

Applicant Outreach Summary

Updated October 2024



Applicant-Led Outreach Summary Update

405 - 415 19 ST NW
LOC2023-0244; DP2024-03857



Issued
October 2024

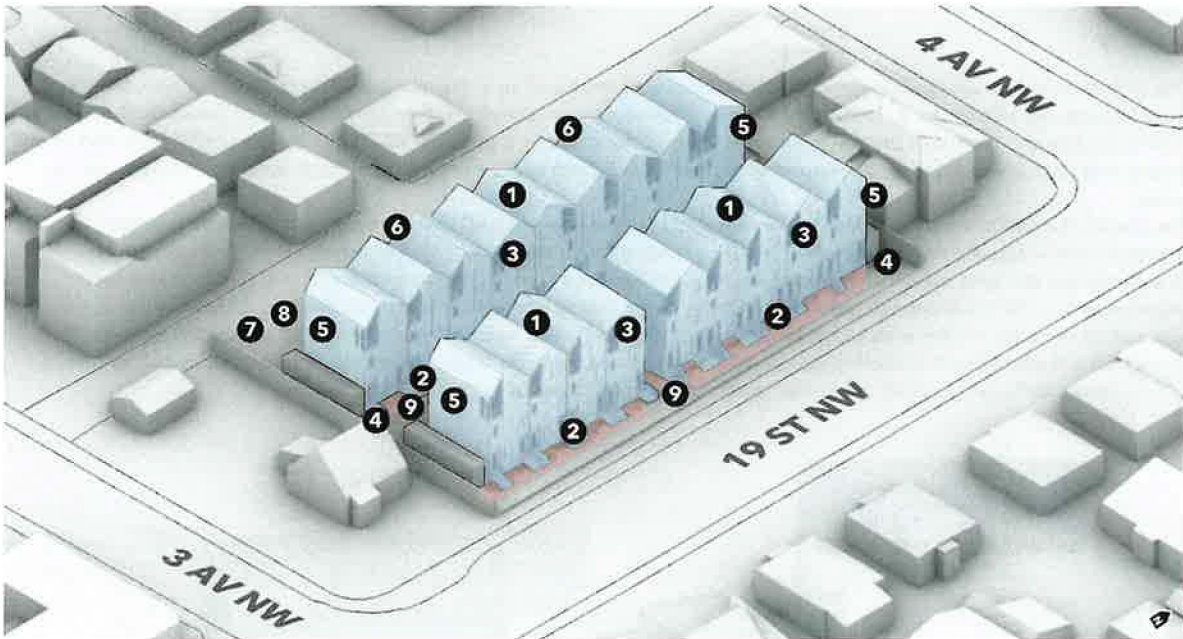
Summary

This document has been prepared as an update to an Applicant Led Outreach Summary for the WH405 project (LOC2023-0244 at 405 - 415 19 ST NW) published in April 2024 and should be read in conjunction with it. This effort was undertaken in response to a request from Councillor Wong's Office to postpone a July 16, 2024 Public Hearing in order to engage further with neighbours on the now-submitted Development Permit DP2024-03857. This document outlines the additional outreach undertaken, introduces feedback themes received within the scope of site-specific Development Permit refinements, and details additional changes undertaken by the project team in response to feedback.

The original Applicant Led Outreach Summary from April 2024 describes the site's policy alignment and locational adjacencies that led to the determination that the proposed H-GO District is the appropriate land use for the site. The H-GO District introduces a three storey grade-oriented built form that contextually fits with low density neighbours while responding to the site's location on a growing community corridor. The project team also undertook a significant number of design specific changes in response to feedback collected from the first outreach exercise, supported by the below figure and legend on the next page.

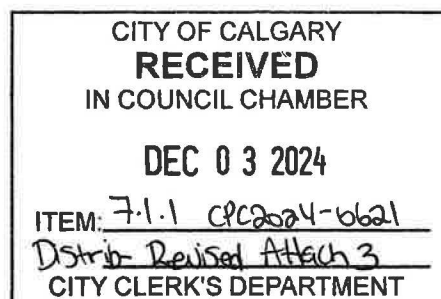
The confirmation of the H-GO redesignation ask and the initial design refinements were the starting points for this extra round of outreach. Together with the Ward 7 Office, the project team met in person on September 5 with a number of direct neighbours and representatives of the West Hillhurst Community Association (WHCA). The meeting focused on the changes undertaken to date, followed by a conversation with attendees where they were able to share their feedback. After this meeting, the project team collected written feedback from these participants and their agents and also held a follow up meeting with a direct neighbour on how the building would interface with their property. The feedback collection concluded on September 24, after which the project team determined design refinements in concert with our client and then prepared materials for a report back meeting on October 16. Copies of updated design materials (including drawings by project team architect FAAS and this updated Applicant Led Outreach Summary) were issued to attendees, the Ward 7 office and City of Calgary via email, and hosted on the project team website. The materials share and report back acts as closure for this last project outreach stage, allowing the application to advance to decision at a Public Hearing of Council.

The project team derived a number of main feedback themes specific to the scope of the Development Permit from this latest effort, which largely reflect those of the initial outreach process. Participants felt the WH405 application was too dense with not enough on-site parking provided. Neighbours also felt that the design revisions undertaken to date were insufficient from an interfacing perspective when considering fit with adjacent properties. The project team has addressed all of the main feedback themes through refinement.



Design Refinements

- ① 3 storey scale to establish contextual fit with low density neighbours
- ② All entries are grade-oriented to establish fit with community
- ③ Balconies, entries, amenity space, majority of windows oriented to street and internal courtyard
- ④ Deeper 3.0m side yard setbacks
- ⑤ Minimal windows on north and south elevations
- ⑥ Reduced window size on east elevation, 3rd storey windows obscured, 2nd storey windows partially obscured and assigned to infrequently used rooms through day
- ⑦ Vehicle parking supply increased from 18 to 20 stalls, garage transitioned into parking pad to improve lane safety and all modes visibility
- ⑧ Waste, Recycling + Organics organized off lane in 3 bin Molok system
- ⑨ 18 new trees, 54 new shrubs required, mature vegetation retained where possible

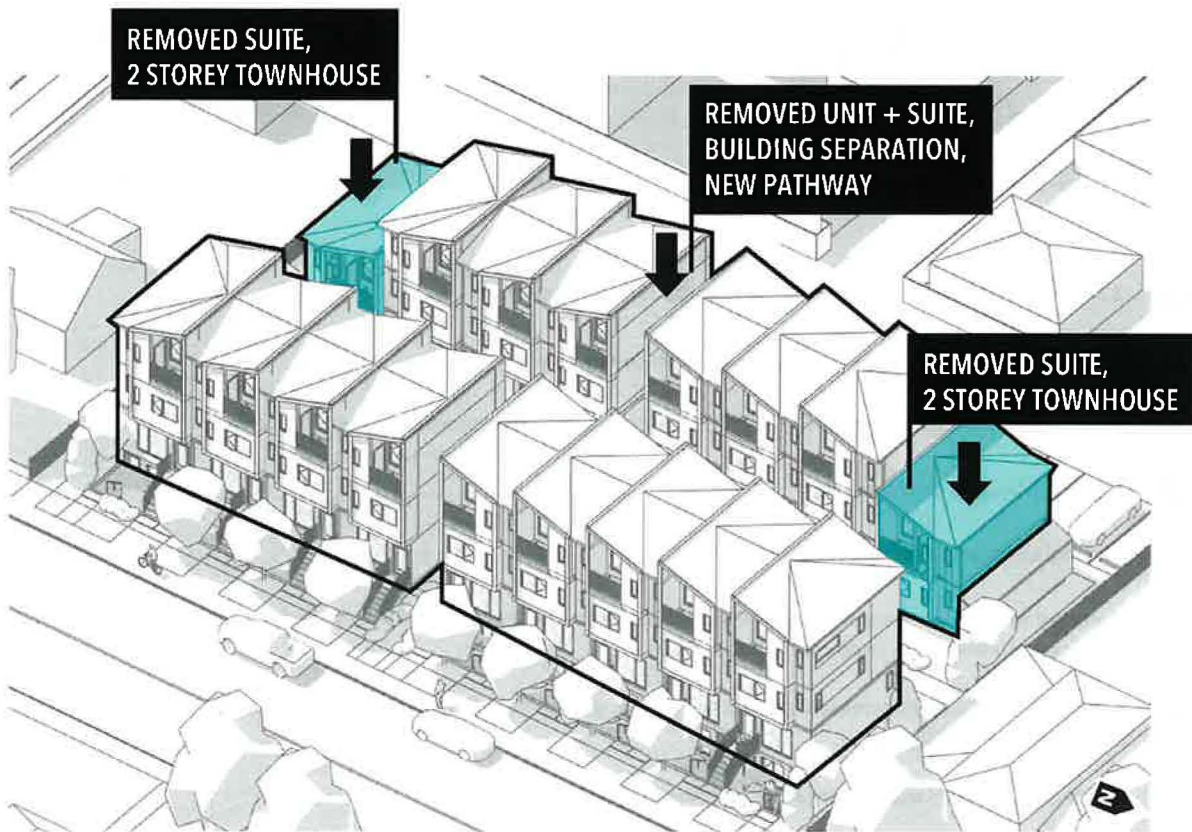


Additional Project Refinements

Density

The project team has removed one unit and three suites from the building in the rear yard. This reduces the overall density from 18 units and 18 suites to 17 units and 15 suites. The reduced density establishes a middle ground between what was initially proposed in the H-GO District application, the maximum potential of the H-GO District for this site (20 units and 20 suites), and what is allowed to be developed under the R-CG District currently applying to the subject site, 14 units and 14 suites.

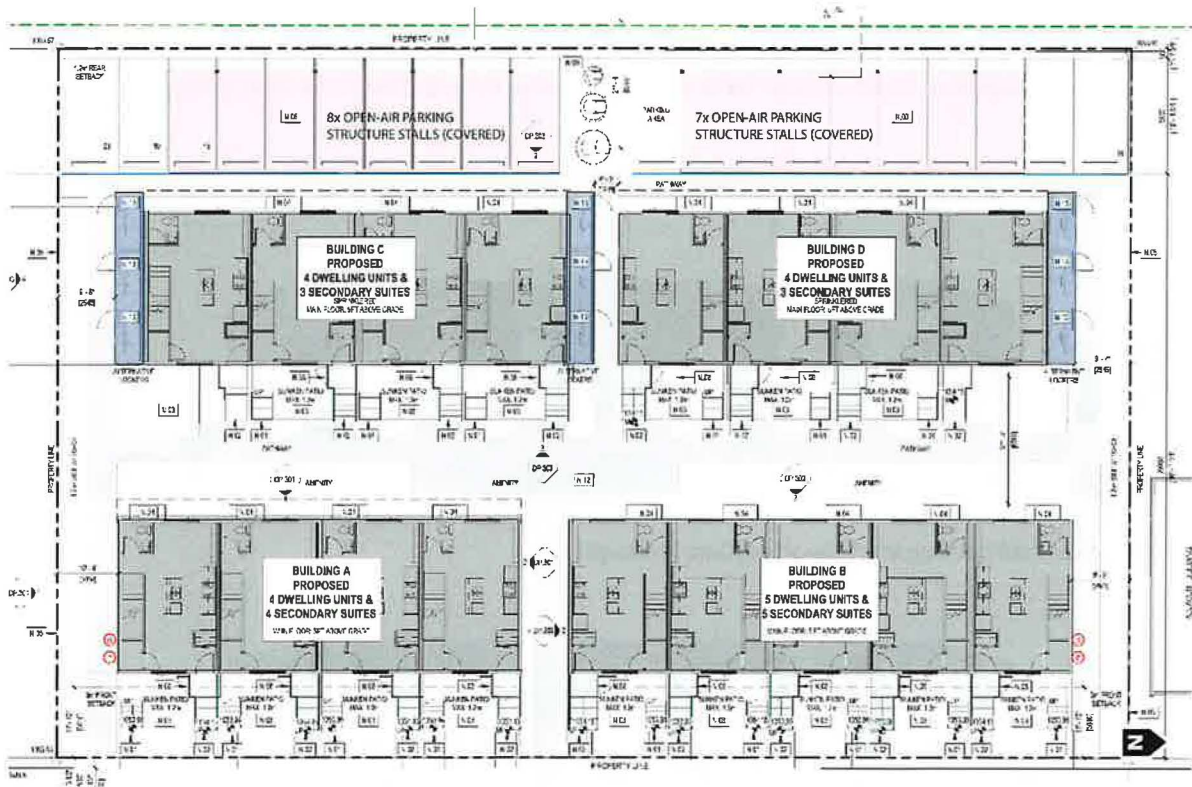
The density removal has been localized to the rear yard building where we felt that we could also maximize interface improvements. A stacked unit combination has been removed from the centre of the building, allowing the design team to separate the rear yard building into two buildings, with a pathway running between them. This allows for better light penetration into the courtyard and reduced foot traffic along shared property lines with neighbours. The two additional suites to be removed are the ones located below the northernmost and southernmost townhouse units in the rear yard. By removing these suites, the townhouses can shift down by one storey so they measure two storeys total, reducing sun-shadow and overlooking impacts to the rear yards of direct neighbours and those across the lane.



Parking

20 vehicle parking stalls remain proposed off the lane to serve a total of 32 units and suites. The ratio of vehicle stalls to doors is now 0.625, in excess of the 0.5 per door, or 16 stalls required per the bylaw. The project team has also introduced a carport structure (pink annotation in below plan) for most stalls instead of a parking pad. Vehicles are now protected from weather events while maintaining sight lines to maintain safety along the lane, with an added bonus for neighbours across the lane that the main level living space windows facing the lane are completely blocked.

Active modes parking has also been increased to 9 active modes storage units (6 required, dark blue on plan) and 30 Class 1 indoor locked bike stalls (3 required, light blue on plan), both exceeding bylaw requirements by a significant margin.



Additional Project Refinements

Interfacing + Site Design

A number of interfacing and site design refinements have been undertaken in response to neighbour feedback:

Rear Yard Massing

As described in the section on density, the removal of a stacked unit/suite combination in the rear yard building allows for it to be divided into two separate buildings. Now a pathway is located between the buildings, which allows foot traffic to be gathered to the centre of the site and away from shared property lines. The two additional suites being removed are located under the northernmost and southernmost units in the rear yard buildings directly adjacent to neighbouring properties. This allows the townhouses to shift down in scale by a storey, now only measuring two storeys and creating a better mass transition to neighbours. The massing changes have a net positive sun-shadow impact to the building courtyard through the day and also to neighbours, particularly the neighbour directly north of the subject site.

Lane Interface

The massing changes reduce the number of windows that face the lane, removing the top storey windows of the northernmost and southernmost units in the rear yard so they are instead located on the second storey. 27 windows used to face the lane, while now 15 face the lane. The eight small windows on this elevation continue to be fully obscured with no overlooking possible, while the six larger windows on the second floor are partially obscured and assigned to a bedroom, which is a less frequently used room through the day. The single window at grade that can see to the lane will be blocked from neighbours by the carports. These design refinements have significantly improved privacy along this edge.

NOW: Rear Yard Building West Elevation (Lane Frontage)



BEFORE: Rear Yard Building West Elevation (Lane Frontage)



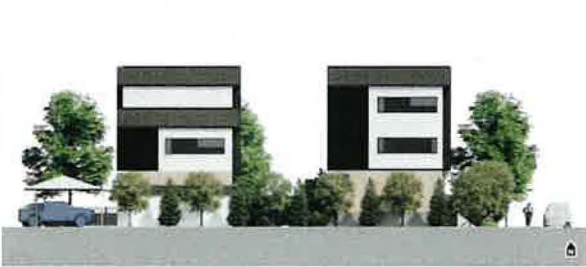
Interface with Direct Neighbours

No overlooking will occur on neighbouring properties to the north and south of the subject site, though through conversations with a direct neighbour, the project team has decided to introduce some small fully frosted windows and varied materiality along these elevations to ensure there is no blank wall interface with their properties. These design moves partner with the massing reduction in the rear yard buildings ensure an enhanced interface condition.

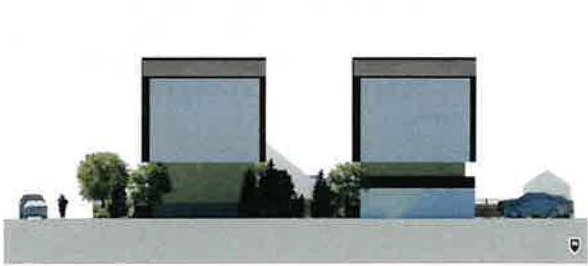
NOW: North Elevation (Interface with 2005 4 AV NW)



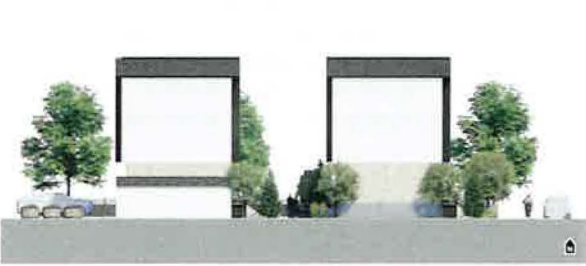
NOW: South Elevation (Interface with 401 19 ST NW)



BEFORE: North Elevation (Interface with 2005 4 AV NW)



BEFORE: South Elevation (Interface with 401 19 ST NW)



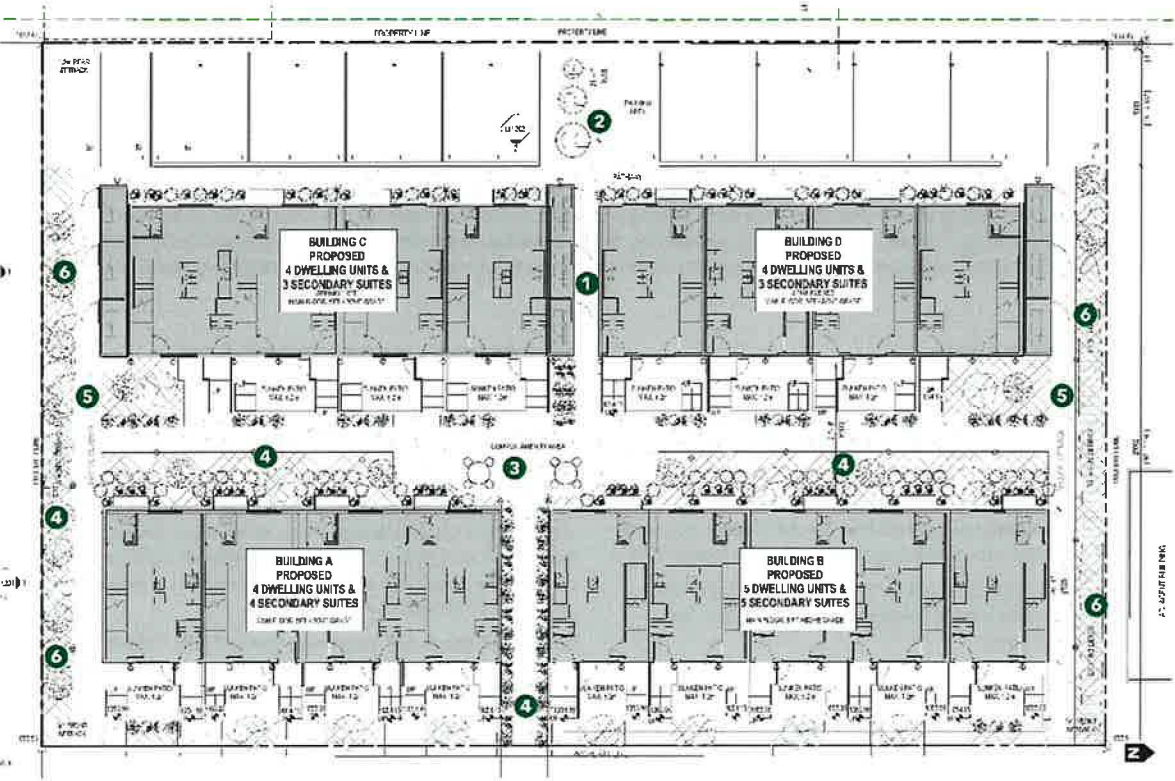
Additional Project Refinements

Landscaping + Site Plan

The project team has taken into consideration recommendations on vegetation that grows well in the West Hillhurst community from residents and is revising some species and their placement accordingly within the front yard and the courtyard. The proposed landscaping quantity from the original design remains despite the reduction in unit count: 18 new trees and 54 new shrubs at a minimum will be incorporated in the landscape design. The amenity space in the courtyard has been reconfigured to cluster the furniture and social area to the centre of the site __. Some pathways along shared property lines are also being reconfigured to allow for mature vegetation to be kept and improve privacy along shared property lines. Finally, the three stream molok waste system is relocated to the centre of site and away from neighbouring properties now that a pathway exists between the rear yard buildings.

A number of other interfacing and site plan refinements have been incorporated into the plan. The density reduction has allowed for the creation of two buildings in the rear yard, with a pathway between them to reduce the amount of foot traffic along shared property lines. The Molok waste and recycling system has been relocated to the centre of the site off the lane now that this pathway is here for easier access by residents and for the waste system to be located as far from neighbours as possible.

Common amenity space remains clustered to the centre of the site away from neighbours, while proposed planting has been increased from 18 trees and 54 shrubs to 35 trees and 99 shrubs, a significant increase beyond what's currently on site, what was initially proposed, and bylaw requirements. In response to community feedback on plant species that thrive in West Hillhurst, we have replaced Junipers with Mugo Pines, while Ussurian Pear trees replace the Maple trees. The pathway locations along the shared property lines have also been refined from a landscape perspective, further improving the interface edge. Mature lilac along the northern shared property line will be retained, while areas without vegetation along property lines will now be planted with a combination of deciduous and coniferous trees. Pathways are now set back from the shared property line to allow for the vegetative buffer to grow over time.



Design Refinements

- 1 Two rear yard buildings, new pathway connecting centre of site to lane
- 2 3 stream Molok waste system relocated to centre of lane
- 3 Common amenity in centre of site
- 4 Increased planting: 18 trees + 54 shrubs to 35 trees + 99 shrubs, species selected that thrive in West Hillhurst
- 5 Pathway reconfiguration away from shared property lines
- 6 Retained mature landscape/new trees along shared property lines

Original April 2024

SUMMARY

On behalf of landowners Adam Jiwani and Samir Lalani, CivicWorks made a Land Use Redesignation (rezoning) application to transition an assembly of land at 405, 407, 411, and 415 19 ST NW from the Residential - Contextual One / Two Dwelling (R-C2) District to the Housing - Grade-Oriented (H-GO) District. We are calling this project WH405. This change would accommodate the development of a courtyard-oriented, three-storey stacked townhouse development. 9 townhouse units and 9 basement secondary suites are proposed in two buildings fronting 19 ST NW, while 9 townhouse units and 9 basement secondary suites are proposed in a building in the rear yard. 20 parking stalls are proposed off the lane for the townhouse units, and 18 active modes storage units are located in the sideyards, exceeding bylaw parking requirements of the proposed H-GO District. Project team architect FAAS will be submitting a Development Permit in the near future that supports the rezoning application.

HOW WE ENGAGED

AUGUST 2023 - APPLICATION SUBMISSION

- Hand delivered mailers to neighbours within ±200m of the subject site, providing proposal details, contact information, and web address;
- Displayed sandwich board on the site, providing proposal details, contact information, and web address (ongoing);
- Activated and monitored a variety of feedback portals, including a dedicated engagement email, phone line, website (ongoing);
- Shared project overview letter and site plans with the West Hillhurst Community Association (WHCA) and Ward 7 Councillor's Office, offering virtual meetings.

SEPTEMBER 2023 - APRIL 2024

- September 18, 2023 Digital Meeting with WHCA Planning Committee and community members;
- October 26, 2023 Digital Information Session for community members, with associated signage, mailer and web updates;
- January 26, 2024 Digital Meeting with the Ward 7 Office;
- Ongoing correspondence with citizens and community groups, including the WHCA and Ward 7 Office.

APRIL 2024 - OUTREACH CLOSURE

- Hand delivered letters to neighbours within ±200m of the subject site, providing outreach closure notification and project updates;
- Updated on-site signage with notice of outreach closure;
- Published Outreach Summary to project website for citizen download and review;
- Shared Outreach Summary with City Administration, WHCA, and Ward 7 Office;
- Continued monitoring dedicated engagement email, phone line, and website feedback portal for any additional feedback or comments.

INTERESTED PARTY FEEDBACK

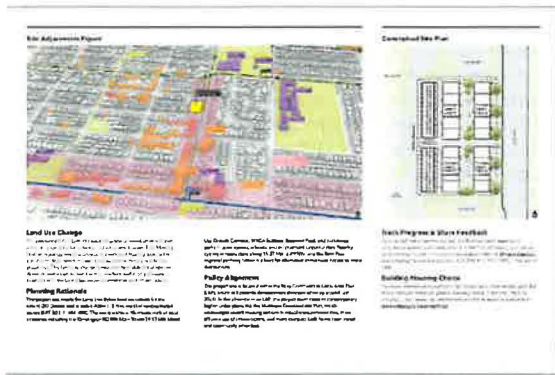
Over the outreach timeline, the project team received direct feedback from 12 individual community members by phone, email, or through the online website feedback form. The project team also hosted a Digital Information Session for community members, with 19 attendees. The project team shared Land Use Redesignation information packages with the WHCA and Ward 7 Office and met with both groups to discuss the application. The WHCA meeting was open to the public and hosted 17 attendees.

Project feedback has been categorized into 7 themes. Each begins with an outline of what the project team heard and provides response.

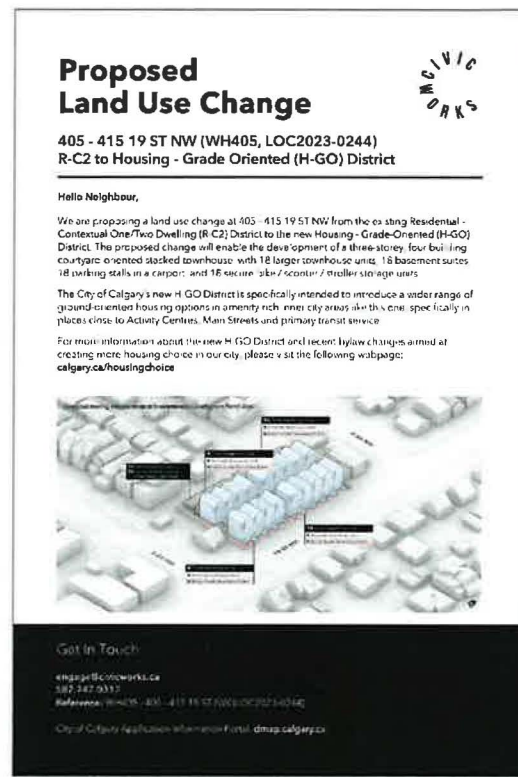
FEEDBACK THEMES

1. Proposed Density & Community Fit, Adjacencies
2. Parking, Traffic, & Pedestrian Safety
3. Policy Alignment
4. Building, Landscape & Streetscape Design, Waste & Recycling
5. Proposed Tenure & Affordability
6. Project Support
7. Miscellaneous Infrequently Heard Themes: Concurrent Process; Construction Impacts/Timelines; Sustainability; Community Amenity Contribution; Infrastructure Capacity; School Capacity; Property Values; Developer Profile

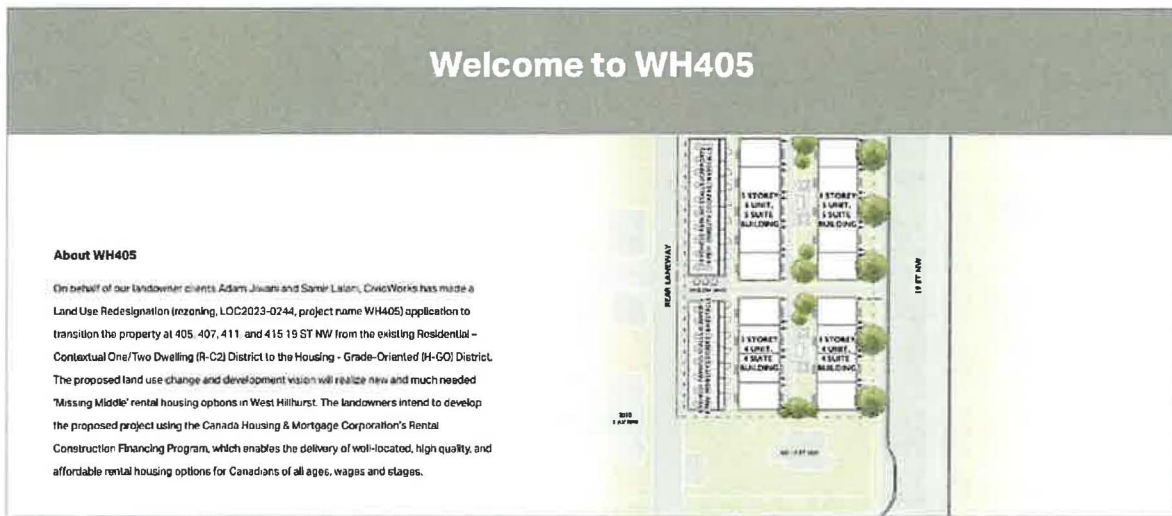
OUTREACH STRATEGY MATERIALS



Neighbour Mailer (Front and Back)



On-site Signage



Dedicated Project Website

WHAT WE HEARD

PROPOSED DENSITY & COMMUNITY FIT, ADJACENCIES

WHAT WE HEARD

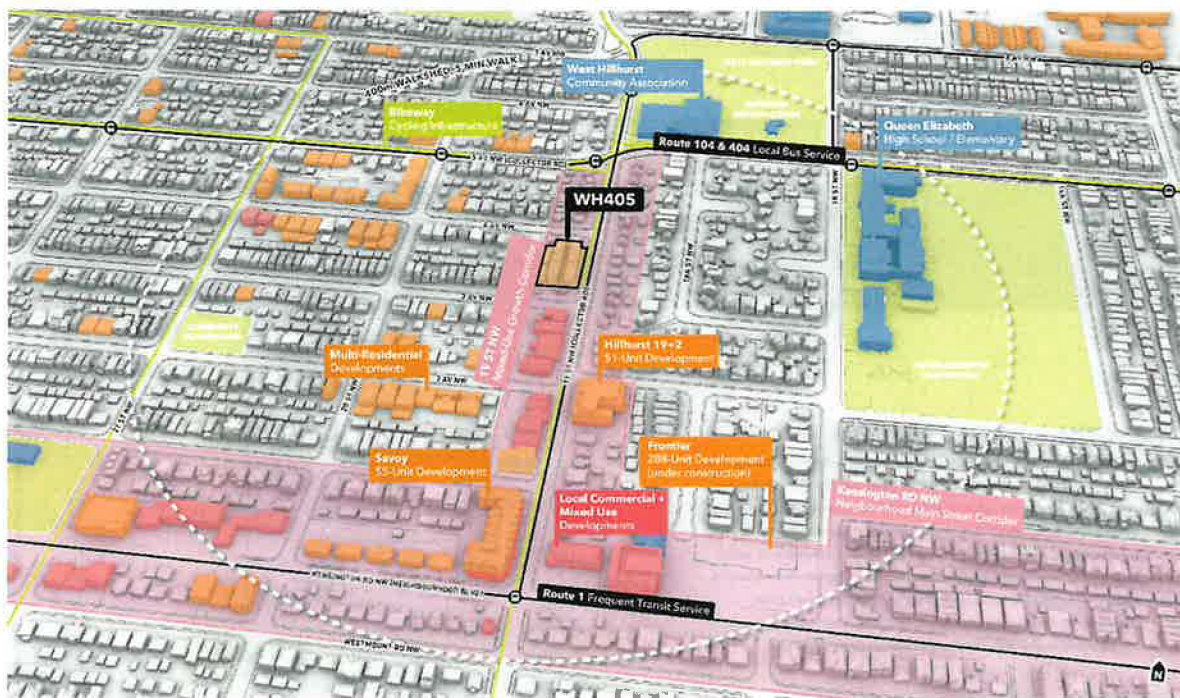
A relatively common feedback theme from community members and groups was support for densification in general, just not for the number of homes proposed in the WH405 application, particularly due to a perceived lack of amenities within walking distance of the site. Some respondents noted the development proposal did not fit within a family-oriented and quiet community, sharing that other rowhouse developments in the neighbourhood were the source of noise complaints and poor property upkeep.

PROJECT RESPONSE

The WH405 site is located within an amenity rich and walkable neighbourhood. The 19 ST NW commercial-retail corridor hosts a wide variety of restaurants, shops, personal service uses, office space, and employment opportunities for residents, as does the nearby Kensington RD NW Main Street. Over the past decade along these evolving corridors,

it has been common to see commercial, mixed use, and multi-residential redevelopment ranging in scale from three- to eight-storeys. Within a 10 minute walk of the subject site are a variety of local area destinations and amenities, including parks hosting playgrounds and sports fields, three schools, the West Hillhurst Community Association with its gym, arena, and tennis courts, Bowview Outdoor Pool, the Bow Valley Lawn Bowling club, places of worship, and the Bow River regional pathway network. The subject site is also 1.5km from downtown Calgary, directly connected via Route 1 transit.

Recognizing community feedback that this northern portion of the 19 ST NW commercial-retail corridor sits near more established single and semi-detached built forms, balanced against the fact that this is an evolving mixed-use and multi-residential corridor, it is the professional opinion of the project team that the H-GO District is an appropriate Land Use District for the WH405 assembly. The proposed density of 18 townhouses and 18 secondary suites acknowledges the site's location on the 19 ST NW corridor and is supportive of the growth of nearby businesses and Kensington RD NW Main Street, while housing the density within a built form that is contextually sensitive to neighbours. At a 12m maximum



Adjacencies Map

height, the H-GO District is only 2m taller than the maximum allowable 10m height of neighbouring properties. The H-GO District also ensures all units are grade-oriented, so the built form is similar to other established housing nearby. The project team did explore a variety of different land uses following outreach with the community, including the MU-1 and M-C1 Districts. They yield similar densities and parking supply in a more apartment-oriented built form of up to four-storeys, with MU-1 having the potential to also integrate commercial-retail frontage at grade. The project team ultimately determined that the best fit for the site based on context was the H-GO District, though aspects of District testing that create a more sensitive development to neighbours have been retained through design refinements by project team architect FAAS. These refinements respond to community feedback and will be reflected in their Development Permit, set to be submitted in support of the Land Use Redesignation application in May 2024.

The WH405 landowners intend to retain ownership of the land assembly and rent the homes should approvals be granted, and redevelopment proceed. As landowners, they have an interest in protecting their investment and in being a good neighbour. They will use high-quality and durable materials in construction and plan to hire a property management company to coordinate leasing application processes and maintenance.

PARKING, TRAFFIC, & PEDESTRIAN SAFETY

WHAT WE HEARD

The most common questions and feedback the project team received related to parking, traffic, and pedestrian safety: feedback sources included City Administration through their City-led outreach, the WHCA, Digital Information Session participants, and seven respondents in Applicant-led outreach. Respondents were concerned the proposed 18 vehicle parking stalls proposed was too small a supply, with a preference of 1 stall per unit. The team also heard that the parking stalls would be small and challenging to navigate considering the presence of power poles along the lane. A number of respondents also felt it was unrealistic to expect vehicle free tenancies in this location due to poor transit provision. The on-site parking provision led residents to express that there would be on-street parking impacts stemming from the WH405 proposal, with debate on whether on-street restrictions would be beneficial. The project team also heard concerns about post-development traffic generation on nearby streets and the rear lane, which would lead to pedestrian safety risks, particularly for children walking to and from nearby schools.

PROJECT RESPONSE

The project team consulted Professional Transportation Engineers Bunt & Associates at the outset of the WH405

project to determine if any study would be required to support the WH405 proposal. A parking study was not required as the proposed vehicle and active modes supply meets bylaw requirements. It should be noted that the proposed parking supply is by design meant to encourage vehicle reduced and vehicle free tenancies, which in turn contributes less to laneway and street traffic. A traffic study was not necessary because peak hour traffic generation associated with the proposal does not come close to surpassing the required 100 vehicle trips needed to trigger one. Bunt notes that rowhouse proposals at this scale generally generate a minimal increase in traffic along laneways and negligible increase in traffic to area roads through the day.

The project team initially proposed 18 vehicle stalls and 18 active modes storage units in a parking structure off the lane, which meets the bylaw requirements of the H-GO District of 0.5 vehicle stalls per unit or suite, and 1 active modes storage unit for every unit or suite not receiving a vehicle parking stall, large enough to fit a cargo / e-bike or stroller. In response to feedback from the community on the supply being too low and garages forming a safety issue for children riding their bikes in the lane, the project team has revised the parking configuration to a parking pad. The parking pad allows for 20 vehicle stalls to fit across the lane, increasing the supply and improving safety along the lane through better visibility for motorists, cyclists and pedestrians. The parking stalls will meet City of Calgary bylaw size requirements to fit vehicles, and the parking pad will be set back an additional distance from the lane so vehicles can safely move into and out of the stalls without the power poles conflicting. 18 Active Modes Storage Units are now proposed.

The WH405 site parking supply is supported by nearby active modes infrastructure. The site is within 400m (±5 minute walk) of bus stops for Routes 1, 89, 104, and 404 along Kensington RD NW, 5 AV NW, and 19 ST NW. The availability of transit options within walking distance of the project site provides access to downtown, LRT service, and other important locations citywide. The project team hears the feedback that area transit provision does not meet the expectations of residents from a frequency and overcrowding perspective at peak periods, and the project team has advocated on their behalf to Transit Planners at The City to consider this information as part of future transit improvements. Calgary Transit has recently invested in consolidation of BRT Route 305 and Route 1 transit to enhance service in September 2023, and has further invested in improved frequency for this route as of December 2023. WH405 is also in close proximity to multiple cycle routes and regional pathways along 19 ST NW, 21 ST NW, and 5 AV NW, which connect cyclists safely to the Bow River and greater cycling and pathway network.

In relation to on-street parking supply, there are currently 8 unrestricted stalls along the 19 ST NW frontage adjacent to the WH405 site that future residents could use, meaning

the total available on site and on-street stalls that residents could use is 28 for the 18 units and 18 suites. In response to community member concern about nearby on-street parking becoming congested as a result of the proposed development, Bunt notes that tenants tend to self-select the parking that fits their lifestyle: people living in a home without a parking stall often work within walking or cycling distance of where they live, take transit, or cannot afford to own a car. If community members are still concerned about availability of on-street parking, the project team is happy to assist neighbours in initiating Residential Parking Permit Restrictions on adjacent roads. Located in existing Residential Parking Zone Z, any West Hillhurst community member with the support of their block can request a study by the Roads Department to determine if occupancy is high enough to introduce restrictions. If the threshold is met and restrictions are introduced, for an annual permit fee of \$30 (\$45 for second permit, \$70 for third, \$45 for visitor), residents can acquire a permit to park on-street in the restricted area. Residents in buildings with more than 20 units and suites can attain permits, however, they are far more expensive at \$75/month.

The increase in traffic associated with the WH405 proposal as noted by Bunt is minor and does not require a Traffic Study. Roads will continue to operate within their respective volume guidelines. The project team hears the community's concerns regarding pedestrian safety, which is why all vehicle movements associated with the proposed WH405 development are organized off the rear lane where there is less pedestrian activity. As noted, the lane is made safer by the introduction of the parking pad to improve visibility for

kids riding their bikes. The streets also already host a variety of best practice design solutions to make intersections safer for kids walking to school. At 19 ST SW and 3 AV NW, crosswalks pair with pedestrian crossing signs and bulb outs to signal to drivers that they need to slow down. This same condition is enhanced at 2 AV NW with a rapid flash beacon at the signed and bulbed crosswalk. Additional laddered crosswalks and flashing beacons are forthcoming for 18 ST NW at Kensington RD NW, 3 AV NW, and 6 AV NW that will further improve area safety.

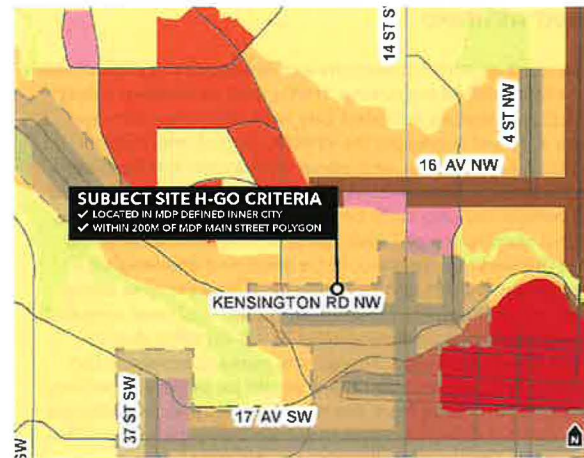
POLICY ALIGNMENT

WHAT WE HEARD

Feedback in outreach meetings and a letter provided by the WHCA focused on general alignment with policy, particularly whether the WH405 assembly meets H-GO location-based criteria. There was also comment on there being no Local Area Plan in place for West Hillhurst and a preference that no Land Use Redesignations be undertaken until the Riley Communities Local Area Plan is approved. Finally, feedback was provided on the slow pace of Main Streets improvements on Kensington RD NW and 19 ST NW.

PROJECT RESPONSE

The proposed H-GO Land Use District for WH405 is new to Calgary. It allows for an increase in density within a limited scale built form capable of contextually fitting with other low



Municipal Development Plan Urban Structure Map

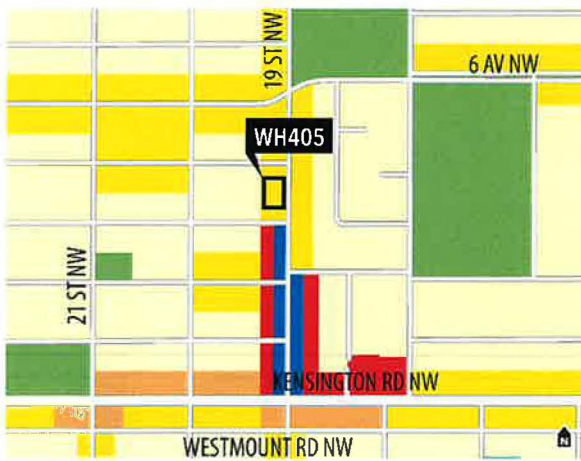
- Inner City
- Urban Main Street
- Neighbourhood Main Street
- Neighbourhood Main Street 200m Buffer

density development, including single and semi-detached homes. The H-GO District is only considered appropriate in locations meeting municipally-determined policy criteria contained within Land Use Bylaw 1P2007, where the best amenities and infrastructure are provided nearby. Specific criteria need to be met to qualify for an H-GO District redesignation: these include a site being identified as a Neighbourhood Connector or Neighbourhood Flex Urban Form Category in an approved Local Area Plan, or if outside a Local Area Plan, located within the Inner City and proximate to one or more of the following: 200m of a Main Street; 600m of an LRT station; 400m of a BRT stop; or within 200m of a roadway hosting Primary Transit Service. The WH405 site meets the H-GO criteria by being located in the Inner City and within 200m of a municipally-identified Main Street, Kensington RD NW. The project team also initially identified 400m proximity to a BRT stop for BRT Route 305 on Kensington RD NW, however, the team learned that this BRT route was cancelled shortly following submission of the land use redesignation application.

A point of clarification on how the subject assembly meets the Main Street proximity criteria: the 200m distance is measured from the edge of a buffer on either side of a Main Street. In the case of Kensington RD NW which is identified as a smaller, Neighbourhood Main Street, the buffer is 150m. The southern portion of the assembly falls within 200m of the buffer edge, and thus qualifies for this locational criteria. City Administration confirmed this interpretation as accurate in their Detailed Team Review provided to the project team in November 2023.

There is currently no Local Area Plan (LAP) in place in West Hillhurst. When there is no LAP to direct community growth, the project team looks to higher order policies like the Municipal Development Plan (MDP) for guidance. The MDP promotes the concentrated growth of people and jobs in and around Main Streets and Activity Centres, which includes Kensington RD NW and the 19 ST NW corridor. The MDP further encourages grade-oriented housing as a key component of complete communities in providing a greater diversity of housing options for Calgarians regardless of age, wage, or stage in life. The Riley Communities Local Area Plan is currently in draft form and it is estimated that a final version will proceed through Public Hearing and approvals in late 2024. As currently drafted, the WH405 assembly and northern half of the 19 ST NW corridor is assigned a Neighbourhood Connector Urban Form Category (UFC) at a Low-Modified Scale, meaning that primarily multi-residential redevelopment of up to four-storeys is encouraged here over time. While the LAP has not been approved, the project team is confident that the WH405 application meets the intent of the draft UFC and is under the maximum scale considered for the corridor.

Regarding Main Streets, particularly 5A Network Improvements along 19 ST NW, the project team has inquired with The City regarding timing and has learned that detailed streetscape design will be completed in 2024 that will include wider sidewalks, dedicated wheeling lanes, and curb extensions where possible. Up to date information on this project can be found online at <https://www.calgary.ca/planning/projects/riley-area.html>.



Riley Communities LAP DRAFT Map: Urban Form Category

- Neighbourhood Commercial
- Active Frontage
- Neighbourhood Connector
- Parks + Open Space
- Neighbourhood Flex



Riley Communities LAP DRAFT Map: Building Scale

- Mid (up to 12 storeys)
- Low (up to 6 storeys)
- Low - Modified (up to 4 storeys)
- Limited (up to 3 storeys)
- Parks + Open Space

BUILDING, LANDSCAPE & STREETSCAPE DESIGN, & WASTE & RECYCLING

WHAT WE HEARD

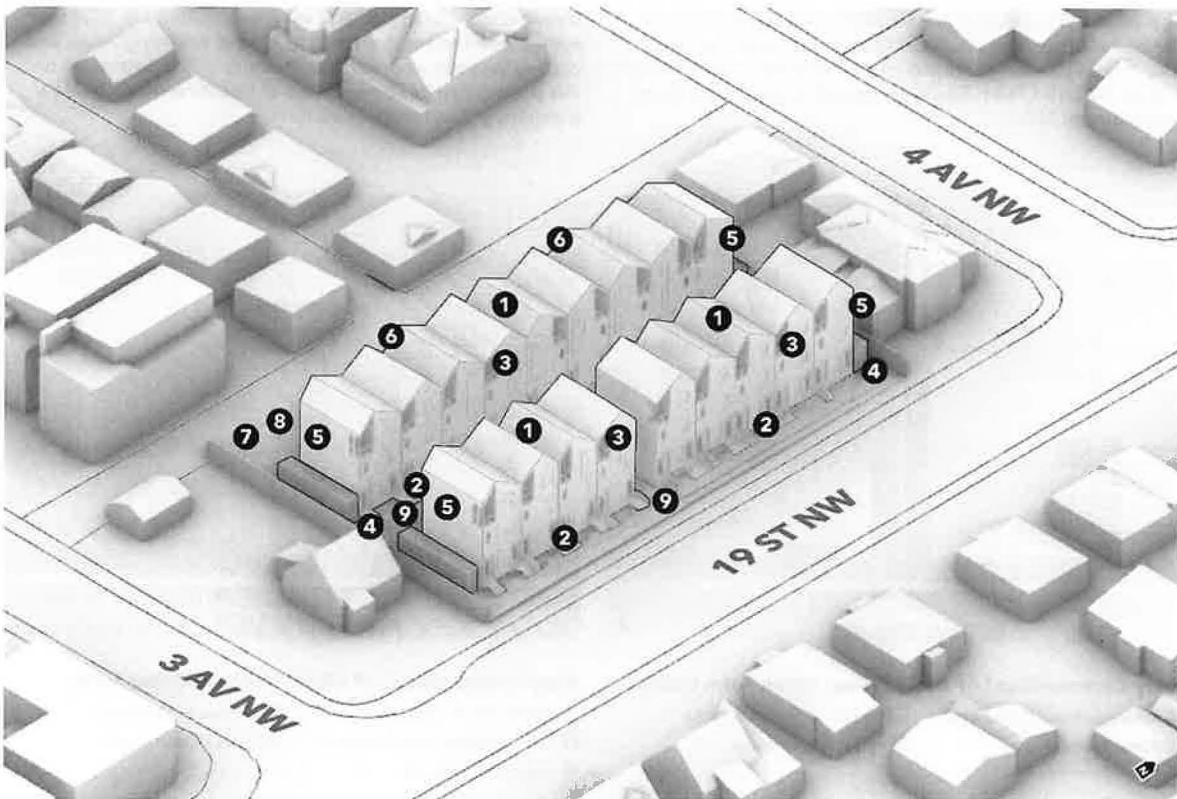
A number of community members and the WHCA provided feedback on how the proposed H-GO development would contextually fit with neighbours. Concerns were expressed about the height being too tall, the built form too massive, and a need for greater setbacks and a design that would reduce overlooking onto neighbours. A desire for high-quality materiality, landscaping and public realm design were also expressed. Finally, questions were posed to the project team about how waste would be managed on site and how the project team would ensure bins associated with the development will not block the lane.

PROJECT RESPONSE

Project team architect FAAS is preparing a Development Permit (DP) submission in support of the Land Use Redesignation. The design has benefitted from the feedback of citizens and community groups.

The proposed development considers the site context, specifically with regards to shadowing and overlooking on neighbouring properties. The application proposes a maximum height of 12m (three-storeys) in three grade-oriented buildings in accordance with the rules of the H-GO District. This massing allows better sun access to neighbours through the day and reduces the number of units directly interfacing with neighbours. All neighbouring parcels also have the ability to develop three-storey built forms of up to 10m maximum, and the project team believes the incorporation of this built form typology centred on a courtyard here is context sensitive considering the draft Riley Communities LAP anticipates up to a four-storey apartment style development here (similar to the built forms seen one block south of the subject site).

In response to community feedback on setbacks and privacy for neighbours, FAAS has integrated deeper sideyard setbacks, increased to 3m from the allowable minimum of 1.2m. Sun Shadow Studies have been prepared at City-mandated dates and times for the proposed building, highlighting minimal shade impact to neighbouring properties, particularly in the warmer months when Calgarians are more likely to be outside enjoying their yards.



Design Details and Refinements Figure (*subject to change in forthcoming Development Permit)

Beyond bylaw rules and a design which mitigates sun-shadow impacts to neighbours, the three buildings are thoughtfully designed with entries, balconies, and most windows oriented towards the street or internal courtyard space, thereby minimizing overlooking on neighbours. Furthermore, through the forthcoming Development Permit, FAAS has mitigated privacy and overlooking concerns by limiting size and placement of windows, including reduced number and size of windows along the north and south elevations of the building, all north and south elevation windows will be assigned to stairwells, reduced window sizes on second and third storey windows, partially or fully obscured windows in bedrooms on the second storey, frosting all windows on the third storey, and most third storey windows will be assigned to bathrooms and closets. FAAS will continue to explore how the design can prioritize sensitivity to neighbours as the forthcoming Development Permit is submitted and proceeds through municipal review.

WH405 is designed with a focus on high-quality materials to ensure its longevity, durability, and fit with the community. Full details on materiality will be shared when the DP is submitted. Landscaping will also be addressed through the Development Permit, as the H-GO District requires a

Design Details and Refinements Legend

- 1 Maximum 3 storey scale to establish contextual fit with low density neighbours
- 2 All entries are grade-oriented to establish fit with community
- 3 Balconies, entries, amenity space, majority of windows oriented to street and internal courtyard
- 4 Deeper 3.0m side yard setbacks
- 5 Minimal windows on north and south elevations
- 6 Reduced window size on east elevation, 3rd storey windows obscured, 2nd storey windows partially obscured and assigned to infrequently used rooms through day
- 7 Vehicle parking supply increased from 18 to 20 stalls, garage transitioned into parking pad to improve lane safety and all modes visibility
- 8 Waste, Recycling + Organics organized off lane in 3 bin Molok system
- 9 18 new trees, 54 new shrubs required, mature vegetation retained where possible

Landscape Plan and planting in line with bylaw requirements, including 18 new trees and 54 shrubs. Where possible, project team architect FAAS works to retain as many existing mature trees as possible and will consult an arborist if any tree's survival is in question. Trees and shrubs along property lines and in public boulevards will be protected through redevelopment. The public realm design will prioritize all modes movements, include space for landscaping, and create a pleasant street wall experience.

Regarding waste management on site, WH405 proposes the use of a Molok System, a group of three large bins for waste, recycling, and organics set largely into the ground to accommodate the proposed number of homes on the site. The Molok System will be located along the rear lane, out of site from nearby streets and neighbours. It requires a special collection vehicle with an arm which lifts the bins out of the ground to empty and replace them, meaning no bins associated with the WH405 will ever block the laneway. Collection will be privately contracted by the property management company in line with demand.



Sun Shadow Studies, Proposed H-GO District, Maximum Height 12m

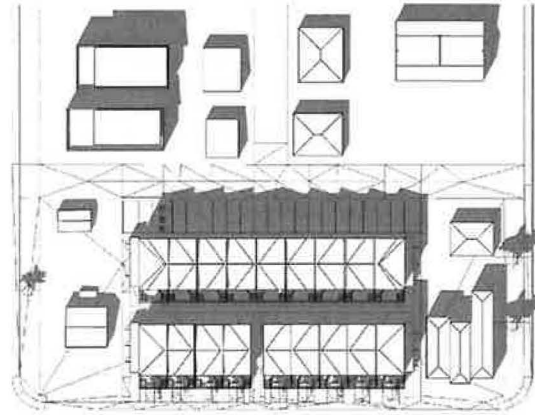
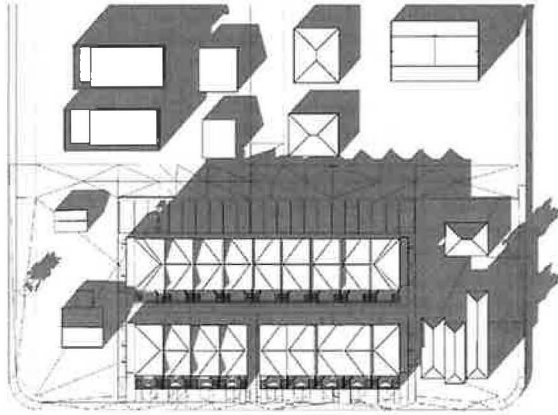
March/September 21 Equinox

June 21 Summer Solstice



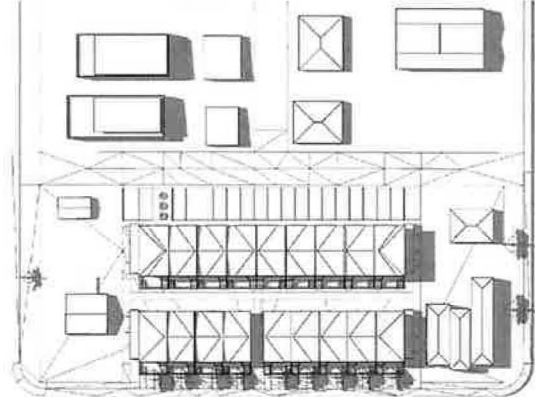
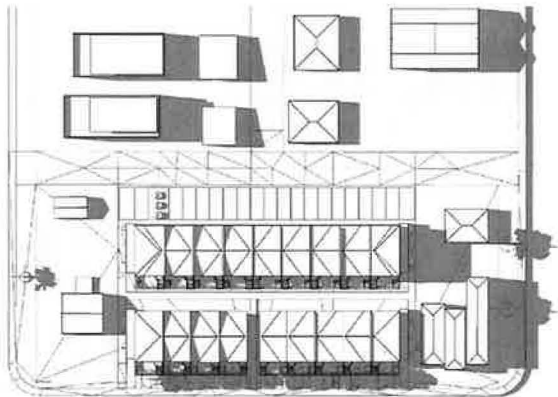
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10:00am



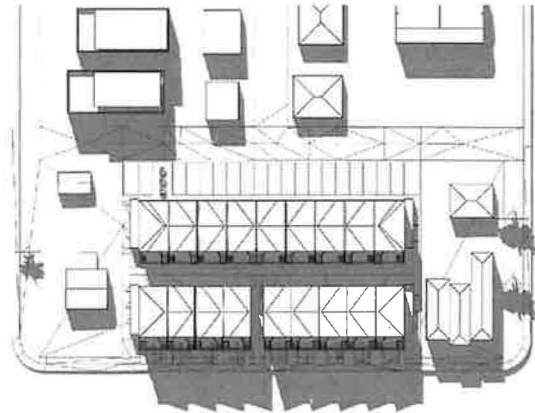
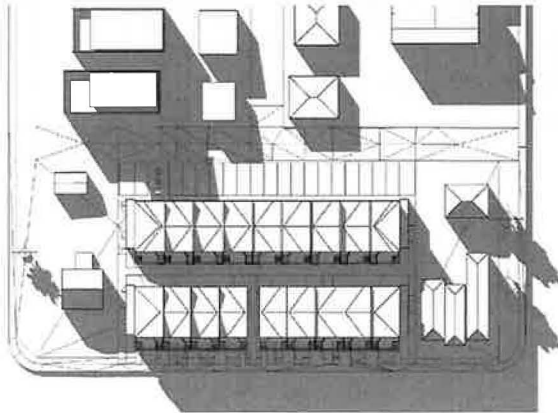
1:00pm

1:00pm



4:00pm

4:00pm

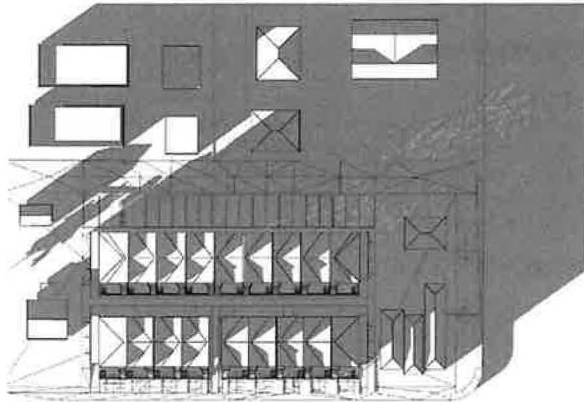


PROPOSED TENURE & AFFORDABILITY

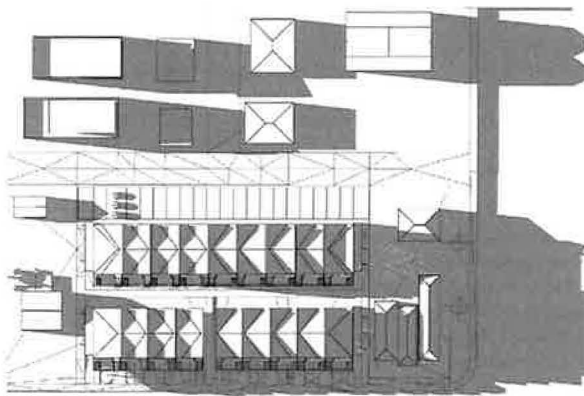
December 21 Winter Solstice



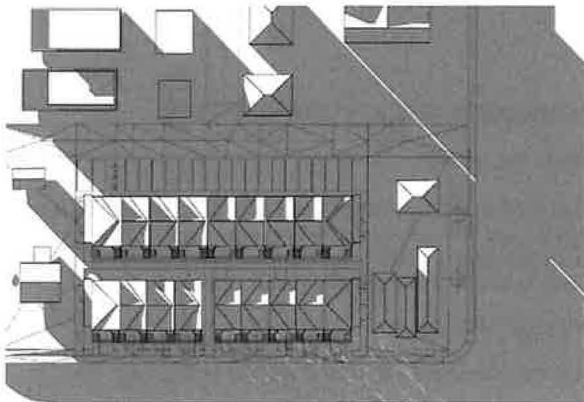
10:00am



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WHAT WE HEARD

Four respondents, in addition to a number of attendees at the WHCA Planning Committee Meeting and Digital Information Session had questions on whether the units would be for sale or for rent, concern over short term rentals like AirBnB, unit sizing, and defining affordability.

PROJECT RESPONSE

The current landowners (Adam Jiwani and Samir Lalani) plan to retain ownership of the proposed building through redevelopment and will offer the 18 three-bedroom townhomes and 18 one-bedroom secondary suites as rental units. Their development intent is to introduce a high-quality building that will attract excellent long term tenants. Adam and Samir will hire a property management company to facilitate leasing and property maintenance (landscaping, snow clearance, waste removal, repairs). There is no plan to rent the homes as AirBnB units.

The townhomes are currently anticipated to measure approximately 1,400 - 1,500 square feet, while the secondary suites will be closer to 500 square feet in size. This unit distribution offers grade-oriented housing choice to future residents, including families, students, young professionals, couples or downsizers who value vibrant and walkable neighbourhoods like West Hillhurst. Rental rates have not been determined at this time, however, relative affordability will be achieved via CMHC financing through their MLI Select program, which awards points based on affordability, energy efficiency, and accessibility. Untethering parking from the homes allows the opportunity for deeper rent affordability to be achieved.

PROJECT SUPPORT

WHAT WE HEARD

Support for the proposal was received by The City in their outreach process, which was shared with the project team. Three respondents in Applicant-led Outreach also provided messages of support for the WH405 application, as did an attendee at the Digital Information Session. Support themes generally focused on the provision of additional housing options and tenures in a community that is largely composed of single and semi-detached homes, and associated opportunities to achieve housing at relatively affordable rates.

PROJECT RESPONSE

The project team appreciates the messages of support it has received from community members. The WH405

application will provide a diversity of housing options along an evolving 19 ST NW corridor, adding people in an Inner City location well supported by nearby commercial-retail and employment opportunities, parks and open spaces, and Route 1 transit service.

MISCELLANEOUS INFREQUENTLY HEARD THEMES

There were a number of one-off themes heard through Detailed Team Review that The City of Calgary shared with the project team, in our one-on-one conversations with community members, the Digital Information Session, and in meetings with the WHCA and Ward 7 team.

CONCURRENT PROCESS

WHAT WE HEARD

The WHCA encouraged the project team to submit a concurrent Development Permit so they and community members were able to better understand the impacts of the proposed development.

PROJECT RESPONSE

Project team architect FAAS provided design visuals (site plan, massing model) to support community outreach conversations on scale and fit. They are now readying a Development Permit submission in support of the rezoning application. The drawings will be shared on the project team website for community member review/feedback and circulated to relevant community groups.

CONSTRUCTION IMPACTS / TIMELINES

WHAT WE HEARD

The project team received an inquiry at the Digital Information Session about construction timelines should the application receive approvals and an inquiry through The City's Detailed Team Review about construction impacts.

PROJECT RESPONSE

Should project approvals be granted in 2024, the project team anticipates development will commence in 2025. Projects of this scale take approximately one year to complete. During the construction process, the project team will be required to meet City guidelines for respectful development, including keeping all materials on site, the site secure, and minimal impact to neighbours by working within the allowable hours for noise / construction outlined in The City's Bylaw related to Noise policy (www.calgary.ca/bylaws/

noise). If there are any concerns through the development timeline, folks can provide feedback through 311.

SUSTAINABILITY

WHAT WE HEARD

At the Digital Information Session, an attendee questioned whether this development was responsive to The City's climate emergency, considering the impact redevelopment will have on the mature vegetation on site. One respondent connected with the project team about building performance and future readiness.

PROJECT RESPONSE

It is true that redevelopment causes mature trees and shrubs to be lost. However, the development of rowhouse-scaled housing forms in the Inner City is representative of smart development, allowing more people to live where amenities and infrastructure are already in place and reducing sprawl on The City's edge that wastes natural and arable lands. Inner City growth reduces pollution for future residents as they will need to travel less to complete their daily tasks in vehicles in comparison to residents of new edge communities. It also reduces the property tax burden for Calgarians when The City prioritizes development where amenities and infrastructure already exist, avoiding major investment in creation and maintenance of new roads, piped servicing, parks and transit.

Beyond the locational aspect that automatically renders this development more sustainable, there are bylaw rules to integrate landscaping that often results in a greater number of trees and shrubs on site (in this instance, 18 trees and 54 shrubs are required per the bylaw). The proposed development will align with Alberta Building Code requirements for energy efficiency and will provide rough ins for future electric vehicle capacity. Rowhouse scaled buildings are also more energy efficient than the single detached dwellings currently on site as they share walls, which moderates climate and offsets heating and cooling loss.

COMMUNITY AMENITY CONTRIBUTION

WHAT WE HEARD

One participant at the Digital Information Session suggested that as part of the development, a voluntary contribution to the WHCA for cultural and recreational programming be made in exchange for the proposed increase in density.

PROJECT RESPONSE

Voluntary Developer-funded Community Amenity

Contributions can be made for development proposals, generally when a change proposition significantly diverges from what is anticipated to be developed in a location over time. Drawing on the site adjacencies and 19 ST NW corridor evolution, and draft Riley Communities LAP described earlier in this report, while the project team recognizes the proposed change brings with it an increase in density, the modest increase is housed within a contextually sensitive built form that is only 2m taller than the maximum allowable height of adjacent properties and is intended to meet all bylaw requirements on parking, setbacks, and building envelope. The scope of the proposed change does not support a Community Amenity contribution.

INFRASTRUCTURE CAPACITY

WHAT WE HEARD

One attendee of the Digital Information Session inquired as to whether studies have been undertaken to ensure existing piped servicing can support the proposed increase in density.

PROJECT RESPONSE

The City's Utilities Engineering department has reviewed infrastructure surrounding the site and notes piped water and wastewater are available and have capacity to serve the development. Project team architect FAAS will undertake studies through the Development Permit that will confirm these findings. As part of the development process, the developer is responsible for the payment of off-site levies: a per unit fee linked to the cumulative increased demand generated by additional homes for water and wastewater usage. Offsite levies are paid into a citywide fund that is used to repair and improve municipal infrastructure.

SCHOOL CAPACITY

WHAT WE HEARD

One respondent at the Digital Information Session noted that Queen Elizabeth Elementary and Secondary Schools are already overpopulated and adding more families in close proximity will make the situation worse.

PROJECT RESPONSE

The City circulates development applications to both the Public and Catholic School Boards in Calgary. They are able to provide feedback on whether a proposed development will impact schools from a capacity perspective. To date, the project team understands there has been no feedback received from either Board highlighting concerns.

PROPERTY VALUES

WHAT WE HEARD

There was a conversation at the Digital Information Session regarding property values: a direct neighbour felt their property value would decrease as a result of development, while another participant disagreed, noting that new development has the potential to enhance neighbourhood character.

PROJECT RESPONSE

Property values of adjacent homes are not a consideration of land use. The proposed development intends to introduce a high-quality built form at a contextually sensitive scale that adds to the character of this evolving community.

DEVELOPER PROFILE

WHAT WE HEARD

One participant at the Digital Information Session inquired whether the landowners have experience in development and property management.

PROJECT RESPONSE

Adam Jiwani and Samir Lalani are the property landowners. They are well connected with developer-builders in Calgary. Adam's previous project is the General Block in Bridgeland, a partnership with RNDSSQR that produced a high-quality limited scale mixed-use building which won the Mayor's Urban Design Award in 2023 for Urban Architecture. They will work closely with their network to deliver a high-quality development and intend to hire a professional property management company to coordinate tenancy applications and leasing, landscaping, snow removal, and property upkeep.