

Applicant Outreach Summary

19 January 2026



The Harriet on Riley Park

LOC2025-00133

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TABLE OF CONTENTS

PROJECT BACKGROUND	3
Overview	3
ENGAGEMENT SUMMARY	4
Outreach Tactics & Techniques	4
Timeline	5
WHAT WE HEARD	6
Early Engagement (May-June 2025).....	6
Urban Design Review Panel (December 12, 2025).....	7
HSCA Planning Committee.....	7
HSCA Mobility Group.....	7
Second Public Open House (January 16, 2026)	8
WHAT WE DID	9
How Feedback Informed Project Evolution	9
Parkade Access and Interface with 11 Street NW.....	9
Massing Strategy and Shadow Mitigation	10
Podium Design, Step-Backs, and Pedestrian Experience.....	11
Public Realm, Café, and Plaza Interface.....	12
Lane and Service Consolidation	12
Heritage Considerations	13
CONCLUSION.....	14
Ongoing Design Development.....	14

PROJECT BACKGROUND

Overview

The Harriet on Riley Park is a proposed purpose-built rental residential development located along the 1200 block of 5 Avenue NW, adjacent to Riley Park in the Hillhurst community. The site is identified as a *Neighbourhood Connector* within the Riley Communities Local Area Plan and is located within walking distance of the Sunnyside LRT station, the Kensington Business Improvement Area, and multiple cycling and transit corridors. Adjacent to 5th Avenue NW and within 350 metres of the Sunnyside LRT station, the proposed development includes the following key highlights:

- Create a landmark building at the southern gateway to Riley Park on 11 Street NW.
- Provide new rental homes in a transit-oriented area on the public amenity park.
- Provide 25 CMHC Affordable Housing units in the community integrated into a high-amenity building.
- Increase housing options in proximity to the LRT.
- Respond to the height and topography classifications of the site in the Local Area Plan.
- Activate surrounding streets and laneways.
- Contribute to Hillhurst-Sunnyside's position as one of Calgary's most vibrant and livable inner-city communities.

The project has evolved through City review and community engagement. The initial Land Use application proposed a Direct Control District based on the Multi-Residential – High Density Medium Rise (M-H2) District. Through the City of Calgary's Detailed Review process, Administration advised that the proposal could be accommodated under a standard Multi-Residential – High Density High Rise (M-H3) District, with appropriate modifiers. This direction resulted in a revised Land Use approach and re-noticing of the application.

In October–November 2025, the project also experienced a change in architectural team, which resulted in a revised massing concept that more directly responds to M-H3 zoning rules, City urban design guidance, and feedback received through public engagement and City-led review processes.

ENGAGEMENT SUMMARY

Outreach Tactics & Techniques

A range of outreach tactics and techniques were used, including print materials, open houses, invite meetings, public displays, and direct feedback channels, consistent with the City of Calgary's Outreach Tactics & Techniques framework.

Engagement included in-person open houses with presentation materials, presentations to the Hillhurst Sunnyside Community Association Planning Committee, a focused discussion with the HSCA Mobility Group, and opportunities for dialogue with the project team. Written feedback was also received through City circulation. Input received through these activities has been documented and used to inform ongoing design refinement and the evolution of the Land Use application.

Outreach Activity	Technique
Direct delivery / mailing / emailing of flyers: 100 neighbours for 1 st Open House, and 1,000 neighbours for 2 nd Open House (map to right)	Print Materials
Two HSCA Planning Committee presentations	Invite Meetings
Two Public Open Houses	Open House
Ward 7 Councillor / Ward Office meetings	Invite Meetings
Meeting with 5th Avenue Bike Lane advocacy group	Invite Meetings
On-site signage with QR code to website and Open House date	Public Displays / Kiosks
Email feedback form, direct contact email and phone number provided on flyers and website	Email Feedback



Timeline

May 23, 2025 - First Public Open House

- 15 residents attended the Panel Display and discussion session
- Introduced the project concept and initial Land Use approach (Direct Control based on M-H2)
- Feedback focused on building height, massing, shadows on Riley Park, parking, traffic, pedestrian safety, construction impacts, and engagement reach

May 26, 2025 - HSCA Planning Committee Presentation

- Presentation to the Hillhurst Sunnyside Community Association Planning Committee
- Discussion of policy context, site location, and early design approach
- Committee feedback focused on height, density (FAR), shadowing, park impacts, affordability, and alignment with the Riley Communities Local Area Plan

June 5, 2025 - HSCA Mobility Group Meeting

- Targeted meeting with the HSCA Mobility Group
- Feedback focused on pedestrian safety, cycling infrastructure, integration with the 5 Avenue NW bikeway, transit-oriented development principles, and reduced reliance on vehicle access

October 1, 2025 - City of Calgary Administration Direction

- Administration advised that the project should proceed under **standard M-H3 zoning** rather than a Direct Control District
- Land use application revised and re-noticed accordingly
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November 2025 - Change in Architectural Team

- New architectural team engaged
- Revised massing concept aligned with standard M-H3 zoning rules and City urban design guidance

December 12, 2025 - Urban Design Review Panel (UDRP)

- City-led review of the project's massing, site strategy, and public realm
- Panel supported stepped massing up to 12 storeys and park-facing transitions
- Provided guidance on setbacks, landscaping, servicing consolidation, and pedestrian experience

December 8, 2025 - HSCA Planning Committee Presentation (Follow-up)

- 75 residents attended the Presentation + Q&A session
- Updated presentation reflecting revised M-H3 zoning approach and new massing
- Committee reiterated concerns regarding height, shadowing, park interface, and density, and requested continued refinement

January 16, 2026 - Second Public Open House

- In-person open house presenting revised massing and site strategy
- Discussion focused on how earlier feedback informed changes
- Ongoing concerns raised regarding height, shadow impacts on Riley Park, traffic and construction management, pedestrian safety, and trust in the process

WHAT WE HEARD

Early Engagement (May-June 2025)

Feedback during early engagement was gathered through the First Public Open House (May 23, 2025), presentation to the HSCA Planning Committee (May 26, 2025), and a meeting with the HSCA Mobility Group (June 5, 2025). Comments focused on parking and access, building height and shadowing, traffic safety, construction impacts, and engagement reach.

Parking and Access

Participants expressed concern about existing on-street parking pressures and questioned how additional residential density might affect parking availability. Some participants suggested that parking ratios could be reduced to discourage vehicle traffic and better align with transit-oriented development principles, while others requested additional resident and visitor parking to reduce spillover into surrounding streets. Feedback was also provided regarding the location of parkade access, with requests to avoid impacts near adjacent developments and Riley Park. Electric vehicle charging infrastructure was identified as an important consideration.

The HSCA Mobility Group emphasized the need for parking and access decisions to support walking, cycling, and transit use, and encouraged coordination with existing and planned cycling infrastructure along 5 Avenue NW.

Height and Shadowing

Participants raised concerns about building heights, with several attendees expressing that heights beyond eight storeys felt excessive for the 5 Avenue NW corridor and adjacent to Riley Park. Questions were raised about shadow impacts, overlooking, winter conditions, and how the proposed height compares to nearby developments. Riley Park was consistently identified as a valued and heritage-listed public space requiring careful protection.

Traffic and Pedestrian Safety

Concerns were raised regarding pedestrian safety at the intersection of 5 Avenue NW and 11 Street NW, which was identified by participants as a challenging location with existing safety issues.

Construction Timing and Impacts

Participants requested clarity on demolition timing, construction start dates, project duration, and mitigation of noise, dust, traffic, parking, and fencing during construction.

Engagement Reach

Participants requested broader flyer distribution and additional engagement with park users.

Urban Design Review Panel (December 12, 2025)

The project was reviewed by the City of Calgary's Urban Design Review Panel, which provided early-stage guidance on massing, site strategy, and public realm considerations.

The Panel expressed general support for the stepped height up to 12 storeys and the inclusion of grade-oriented units along both 5 Avenue NW and the laneway. Opportunities for further refinement were identified, including strengthening the relationship to Riley Park, increasing setbacks and landscape buffers, consolidating access and servicing functions, and enhanced gateway and public realm quality, and activate the streetscape on the West / 11A Street NW side of the building.

HSCA Planning Committee

Feedback was provided through presentations on May 26, 2025, and December 8, 2025, as well as written comments submitted during City circulation. The committee acknowledged the site's transit-oriented location and the inclusion of affordable housing. Concerns were raised regarding building height and floor area ratio, potential shadow impacts on Riley Park, adequacy of step-backs and setbacks, long-term security of affordable housing, and alignment with the Riley Communities Local Area Plan. Requests were made for comprehensive shadow studies, refined massing transitions, and reduced parking ratios consistent with transit-oriented development objectives.

HSCA Mobility Group

The Applicant met with HSCA Mobility Group on June 5, 2025. The discussion focused on pedestrian safety (especially at 11th Street & 5th Ave crossing), cycling infrastructure and the desire for a separated curb and bollard on 5th Ave, and transportation impacts. Feedback emphasized safe pedestrian conditions at nearby intersections, coordination with the 5 Avenue NW bikeway, and prioritization of active transportation and transit.



Second Public Open House (January 16, 2026)

Feedback at the second public open house reflected continued interest in height, massing, shadow impacts, traffic and construction management, and trust in the development process.

Height, Massing, and Shadows

Participants reiterated concerns about the 12-storey height and requested continued use of step-backs and articulation to reduce perceived scale. Shadow impacts on Riley Park were a central topic, with requests for clear seasonal analysis and explanation of impacts during peak park usage periods.

Design Certainty and Trust

Some participants expressed skepticism about how closely the final building would reflect what has been presented, referencing past developments that changed after rezoning approval. Participants emphasized the importance of transparency and continued engagement prior to Development Permit submission.

Traffic, Construction, and Pedestrian Safety

Concerns were raised regarding construction traffic routing, pedestrian safety, and cumulative impacts from ongoing development in the area.

Park Character and Heritage

Participants emphasized Riley Park's importance as a community and heritage asset and encouraged design responses that respect its character and users.

WHAT WE DID

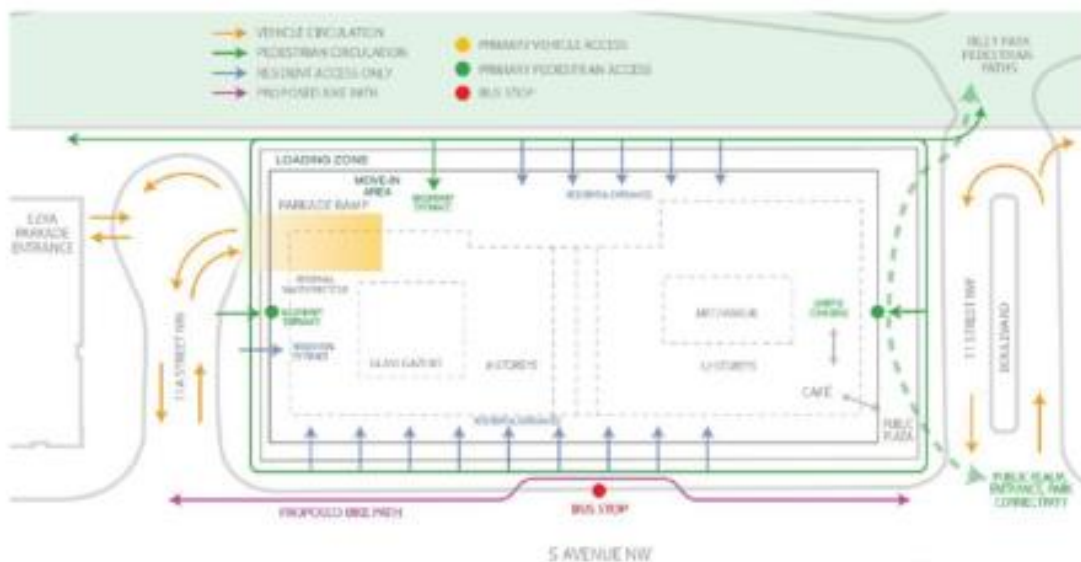
How Feedback Informed Project Evolution

Feedback received through the first public open house, Urban Design Review Panel (UDRP), Hillhurst Sunnyside Community Association discussions, and the second public open house directly informed the evolution of the project's Land Use approach, massing strategy, access planning, and public realm design. The following summarizes how key themes raised through engagement have been addressed to date.

Parkade Access and Interface with 11 Street NW

In response to feedback received at the first public open house regarding the location of the parkade entrance and concerns about impacts to the shared cul-de-sac with the adjacent Ezra development on 11A Street NW, the project team explored relocating the parkade access to 11 Street NW. Through subsequent discussions with the City of Calgary, it was identified that 11 Street NW functions as a heritage entrance to Riley Park and is planned for future public realm improvements. As a result, vehicular access from 11 Street NW was not supported by the City.

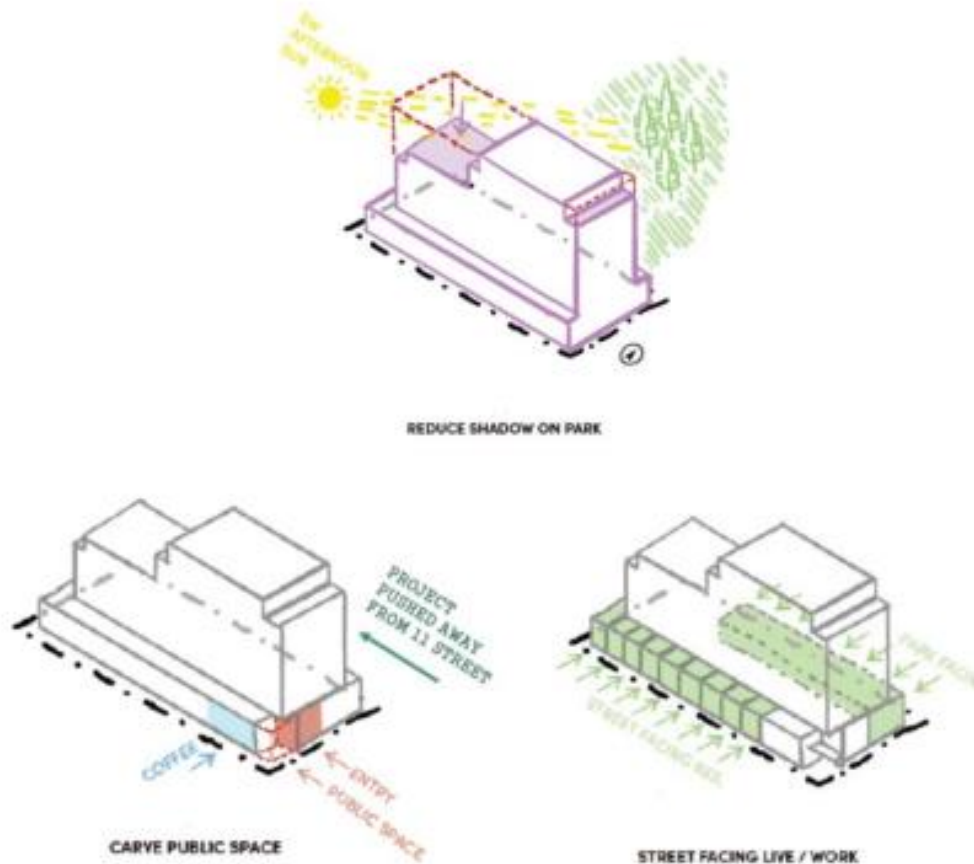
In response to this direction and UDRP feedback, the building massing was shifted westward within the allowable M-H3 setbacks. This adjustment allows for a more respectful built form along 11 Street NW and reinforces the importance of the Riley Park entrance, while maintaining functional site access, however it is noted that the City direction is at odds with the Community's articulated wishes.



Massing Strategy and Shadow Mitigation

Concerns regarding building height, massing, and shadow impacts on Riley Park were a central theme throughout engagement. In response, the massing strategy evolved from an earlier tower-based approach to a more articulated form that steps from lower heights adjacent to the park up to greater height toward the east.

The current massing places approximately eight storeys along the western edge of the site, increasing gradually toward a maximum of twelve storeys on the east side. This approach reduces shadow impacts on Riley Park, improves transition to adjacent development, and establishes a gateway condition at the eastern edge of the park. This gateway massing is intended to align with future development patterns east of 11 Street NW and anticipated public realm improvements along the corridor.



Podium Design, Step-Backs, and Pedestrian Experience

To address feedback regarding perceived scale and pedestrian comfort, the design respects M-H3 setbacks and incorporates a two-storey podium along public frontages. Upper floors are stepped back to reduce visual mass and improve the pedestrian experience at street level.

Additional step-backs and massing reductions are anticipated as the design advances through the Development Permit stage. These refinements are intended to further reduce shadowing from the upper storeys and create larger outdoor amenity spaces and patios for residents, particularly on upper levels.

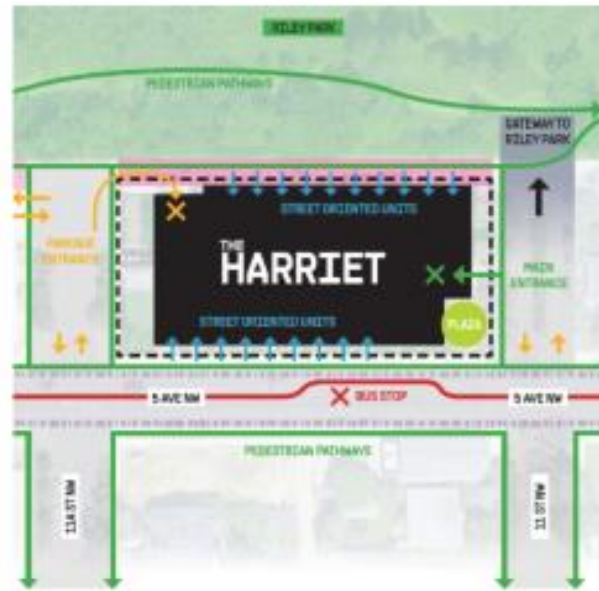
During the second Open House, one participant noted the glass atrium (gym/social area) on top of the eight floor should be noted in elevations and possibly constitutes another storey. The atrium will be glass and significantly set back from all edges on the roof of the eight floor. Elevations will be annotated to indicate this reality.



Public Realm, Café, and Plaza Interface

Strong interest was expressed in the quality of the public realm and the role of ground-floor uses. In response, particular emphasis is being placed on the café space at grade, including its interface with the public realm and whether it functions as a commercial or resident-oriented amenity. The main building entrance on the east side is designed to engage a publicly accessible plaza located at the southeast corner of the site, reinforcing activity and visibility adjacent to Riley Park.

The integration of the 5 Avenue NW bike lane, on-site bike parking, and nearby bus stop is being carefully considered through landscape design to ensure a cohesive and safe pedestrian environment.



Lane and Service Consolidation

In response to UDRP feedback and community concerns regarding laneway impacts, waste and recycling, loading, and parkade access have been consolidated on the west side of the site. The East-West laneway adjacent to Riley Park is proposed to be remediated into a pedestrian-oriented space (similar to the laneway on the North side of Ezra, shown to the right), minimizing service functions and improving safety, comfort, and usability.

This approach reduces conflicts between vehicles and pedestrians and strengthens the interface between the building and the park edge.

Heritage Considerations

During the second public open house held on January 16, 2026, following the formal question-and-answer period, a representative of the Hillhurst Sunnyside Community Association with a heritage focus engaged the project team to discuss opportunities for intentional heritage integration within the development's public realm. The representative emphasized the historical significance of the Riley family and Riley Park and requested that future design work include specific engagement to explore how this history could be meaningfully acknowledged. The developer welcomed this request and expressed openness to working collaboratively with HSCA heritage representatives, the City, and other relevant stakeholders to identify appropriate opportunities for heritage recognition as the project advances.

As part of this discussion, several known and tangible heritage elements were identified for consideration, including the retention and reinstatement of existing sidewalk heritage stamps along the street frontage, the commemoration of the historic lilac bushes along 11 Street NW through retention where feasible and replacement planting within the new development, and participation in the improvement and remediation of the historic 11 Street NW entrance to Riley Park. The project team expressed support for exploring how this entrance could be enhanced to function as the primary park gateway, in coordination with City Parks and future public realm upgrades. These heritage considerations would be further explored during the Development Permit stage, where detailed landscape design, public realm treatments, and interpretive elements can be refined in alignment with City policies and community input.



CONCLUSION

The engagement process for The Harriet on Riley Park has provided valuable input from community members, organized stakeholder groups, and City review bodies. This feedback has informed revisions to the Land Use approach, massing strategy, and engagement planning. The Applicant remains committed to transparent communication and ongoing dialogue as the project advances.

Ongoing Design Development

The project continues to evolve in response to stakeholder feedback and City guidance. The transition from a Direct Control District to standard M-H3 zoning, combined with the change in architectural team in late 2025, resulted in a revised massing approach that aligns more directly with City policy, zoning rules, and community input. Further refinements related to massing articulation, landscape design, public realm treatments, and building detailing will continue through the Development Permit process.