

Applicant Engagement Synopsis



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ABOUT the REPORT

The following report provides an outline of our engagement process and what was heard through these activities between September 2018 and May 2019 for the proposed Victoria on the Park Development in the Hillhurst Community. Spray Group in conjunction with Hive Developments and Casola Koppe Architects has proposed a new multi-family residential development, located at the community of Hillhurst, between 11th and 10th street, along 5th Avenue NW. The proposed development will be 19.8 m high that consists of a maximum of 79 residential apartments, with a mix of 1, 2 and 3 bedroom unit.

Please note that this project was initially referred to as 'Five Eleven', but has now been re-branded 'Victoria on the Park' in acknowledging local history, where 5th Ave NW was known as Victoria Ave in the early 1900's.

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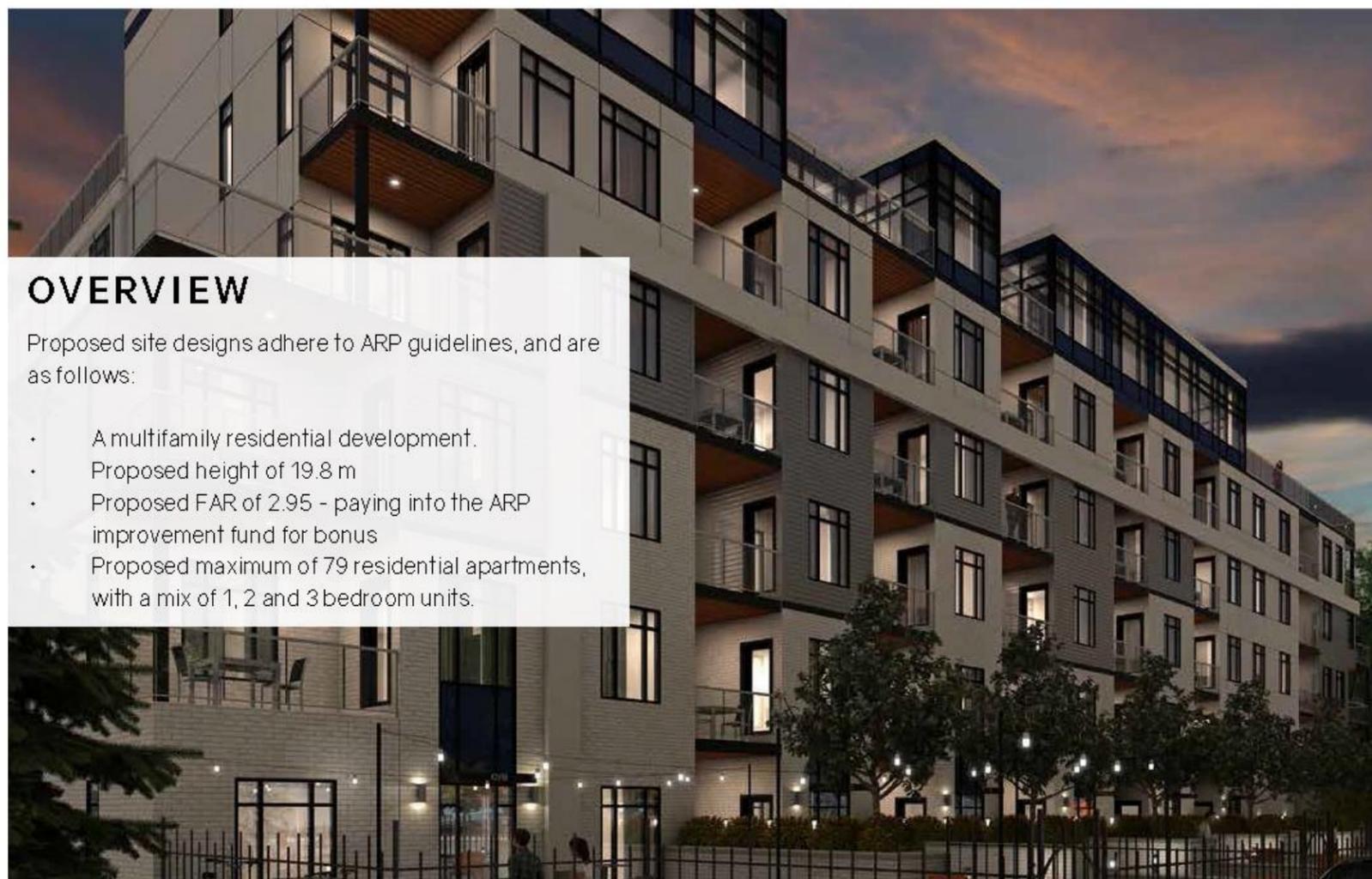
THE DEVELOPMENT



SITE CONTEXT

The proposed site for the Victoria on the Park development abuts Riley Park, and is situated in the community of Hillhurst, between 11th and 10th street, along 5th Avenue NW.

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OVERVIEW

Proposed site designs adhere to ARP guidelines, and are as follows:

- A multifamily residential development.
- Proposed height of 19.8 m
- Proposed FAR of 2.95 - paying into the ARP improvement fund for bonus
- Proposed maximum of 79 residential apartments, with a mix of 1, 2 and 3 bedroom units.

Back view (night)



Front view (night)

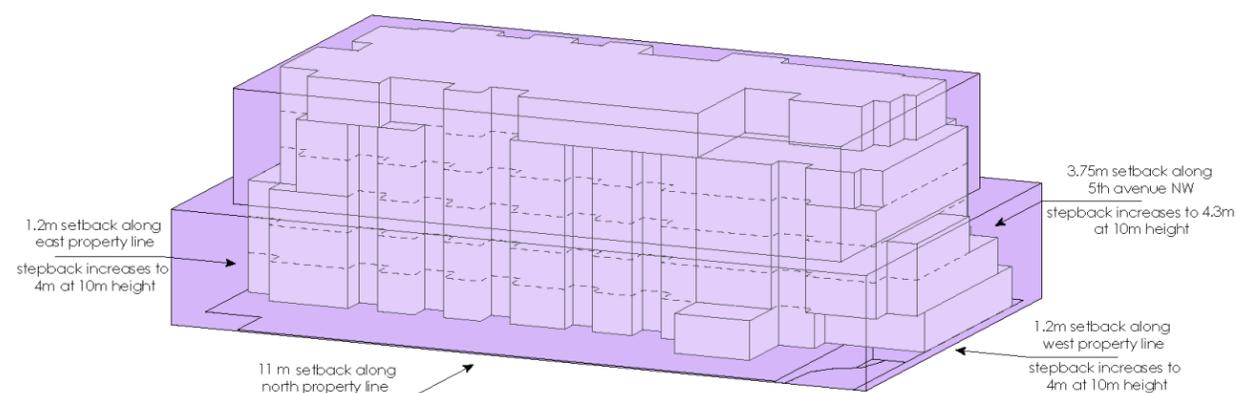


Back view (day)

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SETBACK DETAILS

PROPOSED RILEY PARK MULTI-FAMILY DEVELOPMENT
NORTH BUILDING FACE



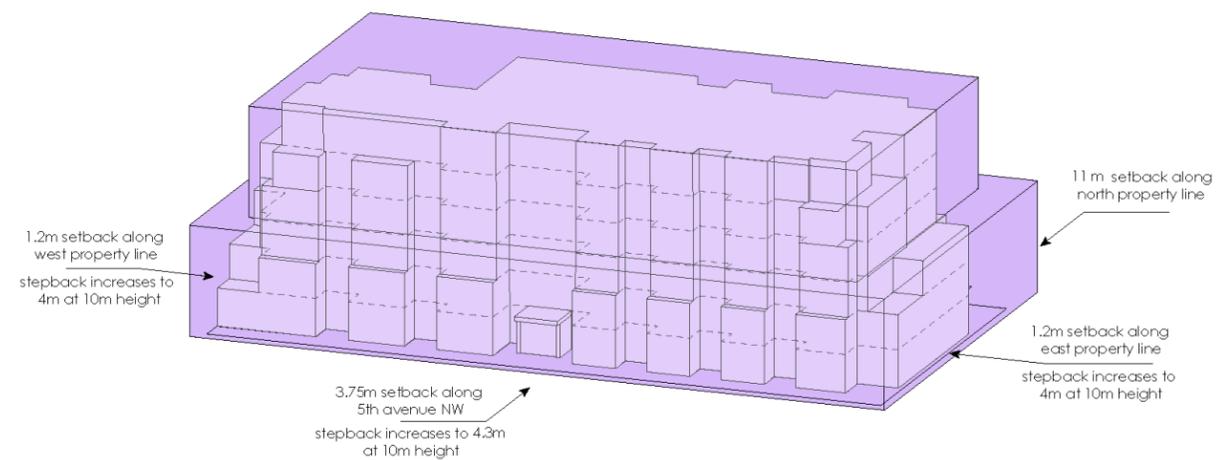
ALLOWABLE UNDER LAND USE BYLAW

Setbacks: 0m along all property lines
Stepbacks: 4m above 10m
Building Height: 20m
FAR: 4.0

PROPOSED WITH THIS PROJECT

Setbacks: 1.2m along east and west property lines
3.75m along south property line
11.5m along north property line
Stepbacks: 4m above 10m along east and west property lines
4.5m above 10m along south property line
Building Height: 19.8m
FAR: 2.95

PROPOSED RILEY PARK MULTI-FAMILY DEVELOPMENT
SOUTH BUILDING FACE



ALLOWABLE UNDER LAND USE BYLAW

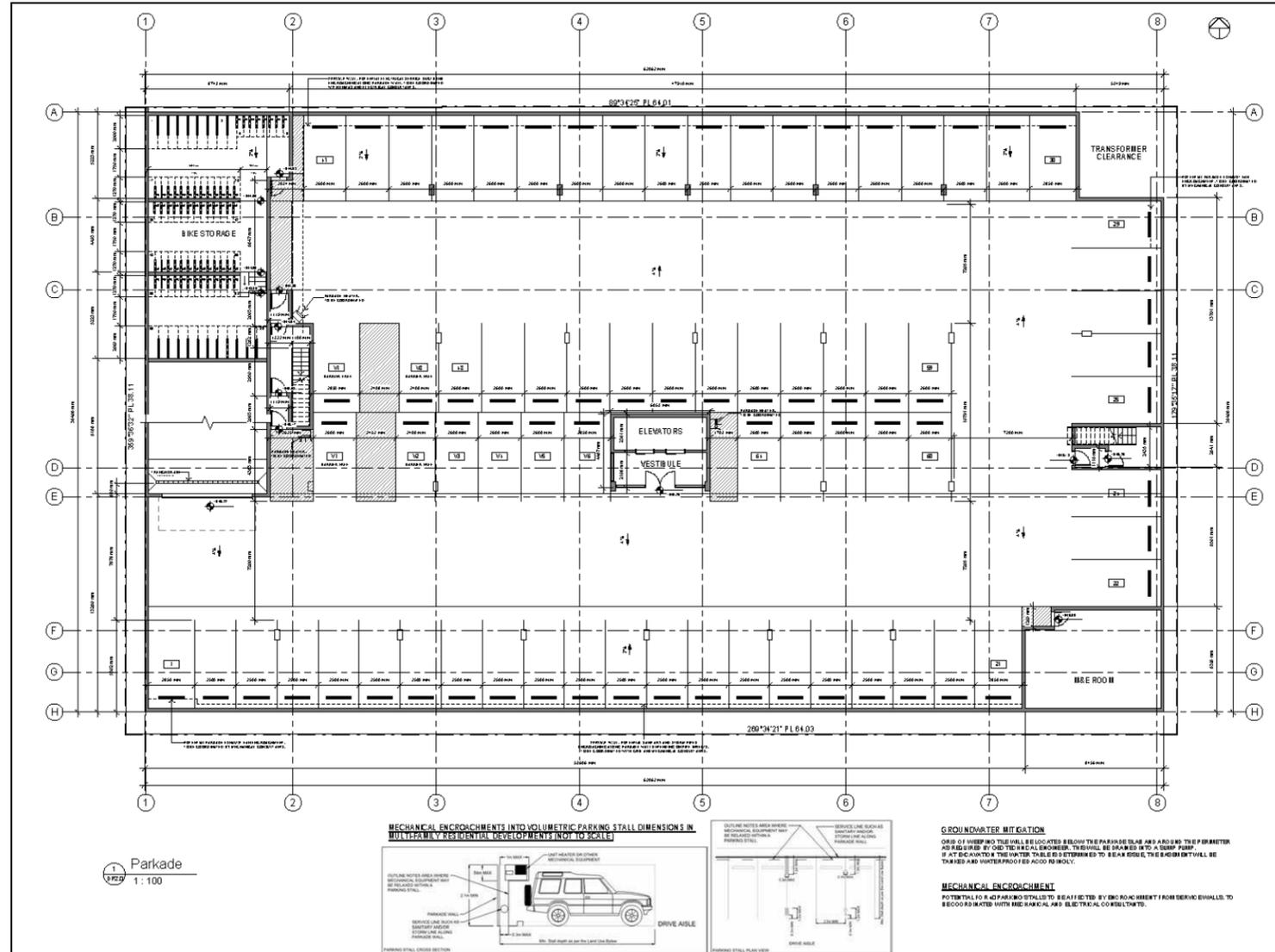
Setbacks: 0m along all property lines
Stepbacks: 4m above 10m
Building Height: 20m
FAR: 4.0

PROPOSED WITH THIS PROJECT

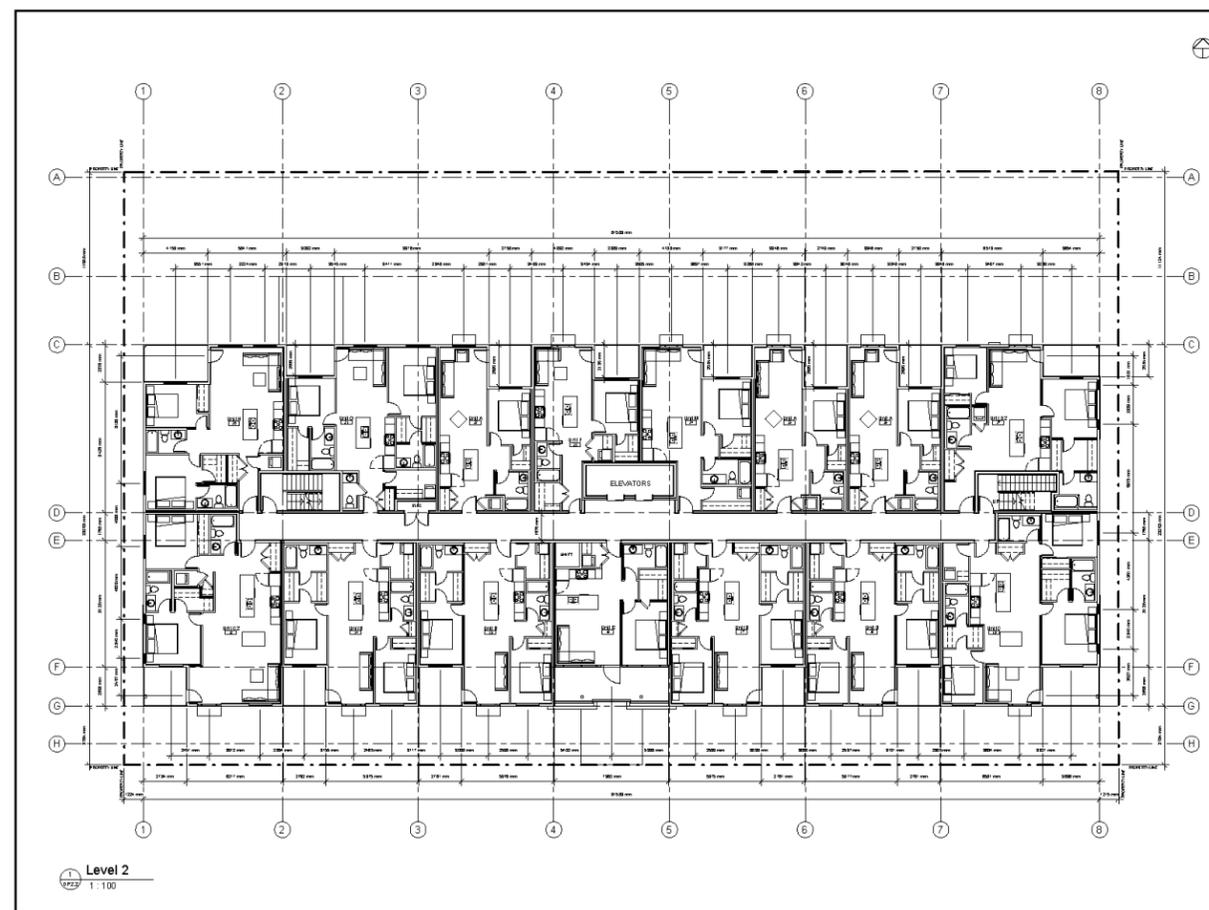
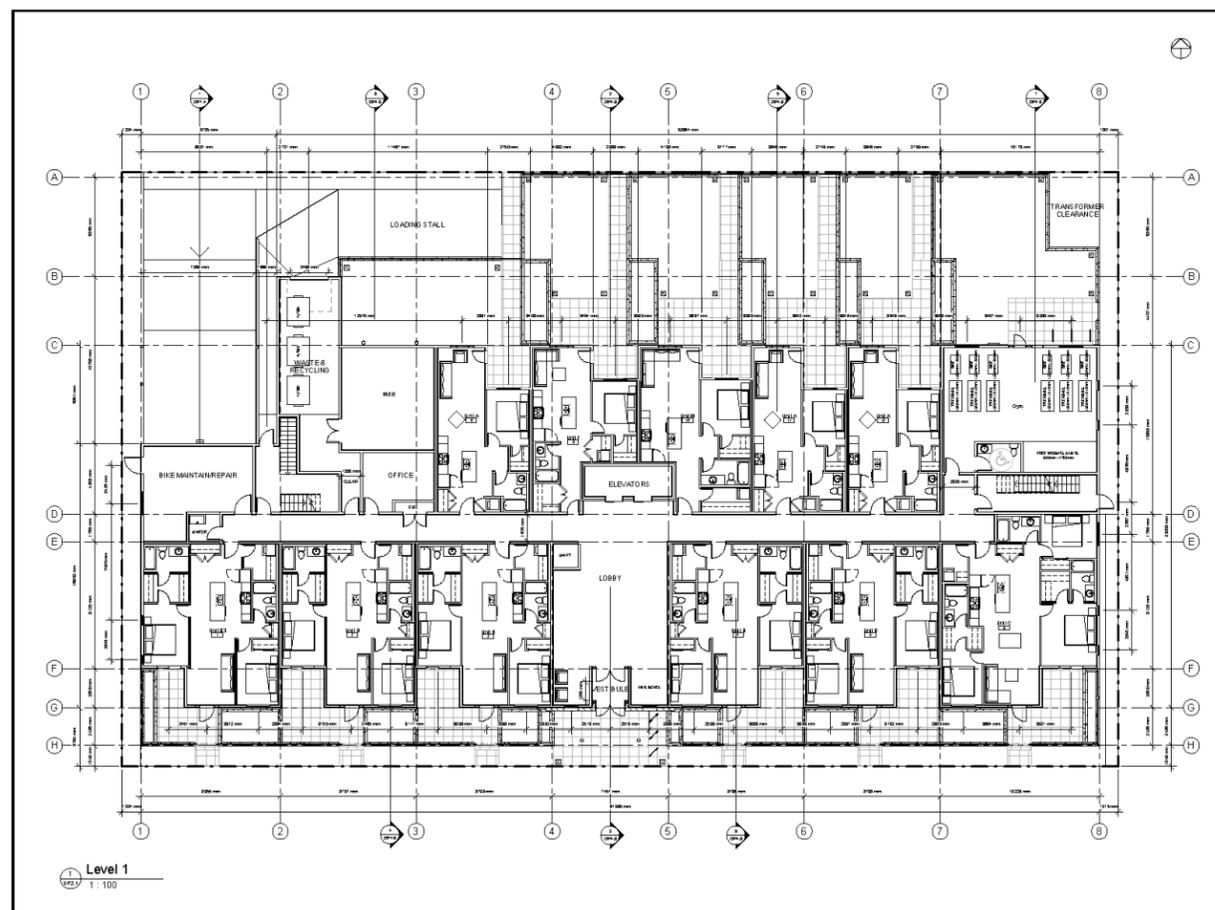
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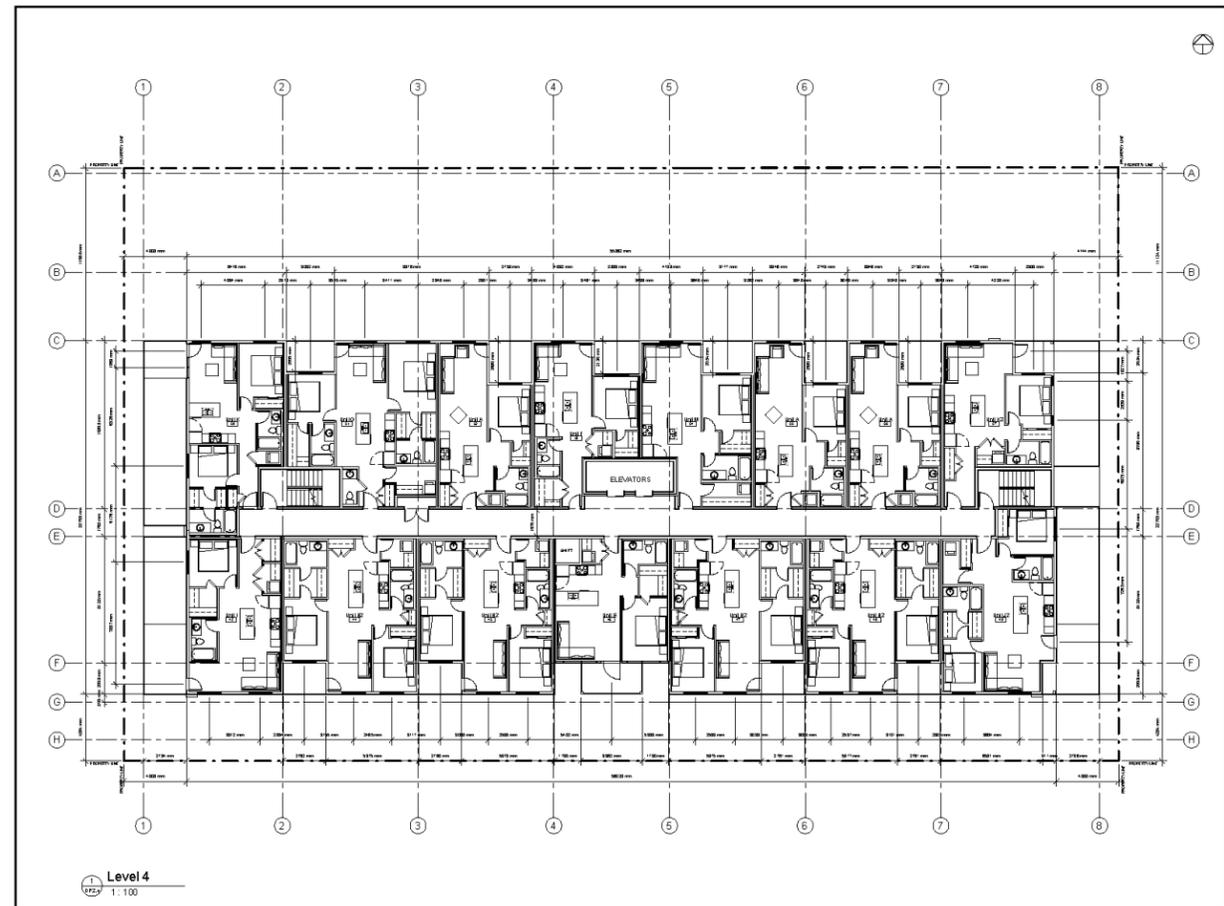
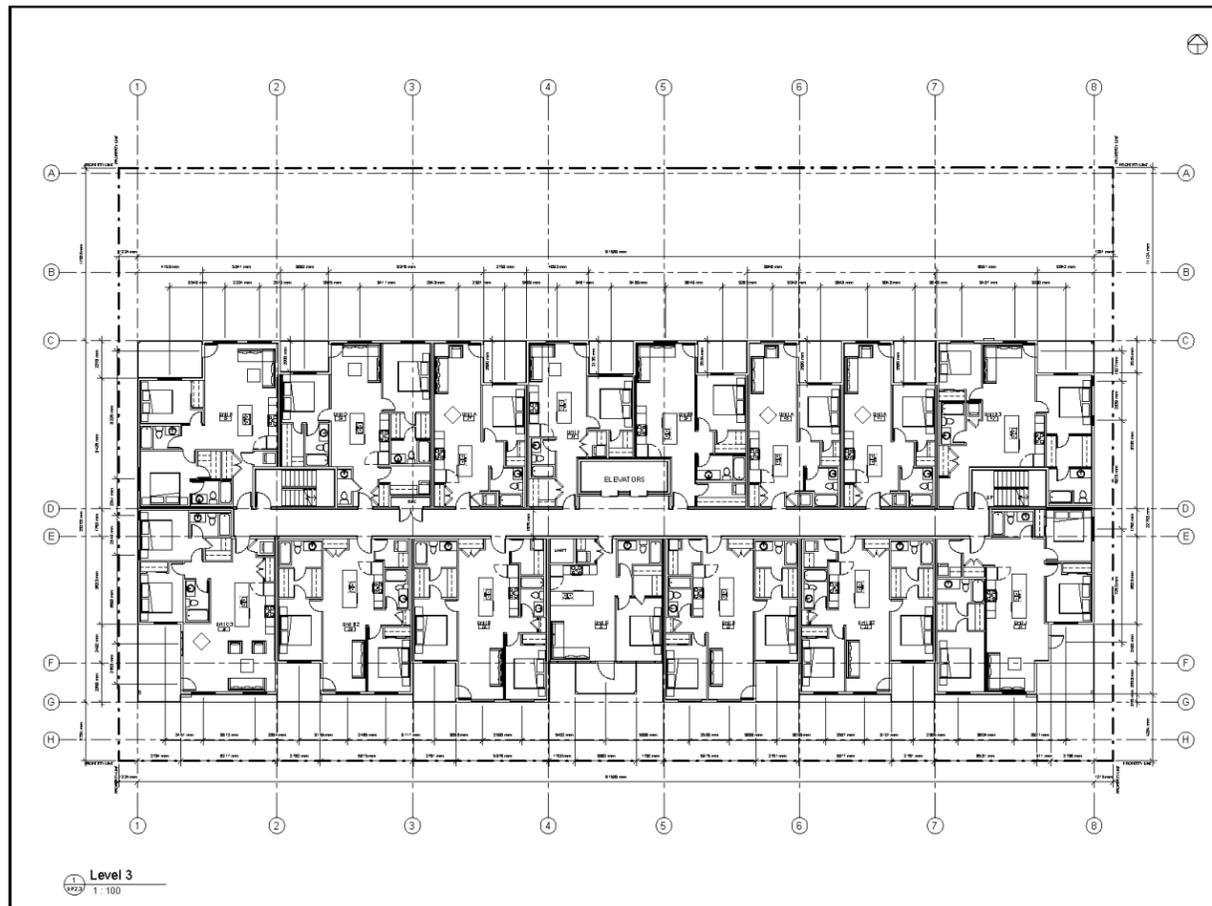
PROPOSED PARKING LOT & FLOOR PLANS



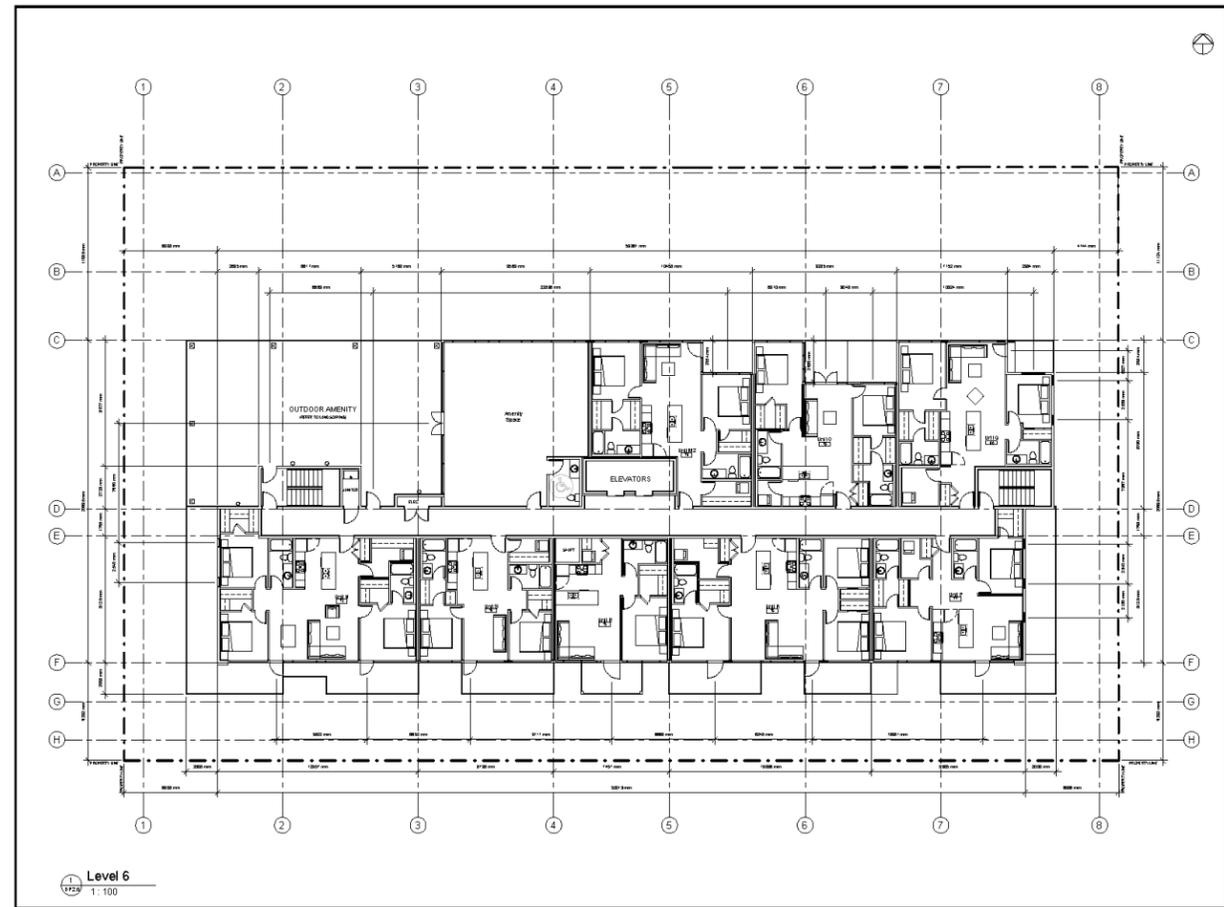
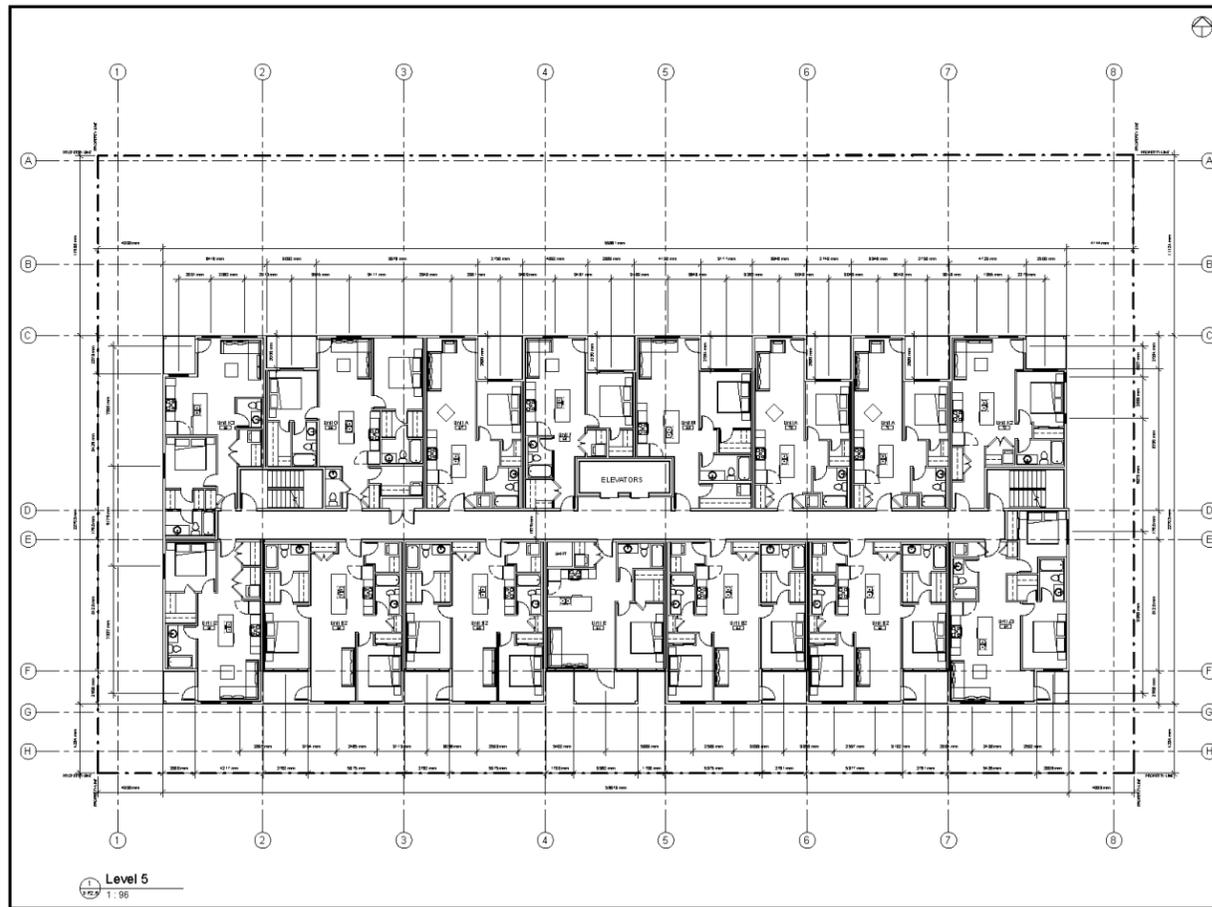
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DESIGN GUIDING PRINCIPLES

All principles were based on the Hillhurst Sunnyside ARP and 5th Ave NW Urban Design Concept drafted in 2012 by the City and the HSCA.



1. Respect street character & evolution

Building / site facade

- Street oriented
- Setbacks from street and lanes = 0m
- Maximum height is 20m

2. Promote a vibrant & interesting place

Density + discretionary use

- Medium density, mid-rise residential
- Max FAR is 4
- Limited small commercial uses on ground floor

*FAR is the ratio of a building's total floor area (gross floor area) to the size of the piece of land upon which it is built. Higher ratios imply more dense developments.

3. Promote transportation safety and choice

Parking

- No minimum for pure multi-residential
- 1 vehicle access point from 11 OR 11A Street
- Part of the City's plan for 5th Ave NW involves increased pedestrian comfort with an improved pedestrian realm and a safe and clear bike corridor

•Keep in mind that this is a TOD site, that is an approximately 5 min. walk away from an LRT station and a couple minutes away from several bus routes

4. Promote harmony with the park and public space

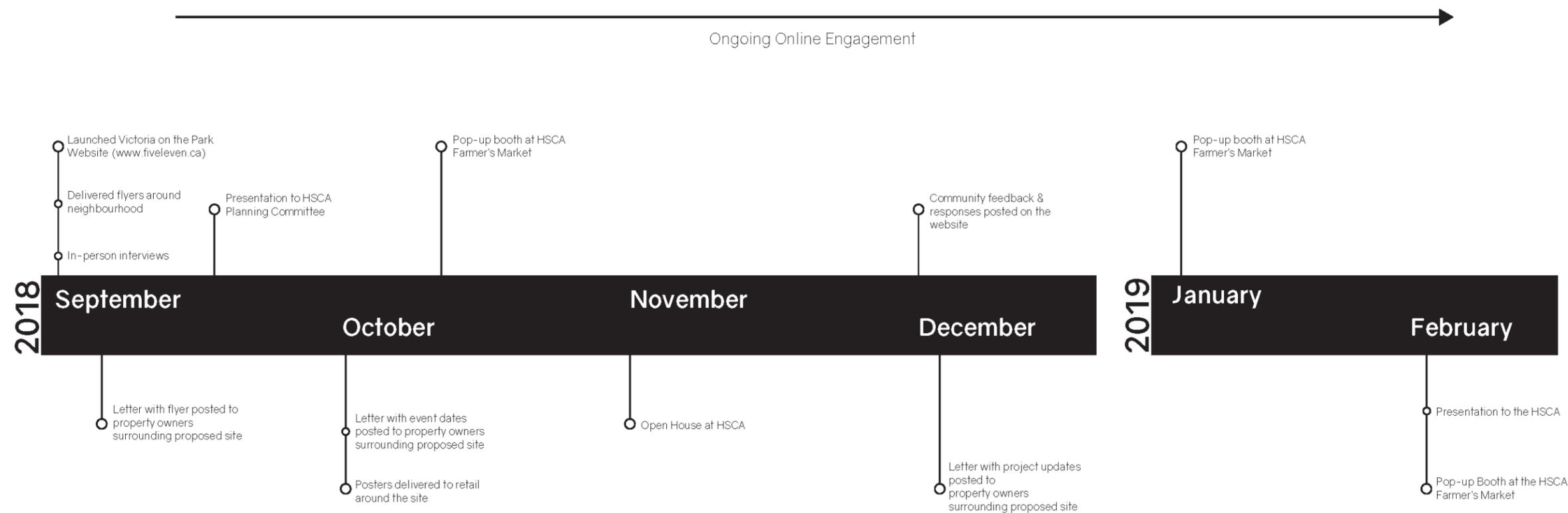
Park -Public interface

- Want a less "bleak" transition from park to the site
- This will contribute to the safety and vibrancy of the area

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COMMUNITY ENGAGEMENT PROCESS

ENGAGEMENT TIMELINE



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METHODS

OVERVIEW

In keeping with facilitating an inclusive and transparent process, a mixture of face-to-face, virtual, and place-based methods were used. These ranged from personal flyer deliveries to residents around the site, to soliciting feedback via online webforms and having attendees respond to proposed designs via storyboards.

METHODS

- Presentation HSCA Planning Committee
- In-Person Interviews
- Open House
- Pop-Up Booths
- Website
- Advertisement

CIRCULATION

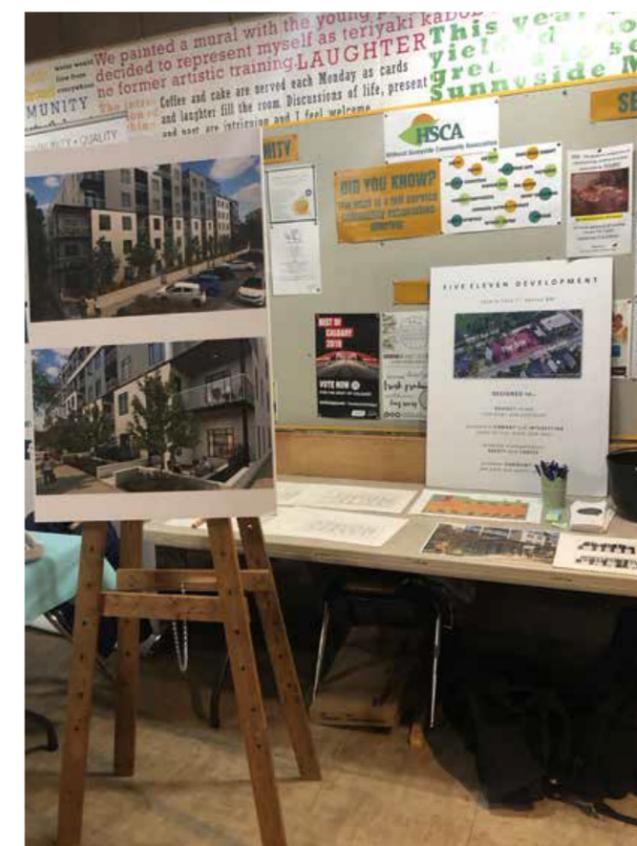
25,000 +/-

The total number of times the Victoria on the Park project was likely exposed to the public

AWARENESS

5,000 +/-

Based on circulation, the likely number of times that the message is noticed



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PRESENTATION

Meetings with the Hillhurst Sunnyside Community Association planning committee were held on Tuesday, October 9, 2018 and Tuesday, February 12, 2019. The document presented to committee members included, among other things, the site plan, design guiding principles, and an outline of the stakeholder engagement process.

SITE PLAN

1128 5th Ave NW to 1116 5th Ave NW




Property Specifics
Building Height is 65' or 19.8m
Maximum build of 20m and FAR of 4.0
Residential, Apartment Style – up to 79 units

2

GUIDING PRINCIPLES

All principles are based on the Area Development Plan (ARP) and the 5th Avenue NW Urban Design Concept drafted in 2012 by The City and the Community Association.

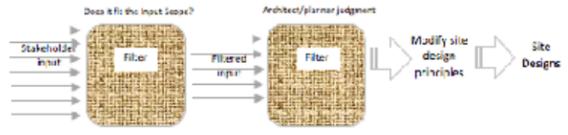
Principle	Target	Question(s)	Input → Output
Respect street character and evolution	Building/site façade	What features would you like to see incorporated into the building?	Precedent Choices ↓ General Principles ↓ Design
Promote a vibrant and interesting place	Density + discretionary use	<i>Education focus</i>	Precedent Choices ↓ General Principles ↓ Design and/or Policy (The City)
Promote transportation safety and choice	Parking	<i>Education focus</i>	Design Suggestions ↓ General Principles ↓ Design
Promote harmony with the park and public space	Park-Public interface	How would this site be synergistic with the park and the public realm? What features do you think should be there?	
Open Comments		Any other thoughts about how this site development can contribute to a safer, more vibrant, and inclusive 5 th Avenue NW?	

3

Storyboards:
Background & framing section

- Board 1*: outlines the city plan for 5th Ave NW (pull some renderings from "5 Ave NW Urban Design Concept 2012" doc)
- Board 2* provides:
 - Aerial pic of site, similar to what's already on the fiveeleven.ca website
 - Input scope = building designs + interface with the park & public space
- Board 3* clarifies that the following 4 proposed principles will frame our site designs.
 - Respect street character and evolution
 - Promote a vibrant & interesting place to live, work, and play
 - Promote transportation safety and choice
 - Promote harmony with the park and public space

Also include a diagram like the following that outlines how feedback will be used:



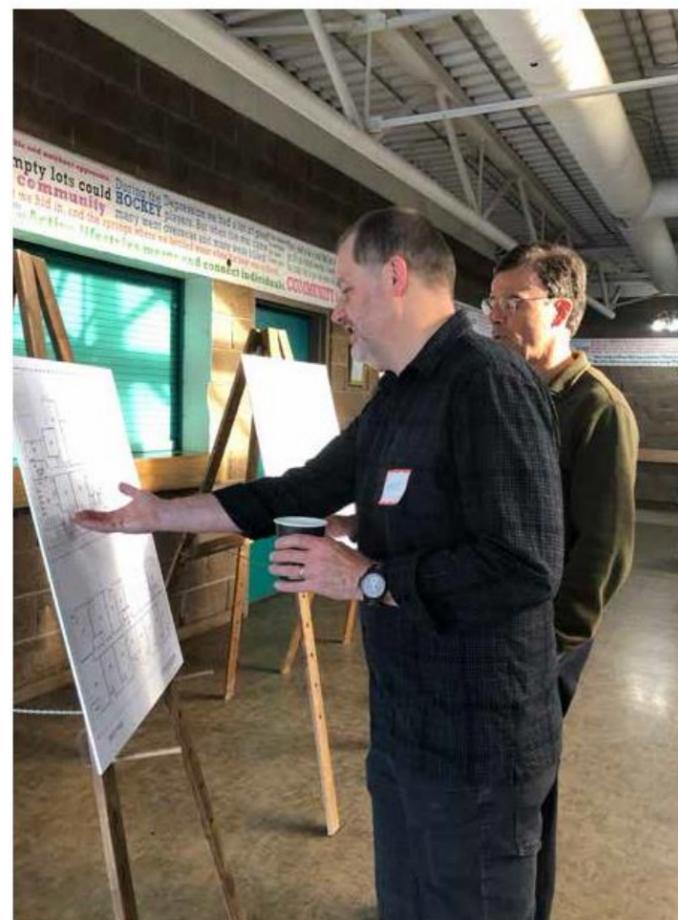
Education and feedback section

- Board 4* is titled after principle #1, divided into 3 sections, with each section holding a picture of a precedent (i.e. Lido by Battistella etc.). Instruct attendees to rank their preferences by sticking the number stickers provided under each precedent, and tack on sticky notes in the spaces underneath each precedent explaining reasoning for their choices.
- Board 5* is titled after principle #2. Include site plan, followed by something like the following statements:
 - Reasonable levels of density = more residents to support local business and contribute to a more vibrant and interesting neighbourhood.
 - Although our site zoning allows certain discretionary uses, such as "X", "Y", "Z". However, we will limit this site to purely residential uses
- Board 6* is titled after principle #3. Include:
- A rendering of 5th Ave NW (again, you can draw on stuff in the "5 Ave NW Urban Design Concept 2012" doc) that focuses on vehicle mode-share & the pedestrian realm development that maximizes the amount of residential, business and leisure space within walking distance of public transport"
 - Include a diagram that shows transit and biking path access to the site. Highlight walking distances by time to LRT station and other nearby bus routes.

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IN-PERSON INTERVIEWS

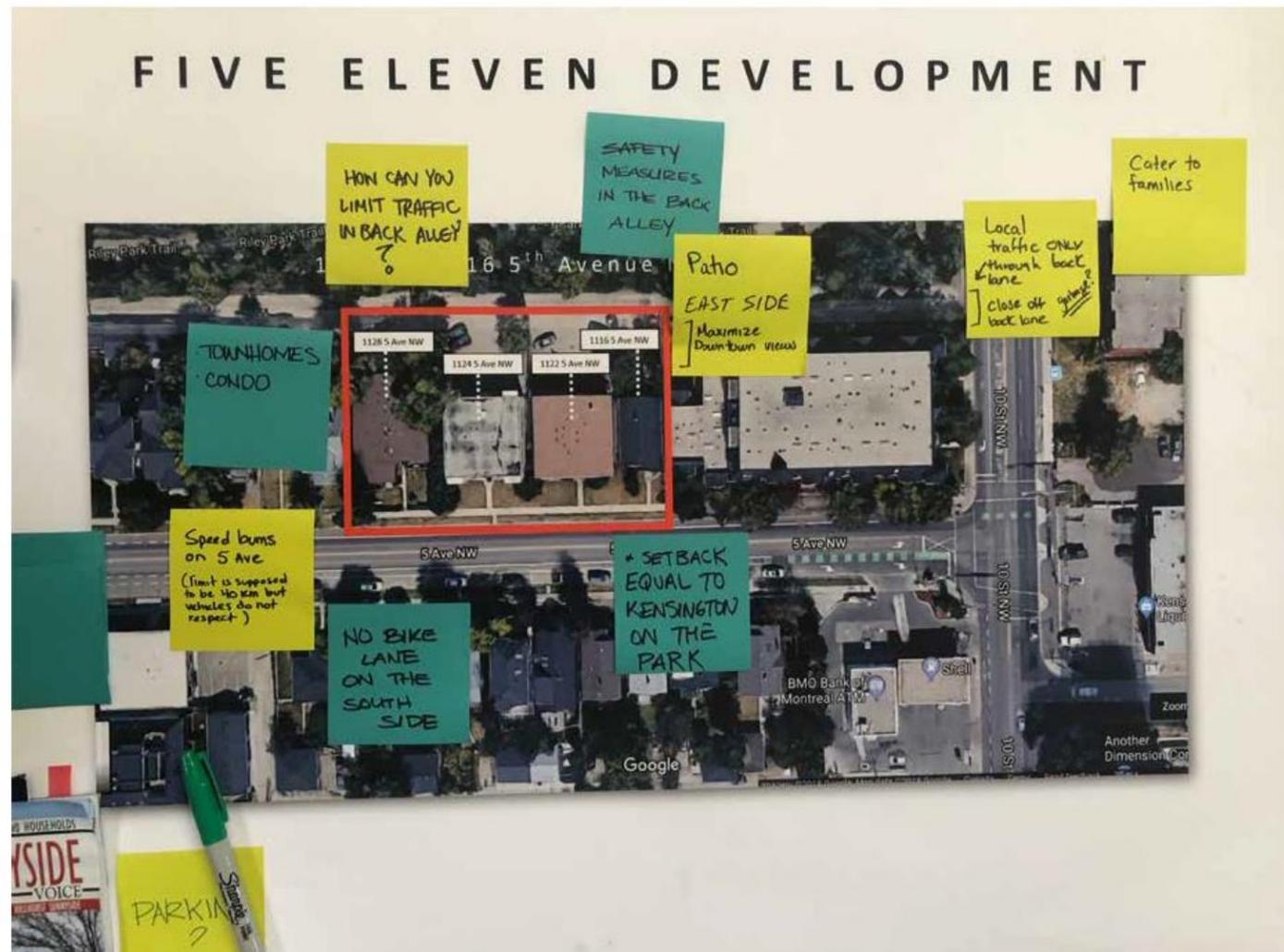
Intentional face-to-face interactions took place, through door knocking, community meetings, and interviews. The most common conversations occurred while visiting all residents surrounding the project site over the course of a few weeks in September 2018. Useful dialogue around various desired and undesired attributes of any proposed multi-residential development at the proposed site occurred. Personal invitations to visit the project website and attend further events were also provided. One-on-one meetings with four individual community residents also took place, where various project concerns were discussed.



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OPEN HOUSE

An Open House held on November 10, 2018, from 10:00 AM - 5:00 PM, at the Hillhurst Sunnyside Community Association (HCSA) allowed attendees the opportunity to provide written and verbal feedback. The proposed designs were displayed on tables where attendees could place comments and suggestions while engaging members of the project team.



18 ATTENDEES

40 RECORDED RESPONSES

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POP-UP BOOTHS

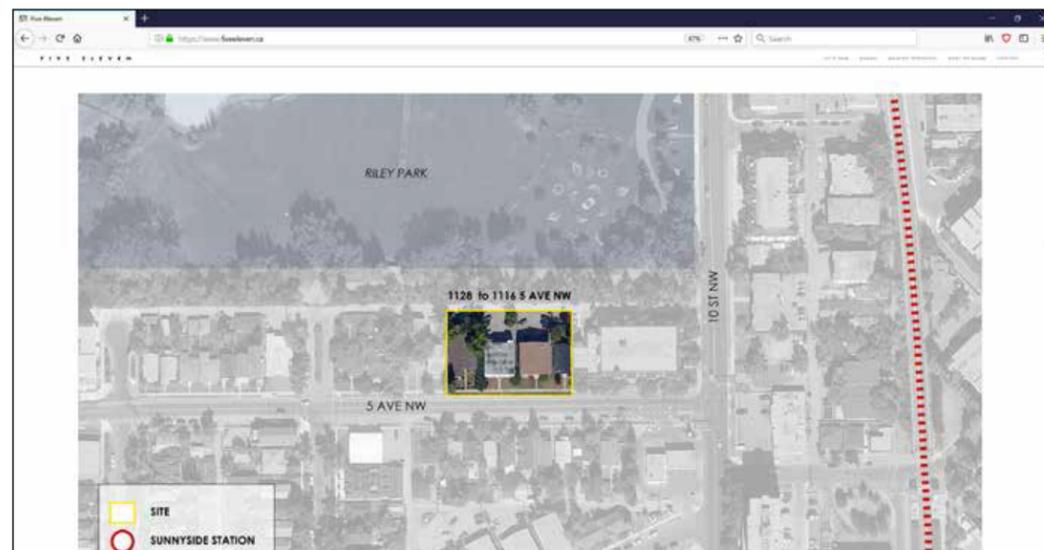
The Pop-up Booth took place at the weekly Hillhurst Sunnyside Farmer's Market on October 24, 2018, January 30, 2019 and February 6, 2019 from 3:00 PM - 7:00 PM. At the Pop-up Booth, the outline of the proposed development was provided, and the framing design principles was laid out. In addition, the project team solicited input on the Riley Park -proposed site interface and general site design, and attendees were encouraged to comment on three site design precedents in the general area.



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WEBSITE

The project website (fiveeleven.ca) launched in September 2018. The following are screenshots from the project website as of February 2019. The website highlights the design specifics of the proposed development, community engagement and feedback processes, and a page for ongoing feedback and communication.



As of April 22, 2019

1,160 VISITS

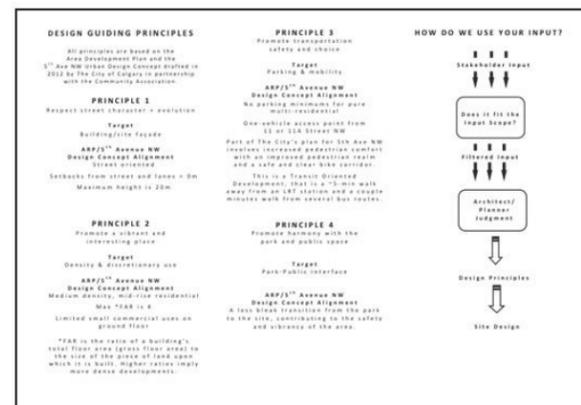
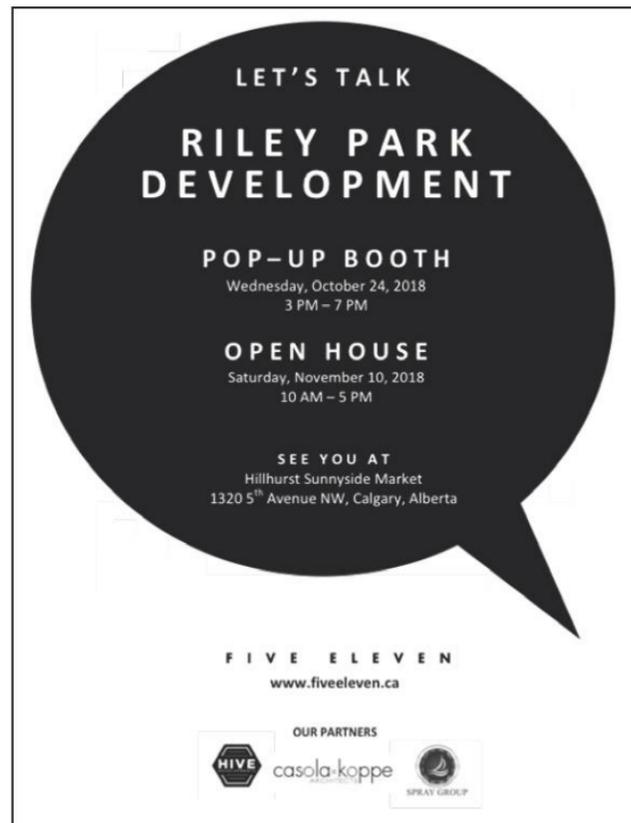
3,046 PAGE VIEWS

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ADVERTISEMENT

Flyer & Poster Drop Off

Flyers and posters were distributed by hand during the week of September 17th, 2018 in the community of Hillhurst Sunnyside announcing the proposed development. Community members were encouraged to visit the project website and provide feedback. In addition, posters were delivered on October 12, 2018 to the following businesses around the project site:



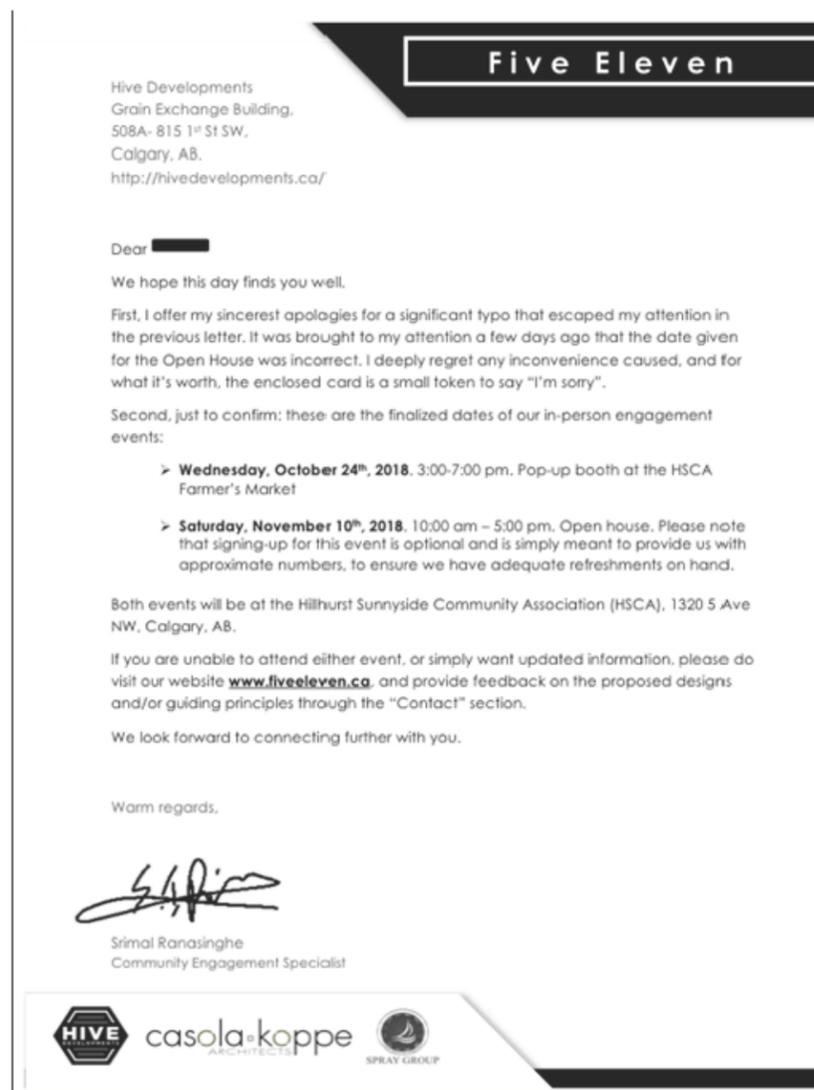
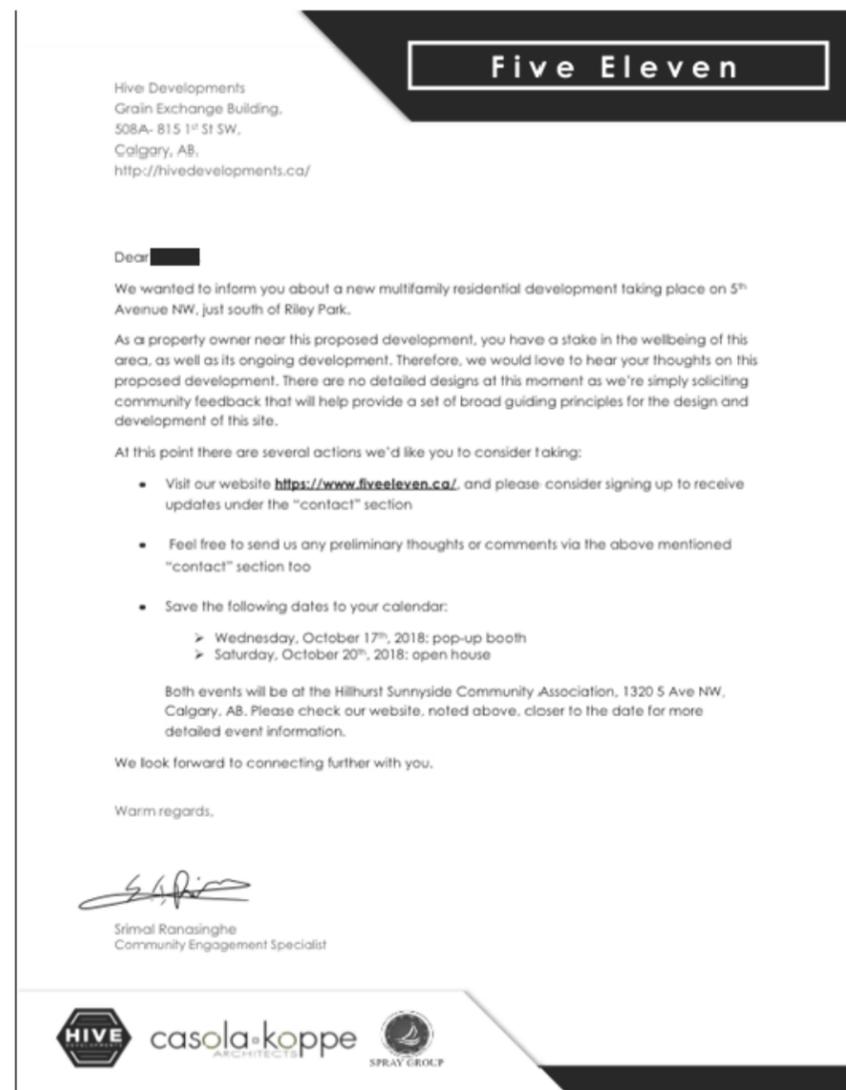
- Shell 505 10 St NW
- Pushing Petals Inc 1209 5 Ave NW
- Lifesport 1110 Gladstone Rd NW
- Royal Bank 417 10 St NW
- Pho HouZ Vietnamese Kitchen 411 10 St NW
- Kensington Freshii 409 10 St NW
- Cobs Bakery 407 10 St NW
- Frilly Lilly Beauty Salon 1106 3 Ave NW
- Second Cup 338 10 St NW
- Sidewalk Citizen Bakery 338 10 St NW
- Safeway 410 10 St NW
- Inner Balance Spa 424 10 St NW
- Another Dimension Comics 43 4 Ave NW
- Kensington Liquor Cellar 506 10 St NW #1A



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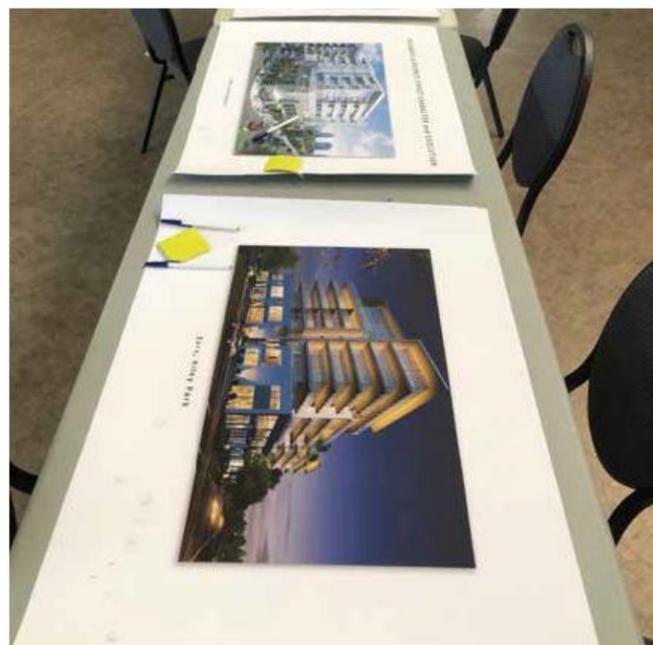
Mailed Letters

A letter was mailed out on October 1, 2018 to property owners around the proposed site, announcing the proposed development. Readers were encouraged to visit the project website and provide feedback and were invited to in-person meetings. Follow up letters were also mailed out with updated dates of the Open House event and Pop-Up Booths.



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WHAT WE HEARD



OVERVIEW

To date, we have connected with almost 100 participants in-person, had almost 2000 passive electronic engagements, and received almost 200 unique pieces of feedback. The overall IAP2 spectrum (International Association for Public Participation) level of engagement for this project was consultation, which aims to obtain community feedback on the proposed designs and their connectivity to the design guiding principles and the Hillhurst Sunnyside ARP. This section layouts the feedbacks collected from the community as well as the developer's response and acknowledgement of the community.

COMMUNITY FEEDBACK

Feedback from various stakeholder groups came through the following modes:

- Organized Events: Pop-Up Booths and Open House
- Face-to-face interviews through door-knocking and personal appointments
- Presentations to the Hillhurst Sunnyside Community Association Planning Committee
- Urban Design Review Panel & Councillor Review Response

Iterative feedback from our various modes of community engagement provided useful direction to our project architects in creating site designs, floor plans, and renderings. While some of the finer-grain details are currently being worked out, overall feedback all fell under the following themes which will be addressed in more detail on the following pages:

- Appearance: materials, community character, shadowing/height
- Site design: unit size, deck design, ground-floor unit access
- Mobility: parking, bike lanes, pedestrian realm
- Accessibility: affordability, family friendly housing provision, age and ability friendly
- Site-Riley Park interface: safety features, traffic and speed management, aesthetics
- Density: increased traffic
- Construction externalities: congestions and noise
- Discretionary use



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RESPONSE to COMMUNITY CONCERNS

The following is an itemized response from Casola-Koppe Architects, to the summary of concerns that have emerged through the community engagement process to date.

APPEARANCE

MATERIALS We are pleased to see that the comments do not ask us to transition to low-density housing, but it does ask for a visual/aesthetic transition between Kensington on the Park (KOP), and Ezra. Over time the rest of these blocks will be developed, with potential additional heights provided at corner locations. The proposed development, a 6 storey building, acts as the perfect intermediate solution between the modern 8 storey Ezra, and the more traditional KOP. With building step-backs and the definition of other features that contribute to general form and shape, we will provide a sensitive transition to KOP. Through the additional mix of traditional materials such as brick, granite, metal siding, architectural panel, glass, and spandrel panels, our site will provide a perfect transition between Ezra, and future development on the block.

COMMUNITY CHARACTER As previously mentioned, we will use materials that pay tribute to the character of some of the traditional elements of the community. E.g. brick. Furthermore, we are providing a rhythm along the street through features that create a series of vertical elements similar to the scale of the infill housing within the community. We will also incorporate design features such as a strong cornice line (a protruding horizontal trim/molding located at the top of wall) above the second storey, and a subsequent change of façade materials

SHADOW/ HEIGHT Through shadow studies, we have determined that there will be some shadowing on some of the West facing units of KOP. As the shadows are West, the sun will be quite low, and through shadow studies, we have determined that manipulating the massing of the upper stories on our site will have no significant impact on the shadowing of these balconies. It should be noted that the sun in the summer months sets Northwest, meaning that past 6PM little shadowing will be cast from our building. In this case, the trees in Riley park will continue to shade these balconies, as they always have.

SITE DESIGN

UNIT SIZE We were asked why the units are so small and whether they can be made larger. The market has driven the units smaller. Larger units require more rent, and that could potentially push the project out of a viable market. We have seen average size of units go down about by 10 to 15% over the last 10 years or so. Part of this is from shifting lifestyles where entertaining more than a few friends typically occurs outside of the home. This has also led to extraordinary efficiencies in layouts. We do have a variety of unit sizes ranging from 1br to 3br however.

DECK DESIGN Regarding questions around whether unit designs can accommodate larger decks: Decks form part of the building envelope, which means they are subject to setback requirements. All the decks in this site will exceed City requirements, and some of the upper floor units will have larger decks. The main floor patios will also be significantly larger as they are not subject to setback rules.

GROUND-FLOOR UNIT ACCESS All units facing the street will have direct access from outside. This falls under the requirements of "Street Oriented Design".

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MOBILITY

PARKING

We are constantly attempting to navigate the tension between the desire of the City to provide less parking, and communities, which typically want more. Although we expect a significant parking relaxation being granted by the City due to location and proximity to transit networks, such as an LRT station, we will be seeking only a small relaxation of 8 stalls. The parkade is maximized at one storey and will provide adequate parking at this location. The cost of an additional level of parkade could only be offset by additional units and density, resulting in a larger project with greater impact on the community. We will also provide 80 Class 1 Bike Stalls.

BIKE LANES

Although it is unfortunate that bike lanes along 5th may have impacted the availability of street parking for some residents, bike lanes fall outside of the scope of our work, and we recommend that concerned residents contact the Ward 7 office for further discussion. It should also be noted that permit street parking will not be available to residents in our development, as permits are not granted to multi family projects.

PEDESTRIAN REALM

We will work together with City staff, community association, our landscape architect, and developer to come up with a meaningful pedestrian experience. We will be exploring various design options such as boulevard trees, that can be planted at the front, and will create a landscape buffer using a mix of hard and soft landscaping options to create a transition between the public space of the sidewalk, and semi-private patios. While we will work toward designing a great sidewalk that provides a safe environment for pedestrians, the traffic on 5th, already limited to 40km/h, is outside the immediate scope of our work.

ACCESSIBILITY

AFFORDABILITY

This project is planned as a rental of a reasonable standard. This means market rates will be set and may not be consistent with everyone's notion of affordability or obtainability. As a simple answer to the question: "Can a regular working family afford this?"; most families can, but not everyone.

FAMILY-FRIENDLY HOUSING PROVISION

It is our intent to provide a limited number of 3-bedroom units. Although the market often pushes growing families into single family, townhouse, or row-house development, we will still offer the options of 3-bedroom units.

AGE + ABILITY FRIENDLY

The building is going to have barrier free access from the street, and the parkade will have an elevator. While we are not planning on providing adaptable units at this point, however, with an elevator, great lighting and generous corridors, this building will accommodate most people with limited mobility, including many looking to age in place.

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SITE-RILEY PARK INTERFACE

SAFETY FEATURES

We've heard complaints from area residents about light pollution from the Ezra, which necessitated the purchase of window shading. Therefore, we will collaborate with our lighting consultant to ensure dark sky lighting design for the exterior, meaning little or no light will spill past our property. We will also address potential SPTED (Site Protection through Environmental Design) issues through designing strategic lighting and increasing eyes on the public space

TRAFFIC & SPEED MANAGMENT

The traffic on 5th, and any calming that may be desired, fall outside the scope of this development, as noted previously. We will provide a safe zone for pedestrians around our site. Furthermore, as the rear lane is narrow, and we are prepared to pave it, we are willing to place some traffic calming measures there, if so desired.

AESTHETICS

We will work together with City planning and design teams and our landscape Architect to provide an attractive and meaningful urban context through paving patterns, colours, and a mixture of soft and hard landscaping. The focus will be on the site faces fronting on 5th as well as Riley Park.

DENSITY

INCREASED TRAFFIC

It is our understanding that the City did some traffic analysis at the time of rezoning for these parcels, in line with ARP policies. As this development is modest, it will not have a significant impact on traffic in the area.

CONSTRUCTION EXTERNALITIES

CONGESTION & NOISE

The developer will also be the contractor for this project. Our team is skilled and has extensive experience with tightly constrained inner-city sites. While construction of this building will have some impact on nearby residents, we will do our best to minimize this. For example, permits for lane closures will have to be requested, and noise bylaws will have to be adhered to. It is also our recent experience that most contractors and sub-contractors are acutely aware of the need for sensitivity when working in an area near families and behave accordingly.

DISCRETIONARY USE

MIX USE COMPONENT

There is some desire to include a small café or restaurant fronting Riley Park. While we love this idea personally, it is not a viable business plan and would complicate this application significantly. Some of the reasons include:

- The lane and row of trees create a strong boundary between our site and the Park,
- It is too removed from the highly dense Kensington Retail strip,
- It would complicate loading, waste and recycling pick up and visitor parking in the lane.

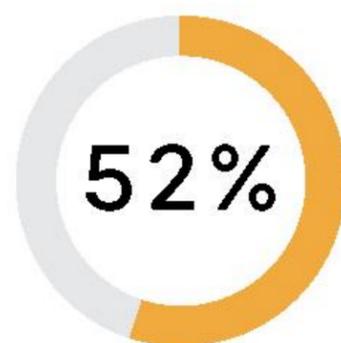
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POP-UP BOOTH SURVEY

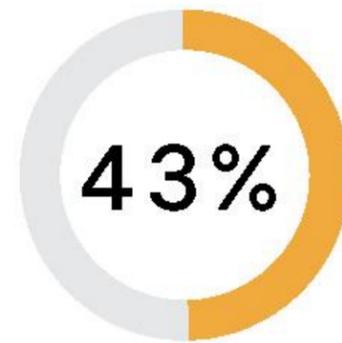
OVERVIEW

The following storyboards were displayed at the Pop-up Booth. Community members were encouraged to contribute thoughts on how the proposed development can provide a safer, more vibrant, and inclusive community. The project team solicited input on the Riley Park-proposed site interface and general site design, and attendees were encouraged to comment on three site design precedents in the general area by ranking these in order of preference, from 1 to 3. The results of the survey held at the Pop-up Booth allowed us to get a sense of what sorts of building materials and facades were considered to fit in with "community character".

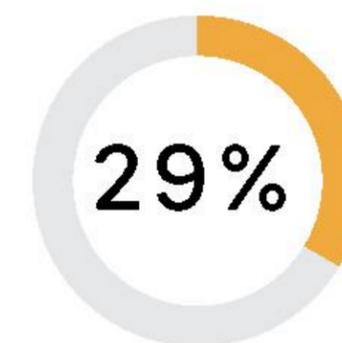
Percentage of being ranked #1



ST. JOHN'S ON 10TH



EZRA, RILEY PARK



LIDO, KENSINGTON

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URBAN DESIGN REVIEW PANEL & COUNCILLOR REVIEW RESPONSE

OVERVIEW

The following table summarizes the comments and suggestions received from the City's Urban Design Review Panel and the architect's responses to each comments.

Urban Design Element	UDRP Commentary	Applicant Response
<p>Context Optimize built form with respect to mass and spacing of buildings, placement on site, response to adjacent uses, heights and densities</p>	<p>The proposal is similar in scale to new and anticipated multifamily residential for this area adjacent to Riley Park. However, the distribution of the massing against 5th creates a large wall to the street. Setbacks at upper levels and material changes should be considered to reduce the apparent scale along the street. Shading does not appear to be an issue given the positioning of the building and presence of large trees on the edge of the adjacent park.</p>	<p>We have reworked the materials on the top floor, as well as the transition from the 4th floor to the 5th floor. Darker metal siding has been replaced by white metal panel cladding. Glazing has been added to several areas on the 5th floor that ties up into the 6th floor. More glazing has been added all the way around the 6th floor in order to help reduce the perceived mass.</p>
<p>Human Scale Defines street edges, ensures height and mass respect context; pay attention to scale</p>	<p>Concern about massing along 5th Avenue (see above) and the potential to create more variance in the face above grade. As well, at grade, there may be benefit in increasing the stature/scale of the main front entrance.</p>	<p>Principle entrance has been reworked, front door has been increased in size, more lighting elements added.</p>
<p>Connectivity Achieve visual and functional connections between buildings and places; ensure connection to existing and future networks.</p>	<p>The rear lane would benefit from an enhanced treatment, and the development of this site will result in the lane being paved and the area enhanced. It would be beneficial if an additional park access through the fence could be provided.</p>	<p>Rear lane condition has been completely reworked. We are no longer providing any parking at grade, and have increased the landscaping back here. North facing units at ground now have a much larger yard that is framed by tree and shrub planters. Each unit has a wrought iron gate and fencing along the top of the planters that frame the yard. Planting added along the lane, as well as a sidewalk set back from the property line that connects each unit back to the lane. Bollards, planter lights, and pathway lights will be used to ensure this area is well lit and people feel secure walking through this area at night.</p>
<p>Animation Incorporate active uses; pay attention to details; add colour, wit and fun</p>	<p>Residential units are provided at grade. There could be some benefit to providing modest levels of screening between the units at grade so as to create additional privacy.</p>	<p>Screening has been added in between each ground floor unit patio. Landscaping has been reworked to create more screening in between yards. Wrought iron fence and gates has also been incorporated around patios to enhance the transition from public to private.</p>
<p>Safety Achieve a sense of comfort and create places that provide security at all times</p>	<p>With the change in the rear lane to remove parking and create an additional landscaped area (which is excellent), there will be challenges in creating a space that is attractive and functional without also creating a space where CPT-ED issues may be more pronounced.</p>	<p>Yards for each of the north facing units have been extended which will help program this space. Bollards, planter lights, and pathway lights will be used to ensure this area is well lit and that people feel safe walking through the lane.</p>
<p>Orientation Provide clear and consistent directional clues for urban navigation</p>	<p>The building can be seen from Riley Park, but not in an obtrusive manner. Quid pro quo, the upper floor units will have excellent views of the park, hillside or downtown.</p>	<p>More glass has been introduced on the 6th floor in order to maximize the views of the city. 6th floor patio space has also been programmed to frame views of the park.</p>

Applicant Engagement Synopsis

Councillor's Comments with Response

The following table includes Councillor Druh Farrell's initial comments on the first submission (received on February 25, 2019) and follow up comments (received on May 2, 2019) on the resubmitted amended plans of the Victoria on the Park development. Responses from the applicant, Casola-Koppe Architects, are also included (submitted on May 2019).

General

Initial Comments	Follow-Up Comments (on Amended Plans)	Applicant Response
<i>The proposed development is generally aligned with the Hillhurst-Sunnyside Area Redevelopment Plan (ARP) and its specific revisions for these parcels along 5 Av NW.</i>	<i>Unchanged, though some issues were resolved.</i>	
<i>The ARP requires specific direction regarding shadow cast on Riley Park. We expect these guidelines will be followed in their entirety.</i>	<i>Reiterated</i>	Shadows being cast are coming from the existing trees on the south edge of the park. As several of these trees are taller than our building, any new shadowing impact caused by the building will be negligible. Shadow studies have been completed and sent to the city as well as the Councillor's office.
<i>As a major connection to the Sunnyside C-Train station, we expect pedestrian access to be maintained at all times along the 5 Av NW frontage. We likewise expect the 5 Av NW bicycle lanes to be kept free of construction activity at all times.</i>	<i>Unchanged.</i>	We will endeavor to keep 5th avenue clear of any obstruction. However, the lane on the north side of our project is rather narrow (4.6m), which may result in some disruption to occur at certain times during construction.
<i>A dedicated streetscape study and plan for 5 Av NW was conducted to improve the public realm as parcels redevelop. This plan must be followed to ensure the avenue delivers on the vision of the ARP. The City's Urban Design team should have access to this document.</i>	<i>This is a significant matter that remains unresolved. We very much expect that the streetscape will be upgraded to the same standard as the nearby Ezra project.</i>	We revised our south patio/landscaping design for the previous submission in order to achieve the desired vision that the ARP is calling for. Trees and shrubs are planted in native soil in order to enhance the sidewalk condition. However, planting trees in the boulevard between the sidewalk and the road is not possible due to the location of underground powerlines. Despite our efforts, exploring all options for tree planting with Administration, we applied for a line assignment and have been told that trees along the boulevard is not an option here.

Applicant Engagement Synopsis

Design

Initial Comments	Follow-Up Comments (on Amended Plans)	Applicant Response
<i>The ARP requires that "development along the southern edge of Riley Park will provide an urban edge to 5 Avenue NW while creating welcoming pedestrian gateways and improving access to the park itself." Because the site is mid-block, there are fewer opportunities for gateways or improved access to the park.</i>	<i>Unchanged.</i>	We propose that if a connection is to be made, all financial efforts should go towards improving the connection at the end of 11th street NW.
<i>We have high expectations that the streetscape will be strengthened by this development. The resulting interface must be pedestrian-oriented and visually engaging.</i>	<i>Unresolved with respect to landscaping and public realm.</i>	Landscaping was redesigned for the previous submission in order to strengthen the interface to the public realm. Administration has advised that planting trees in the boulevard between the sidewalk and 5th avenue is not possible due to underground powerlines. Trees and shrubs are to be planted in native soil on our side of the south property line in order to enhance the streetscape.
<i>The proposed development provides masonry volumes in varying sizes to improve articulation and more strongly suggest a town house relationship with the street. Additional staggering would increase visual interest further.</i>	<i>Unchanged.</i>	Masonry design was reworked all around the building from the previous submission. It now extends up 3 storeys around the entrance of the building before stepping down to 2 storeys along the south elevation. Brick walls stagger between 2 and 3 storeys along the north elevation of the building as well. The brick will also wrap around the SE, SW, and NE corners of the building in order to tie the materiality together.
<i>A white frame at the fourth storey level helps to improve articulation and break up the substantial metal siding. This feature is not found on the north elevation, but likely should be. The north elevation is lacking in relief, even though it will be highly visible from Riley Park.</i>	<i>Resolved. The north elevation is notably improved.</i>	
<i>The applicant has generally done well to carve the building back alongside the sideyards. These increased setbacks reduce the challenging sideyard interfaces, while the building expands out in the centre to support the requested unit count/sizes.</i>	<i>Unchanged.</i>	
<i>Units facing the laneway, especially with patios, should serve to activate the laneway and provide natural surveillance.</i>	<i>Unchanged.</i>	Back yards of the north facing units were redesigned from the previous submission. Yards now extend out to the lane, providing significantly more softscaping along the north side of the building. Various types of lights have been provided throughout the yards to create visual interest and assist in preventing any CPTED issues.
<i>We note that the entryways for these units do not face the laneway. They should.</i>	<i>Unresolved.</i>	Respectfully, re-working the units on the north side of the building to have a lane facing entrance would negatively impact the design of these units. Furthermore, we believe the concept of 'eyes on the street' is better achieved by having large lane facing windows, as people are much more likely to frequently look out a window than a door. There is no requirement to provide lane facing doors in order to achieve street oriented design, we would like to focus on better designed units.
<i>Unfortunately, it is unclear if there is an elevation change between the sidewalk and the patios. Some images suggest a single step, others suggest none. The patios should be barrier-free if possible and, if not, there should be some steps to provide additional vertical separation.</i>	<i>Unresolved.</i>	Resolved. All patios have 1 step up from the sidewalk.

Applicant Engagement Synopsis

Initial Comments	Follow-Up Comments (on Amended Plans)	Applicant Response
Front patio units should serve to activate the streetscape and induce casual conversation. Key to the success of these spaces is an appropriate blend of public-private space. This requires enough separation from the public realm so the private space is personal, but not too much separation as to "wall off" the private space from the public. The applicant proposes a low height wall that buffers the patios from the streets, as well as plantings that soften the interface and provide screening.	The wall is appropriately maintained, with additional fencing and gates added. We caution about these fences/gates being too high on the avenue side. Too high of fences/gates may appear to wall-off the patio spaces and reduce casual interactions. We suggest that they be below average head height.	The walls in question are 3' high brick walls with an additional 2'4" high wrought iron fence on top. The total height of this wall would be 5'4", which is well below average head height. Balusters in the wrought iron fence are spaced approximately 9" apart and tie into the gates for each individual patio. Trees and shrubs are planted in native soil in between the patios and the sidewalk in order to provide additional screening and a soft interface between public and private realms.
These patios generally appear to be of sufficient size to accommodate seating areas, as is necessary.	Unchanged.	
A white frame at the fourth storey level helps to improve articulation and break up the substantial metal siding. This feature is not found on the north elevation, but likely should be. The north elevation is lacking in relief, even though it will be highly visible from Riley Park.	Resolved. The north elevation is notably improved.	
The applicant has generally done well to carve the building back alongside the sideyards. These increased setbacks reduce the challenging sideyard interfaces, while the building expands out in the centre to support the requested unit count/sizes.	Unchanged.	
Canopy elements over entryways help to improve unit prominence, but they could be more substantial.	Unchanged.	
We appreciate wood treatments under the canopies as a way to improve warmth and texture.	Unchanged.	
Material selection is a "mixed bag".	Somewhat resolved.	
Masonry is appropriately provided at grade to better ground the structure and meet the ARP's objectives for durable materials that provide texture.	Unchanged.	
We are very much unclear on how the proposed metal siding will appear and as such are concerned that it will project a "cheap" image. We need to see a material board.	We still have some reservations on this front, but our concerns have reduced. There is an appropriate reduction in metal paneling on upper portions of the development. Generally, upper materials have improved.	Material samples were provided to the Councillor's office, and a material board will be included in our CPC submission. Materiality is of high quality and durability.
The granite application appears clip-on in nature and does not appear to be cohesive with the overall palette.	Unresolved, but not a matter of much concern. The quality of the finished product will be key here, rather than the material selection on its own.	The building entrance is framed by granite blocks, and they are incorporated to help differentiate the principle entrance. This same granite will be worked into the interior of the building through the lobby.
The selection of blue spandrel panel is somewhat confusing. While not opposed to this, it is unclear how the paneling fits with the overall palette.	Unresolved, but not a matter of much concern.	The blue spandrel panel complements well with the monochromatic palette of the rest of the building.
We have reservations about how spindly the vertical supports for the central balconies appear. They do not appear substantial enough, nor do they appear to disappear. They seem "cheap".	Unresolved.	These are black steel columns, they will be approximately 300mm x 300mm and we believe are of appropriate scale and material for this design.

Applicant Engagement Synopsis

Amenity Areas

Initial Comments	Follow-Up Comments (on Amended Plans)	Applicant Response
<i>We are unclear on why the gym amenity is located at-grade. These spaces are often poorly used and inactive, so they can contribute to a less engaging streetscape. We recommend this space be converted to a dwelling unit and the gym moved to the indoor rooftop amenity area.</i>	<i>The gym amenity was appropriately relocated to the laneway side of the development. This allows for a better interface with the street.</i>	
<i>The outdoor rooftop amenity area is attractive and should provide impressive views for future residents. Overlooking appears to be adequately dealt with by stepping back the amenity area from the building edges.</i>	<i>Unchanged.</i>	

Landscaping

Initial Comments	Follow-Up Comments (on Amended Plans)	Applicant Response
<i>The ARP encourages tree plantings and widened boulevards to improve the residential character of 5 Av NW specifically. This is reinforced by the 5 Av NW streetscape plan. The current proposal provides no improvements on this front and no boulevard trees are proposed.</i>	<i>Unresolved.</i>	Planning has requested that we provide a 1.5m sidewalk, therefore widening the boulevard is not possible. Planting trees along the boulevard is also not possible due to the location of underground powerlines. Boulevard planting is not possible due to the location of underground powerlines. We submitted a line assignment that was rejected due to this very issue. We have also explored every alternative option for tree planting along the boulevard and none of them are possible. We cannot widen the sidewalk and the boulevard without removing the bike lane and completely redesigning 5th avenue.
<i>The landscaping plan should be amended to provide a public realm similar to the eastern Ezra building to create a consistent streetscape. The boulevard should be widened and boulevard trees added. The sidewalk should be widened and realigned as necessary.</i>	<i>Unresolved.</i>	Widening both the boulevard and the sidewalk would mean a removal of the bike lane along 5th avenue and a complete redesign of the street itself.
<i>This is a crucial issue for the application and we expect revisions.</i>	<i>We still consider this to be the most important issue for the applicant to address.</i>	We would be fully supportive of a streetscape redevelopment plan along 5th avenue if Ward 7 were to pursue such an item. The current condition of the sidewalk and boulevard in front of our project does not allow for both the boulevard and sidewalk to be widened, nor does it allow for any trees to be planted due to the location of underground powerlines. We do not feel it is appropriate, however, to tie this sort of a resolution to our Development Permit. Our project is located midblock and any streetscape redesigns should encompass the entire block.

Applicant Engagement Synopsis

Mobility

Initial Comments	Follow-Up Comments (on Amended Plans)	Applicant Response
<i>The 5 Av NW public realm is poor at present and does not reflect the reality of 5 Av NW as an urban mid-rise street that also forms a major connection to the Sunnyside C- Train station. As mentioned in "Landscaping", we expect the public realm to be upgraded as per the Ezra building. We see this as essential to realizing the ARP vision for 5 Av NW.</i>	<i>Unresolved.</i>	The public sidewalk will be rebuilt as required. As stated previously, boulevard planting in front of our site is not possible. We are planting trees and shrubs in native soil on our side of the south property line in order to enhance the public realm in lieu of boulevard trees.
<i>The site is highly accessible for cycling, with the relatively new 5 Av NW bicycle lanes immediately adjacent to the site. Cycling will be a popular mode of transport for future residents. The applicant proposes to significantly exceed the bylaw minimum Class One parking. We fully support this and appreciate the applicant providing more than 1.0 stalls/unit. This ensures that every home will have access to at least one stall, versus the bylaw situation where only half of the units receive stalls.</i>	<i>Unchanged.</i>	Class 1 bike storage was revised on the previous application. We are now providing 80 stalls, 20 of which are horizontal racks, while the remaining 60 are high density vertical racks.
<i>Class One stalls are provided in an area with stairs, which is not ideal, but the applicant does propose a wheel tray on stairs as mitigation.</i>	<i>Unchanged.</i>	55 class 1 bike racks are provided in the first area of the bike storage room, which does not require going down any stairs. The remaining 25 stalls are in the lower area of the bike storage room and would therefore require going down 4 stairs.
<i>All Class One stalls are proposed to be vertical racks. This makes bicycle storage easier for persons who are short, have less strength, have less mobility, or who have heavier bicycles. We recommend that a portion of racks be floor-mounted.</i>	<i>Resolved.</i>	
<i>We appreciate the provision for an at-grade bicycle repair and storage area. However, no details are provided for this space. This would be an appropriate area for a bicycle repair stand, bicycle wash, and potentially the floor-mounted racks suggested above.</i>	<i>Unchanged.</i>	Worktops will be provided throughout the room, along with tools, bike wash station, and racks to assist with maintenance and repair. This space would be available for other equipment as well, such as skis, snowboards, and other modes of transportation.
<i>Class Two stall provisions are appropriate.</i>	<i>Unchanged.</i>	Class 2 bike racks are provided on both sides of the building.
<i>The proposed Class Two rack type is acceptable, but we do note that these racks are often not of sufficient height to properly support bicycles and provide appropriate locking options. We recommend decorative takes on the City standard staple rack.</i>	<i>Unchanged.</i>	The city calls for racks that allow for 2 points of contact in order to combat theft. We will ensure to provide a rack system that is both decorative and functional. Please refer to DPL2 for more information on proposed class 2 bike racks.
<i>We support and encourage reductions to the provided automobile parking. Providing excess stalls in a transit-oriented area, or even the bylaw minimum, tends to result in stalls being left unused. This then results in stalls being rented or sold for commuter trips. Providing more stalls than necessary can induce automobile trips that would otherwise be better served by sustainable modes.</i>	<i>We continue to support parking reductions.</i>	

Applicant Engagement Synopsis

LETTERS of SUPPORT & ACKNOWLEDGEMENT

HSCA Planning Committee

The following is the letter from by the Hillhurst Sunnyside Community Association Planning Committee that we have sent Councillor Druh Farrell and file manager, Madeleine Krizan from the City of Calgary in reference of the Victoria in the Park development.



March 18, 2019

Development Circulation Controller
Planning & Development #9201
P.O. Box 2100 Station M
Calgary, AB T2P 2M5

Emailed to: madeleine.krizan@calgary.ca, City of Calgary File Manager

RE: DP2019-0690 | 1116, 1122, 1124, 1128 – 5 Avenue NW or “Five Eleven” | New: Multi-Residential Development (1 building, 80 units)

Dear Ms. Madeleine Krizan,

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to provide feedback on the above application. We have made every effort to educate, advise and seek input for this proposal from community residents using traditional and online mediums.

We are providing comments using the Hillhurst Sunnyside Area Redevelopment Plan (ARP; 2009), the existing DC 2016d34 Land Use Designation, the 5th Avenue NW Enhancement Urban Design Concept (2012) and input curated by the applicant and from residents at public meetings.

At the time of writing, we note that a streetscape plan has not been provided. A streetscape view is critical and assists in our evaluation of the application in context with the area. It is difficult to comment on the fit with the comprehensive vision for 5 Avenue NW as there is no streetscape or rendering showing the building from the south side (other than the entry) and its relationship with the buildings on either side. We request provision for this view to aid the community, City Development Authority and Planning Commission in the review process.

Building Design
The proposed building appears to fit within the ARP and the established Land Use Designation for the site; it does not appear to push massing and volume boundaries. The tiered appearance with various setbacks is a positive addition to 5 Avenue between 10-14 Streets NW, an area slated for higher density midrise buildings bordering Riley Park.

It is challenging to comment on more subjective matters such as the design of the project. While many other recently proposed developments have glass finishes and boxy outlines, the proposed masonry and shape better serves to ground the building. The wood soffit at the main entrance is a positive feature that adds texture and detail to define the front entrance to the building.

We believe that the project could benefit from a warmer colour of brick/stone as to better integrate into the community. The ARP supports “durable materials, specifically mentioning building materials and colour palettes that are compatible with existing development” (Section 3.2.1) and “materials which add warmth, texture and visual interest” (Section 3.2.1 #10).

The projections stress the verticality of the project and thus appears to emphasize the appearance of height. While there are building material changes from the fourth floor up, perhaps there can be a different approach. Ground-level townhouses with defined entryways create a more human scale relationship with the street as with the adjacent building to the east and with the more recent Ezra on Riley Park (2017) development, which anchors the west side of the 5 Avenue NW planning area.

Community Context
The Kensington on the Park or KoP (1999) condominium to the east of the proposed development has provided a deliberate stepdown and increased front and rear setbacks as to create a sensitive transition to the bungalow currently on the site; it has become a cornerstone of “exemplary” development in the community, paying homage to the historical form of development on narrow lots and front patios.

We would suggest a further height reduction on the west side to ease the interface with the small residential building. While greater heights and densities are envisioned for the street, the proposed development before us today still needs to consider existing context. City planners and community stakeholders that worked on the ARP were very conscious to ensure that new redevelopment on 5 Avenue would not form a continuous solid street wall and to maintain permeability to Riley Park.

For further context, we reached out to the original architect for Kensington on the Park to inform the community association’s upcoming Jane’s Walk on Gentle Density in Historic Hillhurst. The architect told us about his influences and experiences in designing the building. Main ideas included:

1. “Eyes on the street”, maintaining diversity in cities
2. The role of architecture and design on social well-being and human interaction
3. “Defensible space” and sense of well-being as a result of physical design

These principles were reflected in the design of the front porches both fronting 5 Avenue and on the laneway. There was a strong push from the City Planning Department at the time to “be a good neighbour” by adding detail to the east facade and scaling the building down on the west side to soften the impact on the small bungalow that is now a part of the Five Eleven development site. Landscaping also played a large part in creating to integrate the building with the park.

While current City of Calgary planning policy does not encourage duplicating heritage building stock, we believe there are merits to traditional front porches, which activates and enlivens the street and adds “eyes” on the street. Soft accent or downward lighting could also help with illuminating the front and rear of the building after dark. Social issues have become a sticky topic with many condos in the area and activating the street and the alley could help with mitigating security issues. We encourage a CPED review be undertaken.

Site Design and Public Realm Considerations for 5 Avenue NW
The north side of 5 Avenue NW is envisioned as a pedestrian mall and 5 Avenue is a major east/west connector street that sees a fair amount of pedestrian, car and bicycle traffic. The quality of the public realm on both the north (laneway) and south side is very important to the long-term vision for 5 Avenue and enshrined in the City of Calgary’s Urban Design Concept document.

We look forward to seeing a detailed landscaping design, which we understand will be provided by the applicant once it is ready. The 5th Avenue Urban Design Concept document supports the ARP for boulevard trees, which is a valued congruous feature in the community.

Mobility
We have mixed feelings about the visitor parking located on the laneway. On the one hand, having vehicles on the back lane adds people to the rear lane, but it also detracts from the interface between the lane and the building. The Ezra and KoP developments have set a high standard that complements the 5th Avenue Urban Design Concept to increase the interface quality along the lane with Riley Park with units facing the park and a less prominent entryway to the parkade. Alternatively, if the amount of parking was reduced and the parking pad was lower than the laneway, it would be less intrusive.

A parking reduction for the residential portion fits the relaxations available for Transit Oriented Development areas where there is transit, bike infrastructure, car/bike-share and as a “complete” community. The proposed bike repair station and bicycle storage is also a positive asset for the project.

Social Considerations and Livability
The applicant’s proposed purpose-built rental building is a welcome addition to our already diverse community and builds on the strong mix of rentals, home ownership and social housing that has long been entrenched in Hillhurst Sunnyside.

The provision of amenity spaces for residents seems favourable, however we echo the concerns of the councillors’ office that indoor gyms are often not well used and that it could be moved from the ground floor to the top floor amenity space. We note that the project backs an impressive park space, has ready access to the Bow River pathway network and the future Bow to Bluff park and there several gyms operating in the community.

We approached the applicant to ask about the possibility of sponsoring individual or family Hillhurst Sunnyside Community Association memberships for the 80+ new neighbours to welcome the future residents to the neighbourhood and encourage people to become engaged with community life.

Community Benefits
The Hillhurst Sunnyside Community Amenity Fund is a density bonus fund that collects bonus Floor Area Ratio contributions for projects in the Transit Oriented Development areas to offset the impacts of increased density. The contribution rate of bonus FAR at \$17.95/m² is significantly lower than in other areas of the city (compared with \$272/m² in the Bellline or \$188/m² in Brentwood).

We are in favour of developer-funded amenities that benefit the wider public and as a gesture of goodwill. For example, heritage is identified as a priority in the ARP and with the project’s location bordering historic Riley Park, some form of acknowledgement could be appropriate. There is precedent as the developer of Ezra provided a monetary contribution towards heritage initiatives (interpretive plan or commemorative elements). We suggest that the applicant follow up with conversations through the HSPC and with the City of Calgary Heritage Planning Department.

Engagement
The applicant’s team has had a very thorough engagement process providing information and listing aspects that they sought feedback. Hillhurst Sunnyside has seen a large amount of development in the

last ten years since the ARP was updated. As a development-active community, we appreciate being informed about this proposal from the outset to communicate with our residents through our channels.

We provided a “best practices” for engagement document to the applicant tailored for Hillhurst Sunnyside. The applicant has held several engagement opportunities beyond the minimum to called and report on residents’ input. A summary of engagement to date is included as follows:

Timeframe	Type of Engagement
Oct 2018	Planning consultant’s initial presentation to Hillhurst Sunnyside Planning Committee with package including guiding principles for the proposed development
Oct 2018	Letter drop to neighbours with an invitation to a series of applicant-hosted engagement sessions
Oct 2018	Open house to collect feedback on building materials and to provide information
Oct 2018	Series of pop-up booths at the HSCA farmers’ market on Wednesdays to provide information and the opportunity for the applicant’s team to chat with participants
Oct 2018 to Present	Dedicated project website collecting feedback on building materials and later, updated with feedback and initial renderings at www.fiveeleven.ca
Jan/Feb 2019	What We Heard Reports (documentation) provided to the community association to share with residents
Feb 2019	Architect’s presentation to public meeting of Hillhurst Sunnyside Planning Committee
Throughout	Multiple touch points via email to the HSCA

That said, this is the HSCA’s first opportunity to provide formal comments on this application through the City File Manager and we have copied the applicant’s team and other relevant parties. Thank you for your consideration of our letter.

Sincerely,

Hillhurst Sunnyside Planning Committee
Hillhurst Sunnyside Community Association

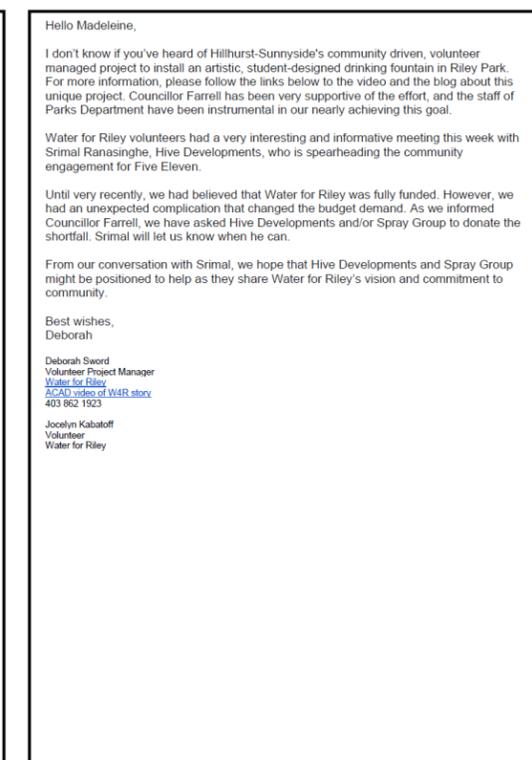
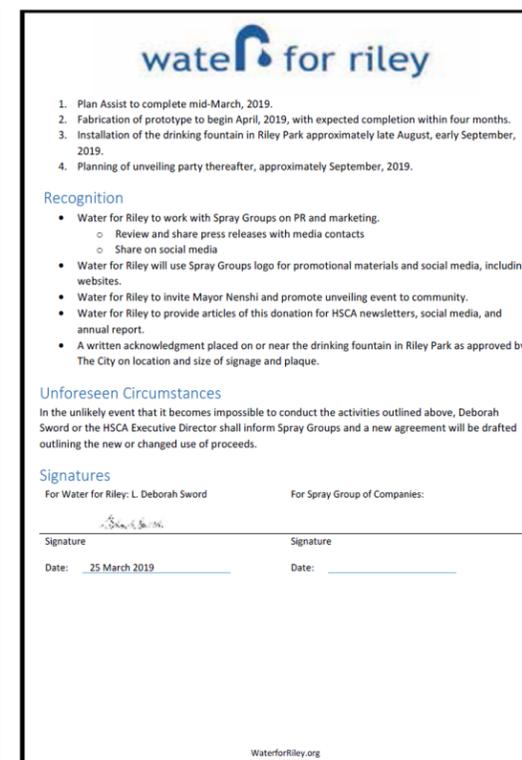
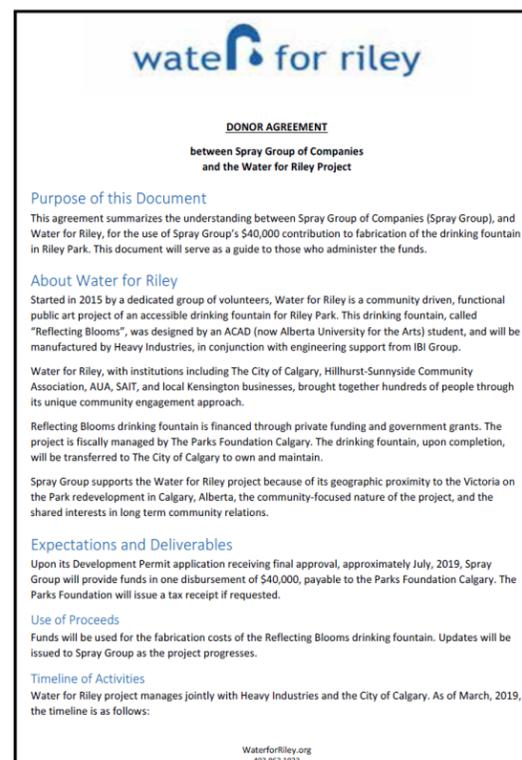
cc: Robert McKecher, Chair, Hillhurst Sunnyside Planning Committee
Decker Bulmer, Laris Cordeiro, Peter LaBastide, HSPC project subcommittee members
Lisa Chang, Community Planning & Engagement Coordinator, HSCA
Lauree Luan and Srimal Ranasinghe, Applicant’s Team
David Dawn, Chief Urban Designer, Planning and Development, City of Calgary
Dale Collins, Senior Policy & Planning Advisor, Ward 7 Councillor’s Office
City of Calgary Development Permit Circulation Controller

Applicant Engagement Synopsis

Developer's Acknowledgement

We laud Spray Group's willingness to meaningfully engage with our projects's guiding principles of promoting a vibrant and interesting place, and promoting harmony with Riley Park and other public spaces, by the following financial contributions:

- \$40,000 toward the non-profit community group, Water 4 Riley's project of designing and building water fountains that will serve a practical need while also providing placemaking opportunities,
- Pre-purchasing Community Association memberships valued at ~\$2,500 for all building residents,
- Providing an additional \$5K toward heritage commemoration elements or implementation of the Heritage Interpretive Plan, at the discretion of the Heritage subcommittee of the HSCA



Donor agreement and letter to Dr. Farrell from Deborah Sword of Water 4 Riley Project.

Applicant Engagement Synopsis

VERBATIM INPUT

OVERVIEW

The following pages are comments and feedback collected from surveys during the Open House, Pop-Up Booths as well as online submission through the website

Bike and air pump

Bike racks + lanes

Lights

Lights and paving

Ambient lighting

Responsible lighting

No grass between curb and sidewalk as it's not practical for maintenance. Also a green buffer between sidewalk and site

Green buffer with trees and shrubs between building and sidewalk for privacy

Step back building

More density = good!

Lower income, working families (affordability)

Think about shadows on single family homes, especially those that have solar panels

Community area

Light & airy

Green space

Not too cluttered open space

The pickers recycle bins

Open it up (park access)

Street oriented units on 1st floor, similar to Ezra?

Back laneway similar to Ezra (pedestrian realm)?

Access to parking through laneway from 11th St?
Shadow studies to minimize impact on Riley Park?

Will the first floor units have street access?

Site setbacks need to be the same as Kensington on the Park

Important to look at traffic movement caused by increased density and increased demand for on-street parking.

Design larger units (i.e. 1000-1200 sq ft) so folks can use have them as downsizing options

You can probably go taller, like 8-10 storeys, without shadowing Riley Park. More densite here is always better, as we'll get better public amenities and better retail mix.

Make sure to provide at least some parking, and address the increase in construction traffic. Try and keep them off more residential streets

Ensure proper construction practice, such as shoring up any holes that are dug, adequately covering up the site so it's not an eyesore, minimize disruptions through noise and dust on residents beside the site and across the road etc.

Renderings should be more reflective of the reality: can't have such large trees

Visitor parking

Movie theater + plaza

Increased traffic a potential issue

The north side of the building should "front" onto Riley Park and have the same quality of architecture as the south side of the building. The laneway should have the same design treatment as behind the Ezra buildings, and the park's chainlink fence should be removed

6 floors?? It really will look like a monstrosity!

The idea of roof top patio is great, but again...on the 6th floor seems way too high.

You need to create much larger, more expansive patios for each of the units. From the 3rd floor up, it is nice to spend time outside looking at either the city or the park view. I would have considered purchasing an investment condo here, but I am afraid it is just like so many other boring condos in the city with their tiny balconies!! Very disappointing.

Your units are too small and the balconies are far too small. I own a condo in EZRA and my large wrap around patio is the same size as my condo!

A large outdoor living space adds tremendous value to your lifestyle. I own three

properties in Kensington including a commercial building and I probably won't look at any of your units because the patios are too small and the living space appears at first glance to be just like most other condo apartments in Calgary. At the 3rd floor and above, people are going to want to be outside to enjoy either the city or park views. I feel you are missing the mark here.

Local traffic only through back lane. Close off back lane

Ground level patios are not adequately private: these will not sell as people like minimal levels of privacy

Please make sure the interiors are designed well. i.e. good spatial mix for living area vs kitchen, and that the kitchen layouts are common sense

Community space

Glass is too harsh - not enough material breakup

Brick is tasteful and provides a sense of permanence.

Better visual/aesthetic transition between Kensington on the Park and Ezra

Something middling between Kensington on the Park & Ezra

It's been disturbing to read the ads for new condo developments in our wonderful community. Each development advertises its units in relation to the benefit to be derived from backing onto or being within walking distance of amazing Riley Park. Each ad implies that Riley Park is now the new resident's or resident-to-be's "back yard" as if a public space is able to be fenced off for the private use of those who border the park. It is public space. The interface must be handled with care for the natural beauty of the park and to respect that it is a public domain and not the private property of new developments. Riley Park is all of our back yards because we all must take care of it. Avoid harsh materials, hard breaks, and dark unsafe hidden spaces. Thank you - I love our park

Patios on East-side to maximize downtown views

Terraces down to the community

More townhomes

Ground floor retail for the community

nice wide sidewalks

No bike lane on the south side of 5th

Parking?

Applicant Engagement Synopsis

Speed bumps on 5th Ave. Speed is supposed to be 40 km/hr but vehicles don't respect

Brick exterior

Garbage?

How can you limit traffic in the back alley? Speed bumps?

Slope laneway pavement towards park (drainage)

Safety measures in the back alley

Setback equal to Kensington on the Park

You should have a more permeable surface at both north and south site interfaces with the streets

Height (3-4 storeys) as it'll mess the character of the community

Shadows on park?

Insufficient on-site parking concern (how many spaces/unit?)

Where will visitors park, particularly with current lack of on-street parking?

Increased traffic movement, particularly construction vehicles (can we look at assurances around movement along 5th as opposed to 11th?)

Like something that blends modern appearance (glass and steel) with something more traditional like Kensington on the Park – not fans of boxy appearance/design.

Highlight TOD nature of development (400 m walk to LRT station) to pre-empt criticism about traffic + parking

"I think we need more mid-block retail like cafes, so people going to Riley Park don't have to walk all the way to 10th just to get a coffee"

Cater to families

Are sewer lines etc able to handle increased numbers?

Density: increased traffic in the area

Increased noise levels (can we look at allowed construction times/decibel levels etc?)

Some fears around what "discretionary use" will entail. Would be good to emphasize that you're only looking at purely residential.

Maybe think of making the ground floor senior-accessible housing

Emphasize that no ARP relaxations are being requested: will win points with community/CA

Obviously concerns are effect on my tenants during the building process, and height of the project. But overall I am in approval as I believe it will increase land value

Favourable to warm tones

Brick is warm and friendly - breaks up harsh material. Fits in with neighbourhood

Concerned about the sewer lines which are quite old and need upgrading: can they handle this increased influx of people?

Please address the movement of construction vehicles through our residential streets!

How about making this new development one that's geared toward seniors/those with accessibility issues?

Lack of on-street parking on the north side of 5th Ave a problem, made worse by the bike lanes. No place for visitors/furnace cleaning etc to park while attending existing homes

Improve pedestrian environment along 5th, on both sides

Close the rear alley, similar to what was done with Ezra. Otherwise people will use it as a way to cut through, avoiding 5th Ave

Too boxed

The main terrace on 1122 5th Ave NW is preferred/recommended

Not a fan of open concept internally

Need better traffic control along 5th Ave, as more people use it to cut through to 10th

It would be great if you could keep the fence and tall trees that separate Kensington on the Park and this site

People drive really fast down 5th: please put in traffic calming measures

Don't like the pace at which all these lovely old homes are being torn down with no respect to the history of the place.

Tall buildings don't fit in with the character of the community: while 6 floors is pushing it, 8 (like the Ezra) is definitely too tall!

Mix of stone & brick, with window casing in stone looks nice.

Like peaked roofs better than flat ones: a good mix of modern and classical

Not opposed to development, just needs to respect the character of place. This building should follow the example of St. John's, which made a significant step-down on the side facing the community. They essentially came down to 2 storeys.

Kensington on the Park was designed with the west-face of the building receiving lots of sunlight. Any development needs to respect this and minimize shadowing.

Why don't you move the bike lanes along 5th to the back alleys

Something needs to be done about all the vagrants hanging around the park in the night...no one's going to stick around here for long with all that!

What's your target demographic? No young families will be staying in such small units!

If your discretionary uses include small cafes, why not have some facing the park on the north side of the building

Why not have some interesting small-scale business on the ground floor? Like a Limebike office!

Applicant Engagement Synopsis

Where are the drop-off/pick-up points for the building if there are bike lanes on the north side of 5th Ave?

Where will loading trucks stop?

Put some public washrooms in Riley Park or people will be peeing in the bushes by the site

Patios facing 5th need more privacy, or no one's going to use them

Slow, or even significantly reduce traffic along 5th Ave NW if you want more people actually utilizing the south facing ground level patios

Why is there a seating area at the back of the building facing the park? No one's going to use that if they're right by the park!

More inviting pedestrian area - expanded sidewalk if you want people outside along 5th

Please remove the fence and shrubbery between the laneway and the park

Don't bother with a gym. Make larger units and just include a local gym membership with the building!

Applicant Engagement Synopsis

