



206-218 19 ST NW

Item 7.2.5 | LOC2024-0183 | CPC2024-0684

Public Hearing Presentation | January 14, 2025

Prepared by CivicWorks



ec LIVING

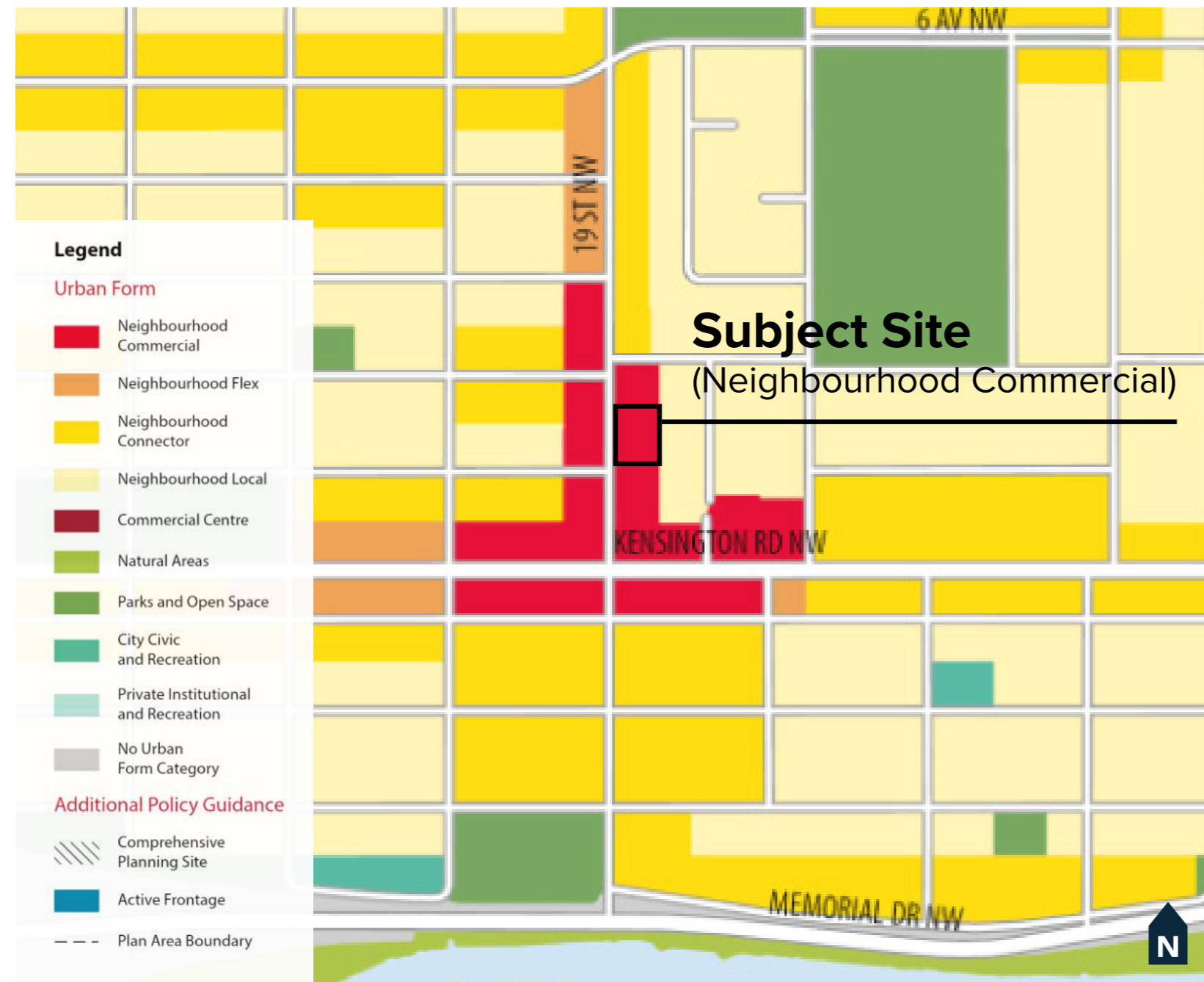




Note: Building design is conceptual in nature and subject to change through the review of DP2024-06339 - for discussion purposes only.

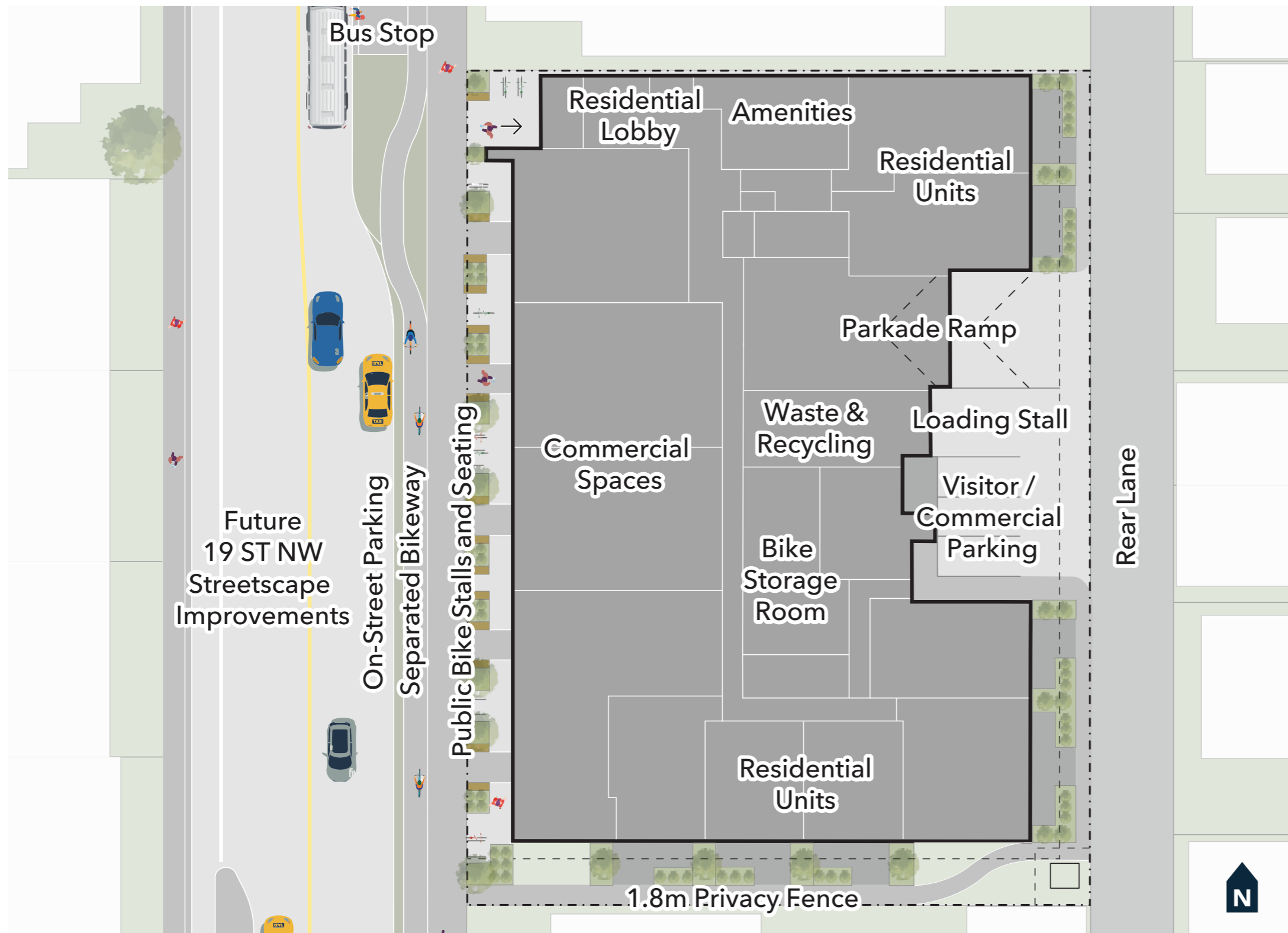
*Approved Development

Final **Draft** Riley Communities Local Area Plan Urban Form Map



Final **Draft** Riley Communities Local Area Plan Building Scale Map

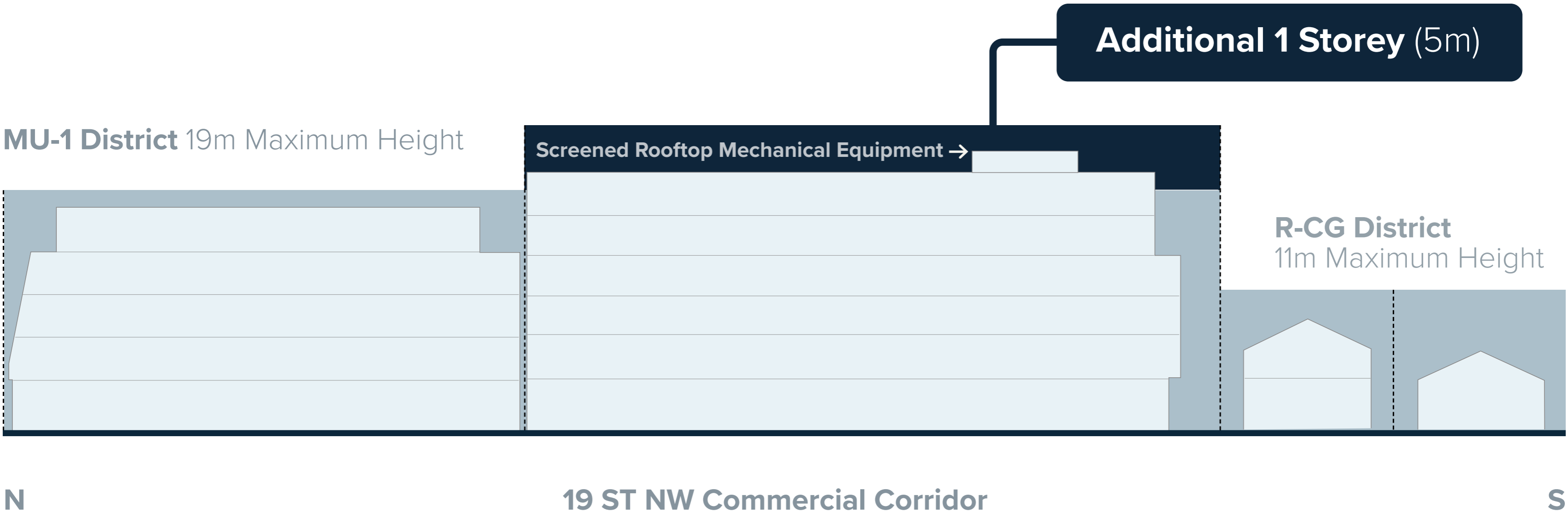




MU-1 f3.3h19 to
MU-1 f3.9h24

101 Dwelling Units with
71 Parking Stalls and
75 Bike Stalls (Bylaw Surplus)

Note: Building design is illustrative in nature and for discussion purposes only.





Custom Applicant Signage

Installed July 19, 2024



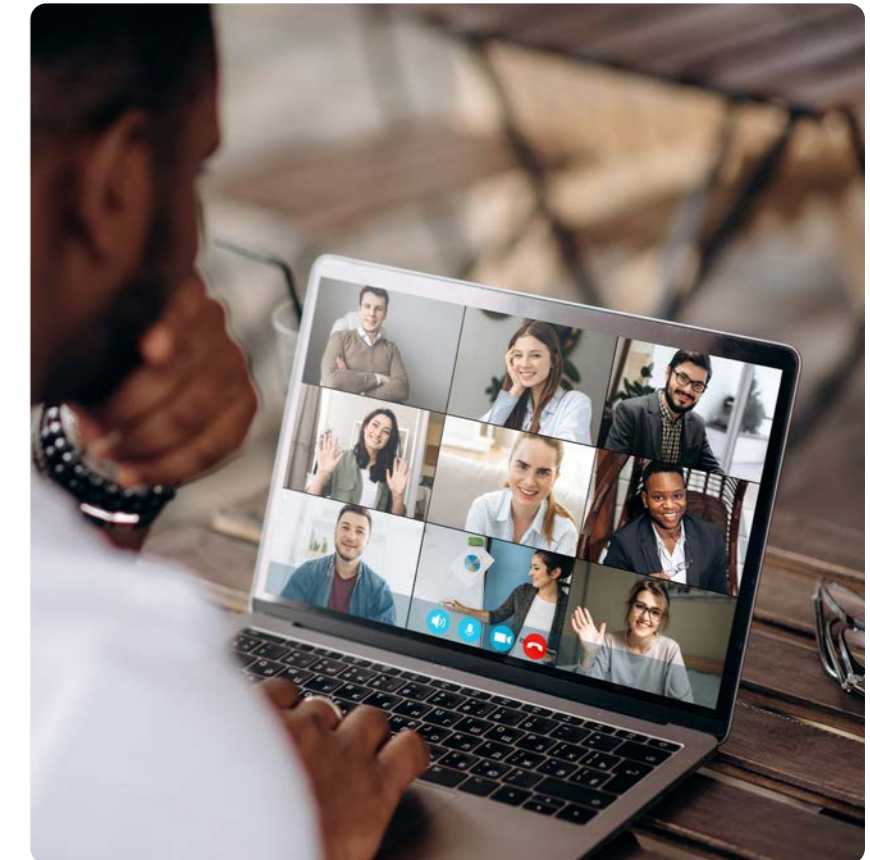
3 Rounds of Hand-Delivered Mailers to Neighbours

First Delivered July 19, 2024



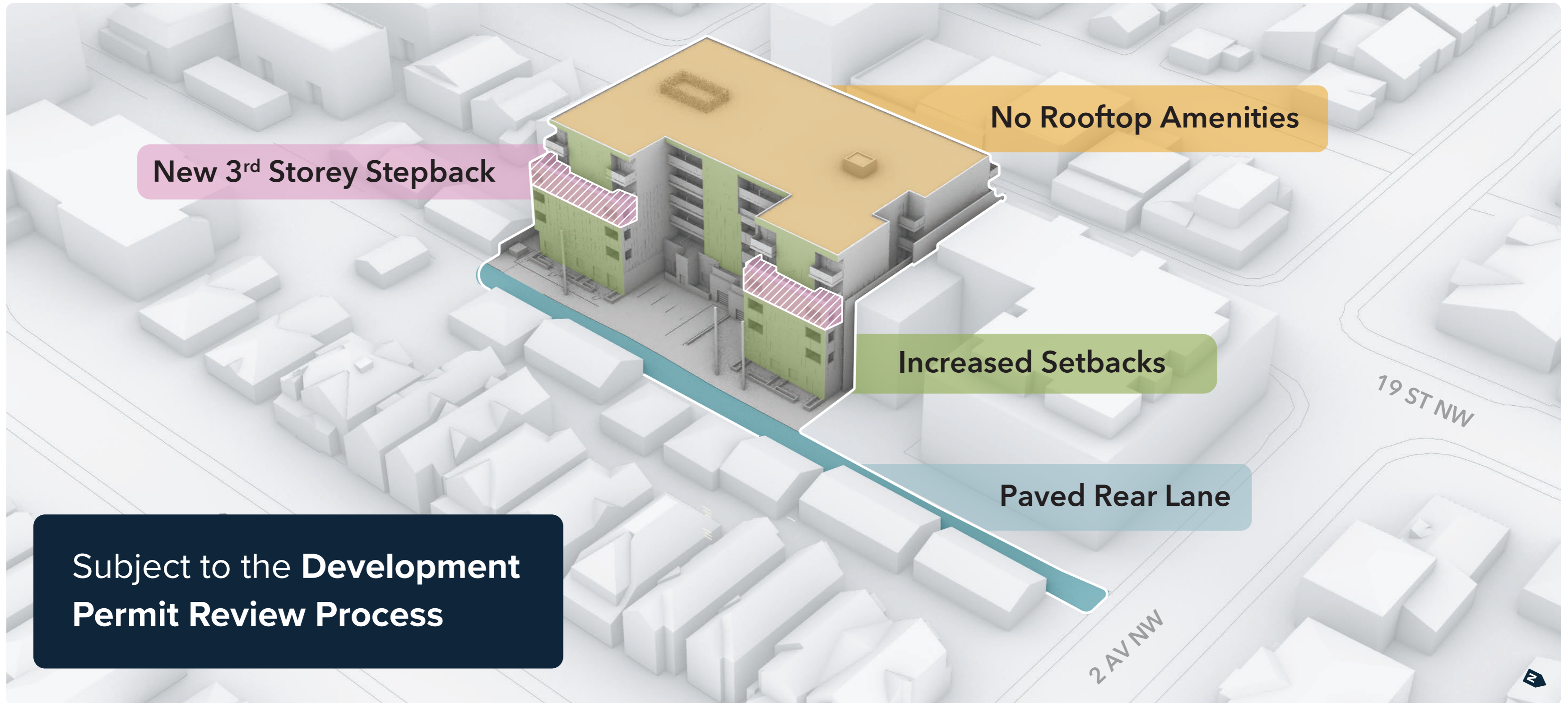
Webpage & Feedback Form

ecliving.ca/engage



Online Information Session

Hosted September 12, 2024



New 3rd Storey Stepback

No Rooftop Amenities

Increased Setbacks

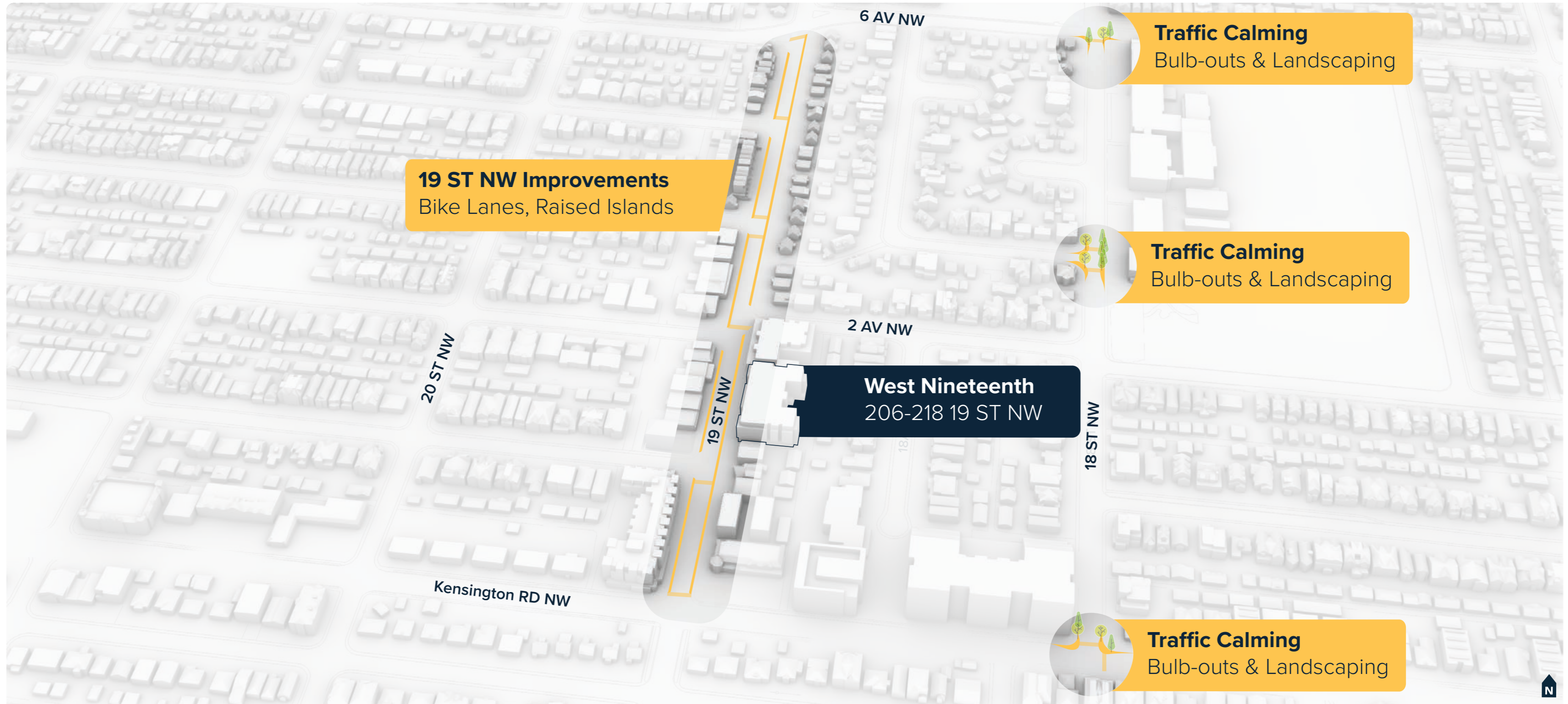
Paved Rear Lane

Subject to the **Development Permit Review Process**

2 AV NW

19 ST NW





19 ST NW Improvements
Bike Lanes, Raised Islands

Traffic Calming
Bulb-outs & Landscaping

Traffic Calming
Bulb-outs & Landscaping

West Nineteenth
206-218 19 ST NW

Traffic Calming
Bulb-outs & Landscaping





Eastern Elevation



Southern Elevation



FROSTED GLASS

Windows & Balcony Glass



MASSING SETBACK

15.6 - 20.3m Setback from Adjacent Property Line



Thank you



Supplemental Slides





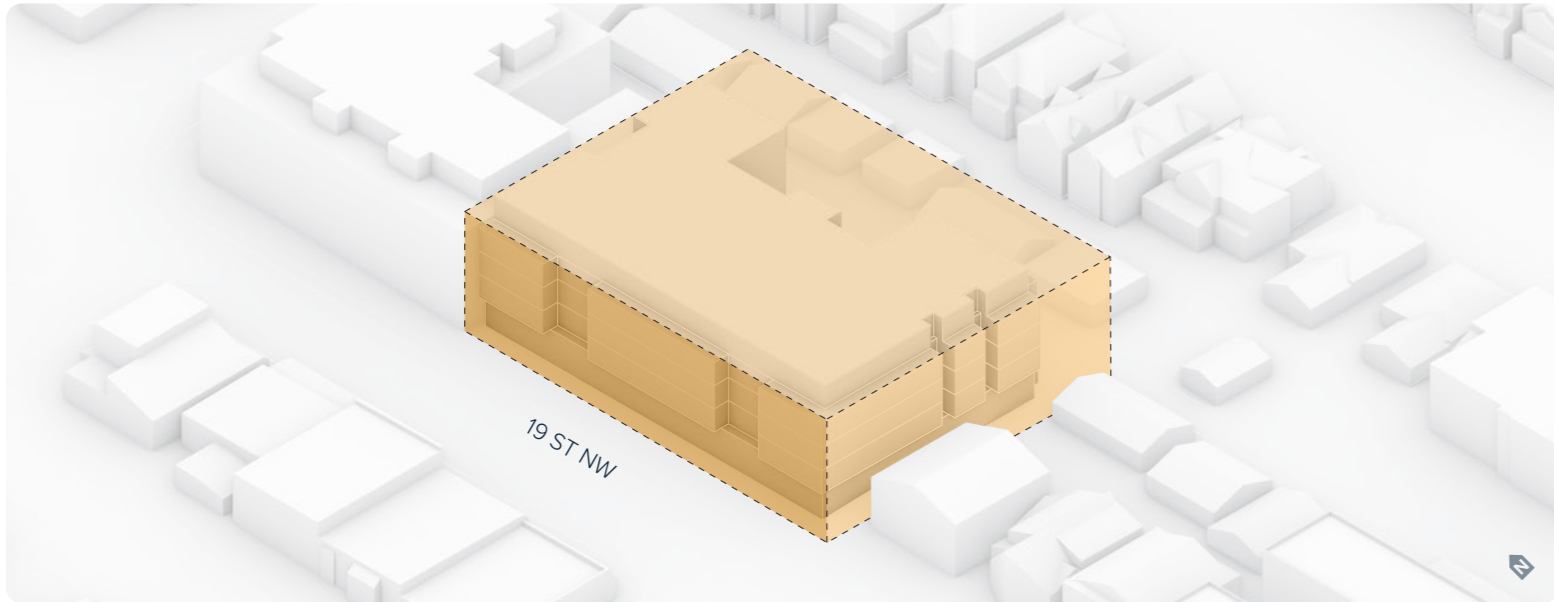
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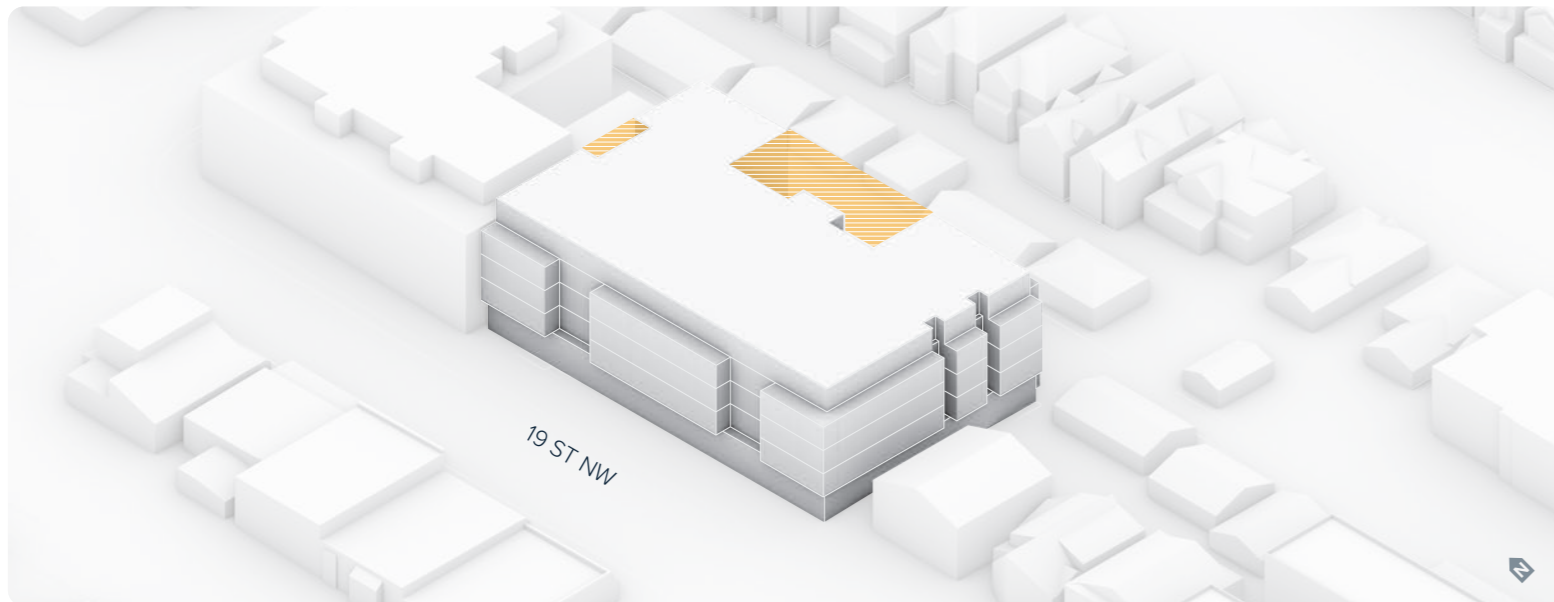
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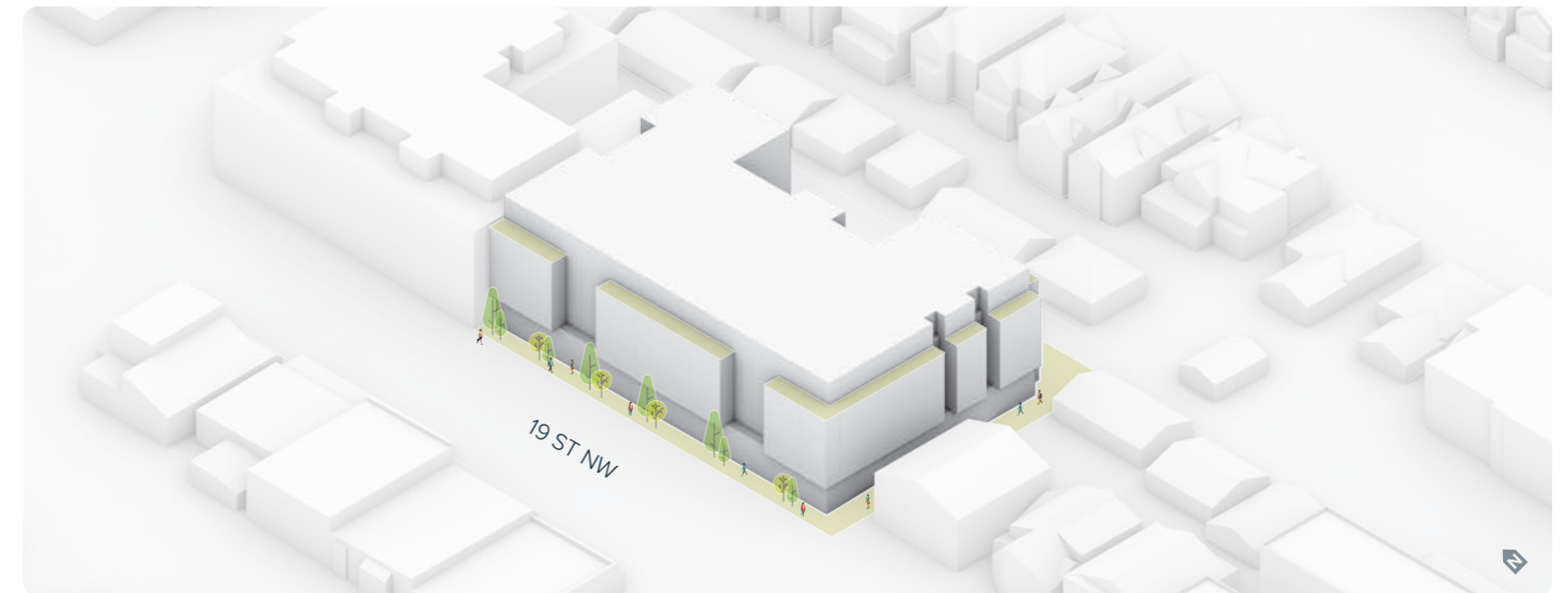
Building Massing
Property Extents



Setbacks + Stepbacks
Architectural Articulation to Reduce Massing



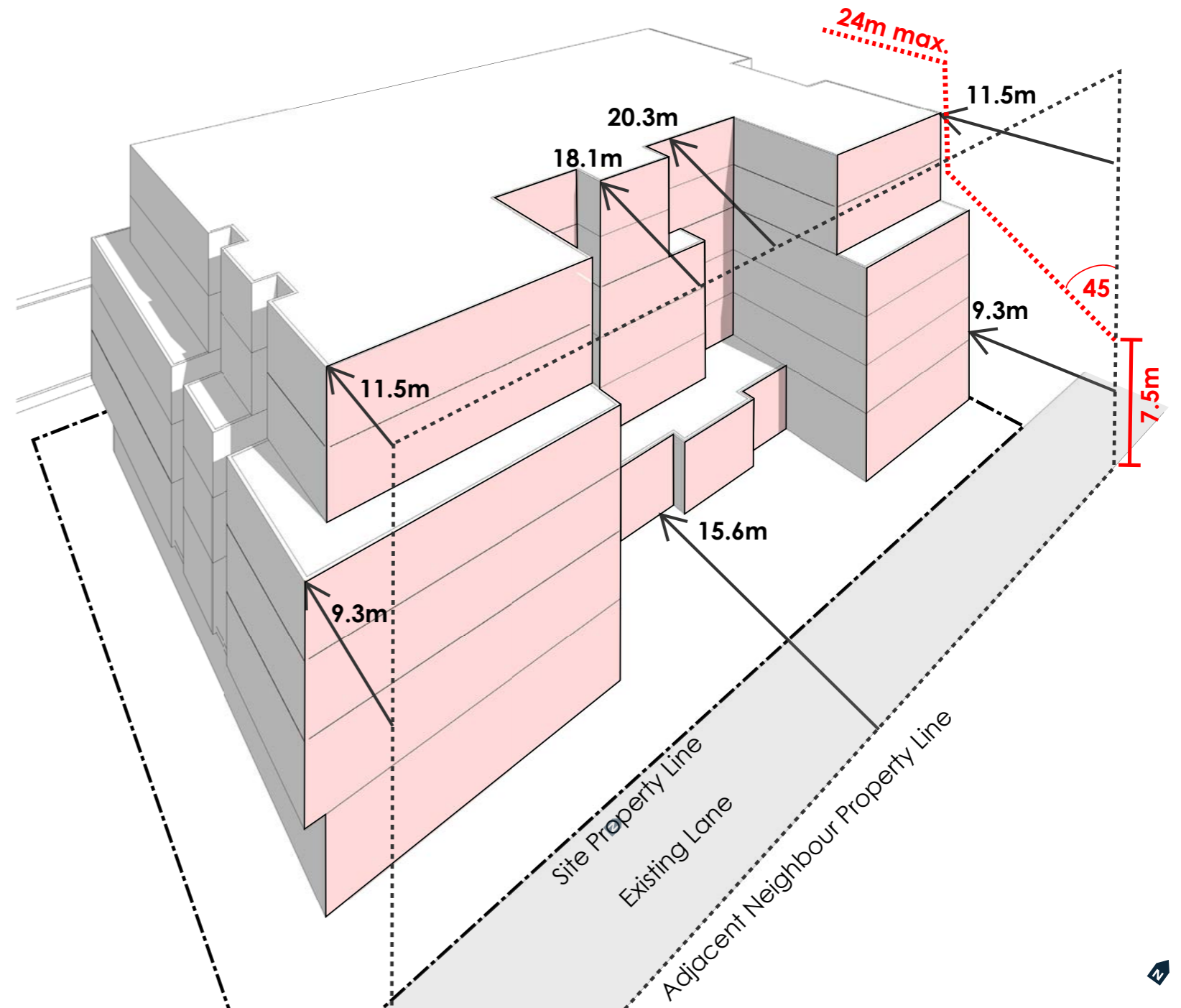
Mass Carving
Rear Courtyard & Side Sunlight Corridor



Activation
Amenity Space & Landscaping



Rear Lane
Landscaping Visualization



East Elevation
Contextual Stepbacks

TIA Findings

Traffic & Intersection Analysis

- All relevant intersections will continue to operate acceptably after development of the subject site.

Rear Lane

- Rear lane will operate at 360 daily trips, well below City of Calgary recommended 1,500 daily trips threshold.

Active Transportation + Transit

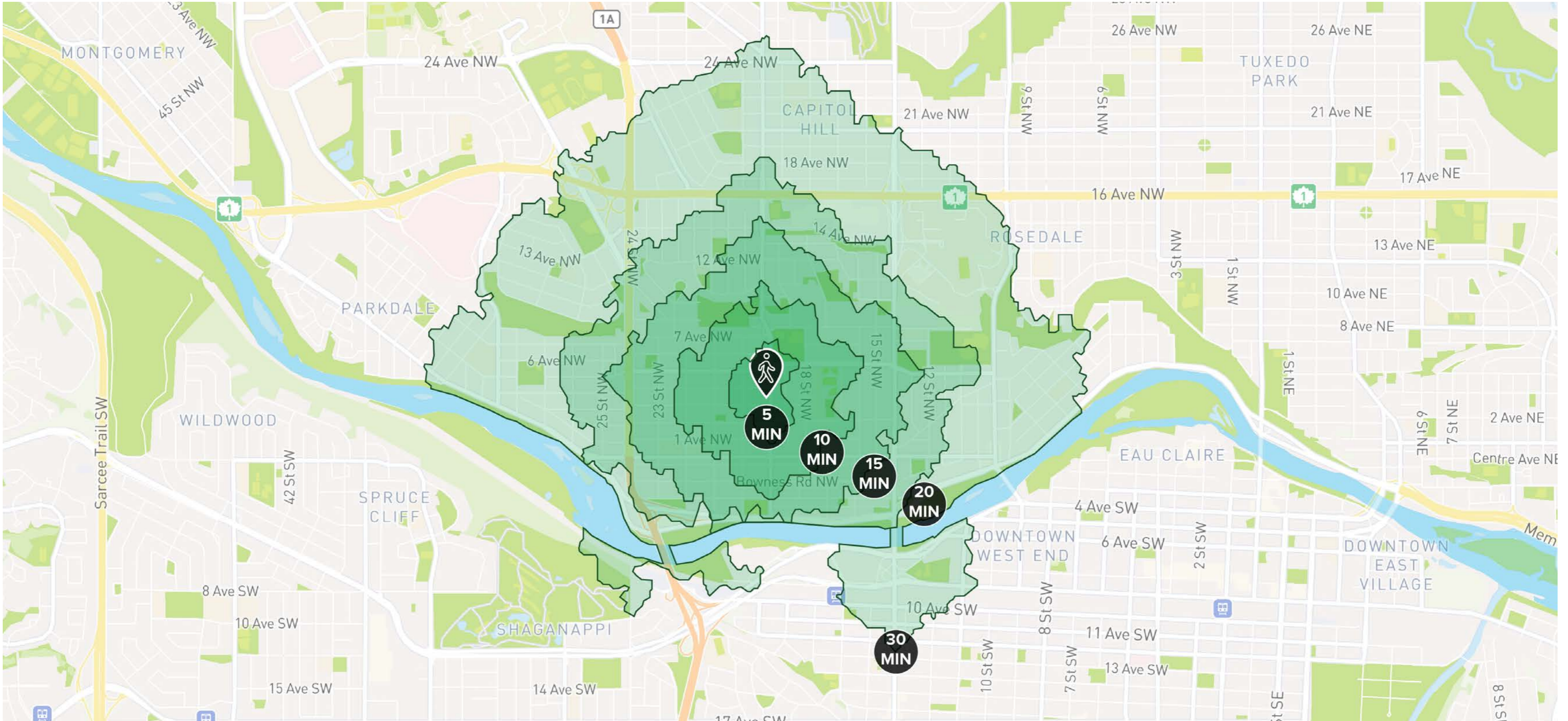
- Kensington RD NW is part of the City's Primary Transit Network and the Route Ahead Plan identifies a future West Bow BRT route on Kensington RD NW.

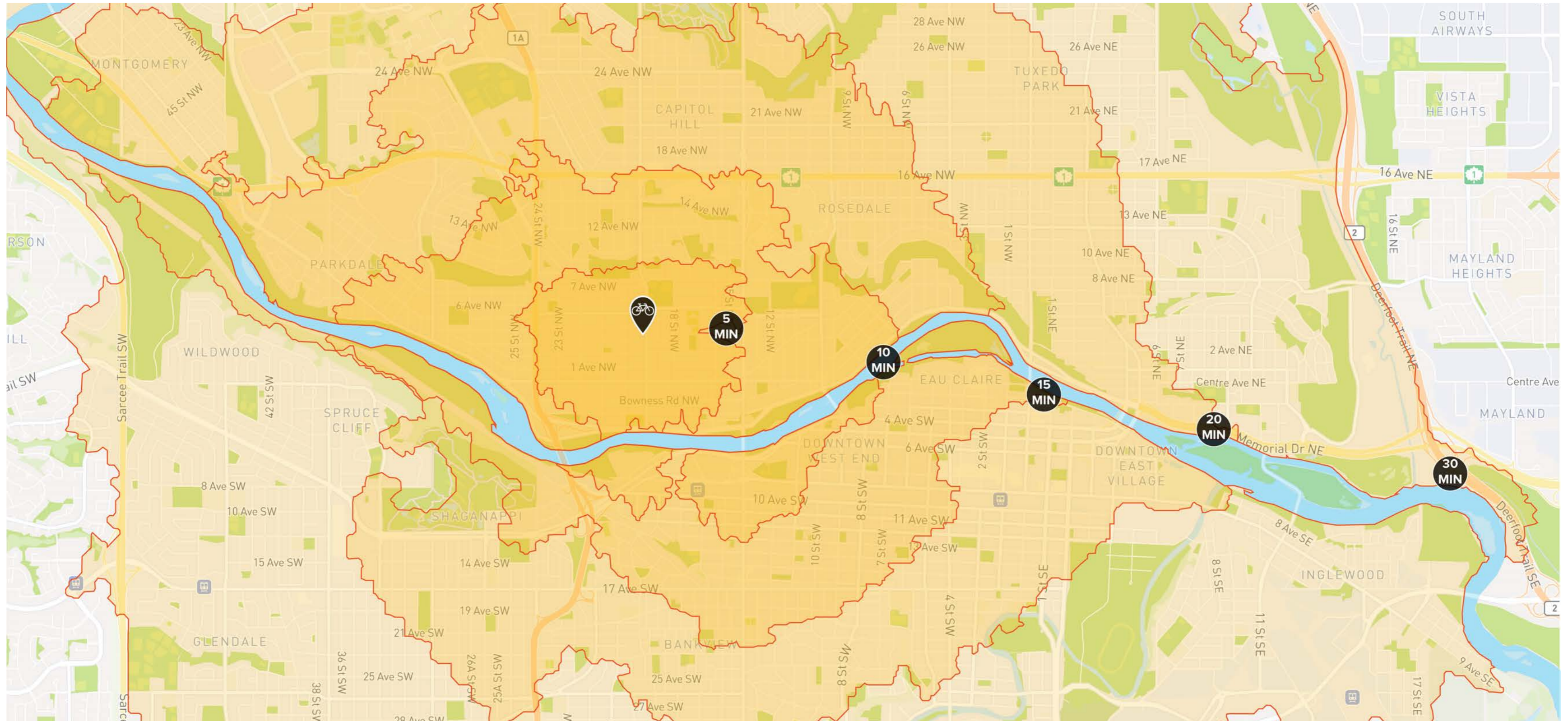
Parking

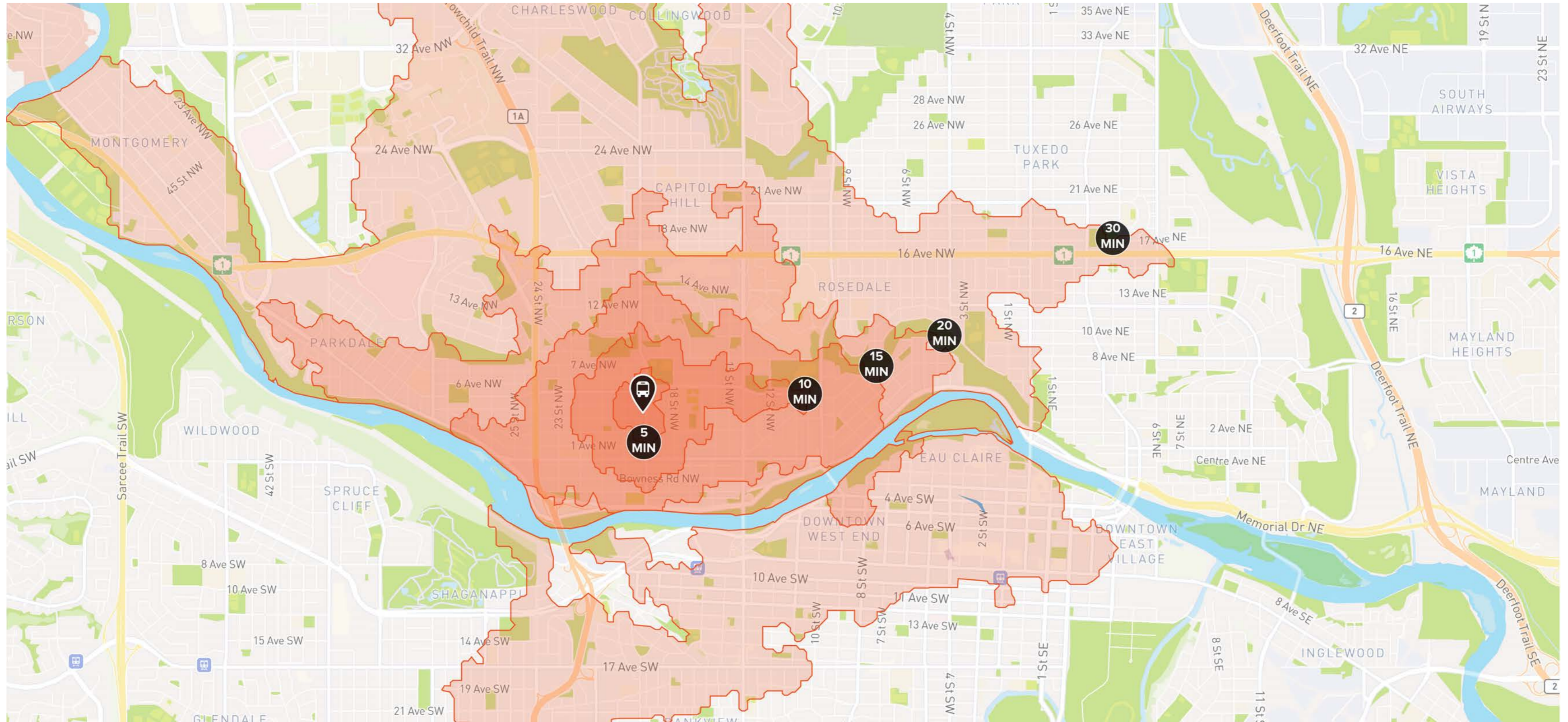
- Proposed residential parking supply exceeds the bylaw parking requirement and 3 on-site commercial stalls are provided in addition to 8 adjacent public on-street stalls.

Upcoming West Hillhurst Road Safety Improvements









Dwellings by Structure Type

West Hillhurst		
	Number	Per cent
Occupied private dwellings	2,825	100%
Single-detached house	1,315	47%
Semi-detached house	485	17%
Row house	100	4%
Apartment or flat in a duplex	300	11%
Apartment in a building that less than 5 storeys	595	21%
Apartment in a building that has more than 5 storeys	20	1%
Other single-attached house	0	0%
Movable dwelling	0	0%

Calgary		
	Number	Per cent
Occupied private dwellings	502,315	100%
Single-detached house	276,050	55%
Semi-detached house	32,265	6%
Row house	48,865	10%
Apartment or flat in a duplex	20,500	4%
Apartment in a building that less than 5 storeys	81,880	16%
Apartment in a building that has more than 5 storeys	40,700	8%
Other single-attached house	210	0%
Movable dwelling	1,850	0%



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SDAB2021-0091 Concerns

- No Local Area Plan
- Massing Near Rear Lane
- One-Off Building
- Parking Relaxations
- No Loading
- Overlooking
- Shadowing

West Nineteenth

- Local Area Plan
- Massing Shifted
- 4 Parcel Assembly
- Excess Parking
- Loading Stall
- Frosted Windows
- Minimal Shadowing



Rear Lane looking South



Rear Lane looking North



19 ST NW looking South



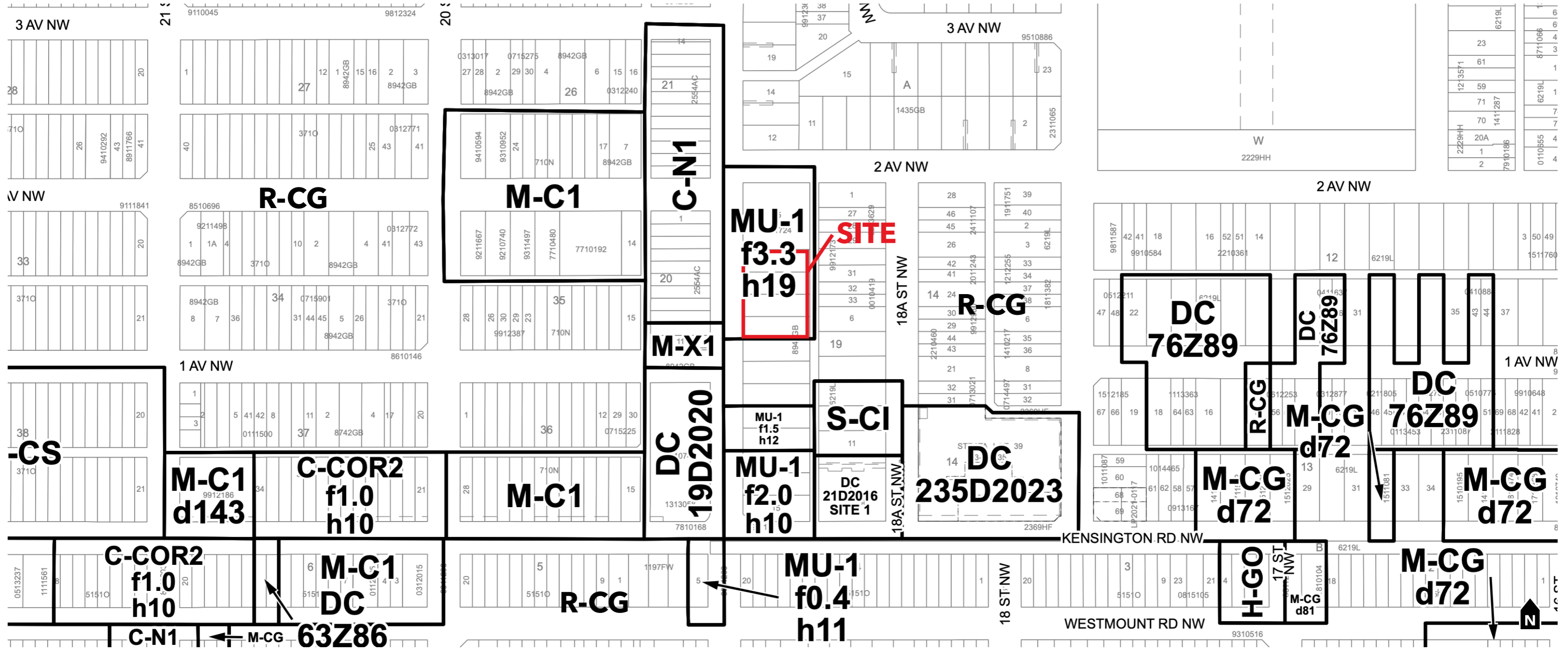
19 ST NW looking North

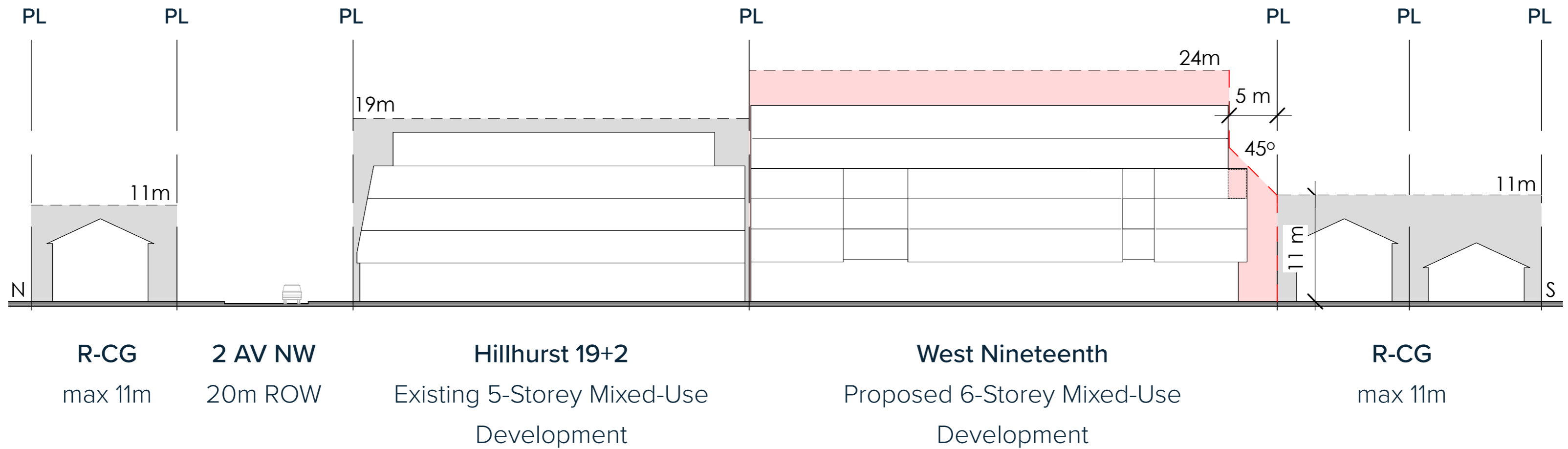
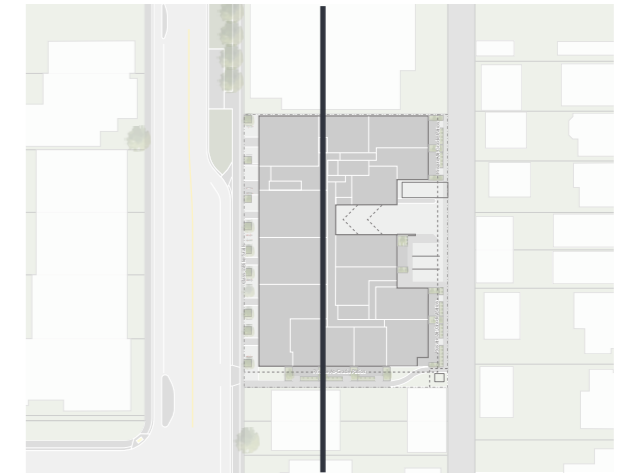


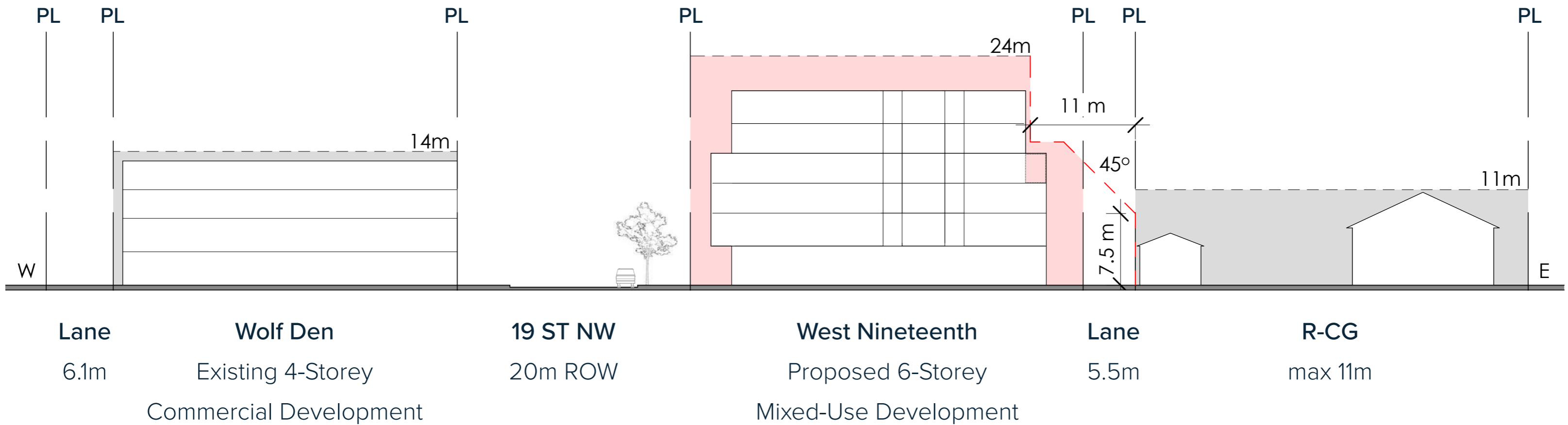
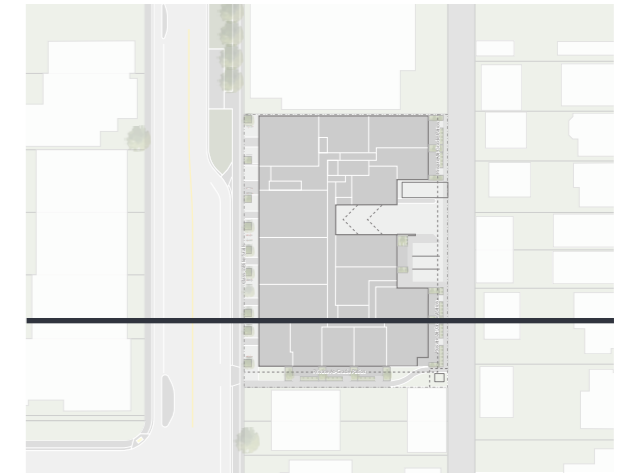
Rear Lane looking North (Kensington RD NW Entry)

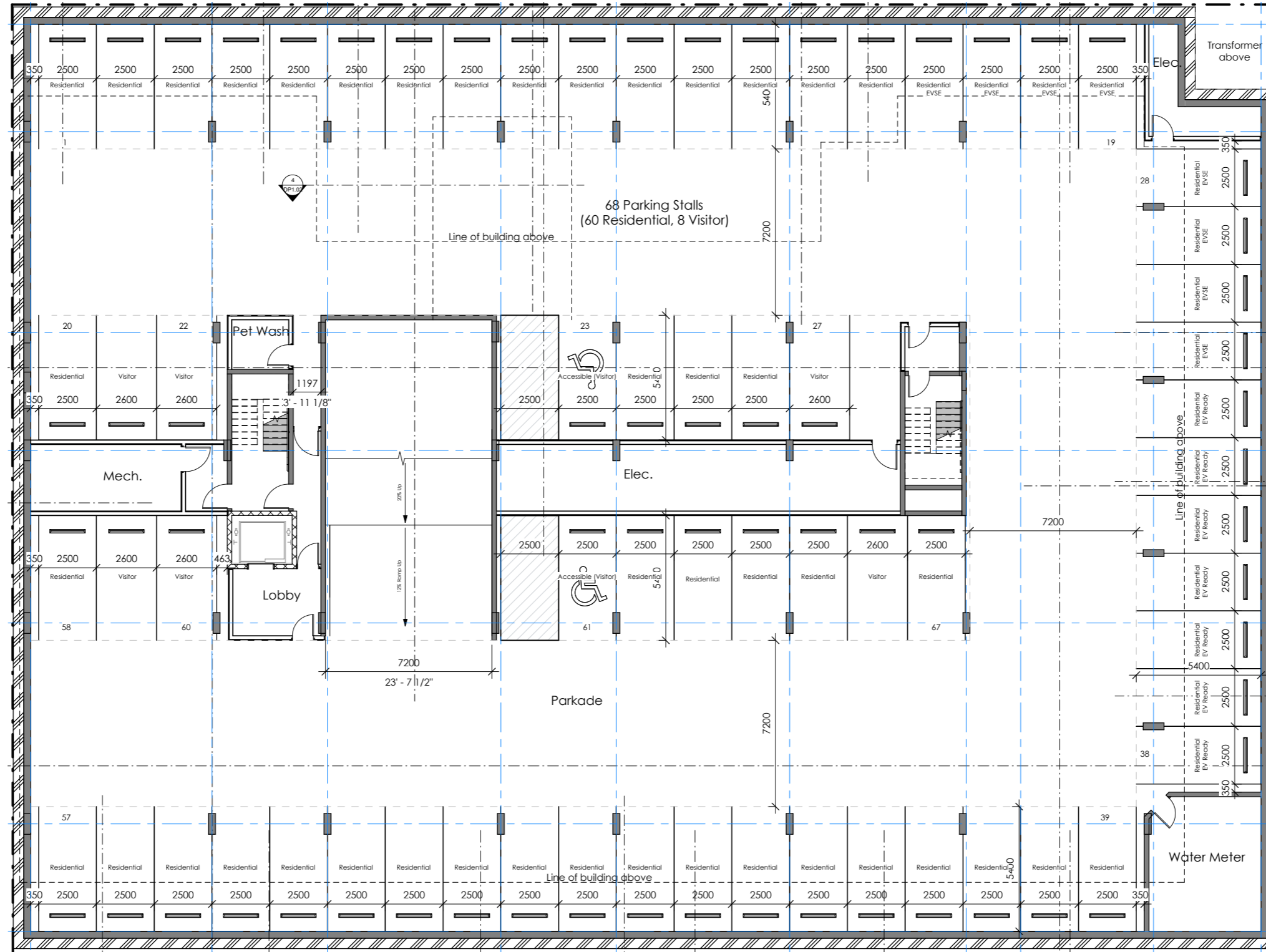


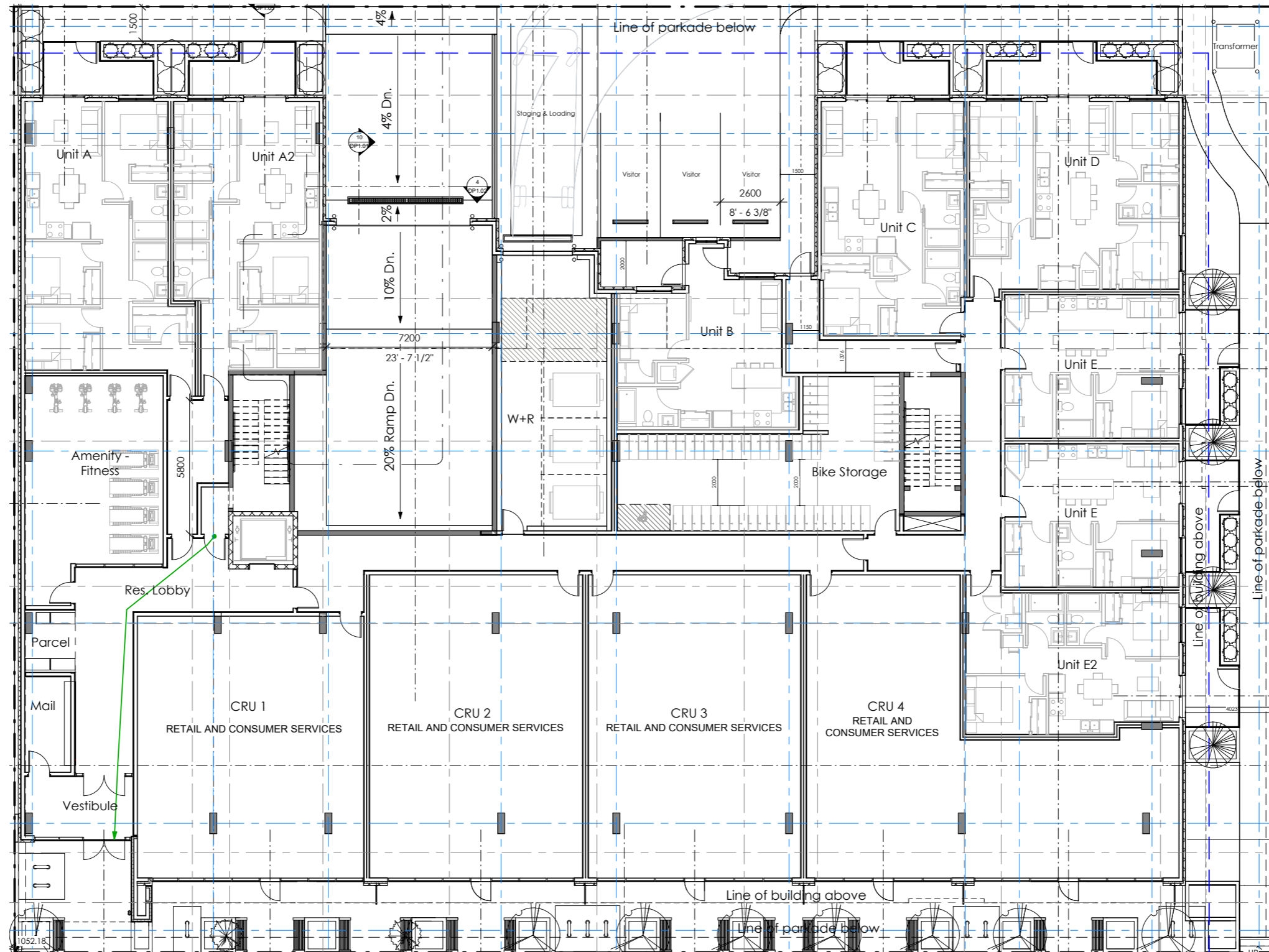
19 ST NW looking North















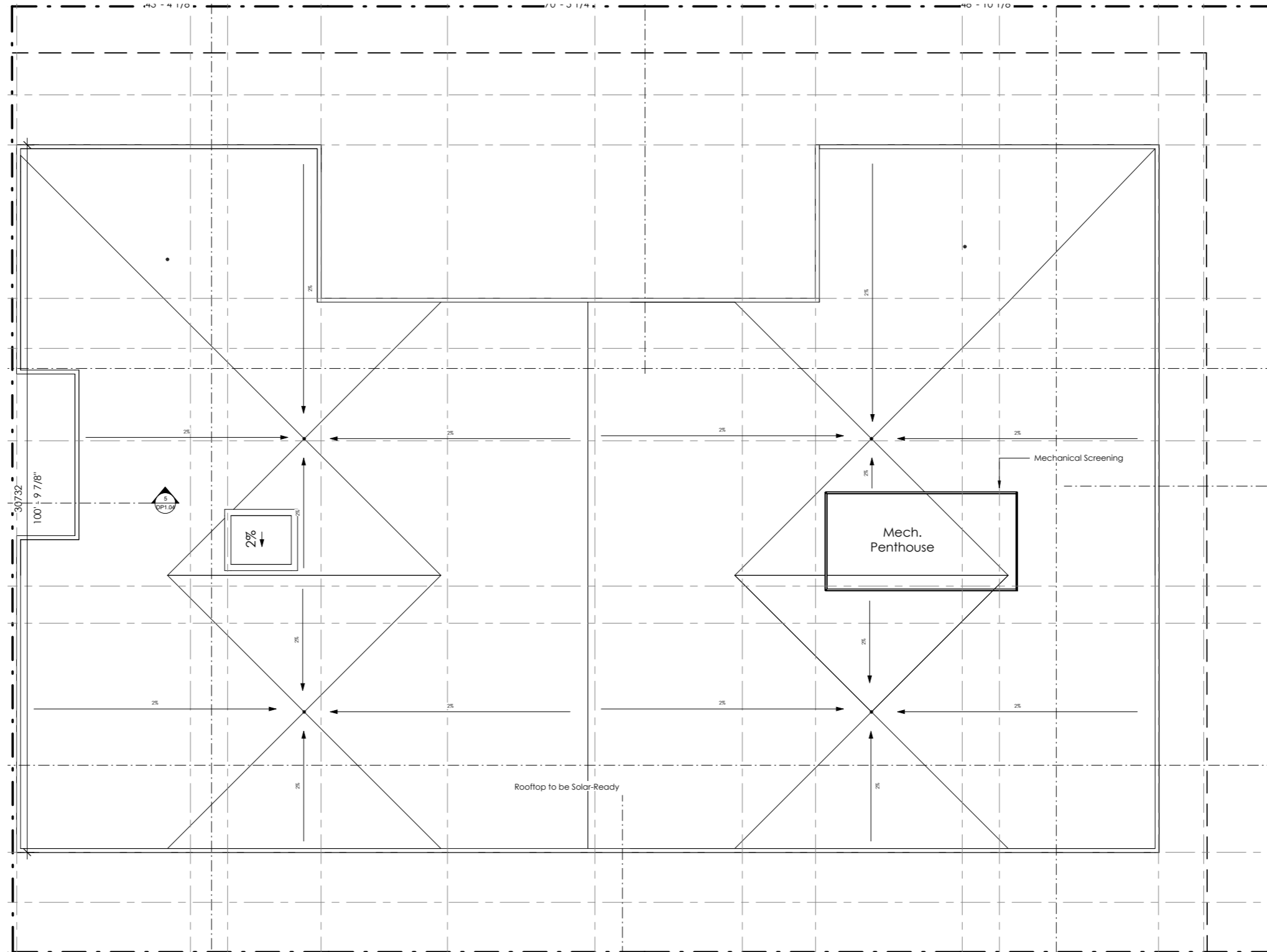


 **Additional Stepback**









 **Additional Stepback**



 **Additional Stepback**



 **Additional Stepback**



1 East Elevation
DP3.02 1:100

 **Additional Stepback**



2 North Elevation
DP3.02 1 : 100

2.5.6 Community Corridors

Community corridors are pedestrian-focused streets that connect the Riley Communities and are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors are higher-classification streets that connect other growth areas including Main Streets, Activity Centres, and transit station areas. In the Riley Communities, 19 Street NW has been defined as a community corridor.

2.5.6.1 19 Street NW Community Corridor

19 Street NW, as identified in Map 2: Community Characteristics, provides a key north-south corridor through the Plan Area with a northern boundary of 16 Avenue NW and southern boundary of Memorial Drive NW. It also provides important connections to key streets and destinations, including Memorial Drive NW, Kensington Road NW, Lions Park LRT Station and the Max Orange BRT along 16 Avenue NW.

The street has long been a commercial hub for the community of West Hillhurst, with Dairy Lane Café originally opening in the 1950s. Recently, 19 Street NW has seen new development, specifically between Kensington Road NW and 2 Avenue NW. Between 6 Avenue NW and Kensington Road NW, the community corridor will continue to experience redevelopment incrementally in the form of both residential and mixed-use developments that contribute to an enhanced pedestrian experience along this key linear destination in the city.

Policy

- a. High-quality, durable exterior finishing materials such as masonry, metal, glass, and/or concrete should be used on the street wall. Cinder block and vinyl siding are discouraged.
- b. Developments are encouraged to share mutual vehicle accesses.
- c. New single-detached, semi-detached, and duplex housing forms with front garages should not be located between Kensington Road NW and 5 Avenue NW.
- d. Development that shares a property line or lane with parcels developed with single detached, semi-detached, or duplex residential development should step back the building above the third storey along the shared property line with the lower density development.
- e. Consolidation of parcels is encouraged for greater development potential, to provide for comprehensively planned development and avoid isolating parcels that would restrict the feasibility of redevelopment on adjacent properties.
- f. Development along 19 Street NW should exceed tree requirements outlined in the Land Use Bylaw to support an expanded tree canopy.
- g. Development fronting onto 19 Street NW should provide a well-defined street wall, a widened sidewalk, street trees, and contribute to an enhanced, pedestrian-oriented public spaces.
- h. Development of four storeys or more may require at time of a planning application offsite provisions for improved pedestrian crossings and active modes connections across 19 Street NW and/or at adjacent crosswalks.
- i. Development on the commercial site located along 16 Avenue NW between 19 Street NW and 20A Street NW should provide for height transitions across the site towards adjacent low-density residential areas.
- j. Buildings located along 19 Street NW at the key intersections of Memorial Drive NW, Kensington Road NW and 16 Avenue NW should be designed to recognize these locations as gateway sites by developing the sites with prominent buildings as well as high-quality landscaping and lighting.
- k. Any future redevelopment or significant upgrades to the West Hillhurst Community Association building and/or adjoining open space should provide frontage and activity onto 19 Street NW that increases interaction and connection between the site and the street.
- l. New development on the City-owned EMS site north of Westmount Boulevard NW, east of 19 Street NW should:
 - i. integrate non-market housing units; and,
 - ii. enhance adjacent public spaces.
- m. No additional vehicle access should be added to the lane north of 2 Avenue NW and between 19 Street NW and 18A Street NW, known as Dairy Lane, to ensure it is retained and improved for pedestrian movement.

2.5.6.1 19 Street NW Community Corridor Policy

d. Development that shares a property line or lane with parcels developed with single detached, semi-detached, or duplex residential development **should step back the building above the third storey along the shared property line with the lower density development.**



Tree
Columnar Blue Spruce



Tree
Pinnacle Birch



Shrub
Candy Corn Spirea



Shrub
Potentilla



Shrub
Dwarf Mugo Pine



Shrub
Globe Spruce



Groundcover
Freedom Fescue Sod



Groundcover
Wood Mulch



Proposed bike rack
Maglin Iconic bike rack
Titanium powdercoat colour
Surface mount



Custom freestanding planters
Urban pot or approved similar
Colour TBD
Surface mount



Custom freestanding planters
with integrated benches along 19th Ave frontage
Wishbone Furnishings or approved similar
Colour TBD
Surface mount



Wood Grain Siding
Vertical, Blonde Oak



Masonry
Light Grey Brick



Fibre Cement Panel
Vertical, Dark



Blade Signage
Metal Fin Signs, Wall Hung



Fibre Cement Panel
Horizontal, Light



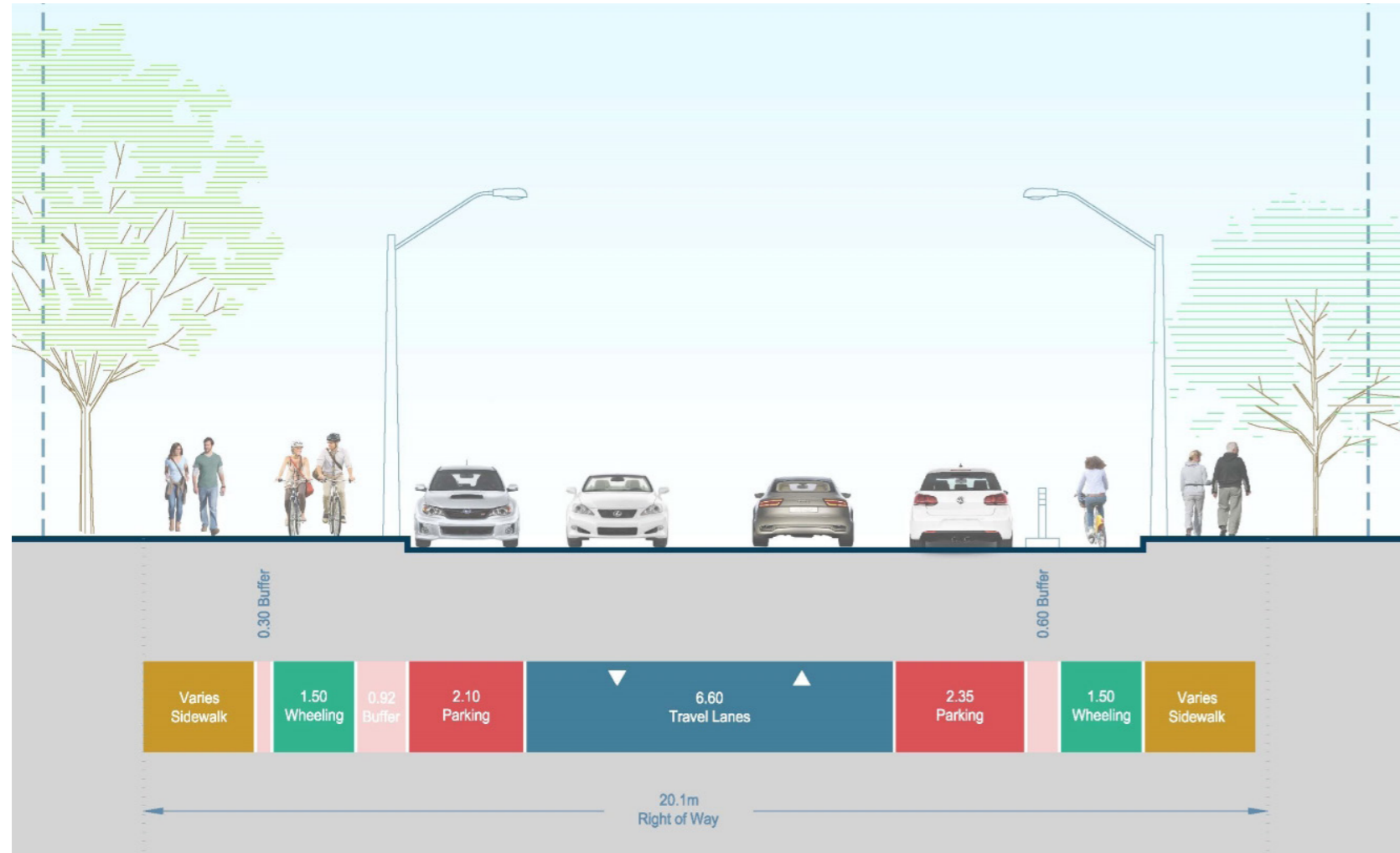
Balcony Guardrail
Dark Grey Metal, Frosted Glass



Commercial Signage
Metal with Internal Lighting



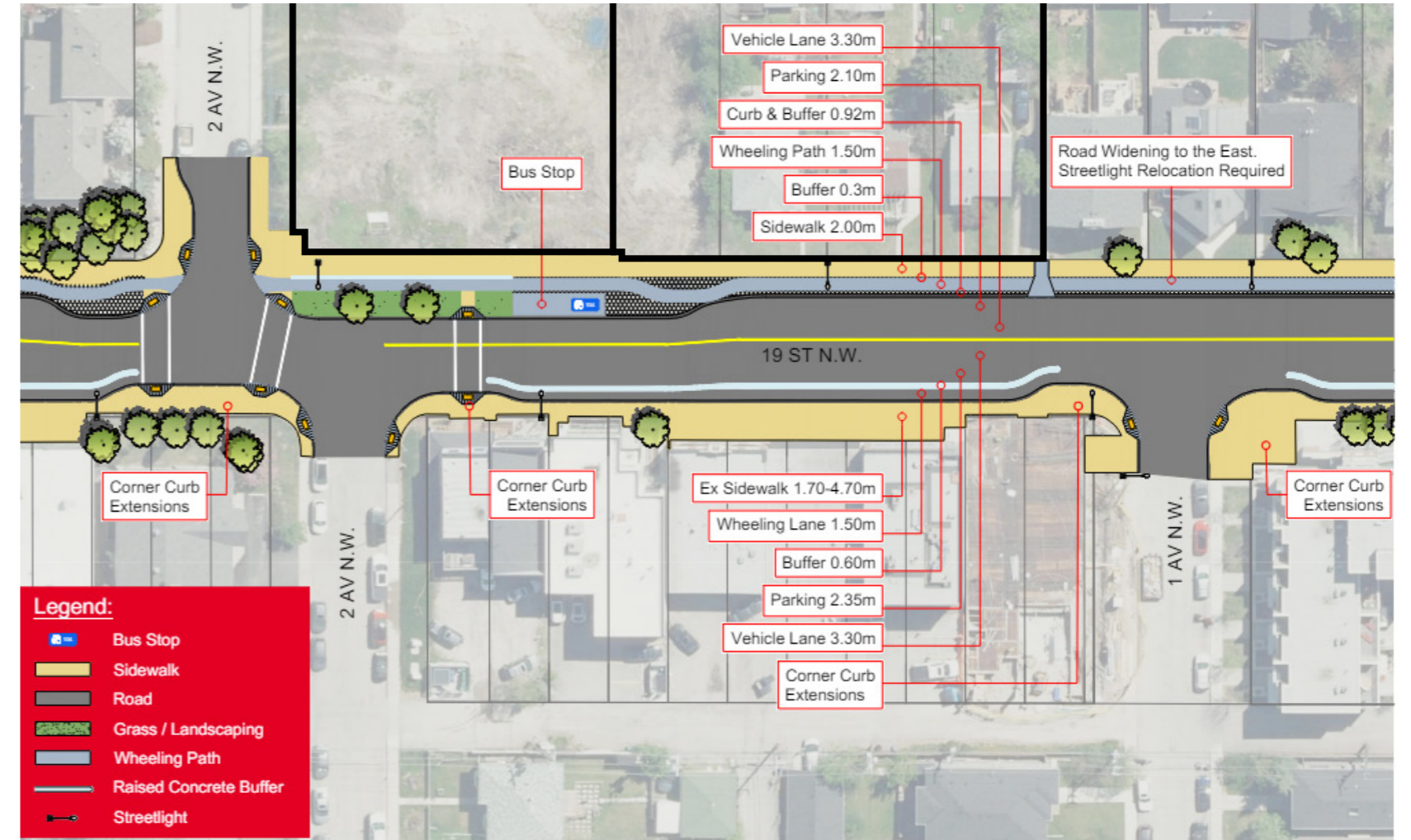
Storefront Glazing
Dark Grey Mullions, Clear Glass



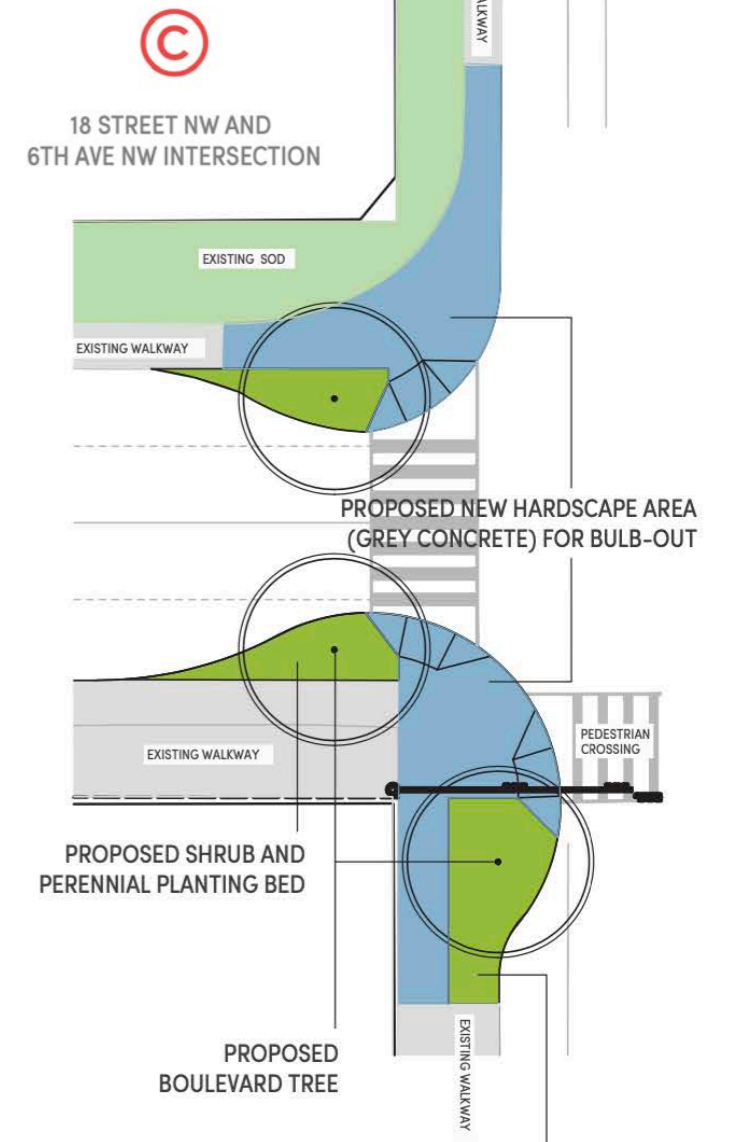
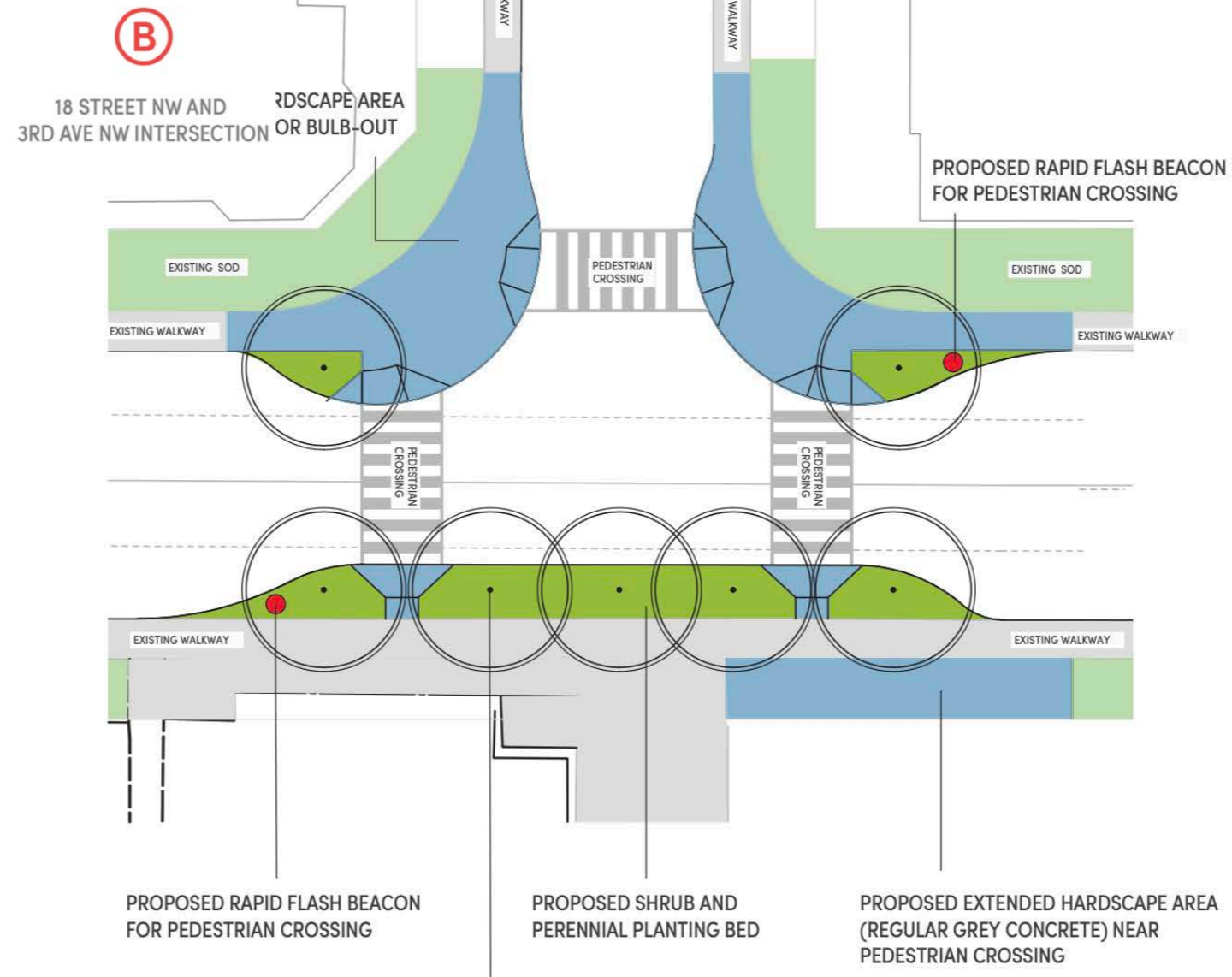
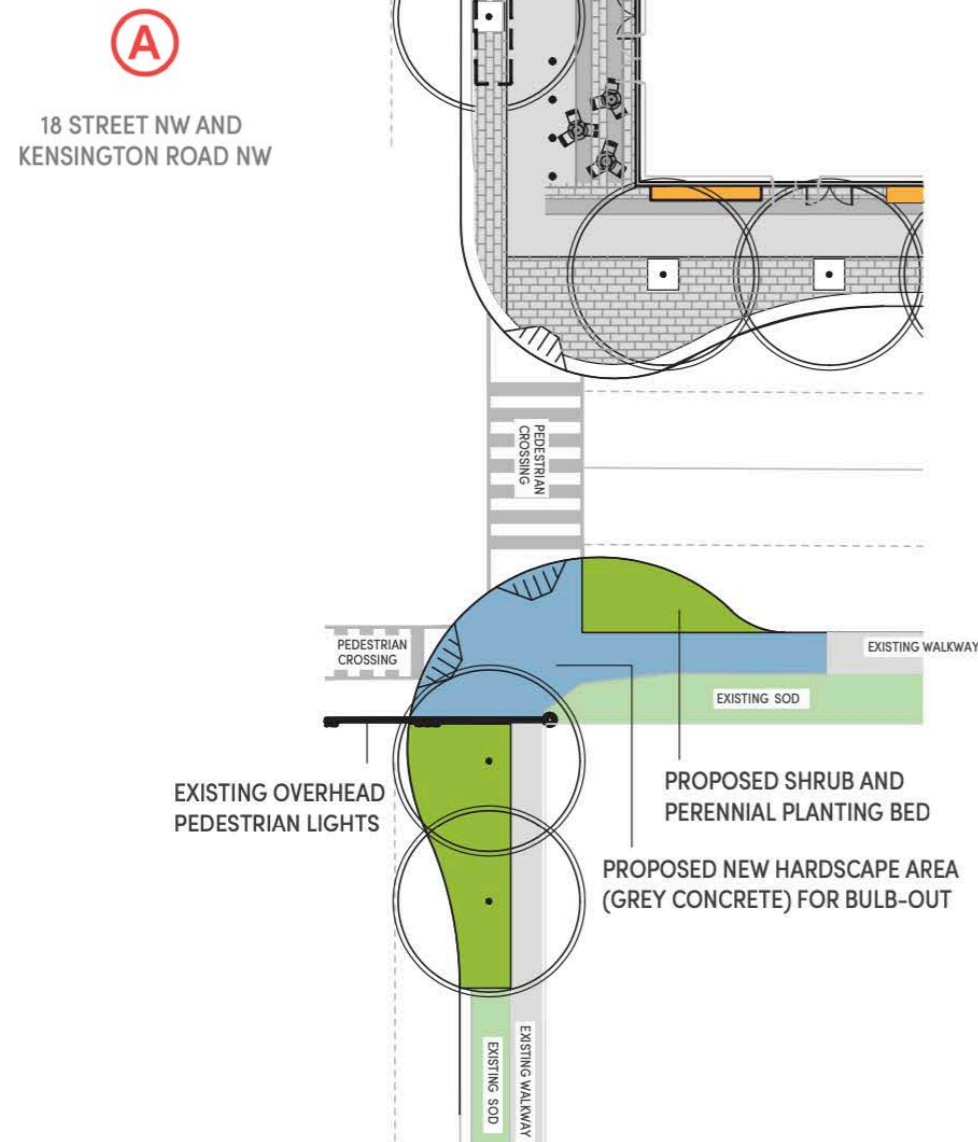
Proposed 19 ST NW Cross Section
Reflective of 60% Design

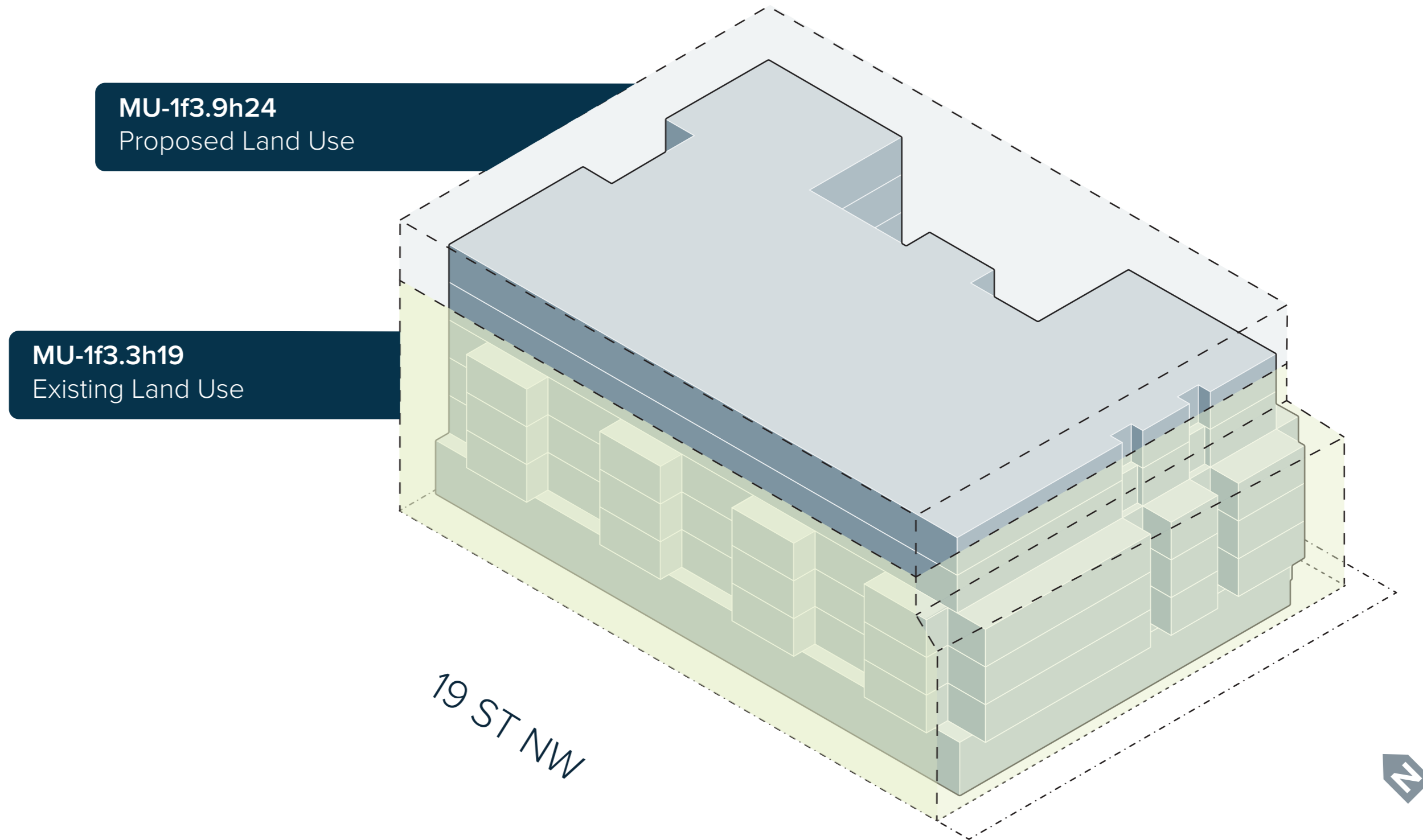
19+2 Site
230 19 ST NW

West Nineteenth Site
206-218 19 ST NW



Proposed 19 ST NW Improvements
Reflective of 60% Design






Summer Solstice
June 21

LEGEND

 Existing MU-1f3.3h19 Shadows

 DP2024-06339 Shadows



*NOTE: Study indicates shadows resulting from the proposed land use envelope only. The building design will be refined and submitted through a future development permit application, and a revised shadow study will be provided through the development permit process.

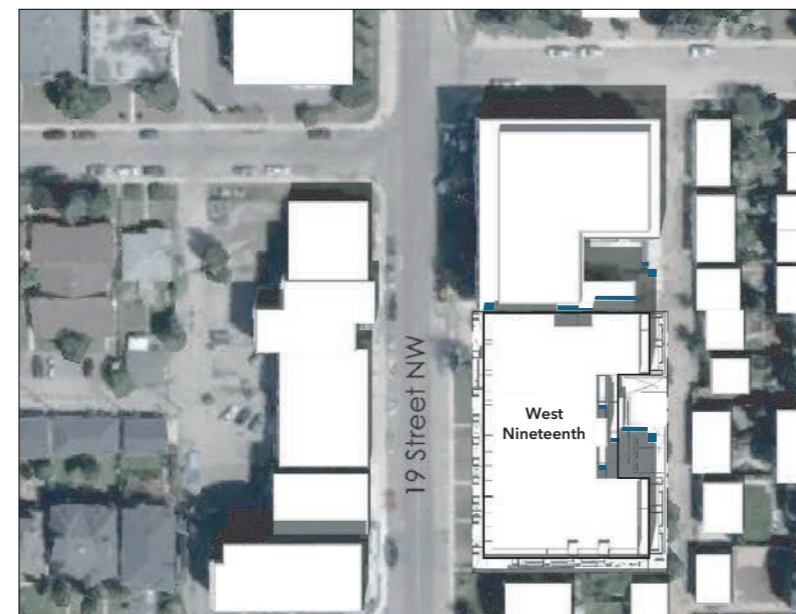
NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by the proposed land use envelope upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Simulated dates and times are based on established City of Calgary requirements.



9:00am



12:00pm



2:00pm




4:00pm

Fall / Spring Equinox
September / March 21

LEGEND

 Existing MU-1f3.3h19 Shadows

 DP2024-06339 Shadows



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9:00am



12:00pm



2:00pm




4:00pm

Winter Solstice
December 21

LEGEND

 Existing MU-1f3.3h19 Shadows

 DP2024-06339 Shadows



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