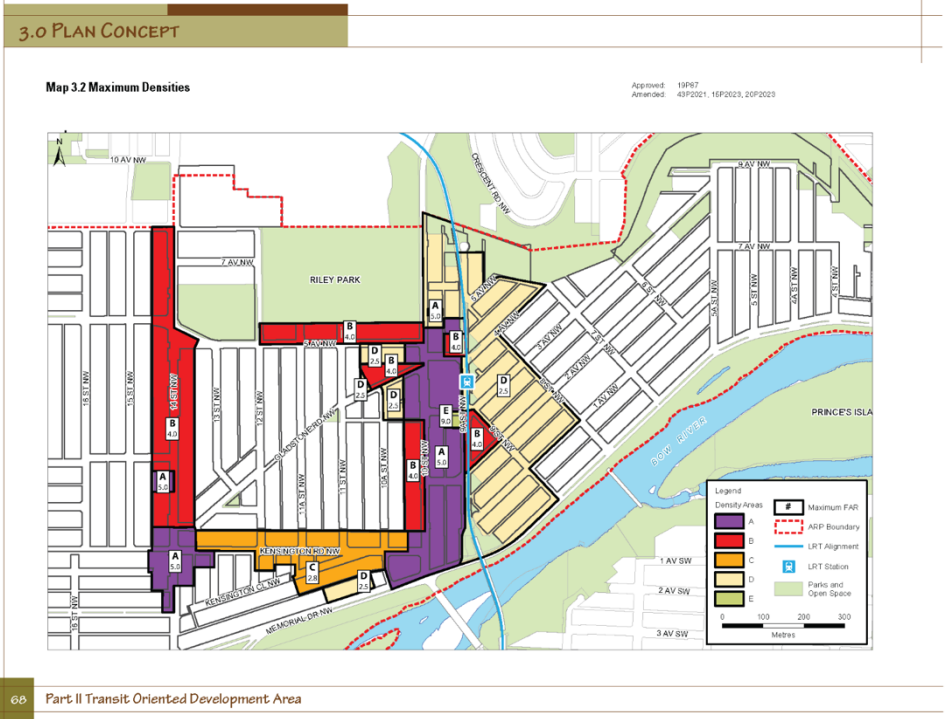


Figure 1: Map 3.2 Maximum Densities

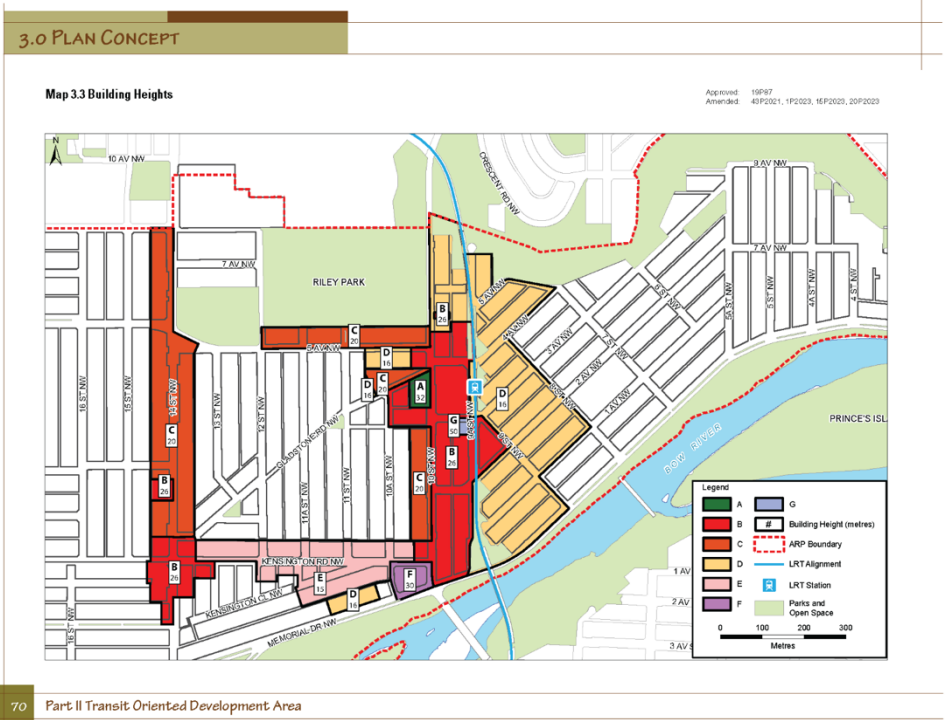


Figure 2: Map 3.3 Building Heights

3. LANEWAY & MOBILITY

The proposed site is located at the corner of 10 ST NW and Kensington RD NW. Both roads are classified by the MDP as a neighbourhood main street (Map 1 Urban Structure) and an urban boulevard (Map 7 Road and Street Network). The MDP does not recognize this corner as an activity centre. The HSPC recognizes that this site and the proposed land use redesignation has several policies from the MDP that support its rationale.

In the What We Heard Report (“WWHR”) dated January 2023, the applicant acknowledges a key theme of concerns regarding the impact of traffic at a busy intersection and how access and egress will be addressed. They responded by mentioning a Traffic Impact Assessment (TIA) has been completed for the site and the team is working with transportation engineers in the City of Calgary to address any traffic concerns. The HSPC appreciates that a TIA has been completed, however, we have not been provided an opportunity to review this document. The HSPC believes it would be beneficial to be included in conversations with the team and transportation engineers at the City of Calgary to ensure that existing challenges related to this site and the adjacent laneway are effectively mitigated.

It is appreciated that the laneway is not often part of the land use redesignation process, however, the HSPC believes it is imperative to assess the current laneway and plan for the impacts that a building with a FAR of 9.0 can bring to this area. The laneway, as it is experienced today is extremely narrow and is difficult to navigate due to existing infrastructure and design (Figures 3 through 6). The location of the electrical power poles greatly decreases the width of the laneway for vehicles exiting onto 10th ST NW. The following images capture the existing challenges and include measurements to highlight how narrow certain locations are.

To circumvent these challenges, the HSPC recommends that Enmax consider relocating the power poles or relocating the utilities underground. It is appreciated that this is a significant cost and investment, however, if Hillhurst and Sunnyside continue to experience the current level of redevelopment on 10th ST NW and Kensington RD NW, it would benefit all parties by considering how to approach these utilities.



Figure 3: Rear Laneway looking west from 10 ST NW



Figure 4: Rear laneway looking west from 10th ST - barriers and challenges for vehicles to turn east from Norfolk Lane



Figure 5: Rear Lane and Norfolk Lane intersection



Figure 5: Rear Lane looking east from 10A ST access via Kensington Road

The HSPC would like the applicant and city administration to consider reducing the motor vehicle parking stalls that are required under the MU-2 land use district. Any reduction in vehicle parking stalls will support the Calgary Climate Strategy by encouraging mode shifts to low carbon transportation options such as walking, wheeling, and transit. Any reduction in motor vehicle

parking must be compensated by increasing the number of class 1 and class 2 bicycle parking stalls for residents and visitors by 40%.

4. COMMUNITY BENEFITS

It is appreciated that the applicant recognizes the importance of the corner of 10 ST NW and Kensington RD NW. The HSPC is supportive of a development that will introduce solutions to the challenges that community members experience daily when moving around this area, especially by increasing the pedestrian space and improving safety. We do not believe this space should be considered a public plaza; it should only support the pedestrian space.

The HSPC would like clarification from the applicant and the City of Calgary regarding the recognition of the plaza. In the June 30, 2023, submission, the applicant identifies the plaza as a publicly accessible private amenity area (plaza) when discussing the bonusing, whereas under community benefits, the space is identified as a large public plaza. Will it be a public space or private amenity space that is open to the public?

We are confused regarding the approach to funding the amenity space. Is the applicant asking that the area that is identified as “public plaza” be removed when calculating the bonus density contribution? Or are they looking to access funds from the Hillhurst Sunnyside Community Amenity Fund (“HSCAF”) to develop the space? If it is the former, the HSPC does not support this. If it is the latter, as per the HSCAF Terms of Reference, the amenity fund cannot be used for public improvements on private land; this would be a cost the property owner will have to incur.

The HSPC has concerns on the amount of detail and attention that has been provided on the publicly accessible private amenity space at this phase of the planning process. While we appreciate the thought that is being placed into recognizing the need for improvements to the pedestrian realm at this important corner, we do have questions as to how this concept would be enforced at the development permit phase. The base land use district of MU-2 does not require a plaza be incorporated into the design and while the HS ARP does have policy that recommends improving the pedestrian space, we are concerned that this policy may not be enforced during the development permit phase.

To ensure the design concepts that have been presented during the land use amendment phase, the HSPC recommends that Direct Control bylaw include a rule that enforces the incorporation of the publicly accessible amenity space.

5. REFERENCE TO LOCAL AREA PLANS

In the applicant submissions, they discuss the recently approved Local Area Plans (“LAPs”) in that they encourage densities and intensification of population and jobs beyond previously approved ARP policies throughout the city due to dated ARPs not reflecting current City goals. At the time of writing this letter, there have been two LAPs that have been adopted by Council. The third LAP is currently awaiting a decision from the regional board.

The MDP recognizes both Kensington RD NW and 10 ST NW as a Neighbourhood Main Street. For comparison, the MDP also recognizes 37th ST SW and 4th ST NW as Neighbourhood Main Streets, both of which are streets that are in the approved Westbrook LAP and North Hill LAP, respectively. We have reviewed both the LAPs and have noted the suggested building scale that

are deemed appropriate along a Neighbourhood Main Street (Table 1). Both documents identify a building scale of Low (up to 6 storeys) as being appropriate along streets which have similar characteristics as Kensington RD NW and 10th ST NW. For comparison purposes, the intersection of 37th ST SW and 17th AV SW have similar characteristics, however, the maximum allowable heights for a building located on the SW corner of this intersection is 12 storeys. It should be noted, this location has an established shopping centre, with a gas station, and multi-residential building. Also, both 17th AVE and 37th ST are five lanes, with wide sidewalks flanking both sides of the streets.

Table 1: Neighbourhood Main Streets and the building scales noted in Approved LAPs

Street	Local Area Plan	Building Scale/Height
4 th ST NW	North Hill	Low – up to 6 storeys
37 th ST SW	Westbrook	Low – up to 6 storeys
37 th ST SW & 17 th AVE intersection	Westbrook	NE – Mid – up to 12 storeys SE - Low – up to 6 storeys SW – Mid – up to 12 storeys (fronting 17 th and 37 th only) NW – Mid – up to 12 storeys (fronting 17 th s and 37 th only)

Any comparisons to the recently approved LAPs should be like for like; thus, all streets that are assigned by the MDP as Neighbourhood Main Street, should be compared. The proposed land use amendment is not comparable to the policies assigned to Neighbourhood Main Streets in the recently approved LAPs.

6. ENGAGEMENT

The City’s Engage Policy defines engagement as:

“Purposeful dialogue between The City and stakeholders to gather information to influence decision making.”

Further noted by The City, and information that is available through the [Community Outreach Toolkit webpage](#), engagement is about bringing interested or impacted people together to make better decisions. The HSPC understands that applicant-led engagement is at the discretion of the applicant, and The City cannot enforce applicants to complete community outreach; it is only strongly encouraged.

The HSPC appreciates the engagement that has been completed to date on this application. We would like to acknowledge that the applicant did present a “pre-application” at our October 6, 2022, planning committee meeting. The applicant did complete further engagement through pop-up events, an open house, and by hosting and maintaining a project website. The HSPC appreciates it when applicants choose to complete a thorough engagement program on complex applications, as it allows affected community members more opportunities to speak to the merits of the application.

The HSPC has reviewed the WWHR dated January 2023 as well as the applicant submissions. Through our interpretation, we have found the information presented to be contradictory. If the data from the WWHR is being used for decision-making, it needs to be re-analyzed. We feel there is a lack of clarity in the way the information is being presented in the main body of the report.

Our example below portrays our interpretation of the survey data that was collected in Question 5.

Example of HSPC Interpretation of Survey Question #5

Question 5 focuses on the overall height of a building on the subject site. The June 30, 2023, submission states that 48% of respondents supported 14 storeys or more for the subject site. Table 2 provides a breakdown of the results. The question was designed to allow participants to select one answer and new options were added following the first pop-up engagement event.

Table 2: Question 5 Survey Results

Answer Choices	Responses (%)	Responses (#)
Up to 26 storeys	12.61%	15/119
Up to 18 storeys	7.56%	9/119
Up to 14 storeys	27.73%	33/119
Up to 10 storeys	50.42%	60/119
Up to 8 storeys	1.68%	2/119
	= 100%	=119/119

These results show that 27.73% are in favour of a building that is up to 14 storeys, while 50.42% would support a building that is up to 10 storeys. In total nearly 80% of the respondents would prefer a building that is less than 14 storeys. Only 20.17% are in favour of a building that is greater than 14 storeys. Based on these results, it cannot be said that 48% of respondents support 14 storeys or more given the third option is worded for a building to be up to 14 storeys, not greater than 14 storeys.

The results do not include the data that was shared in the ‘other’ response. For the ‘other’ option, 55 respondents provided a response and 60% expressed their support towards a building that is up to 8 storeys.

Results from a survey provide quantifiable data, data that can be measured. Although the engagement that has been conducted is appreciated, it is believed the results that are included in any submission, presentation, or report should recognize the responses from all participants.

SUMMARY OF CHALLENGES

The file manager and the applicant did communicate with the HSPC that this application would be presented to the Calgary Planning Commission on December 7, 2023. We received notice on November 28 and 29. The summary below expands on the challenges that the HSPC has identified regarding rationale for recommendations.

The HSPC acknowledges that Part 1 of the HS ARP is outdated. We also recognize that portions of Part 2 may be outdated, as highlighted during recent Calgary Planning Commission meetings, however, the preface of this statutory plan states that the expected life of the HS ARP is ten to fifteen years. Seeing that part 2 was adopted in 2009, it remains current until 2024. The HSPC also acknowledges that the Riley LAP is currently being developed and remains in draft form, however, the building scale map has been made public and this site has a mid (12 storeys or less) building scale modifier assigned to it.

What we are challenged with, based on what this application is looking to achieve, is Administration's rationale for recommending approval for a height of 50m (up to 15 storeys) when the approved statutory plan supports 26 metres (up to 8 storeys) and the new plan is suggesting up to 12 storeys. If we cannot rely on the HS ARP to guide planning, because it is outdated, and the work on the Riley LAP is in draft form, why is the 50 metres (15 storeys being considered)? This causes us to question the level of collaboration within the City's Community Planning team and whether the Riley LAP is being developed separately from current active development applications.

The HSPC remains neutral on this application because we recognize the importance of re-imaging this very important corner of Kensington. We are aware that the Direct Control district that has been designed for this site will speak to articulation, transitions, and reduced shadowing, however, we do not know how these rules will need to be applied. We ask that decision makers to look beyond the site and appreciate how a development of this size will interact with what is currently in place and not slated to be upgraded. The additional 24m that is proposed will bring more pressure to a lane that is narrow and causes challenges to those who use it daily, along with creating new challenges for commercial and personal vehicles that would access the new buildings underground parking, especially if the development looks to achieve the minimum parking requirements. The land use phase of the planning process is important because it allows the public to disclose where challenges exist, project teams to plan how challenges can be mitigated, and whether new challenges will present themselves.

Please keep us informed as this important application progresses.

Thank you for the opportunity to comment,

Hillhurst Sunnyside Planning Committee
Hillhurst Sunnyside Community Association

cc: Executive, Hillhurst Sunnyside Planning Committee
Kate Stenson, Executive Director, HSCA
Becky Poschmann, Community Planning Coordinator, HSCA
Ward 7 Councilor's Office



February 16, 2023

Development Circulation Controller
Planning & Development #8201
P.O. Box 2100 Station M
Calgary, AB T2P 2M5

Emailed to: coleen.auld@calgary.ca

RE: LOC2022-0227 | 201 10 St NW | DC to DC/C-COR1

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to comment on the above application. We understand that the applicant/developer intends to re-designate the site from DC to DC/C-COR1. The applicant indicated that the zoning would accommodate a mixed-use building at a height of 50 metres. We reviewed this application based on the Hillhurst-Sunnyside ARP and the Transit Oriented Development Policy. Our feedback within this letter includes what we heard from the Hillhurst Sunnyside Planning Committee and community members during the virtual presentation by the developer at the HSPC's meeting on February 2, 2023.

EXECUTIVE SUMMARY

Our detailed comments, including references to relevant ARP policy, are discussed in the sections following. High priority overall observations are listed here:

STRENGTHS

1. Increased density near employment centres and transit stations
2. Improvements to a high-pedestrian trafficked corner

CHALLENGES

1. Significant deviation from statutory and guiding City policies

2. Laneway and mobility concerns have not been addressed or mitigated
3. Insignificant public benefit

1. HEIGHT AND DENSITY

The HSPC is typically supportive of the continued progress towards the ARP vision of increased densification in the Hillhurst Sunnyside community. However, according to Section 3.2 of the Hillhurst Sunnyside ARP, opportunities to locate taller buildings within the community are limited to locations that will have minimal impact on existing residential areas. The subject site's close proximity to residential streets with little to no transition in height and density is unprecedented. Section 3.2 of the ARP also discusses that buildings that are 8 storeys or higher are expected to be designed as landmark features that provide reference to important destinations within the community, such as the Sunnyside C-Train Station or Riley Park. Although the subject site is within the TOD boundary, the location of this proposed development is not considered a landmark or gateway location and does not provide reference to an important destination within the community.

The applicant is proposing an increase from the existing FAR of 5.0, as included in the ARP, to an FAR of 9.0. The HSPC is strongly opposed to this deviation in consideration of the significant impacts this will have to the existing urban fabric of the community, in addition to the existing laneway and mobility concerns, as will be explored further in this letter. Additionally, the HSPC would like to highlight Administration's recommendation of refusal regarding an application on this site that occurred in 2015. The 2015 application would have allowed for an FAR of 7.0 and a maximum building height of 36 meters. Reasoning for this refusal included failure to meet the intent of the ARP and insufficient density bonusing/public benefit in regards to the plaza. These factors are still relevant with the current application, especially considering the 2.0 increase in FAR and 14 metre increase in height with the current application.

2. LANEWAY & MOBILITY

The proposed site is cornered by both a major roadway (10 St NW) and a collector road (Kensington Rd). This highly trafficked corner, in addition to the intersection of Memorial Dr NW and 10 St NW, highlight significant concerns regarding traffic and mobility. At peak hours, community members living in this general vicinity attempting to exit or enter their community are met with a near stand-still. While this is expected as residents of a vibrant, inner-city community, the addition of a mixed-use development with an FAR of 9.0 and a maximum height of 50 meters at this corner is not realistic or feasible.

Additionally, the laneway adjacent to the proposed development is narrow at 4.57 meters wide and currently supporting both commercial and residential uses. Community members have noted ongoing damage to power poles, telephone lines, and fence damage to private properties caused by this influx of uses. The applicant has indicated that parking access to this building, as well as loading and building servicing, will be located via the laneway, yet the transportation study that they have provided does not address these laneway issues.

The HSPC would also like to highlight the significant safety concerns located at both the intersection of 10 St NW and Kensington Rd NW and crossing/exiting the laneway adjacent to the proposed development. The high volume of vehicle traffic entering and leaving the community, especially during peak hours, paired with the narrow sidewalk and limited visibility, does not provide for a safe experience for pedestrians or cyclists. The HSPC would like to see the possibility of a Pedestrian Scramble explored at this intersection that would prevent right-hand turns on red lights and would improve the pedestrian experience.

With ongoing developments and applications being brought to the community, we ask that Council keep its promises to the community and commission the Mobility Assessment & Plan (MAP). Following the approval of the ARP to include density modifiers, there have been ten significant redevelopments in the TOD. The City has failed to prepare a MAP as mandated by the ARP. The HSPC requests a MAP is completed prior to approval of any development applications (land use amendment or development permit) that deviate from the current density modifiers. We understand that a Mobility Study is currently being completed as part of the Riley Communities LAP project and that a commitment to this study was additionally made as referenced in the Gladstone Rd approval (DP2022-06965). The HSPC additionally requests that a Transportation Impact Assessment (TIA) of both the laneway and adjacent streets, be completed prior to any land use amendment approval. This type of study is referenced in Section 4.2.3 of the ARP and should include transit, pedestrian, and bicycle service statements. The HSPC looks forward to the improvements that will address these concerns.

3. PUBLIC BENEFIT

The public plaza offered by the applicant is insufficient in the exchanger for higher density at a level which is a significant deviation from the ARP. A public plaza at the northwest corner of 10 Street NW and Kensington Road NW was not identified as a key plaza in the Hillhurst Sunnyside ARP, but it was identified as a key pedestrian corner and a different treatment plan is proposed. Section 3.3.1 Item 6 of the ARP identifies the

southwest corner of 10 Street NW and Gladstone Road NW, as well as the south east corner of 10 Street NW and 2 Avenue NW, as key plaza locations. Item 9 of this section indicates the subject site as a key pedestrian corner that should be redesigned and expanded to include the following:

- Indented corner 'plaza' to provide increased pedestrian space
- Textured paving to establish the corner as pedestrian friendly space
- 'Full-length' lowered sidewalk curb encompassing both crosswalks to ensure universal accessibility and ease of movement between the sidewalk and the crosswalk.
- Relocation of traffic signal box to a less prominent location.

In addition, the CPC has previously described a plaza in this location as "disingenuous" with it likely being occupied and used primarily by restaurants located on the commercial ground floor, rather than as a "public plaza" as the applicant has described. This is in alignment with community concerns over actual use of the plaza and the applicant and City's failure to commit who will govern the plazas private vs. public uses.

The current density bonusing rate of \$19.77 per square meter to the Hillhurst/Sunnyside Community Amenity Fund (HSCAF) is insufficient to complete any meaningful public amenities improvements. In particular, the following improvement areas identified in the Hillhurst Sunnyside ARP and committed by The City as the TOD vision for Hillhurst/Sunnyside is realized, have not been addressed:

- 2 Avenue NW - The right of way along 2 Avenue NW between 10 Street NW and 9A Street NW was to be enhanced to reinforce the linkage between 10 Street NW and the Sunnyside.
- 3 Avenue NW - The pedestrian realm on 3 Avenue NW between 10A Street NW and the Sunnyside was to be improved to enhanced pedestrian and cycling connections, as well as improve conditions for transit users transferring between the bus and LRT.
- 14 Street NW - New circulation pattern with all-turns movement at 2 Avenue NW from both sides of 14 Street NW was to be implemented, requiring creation of a new east-west lane on the east side of 14 Street that will connect to the north-south lane. Creation of this lane could result in available space for creation of a pedestrian plaza.

Beyond the insufficient contributions to the HSCAF, it is unclear if the City has established any additional development levies to fund these improvements. Section 4.1 of the ARP discusses the requirements of creating a high-quality TOD, which includes appropriate development on individual sites and in the public realm. Financing the public realm improvements requires a partnership between The City and private development interests. In achieving such a partnership, The City needs to:

- Be prepared to 'front end' the costs of key public realm improvements and undertake appropriate improvements to public infrastructure such as the revitalization of 10 Street NW;
- Establish clear expectations with respect to the responsibilities of individual developments for upgrading of adjacent public rights-of-way; and
- Establish an equitable method to enable all new development to contribute to public realm improvements that serve the entire TOD Area.

In addition to public realm benefits, there is also the opportunity for the applicant to provide non-market housing units in exchange for higher density. There has been no agreement presented by the applicant to ensure long term affordability for low-income households. Section 3.1.1 of the ARP states that developers of large-scale projects are strongly encouraged to partner with non-profit agencies or The City of Calgary in order to provide non-market housing units within a market development. Additionally, Section 4.3.7 of the ARP discusses the facilitation and delivery of affordable and non-market housing. Through this, the Approving Authority is encouraged to consider supporting relaxations to bylaw regulations where it is demonstrated that the relaxation is appropriate for the development and that the development is secured through an agreement to ensure long term affordability for low-income households. Presentations by the applicant have indicated that this development will result in a high-end condominium with little to no reference of how affordability will be achieved within the community. This, alongside the insufficient public benefiting as referenced above, depicts an unreasonable development that does not bring value to the existing community.

Please keep us informed as this important application progresses.

Thank you for the opportunity to comment,

Hillhurst Sunnyside Planning Committee

Hillhurst Sunnyside Community Association

cc: Executive, Hillhurst Sunnyside Planning Committee
Rachel Smigelski, Planning Specialist, HSCA
Ward 7 Councilor's Office



Public Submission

CC 968 (R2023-10)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk’s Legislative Coordinator at 403-268-5861, or City Clerk’s Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station ‘M’ 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

I have read and understand the above statement.

First name [required] Janet

Last name [required] russell

How do you wish to attend? Remotely

You may bring a support person should you require language or translator services. Do you plan on bringing a support person? No

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Planning File Number: LOC2022-0227, Project, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a long term resident of the community, I oppose the land use change proposed. There has been active community involvement in the steps to form the new Riley Community Plan. At the public meetings, the City Planning staff advised the community that the west side of 10 Street was to be a maximum height of 10 stories. These buildings would back onto single family homes. They specifically stated that the categories on the maps are constraining (as they are standard categories used on all of the maps) and that it is necessary to read the plan in full to see the actual heights being proposed. The basis on which this has been presented as a relatively small additional height is contrary to what the staff has told the community. Less than a month before this issue was taken to the Planning Commission, the City Planning group was telling the community something very different. Proceeding with this puts the entire community engagement process and the integrity of the plan into question. This is almost twice as high as any existing buildings on 10 Street or Kensington Road. There seems to be no consideration of livability and traffic issues. If this is allowed, it will become the standard to which all future developers will look and see what they can convince the City to allow in spite of actual planning documents.



Public Submission

CC 968 (R2023-10)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

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Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

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I have read and understand the above statement.

First name [required] Reta

Last name [required] Prasse

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

201 10th Street NW - File No. LOC2022-0227

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The City continues to push the boundaries on building height in Hillhurst...

The application for Land Use Amendment at 201 10th Street NW (the old Osteria site, corner of Kensington Rd and 10th St.) is being presented to City Council on February 6, 2024.

This application seeks to increase allowable development on the site to 50 metres (15 storeys). The developer proposes to build 83 units (I believe that is the correct number), all of which will access the building using the narrow, one-way alley and exiting onto 10th Street southbound lanes.

Despite this being out of line with the current ARP and the maps presented at the Riley Communities open house, the change has been approved by the City's Administration and the Calgary Planning Commission. For comparison purposes: 201 10 Street is currently zoned for 26 metres, so the applicant is asking for a 92% increase in height.

The draft Riley Communities LAP envisions 12 storeys on that site. The Kenten building which will be built on the current Kensington Gate site will be 40 metres (131 feet), 9 storeys.

This seems to be a bit of a turning point for Hillhurst. The City is clearly focused on increasing density in our neighborhood using high rise buildings without considering community engagement or considering where in the neighbourhood it is appropriate.

There are many concerns with developing such a large building on what is actually a rather small footprint with inadequate access. Some of the issues are access to the site, shadowing of residential homes, increased traffic bottlenecks at 10th and Kensington, architecturally out of context for the neighbourhood, pedestrian safety, precedent setting for the neighbourhood and precedent setting for City Council who engaged our neighbourhood in planning through the recent Riley communities process and then chose to completely ignore it.



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

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I have read and understand the above statement.

First name [required] Robert

Last name [required] Clayton

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Planning File Number: LOC2022-0227, Project, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I live in Hillhurst and am opposed to the 15-story building that has been proposed for 201 10 St NW.

We have been engaged in the Riley Communities planning process and at no time was 201 10 St NW identified as a potential 15-story building. On the last draft, the map showed the site as having potential for up to 12-stories (15 stories is a 25% increase on this) and I understand from my neighbours who attended the open house in November that the City Planners were recommending 10 stories for 10th St NW (a 50% increase!). Other sites in the Riley Communities draft plan have been identified as potential for very high buildings. 201 10 St NW was not one of these sites.

To approve a 15-story building at this site is to confirm to Calgarians that community input and area planning processes do not matter.

In the Saturday, January 6, 2024, Calgary Herald (Section D) article on development in Calgary, the need for community engagement was emphasized by Byron Miller, an urban studies professor:

“While the city is full of smart people, they’re not on the ground where a new development is proposed to be built. Public engagement is key to any change the municipality makes, according to Byron Miller, an urban studies professor at the University of Calgary. He says the housing crisis is urgent and complicated, but planning a city that people want to live in and enjoy is paramount.”

The negative effects on the livability in our community are what has driven residents and the draft Riley Community Plan to object to the land use change for LOC2022-0227. A petition against the change was signed by about 275 residents and was submitted as part of the planning process. Some of the issues that have been raised are access to the site, shadowing of residential homes, increased traffic bottlenecks at 10th St NW and Kensington Rd., architecturally out of context for the neighbourhood, pedestrian safety, precedent setting for the neighbourhood and precedent setting for City Council who engaged our neighbourhood in planning through the recent Riley Communities process and then chose to completely ignore it.

Please listen to residents engaged in the current process, to understand the total area plan being recommended and to reject one off high-rise development driven changes. Let’s give the current plan being developed a chance to create a vibrant well-thought-out neighbourhood.



Public Submission

CC 968 (R2023-10)

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Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

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I have read and understand the above statement.

First name [required] Deborah

Last name [required] Sword

How do you wish to attend? Remotely

You may bring a support person should you require language or translator services. Do you plan on bringing a support person? No

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

LOC2022 0227, 210 10 St NW.

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Deborah Sword, LLB, PhD
322 10A St. N.W. Calgary, T2N 1W6

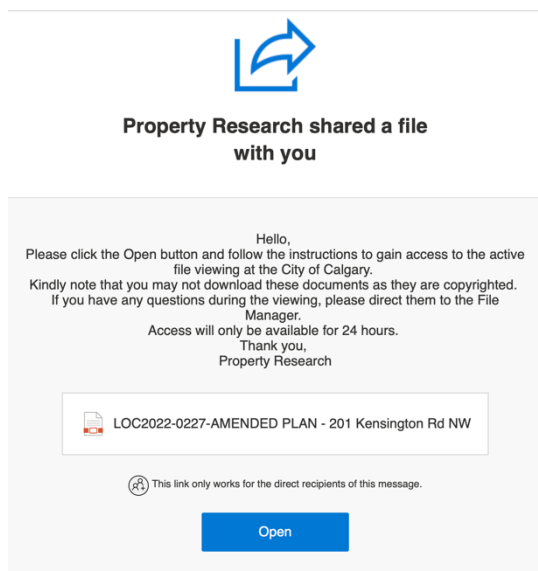
To: Coleen, Coleen.Auld@calgary.ca
August 1, 2023

Re: LOC2022-0227 objection to amended application

201 10 St NW is a notable site and worthy of a beautiful new building. Unlike new communities designed for green space, wide corridors with sightlines, and pedestrian shortcuts, Hillhurst is born dense, with narrow lots, streets, and lanes that create blind corners. It is a narrow north-south street, 10th Street, and a narrow street east-west, Kensington Road. Otherwise, it is single family historic homes with narrow corridors and no space to mitigate design problems. A tower of this magnitude contributes nothing to the community, offers no community or City benefit, and is totally out of context.

The ARP is our written agreement to be your partners in density. Complying with the ARP will put Hillhurst at 166% of the MDP density target; a density increase of about 72% compared to, for example, Panorama Hills' increase of less than 60%. This small area of Calgary supported and welcomed nineteen new multi-unit condo and apartment developments with no additional services or acknowledgement that we've done our share. Instead, more and larger developments are planned, with no additional services to accompany the influx. To the contrary, the bonus density amount is shamefully low.

10A St has, since 1905, had higher density than - for example Britannia, Mt Royal, Meadowlark, Canyon Meadows, etc. Downtown, Cliff Bungalow, and Inglewood are false equivalencies. Towers approved in those cases do not encroach on residential streets, have better public transit service, are not limited to using a narrow long lane, and enjoy wider road access points than does 201 10th St. NW.



More alarming, the process to obtain the resubmitted application is shockingly inappropriate, dredging up the worst features of the secretive decision making that gave “urban planning” a bad name. Despite the growing consensus that a non-disclosure agreement is unethical, and that planning is, by Calgary policy, an open public engagement process, I signed an NDA to be able to respond from an informed place. In the brief period I was allowed to have it, I saw nothing in the document that deserves copyright. I can only assume NDA was imposed in order to rush this through approval in the hopes that no one would go to the amount of trouble to obtain it. Even worse, it's a 47-page technical document with a mere 24 hours to read before access expires. This is the absolute opposite of what planners should do if they adhere to City policy. Compromising openness to benefit developers is not a good look. I lost access to the application before I

could analyze it, so I am copying the letters I wrote in February to the first inappropriate application. I expect what I wrote still is relevant, but because the applicant is inexplicably claiming copyright and The City grants this, I do not have the information. Secrecy in planning aids only planners and developers.

For you to understand my objection to the proposed redevelopment, it's important to have a picture of the T-shaped lane between 10 and 10A Streets. NW., which residents call Norfolk Lane.

1. Dimensions and lay out:

- Norfolk Lane’s north/south is 2.7m wide, 4.57m at its widest, , two to three metres shy of code.
- The lane is 272m long, equal to two City blocks without shoulders or official pull outs. Vehicles give way by edging onto private property where they can find space.
- The lane ends at a T-intersection at both north and south ends.
- The intersecting east/west portion at the south is narrow, 4.57 m, with short stubs of lane.
- The intersecting east/west portion at the north is narrow 3rd Ave, with short stubs of street.

2. Current usage:

- Making Norfolk Lane one way will not cure vehicles stopping in the lane for deliveries, service calls, pass-by, and to enter/exit garages. Lineups occur during utilities repair, tree trimming, commercial deliveries, bins collection, etc. There is no redesign able to fix this.
- The east side is commercial and multi-unit residential. The west side is residential with garages, some predated electric door openers. Owners stop in the narrow lane to manually operate garage doors. Drivers in following vehicles wait for the homeowner to use the garage in a series of maneuvers.
- Multiple conflicts of use occur among pedestrians, local and non-local vehicles shortcut to avoid 2-3 traffic lights or gridlock on 10 St, the bike shop conducts road tests, and bottle picker push carts.
- Conflict of use is a cause of damage to City and private property, and driver road rage.
- No cumulative count of the totality of excessive multi-use buildings adding to Norfolk Lane problems, cumulative mobility study or Traffic Impact study has been done despite multiple official recommendations. Residents of 23m 3.3 FAR Kensington Manor (now demolished), exited onto 10th St. Its replacement development adds new **not** replacement traffic.

Since The City is aware of Norfolk Lane’s many inadequacies and issues but then did nothing except add denser buildings where none previously existed into Norfolk Lane, it risks being liable for willful blindness.

3. All access points to Norfolk Lane are unsafe:

In 2015, the application to develop a tower at 201 10th St. NW, was rejected at each of the City Planning Dept., C.P.C. and City Council levels because of Norfolk Lane’s safety, heavy use, dimensions, logistical problems, blind corners and other issues. Despite that, Council approved a denser replacement tower that will add vehicles to Norfolk Lane. A 50m 9 FAR is even less acceptable, without access to its site.

To quote an officer of the applicant, Norfolk Lane is dangerous: “... there are safety reasons given the narrow, and very busy, lane way... and the home has been hit a number of times by large vehicles...” If Norfolk Lane is too unsafe and busy for TI’s officers and families to use from their Norfolk Lane residence, it is too unsafe and busy for TI’s huge condo tower.



Norfolk Lane stops at 3rd Ave in a rare, unregulated, 5-way T-intersection! Cars on 3rd Ave turning south into Norfolk Lane are blocked by cars going north. East and west bound cars stop because 3rd is too narrow for a car to pass, while the car exiting Norfolk Lane can’t move because cars block it in both directions.

Meanwhile, the car waiting to move in St John’s driveway blocks the sidewalk.

- To go north on Norfolk Lane, turn right on 10A St into the western stub of the lane, which is two-way, narrow, short, and almost blind to what's moving in N/S Norfolk Lane.
- If the vehicle entering Norfolk Lane from the west doesn't turn north, it enters the one-way stub of the lane onto 10 St. where it must merge into heavy traffic.
- When rush hour reduces 10 St. to one lane south, it's hard to exit the lane. Cars inch into 10 St. traffic, blocking the sidewalk on the west side. Pedestrians crossing also hold up cars turning west onto Kensington, causing long waits that plug the exit.

If the eastern stub of lane is to be the parkade exit for 201 10 St, it is especially unsafe. It needs a traffic light metres from traffic lights at 10 & Kensington.

- Service vehicles have hit power lines, cutting power to 10th and 10A streets. The City says lines cannot be buried because they are too close to the storm drain, (per ENMAX), nor can Norfolk Lane be widened unless private property is expropriated.
- Owners of the homes at the blind corners of Norfolk Lane erected barricades because their garages are struck, compounding the problem for larger vehicles' turning maneuvers, holding up traffic in all directions. The applicant's agent admits his home has been hit a number of times by large vehicles.

4. TOD:

That the TOD zone includes Hillhurst community is fine; I accept appropriate development. The application to redevelop 201 10th St NW, is **not** appropriate above eight storeys and 5.0 FAR. The ARP took TOD into account at 20m as Norfolk Lane's capacity. The application double counts the TOD.

There's scant evidence that TOD reduces cars. According to City stats, 17% of Hillhurst residents use transit. City-wide 16%, in Panorama Hills 14%. Private cars are still the norm, and exiting the parkade into Norfolk Lane is (as one resident of The Kensington told me) "not fun."

5. Deficiencies in the application

The applicant does not meet the burden of proving the proposal does not harm or unduly interfere with the neighbourhood, or affect use, enjoyment or value of the neighbouring properties, incompatibility, transportation impacts, interferences in every test for discretionary increases. The affidavit of the applicant's witness, Don Letterio, a real estate valuation expert (excerpt here), is that 26m, (almost half the size of this proposal), will negatively impact neighbouring properties.

The applicant's 2022, TIA expert and its 8 November, 2019, valuation expert give conflicting points of view. The TIA opining on a 50m building contradicts the applicant's expert witness, who opines that traffic and parking from the proposed 26m building would devalue nearby properties.

1. Increase traffic. Kensington already has a traffic problem. Traffic is not limited to automobile traffic on 10th Street and Kensington Road. Traffic could also represent pedestrian traffic, and bicycle traffic. It is hard to imagine that as density increases in this area that the problems associated with increased vehicle traffic, pedestrian traffic and bicycle traffic would not negatively affect the neighborhood. It is difficult to see how professionals active in this community would support the notion that a 10-story building would not increase the traffic in the area, which is already an issue. As a result, is difficult to accept without evidence that an increase in traffic resulting from the proposed building would have no impact upon the properties on 10A Street.
2. Parking issues: parking issues already exist in this area; it is difficult to see how parking will not continue to become a bigger issue as the density in the area increases. It is hard

8.2 of the Direct Control District policy sets a maximum FAR of 2.8, with discretion to increase to 9.0 if Schedule C is applied, subject to sections 31 and 36 of Bylaw 1P2007. While it applies to DP applications, read the test of s. 32, 32, 35 and 36 in context of the applicant’s argument on the merits of its proposal.

Test for a Relaxation

- 31 The *Development Authority* may approve a *development permit* application for a *permitted use* where the proposed *development* does not comply with all of the applicable requirements and rules of this Bylaw if, in the opinion of the *Development Authority*:
- (a) the proposed *development* would not unduly interfere with the amenities of the neighbourhood or materially interfere with or affect the use, enjoyment or value of neighbouring properties; and
 - (b) the proposed *development* conforms with a *use* prescribed by this Bylaw for that land or *building*.

Use Area Relaxation

- 32 Where the *Development Authority* is considering an application for a relaxation of a *use area* or a *public area* restriction, the *Development Authority* must consider the test in *section 31* of this Part and:
- (a) the purpose of the District;
 - (b) whether granting the relaxation would make the proposed *development* incompatible with existing *developments* or *uses*;
 - (c) proximity of the proposed *development* to *residential districts*; and
 - (d) sound planning principles.

Division 5: Discretionary Use Development Permit

Discretionary Use Development Permit Application

- 35 When making a decision on a *development permit* for a *discretionary use* the *Development Authority* must take into account:
- (a) any plans and policies affecting the *parcel*;
 - (b) the purpose statements in the applicable land use district;
 - (c) the appropriateness of the location and *parcel* for the proposed *development*;
 - (d) the compatibility and impact of the proposed *development* with respect to *adjacent development* and the neighbourhood;
 - (e) the merits of the proposed *development*;
 - (f) the servicing requirements;
 - (g) access, parking and transportation requirements;
 - (h) vehicle and pedestrian circulation within the *parcel*;
 - (i) the impact on the public transit system; and
 - (j) sound planning principles.

Discretionary Use That Does Not Comply

- 36 (1) The *Development Authority* may approve a *development permit* application for a *discretionary use* where the proposed *development* does not comply with all of the applicable requirements and rules of this Bylaw if in the opinion of the *Development Authority*:
- (a) the proposed *development* would not unduly interfere with the amenities of the neighbourhood or materially interfere with or affect the use, enjoyment or value of neighbouring properties; and

6. Density bonusing deficiencies

In 2014-15, the Planning Dept, CPC and Council decided a 278 m² plaza, larger than the 224 m² now offered, was insufficient offset for a 26m building. At each level, the plaza’s location was questioned at such a busy intersection, breathing diesel bus fumes in baking summer sun. It was acknowledged that a plaza offers no value to 10A St residents in exchange for bearing the burden while the applicant gets the benefit. The only change since those three levels of decision-maker declined the applicant is that the applicant is asking for more and offering less. The gap widens. Nothing in the bonus on offer contributes to the local context, as required in Schedule C, s. 1.1.

7. Climate resilience deficiencies

The application offers nothing in the way of climate sensitivity or resilience. The plaza faces full sun, creating a heat island of concrete to bake pedestrians. A tower of that size will use more concrete, which is the source of 6%-10% of GHG emissions, more elevators and units’ heating and cooling.

Aside from repeatedly citing TOD as its total climate response, it contributes nothing to the climate strategy. The applicant wrote on its mandatory Climate Resilience Inventory Form: “Climate Resilience Inventory Form is submitted as part of the package,” and then submitted an almost blank form.

8. Deficiencies in pre-application assessment response

- In each attempt at giving “properly justified and rationalized” explanations for such extreme densification, the applicant submits paragraphs of jargon that can be distilled down to one repetitive refrain: there is a Ctrain Station within 400m and the site is within a TOD zone. Its entire argument comes down to that. It can repeat the statement in different ways, and lard it with abstractions and assumptions, and it still won’t meet the tests of not negatively impacting the homes a stone throw away, or create safe access to the site.

- The LAP is still in the planning stage. Speculation of the content of the LAP circumvents the entire purpose of City of Calgary’s community engagement policy intent. The applicant dismisses the 2009 ARP, calling it outdated when it is, in fact, a live policy.
- The applicant offers distinguishable developments as comparatives when they are false equivalencies. Cliff Bungalow, Inglewood, and Downtown have better transit options, wider streets, no adjacent single-family homes, and safe access and exits, which don’t exist in this proposal.
- The current ARP accounted for TOD and Ctrain proximity when it determined the correct size, density and FAR for the subject site. To now – again – use TOD to double size what is deemed correct offends basic principles of fairness.
- There is zero evidence of community benefits, or appropriateness of the proposal in terms of location, context, and aspirations of the community. Instead of providing such evidence, the applicant repeats how exciting this development is, using biased language to conceal how it dodges the question of community benefit by describing benefit to The City. That alleged citywide benefit is at the expense of the community, of the environment, of safety, and of local context. The submission is dense with jargon and deficient in responses.
- The applicant submits that this height and density is appropriate because the intersection is a node. It misunderstands the definition of node, which is: “a point at which lines or pathways intersect or branch; a central or connecting point.” A node is not a sore thumb that is totally out of context. A node by definition integrates into local context. Evidence that the proposed building is not a node is the applicant’s image of a tower that is out of all proportion to its context, looks directly into apartment units and backyards, and is so tall it is detached from the intersecting node far below it.



- The applicant cites the climate strategy in support of a more compact and dense land use. This ignores that Hillhurst is already more compact and denser than almost any community in Calgary by virtue of its age, small lots, constricted intersections, narrow streets, and narrower lanes.
- The proposal is out of touch with community needs. The applicant offers a “large public plaza ... envisioned to be a community gathering space, and provide much needed benefit to the community.” A plaza is not “currently missing in the immediate area” since there are so many

nearby. The community is not looking for nor missing a gathering space. This is an unneeded plaza for the community most impacted by the many negatives of this application.

- The plaza will, it is submitted, fix the “numerous obstacles” blocking pedestrian access. However, the applicant created the obstacles, which it could have fixed years ago had it wanted to. It offers, as a supposed community benefit, to fix and get credit for obstacles it put in the path.
- While some of this proposal may make pedestrian access easier, Norfolk lane will be less safe, for net zero trade off. Whatever small benefit a plaza may provide on mild days, it offers no benefit to neighbours in any weather and none to visitors in baking sun or freezing wind, or breathing vehicle exhaust during grid lock. It is the same concept that planners, CPC, and City Council decided was inappropriate and inadequate at a busy intersection that is not a good location for a plaza.
- Because problems with Norfolk Lane are so profound and long standing, I read 111 pages, looking for how the new proposal would overcome the problems. There is one mention in the submissions: “Commercial and retail uses will embrace the plaza and will activate the edges of the plaza, 10th Street and *a portion of the lane* (italics added), which will enable a more contiguous main street, improve, vibrancy, and further improve the pedestrian experience of the area.” Activating the lane should make it less safe. Aside from platitudes and vague hope, this statement contributes no solutions or details for how cars will access the building. To the contrary, the applicant submits: “Per post pre-application discussions, this item was deemed not necessary as part of the land-use application.” It did not offer any plans for the adjacent roadways and lane. Meanwhile, this item was a reason for rejecting the 2015 application. Norfolk Lane is not a thoroughfare to design around later. It is crucial that its limited carrying capacity be considered in the land use decision.
- Eligible bonus items include contribution to a Hillhurst/Sunnyside community amenity fund, provision of urban design improvements, designation of historic resources. Instead of responding to the list, the applicant offers an unnecessary plaza, paid for, presumably, from the bonus fund.
- The MDP, a requirement, asks that development “maintain compatibility with surrounding development, and avoid dramatic contrast in height and scale.” There are other policies that urge maintaining compatibility with surrounding development. The applicant’s response is: “Noted, but it is also acknowledged that the properties adjacent to the site are also notably under-developed even under the dated current ARP and will likely also re-develop to a higher scale.” This wishful thinking is a deficient response, and disrespects the policy framework under which it submits this application. The applicant admits the ARP is current policy. What the applicant considers under-developed is someone’s building and someone’s business and someone’s home. Speculating on what others might do in the future is not relevant evidence, nor address laneway concerns.

9. Deficiencies in the applicant’s Transportation Impact Assessment dated November 1, 2022

This analysis adds to my 5 February, 2023, letter from a resident perspective of Norfolk Lane’s problems. Here I analyze the deficiencies of the applicant’s evidence from JCB Engineering.

The most significant deficiency is the utter absence of any analysis of how vehicles will enter and exit a condo development of any size and density, much less one that’s so oversized. The TIA simply omits the problem of Norfolk Lane in order to conclude that an oversize development will have no impact on the community. In other words, this TIA is ahistorical, context free, and unrelated to the reality of the actual streets around the site.

- The TIA relies on assumptions in order to forecast (guess) possible additional trips, possible parking spots required, possible unit owner driving patterns, and possible retail tenant vehicle uses or needs. The number of variables is not controlled or compared to local contexts.

- The current site owner, who had a large restaurant on the main floor for many years, employed valet parkers because, as he told the HSCA at an AGM, his customers drove; they didn't take transit. Local businesses lament that people don't shop here because they know there isn't enough parking. Despite this real world experience, the TIA states that: "it is expected that visitors to the area, knowing that this is limited parking, will choose to use other modes of transportation..." The TIA does not reconcile these conflicting opinions.
- The summary's conclusion is confusing with the assumptions and trade-offs it makes: "the development concept has increased in density since the 2012 proposal, resulting in there being an increase in residential dwelling units, but a reduction in the commercial tenant space. The result has been an overall decrease in what is expected for the trips generated by the development. Therefore, this increased density is not expected to result in an increase in the impact of this development on the surrounding transportation, network." This contradicts the main justification of the submission that increased density will bring more businesses and attract customers, which will result in increased trips generated.
- Either density is good for local business and attracts people, hence more trips, or more density is irrelevant to local business and neutral on generating trips. The TIA ignores the applicant's rationale that more height enhances local business, and instead contends that height does not affect the trips generated.

10. Unmitigable negative community impacts that devalue property

The opposite of NIMBY, our small community has approved and welcomed multiple **appropriate** developments. We only object when the development is inappropriate, such as the subject proposal. HS has over 20 **major**, new, multi-unit developments, more than almost any community in a residential area of Calgary. As of 2023, we are adding Kensington Manor's replacement, the old church on Gladstone's replacement, and an oversized tower replacing Lunenburg (which was affordable). We've done our fair share. In exchange, we've lost most of the older affordable housing stock and been granted shamefully low bonus density funds.

Development Permits	Project	Maximum Height	# of Floors	Floor Area Ratio	Residential Units	Estimated Population
Anthem *	1150 Memorial Drive	16m	5	2.50	93	
Anthem Properties *	CBC Calgary Site	12m	3	7	83	149.4
Battistella	Lido	26m	8	5.00	83	149.4
Battistella	Pixel	26m	8	4.70	100	180
Birchwood	Era on Riley	26m	6 & 8	4.00	100	180
Brenda Strafford	Brenda Strafford	20m	4 & 6	3.00	94	169.2
Bucci	Kensington, The	20m	6	3.80	77	138.6
Bucci	Ven	16m	4	3.80	115	207
HomeSpace/Streetside	Aurora on the Park	14.8m	4	2.09	25	25
HomeSpace/14 St	?	15.6	4	1.98	27	27
Spray Group of Companies	Five Eleven	20m	6	2.95	79	142.2
Minto Communities *	327 9A Street	26m	9	5.00	108	194.4
RJK Developments	Palfreyville	15.4m	4	2.39	19	34.2
Graywood Developments *	Royal Bank Site	32m	10	5.00	114	205.2
Streetside	St Johns on Tenth	26m	4 & 8	5.00	95	171
Stephens *	834-840 Memorial Drive	13m	3	1.60	22	39.6
Truman *	924 Memorial Drive	22m	5	3.35	39	70.2
Westmount Projects	Salvation Army Church Site	10.5	3	0.72	8	14.4
This chart represents data (height, FAR, residential units) provided on approved Development Permits.						2096.8
Per the 2014 census, there is an estimated population of						1.8 residents per unit.
* indicates projects not yet built						
Proposed Projects Only *						
City of Calgary + Developer Partner *	Triangle Site (Aff/Mix)	26m +	8+	4.00	100+	?
NorthWest Healthcare Properties *	Grace Hospital Site	30m&70m	?	4.00	800	?
Battistella *	LifeSport	32m&16m	10 & 4	4 & 2.5	150?	?
Minto Communities *	613-621 9A Street (no DP)	26m	8	5.00	70-90	?
CSgrow *	National Transmission	26m	8	5.00	140	252
Russell RED *	Glo (overtuned @ SDAB)	16m	5	2.50	56	100.8
Sunnyside Sustainable Living *	Sunnyside Grocery	12m	3	d111	6	?
Units built so far	708					
Estimated population	1274.4					

Building Height, Floor Area Ratios and Projected New Neighbours

11. Affordable housing loss

The small homes and apartments, low rise locally owned businesses, and workers' cottages are being lost to expensive midrise developments. The Calgary Real Estate Board and Statistics Canada, among others, note the alarming trend of units in these new developments being bought by profit seeking investors, not families nor locals. The experts cite this as one cause of the unaffordable home crisis. Profit is maximized by short term rentals, such as AirBnB. A taller tower does not mean more units

equals more home options. The trend is it equals more profit for a few at the community's expense. Height does not ensure an increase in residences or local residents, according to the experts. It is likely to increase investors seeking short term profits.

12. Shadowing

A shadow study requires side-by-side comparisons, including a bar scale. The principle of Scale with adjacent properties is absent in the submission. 50m does not protect sun access or privacy. 26m shadowing is significantly less than this 2023 proposal, and shadowing is one of the devaluation factors impacting an increased number of affected properties, according to the applicant's witness. The difference between 50m and 26m is most of 10A St, most of the morning, most of the year.

13. Privacy

The applicant's expert witness testified that loss of privacy from the proposed 26m building would devalue nearby properties, so a 50m building would devalue more properties: already exist in the community.

3. Loss of privacy; the proposed building at 201 10th Street will overlook 10A Street, and the property at 225 10A Street NW will be in clear sight of the west side of the building. During the summer months the trees will provide some cover, but during the winter months almost none. Privacy is not a major issue like parking and traffic since the property at 225 10A Street NW will most likely enjoy no change to their privacy in the rear yard. However, the fact that a building in close proximity is overlooking this property would not be missed by potential purchaser. It is difficult to accept without evidence that a professional active in this area would not consider that the proposed building at 201 10th Street NW. could negatively affect the property located at 225 10A Street NW.

14. Community engagement deficiencies

The requirement is that the applicant explain how it responded to concerns and suggestions gathered through the engagement process. It submitted its report without meaningful response to concerns and suggestions. Its report is a laudatory repeat of its submission, praising the proposal.

15. Urban design deficiencies

This application and the design phases have become intertwined. It is not possible to consider a building of this height and FAR, and be unaware that it is without vehicle access except through a narrow, over used lane. If the redesignation is allowed, the problems of adjacent property devaluation, excessive shadowing, lack of privacy, roadway congestion, Norfolk Lane, and lack of respect for scale cannot be designed around. It is simply not possible to approve this proposal, and also respect the section 31, and 36 tests for a DP. They are incompatible.

The Place requirement is to integrate and connect with the surrounding area, which is entirely residential 10A St, including 10 Street and Kensington Road, which are mid-rise business and condo. This proposal integrates with none of them, and doesn't connect at all.

16. The applicant seeks the maximum and offers the minimum

The applicant offers no affordable housing, climate resilience plans, or substantial amenity funding beyond the minimum it can get away with. Schedule C allows maximum FAR in exchange for one or

more bonus item, subject to local context. The applicant offers one bonus item – a small, gussied up plaza - which does not take local context into account. A plethora of plazas are proximate to this corner, all closer than the Ctrain station. Since the applicant relies on proximity to Sunnyside Station, it must also take note of the number of plazas closer to it than the station, which contradicts its contention that another plaza is a needed amenity of value to the community. A plaza isn't needed and the applicant offers nothing that the community does need.

Conclusion:

People need housing but not at the expense of existing, sustainable, dense, intact neighbours. HS and 10A St have done their fair share. If this proposal were appropriate, I'd support it.

In short, the lane is not up to current code for safety and that's at the current amount of traffic, before a development as oversized as the one in consideration and before the Kensington Manor replacement is built. The applicant overlooks the issues associated with Norfolk Lane in its application package.

Thank you for being realistic about Norfolk Lane's limited and already overtaxed capacity,

Deborah Sword



Public Submission

CC 968 (R2023-10)

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Last name [required] Ku

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What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Planning File Number LOC2022-0227, Project, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I strongly oppose the Planning Commission's demonstrated utter contempt for the Riley Communities planning process and the views of the community manifest in its pursuit of the approval for a 15 story building on a site that is completely inadequate to sustain a building of that size. The Riley Communities has invested and continues to invest valuable resources into proposing sustainable, safe and otherwise appropriate locations in the Hillhurst community for high-rise buildings and 201 10 St NW is NOT one of these locations. We had been reassured by planners at the open house that the process was limited to a maximum height category and a recommended 10 stories. To approve a 15 story building at 201 10 St NW is a clear signal that current planning process and invitations for community input in area planning processes are manipulative, deceitful and completely lacking in integrity. Among the issues raised in the past include serious traffic concerns and pedestrian safety in Norfolk Lane (between 10th and 10A Street), which increasingly resembles a pothole ridden traffic sewer. I strongly oppose this irresponsible, reckless request to build to 15 stories on 201 10 St NW.



Public Submission

CC 968 (R2023-10)

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First name [required] Derek

Last name [required] Small

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Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Planning File Number: LOC2022-0227, Project, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I request that City Council turn down this applicant's proposal as supported by the Calgary Planning Commission. The CPC and City Administration are taking it upon themselves to direct council to ignore the 2023 amended Kensington Area Redevelopment Plan (ARP), the Municipal Development Plan (MDP), the Transit Oriented Development (TOD) plan and the draft Riley Community Local Area Plan policies and guidelines to the detriment of the community and the City as a whole. In none of the aforementioned plans and policies is a building of greater than 10 storeys supported for the westside of 10th Street NW between Kensington Road NW and and 5th Ave NW. The latest draft LAP for the area even recommends a height of no greater than 10 storeys. This applicant is seeking to place a building that far exceeds those policies and recommendations to the benefit of only their own interests and not to that of the city. City council and CPC have already turned down a proposal from this applicant on this site with solid planning reasons provided. The current CPC, either of its own accord or at the direction of Council is recommending that this council ignore prior decisions in council and to ignore all guidelines and policies put forward in the aforementioned materials.

The excuse that the ARP is old and thus ignored is a false narrative that if held true would reflect badly on council who has members far older than the ARP.

I most strongly oppose the CPC and Council supporting deviations on height and FAR for this site and request this proposal be turned back to administration to direct the applicant revise their request to support the ARP, MDP and TOD documentation that has supported making Kensington the 2nd most dense community in the city. Our community has supported dozens of developments within the ARP and increased density accordingly. We support development that adheres to the plan that our community dedicated person years of our time to develop with a vision of making Kensington a walkable "jewel" that has attracted strong growth, density and commerce.

Thank you for listening to my opposition to this applicants requests for massive height and FAR changes

Regards;
Derek Small 315 10a



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Shirley

Last name [required] Wong

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What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Item 39

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The land use amendment application for a mixed-use building at a height of 50 metres and a FAR of 9.0 is being recommended for approval by Administration at the subject site location, 201 10 Street NW.

It has been acknowledged that the Hillhurst Sunnyside Area Redevelopment Plan (“HS ARP”) may be outdated as highlighted at recent Calgary Planning Commission (CPC) and Council meetings, hence the development of the Riley Communities Local Area Plan (“Riley LAP”) that is currently in progress. The draft of this Riley LAP was released to the public earlier in November 2023 after several in-depth phases of engagement with the public. THE PROPOSED MAXIMUM HEIGHT MODIFIER FOR THIS SECTION OF 10TH STREET AND THE SUBJECT SITE LOCATION IS 12 STOREYS.

It is confusing as to Administration’s rationale for recommending approval for a height of 50 metres, which translates to 15 storeys. It is recognized that the Riley LAP is in draft form, but it must be appreciated the level of confusion these types of applications are causing for the public. If we cannot rely on the HS ARP to guide planning and the work on the Riley LAP is recommending a maximum height of up to 12 storeys, why is the 50 metres (15 storeys) height being considered?

This begs the public to question the level of collaboration and integrity within the City’s Community Planning team and whether the Riley LAP is being developed separately from current active applications? If this is the case, this is really puzzling given that the Riley LAP is intended to set out the framework for growth and change within the Riley Communities. The public need to be able trust the process and the integrity of the system, however discrepancies like these betray that trust.



Public Submission

CC 968 (R2023-10)

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First name [required] Emma

Last name [required] Turnbull

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Standing Policy Committee on Community Development

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

210 10St NW development, File application number LOC2022-0277

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am in opposition of this application as it is not in the public or community's best interest. The height relaxations being asked for are too high and above the current approved ARP AND well above the proposed revised ARP. The community has been consistent in its feedback that 15 stories is too high for the area. The applicant has again submitted an application which is ignoring community feedback and has proposed something that does not fit the current or future guidelines for the area.

Please reject this application again and commit to enforcing the guidelines which the city has consulted on.



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Barb

Last name [required] Gosling

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What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

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Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Planning File Number: LOC2022-0227, Project, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Dear Councillors,
Please tell your Administration and the CPC to stop recommending projects for approval that neither are supportive of the Local Area Plan draft nor stay within the City Policies in place.

There are no grounds to approve 15 stories (50 Metres) for the corner of 10th Street NW and Kensington Road. This is density at all costs.

The City has been publicly applauding its new Local Area Plan developments, intended to balance the needs of communities and the needs of the growing City.

- The Draft Riley Area Plan: 12 stories (and 10 if the planners on the Riley project were heard).
- The Hillhurst Sunnyside ARP (Policy): 8 Stories (26 M)

It is surprising to hear that the Planning Commission has completely disregarded the Riley Communities planning process and the views of the community on a site that is inadequate for a building of that size. The Riley Communities plan has considered where in the Hillhurst community it is appropriate for high-rise buildings and 201 10 St NW was not on this list.

City Planners knowledgeable of this site, the laneway, are well aware of the unique issues regarding this site. This is a site where increasing the height and massing will only benefit the developer and will be extremely detrimental to not only our community but to the City's reputation for lovely neighbourhoods to visit and wander.

It's time to put some integrity back into the planning process, to listen to residents engaged in the current process, to understand the total area plan being recommended and to reject one-off high-rise development-driven changes. Let's give the Riley Local Area Plan a chance to create a vibrant well-thought-out neighbourhood.

I was an active committee member responsible for the TOD Amendment to the ARP. The key is to strike a balance between maintaining a community and allowing density where it makes sense. This application does none of that.

Please reject this submission.

Thank you for your thoughtful consideration. Barb Gosling



Public Submission

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First name [required] Andrew

Last name [required] Turnbull

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Date of meeting [required] Feb 6, 2024

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Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Planning File LOC2022-0227 project 201 10 st be

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I oppose this application as it does not meet the current or proposed ARP. The application is not in the public good and has no additional justification to allow for the excessive height relaxation being sought.

This issue has already been before council and rejected. The applicant's proposal is largely the same and should be rejected once more — the issues have not been resolved by in any kind of substantive manner.



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First name [required] Barbara

Last name [required] Frizzell

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Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Planning File Number: LOC2022-0227, Project, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I have lived in the Kensington area, and specifically on 10A Street NW for over 28 years. I have supported many developments in my neighbourhood and I welcome new residents to the area. Higher density means more activity, vibrancy, and more support for local businesses.

However, I can't support the proposed land use for LOC2022-0227, Project, 201 10 St NW. Allowing a building that is 15 storeys in this location violates many of the current City of Calgary policies including

- MDP, Vol 2, pages 19-20, and 70, uses Hillhurst Sunnyside as a model of appropriate planning with the site at 6-10 storeys.
- MDP, the governing provincial legislation, states that development should "maintain compatibility with surrounding development and avoid dramatic contrast in height and scale".
- Hillhurst Sunnyside, bylaw 33D2013, codified in the ARP, approved with community consent, sets height 26m (8 storeys) and FAR at 5.
- Guidelines for subdivision planning (pages 90 – 92) sets minimum lane width at 7m. Norfolk Lane is 4.57m at its widest.

I am also against this application because of the negative impact it would have on traffic flow. The burden of increased traffic using the congested laneway would make accessing our homes difficult and frustrating. We already experience traffic jams in the alley due to delivery trucks, service trucks, and Amazon and food delivery vehicles blocking the exit eastbound onto 10th Street. Adding the vehicles from a 15 storey building would be unbearable.

Part of the charm of Kensington is its walkability. Let's not change this by increasing the traffic pouring out of an alleyway, posing safety concerns for pedestrians making their way along the west side of 10th Street NW or along Kensington Road.

Allowing a building of this size in this location would set a dangerous precedent for future developments to blatantly disregard the current rules and policies that are in place.

I respectfully request that Calgary's City Council rejects this application.

Thank you for your consideration.



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

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I have read and understand the above statement.

First name [required] Jane

Last name [required] Ebborn

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

201 10 ST NW File No LOC2022-0227

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am a home owner in Kensington since 1995 and I am totally against this proposed development. It exceeds the height and FAR limits in the existing HS ARP and are not even compliant with the more lenient proposed Riley Communities LAP guidelines. Why go from the allowed 26 m height limit to almost double at almost 50m?? Yes we need to redensify Kensington but 8-10 stories high on this site is all that should be allowed. And the small public plaza space being offered is NOT worth giving the developer an extra 5-7 stories. This little plaza would be next to 2 very busy streets and would likely not get much use. Yes, let's density this site but please stick to the existing rules. I like the 8 storey buildings we have been putting up along 10 St and think more of the same would be great here and would be in keeping with the scale of the neighbourhood.



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Kluane

Last name [required] Dobson

How do you wish to attend?

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What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Planning File Number: LOC2022-0227, Project, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Dear Councillors,

Please tell your Administration and the CPC to stop recommending projects for approval that neither are supportive of the Local Area Plan draft nor stay within the City Policies in place.

There are no grounds to approve 15 stories (50 Metres) for the corner of 10th Street NW and Kensington Road. This is density at all costs.

The City has been publicly applauding its new Local Area Plan developments, intended to balance the needs of communities and the needs of the growing City.

- The Draft Riley Area Plan: 12 stories (and 10 if the planners on the Riley project were heard).
- The Hillhurst Sunnyside ARP (Policy): 8 Stories (26 M)

It is surprising to hear that the Planning Commission has completely disregarded the Riley Communities planning process and the views of the community on a site that is inadequate for a building of that size. The Riley Communities plan has considered where in the Hillhurst community it is appropriate for high-rise buildings and 201 10 St NW was not on this list.

City Planners knowledgeable of this site, the laneway, are well aware of the unique issues regarding this site. This is a site where increasing the height and massing will only benefit the developer and will be extremely detrimental to not only our community but to the City's reputation for lovely neighbourhoods to visit and wander.

It's time to put some integrity back into the planning process, to listen to residents engaged in the current process, to understand the total area plan being recommended and to reject one-off high-rise development-driven changes. Let's give the Riley Local Area Plan a chance to create a vibrant well-thought-out neighbourhood.

The key is to strike a balance between maintaining a community and allowing density where it makes sense. This application does none of that.

Please reject this submission.

Thank you for your consideration.



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Leslie

Last name [required] Street

How do you wish to attend? In-person

You may bring a support person should you require language or translator services. Do you plan on bringing a support person? No

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Agenda item #39

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

January 30, 2024

City of Calgary

Attention: Coleen Auld, Senior Planner, Community Planning

Re: Application for Land Use Redesignation at 201 10th Street NW (LOC2022-0227)

This letter is intended to express our opposition to the application for a land use redesignation at 201 10 Street NW, LOC2022-0227.

This is the applicant's second attempt to have this site zoned for development above existing ARP limits:

Date & outcome	Max. FAR	Max. Height (in metres)
2013: Application meeting ARP limits was approved with community support.	5.0	26
2014: Applicant applied for DP and rezoning increases over and above ARP limits and was refused.	7.0	32
2023: Applicant is applying for land use redesignation over ARP limits and over what was refused in 2014.	9.0	50*

*At the December 2022 onsite event, the representatives of Quantum Place (the applicant's developers) advised us that 50 metres would equate to a 15-storey tall building.

Quantum's Reasons for Application

Quantum's justification for the land use redesignation relies heavily on the following statements:

- (1) the City's planning policy has been increasingly geared towards denser development within areas in proximity to activity nodes and corridors, and
- (2) the City recently approved two land use redesignations in other inner-city neighbourhoods for heights and densities beyond approved ARP policy.

Although the subject site does occupy a very unique place in a historical inner city neighbourhood, and the City's desire for increased densification in TOD areas may be a worthwhile theoretical aim, at this time and on this site it is not workable in any practical sense.

The ARP's goals and objectives for TOD that can be achieved without exceeding the ARP limits.

Building a 50 metre (or 15-storey) tall building at the corner of 10th Street NW and Kensington Road will *not* benefit the neighbourhood. The result would be the exact opposite. The existing roadway, including the alley, around the subject site *cannot* handle the increased demand that a fully occupied 15-storey building would bring.

Further, the application cites the following two recently approved land use redesignations:

- Inglewood – RNDSQL Block on 9th Avenue
- Cliff Bungalow – 615 17th Ave SW

Neither of these two inner city locations are as close to a residential neighbourhood as the subject site, nor do they have the same vehicle access problems that the subject site does.

Increased Demand for Traffic and Parking

The Traffic Impact Assessment performed by JCB Engineering, dated November 1, 2022, provides an analysis of the increased trip generation (traffic) and parking requirements expected from adding a 15-storey building. What the report does *not* provide is an *assessment* of the *impact* on *traffic* around the subject site.

This document simply outlines the problem (adding vehicle trips and parking requirements to the neighbourhood) without any type of analysis, or even demonstrated awareness, of whether the existing roadway infrastructure can handle these additional demands.

Any new structure built on the subject site will have terrible vehicle access. This fact cannot be understated or ignored. Despite the inner city location and the proximity to downtown and transit, people want their cars. A quick look at all of the vehicles that drive through, and park in, Kensington currently is proof of this. The applicant's proposed "gateway" property will only be accessible to all vehicle traffic (all 87 residents, commercial customers, visitors, deliveries, services, etc.) through a narrow one-way/one-lane alley that is already heavily transited.

Vehicles accessing the site: All vehicles will have to access the site by driving down the short, congested section of 10A Street NW in front of the Kensington Pub and turning right into the badly designed access to the narrow, one-lane alley.

Vehicles leaving the site: All vehicles will be required to turn right from the narrow one-lane alley onto the only lane going southbound on 10th Street NW. Turning left (north) is prohibited.

What happens to this very precarious traffic flow if a car gets a flat tire? breaks down? breaks the rules and turns left onto 10th Street NW at rush hour? a delivery truck is making a delivery? Gridlock.

Who will be responsible for any loss or injury when (not if) an emergency vehicle is not able to respond to an emergency in a timely manner because it cannot get near the area around the subject site due to additional traffic congestion?

Further, 10th Street NW is a corridor for many rush hour commuters from other areas of the city to access Louise Bridge. Increasing the congestion on this route has a knock-on effect to the communities.

In daylight hours, 10th Street only has one lane of traffic going in each direction between Kensington Road and 5th Avenue, except during rush hour when parking in the curb lanes is prohibited. During the morning rush hour one northbound lane on 10th Street is already used for lane reversal and designated left-turn lanes are already in use during the morning and afternoon rush hours. So, these measures to smooth the flow of traffic cannot now be implemented to mitigate the impact of adding more traffic from overdeveloping the subject site.

What the Applicant Says about the Alley (Lane Way)

The applicant's residence at 212 10A Street NW sits on the same alley as the site at 201 10th Street. In a letter dated April 4, 2022, to the City's Planning and Development Department, when responding to the suggestion to place the elevator shaft for a proposed multi-generational house at 212 10A Street NW on the alley side of the property, the applicant stated:

" . . . there are *safety reasons given the narrow, and very busy, lane way* and for accessibility as an elderly person cannot be expected to *travel down a narrow, and very busy, lane way* to access their residence . . . We also looked at placing the elevator on the south-west area of the property but that causes *safety issues because it is beside the narrow, and very busy, lane way*. Over the years, *the home*

has been hit a number of times by large vehicles that use the lane way for delivers (sic) to commercial businesses on 10th st that has resulted damage to the current home.” (Emphasis added)

This “narrow, and very busy, lane way” is the exact same one through which the applicant now proposes to funnel all vehicle traffic for a 15-storey building, and that the planners propose “activating” by wrapping retail access around the corner of the building into the lane.

Density Bonusing

The applicant has offered the following as incentives to approve the application for land use redesignation: a public plaza, public art piece, or a mural.

Public Plaza – in all their marketing materials and application documentation the developers and applicant lean heavily on the idea that providing a public plaza will be of great benefit to the neighbourhood. The idea that a few square metres of concrete with some benches will somehow compensate for all the problems that this development will cause is illogical.

Within a 350-metre radius of the subject site there are already *seven* public plazas, in the following locations:

- Poppy Plaza – 1101 Memorial Dr
- Safeway – 410 10th St
- Plaza Theatre – 1133 Kensington Rd
- Bow Landing Park – 1044 Memorial Dr
- Roasterie Coffee Shop – 314 10th St
- Deville Coffee Shop – 1122 Kensington Rd
- Higher Ground Coffee Shop – 1126 Kensington Rd

The applicant’s proposed plaza is further made irrelevant by the upcoming addition of Kensington Plaza at 1135 Kensington Road. This City project already has budgetary approval and will soon go out for procurement. It is designed to include all of the amenities, and more, that the applicant has promised.

The incremental benefit adding a *ninth* plaza in Kensington, at a busy and noisy intersection, is highly questionable.

Public Art Piece and/or mural – art is subjective. Installing a large scale art piece or mural in a public setting is often more divisive than uniting. And, regardless, it does not in any way compensate for the massive negative impact that development on the subject site will cause.

Quantum’s “What We Heard Report”

Quantum published the results of their survey taken during their onsite event held on two successive Saturdays in December 2022. Their own results bear out the lack of support for overdeveloping this site. Page 16 of the Report states that the majority of respondents would only support development up to 10-storeys, as follows:

Option	% of respondents	# of respondents
Up to 10 storeys	50.42%	60
Up to 8 storeys	1.68%	2

Further, an overwhelming 45 of the 55 “Other” write-in responses state support for 8-storeys *or less* on that site.

Conclusion

The reasons for opposition outlined in this letter *cannot* be ignored at the land use redesignation phase with the intention to “design around” them at the development stage.

Because of the limited site access and inadequate roadway system around the subject site *any* development at the corner of 10th Street NW and Kensington Road will have a negative impact on traffic and parking for everyone who transits through Kensington and will have additional pecuniary and non-pecuniary effects on surrounding businesses and residents. The only way to mitigate these negative impacts is to restrict development to the current allowable limits under the ARP.

We ask that the City deny the applicant’s request for land use redesignation for 201 10th Street NW.

Thank you.

Leslie Street & Christopher Dick
216 10A Street NW



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Ronnie

Last name [required] Chee

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters

LOC 2022-0227

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I ask Council to reject the applicant's proposal (LOC2022-0227).

The support of this application by Planning violates both current and future policy; seemingly density for density's sake.

The Hillhurst Sunnyside Area Redevelopment Plan (current policy in force) set a maximum height of 26m/~8 stories. This proposal wants a height of 50m/15 stories - an increase of 92%.

The proposed Riley Local Area Plan sets a potential height of 12 stories (planners suggested this would be constrained to 10 stories) - this proposal exceeds the maximum by 25%-50%.

At the very least, I ask Council to have Planning justify on record why they feel this application should be allowed to proceed.

Thank you
Ronnie Chee



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Michael

Last name [required] Rosloot

How do you wish to attend?

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What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

Planning File Number: LOC2022-0227, Project, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Surprisingly, the Planning Commission has overlooked the Riley Park Communities planning procedure and community sentiments, seeking approval for a 15-story structure on a site unsuitable for such a scale. According to the Riley Communities plan, 210 10 St was not designated for very high-rise buildings within the Hillhurst community. The initial map suggested a potential of up to 12 stories for the site, with planners specifying a maximum height recommendation of 10 stories along 10th St NW during the open house.

Sanctioning a 15-story building at this location would signal to Calgarians that the current planning process lacks integrity and dismisses the significance of community input and area planning. This should raise concerns for all residents!

Also, adding this type of traffic to a 115 year old laneway with zero upgrades in width or utility relocation is tantamount to public endangerment given the fact it's already being utilized by residents of 10A St NW and all the businesses on the west side of 10 St NW.

The objections from residents and the draft Riley Community Plan against the land use change for LOC2022-0227 stem from concerns about its adverse impact on community livability. Approximately 275 residents signed a petition against the change, highlighting issues such as site access, shadowing of residential homes, increased traffic congestion at 10th St NW and Kensington Rd., architectural incongruity with the neighborhood, pedestrian safety, and the precedent set for both the neighborhood and City Council, which engaged in the recent Riley Communities process only to disregard it completely.

It is time to restore integrity to the planning process, listen to engaged residents, comprehend the recommended comprehensive area plan, and refrain from approving isolated high-rise developments. Let's afford the current plan under development an opportunity to shape a vibrant, well-considered neighborhood!



Public Submission

CC 968 (R2023-10)

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I have read and understand the above statement.

First name [required] Rosanne

Last name [required] Tackaberry

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Feb 6, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)



Public Submission

CC 968 (R2023-10)

[required] - max 75 characters

LOC2022-0227, Project, 201 10 St NW

Are you in favour or opposition of the issue? [required]

In opposition

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a home owner on 10A Street, I request that City Council reject LOC2022-0227, Project, 201 10 St NW because it does not conform to existing policies and guidelines. I am in opposition because of the excessive height, traffic and safety concerns for the community.