

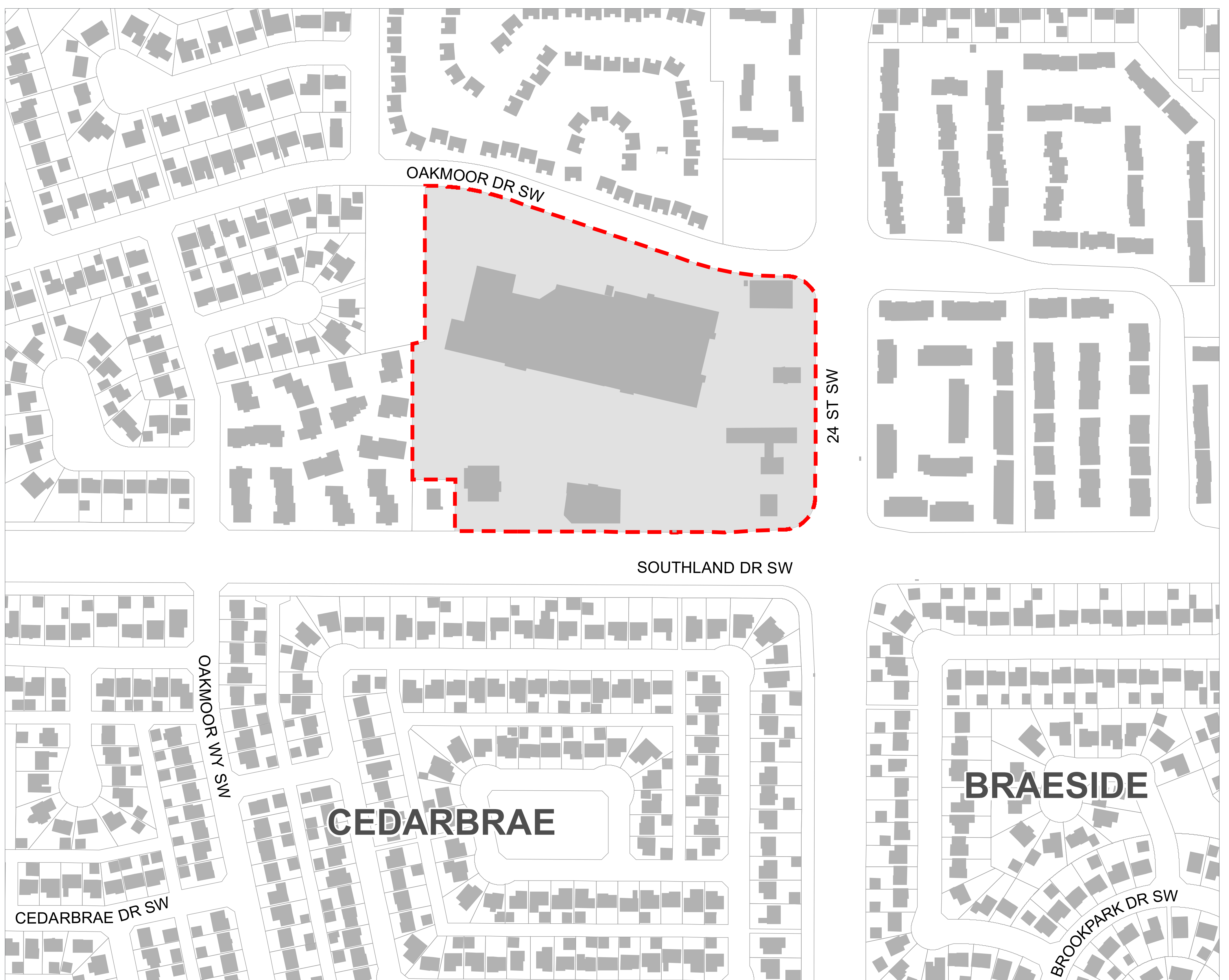
# Welcome to the Oakridge Co-op information session

## Why are we here?

The City has finished its review of the combined development permit and land use redesignation for the existing Oakridge Co-op site and will be recommending approval to Calgary Planning Commission.

### At this session you can:

- Learn about the final application for the Oakridge Co-op Site
- Learn more about The City's policy, review processes and public engagement
- Ask questions of City staff and the applicant
- Learn how to get involved in the Public Hearing of Council



# Timeline

- Aug. - Oct. 2016 • Applicant led engagement
- Dec. 12, 2016 • Development permit submission to The City.
- Jan. - Mar. 2017 • Application placed on hold to plan for comprehensive public engagement
- Feb. 2017 • Phase one engagement: online and open house
- May 2017 • Phase two engagement: visioning workshops
- Jun. 2017 • First detailed review shared with applicant
- Jul. 2017 • Applicant submits revised plans
- Aug. 2017 • Phase three engagement: open house, online survey and pop-up events
- Sept. 2017 • Second detailed review shared with the applicant
- Oct. 2, 2017 • Applicant submits final application
- Oct. 2017 • City makes final decision on application
- Nov. 9, 2017 • Information session with public to share final application
- Nov. 16, 2017 • Calgary Planning Commission date for land use
- Dec. 2017 • Calgary Planning Commission date for Development Permit (anticipated)
- Jan. 2018 • Public Hearing of Council for land use

# Land use amendment – what is changing?

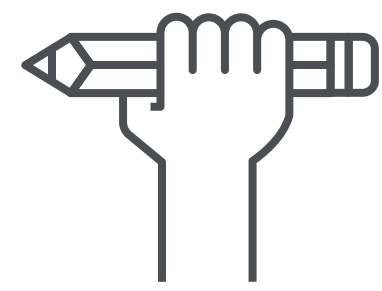
A direct control land use is being recommended for approval for the site. This customized zoning is being used to allow for the following rules and regulations to be included in addition to the base Commercial – Community 1 (C-C1) zoning:

- Removal of auto-oriented permitted uses
- Removal of undesirable discretionary uses (pawn shop, auto service)
- Removal of stand-alone parking lots not associated with a use
- Floor Area Ratio and Building Heights compatible with proposed development permit DP2016-5076
- Allowing residential units at grade along with live work and commercial units
- Addition of general multi-residential amenity space rules to provide amenity spaces for new residents



# Engagement overview

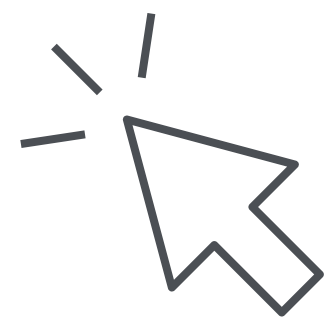
For this project, we took a multi-phased engagement approach that included four phases of engagement with multiple in-person and online opportunities between February and November 2017.



**1,018** people engaged (not including today)



**6** in-person events



**3** online opportunities



**2,493** comments and ideas generated

## Phase one: issues scoping

The purpose of this phase was to develop a high-level understanding of the issues and concerns with the application, and to inform our future phases of engagement.

- One in-person open house on Thursday, February 23 at Oakpark Church
  - 377 people attended the open house
  - 30 completed comment forms
- One online survey from February 22 through the 28
  - 77 completed survey responses
- **645 comments and ideas were collected through phase one**

## Phase two: visioning workshops

The purpose of this phase was to delve deeper into the issues, opportunities, outcomes, and improvements that community residents want to see with the proposed development. This was achieved through a charrette-style board game facilitated by IBI Group and allowed participants to express their preferences, ideas and aspirations through a spatial planning exercise.

- Two workshops were held at the Cedarbrae Community Centre on May 13 and May 17
  - 83 workshop participants at the two sessions
  - 12 community based concepts were developed at the two sessions
- **785 comments and ideas were collected through phase two**

# Engagement overview (continued)

## Phase three: revised application evaluation

In phase three of engagement, we shared the results of our first two phases of engagement, changes requested of the developer through the first detailed team review and the changes that were made to the proposal as a result of community feedback. Citizens were asked to assess the changes and determine if they were appropriate in addressing community concerns.

- One community sounding board at the Oakridge Co-op store from August 23 - 30
  - 64 comments and ideas were received
- One pop-up event at Braeside's Community Birthday Party on August 19
  - We talked with 78 citizens
- One in-person open house on Monday, August 14 at the Braeside Community Centre
  - 165 participants attended the open house
  - 13 completed feedback forms
  - 105 sticky notes of comments and ideas
- An online survey was made available from August 9 through August 30
  - 1247 unique visitors to the website
  - 172 completed responses
- One comment drop-box at the Braeside Community Centre
  - 2 completed forms
- **1063 total ideas and comments were collected in phase three**

## Phase four: information sharing (we are here)

Final in-person information session to share the final application, a summary of what has changed, a summary of engagement and information on how to participate in the Public Hearing of Council

# What we heard (by phases)

## Phase one: issues scoping

Some of the main themes that emerged were:

- Concern that this development may have insufficient parking and/or spill-over effects of parking in the community.
- Concern about the impact that additional density combined with other projects (i.e Ring Road) may have on transportation infrastructure.
- More information is required on the future use of the development (i.e. rental properties, commercial tenants, condo sales, green roof access etc.).

## Phase two: visioning workshops

Some of the main themes that emerged were:

- Concern about the proposed density and building heights, feeling it is too much for the community and suggestion of a range of 5 – 9 storeys.
- Concern that this development may have insufficient parking and/or spill-over effects of parking in the community.
- Good connectivity through the site for all modes (pedestrians, vehicles and bicycles).
- New development to be sensitive to the existing surrounding development.

## Phase three: revised application evaluation

Some of the main themes that emerged were:

- Agreement with the proposed changes to the application to address pedestrian connectivity, gathering spaces and the addition of the commercial main street.
- Mixed views on the development fit, some agree that the reduction in storeys was sufficient while others feel it was not enough and still too high.
- Concerns over parking and traffic issues that could result from the proposed development.



# What we heard/what we did (all phases)

The City has reviewed all feedback that was collected through all phases and has responded to the concerns that were most frequent through all phases of engagement. These responses include how we will use this input and what changes will be made and/or how we will not use this input and an explanation as to why this input cannot be addressed.

Community idea/concern	City's response and/or recommendation to applicant
Concern that this development may have insufficient parking and/or spill-over effects of parking in the community.	We have reviewed the parking provided for the development and determined that the parking is sufficient for the development proposed and meets the bylaw requirements..
Concern about the potential impacts of density on the transportation infrastructure which could result in increased congestion	A Transportation Impact Assessment (TIA) was submitted to outline the impact of the development on the nearby transportation network. Any required changes to nearby intersections outlined by the TIA would be undertaken at the expense of the developer.
Density proposed is too high for the area and that the buildings are too tall and do not fit with the surrounding community character	The development permit and proposed zoning require a transition of height on the site from a maximum of 12 storeys to 8 storeys along areas adjacent to Oakmoor drive, the park to the west and the residential development to the west.

# Summary of changes

Through two technical evaluations of the application along with analysis of community input through public engagement and direct responses on the application, the changes highlighted below were made to the application

Original Application	Revised Application (August)	Final Application
266 units	294 units	270 units
671 parking stalls	727 parking stalls	686 parking stalls
Tallest building = 12 storeys (44.0 metres)	Tallest building = 12 storeys (44.0 metres)	Tallest building = 12 storeys (44.0 metres)
122,633 ft <sup>2</sup> commercial and office space	130,534 ft <sup>2</sup> commercial and office space	154,000 ft <sup>2</sup> commercial and office space
Building A: 33,303 ft <sup>2</sup> , 3 storeys (10.9 metres) – 6.0 metres separation from adjacent residential	Building A: 34,821 ft <sup>2</sup> , 3 storeys (10.9 metres) – 6.0 setback, 2nd level stepped back for balcony	Building A: 34,821 ft <sup>2</sup> , 3 storeys (10.9 metres) – 6.0 setback, 2nd level stepped back for balcony
Building B: 12 storeys (44.0 metres), all residential, ground floor contained within covered parkade	Building B: 12 storeys (44.0 metres), commercial ground floor, residential above	Building B: 12 storeys (44.0 metres), commercial ground floor, residential above
Building C: 4 storeys (16.0 metres) – residential and commercial at ground level	Building C: 4 storeys (16.0 metres) – residential and commercial at ground level	Building C: 8 storeys (26.2 metres) – residential and commercial at ground level
Building D: 3 storeys (12.6 metres)	Building D: 4 storeys (16.0 metres) – commercial space added at ground level facing new commercial street	Building D: 4 storeys (16.0 metres) – commercial space at ground level facing new commercial street
Building E: 11 storeys (41.9 metres) retail on ground level, office and residential above	Building E: 6 storeys (24.7 metres) retail on ground level, residential above	Building E: removed from plan, current medical building remains
Courtyard is elevated above a covered ground floor parkade - accessible only to residents.	Courtyard located on the ground level - accessible to the public.	Courtyard located on the ground level - accessible to the public.
No central north/south pedestrian or vehicular connection from Southland DR SW to Oakmoor DR SW.	North/south corridor from Southland DR SW to Oakmoor DR SW provided with retail on the ground level and parallel parking	North/south corridor from Southland DR SW to Oakmoor DR SW provided with retail on the ground level and parallel parking
No pedestrian connection from courtyard to adjacent park.	No pedestrian connection to adjacent park.	Elimination of a portion of Building C at the north corner of the site to provide a connection to the park.



# Second review – what The City asked

Following the third phase of engagement, The City conducted a second detailed review and technical evaluation of the application. Key areas for amendment on the application were identified based on the review and your feedback. These areas are:

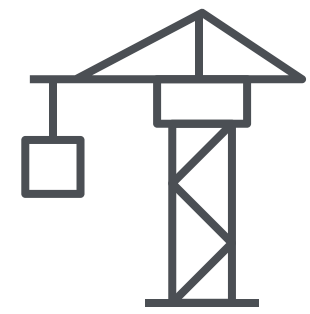
- Remove or amend the design for building E
- Provide additional screening of the loading area for the grocery store
- Provide a pedestrian connection from the courtyard to the adjacent public park
- Restrict public access (emergency access only) to the road proposed adjacent to the park to create a more pedestrian friendly environment



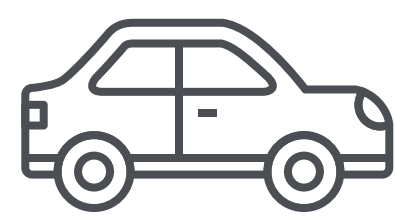


# Final development concept

In October 2017, Co-op submitted the final development application in response to the City's review.



**4** new buildings the tallest to be approximately 12 storeys (44 metres) and 8 storeys (26.5 metres)



**686** parking stalls - 383 surface, 303 underground



**270** residential units



**~154,000** square feet of commercial space (including existing restaurants, liquor store, gas bar, car wash and medical building)





# Frequently asked questions

Question	Answer
<b>Parking</b>	
Are there going to be any improvements to existing street parking?	No changes to street parking are planned at this time. There is existing parking on Oakmoor Drive and Oakmoor Way that will stay as is.
Has The City looked at imposing parking restrictions on nearby streets to limit spillover effects in residential areas?	Co-op will monitor their parking lot to ensure commercial parking is used by commercial tenants and patrons and not by residential.
How many parking stalls exist on the site today?	There are currently 696 parking stalls on the site today.
Can you please explain how the parking allotment works? How many spots will be for residential versus commercial?	A total of 686 parking spots will be provided on site. 383 stalls will be provided on surface for commercial use and 303 stalls will be provided underground for residential and commercial use.

<b>Transportation Infrastructure</b>	
Access to 24 Street S.W. from Oakmoor Drive (the road directly behind the existing Co-op) is a concern. How is The City going to address this?	Transportation Impact Assessment (TIA) was submitted to outline the impact of the development on the nearby transportation network. To address the congestion and access concerns, The TIA recommended signals for the intersection of 24 Street and Oakmoor Drive SW. Timing for the proposed signalization is currently being reviewed.
Where is the Bus Rapid Transit (BRT) going?	The Southwest Bus Rapid Transit route will be running along Southland Drive and 24 Street S.W. The bus stations are located on the following streets: <ul style="list-style-type: none"> <li>• Southbound 24 Street @ Southland Drive S.W.</li> <li>• Eastbound Southland Drive @ 24 Street S.W.</li> </ul>
How is The City analyzing the impact of the Ring Road and other transportation projects in conjunction with this project?	The Ring Road and other transportation projects (BRT, etc) are already accounted for in the 'background' data provided to the consultant for the traffic impact analysis and will be evaluated as part of our review.



# Frequently asked questions (continued)

Question	Answer
<b>Development specifics</b>	
Is the Co-op closing?	No. The existing Co-op grocery store will remain open and operational until the new store is completed and ready to open. There will be no disruption to the operations of the existing Co-op grocery store.
Is the new Co-op going to be bigger?	The new Co-op grocery store is proposed to be approximately 53 000 square feet, while the current store is approximately 75 000 square feet. Co-op has indicated that the design of the existing store is inefficient and that the new store will operate more efficiently at the proposed size.
What is happening to the existing restaurants and businesses? Are they closing?	Many of the existing businesses on the site have long-term leases and will remain open. Some of these businesses will be relocated within the site (such as those currently in the existing mall), while other businesses are proposed to continue operating in their current locations (Boston Pizza, Co-op Liquor Store and A&W).
Are the developers taking a phased approach to development?	Yes, the development is proposed to incorporate several phases. The first phase involves the construction of a new medical and commercial building on the west end of the site that will serve to relocate existing mall tenants. Phase two involves the renovation of the mall for the new Co-op grocery store. Phase three will see the new Co-op store open and demolition of the existing store. Construction will begin on a residential building, parkade and commercial stores in place of the existing Co-op.
How high will the residential buildings be?	The new buildings incorporate a range of proposed heights. The tallest building is located adjacent to the new Co-op (approximately at the main entrance of the existing Co-op) and will have a maximum height of 12 storeys (44 meters), but will taper down in height to 4 storeys adjacent to Oakmoor Drive. The second tallest building is proposed to be 8 storeys (26.5 meters) and is located on the western portion of the site.
How many residential units will there be?	The development is proposing a total of 270 residential units.
Are there any details that can be shared about the residential component – such as what size the units will be? Will this be targeted for students, seniors, families or rentals?	<p>The residential units generally consist of one, two and three bedroom apartment suites. The majority of the units have two bedrooms or more.</p> <p>The target audiences are young professionals as well as seniors in the area looking to down size from their larger homes.</p>
Is Co-op considering any environmental initiatives when building this development?	Co-op is looking at several green initiatives including a Co-Gen system, green rooftops, rooftop greenhouse and a community greenspace. Building materials will also be energy efficient.
Will the shadows from the buildings impact the surrounding development? Where will the shadows fall?	Based on The City of Calgary's criteria for shadow studies (on March 21 and Sept 21 from 10:00 am to 4:00 pm), no adjacent developments will be impacted by shadows from the development. Shadowing is limited to adjacent roads.
What is a commercial main street?	A commercial main street is a street that generally has commercial uses (shops, services, restaurants, cafes etc.) on both sides of the street and is walkable. Parking options are either parallel to the street, angle parking or surface lots located on the periphery of the commercial street so as not to block pedestrian access to the shops. Examples in Calgary include historic inner city streets such as 17 Avenue S.W., 33 Avenue S.W. (Marda Loop) or 9 Avenue S.E. in Inglewood, as well as in new communities such as McKenzie Towne or Aspen Landing.

# What's next and how to participate in Public Hearing of Council

## Stay in touch

- Sign-up for email updates to stay up-to-date on project information and timelines.
- Visit [calgary.ca/oakridgecoop](https://calgary.ca/oakridgecoop)

## Participate at the Public Hearing of Council

- This isn't the final decision for the application. You can still get involved by submitting your written comments to City Administration or members of Council, and by attending the Public Hearing of Council.
- You can speak directly to Council at the hearing or submit written comments to the City Clerk's office in advance. To ensure you are prepared for the hearing, please keep in mind the following:
  - if you attend the hearing in person, you are given five minutes to speak, excluding any questions Council members may ask of you
  - your comments should be brief and address land use planning issues
- Details about the date and time of the Public Hearing are advertised in the Calgary Herald and will be posted to [calgary.ca/oakridgecoop](https://calgary.ca/oakridgecoop)