What We Heard: A New Vision for the Kensington Legion Site - Autumn 2015
This document is an overview of what was heard during the Kensington Legion redevelopment public engagement process, hosted July to August 2015.
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WHAT WE HEARD REPORT  3
Upon completion of a joint-venture agreement between The Legion and Truman, the project team began developing solutions and a vision for both a new building for The Legion and for a new centre of activity on Kensington Road. This vision includes a new, modern home for The Legion on the site’s west side and a mixed-use mid-rise building on the site’s east side.

The following pages reflect feedback from the engagement process and how the team used that feedback. This includes:

**Key themes:** This section of the report provides an overview of the issues raised by the community throughout the engagement process.

**Response from the project team:** The team provides a direct response to the issues raised by explaining the design principles and thought processes related to particular issues.

**Changes:** The team has revised the design; these revisions are highlighted and linked to what was heard from the community. This allows readers to understand the difference between the vision presented during the engagement and the vision presented in this report.

**Non-changes:** When changes were not made to the concept based on community feedback, an explanation is given outlining why.

**Questions or matters of clarification:** There are instances where the community has raised an issue or an idea and the team believes that they have already addressed it. This report highlights these instances, in case the information was missed or unclear during the engagement process. Where new questions or requests for clarification arose, these are highlighted and responded to in this section as well.

Overall, the purpose of this report is twofold:

- Provide the community with a summary of the conversation that occurred during the engagement process.
- Illustrate how community feedback influenced the Truman team’s decisions regarding this project.

**OUR ENGAGEMENT PROMISE**

This report is a key element to fulfilling the promise we made when we began engagement in July 2015:

We’ll provide you with information about the project.

Development is a complex process that requires a diverse group of professionals, including planners, architects, landscape architects, engineers and developers. We will openly share information about the site and our team’s current thinking and ideas to enable the community to provide feedback. Throughout the process we’ll try to avoid jargon and share information in easy-to-understand, accessible ways.
We’re asking for your thoughts on key areas of the project.

This project is not a “blank slate” from the perspective of the owner and developer. Based on the needs of The Legion and Truman, work has already been done to develop the vision for the project. We have identified key areas that we would like to hear your thoughts – building design, public space, community amenities and people/vehicle movement on the site. Hearing the community’s thoughts on these areas will help us understand how this development can best complement the surrounding area, while still keeping an eye on the project team’s requirements for the development in order for it to be a viable project.

We’ll share what we have heard and our team’s response to it.

The project team is focused on creating a project that balances a variety of elements:

- **City of Calgary policy**
  - that directs how future development in our city will occur

- **Our design principles**
  - which guide how the site will look and function

- **Community feedback**
  - which responds to our questions on the project

- **The needs of The Legion and Truman**
  - to create a viable project

While we are asking for the community’s thoughts on the project, it doesn’t necessarily mean that we can incorporate every change or suggestion. In balancing the above-mentioned elements, there are some ideas that may come from the community that we are unable to achieve on this site. We promise to share everything that we have heard from our dialogue with the community and to provide a response from the project team. Where we are changing our plans based on community feedback, we will identify these changes. Where we are not making changes based on ideas that the community provided, we will explain why the changes didn’t occur.

Our objective is to maintain a respectful and transparent conversation with the community, so that everyone involved understands where the project team is coming from.
The process was designed to provide multiple opportunities for people to learn about the vision for the site and to share their thoughts—all with the intent of maintaining a respectful and transparent conversation with the community. Through our multiple engagement channels, we heard from hundreds of community members.

The project team, assembled by Truman and the Royal Canadian Legion North Calgary Branch No. 264, designed an engagement process for the redevelopment of the Kensington Legion site. Between July 15th and August 29th, 2015 we asked the community for their feedback on the project, focusing on four questions:

- What ideas do you have to improve the movement of people and vehicles on site?
- What kinds of community amenities would you like to see in this development?
- What ideas do you have to improve the public space in this vision for the site?
- What ideas do you have to improve the design of the building in this vision for the site?

A variety of materials accompanied these questions to provide information on the context of the site and key elements of the project team’s thinking that led to the vision presented to the community.

Engagement process highlights to date:

The 7 week applicant-led engagement process in July/August 2015 (with pre-launch engagement activities), included:

- Meeting with The West Hillhurst Community Planning Committee on 13 May 2015 to review project vision and proposed engagement process.
- Advanced notice of applicant engagement process through the Planning Committee Update in the June 2015 edition of the West Hillhurst Warbler (community newsletter) as well as updates from the Planning Committee in subsequent Warbler newsletters.
- Active Discussion Blog on the Hillhurst-Sunnyside Community Association (HSCCA) Community Planning Mighty Bell website.
- Dedicated project website (www.engage264.ca), launched 15 July 2015 and to remain active.
- Media notification of the public engagement process launch with coverage from several print and television news outlets in the second and third weeks of July 2015.
- Direct mail-out notice of engagement to 350 resident addresses within a 250 metre radius of the site.
- On-site sandwich boards to advertise the engagement sessions.
- Engagement storefront hosted at The Legion - 14 open house sessions (Wednesdays and Saturdays) over 42 hours.
- On-site ‘Sounding Board’ with project information and direct feedback posting opportunities, a 24/7 presence in July/August 2015.
- E-news on-going with sign-up options and updates.

Participants in Engagement Process:

- 160 one-on-one conversations at the engagement storefront.
- 220 individual notes on the sounding board.
- 820 unique website visits and/or input responses on the project website.
- 1,200 individual ideas received across the various engagement input methods.
7 WEEKS OF PUBLIC ENGAGEMENT
14 3-HOUR SESSIONS ON WEDNESDAYS AND SATURDAYS / 42 HOURS OF ENGAGEMENT

JUL 15  |  |  |  |  |  | AUG 29
2015

4 WAYS TO GET THE WORD OUT
WEBSITE
engage266.ca
SIGNAGE
5 SANDWICH BOARDS
MAILER
350 RESIDENT ADDRESSES
MEDIA
GLOBAL, CTV, CBC, METRO, CALGARY HERALD, AND CALGARY SUN PUBLISHED 13 STORIES ABOUT THE UGOON REDEVELOPMENT BETWEEN JANUARY AND JULY

6 WAYS TO PARTICIPATE
STOREFRONT
23 HOURS / 14 SESSIONS
SOUNDING BOARD
7 WEEKS / 26-7
WEBSITE
FEEDBACK FORMS
TWITTER
TWEETS TO UGOON 266, KENNINGTON BUZ, CITY OF CALGARY, AFFECTED COMMUNITY ASSOCIATIONS, AND WARD 7 COUNCILLOR
E-MAIL
info@engage266.ca
PHONE
1-888-508-9859

1216 IDEAS

SOURCES:
STOREFRONT 402
SOUNDING BOARD 603
WEBSITE 211

PROMINENT THEMES:

ARCHITECTURE
Building height
Shadowing
Design Quality

CITY CONNECTION
Precedence concern
Development Support
Local Area Plans

MOVEMENT
Parking & traffic impact
Pedestrian safety
Site access & servicing

AMENITIES
Grocery store
Small scale shops
Operational impacts

PUBLIC SPACE
Support for proposal
Increased green space

468 PARTICIPANTS

220 SOUNDING BOARD
160 STOREFRONT
60 ONLINE
16 TWITTER
12 EMAIL

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A key characteristic of the development concept is its relationship to the direction in The City of Calgary’s growth policies and guidelines. In addition, the context of transit service, geographic location and Kensington Road’s role as a “main street” all influenced the direction taken by the project team.

Three themes, related to this proposed development and its influence, as well as citywide planning goals, emerged from the discussion we facilitated over the summer: support for this kind of development, concern over precedence and questions about local area plans.

Support for This Kind of Development
During the engagement process, some participants expressed support for the proposed development – for the new housing and commercial activity it brings to the community, for the new home it gives The Legion and for the overall improvement to the existing site.

Example verbatim quotes from our process:

- “I am pleased that the folks who make use of the Kensington Legion will have a future home. The possibility that this will be self-sustaining through office space and other commercial ventures in the new Legion building is impressive. I am pleased to see increased population density. I am pleased to see new housing options in my community. I am also pleased to see renewal in my community.”
- “I am 54 and own my house in Brentwood. I will be looking for a condo that has good amenities, low condo fees, green spaces and a one level condo with open spaces, 3 bedrooms and a total of 1300 to 1500 square feet. It’s very difficult to find in Calgary under a million. The baby boomers are different than our now seniors.”
- “I am aging out of my home and I may look into buying one when I look to downsize.”
- “The right place for this scale of development.”
- “Helps achieve MDP targets and adds vitality to the Corridor or Main Street of Kensington Road west of 14th Street.”
- “This is an inner city neighborhood now and we have to admit that urban density will go up normally as the population grows. The alternative, to have everyone move to the suburbs as they came to town, adds to road and utilities costs, to pollution and to a feeling of alienation. Urban density is not all good if it for instance poorly planned overcrowding in low quality tenements but this is none of those. This is a great proposal for affordable accommodation in a nice clean district within walking distance of downtown. It could be a poster area example of how to do urbanization right.”
- “I am excited by this project and look forward to seeing its completion. It has the potential to offer mixed use housing along with innovative community and business ideas. Nice work.”
Concern Over Precedence

Some participants were concerned that if approved, this development would set a precedent in the area that would in turn lead to additional higher-intensity developments in West Hillhurst. These participants felt that this would have a negative impact on the community and change the community’s character if this trend continues.

Example verbatim quotes from our process:

• “This is not in a TOD area. 10 stories is too high and does not compliment existing area. Not context sensitive. Keep to community guidelines for height.”
• “Limit the number of stories. 10 is too many and uncharacteristic for this neighbourhood what next 15-stories?”
• “The proposed building is a dramatic contrast in height and scale compared to the low density residential areas surrounding it. The height of the proposed building will be an anomaly within the neighbourhood.”

From the Project Team

Kensington Road nw is identified, according to The City of Calgary’s Municipal Development Plan (The City’s overarching planning document) and the Main Streets Initiative (an initiative to study and plan Calgary’s 24 main streets), as a “neighbourhood corridor.” These corridors are envisioned as active areas for Calgarians to socialize, work, shop, dine, live and celebrate local events.

Typically on important transportation routes, these corridors are locations where City policy encourages higher levels of growth in terms of both jobs and population over time. The vision for The Legion site reflects this policy decision and aims to achieve these broad citywide objectives in a way that benefits the local community.

With this policy direction in mind, it is likely that other parts of Kensington Road nw will redevelop over time. The key differentiator with other sites along Kensington Road is the size and depth of The Legion site. This creates a unique redevelopment opportunity on The Legion site with different development potential than would likely be seen along the remainder of the corridor.

Questions About Local Area Plans

There were questions raised about West Hillhurst’s lack of an Area Redevelopment Plan (arp) and the perceived negative impact this has on the review and consideration of the proposed redevelopment of The Legion site.

Example verbatim quotes from our process:

• “Hillhurst/Sunnyside limits to 8 stories. Why can’t this building be 8 instead of 10.”
• “The Hillhurst-Sunnyside ARP (‘hood on east) has max. 26m for Kensington and 14th Street which is way more developed than this area!”
• “How do we get an Area Redevelopment Plan like Hillhurst Sunnyside has in place?”

From the Project Team

At this point in time, there is no indication of further local area planning or arps initiated by The City of Calgary for neighbourhoods as a whole. The Main Streets Initiative highlights a shift to focus strategic planning on areas that can and are most likely to change and accommodate increased density – Corridors/Main Streets. Kensington Road is designated as a neighbourhood corridor in the Municipal Development Plan, and is therefore included in the Main Streets Initiative.
The Municipal Development Plan defines corridors as areas that can accommodate a higher density and therefore the Main Streets Initiative is studying Calgary’s 24 corridors and engaging with surrounding communities to determine how these strategic areas can intensify over time.

It is also important to note that Area Redevelopment Plans can be amended at anytime like any other statutory policy or bylaw, including their guidance on height and density. For example, the Hillhurst/Sunnyside Area Redevelopment Plan has been amended 13 times since its creation in January 1988, most notably in 2009 to accommodate new guidance for the area around the LRT station (Part II: Transit Oriented Development). Even the recent Transit Oriented Development addition has been amended three times since 2009.

Area Redevelopment Plans are intended to provide long-term guidance for a defined area; however, they are also intended to be flexible enough to respond to changing circumstances.

Questions or matters of clarification

Why no housing for seniors?

Example verbatim quotes from our process:

- “Housing for seniors.”
- “Design for seniors.”
- “Down-size options, yes! (why not villas?)”

At this time, the proposal has no formal strategy for seniors or supported living, but this kind of development can help facilitate ageing in place. This approach allows community members (such as empty nesters) to downsize from a single-detached home to a smaller dwelling, such as a condominium unit that is within their neighbourhood, but is more appropriate to their stage of life or needs.

Truman and the Team have conducted a local review of the existing multi-residential housing stock (of all types) and determined that West Hillhurst has limited options in this part of the housing spectrum. Truman sees tremendous potential in this part of the housing spectrum.

Why no affordable housing?

Example verbatim quotes from our process:

- “Affordable housing. Not condos!”
- “This is a great proposal for affordable accommodation in a nice clean district within walking distance of downtown.”

At this time, Truman is only proposing market-rate dwelling units and no formal affordable or attainable-type housing component is proposed within the mid-rise mixed-use building. However, Truman is a local industry leader in affordable housing and is the largest multi-residential building partner of Attainable Homes Calgary Corporation (AHCC).

AHCC is a non-profit organization and wholly owned subsidiary of The City of Calgary that works to deliver well-appointed, entry-level homes for Calgarians who have been caught in the city’s growing affordability gap.
The site is located along what The City’s Municipal Development Plan and its Main Streets Initiative describes as a ‘neighbourhood corridor’, or an active area that attracts Calgarians to socialize, work, live, shop, dine and celebrate. These streets are also typically important transportation and transit routes. Connecting one or more existing neighbourhoods, these corridors are locations where City policy encourages moderate levels of growth of terms of both jobs and population over time.

The site is located on a part of The City’s transportation network that is considered ‘primary’ or where there is a permanent network of high-frequency transit service (i.e. light-rail or bus-rapid transit) that operates every 10 minutes or better, 15 hours a day, 7 days a week. The existing 305 BRT route along Kensington Road is this Primary Network infrastructure that supports the growth of jobs and population along the corridor.

The site is located along what The City’s Complete Streets Guideline describes as a ‘neighbourhood boulevard’. Kensington Road is a higher-order street that is characterized as the neighbourhood’s backbone. These are streets that support growth in mixed-use retail and medium-density residential land uses. They are ‘livable’ streets where pedestrians and bicyclists have the highest priority, and where high-quality urban design and green infrastructure are important.
**THE PRINCIPLES**

**Connect to the City**
Grounded in The City’s development policies and guidelines, the proposed vision for the site is best understood through policy direction and measures.

**Smart Movement of People and Vehicles**
Achieve connectedness, conveniently move people and vehicles to and through the site.

**Community Amenities**
Create a new heart within West Hillhurst that becomes a mixed-use hub for existing and future residents. Calgary’s best places and neighbourhoods are lively hubs where people, jobs, and activities are vibrantly mixed.

**Great Public Spaces**
Achieve high-quality, inviting and people-focused design for those publicly accessible spaces around, between and within buildings.

**Thoughtful Architecture**
Complement the existing community context with great design that retains access to sunlight while reinforcing Kensington Road as a destination Main Street.

**SMART MOVEMENT OF PEOPLE AND VEHICLES**

During the engagement process, we asked: “What ideas do you have to improve movement of people and vehicles on site?” There were four themes that emerged within the participant feedback: parking impact, vehicle traffic impact, site access & servicing, and pedestrian safety.

Over two-thirds of participants who left comments about improving the movement of people and vehicles mentioned parking. Following closely behind, in number of comments, was vehicle traffic impact.

Participants were most concerned about increased traffic on the local roads surrounding the site – Kensington Road NW, 18A Street NW, neighbouring laneways, and 18 Street NW, in particular where the Queen Elizabeth Elementary, Junior and High Schools are located. A related issue raised was pedestrian safety and the need for more/better pedestrian crossing infrastructure, particularly along 18 Street NW.

**Parking Impact**
The majority of participants who shared comments about improving the movement of people and vehicles mentioned parking as a concern.

Feedback on parking included:

- Concerns about public on-street parking being less available for existing residents as a result of new on-street parking demand from business patrons, residents and visitors to the proposed development. Requests for increased on-site parking (particularly underground parking) to ensure that business patrons, residents and visitors related to the proposed development had more than enough on-site parking to satisfy demand.
- Requests for convenient on-site commercial-retail parking for business patrons of the proposed development to minimize on-street parking impacts.
- Suggestions to provide adequate accessible disabled parking for the Social Organization (The Legion), as well as bicycle parking overall.

Example verbatim quotes from our process:

- “How do you plan to address parking?”
- “The number of condo’s will generate 2-3 car parking requirements each. Has this been provided for in the design? (think—2 car owners, boyfriends, girlfriends, visitors...)”
- “The new legion will have less parking and the proposed 10 story apartment is not likely to have enough parking for residents and guests and visitors and legion members...as mentioned above, parking on 18 A St, 19th St, 18 St and 2nd Ave and 3rd Ave east of 18th Street.”
- “Underground parking for both public and residents. Use 18 St for access to site. Dedicated car 2go spots keep transit stop.”
From the Project Team

The proposed development would meet and exceed The City of Calgary’s Bylaw parking stall requirements for commercial-retail and multi-residential, both for residents and visitors. In addition to the on-site private parking provision breakdown below, additional new public on-site street parking is proposed along the new 18A Street NW road segment, as well as the north side of Kensington Road NW. The provision of this new public on-site street parking is at the discretion of and would be managed by The City of Calgary.

Site 1 – Social Organization (The Legion) & Mixed Office Building

- Vehicle Parking Stalls Provided for The Legion: 45 Stalls (42 within underground parkade and 3 at surface)
- Vehicle Parking Stalls Provided for the Office Component: 16 Stalls (within underground parkade)
- Total Vehicle Parking Stalls Provide On-Site: 61 Stalls (includes 4 Disabled-Vehicle Stalls)
- Bike Parking Provided: 10 Stalls (over dedication of 2 Stalls)

Site 2 – Mid-Rise Mixed-Use Building

- Vehicle Parking Stalls Provided for the Retail Uses: 60 Stalls (29 within the at-grade internal parkade and 31 within the underground parkade)
- Vehicle Parking Stalls Provided for the Multi-Residential Units: 231 Stalls (within underground parkade)*
- Vehicle Parking Stalls Provided for Visitors to the Multi-Residential Units: 21 Stalls (within underground parkade)**
- Total Vehicle Parking Stalls Provided On-Site: 312 Stalls
- Bike Parking Provided for Retail Uses: 12 Stalls (over dedication of 8 Stalls)
- Bike Parking Provided for Multi-Residential Units: 105 Stalls
- Bike Parking Provided for Multi-Residential Unit Visitors: 32 Stalls (over dedication of 11 Stalls)

Note:
The estimated number of multi-residential dwelling units is ± 210. Although the maximum floor area will not be modified, the final number of units will be determined based on the detailed design and unit type/size mix to be determined prior to the Development Permit submission.

*The City minimum required resident parking for multi-residential uses located along the Primary Transit Network (see explanation on page 11) for the proposed Land Use District is 0.75 parking stalls per dwelling unit. However, based on participant feedback from the engagement and Truman’s desired parking provision for the market-rate dwellings, the proposal shall provide at least one stall per unit, and there will be an excess of 21 residential parking stalls to be allocated to the larger/multi-bedroom units.

**The City’s minimum required visitor parking provision for multi-residential developments located along the Primary Transit Network in the proposed Land Use District is 0.10 parking stalls per dwelling unit.

Participant concerns around a reduction in future Legion parking and issues about meeting The Legion’s future parking needs should consider that the current legion facility is approximately 18,000 square feet in size, which includes a large-event banquet hall. The Legion has defined its future space needs and is focused on a flexible multi-use space design, and therefore the new Legion home would be approximately 7,500 square feet and no longer have a large-event banquet hall component (in other words it will be less than half of its current facility square footage). The on-site parking provision for the new Legion home meets The City of Calgary’s Land Use Bylaw requirements.
Regarding participant concerns about the potential loss of access to on-street public parking for existing residents, we note that these streets are publicly-owned infrastructure-assets that are maintained and wholly managed by The City of Calgary.

However, the Team recognizes the on-street parking concerns by residents and are committed to leading and assisting landowners on the immediately surrounding streets to achieve blanket on-street permit-only residential parking (see Existing and Proposed On-Street Permit-Only Residential Parking Strategy).

It is existing City policy that multi-residential developments greater than six dwelling units do not qualify for on-street parking permits as area residents or for their visitors. As such, with an adequate coverage of on-street permit-only residential parking, multi-residential unit owners, their visitors, and commercial-retail patrons will be unable to receive on-street parking permits from The Calgary Parking Authority to park on the surrounding streets.

Traffic Impact

Participants shared concern over the negative impacts from the proposed development’s increased residential and commercial-retail traffic upon the existing street network and at local intersections.

Example verbatim quotes from our process:

- “Bringing too much traffic to what used to be a quiet community.”
- “Biggest concern is traffic and non-stop traffic nuisance.”
- “I would encourage less focus on the movement of vehicles on this site, and recommend placing efforts on increased pedestrian and bicycle traffic.”
- “Consider reducing overall height to 6-8 stories by reducing or eliminating the commercial element. Also reduces traffic & parking issues.”
- “Traffic and parking a concern.”

From the Project Team

The Team genuinely recognizes participant’s concerns related to the traffic impact resulting from the development proposal. Along with an increased number of vehicle trips, increased people living, working, and shopping at the proposed development will also result in increased transit usage, walking trips and biking trips to and from the site. The fundamental question hinges on whether or not the local transportation network has the right-sized infrastructure and capacity to support this increase in multi-modal (vehicles, pedestrians, transit users and bicyclists) traffic.

As a standard part of the application review process with The City, the Team was required to prepare and submit a Traffic Impact Assessment (TIA) prepared by Bunt & Associates Engineering Alberta Ltd. on 28 May 2015.

The TIA methodology, including the study area and trip generation rates, must be approved by The City of Calgary’s Transportation Department before the TIA work can commence. There are clear standards, guidelines, and warrants that the TIA is required to consider (intersection capacity analysis, traffic signal warrants, pedestrian control warrants, roadway design standards).
After submission of the TIA, the City’s transportation engineers verify the results of the TIA and provide requests for further information/analysis, if required. This process ensures that the findings remain independent and reproducible. Through the application review process, the Team understands, from The City of Calgary Transportation Department, that the submitted TIA is generally acceptable and that there are no substantive issues with the findings.

The general TIA findings are as follows:

- All intersections will continue to meet The City of Calgary’s operational requirements. Therefore, no intersection control improvements are required to accommodate the proposed development.
- The proposed on street parking on the north side of Kensington Road will not have a significant detrimental impact to the operation of intersections in the vicinity of the site.
- Development parking requirements will be met on-site.
- Sidewalk improvements are required adjacent to the development.
- Current crosswalks meet The City of Calgary’s standards (signal to the west, overhead flashing beacon pedestrian signal to the east).
- Calgary Transit confirms that it can accommodate site users.
- Increased density (by way of this site and others along the corridor) would allow for increased frequency of transit, which would benefit the community as a whole.

A final approved TIA will be submitted to The City of Calgary and made available to the public.

Pedestrian Safety

Related to the issue of traffic impact, comments around on-street pedestrian movement were predominately rooted in safety. Concerns raised included increased traffic and more speeding vehicles, reducing pedestrian safety – especially for school-aged children walking to and from Queen Elizabeth Elementary, Junior, and High Schools along 18 Street NW.

Example verbatim quotes from our process:

- “With the school and neighbourhood so close to the site it would be beneficial to install formal crosswalks (overhead signage, lights and or painting on the road) farther into the community to support safety of children who are able to currently freely move around the neighbourhood.”
- “Increasing traffic around the school is grossly inappropriate and unsafe.”
- “Traffic calming on 18 st (blocked off as it is in Kensington/hillhurst) and no traffic from the buildings allowed on 18 a street north of first ave - elementary school crossing is at risk with many more cars accessing the area. There are already many problems with people driving too fast down 18 st.”
- “Traffic along 18th Street will increase where children are walking and riding bikes to/from school, which of course adds to safety concerns, particularly as the Queen Elizabeth school has a Deaf and Hard of Hearing program.”
- “What are you and/or the City planning to do to ensure safety on Kensington Road and adjacent streets? Pedestrian traffic across Kensington Road can already be tricky, even with a crosswalk at 18 St NW and lights at 19 St NW. West Hillhurst is a community with considerable foot traffic. In the current Legion area alone there are many seniors, including in the lodge adjacent to The Legion property. There are many children and teens going to and from Queen Elizabeth Schools, the outdoor pool and day camps.”
- “Curb bumpouts for pedestrian crossings. Any considerations for midblock ped cross?”
**From the Project Team**

The Team understand the concerns around pedestrian safety, particularly given the proximity to local schools with a significant population of school-aged children that walk to and from school. While the development proposal’s TIA found good capacity and no adverse impacts on the local transportation network that would require improvements, these findings do not inherently address pedestrian safety.

Given the proposed development’s relationship to 18 Street NW, Truman and the Team have developed a voluntary concept for a proposed off-site traffic-calming/enhanced pedestrian safety infrastructure investment plan for 18 Street NW. (see 18 Street SW Corridor Traffic Calming and Pedestrian Safety Enhancement Strategy).

This conceptual plan focuses on creating bulb-outs (sidewalk extensions at key intersections) for street carriageway narrowing (i.e. traffic calming-by-design), as well as other pedestrian-crossing enhancements in three different locations along the street. Truman is committed to funding and/or implementing this plan. As the plan requires improvements to public infrastructure-asset, this will require a review process by The City of Calgary and other community stakeholders (i.e. School Boards, the West Hillhurst Community Association) in order to ensure that this proposal improves pedestrian safety, meets technical street design standards, and can be maintained by The City of Calgary over time.

**Site Access and Servicing**

Many participants expressed concerns related to the primary access and servicing locations to and through the site. Some participants liked the design strategy of an internal-to-building at-surface parking structure with short-term commercial-retail public parking and a commercial-retail delivery vehicle unloading zone (particularly for the proposed neighbourhood grocery store). Participant feedback included:

- Negative impacts resulting from having the primary residential parkade access and waste/recycling servicing off of the existing laneway accessible from 18 Street NW.
- Negative impacts resulting from internalized commercial-retail parking and loading accessible from 18 Street NW.
- Support for an internalized-to-building at-surface commercial-retail public parking area and delivery vehicle unloading zone.
- Views that all vehicular access should be from Kensington Road NW alone.

Example verbatim quotes from our process:

- “Access to the building by all types of vehicles should be off Kensington Rd., not off 18th Street.”
- “All parking to the site should enter and exit from Kensington road. No traffic should enter and exit into the quiet neighbourhood.”
- “I love how you have covered the retail and loading parking access.”
- “We are concerned, due to the laneway being just that - a laneway and not a road – that cars will hit our fence, garage, or even our house.”
- “Direct all commercial deliveries to enter the building from the other side, between The Legion and the building.”
- “People will end up using the laneways and lead to increased traffic.”
18 STREET NW TRAFFIC CALMING AND PEDESTRIAN SAFETY ENHANCEMENT STRATEGY
EXISTING WALKWAY
EXISTING SOD
PEDESTRIAN CROSSING
PROPOSED SHRUB AND PERENNIAL PLANTING BED
PROPOSED BOULEVARD TREES
PROPOSED NEW HARDSCAPE AREA (GREY CONCRETE) FOR BULB-OUT
EXISTING OVERHEAD PEDESTRIAN LIGHTS
PROPOSED RAPID FLASH BEACON FOR PEDESTRIAN CROSSING

18 STREET NW AND KENSINGTON ROAD NW INTERSECTION

18 STREET NW AND 3RD AVE NW INTERSECTION

18 STREET NW AND 6TH AVE NW INTERSECTION

WHAT WE HEARD REPORT

From the Project Team

The Team recognizes the feedback from participants; however, we have thought carefully about site access and servicing to create optimal movements and minimize impacts on the existing context. In fact, the design of these elements was one of the first steps in our site design process. See Site Access and Circulation Strategy for a visual illustration of the site design.

Beyond the existing access at 18A Street nw (to be reintroduced as a formal street segment), The City will not permit any new direct access for the proposed development via Kensington Road nw. A proliferation of direct access to this Main Street-type roadway is strongly discouraged and instead direct access is encouraged along existing non-Main Street roadways (i.e., 18 and 18A Street nw) and existing laneways. Among other reasons, this is about limiting and consolidating the number of vehicle driveway/access locations to a high-traffic multi-modal (vehicles, pedestrians, transit users and bicyclists) roadway. The same rationale translates into a reduced number of vehicle and pedestrian conflict locations along a Main Street, where The City puts pedestrians first and seeks to create a vibrant mixed-use corridor.

The Team found that the optimal location for the primary residential underground parkade access is via the existing public laneway accessible from 18 Street nw. This laneway has a wider carriageway (8 meters) than what is typically found in West Hillhurst (+6.0 meters), and therefore can accommodate two-way vehicle movement and it also can accommodate what the Team understands would be the continued City waste/recycling pick-up location. Laneways have traditionally been service-oriented, and although this laneway can optimally provide good service and circulation opportunities for the proposed development, it can do more.

The Team has tried to create an enhanced laneway experience (see Laneway Architectural Visualization and Anatomy of Laneway Change) that includes:

- A right-of-way for the safe and efficient movement of private and service-oriented vehicles.
- A right-of-way for the safe movement of pedestrians and bikes.
- An enhanced green laneway with buffers that provide screening and a softened landscape between existing homes and the proposed development.
- Removal/burial of the majority of the existing above-grade power transmission poles/lines within the portion of the laneway that shares an edge with the proposed development.
- Architectural building façade treatments that treat the lane like the other building faces to help create a ‘sense of place’ and not simply a ‘back of house’ edge.

A unique feature of this site design is an internalized-to-building at-surface parkade, which can accommodate short-term commercial-retail parking and internalized delivery unloading (particularly for the neighbourhood grocery store) within the mid-rise mixed-use building (See Site Access and Circulation Strategy). This is possible because of the size, shape, and larger than typical depth of the parcel. The design creates an internalized drive aisle that is accessible from both 18 and 18A Street nw and provides a through connection that allows for the technical movement of larger commercial delivery vehicles (approximately garbage-truck sized).
EXISTING LANEWAY

KENSINGTON ROAD NW

SITE 2

18 STREET NW

SITE 1

LANE

18A STREET NW

WASTE & RECYCLING

LOADING ZONE

PARKADE RAMP

INTERNAL COMMERCIAL - RETAIL
DELIVERY ZONE

INTERNAL PARKADE

INTERNAL ON-SITE PARKING RETAIL PARKING

WASTE & RECYCLING LOADING ZONE

PROPOSED PUBLIC STREET PARKING

BUS-STOP ZONE

WHAT WE HEARD REPORT
By internalizing both the short-term ‘stop and go’ commercial-retail parking and the related delivery traffic/unloading, the design greatly minimizes the typical external-to-building nuisance factors for the local community (i.e., noise, traffic interruption, parking impact, etc.). This positive design feature influenced and also limited the options for locating other primary building access points (i.e., the residential parkade access).

Questions or matters of clarification

Is the traffic light signalization warranted at the intersection of Kensington Road and 18 Street NW?

As a standard part of the application review process by The City, the Team was required to prepare and submit a Transportation Impact Assessment (TIA) prepared by Bunt & Associates Engineering Alberta Ltd. That study was submitted on 28 May 2015. Through the application review process, the Team understands that The City of Calgary Transportation Department has no substantive issues with the findings. The TIA concluded that the post development transportation volumes do not warrant full signalization (traffic lights) at Kensington Road & 18 Street NW.

More technically described, this intersection has an existing traffic signal score of 24 out of the 100 point threshold required to warrant a traffic signal in The City of Calgary. Once the traffic generated by the new site is added, that score was found to increase to 71 points, largely due to pedestrian volumes. In scenarios where a signal is warranted due to high pedestrian scores, The City looks at other options including pedestrian overhead flashing lights, which are already in place. However, in this situation the total score of 100 is not met and therefore signalization is not technically warranted.
A green buffer of deciduous and coniferous trees will line the northern edge of the lane to provide additional screening to the adjoining properties.

Minimize existing overhead power transmission poles and lines through removal/burial in strategic locations.

The amount of parking-ramp exposed to the sky has been reduced to increase the overall landscaping opportunity at grade.

Increase setback building podium massing at the northerly edges and corners closest to existing homes to the north.
Having a 283 stall parkade access in my laneway will mean that peak hour traffic to and from the parkade will have a significant traffic nuisance impact on the enjoyment of my home, will it not?

Having 283 on-site underground parking stalls does not mean that all 283 vehicles will leave and return during the peak hours. There is a correlation between parking and traffic, but there are also other factors to consider. One is the fact that not everyone leaves home between 7-8 AM. People have different schedules and destinations, such as some residents leave home before 7 AM or after 8 AM, while other residents don’t leave home at all during the morning peak period (working from home, retired, etc.).

As well, just because there is a vehicle in a parking stall doesn’t necessarily mean it is used to get to work. Our Team’s Transportation Engineers have observed data from similar inner-city multi-family sites and found that many residents who owned vehicles left them at home during the day and instead used them on evenings and weekends. As such, it is not as simple as saying that 283 parking stalls results in 283 trips in the peak hour. Our Team’s general data actually shows about a third of residential vehicles leave during the same hour.

Will adding 200 new apartments to this site not being like 200 new single-detached houses on my block?

Multi-family and single-family (houses) dwellings do not have the same vehicle trip characteristics. Multi-family dwellings are more likely to have a higher proportion of residents under 30 or over 65. As a whole, these age groups have smaller family sizes and lower vehicular ownership rates as well as, in some cases, less disposable income. All these characteristics correlate into lower vehicle usage. Generally within the city, in terms of vehicle trip generation, 1 single-family dwelling is equal to approximately 3 multi-family units.

Is The Legion site, building and parking facility design universally accessible and are there enough handicap parking stalls?

Example verbatim quotes from our process:

- “Universal Access: Wheelchair & senior friendly internal and underground in legion.”
- “Requirement for elderly; they won’t park underground at night (not safe); not an improvement for legion membership; needs lighting and access cards.”
- “Not enough parking for big events at The Legion; get rid of proposed parking stalls west of the mid-rise building to make more public realm.”

The Legion site, building and parking facility are all designed to be universally accessible. Under the Alberta Building Code, all facilities must provide a minimum number of barrier free (handicap) parking stalls depending on the size and function of the building and the current design exceeds this requirement. In addition to the provided parking on site, it is anticipated that the public street parking on 18A Street will also provide barrier free parking.
Given the characteristics of many Legion members who are seniors and/or have mobility limitations, design considerations for universal access were part of the concept development and have been considered throughout the process. The design team has been working with The Legion in order to ensure that their requirements, including accommodation for barrier free access have been incorporated so that both members and the public will find the building convenient and easy to access. In addition to designs to accommodate drop-offs at The Legion building, underground parking can be friendly to a range of users who benefit from the heated, weather-protected space, especially during the winter months.

*What is the proposed functional design of the new 18A Street NW road link?*

Previously a public through street (linking 18A Street to Kensington Road nw), this segment of City-owned land is proposed to be converted back to a public street, but as a cul-de-sac and not a through road connecting with 18A Street north of the site. The design of this new street segment is intended to achieve the following:

- Provide pedestrian walkways on both sides of street.
- Maximize street parking where possible (the concept achieves 12 stalls).
- Accommodate the movement of garbage-truck-sized vehicles to/from the mid-rise mixed-use building internal-to-building at-grade parkade and the commercial-retail internalized unloading zone.
- Meeting Fire Access Standards - minimum driving surface of 6 meters wide.
- Preservation of an existing mature poplar tree (outside of driving surface).
- Provision of new street trees.
- Provide new emergency egress/ingress (removable bollards, which are short metal poles) between the two 18A Street nw road segments.
- Generally create a positive pedestrian and high-quality public realm (putting pedestrian comfort ahead of vehicles and parking, by creating wider sidewalks along active retail edges, trees for shade and weather protection, high-quality hard surface treatments like pavers, and opportunities for event-permitted shared street experience.)
Is this a bike-friendly design?

Yes, this is a bike-friendly site and building design. The design meets and exceeds The City's required on-site bike parking stalls – including commercial-retail patrons, resident and residential visitor stalls. The location of the stalls throughout the site is meant to maximize convenience and safety. The mid-rise mixed-use building design shall include bike storage, washing capability, and a maintenance room. Further, wherever possible, a bike barrier-free site design has been provided, particularly along 18A Street nw.

Can the parkade garage door type/design reduce noise?

In the proposed design, the overhead doors for both the at-grade and below grade parking structures, will be activated by sensors which will only open and close when triggered by a vehicle entering or leaving the parkade. These door mechanisms are relatively quiet. In this way, the amount of noise should be limited to the vehicles movement only as they pass through the door opening and the nuisance noise, for example service vehicles backing up, will be contained within the parkade.

Can the traffic volume on Kensington Road westbound support being reduced to one-lane to support additional public street parking?

Example verbatim quote from our process:

- “Allowing parking along Kensington Road in front of The Legion would also support traffic calming in the area.”

As a standard part of the application review process by The City, the Team was required to prepare and submit a Traffic Impact Assessment (TIA) prepared by Bunt & Associates Engineering Alberta Ltd. on 28 May 2015.

Through the application review process, the Team understands from The City of Calgary Transportation Department that the submitted TIA is generally acceptable and that there are no substantive issues with the findings. Although management of on-street public parking is at the discretion of The City of Calgary, the TIA states that the proposed on-street parking on the north side of Kensington Road nw will not have a significant detrimental impact to the operation of the roads and intersections in the vicinity of the site.

Can you make public transit usage more attractive?

Yes, the development proposal seeks to enhance the existing bus zone location at 18 Street nw and the north side of Kensington Road nw. This enhancement will include a weather protected bus shelter.
THE PRINCIPLES

Connect to the City
Grounded in The City’s development policies and guidelines, the proposed vision for the site is best understood through policy direction and measures.

Smart Movement of People and Vehicles
Achieve connectedness; conveniently move people and vehicles to and through the site.

Community Amenities
Create a new heart within West Hillhurst that becomes a mixed-use hub for existing and future residents. Calgary’s best places and neighbourhoods are lively hubs where people, jobs, and activities are vibrantly mixed.

Great Public Spaces
Achieve high-quality, inviting and people-focused design for those publicly accessible spaces around, between and within buildings.

Thoughtful Architecture
Complement the existing community context with great design that retains access to sunlight while reinforcing Kensington Road as a destination Main Street.

COMMUNITY AMENITIES

During the engagement process, we asked: “What kinds of community amenities would you like to see in this development?”

The conversations and feedback on amenities within the mixed-use mid-rise building were quite positive. Three common themes emerged from this discussion: neighbourhood-scaled grocery store, small-scale shops and services, and management of the operational impacts associated with the commercial-retail.

Neighbourhood Grocery Store
In the engagement materials, it was announced that Truman has partnered with Calgary-based Blush Lane Organic Market as an anchor neighbourhood-scaled grocery tenant as part of the project vision. There was a wide acceptance of a neighbourhood-scale grocer by participants.

Example verbatim quotes from our process:
• “Retailer- local grocer - something like Sunnyside market - locally owned.”
• “Grocery Store needed badly.”

From The Project Team
The Project Team is encouraged by the support for a neighbourhood-scaled grocery store and we are committed to making this a reality as part of the development. The building design concept includes the location of what The City characterizes as a ‘Supermarket’ land use, and the proposed size is approximately 11,000 square feet. This is a size that meets Blush Lane’s sizing needs to provide a level of service at the local, neighbourhood-scale.

Small-Scale Shops and Services for the Neighbourhood
A variety of ideas emerged in addition to the discussion of a neighbourhood-scaled grocery store. Participants suggested a range of shops and services, including restaurants and cafes, medical offices, daycares, gyms and hair salons. Across these various ideas for uses, there was a desire for small-scale and local-serving businesses rather than medium/big box or chain stores that serve regional markets and have more significant traffic pressures and parking demands.

Example verbatim quotes from our process:
• “We are really desperate now to have some stores that meet our everyday needs without having to go all the way down to Kensington or up to North Hill mall.”
• “I’d love a local coffee shop & organic grocery store.”
• “Smaller retailers would be preferable – boutique shops such as coffee shop, fish shop, meat store, bakery, etc.”

From The Project Team
By design, Truman and the Team committed to creating a mix of small-scale shops and service retail bays within the retail portion of the mid-rise mixed-use building where approximately 25,500 overall square feet is proposed. In addition to the the 11,000 square foot neighbourhood-scaled grocery retail bay, there are 8 retail bays and the small-scaled bays conceptually range from 1,100 to 2,400 square feet in size.
The final number and size of retail bays will be determined at the development permit stage; however, the Land Use District being proposed does not allow for any single retail bay to be larger than 5,000 square feet (with the exception of the supermarket use). As Truman will be the long-term owner and operator of the commercial-retail space, they look forward to curating the future mix and complement of small-scale local-servicing tenants.

Beyond the future neighbourhood pub-restaurant space within The Legion Social Organization use area, The Legion mixed-use building will include two storeys of office uses, approximately 19,000 square feet in size, which can help foster small-scale employment opportunities in the neighbourhood.

**Operational Impacts of Commercial-Retail**

While there was support for increasing the diversity of community shops and services, there was concern expressed over the logistical operations of these commercial-retail businesses, including: service/product delivery, customer parking and waste/recycling pick-up.

**From The Project Team**

The Team recognizes the need to minimize the impacts of businesses operating in the area. Much of the logistical site design and impact minimization are addressed in the *Smart Movement of People and Vehicles* section of this report. Also, as Truman will be the long-term owner and operator of the commercial-retail space, Truman will play a daily role in site management to ensure successful operations that work to minimize neighbourhood impacts.

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**Blush Lane Organic Market**

Dear Truman Development Corp.,

Thank you for the opportunity to work with you on your redevelopment of the Kensington Legion. It has been our pleasure to be your tenant at Aspen Stone Commons since 2008 and we would look forward to working with you on another development of this quality.

It is one of the goals of Blush Lane Organic Market to help connect people in the communities which we operate in and support its members with the best in local and organic foods. Your support of the Legion and your vision for a vibrant Kensington Road fits perfectly with ours.

Please consider us as being in support of this venture and keenly interested in being a long term tenant and member of this community.

Yours Truly,

Rob Horricks
President & CEO, Blush Lane Organic Markets
Questions or matters of clarification

Explain the grocery cart management strategy for neighbourhood grocery store?

The Team has discussed with proposed neighbourhood-scale grocery store operator, Blush Lane, the potential need for a modest ‘mini’-cart system. If that system were implemented it would be located and operated internally to the mid-rise mixed-use building. The at-grade parkade structure, as described in the Smart Movement of People and Vehicles section of this report, would provide customer access to the rear door of the grocery store and carts would move to and from this location into the parkade structure where approximately 30 short-term public commercial-retail parking stalls would be located.

What are the detailed statistics on the overall site mix of uses?

Site 1 – Social Organization (The Legion) & Mixed Office Building

(Described as Gross Usable Floor Area per The City of Calgary)

• Social Organization (The Legion) Use Area: 8,900 square feet (Building Storeys 1 & 2)
• Commercial-Office Use Area: 19,200 square feet (Building Storeys 3 & 4)

Site 2 – Mid-Rise Mixed-Use Building

(Described as Gross Usable Floor Area per The City of Calgary)

• Commercial-Retail Use Area: 25,500 square feet (Building Storey 1 - Podium)
• Multi-Residential Use Area: 203,500 square feet (Building Storeys 2 to 8)
• Multi-Residential Dwelling Units: 210*

* The estimated number of multi-residential dwelling units is +/- 210. Although the maximum floor area will not be modified, the final number of units will be determined based on detailed design and unit type/size mix to be determined prior to the development permit submission.

The neighbouring project, Savoy (corner of 19 Street and Kensington Road NW) is unleased, could this project fail with no market demand?

Example verbatim quote from our process:

• “Get more good retail before building. Too many of those places remain vacant at retail level. E.g. 10 st. St. Johns, Truman on 19th. Looks bad.”

Truman’s Savoy project’s commercial-retail space is fully leased with several small-scale shops and services currently finalizing Building Permits and/or under build-out. Truman received significant interest in the Savoy commercial-retail space and looks forward to seeing all the businesses opened in the near future.

Truman has significant market confidence in the commercial-retail component of this development proposal. Truman is confident based on assessments from local market and leasing experts, and has received several inquiries from local and non-local businesses interested in leasing.
THE PRINCIPLES

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Thoughtful Architecture
Complement the existing community context with great design that retains access to sunlight while reinforcing Kensington Road as a destination Main Street.

GREAT PUBLIC SPACE

During the engagement process, we asked for feedback on public spaces by asking: “What ideas do you have to improve the public space of this vision?” There were two themes that emerged: support for public space and increased public green space.

Support for Public Space
From wide sidewalks and seating to lighting and new trees, there was a positive response from participants with what was proposed for the streetscape and public spaces along the edges of the proposed development. Many participants commended the proposed public realm design and encouraged the project team to offer even more enhancement as part of the development. Suggested improvements were particularly focused on closing 18A Street to vehicles, minimizing loss of mature trees and create more public green spaces.

Example verbatim quotes from our process:

- “I am very glad that the sidewalk on Kensington is wider and there are benches and trees.”
- “Like the trees and wider pedestrian space.”
- “Patio space for restaurants / cafes would be nice with the potential to do pop up patios in the summer similar to the ones in Kensington Village proper (Yard House; Brasserie etc.).”
- “This new 18A Street road link could serve as a central mews to The Legion and residential site that would benefit the pedestrian realm.”
- “Site interventions that encourage places of gathering and pause create developments that serve the urban realm.”

From The Project Team
The suggestions from participants regarding closing 18A Street to vehicles was considered at the earliest stage of site design by the Team. As described in greater detail in the Smart Movement Section of this report, the Team believes that this would contravene other mobility and general access goals related to the movement both of private and delivery-related vehicles, as well as limiting on-street parking availability. The result would be increased traffic pressure at other site access points, where some participants have already expressed concern.

Although the fundamentals of the proposed public realm where well received by participants, some enhancements have been made. The improvements to the northerly-located laneway shared between the mid-rise mixed-use building and existing homes to the north is described in the Smart Movement Section of this report. Other improvements are visually illustrated within the Anatomy of Public Realm Change.
A green buffer of deciduous and coniferous trees will line the northern edge of the lane to provide additional screening to the adjoining properties.

Minimize existing overhead power transmission poles and lines through removal/burial in strategic locations.

The amount of parking-ramp exposed to the sky has been reduced to increase the overall landscaping opportunity at grade.

Increase setback building podium massing at the northerly edges and corners closest to existing homes to the north.

The most southerly existing mature poplar tree on 18A Street NW will be retained to enhance the public realm.

Public sidewalks on both sides of new street segment connecting to 18A Street NW to the north.

New public street trees added to 18 Street NW.

Enhanced surface treatment using pavers to create high-quality people-friendly spaces (feeling of a shared street)

Less hardscape and more soft ‘green’ landscaping to enhance publicly accessible edges around the Legion building.

Increased depth of publicly accessible sidewalk area to serve as ‘plaza-like’ pockets along the Kensington Road frontage.

Large sculptural public benches that serve as public art to animate the streetscape.
Increased Public Green Space

Some participants expressed that the amount of green space should increase within the site design or alternatively that the entire site become a park.

Example verbatim quotes from our process:

- “Green space and park like setting with benches and tables for sitting outside.”
- “Please maintain some green space between the proposed new legion location and the new condo complex. A garden style seating area (in support of a coffee shop) would be good.”
- “A green space that can be shared with the public.”

From The Project Team

As visually described in the Anatomy of Public Realm Change, the Team has enhanced several pockets of the site design with additional soft-scape ‘green’ landscaping, the retention of an existing mature tree, and the inclusion of additional trees. To achieve more opportunities for public seating areas (potentially related to activating retail, like a coffee shop), there are now pockets of increased sidewalk areas to create ‘plaza-like’ gather and seating areas. All of the site edges (along Kensington Road, 18A Street, and 18 Street nw) will be a combination of public street right-of-way (sidewalk and tree amenity areas) and publically accessible, on private land, hard- and soft-scape areas.

The Legion privately owns the land upon which this development is proposed. It is land that The Legion members have invested in and on which their existing facility has operated since 1953. The suggestion that the entire site become a public park space is not an acceptable outcome for The Legion.

Questions or matters of clarification

Why can’t you save the existing of big mature trees on the City-owned land?

After assessing the three existing mature poplar trees at the north end, near 18A Street nw, it was determined that the southerly most tree could be incorporated in the new street segment design (outside of the primary vehicle driving surface). It was also determined by the Team’s Landscape Architect that the location of the tree’s canopy and drip line was primarily outside of the future building’s excavation area. With the right mix of care during the construction phases, the tree would likely survive post development, even with minor disturbance to its root systems.
THE PRINCIPLES

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Thoughtful Architecture
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THOUGHTFUL ARCHITECTURE

During the engagement process, we asked for feedback on the design of the mid-rise mixed-use building by asking: “What ideas do you have to improve the design of the building in this vision?” There were two key themes that emerged: building height and design quality.

Building Height
Concern over building height was the most frequent and emphasized piece of participant feedback. The majority of participants expressed that the mid-rise mixed-use 10-storey building was too tall. There were various reasons that participants identified building height as a concern:

- Neighbourhood Context. Participants were concerned that a 10-storey mid-rise building was out of context for the neighbourhood, given the primarily low-density single-detached housing nature of West Hillhurst and Hillhurst. Related to this concern was the notion that this could set an unwanted precedent that would encourage additional tall-buildings to develop in the community.
- Shadowing. Participants were concerned that a building 10-stories in height would cast a significant shadow on the surrounding homes.
- Privacy. Participants were concerned that surrounding neighbours would lose their privacy, due to overlooking from the residential units in the higher storeys of the mid-rise building.

Some of those who were concerned about the proposed height felt that a lower building height would be more appropriate. Other participants responded positively to the stepped-profile of the mid-rise building that seeks to minimize shadow impacts and create a more appropriate height transition with the single-detached homes north of the site. The range of building height that was deemed appropriate by participants ranged from 4-8 storeys.

Example verbatim quotes from our process:

- “Hillhurst/Sunnyside limits to 8 stories. Why can’t this building be 8 instead of 10.”
- “Ten stories is too high. There is nothing in the area that is comparable. I would be much more comfortable with a 6 storey building.”
- “10 stories is too tall. Would prefer 6. Would be tallest in the community.”
- “A 10 storey building cannot fit into this neighbourhood no matter how the stories are tapered next to neighbouring blocks. A reasonable reference is the new building at 19th and Kensington that tops out at 4 stories. Other great cities that have gone the route of densification along transit corridors within otherwise residential areas also cap the buildings at 4 stories (e.g. Vancouver). Please have some respect for the neighbourhood and propose something that is truly thoughtful.”
- “10 stories are 2 too many, I will support 8 stories.”
- “Like the overall project, but 10 is too tall. Would be happy with 8.”
- “Fall & Winter shadow important to immediate residents.”
- “Although the staggering of the floors to minimize the shadow effect on the northern neighbours is a constructive proposal, a ten storey building still literally towers over its neighbours.”
- “Great setbacks on the back, most shadow reduction.”
- “I love the design and appreciate the fact you have taken shading of homes to north into account right from the onset!”
From the Project Team

Since this is proposed as the first mid-rise mixed-use building along the Kensington Road Main Street (between 14 Street and Crowchild Trail nw), we genuinely understand participant concerns related to the perceived negative building height impacts and incompatibility with the existing character of the community.

In many ways, West Hillhurst has a uniquely suburban character within an inner city location. The community is yet untouched by the type of intensification being proposed, but this type of growth has and continues to unfold in many other inner city communities. The City of Calgary growth and intensification policies along the Kensington Road Main Street encourages a different mixing of uses and scale of buildings than what exists in the community today.

The Team did not set out to design a 10-storey mid-rise building, instead it worked to find a design solution that balanced four key goals set by Truman:

• Achieve a total buildable floor area that was equivalent to a 4.0 floor area ratio (or the quotient of the total gross floor area of a building on a parcel divided by the gross site area of the parcel), which was informed by several inter-related development goals and economic considerations.

• Minimize the shadow impact on the low-density neighbours immediately adjacent to the north of the site (primarily single-detached homes).

• Create a building form and height relationship with those same neighbours by creating a more sensitive height transition with the lowest height on the north edge of the site and have the height gradually increase toward the south edge (Kensington Road).

Having carefully considered participants’ concerns around building height, the Team has revisited the design of the building with the goal of reducing its ultimate height while also balancing the original four key design goals. Truman and the Team are pleased to share a revised proposal that has reduced the overall building height from 10 to 8-storeys. We have made other detailed building changes, and have visualized the anatomy of these changes (see Anatomy of Building Design Change).
ANATOMY OF BUILDING DESIGN CHANGE

Improved articulation at roof level to make the building feel lighter.

Reduced neighbouring backyard sightline from common outdoor amenity space through enhanced green screening setback.

Additional building articulation and programming has been added to the lane to create a ‘sense of place’ rather than ‘back of house’.

A green buffer of deciduous and coniferous trees will line the northern edge of the lane to provide additional screening to the adjoining properties.

The amount of parking ramp exposed to the sky has been reduced to increase the overall landscaping opportunity at grade.

Reduced neighbouring backyard sightline from private outdoor amenity spaces through enhanced green screening setback.

The overall building height has been reduced by two storeys and is now 8-storeys. The dashed line illustrates the previous 10-storey design solution. This change reduces the overall perception of building height/mass and reduces shadow impact to the north.

The south building face has been ‘pushed back’ to increase the width of public sidewalk and areas of place-like space along Kennington Road.

The floor area removed from the previous design storeys at 9 and 10 has been primarily incorporated into the sides of the inner courtyard area.

Both the east and west building faces have been stepped back from the podium to provide a more human scale experience at the street level.

The most southerly existing mature poplar tree on 16A Street will be retained to enhance the public realm.

The podium level has been increased slightly in depth on east and west building faces.

Proposed 8-storey building design solution

Expanded new floor area
For the mid-rise mixed-use portion of the site, the Team will revise its Land Use Redesignation application to reduce the proposed maximum Building Height Modifier from 36.0 meters to 31.0 meters. This revised maximum building height can achieve a single commercial-retail building podium and 7-stories of multi-residential uses above that podium, which represents approximately 28.0 meters of principal building height. The additional 3.0 meters of height accommodates for the building’s modest and typical mechanical zone on rooftop (which has been sensitively incorporated into the building’s architecture), as well as accommodating for natural changes in grade elevation across the site that creates minor variations in the measurement of maximum building height (see Building Schematic Section).

Design Quality
Many participants expressed that the overall building design and architecture was of a high quality, and this was often expressed from the same participants that felt that a 10-storey building was too tall.

Example verbatim quotes from our process:

• “The architecture looks awesome.”
• “Despite any architectural merits of the design; at this size it is an eyesore.”
• “Love the look, the presence on the street, this much site coverage makes sense for this use and site.”
• “Quality of design is very good and we appreciate that the building materials incorporate a warmer tone.”
• “Like the overall plan/design, conceptually it looks great.”

From the Project Team

In revising the building design from 10 to 8-stories, the Team has updated the architectural visualization image series. A few key visualizations are included here and for additional visualizations see Appendix – Design Visuals Library.
Questions or matters of clarification

Shadow Impact

During the engagement process, there were several clarifying questions from participants surrounding the shadow impact related to the mid-rise mixed-use building. In order to respond to these questions, the project team created additional sun-shadow diagrams to enhance our explanation.

These diagrams were created using industry-standard modeling to help communicate how the sun moves across the site, and they accurately model the shadows that will be cast by the proposed development upon its existing surrounding context. The City of Calgary requires developers’ to provide these diagrams for buildings over a certain height for specific days of the year between certain hours of the day.

In general, by locating the tallest part of the building to the south (Kensington Road) and by substantially stepping the height down toward the north end of the site, the impact of the shadow on neighbouring homes to the north of the mid-rise building is minimized. Because of the stepped-building design, the shadow impact is especially minimized from the Spring Equinox (March 21) through until the Fall Equinox (September 21).

The Sun-Shadow Diagrams provided here illustrate the shadow impacts of the revised 8-storey building design, as compared to shadow impacts of the previous 10-storey building design.

Why are there not greater building setbacks/stepbacks within the mid-rise building proposal similar to those provided along the Kensington Road building face?

The Team has revised the design to incorporate increased building setbacks along the most northerly edges facing 18 and 18A Street NW to provide a better relationship to the front yard setbacks of neighbouring single-detached homes to the north. The revised design also includes new stepbacks both at the first storey podium level and at the 7-storey along 18 and 18A Street NW building faces to create increased relief in the perceived building height/mass (see Anatomy of Building Change and Anatomy of Public Realm Change).
What can be done to minimize issues of sightlines from the mid-rise building and privacy for those neighboring backyards across from the shared laneway?

The Team has revised the site and building design to minimize issues related to northerly sightlines and privacy concerns between the mid-rise building and neighboring backyards. For both the communal outdoor and private unit outdoor amenity areas, an enhanced green screening setback has been included. Further, outdoor balcony architecture includes non-transparent materials (i.e., no glass balconies). The overall site plan has been modified along the shared lane edge to include substantial new green buffers of deciduous and coniferous trees, as well as generally improved soft landscaping (see Anatomy of Building Change and Anatomy of Public Realm Change).

Why not more contextually appropriate character architecture?

The general participant feedback on the proposed architecture was positive; however, some participants specifically expressed a desire for more character architecture (i.e., noting local historical buildings). The Team considered this opportunity, but generally concluded that there are no substantial architectural character and/or heritage building elements that are applicable from the local context – West Hillhurst. The only local listed City heritage asset is the 1966 Guide-Scout Service Centre (2140 Browsea Drive nw). Generally, the architectural styles within the single-detached building context is eclectic and most of these styles don’t translate into elements appropriate for a mixed-use mid-rise building type.

Do these buildings have green design and high-quality building performance components?

Example verbatim quotes from our process:

- Building must be of concrete construction. No Wood.
- LEED Platinum building design.

The team intends for both The Legion’s new home and the mid-rise mixed-use building to be concrete buildings. The development goal is to at least achieve an Alberta BuiltGreen® Silver rating, which is a building program that includes a series of energy efficiency requirements, as well as a menu of options in categories such as: materials and building methods, indoor air quality, ventilation, waste management, water conservation, and business practice.
SUN-SHADOW DIAGRAM: SPRING EQUINOX

MARCH 21 10.00AM

MARCH 21 1.00PM

MARCH 21 4.00PM

SHADOW - EXISTING CONTEXT

SHADOW - PROPOSED 10 STOREY BUILDING

SHADOW - PROPOSED 8 STOREY BUILDING

PROPOSED BUILDINGS
SUN-SHADOW DIAGRAM: SUMMER SOLSTICE

JUNE 21 10.00AM  
SHADOW - EXISTING CONTEXT  
SHADOW - PROPOSED 10 STOREY BUILDING  
SHADOW - PROPOSED 8 STOREY BUILDING  
PROPOSED BUILDINGS

JUNE 21 1.00PM

JUNE 21 4.00PM
SUN-SHADOW DIAGRAM: FALL EQUINOX

SEPTEMBER 21 10.00AM

SEPTEMBER 21 1.00PM

SEPTEMBER 21 4.00PM

SHADOW - EXISTING CONTEXT  SHADOW - PROPOSED 10 STOREY BUILDING  SHADOW - PROPOSED 8 STOREY BUILDING  PROPOSED BUILDINGS
SUN-SHADOW DIAGRAM: WINTER SOLSTICE

DECEMBER 21 10.00AM

SHADOW - EXISTING CONTEXT

SHADOW - PROPOSED 10 Storey Building

SHADOW - PROPOSED 8 Storey Building

DECEMBER 21 1.00PM

DECEMBER 21 4.00PM

PROPOSED BUILDINGS
What is the anticipated construction timeline and how will construction site management be kept in check?

Example verbatim quotes from our process:

- “One of the most material affects on an established neighborhood is during construction, hopefully you can minimize noise, traffic interruptions.”
- “The 3 1/2 to 5 year build time for the entire project is an excessively long time for neighbours to endure construction traffic, noise, dust, and debris. During the build time, there will be an additional negative impact on property values (and because we are so close to the site, likely after the project is complete as well).”

The Team has provided an Engagement and Applications Process Timeline within the Next Steps section of this report. Generally, if both the Land Use Redesignation for the overall site and the Site 1 (Legion Mixed-Use Building) Development Permit are approved in February 2015, we anticipate that Site 1 construction will begin in late February/early March. Truman is targeting a 12-month construction timeline to deliver a turnkey new home to The Legion.

During the Site 1 construction period, the Team anticipates approval of Site 2 (the mid-rise mixed-use building) Development Permit. Site 2 construction can only begin upon The Legion occupying their new home and then demolition-construction will begin for Site 2. Truman is targeting a 30-month construction timeline.

The phased construction approach, the site’s large size, and multiple street edges (including the new 18A Street nw segment) creates a healthy environment for optimal construction staging locations that can minimize negative impacts to surrounding homes and the community at-large.

Truman is committed to following the collection of site management-related requirements from various existing City Bylaws and provincial legislation, as well as new City guidelines for enhanced communications with, and responsiveness to, community residents. Truman is committed to site management best practices to proactively address common resident and community site management concerns before they materialize.

Is property damage (i.e., cracked foundations) from site excavation and construction activity a possibility?

Example verbatim quote from our process:

- “We are concerned about our house and/or foundation being cracked or otherwise damaged during the building process. If this project proceeds, we would like the developer to pay for and provide us with a copy of an engineer’s baseline survey of our foundation, and a second comparative one after building is complete, to ensure if any damage is done to our foundation, the developer will fix it.”

The Team’s Geo-Technical Engineer notes that during construction/excavation temporary shoring walls will be designed with the additional loading of the adjacent structures considered. In addition, appropriate soils will be used in the shoring wall design that limits the lateral wall movement and this results in a rigid enough wall that will not allow any soil movement at that property line.

The wall designer/builder will test the soil anchors that are installed to ensure they meet the load requirements to meet the performance requirements from the wall. The soil anchors retain the wall and prevent the horizontal movement of the wall.
Prior to any construction taking place, an existing condition assessment of both the adjacent foundations and a survey of the exterior features on the adjacent property will take place with follow-up inspections and surveys during and after construction. Slope measurement instruments will also be installed into the wall to monitor any movement that occurs in the wall.

**Concerns over negative impacts on property values in the surrounding community.**

The Team acknowledges the perspective expressed by some residents (particularly those who own property immediately adjacent to the site) that their property/homes would lose value due the proximity to the proposed development. Truman and the Team respectively disagree; our collective experience and observation of successfully implemented similar high-quality mixed-use development has been that it adds value to surrounding properties and the local area.

Truman and the Team believe that this development can foster a new heart within West Hillhurst and become a mixed-use hub for existing and future residents. Calgary’s best places and neighbourhoods are lively hubs where people, jobs, and activities are vibrantly mixed.

**Will Truman buy the properties of surrounding homeowners who believe the proposed redevelopment will adversely impact their property values?**

While Truman appreciates the nature of this inquiry, such acquisitions do not align with their business model that focuses on purchasing land primed for redevelopment. Also, at a macro-level, there is no fair way to assess and consider acquisition of any one property that is relatively adjacent to the project site.

Truman anticipates that such a process would be inherently problematic and would likely result in frustration by many residents that may deem their property/home as one that should be acquired.
Why is The Legion building not part of one building or taking some more of the floor area to balance the two sites out and get lower height across both?

The Legion, as Truman’s joint-venture partner, has a clear vision and goals in the partnership. The Legion is seeking a new mixed-use building that can provide both a new home and market-rate office space to be leased by The Legion to provide a long-term revenue stream that will create better fiscal sustainability for the social organization. The Legion’s goal is to wholly-own their new home and the parcel of land on which it sits. To achieve a new turnkey home, The Legion seeks to trade the balance of the land they owned to their developer-builder partner, Truman.

Truman is proposing a mixed-use mid-rise building that balances both the investment required to achieve their Legion partner’s goals and to develop a viable project on the balance of the lands. The desired ownership arrangement creates two distinct building projects from a floor area allocation perspective. However, the Team has sought to create an overall development vision for both buildings that has unifying aspects in architecture and public realm design.

While Truman is proud of the scope and success of their neighbouring Savoy development (corner of 19 Street and Kensington Road NW), the built outcome is based on different variables and is not comparable to The Legion redevelopment proposal. The Savoy land, of a different shape and size, was acquired at a time in the past and under different financial considerations. The Savoy built-outcome was also informed by past City of Calgary growth policy direction.

Why is the Site 2 (mid-rise mixed-use building) Development Permit not yet submitted?

Truman and the Team are committed to submitting a Development Permit for Site 2 (the mixed-use mid-rise building) in late 2015. This submission will be made prior to the Calgary Planning Commission and City Council’s formal consideration of the Land Use Redesignation application (for both Site 1 and 2) and the Development Permit for Site 1 (The Legion building).
The Development Permit for Site 2 is directly informed by the final detailed design thinking resulting from the extensive developer-led public engagement outlined in this report. The portion of the Land Use Redesignation application that controls the built-outcome for Site 2 was always intended to reflect (and be amended as necessary) the final Development Permit application for Site 2. This has been Truman and the Team’s intent from the inception of the proposal.

If the Land Use Redesignation Application (for Sites 1 and 2) is not approved, what happens to the Development Permits (for Sites 1 and 2) and The Legion, in general?

The Legion started the joint-venture search in 2012, and has been frustrated and suffered setbacks along the way. Two previous partners were unable to bring a development vision to late stage application review and approval consideration. Truman is The Legion’s third partner and fully committed to bringing these applications to final consideration by City Council.

Should the final application for Land Use Redesignation not be approved by City Council, the Development Permits would not proceed to final approval by the Development Authority (as they would not conform with the required Land Use). As a result, The Legion’s future would be put in serious jeopardy, given the state of their aged facility and limited financial resources to rejuvenate or establish a new home.

What do the proposed buildings (especially the mid-rise mixed-use building) ‘really’ look like from grade?

The Team has updated the architectural visualizations based on the revised 8-storey design and has included several new perspectives that visualize the development proposal from a pedestrian (at-grade) point-of-view.

Will there be any cellphone towers or transmitters?

Example verbatim quote from our process:

- No cell phone transmitters on the roof of the building!

Truman understands that there is a history of consideration of developing a cell phone tower on The Legion site, and that this consideration was prior to any comprehensive redevelopment and joint venture strategy. Truman can commit that no cell phone tower or transmitters will be (now or in the future) associated with this development proposal.
### NEXT STEPS

**ENGAGEMENT AND APPLICATIONS PROCESS TIMELINE**

<table>
<thead>
<tr>
<th>MAY 2015</th>
<th>JUN</th>
<th>JUL</th>
<th>AUG</th>
<th>SEP</th>
<th>OCT</th>
<th>NOV</th>
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#### AMENDED LAND USE REDESIGNATION (REZONING) APPLICATION

A land use designation is the primary control on the land use and density of development on a parcel of land. If a proposed use of land is not included in the designated district, it is possible to redesignate the parcel (definition used by the City of Calgary).

#### SITE 1 DEVELOPMENT PERMIT APPLICATION

A development permit is required for most new construction and refers to architectural characteristics, design, massing, grading, and other details related to the development of a parcel of land.

#### SITE 2 DEVELOPMENT PERMIT APPLICATION

A development permit is required for most new construction and refers to architectural characteristics, design, massing, grading, and other details related to the development of a parcel of land.
**PLANNING COMMISSION HEARING AND COUNCIL RECOMMENDATION**

- *Public advertising & input by City*

**PUBLIC HEARING WITH CITY COUNCIL**

- *Public advertising & input by City*

**CONCLUSION OF LAND USE REDESIGNATION PROCESS**

**PLANNING COMMISSION HEARING AND DECISION**

- *Public advertising & input by City*

**RELEASE OF DEVELOPMENT PERMIT**

- *Pending Council decision on Land Use Redesignation Application*

**BUILDING PERMIT REVIEW AND U/GROUND PERMIT RELEASE**

- *Construction phase begins*

*(CONSTRUCTION ESTIMATED 12 MONTHS)*

**SUBMIT DEVELOPMENT PERMIT**

**APPLICATION REVIEW AND CITY OF CALGARY CIRCULATION**

**PLANNING COMMISSION HEARING AND DECISION**

- *Public advertising & input by City*

**RELEASE OF DEVELOPMENT PERMIT**

- *To start upon completion of Site 1 build-out*
NEXT STEPS

As outlined in the timeline on the previous pages, the proposed project vision is part of a special development application stream where the The City of Calgary allows for concurrent or simultaneous land use redesignation (rezoning) and development permit review.

This application process allows for The Legion and Truman to work with The City and community stakeholders on the comprehensive and detailed ‘bricks and mortar’ development outcomes. The concurrent application process provides the level of detail needed to give certainty to the community that this is not simply a land use rezoning with an uncertain development outcome.

At present, a land use redesignation (rezoning) and development permit for Site 1 (the Legion’s new home) has been submitted. Following pre-application public engagement regarding Site 2 and the revisions found in this Report, Truman and the Team are committed to submitting a Development Permit for Site 2 (the mixed-use mid-rise building) in late 2015. The Development Permit for Site 2 is directly informed by the final detailed design thinking resulting from the extensive developer-led public engagement outlined in this Report. The portion of the Land Use Redesignation application that controls the built-outcome for Site 2 was always intended to reflect (and be amended as necessary) the final Development Permit application for Site 2. This submission will be made prior to the Calgary Planning Commission and City Council’s formal consideration of the Land Use Redesignation application (for both Site 1 and 2) and the Development Permit for Site 1 (The Legion building).

For those that would like to share their views on the project as it works its way to a Council decision, Councillor Farrell’s office has suggested the following:

1. Area residents can send feedback at anytime to City Administration on the land-use and the Site One development permit. Residents will also have an opportunity to provide comments for the Site Two development permit, once it is submitted. Contact the City’s file manager at: Christine.Leung@calgary.ca.

2. The City has a project website (www.calgary.ca/legion) where residents can learn more about the proposed development and the application process. A public information session is also planned for November 4, 5-8pm, at the Legion with City staff and the Ward 7 office. The applicants will also attend this session and speak with residents about their proposal.

3. I encourage residents to continue to send feedback to the applicants: info@engage264.ca or visit their website: www.engage264.ca.

4. I will consider feedback until and through the public hearing of Council. You can email my office at any time: caward7@calgary.ca.

5. Please also reach out to your community association. West Hillhurst residents: www.westhillhurst.com; Hillhurst-Sunnyside residents: www.hillhurstsunnyside.org. Your community association will be able to keep you in-the-loop on the application and can provide access to development permit plans.

In addition, every member of the public who wishes to speak at the Council hearing has an opportunity to share their opinion on whether Council should approve the application.

The Legion, Truman, and the project team would like to thank everyone that participated in our process and shared their views on the redevelopment of the Kensington Legion site. We very much appreciate the time, effort and thought that was put into the feedback we heard, which led to changes to the project that we believe make it stronger.
APPENDIX

VERBATIM COMMENTS
The height of the residential “tower” is far too excessive for the area and will negatively impact the community and neighboring properties. We don’t want to see anything higher than what Truman already built at the corner of 19th and Kensington.

A 10 storey building cannot fit into this neighborhood no matter how the stories are tiered next to neighboring blocks. A reasonable reference is the new building at 19th and Kensington that tops out at 4 stories. Other great cities that have gone the route of densification along transit corridors within otherwise residential areas also cap the buildings at 4 stories (e.g. Vancouver). Please have some respect for the neighborhood and propose something that is truly thoughtful.

Ten stories is too high. There is nothing in the area that is comparable. I would be much more comfortable with a 6 storey building.

A 10 storey building on this site is not in keeping with the existing contextual architecture of the area. The current site has a one story building and to increase that by 9 times is abusive to the existing community.

Like the stair like design for the building. Perhaps a more interactive retail area with patio areas.

I would like to see some interesting architecture other than the box type style that is the trend at the moment. Examples are: a brownstone walkup; multi facades as in the original 19th st community; copy historic building architecture to create something interesting.

I cannot express the horror my family and neighbours are feeling at the proposal of a ten story building in our beautiful neighborhood.

We understand that this is the right site for a multi-family building but the height and capacity of this is alarming.

The height is absurd for the location.

The design’s continuous window-wall facades are very energy-inefficient and completely incompatible to the surrounding residential environment. The building needs to be R2000 with at least half of the building’s facades being well-insulated walls, which won’t be possible with the amount of windows being suggested.

I love the design and appreciate the fact you have taken shading of homes to north into account right from the onset!

Please maintain some green space between the proposed new legion location and the new condo complex. A garden style seating area (in support of a coffee shop) would be good.

A green space that can be shared with the public.

Maintaining light for nearby residents is important.

I am very glad that the sidewalk on Kensington is wider and there are benches and trees.

Green space and park like setting with benches and tables for sitting outside.

It’s not clear in the plan if you plan on connecting 18A street to Kensington. We do not want to see this happen. That would create too much through traffic and completely change the feel of 18A street. Please make this clearer in your plans.

Went to the engagement at The Legion, I love how you have covered the retail and loading parking access.

Like that you are cooperating with Mainstreets program. As always let turns are a big problem. How will left turns be handled off Kensington into the expanded 18A or 18 Street entrance points.

Should existing laneway between 19 and 18A St still exist onto Kensington Rd or should it be closed and residents to go north in alley to 2 Ave? There is already another access just west of the lane to the strip mall on corner of Kensington and 19 St.

Bicycle lanes on Kensington road, enough bike racks for the retailers.

Traffic calming on 18th Street (blocked off as it is in Kensington/hillhurst) and no traffic from the buildings allowed on 18 A street north of first ave - elementary school crossing is at risk with many more cars accessing the area. There are already many problems with people driving too fast down 18th.

It would be great to have a small grocery store or santerra style store. A coffee shop and hair salon would also be good.

Grocery Store needed badly.

I think it’s important to create a pedestrian streetscape i.e. retail for small shops etc at ground level.

Coffee shop.

It is excellent that the main floor is to be retail. Also providing office space on the 2nd floor would be beneficial for community vitality.

Coffee shop, bakery, market, wine/cheese - prefer “upscale” and local, not chain or franchise operations.

Retailer- local grocer - something like Sunnyside market - locally owned.

One of the most material affects on an established neighborhood is during construction, hopefully you can minimize noise, traffic interruptions.

green roof (particularly on The Legion site where it seems like there is already rooftop access).

Small courtyard spaces. Green areas. Water features to reduce traffic noise.

I am excited by this project and look forward to seeing its completion. It has the potential to offer mixed use housing along with innovative community and business ideas. Nice work.

Independent shops and restaurants along with a couple “anchor” businesses to help both types of services to thrive. Green space. Good transit access.

Four stories is what thoughtful architecture would look like on this site, with stepped down design to lower than four stories to the north and east edges of the lot.

Building must be of concrete construction. No Wood.

Access to the building by all types of vehicles should be off Kensington Rd., not off 18th Street.

Vehicle access should be from Kensington Rd., not 18th Street.

Secure bike storage is a must.

I live at [REDACTED] and have been at this address for approximately 20 years. Even with the present parking, legion event participants often park in front of the houses on 18th street and other streets once the lot is full. The new legion will have less parking and the proposed 10 story apartment is not likely to have enough parking for residents and guests and visitors and legion members.

The tiered design with 10 stories on its highest level very much out of character for the area, including 19th street, 18th Street, Kensington Road. Even 14th Street does not have many buildings of this height.

WHAT WE HEARD REPORT 73
18 Street is an important access to Queen Elizabeth elementary, junior and senior high school. The construction is going to create a safety, traffic and an access issue for students and parents as they approach school via 18th and 19th streets and Kensington Road.

The height of this building will significantly impact the character, access, sunlight, pedestrian traffic and as mentioned above, parking on 18 A St, 19th St, 18 St and 2nd Ave and 3rd Ave east of 18th Street.

18 A is a quiet street in a busy neighborhood. This is going to change significantly with this development and I get a sense that property values will suffer to some extent. I teach in Bowness and there is a very tall apartment complex on the corner of 89 street nw and 48th Ave. It is very much out of character in the neighborhood in terms of height and design. It is out of place and is a visual disconnect and distraction at that very busy traffic corner. I sense this Legion 264 redevelopment project will do much to take away from the wonderful character of West Hillhurst.

My primary concerns revolve around the height and size of the complex, proximity to schools and a park and safety concerns around them, future parking and traffic issues and a building design very much out of synch with the area.

A revised design with a maximum height of 4 floors seems more plausible. I look forward to seeing a revised plan. Thank you.

I had an opportunity this morning to visit your presentation centre in the current Legion building, to ask questions, to exchange views with others in attendance, and to offer written comments on various aspects of the proposed development. Thank you for giving the community this chance to engage and provide feedback.

There are many positive aspects to the proposed development:

I am pleased that the folks who make use of the Kensington Legion will have a future home. The possibility that this will be self-sustaining through office space and other commercial ventures in the new Legion building is impressive. I am pleased to see increased population density. I am pleased to see new housing options in my community. I am also pleased to see renewal in my community. Truman recently opened the Savoy, an attractive housing complex on the northwest corner of 19th Street and Kensington Road. The design, size and height fit well with existing architecture in West Hillhurst.

I do have concerns about the proposed development:

I know that I am not alone in my concerns about the height of the proposed development. My neighbours share this concern. So do the folk who dropped into the engagement process this morning; not one left without commenting on the height, 10 stories. 10 floors is well beyond the norm I see in West Hillhurst. 10 floors is significantly impact immediate neighbours.

While I appreciate graduated floors are designed to mitigate shadow, they will not ensure the light and views these homes currently enjoy. I’m sure the owners will see height as de-valuing the properties in which they have invested. Several times this morning I heard reference to the City’s plans/policies related to ‘Main Streets’. These were specific to comments on height. I attended one of the engagement sessions on Kensington Main Street and I do not think that residents near Kensington Road recommended building ‘up’.

I had a conversation with a very pleasant young man about the street parking that will be available to folks using the commercial venture on Site 2. I will dismiss the proposed parking on Kensington Road. This already busy street and the bus stops on both side near the current Legion do not need more congestion. Yes, there will be some parking stalls on the north side of the commercial development and between Site 1 and Site 2 but these do not appear to be enough if the new businesses thrive (and I hope they do). I understand that there will be underground parking for the 190 proposed units in Site 2, i.e. one per unit. What will families with more than one vehicle do? Parking on 18 A St and on 18 St is already at a premium. There are many days and evenings when all possible parking is on 18 A St nw is over subscribed. My segment of 18 A St nw does not currently have restricted parking for residents only; the street may be pushed to this if there is more demand. This in turn could put more pressure on the few stalls available to the new businesses. What are you and/or the City planning to do to ensure safety on Kensington Road and adjacent streets? Pedestrian traffic across Kensington Road can already be tricky, even with a crosswalk at 18 St nw and lights at 19 St nw. West Hillhurst is a community with considerable foot traffic. In the current Legion area alone there are many seniors, including in the lodge adjacent to The Legion property. There are many children and teens going to and from Queen Elizabeth Schools, the outdoor pool and day camps.

I hope you and the City will take the comments of residents into consideration as you proceed with development. I look forward to seeing revised plans for The Legion site. I would also like to suggest that you have an open house where the community can come together with Drush Farrell, Councillor for Ward 7 to discuss options.

Again, I thank you for the opportunity for input.

This building should be about community. Retail at grade is a great start to facilitate community. The raised courtyard attempts to achieve this, however, creating a public (or semi-public) space on the north side of a building does not encourage gathering in Calgary’s climate, nor does a double-loaded corridor type building. Further to that, covered balconies on the north facade are seldom used because of lack of sunlight. In principal, the south facade should have recesses to shelter the sun, whereas the north facade be as planar as possible to capture as much natural light as possible. I would recommend the shadow study to be conducted at 10:00, 13:00, and 16:00 on the equinox. I commend the proposed density and recommend the development continue to achieve this desired density.

10 stories is too tall

I am 54 and own my house in Brentwood. I will be looking for a condo that has good amenities, low condo fees, green spaces and a one level condo with open spaces, 3 bedrooms and a total of 1000 to 1500 square feet. It’s very difficult to find in Calgary under a million. The baby boomers are different than our now seniors. but still all the new housing are townhouses with a stories. I like classy building that can go through time. Now it seems that the 2013 18th years’ new building all have that orange/green red color throughout like the children hospital, Brentwood towers, downtown new Kensington building. It will pass. So lets be more creative and think about classy light modern. Also the new St John on 10th has brick where already it is stain with white stuff. You need to think about material that will last and still look good 10 years from now.

No more than 6 story buildings. Am ok w site going to the sidewalk edge with little setback to street. Underground parking and consider retail trade needs like tractor trailer entry load and unload.

The project is too large...it doesn’t fit into the context of the existing urban environment and has a visual impact on the surrounding community. It casts a shadow on the neighbourhood, and has a lack of greenspace. Recommendations are to first, reduce the overall height, and second to increase the amount of outdoor public space and permeability through the main floor. The building is nearly 8 stories taller than every building surrounding it... it is precedent setting that could negatively impact the nature of the neighbourhood.

Four stories max. The only community involvement is the street level which will need low cost rental spaces.

I would encourage less focus on the movement of vehicles on this site, and recommend placing efforts on increased pedestrian and bicycle traffic. Site interventions that encourage places of gathering and pause create developments that serve the urban realm. We should be proponents of urbanism and support pedestrian friendly developments and neighbourhoods. Further to that, I would encourage meeting minimum parking requirements, or perhaps attempting to relax the minimum below parking requirements for this site.

Underground parking for both public and residents. Use 18 St for access to site. Dedicated car 250 spots keep transit stop.

With the school and neighbourhood so close to the site it would be beneficial to install formal crosswalks (overhead signage, lights and or painting on the
I think residents need a safe open green space to be able to engage with each others if they want to. The world of condo is often missing the gathering place that makes a small community vibrant. Also an indoor place is important for people to meet. Let’s face it the warm weather in Calgary doesn’t last that long so it would be important to have a safe indoor place. I say safe as we need to consider the fact that this is a downtown location. It has to be well lighted but not too much that the residents are bothered by the lights, with chained chairs and tables where you don’t come back at midnight to see the benches occupied by itinerants. Green space and trees along Kensington for privacy would be important to me as a buyer.

Cur side. Little setback to sidewalk.

Public space in both front and back would be great to make in more pleasant to walk along Kensington Rd. Some kid friendly space would be great. Patio space for restaurants / cafes would be nice with the potential to do pop up patios in the summer similar to the ones in Kensington Village proper (yard House, Brasserie etc.). Public activity space similar to East Village would also be great (e.g. place to show outdoor movies in the summer; run outdoor exercise classes)

Given the proximity to nearby shopping, I would encourage some sort of grocery establishment that could be supported by the immediate community context.

Child care, not for profit / community meeting space

I would like to meet with someone to discuss the possibility of establishing a high end snooker club at this facility. I can provide details, sketch layout and other relevant info. A venue such as this is sadly lacking in Calgary and Edmonton or Alberta for that matter and given the strong revival of snooker worldwide, this would be a most welcome venture.

Thanks for your consideration and I look forward to your response.

Grocery store. Keep The Legion space for the nonprofit org.

Lots of new commercial but not just office space. It would be nice to have more amenities that would link Kensington Village proper with the 19th street commercial strip. Grocery store or specialty food shops; coffee shops; restaurants would be great. Given the amount of young families in the area a restaurant / coffee shop linked to a play / kid friendly space would be fantastic to allow for adults to sit with friends and children to safely run around at the same time.

I am a resident for over 20 years of West Hillhurst, just a few blocks from the site in question. I am therefore a stakeholder in some way in the decisions for they will affect my community. I am not a member of The Legion but of the general public. However I deeply respect The Legion, have had lunch with friends there from time to time over the years and have a real desire to make sure The Legion survives and thrives because I respect what it does.

I have had the pleasure of looking at the latest plans August 22 2015 and have found that I approve of this development. When you get reaction from the public it is important that you hear from the less vocal majority as well as the vocal minority and I wanted to indicate my support.

What I like:

• the fact that 18s is still a cul de sac, to give the people there some privacy
• the fact that the parking for the new condos is all underground so that it really will not take up much room on the street or disrupt parking
• the fact that the building though taller than current, is attractive. One has to keep in mind that many of the new infills and houses in the area now have 2-3 stories and this new height already changes the tone of ‘normal’. It is unreasonable to call this new building too tall when we are permitting single occupant homes to be very tall.
• the fact that the building is tiered to the north so that the sun will be available to residents north of it and in a tiered way to those in the condos. The non-block nature of the building is very appealing
• the fact the new condo complex willhave a main floor retail. We have just lost our Central Blends coffee shop on 19th street and over the years lost a hardware store, a drug store and a general corner food store. We are really desperate now to have some stores that meet our everyday needs without having to go all the way down to Kensington or up to North Hill mall. It would add character to the district to have another coffee shop, to have a deli, to have some other services. These are job creators for residents, and very useful services for the community that when you think of it also reduce pollution and traffic. If you can walk down the street to get a pizza or a jug of milk, a suntan lotion or a coffee you don’t have to drive everywhere. Walkable communities are friendlier.
• the fact the new Legion building is separate and has its own identity
• the fact The Legion building has a main floor open to the public so that those who are not members still can visit, can see some of the history of the organization and can appreciate history
• the fact that the second floor of The Legion building is for members and will provide them with the traditional relaxation and food service that they have come to value as a community
• the fact that there will be an open patio-type area at the back of the second floor of The Legion building for the semi-private but open to nature enjoyment of the members. This will give them a place to reflect, to look at the trees and yet to be sheltered from street noise
• the fact The Legion building will have professional offices on some of the upper floors. This is greatly needed in the community where a growing population needs easier access to doctors and accountants and real estate etc. professionals. North Hill mall has some but it is a ways away.

What I would say in response to some concerns I have read in a protest petition:

• the building height is not a problem. The complex on 19th street and the others being developed on 10th street and 9a street already are close to or over that height. This is an inner city neighborhood now and we have to admit that urban density will go up normally as the population grows. The alternative, to have everyone move to the suburbs as they come to town, adds to road and utilities costs, to pollution and to a feeling of alienation. Urban density is not all good if it for instance poorly planned overcrowding in low quality tenements but this is none of those. This is a great proposal for affordable accommodation in a nice clean district within walking distance of downtown. It could be a better area example of how to do urbanization right.
• the community does in fact benefit from having well planned streets that change with the times.
• I suspect that property value will go up for houses in the area, not down as some have suggested. Property value depends on location, (near downtown), and the established nature of the district (mature trees, nearby schools, parks, community centre, swimming pool outdoors, skating rinks, services (bus, but also near C-Train stops). If the new arenas go up in south Calgary on the other side of 14 street this district will become even more desirable as a place near the action. It is already highly desirable for being near the trendy area of Kensington shops and as Parkdale modernizes that strip of Parkdale Crescent is already being noticed as a go-to place for hikers and business operators for coffee and lunch. This new building will only add to that dynamic nature of community and will make this a highly sought after address - house values will go up.
• the lack of green space is not a realistic concern. The parking for condo residents is underground and there is currently no green space in the area in question anyway. There will be a parking lot not more when this building is built. In addition, the treed streets of 18s and 18 will not be changed and with tiered balconies residents have more not less garden area for themselves in the condos I am a big fan of green space and of not tearing down trees, but that is not actually an issue here. There are no trees to be affected.
- the zoning of the district is changing anyway. There are now in the residential area single family dwellings but also single attached dwellings, townhouses, condos, and many people also rent out basement suites or even suites for short term rental over the Internet. This area is now inner city and it can no longer realistically be just single family dwellings. So I approve of this development.

<table>
<thead>
<tr>
<th>Sounding Board Responses</th>
<th>Multi-storey = yes, high rise=no</th>
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<tbody>
<tr>
<td>Exciting transformation!</td>
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<tr>
<td>Parking!</td>
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<tr>
<td>Looks awesome, just what this community needs, way to be a leader Kensington Legion!</td>
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<tr>
<td>Looks very good, hope it will happen</td>
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<tr>
<td>Marry the design for both builds for consistency</td>
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<tr>
<td>Great setbacks on the back, most shadow reduction</td>
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<td>Out of context</td>
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<tr>
<td>Context will come over time (pioneering)</td>
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<tr>
<td>Will loom over neighbourhood</td>
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<tr>
<td>Too tall</td>
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<td>Max. 6-storeys</td>
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<tr>
<td>Make it smaller</td>
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<tr>
<td>Thanks! I love living in shadows</td>
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<tr>
<td>No privacy for homes north</td>
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<tr>
<td>Make it shorter</td>
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<td>Parking?</td>
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<td>Too tall &amp; unimaginative</td>
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<td>No</td>
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<td>No</td>
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<tr>
<td>Retail space that includes organic market + community green space</td>
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<tr>
<td>The same person wrote all of these</td>
<td></td>
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</tbody>
</table>

Multi-storey = yes, high rise=no

Art!

Good for Truman homes, but not for West Hillhurst

Cheese, sandwich shop please!

You have made Legion happy, but not neighbours

Public seating area

Public community space

Free pens

Green space for kids (build in park), include day care below building – hint: look at Vancouver condo buildings

Please not as tall, 10-stories it too much, 4-5 stories max.

Condo max. 4-storeys too high for neighbourhood

Great now I can live like Bruce Jenner (#kony2012)

Housing for seniors

More parks, green space

Statue to commemorate vets

Coffee shop, take out deli, some courtyard public sitting area with planted flowers, benches, trees

Library

Landscaping, green area

Better in tune with neighbouring buildings – less than 5 stories, The Legion building looks good

Opportunity for community involvement
Burn it to the ground
How do you plan to address parking?
Maintain The Legion
Wide sidewalks all around
Max 4 storeys – not 9!!!
Legion plan is nice. The other building is very tall. 18A is going to end up being ‘walled in’ shrouded and cramped feeling.

Yoga/Pilates

The Legion

Strip Club

Child Care ctr

Clothiers

Bar/Pub

Grocery Store

Coffee Shop

Rehab

Dining

Where is the parking? How many spots?
Child care, wellness, community police office
Park, green spaces, not all concrete
Huge shadow across 18th Street laneways (undecipherable word) to local residents
Don’t build a concrete carbuncle, make it green and beautiful

Site #2 too many stores and too high, four stories high okay other wise you need to go back to the drawing board for a better plan for this beautiful area
The Legion loses 2/3 more land so Truman can build condos? The neighbourhood is not zoned for 10 stories just because The Legion land is doesn’t mean it should

Ten storeys are you kidding me?! 4-6 tops
Truman build the condo on 19st no shops in there yet. Two huge buildings and no shops? on restaurants?


Limit the number of stories. 10 is too many and uncharacteristic for this neighbourhood what next 15-stories?

I would love to see an organic food market in the retail space

These boards are a great idea. How do we see collective feedback?

Food market, bar/ bistro, please?

More greenway on the building
Site 2 has too many stories facing Kensington, make it smaller

I’d love to see a new bar/bistro/etc as part of this

Site 2 has too many stories for this area, limit it to 4 stories at most

10 stories too high for this area! No more than six

Will bus routes and capacity increase to cope with new residents who commute?

Look’s like it’s gonna be great!! :D
Destination shipping, butcher, bakery, organic food, etc.

Benches, open seating areas
Keep the Pony Jugs of beer at The Legion

Love the whole concept

10 storeys is too high
No cell phone transmitters on the roof of the building!

The community allows only 8 stories. Why 10? Greed.

10 stories you have to be joking. Way too high!!

A breath of fresh air! It will be a huge improvement!

It is about time – Progress!

Mono Kensington road street parking not enough room for cars and buses.

Drawing shows deceptive amount of Green space on south side of Kensington where houses are.

Make Kensington road:10 street to Crowchild nice, welcoming, safe, beautiful.

Why 10 stories needed?

10 stories too big.

Awesome – totally unique

Will you pay for my tires when I run over the nails your trades leave behind?

Put a little more green area in the space also!

Get more good retail before building. Too many of those places remain vacant at retail level. E.g. 10 st. St. Johns, Truman on 19th. Looks bad.

What ideas do you have to improve the design of the building and public space in this vision?

LEED Platinum building design

Green space so people can hang out outside

Legion. Keep it.

Enough bike racks – keep in line with this walkable/bikeable neighbourhood
Please keep The Legion

The Legion is important in more ways then just being here it. Is a anchor to this community. Please keep it here.

10 Stories is not fair!!

Way too high.

Affordable housing. Not condo!

Whats next, the empire state building?

I think 6-storeys is more than ideal for the area. Perhaps a portion over 6 would be okay.

10-storeys is too high for the neighbourhood. It will tower over everything. Please rethink the height.

The architecture looks awesome

Love the look, the presence on the street, this much site coverage makes sense for this use and site.

Don’t put this up and take 5 years, get this project started now.

Condo has too many stories, 4 is enough coffee shop in Legion.

The New Legion needs to retain it’s historical connection to W.Hillhurst through its architecture

The Legion has little worthwhile character perhaps use the red brick for that, traditional element? Please keep the flag on Kensington Road.

The current Legion has no architecture. Do better and more impactful relative to The Legion legacy.

This building is far too tall. You need to be more sensitive to the surrounding community. Four storeys maximum!

Increasing traffic around the school is grossly inappropriate and unsafe.

All parking to the site should enter and exit from Kensington road. No traffic should enter and exit into the quiet neighbourhood.

We are concerned about the number of stories – our home will have all the sunlight blocked by the 10 stories, especially in winter.

You will not build this design when the price/cost comes in! Commit to the design!

10 stories is too tall. Would prefer 6. Would be tallest in the community.

A 10-storey building is way too high!!

10-storeys way too high for the area

Yep, far too high for this neighbourhood

The right place for this scale of development

The building is far too tall for this neighbourhood & community. You need to re-think this!

A 10-storey building on Kensington Road?? No way!


Sunterra Grocery Market

No Sunterra. Local grocery instead!!!

Wine Bar

Jugo Juice or Booster Juice

Coffee shop.

Mixed use commercial development for consumers and small business owners.

No hair salons.

No furniture stores.

Less massing. Some affordable housing. Provide parking. More landscaping on Kensington Road.

Local restaurants. Dessert café.

We need grocery stores

Tinkle Tinkle

Stripclub!!

Daycare

Pee Pee

Long term lease to ensure Legion equity to enhance all their good work! Rememberance… Scholarships, family support.

Everything Harper hasn’t thought of: Veterans office & support. Daycare – Volunteer Offices – Non profit center offices etc.

Without pseudo action plan (written by someone else is response to previous comment).

Café & bakery

I’d love a local coffee shop & organic grocery store

Local coffee shops, grovery stores, dessert cafes!

Grocery store! Barber

Coffee Shop

Sunterra, Co-op

Day care

Coffee Shop

Organic boutique, grocery store

Glad to see this engagement and a developer working with input from community

All vehicles need to access the site—condos and retail from Kensington Road not on the side streets
A green roof, that residents can use to garden and grow their own vegetables and more.

There needs to be more in the design to The Legion building, it looks too corporate. Please include some war memorial art into the design of the building (not just flat stone). Needs more than just Legion logos – maybe the tall white wall could be a wall of 50 soldiers in bronze, stone, or equivalent.

Use of solar power or other environmentally friendly features.

Less good – but too tall? Maybe a couple of stories shorter on the south side.

Great lighting in the evening for safety and for a nice community evening space.

10 stories is too high.

Poor impact to neighbourhood.

Should follow current zoning.

Too tall.

No other buildings in this area have been 10 stories tall and so this shouldn’t be either.

A little too tall – great plan otherwise.

Shouldn’t clash overly so with local building style … yeah.

10 stories is too tall.

10 stories too tall!!

10 stories is too massive for surrounding houses. 4 stories is appropriate.

Definitely a grocery store and a coffee shop.

McDonalds in Kensington.

Grocery store, coffee shop.

More restaurants in the main building.

Grocery store.

Coffee shop.

Green space rather than over densification.

We would love more shops and places to eat, and drink in the neighbourhood! This is exciting!

Shared spaces for public art.

Greenspace – gardens.

Fountains.

Acid for everyone.

Why is this building so high? So much higher than other buildings in the area.

Can you at least make the building look nice?

This is eight stories, not five! Make it five!

Too tall.

This is not in a 10 story area. 10 stories is too high and does not compliment existing area. Not context sensitive. Keep to community guidelines for height.

10 stories is many! Too high.

10 stories is too high.

10 stories are 2 too many, I will support 8 stories.

The number of condo’s will generate 2-3 car parking requirements each. Has this been provided for in the design? Think – 2 car owners, boyfriends, girlfriends, visitors…

For a community it should blend, too tall.

Truman building (west) the corner is another cookie-cutter crappy building, bringing too much traffic to what used to be a quiet community.

Legion looks nice, need way more parking. Condo too many floors—four maximum.

On 1st Ave it won’t be as peaceful.

My friends and I walk to school and want to be safe.

I don’t want too many cars on my street so I can ride my bike (1st Ave).

10 stories is too tall, it will block our sunsets on 1st Ave. 4-6 stories would be feasible and would fit in with the rest of the neighbourhood.

Where’s the parking for Legion or commercial facilitation.

Reduce the height of site 2 to 6-stories - I concur.

Not enough parking.

Where is the parking?

Daycare!

Paintball.

We want a food court (nyf in food court please).

Water Park, vxx!

Little green space?

I (heart) Calgary.

Hello I (heart) nacho’s.

Site 2 is too tall no higher than 6-stories, less glass, more European look make it ‘Old Europe’, more gardens.

It’s way too big.

Max. 5-stories (site 2).
Way too tall (site 2) would destroy w.hillhurst residential community”  
No!

Off street parking in front on Kensington, Site 2 is jarring “looks like a circuit board” a more traditional less contemporary design would be more appropriate (site 1 is beautiful)

Add more space between the Kensington Rd. at the start of the building especially if you want height

Keep height of building to 6-stories max.

No on street parking on Kensington more landscaping

Bring back Central Blends Café

Increase space for café outside

Don’t like it, don’t want it, don’t develop it, no to this project, no, no, no

Yes! Love the density. Its site appropriate

Please don’t build a 10 storey monstrosity. Totally wrong for this area. Savoy on 19th is bad enough!

Not happy about the development. No to Druh Farrell and Truman.

Naked people on 19 St Truman’s Balcony – this used to be a decent family-oriented community. Lost of morals!

Art and culture oriented

The planned height is ridiculous. Far too high! But Druh will ignore us and work for developers as always!

Savoy height is appropriate, but not 10 stories. Build those in ‘Duh’rew backyard.

4 stories 2 high. Keep within the height requirements for our neighbourhood please.

10 stories is way too high and not in keeping with the aesthetics and lifestyle of this community. I would support a lower building of up to 6 floors but still concerned about the traffic and parking impact.

Happy to see the 264 get a new home but the cost is a little too high as in 10! Stories. Concerned about traffic on 1st Avenue and loss of light.

Dear Neighbour,

I have been a resident of West Hillhurst and Ward 7 for many years and I want to alert you about the concerns I have about Truman Corp’s proposed development of the Kensington Legion site. I only recently became aware of the full details of this development proposal and that the development application process is moving forward for approval very quickly.

The primary concerns about this project is that the 10 storey commercial/residential building the east side of the site is far too high, will have too many condos (190 in total) and doesn’t provide sufficient green space and parking. The height of the two buildings will have the negative impact of eliminating sight-lines for many residents, introducing ‘overlooking’ on neighbouring properties and the sun-shadow effect will be very dramatic during the winter months.

In addition, there will be a huge increase in vehicle traffic from the residents of the proposed 190 condos, the new office tenants and from the delivery trucks serving the retail and commercial space. Most of this new vehicle traffic is planned to enter and exit from 18 Street NW (which is a residential street) and the increased traffic noise and congestion will be significant. It is quite likely that the values of adjacent residential properties will decrease.

Here is some important perspective about the proposed development in West Hillhurst:

• The City developed an official Area Development Plan for Hillhurst-Sunnyside community (which ends just on the east side of 18 Street NW) about 10 years ago.
• The H-S ARP established a maximum height limit of 6-8 stories for the community. All the new condo developments in H-S are a maximum of 8 stories and these developments are located in areas (along 10 Street NW and the LRT) which are commercially zoned;
• There is no existing single condo development that is as big as 190 residential units.

For some unknown reason, West Hillhurst doesn’t have the benefit of an Area Redevelopment Plan. Even that being the case, why would a mega-project like Legion 264 even be considered for West Hillhurst which consists primarily of low-density R1 and R2 development?

Based on what I’ve learned so far, I think the Kensington Legion 264 project as proposed will produce several important negative outcomes while providing very little positive benefit to our community. And I’m interested to know if you share these concerns.

Please contact the City of Calgary, Alderman Farrell’s office, the Hillhurst-Sunnyside Community Association, and the West Hillhurst Community Association with your feedback on this development proposal. The City is currently preparing a project overview which will include feedback received from individual residents, so time is of the essence.
Can parking access from 18 Street be moved? Increase in traffic in front of school is a concern

Minimize impact on vehicle traffic

Make buses more attractive

19th and Kensington Road under pressure

Availability of parking for the 3-storey “west legion” housing unit

Get use permit-only parking on 18A street NW

Parking lanes or land gates to alleys

Can we stop traffic from land west of 18A street?

Propose parking as pass only for 18A

People park on 18A street when events occur at Legion

Will the lane between 18A and 18 Street see increased traffic?

Traffic calming (kids are at play in the alley)

Underground parking would be better for neighbourhood if it accessed inside site or from Kensington Road

Where will seniors who can’t afford parking in their building go to park?

I live in the Lalanne Lodge (West Legion) and have parked on the road for 10 years

If low cost housing is an amenity I would like to see that

Allow open bidding for retail/office leasing services (real estate)

Commercial on main level is awesome

Softer features are nice—e.g. fountain, heritage look

Seniors housing is needed in the neighbourhood

Would be nicer for single family neighbours if 18th Street stepped back to the west also

If there are 2 devils this is the one we want *don’t want to see a 6-storey block

The penthouse is the greedy part, don’t need the 2 upper floors

Hats off on design

10-storey too high

Existing land use of 4-storey in W. Hillhurst, 10 is concerning but do like terraced style (even though it lacks privacy due to “over-looking”)

Noise produced by garage door (direct neighbour)

Down-size options, yes! (why not villas?)

Why so storey when Hillhurst/Sunnyside restricts to 8?

Details matter

Add more character to the street/retail

Special block

Vibrant colour and different materials

Historical character in the building materials ‘red brick’

This is contextual, precedent setting

I like urban format, but too urban format

Will grocery carts be outside?

100% better than what Qualico proposed (also, they provided zero communication)

drainage in laneway is bad (constant flooding, petition

Parking for The Legion

Why the separation of parking between the commercial and residential uses

The lot depth allows for stop and go traffic and for the loading to be internalized

The noise of the cars coming and going and their impact on the north neighbours

People will end up using the laneways and lead to increased traffic

Is it possible to have residential parking access on 18 Street?

Can the gate letting residents into the parking garage be a soft gate to ensure it is quiet

Don’t like office space in the neighbourhood

Like the trees and wider pedestrian space

Nice looking public space

How will the courtyard be designed?

It is on the second level and that will impact our privacy

What will the fence look like and how will plants shield the properties to the north from view

The courtyard is at bedroom level

What does the design element mean that is on the Kensington Legion?

Is this size appropriate next to single-detached housing in a global context? Are there examples

The new 4-plexes are totally appropriate

This building will set the tone for the neighbourhood
What is the thinking behind 10 storeys?

Are there comparable sites along other neighbourhood corridors

10 Street is different from here

Shadow for every time of year

If the density doesn’t get approved what happens to The Legion?

10 stories is too much especially when I am looking at the tallest part of the building from my house

The current Legion building hampers my ability to sell my house

Like that it is multi-residential

Like the design

Like the Savoy

Like Legion buildings and they need to stay on the site

Would prefer 6 storeys

Nice looking building

Nice looking retail environment

The step down is thoughtful

Beautiful legion building

Would rather see this building then stare at The Legion

People are scared of the height

Better situation than the current building

Put the picture with the step-backs in it

Much better with the step backs because they will help with the shadow

Great looking building

The drainage is poor in this area – can you have a look at it?

We want The City and the Councillor at these sessions to speak to them

I am aging out of my home and I may look into buying one when I look to downsize (heard twice)

How much do these cost?

How long to build?

How many square feet? (Legion, grocer store, office)

What about property values – emphasize the impact that this will have on the property values

Increased traffic density is not suited for 1-lane westbound (with pkg lane on street on Kensington road west of 14 st)

Fence at 18A st similar to blocked off streets in Kensington

External bike stalls

Use proposed road plan to enter parcsades rather than lane (keep traffic on Kensington Road)

How will traffic be minimized in alleys on each side of 18A street (people will cut-through)

Permit parking on 18A St

Ensure there isn’t any vehicle traffic thru to 18A (other than bikes)

How much parking is there for The Legion – I am worried about older veterans having to walk a long ways

The Streetside development had better traffic management because it focused it along Kensington Road instead of through the neighbourhood

How do we get permit parking?

Is the road large enough to accommodate emergency vehicles?

How many levels of underground parking

Traffic problem

The Legion needs a drop off

How will deliveries work

Stay out of 18/18A street lane

No cell phone towers

Love idea of groceries, however it is always promised and not met (happened @ Savoy)

Include space for pilates 264 in plan

No liquor stores

No large grocery store

It feels ingenious to show the commercial since they may fall through and are not 100%guaranteed

Can’t imagine eating along Kensington Road because it is so loud and busy

What’s in the Savoy

Public space

Need more “public space” there only appears to be sidewalk

Ditto need more public space

Gardens/planters

Well lit (lights)

Patio? Outdoor

Ditto trees, bike racks, benches
Trees, bike racks, benches

Either retain existing green space at the top of 18 St or make sure even more green space is created.

The cul-de-sac is taking away well-used green space and beautiful old trees from seniors who sit there and dog owners.

What is the thinking behind the courtyard green space?

Concerned about the loss of trees.

Losing green space.

Improve design.

4 stories for condo like Savoy, 3 stories Legion.

10 stories is too tall.

attempt to drop height even if just the centre portion.

too tall.

like the building design look.

Favoring space for proposed restaurant/bars.

case in point is 19 Street nw north of Kensington (condo and community outlets added car & bike traffic leading to unsafe conditions.

I like Savoy.

Looking forward to the design.

Building looks pretty good.

The height is really like 7 stories and 11 stories because commercial is taller than residential.

Really like the Savoy.

I like high density but 10 and 11 is too high for the area.

I like the Savoy and how it blends in but this development is too high.

Is there a way to shrink the courtyard to lower the building?

How tall is The Legion and how is the space divided.

The building looks like a grocery cart.

The grocery store will be too expensive.

How many units in the Savoy and how big.

Height is an issue.

I like the activity.

I like the design.

Is there a way to take a bite out of the middle?

How many different offices can fit into The Legion?

Is there a light on Kensington road to make left turns?

A lot of questions to explain the land use process.

When will the land use be approved.

What did Truman apply for in the Savoy.

I like this engagement.

What is the planning logic behind this development.

Are these buildings noisy.

What are comparable buildings in Calgary that we can take a look at.

Where did you send the mail drop.

Requirement for elderly, they won’t park underground at night (not safe), not an improvement for legion membership, needs lighting and access cards.

Not enough parking for big events at The Legion, get rid of proposed parking stalls west of the mid-rise building to make more public realm.

Interested to see the raw data of shadow study (the effect this could have on neighbouring solar panels—1 Ave nw).

This is great. I’m really happy to see this.

Like the overall plan/design, conceptually it looks great.

Streetlight or improved ped crossing at 18 st nw & Kensington.

Street light at 18 st nw for safety especially for kids going to school.

Curb Bumpouts for pedestrian crossings. Any considerations for midblock ped cross.

Consider making “road space” turn building 1 and building 2 a true public space. Eliminate parallel parking. Create green space trees, benches, artwork.

Universal Access: Wheelchair & senior friendly internal and underground in legon.

Where is The Legion existing garden to go.

For Truman: How will you ensure pedestrian safety with proposed parking and road off Kensington onto 18 St and Legion.

Beautifying: Garden/flower space?

Bookstore.

Fall & Winter shadow important to immediate resident:

Economics of construction – Perceived to be a big factor vs. Savoy – 60 units versus 200. 6 stories vs. 10.

Parking and Height:

Scale.

No body is against improving the site.

Biggest concern is traffic access.
Non-stop traffic nuisance

Closer bus stop spacing for The Legion building

How many handicapped stalls for The Legion

Are stalls oversized for trucks in the parkade?

Short cutting

Traffic and parking a concern

Reverse-angled parking

Need create traffic reduction & velocity reductions for both lanes going n-s

Need to ensure parking for commercial always stays free to reduce use of parasitic neighbourhood parking

Safe crossing Kensington Road

Handicap parking for legion

Sufficient parking to support the development components & no impact on residential area

Safe spaces for walking including access to Queen Elizabeth Schools

Please keep to 8 storeys!

10 too much. 8 max.

Consider reducing overall height to 6-8 stories by reducing or eliminating the commercial element. Also reduces traffic & parking issues

Less impact on current residential areas adjacent to development

Design for seniors

Fewer storeys

Gym or Spa

Wine bar/upscale pub

Convenience shop

Gift/card shop

Coffee shop with outdoor seating

Bakery/cheese shop

Community garden space

Yoga studio

Dance floor & joint-friendly floor material

Don’t like the name Blush but recognize the convenience of such a store

Block parties

Love you have chosen colours appropriate to the services

Appreciate the clarity of your display – and of the obvious work involved in the presentation

Not enough parking

I do like retail on the bottom

Thank you for working with The Legion and for asking for community input. However, 10 stories is way too high. The new condos on 19th are only 3-stories. The Hillhurst/Sunnyside area (hood on east) has max. 26m for Kensington and 14th Street which is way more developed than this area! I say you should max. at 4-stories. Otherwise you will be setting a very dangerous precedent that begins the total ruin of our residential neigh

Add light to pedestrian crossing at 16th and Kensington Rd. School Growing!! School is walk zone only!!

Cars don’t stop at 18th & Kensington pedestrian lights. And add signals to 5th Ave and 18th Street

Like the overall project, but 10 is too tall. Would be happy with 8.

Hillhurst/Sunnyside limits to 8 stories. Why can’t this building be 8 instead of 10.

More lights in the alley? More cars!

‘Grand Trunk’ project name!

Parkade exit should be separate from entrance – through 18A plaza.

Laneway should be blocked beside parkade entrance.

Concerned about part-time parking being in line with laneway could lead to cut-throughs

Concerned about cut-throughs and kids walking to school

There are a lot of kids and pedestrians along 18th Street. Parkade access should be from 18A or Kensington Road.

Like the idea, but 10 stories is too tall. Prefer Sunnyside model of 4-6 stories.

Wish it wasn’t so tall.
We received your info sheet in our mailbox today. We have lived in this area for ~40 years. We raised our children here. I am very much in favour of this development.

The condo building has been designed to allow for a reduced shadow effect on neighbouring buildings. I feel certain that you have seen the artists rendition and plan of the building. We absolutely need increased density in this city, and 190 condo units on such a large area is not a problem. Nearly all of the new development on our street involves taking down a single family dwelling and replacing it with 2 homes. I'm all for it. Rejuvenation? Gentrification? Sure. We need to move forward and keep this neighbourhood vibrant. Reducing property values? Au contraire, this development will only increase our property values. The delivery truck issue? There is a back alley where the delivery trucks will be able to deposit their wares. NMAY.

I understand there will be a grocery store on the main floor of the condo development. Long time coming! This is exactly what this neighbourhood needs! Being so close to buying groceries will help us do that.

Your argument is reminiscent to the arguments presented by the Brentwood citizens against the building of the condo towers in the Brentwood Mall area. The towers have been built. Life has gone on. Brentwood remains a great neighbourhood. West Hillhurst will thrive with this development.

The veterans deserve this! They will be able to continue in a modern, self-sustaining way. They have waited long enough. This plan is the perfect solution to their financial difficulties. We walk to the Kensington Legion occasionally, and to the high level of traffic (Knowing all of the residential traffic is going to pass that way too in order to access the underground parking). And we have a noise/disturbance concern due to the large vehicles which will invariably be louder than the other vehicular traffic that is accessing the building.

We have some thoughts for you on how these concerns can be mitigated for us and provide a safer environment, especially for our daughters and their friends.

I support The Legion redevelopment except for:

1. the new roundabout/possible through road that is being proposed
2. Strains on the local water/sewer
3. We suffer from older, clogged and unreliable pipes in the surrounding area
4. We would ask that Truman upgrades infrastructure and interconnection points that they tap into, in order to accommodate the strain of these new residences and businesses

Otherwise, the redevelopment is as balanced a mix of private and public interest as we can ask for.

The community gains a more walkable destination, the local economy benefitted by increased density, access to transit and urban renewal. This is a positive redevelopment of what is at time of writing, a massive concrete wasteland on Kensington Road. This will give The Legion a new lease on life and a sustainable operating model for the future. The community gains a more walkable destination, the local economy welcomes new shops and services.

Thank you

I would like to express our thoughts on the redevelopment proposal for the Royal Canadian Legion # 264 on Kensington Road. Our family is not opposed to rezoning of the land use to accommodate residences. What we are opposed to is the size and the scope of the proposed development by Truman Homes, of a 10-story, 190 condo unit.

We (my husband and myself) and our grown children (who also live nearby) are supportive of your project and think it’s a huge improvement to the area, but we have concerns about large commercial vehicles turning into the breezeway in front of our house day and night. We have a safety concern due to the high level of traffic (Knowing all of the residential traffic is going to pass that way too in order to access the underground parking). And we have a noise/disturbance concern due to the large vehicles which will invariably be louder than the other vehicular traffic that is accessing the building.

We have some thoughts for you on how these concerns can be mitigated for us and provide a safer environment, especially for our daughters and their friends.

1. Limit deliveries to business hours, Monday to Friday. This will reduce noise and disturbance during evenings and weekends when we want to enjoy our home. We are both working professionals and the kids are in school during weekdays.

And/or: 1) Direct all commercial deliveries to enter the building from the other side, between The Legion and the building. This would eliminate our concerns about noise and safety, as well as help balance out the traffic that is accessing the building from 18th Street. Again, we are concerned that because all of the residential traffic will be coming that way, with the additional commercial vehicles we will be dealing with a constant flow of traffic that will be noisy, unsafe and will limit our ability to access the alley where our garage is located. This would be our preferred mitigation strategy.

Again, we are very supportive of your project and want to be good neighbours. We're hoping this major concern can be addressed.

Hi

We (my husband and myself) and our grown children (who also live nearby) are thrilled with the proposed development.

As you can see, I have also sent this email to all of the contacts you have provided. If there is anyone else I should send it to, please let me know.

Hi

I know that there are differing views about this development and I respect your right to have your own opinion.

But I don't agree with most of your conclusions and my view is that this development will have more negative outcomes for West Hillhurst than positive outcomes. These are outlined in my information sheet. CivicWorks just circulated the pre-application, and plan of the building. We absolutely need increased density in this city, and 190 condo units on such a large area is not a problem. Nearly all of the new development on our street involves taking down a single family dwelling and replacing it with 2 homes. I'm all for it. Rejuvenation? Gentrification? Sure. We need to move forward and keep this neighbourhood vibrant. Reducing property values? Au contraire, this development will only increase our property values. The delivery truck issue? There is a back alley where the delivery trucks will be able to deposit their wares. NMAY.

Hi

You state that the reason you decided to circulate the info sheet was because many residents were unaware of what the development plan entailed. So, instead of the negativity contained in your objection, you could have simply included the basic info re dates and times of information sessions being held twice a week at The Legion, and encouraged everyone to go to them and provide any feedback or concerns they had.

The Kensington Legion Redevelopment Plan was on all the news channels, in all the news papers, and was available at The Legion itself, and has been for several months.

Hi

We received your info sheet in our mailbox today. We have lived in this area for ~40 years. We raised our children here. I am very much in favour of this development.

The condo building has been designed to allow for a reduced shadow effect on neighbouring buildings. I feel certain that you have seen the artists rendition and plan of the building. We absolutely need increased density in this city, and 190 condo units on such a large area is not a problem. Nearly all of the new development on our street involves taking down a single family dwelling and replacing it with 2 homes. I'm all for it. Rejuvenation? Gentrification? Sure. We need to move forward and keep this neighbourhood vibrant. Reducing property values? Au contraire, this development will only increase our property values. The delivery truck issue? There is a back alley where the delivery trucks will be able to deposit their wares. NMAY.

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(3) We suffer from older, clogged and unreliable pipes in the surrounding area
(4) We would ask that Truman upgrades infrastructure and interconnection points that they tap into, in order to accommodate the strain of these new residences and businesses

Otherwise, the redevelopment is as balanced a mix of private and public interest as we can ask for.

These are the projects the City needs if it wishes to pursue a policy of densification, access to transit and urban renewal. This is a positive redevelopment of what is at time of writing, a massive concrete wasteland on Kensington Road. This will give The Legion a new lease on life and a sustainable operating model for the future. The community gains a more walkable destination, the local economy welcomes new shops and services.

Thank you

I would like to express our thoughts on the redevelopment proposal for the Royal Canadian Legion # 264 on Kensington Road. Our family is not opposed to rezoning of the land use to accommodate residences. What we are opposed to is the size and the scope of the proposed development by Truman Homes, of a 10-story, 190 condo unit.
The community of Westhillhurst was originally developed to accommodate veterans, returning home from the Second World War, and their families. The houses that were built were small and the lots were large. The Legion was within easy reach, as was the community centre and the schools. Westhillhurst became an area centered around community, family, green and leisure spaces. In my opinion the veterans were an essential part of creating this community which now serves the entire continent of age groups, from young children to seniors. Children can access a wide variety of sport and leisure activities within the community from swimming to soccer and many great playgrounds. Children and adults have access to skating, hockey, tennis and a fitness centre. In addition, Westhillhurst community houses one of the most active senior associations, the Go-Getters, in the city.

We have lived in the community of Westhillhurst for 23 years. We originally bought a house built in 1954; the house was small (about 600 sq ft) and on a very large lot. We live on a street which is still the home to the original farm house that owned the land prior to the initial development. This farm house was incorporated into the landscape, so that it became part of it. We later tore the original house down and built a new single family home under the modified guidelines. We did this because it is important for us to maintain the green space around the house as opposed to building the largest structure allowed.

We continue to live in and love the community. It is a walkable community with easy access to bike routes for commuting and exercise; and has a diversity that gives it heart and soul. Our children have attended the community pre-school from the age of 3 and continued on to the Queen Elizabeth schools from Kindergarten to grade 12. Being able to walk to school is important to us.

The access to the proposed high rise is from 18th street which is the same street the Queen Elizabeth schools are on (X to 12) meaning lots of kids will be walking or crossing in the immediate area.

Another concern is if this tower is permitted then the next developer who owns a piece of land will propose even taller buildings. I believe Hillunsunside has a height restriction but West Hillhurst does not. This is something that as a community we need to address so developers will not keep proposing these high rises.

We feel that the concept of The Legion sharing land with a developer and in turn creating a facility that can help The Legion become more sustainable is very positive. What is disappointing is to see community and family oriented values created by veterans becoming decimated with a structure that imposes on the neighbourhood in such a negative way. And, for what gain?...to maximize a developers profit!!

In closing, our family would strongly urge all parties involved to re-think the approach to the proposed redevelopment and consider the long-term impact. Again, we support the re-designation of the land use to residential zoning; however no structure in Westhillhurst should be above 4 stories, now or in the future.

I wanted to submit our concerns in writing, even though we have visited your sessions several times. The following is a summary:

10 stories is too high for a low-density, quiet, residential neighbourhood, where the tallest neighbour is two residential stories, and the tallest building visible along Kensington is the Savoy at 4 storey storystories. A 10 storey building is completely at odds with the scale of the existing community, and specifically the adjacent family homes. The proposed building is a dramatic contrast in height and scale compared to the low density residential areas surrounding it. The height of the proposed building will be an anomaly within the neighbourhood.

Although we support higher density in the community, 200 - 220 residential units on Site 1 are far and away too many for this neighbourhood. Consider that to the east of the site, several four-plexes have been built, which are size appropriate while increasing density, and you can see clearly that the Truman project is out of context here. We support a sensitive density increase on Kensington Road - stepped from 2 stories on the north side to 5 stories on Kensington Road to better integrate with the surrounding lower density residential areas.

Using the laneway directly adjacent to our property for the 230-240 residential underground parking access is absurd. This laneway is far too small for this volume of traffic, and already has drainage problems. It was never intended to be used as a roadway. Furthermore, the noise from an additional 230-240 cars will seriously impact our ability to enjoy our property, and will of course decrease our property value. Instead of being directed onto 18th street, all traffic should enter the project off Kensington Road, between Site 1 and Site 2.

We are concerned, due to the laneway being just that – a laneway and not a road – that cars will hit our fence, garage, or even our house. If this proposal moves forward, we hope that Truman will provide some sort of barricade/cement barriers to ensure we, and our property, remain safe.

Traffic will increase dramatically down the laneways all around the immediate area – people will ‘shortcut’ down lanes, including commercial traffic. Many residents heading north will exit via the laneway to 2nd avenue, rather than turning north on 18th Street to avoid the school zone they will encounter almost immediately.

Traffic along 18th Street will increase where children are walking and riding bikes to/from school, which of course adds to safety concerns, particularly as the Queen Elizabeth school has a Dead and Hard of Hearing program. While we appreciate the setbacks from the north side, we will still end up with people overlooking our yard and our home, so this development does not respect our right to the use and enjoyment of our land.

Despite the setbacks from the north side, there will still be a significant and dramatic shadow impact, particularly during winter months, which again will decrease our ability to enjoy our property and decrease our property value.

The 5½ to 7 year build time for the entire project is an extremely long time for neighbours to endure construction traffic, noise, dust, and debris. During the build time, there will be an additional negative impact on property values (and because we are so close to the site, likely after the project is complete as well).

We are concerned about our house and/or foundation being cracked or otherwise damaged during the building process. If this project proceeds, we would like the developer to pay for and provide us with a copy of an engineer's baseline study of our foundation, and a second comparative one after building is complete, to ensure if any damage is done to our foundation, the developer will fix it.

The development does not appear to have much green space or appropriate setbacks on the street level, being built all the way to the sidewalks and edges of the property, resulting in an overall look that is at odds with the other adjacent homes (including the new four-plexes to the east on Kensington road). All are set back with greenery and landscaping.

Increased traffic will require a set of lights at the corner of 18th and Kensington. The hand-activated crosswalk light will be insufficient – currently most cars stop when it is activated, but not all, and with substantially increased traffic, especially during peak hours, there will be safety concerns for pedestrians, including the higher number of transit users crossing to and from the bus stop.

While a grocery store may seem appealing to some, there are concerns – they are noisy, require daily commercial truck deliveries for waste, dumpsters and dumpster-diving, and people will take grocery carts (which are very, very noisy) out of the internal parking and leave them elsewhere. Smaller retailers would be preferable – boutique shops such as coffee shop, fish shop, meat store, bakery, etc.

Having the large dumpsters and recycling bins hauled out to the laneway adjacent to our property for pick up again does not respect our right to the use and enjoyment of our land because it will be very loud, and will attract dumpster-divers right next to our home. It would be better to have the garbage and recycling picked up between Site 1 and Site 2, where there are no detached houses that will be impacted.

I will be sending out an email to all concerned residents in Hillhurst this evening about a meeting we have set up September 9 at the West Hillhurst Community Association 7-8:30. This meeting will be addressing an discussing concerns about the Truman proposed Kensington Legion re-design. We will be inviting representatives from both the HSCA and WHCA as well as city Ward 7 office. Additionally it would be beneficial to have yourself/Truman representation on hand to answer questions.

Please let us know if this would be possible.
Thank you for the invitation to your meeting. Before we commit to attending, I would like to get clarification on a few things:

- What is the overall purpose of the meeting? What do you hope to achieve with the meeting?
- What is the format of the meeting? Who will chair/facilitate the meeting?
- What is your expectation of the Truman team in the context of this meeting? Answers to these questions will help us understand the proposed evening and our potential role.

As you're emailing a group of citizens regarding this process, can you please let these folks know about the opportunities to learn more about the project, speak with the project team and share their thoughts on the project vision, within the engagement process we have created to gather community feedback. These include:

- Engagement storefront at The Legion, open today (Wednesday Aug 26) from 2-5pm
- Engagement storefront at The Legion, open Saturday (Aug 29) from 11-2pm
- The Engage 264 website at: http://engage264.ca/
- The Sounding Board on-site at The Legion along Kensington Road

We have designed the process to give folks many different opportunities to learn about the project and share their thoughts. This six-week process concludes on August 29th, so helping spread the word about these opportunities would be much appreciated.

Thanks very much and I look forward to hearing from you.

We only require approximately 30 minutes of your time, towards the end of the meeting:

**Purpose:**

- Ensure that all the residents understand the size and magnitude of this project.
- Make certain residents understand that if they are not directly affected by this project now, they can potentially be affected in the future by how it can pave the way for others.
- To give all affected residents a unified voice

We are in the process of finalizing the meeting agenda and will be distributing it shortly. We anticipate participation from the city, community associations and hopefully Truman.

I'm just back from a week of holidays today, and I wanted to follow-up on our last exchange regarding the meeting you're organizing for Sept. 9th.

- Have you finalized an agenda?
- Who is facilitating the meeting?
- Do you know who will attend from the various City, CA, and Councillor's Office representatives invited?
- What is your current thinking on meeting participation from Truman's project planning and engagement team?

Hello

Thanks for the reply. I am afraid the time for a response from Truman Developments has passed without a reply and we have already finalized the agenda with the various other parties. No further action nor attendance is required from Truman Homes at this time.

Hello

Thanks for the response. I did not understand that you were waiting on a response from us or that there was any kind of deadline. Your last note mentioned that you were in the process of preparing an agenda to be distributed and were seeking 30 minutes of our time towards the end of the meeting. We understand if your agenda does not include a role for Truman's team.

As we’ve actively reviewing all the input from our July-August engagement activities (storefront, sounding board, and online) to prepare our What We Heard Report (to be released publicly before the end of September), there is opportunity for us to review any summary notes from your meeting if you’d like to share them.

Hello

We had a couple meetings yesterday during which a couple of questions came up that we wanted to pose to you:

1. In our meeting with the Hillhurst-Sunnyside Planning Committee last evening, their review of the sun-shadow effects that you have presented lead to the comment that they just didn’t look right. Specifically, they questioned why the sun-shadow effect for both the March and September snap-shots weren’t more dramatic and that should they look like a halfway point between the June and December snap-shots (which they didn’t). This question seems to make sense to everyone there so could you please provide an explanation?

2. In our meeting with the City yesterday, showed us a the presentation package big red prepared by Truman that contained a lot more information than was displayed or handed out at your community engagement sessions. For example, one of those pages showed an illustration comparing the scaled to storey proposal to a flat 6 storey model. Could we please get a copy of the whole package so we can ensure that we’re all playing with the same information deck?

Hello

Regarding Question 1: The sun/shadow studies provided were generated by an industry-wide used software called SketchUp, which geolocates the model accurately and accommodates daylight savings. To directly and simply comment on your question, the Spring/Fall shadow will only appear to be approximately mid-way between Summer and Winter when the sun is at its highest point in the sky (or mid-day, and our 1:00pm time would be the best reference within the visuals provided). Before and after this time, the sun’s movement from/toward the horizon follows an exponential elliptical-curve causing the shadows to grow longer as the sun approaches the horizon.

Regarding Question 2: The presentation package provided to the City File Planner, is simply a hardcopy of all the display boards that were available for review by the public at the engagement storefront. Below is a link to a digital copy of those display boards. Please note that over the course of our engagement we updated or added a few additional display boards, as clarifying information was requested by members of the public (an example being your request to see sun/shadow studies for all the equinox and solstice dates). Some members of the public had trouble understanding our 2-dimensional visual representation of our building massing, stepping, and height design story overview, so we created a 3-dimensional version. In this 3-dimensional visual, we are simply trying to convey that a similar floor area goal can be achieved in a lower height building form of 6 storeys, or that which was similar to the one proposed by the previous developer. As we’ve explained, our proposal transfers massing and greater height from the north to the south of the site, away from the lane and existing single-family edge to Kensington Road. We think this results in a better design and building interface with this established edge and helps to reduce the general shadow impact, while still achieving Truman floor area goal.

We also added a display board that better highlighted the City of Calgary Main Streets Initiative, which many folks had detailed questions on. The display boards that were added to the storefront over the course of the engagement have been attached to this email, so you can see exactly which changed or were updated. As has been our engagement promise from the beginning, we’re being transparent about our vision for the site and the City File Planner has no more explanatory design information about that vision than we’ve shared during our public engagement.

As you’ve asked, just one other quick question in case it gets raised at our residents’ meeting tonight: What are the projected costs that Truman will incur to build the new premises for The Legion on Site 7?

And the projected cost of the Truman building on Site 2, thanks!

As was released in media articles at the engagement launch in July, the turn-key Legion building (4 storey concrete commercial class building, mixed office and social organization uses, with 1.5 levels of underground parking) has been costed at approximately 10 million dollars based on DP level drawings. I do not have cost estimate information on the conceptual mid-rise building as we’re not at DP stage.

WHAT WE HEARD REPORT
Hello and [redacted]

We just wanted to let you know that we had a very good turnout at the residents’ meeting last night with over 120 people in attendance. The issues that were discussed were all that you are already well versed with. Of those attendees that spoke up during the meeting, there were only 2 that did not seem to have any issues with the development plan as proposed.

We would like to thank Dale for his participation in the meeting, together with his colleague Carol.

We will be meeting with the wshca over the next week and will circle back to you with our collective input.

PS. [redacted]

We note that the residents’ attendance last night of 120 was 75% of the 160 participants that attended your community engagement sessions. Could you please advise how many of your 160 attendees were members of Legion 264?

And in your upcoming summary of “What we heard”, will you be differentiating comments received from West Hillhurst residents from those received from Legion members? The feedback would differ greatly given the divergent outcomes for these two groups.

Hello [redacted]

Thank you for the note on the meeting. It is good to hear that our engagement efforts have already captured the range of issues discussed at the meeting.

Having concluded our storefront public engagement on August 29th, after 14 open house sessions over 42 hours during six weeks in July and August, we’re now reviewing input received across our engagement methods and will be drafting a What We Heard Report with the goal of it being shared publicly at the end of the month.

We have had robust participation from stakeholders, including: those who visited the storefront (160 one-on-one conversations); through the on-site sounding board (220 individual notes); and, through the website (820 unique site visits and/or input responses). Across our engagement input methods we have recorded over 1200 individual ideas. Our website (www.engage264.ca) will continue to be an active source of information about the proposal and will evolve as the planning and City Applications progress. We’ll also stay in contact and share updates with the nearly 100 stakeholders who have signed-up for our e-news.

To answer your question about the folks who participated in our process, it is not our practice to collect information from visitors beyond a counting of individuals and inviting folks to sign-up for our e-news with an email address.

Through dialogue between participants and the facilitators, we know we heard from a range of stakeholders, including: residents who live in West Hillhurst who are not Legion members; residents who live in West Hillhurst who are Legion members; and, Legion members who reside in Calgary outside of West Hillhurst.

Any planning/development application being reviewed by the City of Calgary Administration and Council openly accepts and considers input from any and all Calgarians, at all stages of the review process.

Dear [redacted]

Thank you for the opportunity to comment on LOC2014-0156 & DP2015-2379, the Kensington Legion redevelopment project in the community of West Hillhurst. The Hillhurst Sunnyside Planning Committee (“sunc”) is pleased to provide comments on this important redevelopment project in the community. We would also like to thank the developer/applicant for providing supplemental material on the proposal; it is refreshing to see this extensive and creative form of public engagement strategy.

Our comments have been compiled with thoughtful regard to feedback received from concerned community residents and using the framework within the City of Calgary’s Integrated Land Use and Mobility Plan and the policy contained in the City of Calgary Municipal Development Plan.

Please find our completed copy of the Community Context Questionnaire for the proposed development at 101, 109, 118-18A Street NW & 1908, 1910 Kensington Road NW.

We have divided our comments into two parts. Our first comments are for DP2015-2379 and for the Land Use Amendment of the west section to C-COR1 (f4.3h20). Our second comments are for rezoning of the east section to C-COR1 (f4.3h36) based on the working drawings that have been presented to local residents by the applicant.

Community Context Questionnaire – Development Permit

Development Permit Number: LOC2014-0156 & DP2015-2379

By providing feedback on the proposed development that is enclosed in this package, you are providing your community association perspective as the “eyes of the community.” This helps City staff better understand what is important to your community as we work with the applicant who has proposed this development, and it enables us to make an informed decision about whether to issue this development permit. In the course of this development permit evaluation, the planning department will review all relevant statutory plans including the Municipal Development Plan, Area Redevelopment or Area Structure Plans as well as the Land Use Bylaw.

1. Are there changes that could be made to the proposed development to make it more compatible or beneficial to the area?

None notable.

2. Provide comments on:

a. The use (if identified – not applicable for single-detached houses, semi-detached dwellings or duplexes)

The use of an office building is appropriate for the site and we support the zoning change to accommodate this use.

b. The site design

• The building setbacks are all appropriate.
• Privacy for neighbours is not being compromised inappropriately.
• From what we can tell, parking seems adequate.
• Pedestrian access and landscaping are also sufficient.

c. The building design

The building design and quality of architecture is excellent for the institutional use of the building and will be a valuable addition to the community. We would like to suggest seating and street furniture for the public areas when the application moves to a later design stage.

You may wish to consider height, privacy, parking, vehicle or pedestrian access and landscaping as you respond to question #3.

3. Has the applicant discussed the development permit application with the Community Association? If yes, what information was provided?

We were provided a basic copy of the plans from the City of Calgary planning department.

4. Please provide any additional comments or concerns regarding the proposed development.

This is a welcome redevelopment opportunity that would help activate the streetfront as a part of the urban environment and phase out the existing 1950’s style strip-mall development with parking at the front.

Please provide your Community Association perspective and respond to the following:
questions:

PART 2: NOTE: LOC2014-0156: East re-zoning to C-COR1 (f4.3h36) & working plans presented to community members (mixed-use building)

These comments are based only on the re-zoning application and the working drawings which have been presented to residents by the applicant.

What are the strengths and challenges of the proposed development?

Strengths:

• Building has unique architectural features which provide visual interest and minimize shading on neighbours to the direct north.
• Quality of design is very good and we appreciate that the building materials incorporate a warmer tone.
• The ground level retail should help increase the walkability of Kensington Road west of 14th Street NW and contribute to a main street type environment.
• Applicant has expressed an interest in adding eco-friendly initiatives to the building.

Challenges:

• Proposed size (height) and upper floor setbacks are inappropriate for surrounding area; the height of the proposed building will be an anomaly within the neighbourhood.
• Development should be more appropriate to the local context: the MDP has specific policy under Section 2.1 to maintain “compatibility [and] avoiding dramatic contrast in height and scale with low density residential areas through limits on allowable heights and bulk of new development.”
• The single family and semi-detached infills to the east of the development on 18th Street and Kensington Road are recent redevelopments; it is unlikely that a multi-lot consolidation will occur in the foreseeable future to allow for larger scale multi-residential developments to complete the transition of this site to a higher density development.
• There is a lack of transition as “development intensity between low density residential areas and intensive multi-residential or commercial areas” as specified in the MDP, Section 2.2.
• Proposed design brings a significantly higher volume of traffic to local residents near 18th St NW and the elementary school two blocks away.

1. Are there changes that could be made to the proposed development to make it more compatible or beneficial to the area?

• The parking garage entrance ramp could be reversed to run west to east (instead of the current east to west). This would reduce in residents and visitors entering the site internally from Kensington Road NW. The current proposal has the entrance coming off 18th St NW which will add traffic to the local streets and bring more vehicles driving past the elementary, junior, and high schools located just north on 18th St NW as well as more traffic and short cutting vehicles to what are currently quiet residential streets.
• Traffic flow on Kensington Rd would seem to be adversely affected from 18th St to 19th St as the plans show street parking taking up one lane on Kensington Road between these two blocks. There is also a bus stop on this block. Hopefully indented street parking and a bus stop pull in would address this issue.

2. Provide comments on:

a. The use (if identified – not applicable for single-detached houses, semi-detached dwellings or duplexes)

The use of ground floor retail with residential units above is appropriate for the site. This addition of smaller scale retail bays could help contribute to a more walkable human- scaled, vibrant and complete neighbourhood. We support the Change of Use on the two City of Calgary-owned parcels that have been deemed as surplus roadways (2A and 2B on the applicant’s submission) since generally supports higher density and compact development as an inner city community. We support a sensitive density increase on Kensington Road west of 14th Street; however, we note that the Hillhurst Sunnyside Area Redevelopment Plan sets a height limit of 15 metres or 5 storeys between 14th and 15th Streets as to better integrate with the surrounding lower density residential areas.

b. The site design

• The lack of a setback on upper floors from Kensington Road and from 18th Street creates massing issues with the single family homes around this proposed development.
• Drawing traffic past the schools on 18th Street to the parkade entrance is inappropriate.
• From what we can tell, parking seems adequate.
• More public green space would be appreciated, either along Kensington Road or where the site meets 18A Street.

c. The building design

• The building design and quality of architecture are very good.
• The proposed height is above what would be considered appropriate for the area.
• The lack of a setback on upper floors from Kensington Road and from 18th Street creates massing issues with the single family homes around it.
• While we appreciate the thoughtful approach to massing through the addition of setbacks on the north side; however, the building is still very tall and

The West Hillhurst Planning Committee has reviewed the Land Use Change for LOC 2014-0156.

Despite following the concurrent LOC/DP process for The Legion site, we are disappointed that the larger, residential tower on the East side of the site wasn’t included in this application.

West Hillhurst is a community dominated by single-family homes. Kensington Road was designated as one of the Main Streets parcels, and we understand that there is going to be more mixed-use development along the corridor in the future, that development needs to be sensitive to the existing community.

We are deeply concerned with the requested height on the East side of the parcel. At 36 meters, this building envelope would be 10 meters taller than any existing or proposed building on 14th Street NW or 15th Street NW, both corridors which are significantly more developed than this portion of Kensington Road. Additionally, a building of this height would not only throw significant shade on homes to the north, but would plunge backyards along the south side of Kensington Road NW.
into shadow, even on June 21, as per the shadow studies provided by the Applicant. The 20 meter requested height on the West side of the parcel isn’t as concerning, however we do worry about the knock-on effect that could result as future developments use the 20m height as context to apply for ever-taller envelopes.

It has come to our attention that through a "special development application stream where The City of Calgary allows for concurrent or simultaneous land use redesignation (re zoning) and development permit review" (www.engage2014.ca), a rezoning permit has been submitted for the present day site of the Royal Canadian Legion Branch 264 (the Legion). Our understanding, through discussions with the community association (as the application is not available to the public online), is that the Developers have requested a re-designation from s-c-3 to c-cor. Presumably, as we have been to the open house/engagement sessions offered by the Developer, there is either an additional re-zoning application submitted or one still to come, that will allow for a large, multi-residential development for Site 2, in addition to the commercial space.

There are many concerns with the development as proposed, but the key ones, the really important ones, essentially boil down to one primary factor – the size and scale of the Development.

Why so big?

Whilst we support the overall vision of the Municipal Development Plan, including the idea of a more 'compact urban form', we would look for a more 'transitional' form of increased density (versus what is proposed) given its position adjacent to a dominantly single family residential neighbourhood. The proposed development disregards the planning principle of creating and maintaining an "aesthetically appealing" community by the sheer size of the Development. Why so big?

The proposed development disregards the planning principle of creating and maintaining an "aesthetically appealing" community by the sheer size of the building. A ten story building, even with a staggered roof-line, is completely out of scale of the existing community, and specifically the adjacent family homes. The proposed development completely obliterates that feeling of 'neighbors'; blocking light, and abruptly truncating off front lawns extending its full length. The proposed development completely obscures that feeling of 'neighbors'; blocking light, and abruptly truncating off the community with concrete and increased traffic. The contrast is confusing and distracting; it certainly doesn’t support the principle of fostering "distinctive, attracting communities with a strong sense of place." It is also not in keeping with the existing commercial properties on the corner of 19th Street and Kensington Road, as well as those along 19th Street which are the typical style of modest, appropriately sized premises which support the local neighbourhood and blend in scale with their residential neighbours.

What about the neighbours who do live next to the development?

It is again the scale of the building that is at odds with the planning principal to "respect the landowner’s right to the use and enjoyment of their land." Although the staggering of the floors to minimize the shadow effect on the northern neighbours is a constructive proposal, a ten-story building still literally towers over its neighbours. It changes the light, the view, the skyline and eliminates any element of privacy, even in the homeowner backyards. Despite understanding that the landowner’s rights are waived in the interest of the public good, we would offer that the only beneficiaries in a development of this scale are the Legion, and the Developer, Truman homes. Those individuals that actually live in the community will not benefit from a building of this proportion.

With the physical size also comes the incursion of ± 200 additional residential units (where there were previously none) onto the existing neighbourhood. The increase stresses and changes our enjoyment of our community. For example, the quiet back alley where we all, including our 5 year old ride, our bikes out from the garage will be gone. In its place will be shadowed darkness and traffic. It changes our neighbourhood in such a way that our quality of life deteriorates. Sadly, the victims also have to pay for this with the loss of value in our homes.

What can we do? What would make it better?

We would ask that you reject any or all applications that do not consider the following options or amendments.

- A set of lights would be required at 18th Street and Kensington Road. This is already a difficult exit onto Kensington road at peak times. I appreciate your time in reading and considering these points and we ask that as planners, you view this development from the perspectives of the homeowners. I would like to see a community with a strong sense of place and not one that is dominated by large multi-family buildings.

- Demarcation of access from offsetting residential buildings. The lane between the residential neighbours and the proposed building residents cannot safely accommodate two lanes of car traffic. Furthermore, it detracts from the value and enjoyment of the adjacent homes. A completely separate entrance should be put in place within the development site. It should contain a treed meridian (or similar) to separate the space visually and provide additional offset between the residential homes and the development.

- A more compromised design. A full concrete "top quality" as described by Truman homes/building for both Site 1 and Site 2 has several impacts. First, it extends the construction period to ~4.5 years; a complete nightmare for adjacent homeowners. Second, the price point of the units will not be compatible with the City of Calgary’s desire for "range of housing opportunities and choice". The elderly, single parent homes, etc. will continue to be out-priced in this neighbourhood.

- A more modest design for the Legion. The scale of the commercial four storey building for the Legion will dwarf the tallest building in the neighbourhood, and brings a cost with it (for its top quality design) that forces the developer to propose this ostentatious design for the multi-family design to recoup their costs and increase their margins.

- A set of lights would be required at 18th Street and Kensington Road. This is already a difficult exit onto Kensington road at peak times. This is a residential neighbourhood; our neighbourhood. Neither the proximity of our homes to a regular bus route, qualifying it as a 'primary transit network', nor our proximity to a financially struggling 'members club', should take away our ability, our right, to enjoy our homes and our family life within our community.

- Consideration of the site, and the site use, if the Legion were not there. Despite the efforts, and the sacrifices the Legion is asking the community to make, there is no guarantee that the Legion will be sustainable. The sad, but true, reality is that membership is on the decline. Accept a proposal or two if you would have done so if the Legion was not there. They may not come into the neighbourhood to meet forever, but the community residents will be there, day and night.
In July 2015, a postcard showcasing project and contact information was delivered to 350 resident addresses within a 250 meter radius of the site.
A collection of 31 project information panels, covering various aspects of the project and showing multiple renders of the development, were displayed at the project storefront for the duration of the pre-application engagement process.
Project Sounding Board Panels

The 24/7 sounding board was located in front of the Royal Canadian Legion on Kensington Road NW for the duration of the pre-application engagement process. The sounding board provided key project information, process timelines, and offered opportunities to provide feedback.

The sounding board was updated at the conclusion of the pre-application process to alert participants to next steps in the redevelopment process.

STAY IN TOUCH!

For more information, please email info@engage264.ca.
Project Sandwich Boards

A collection of sandwich boards directed visitors and passersby to The Legion to visit the engagement storefront, learn about the project, and provide input.

An additional sandwich board was located next to the sounding board through the process to alert those walking on Kensington Road NW to share their ideas about the project.
Project Website
From May 2015, the Kensington Legion Redevelopment website highlighted upcoming engagement sessions and hosted the latest project information available at the engagement storefront. Beyond the information provided by the project team, the site also provided links to news stories about the project published online by major news outlets in Calgary.
Prior to storefront engagement sessions, the project team tweeted operations messages to relevant area stakeholders.

E-Mail List
Participants were invited both on the project website and in the engagement storefront to sign up to the project e-mail list to stay in touch and up to date with the redevelopment process.