

## Community Association Letter



June 17, 2019

Emailed to: matt.rockley@calgary.ca

**RE: LOC2019-0058 | 211-221 14 Street NW | "National Transmission Site" Land Use Redesignation and Area Redevelopment Plan Amendment**

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Dear Mr. Matt Rockley,

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to comment on the above application. We appreciate the developer's aspiration to bring some of livability and vibrancy that has developed along 10<sup>th</sup> Street to less integrated portions of 14<sup>th</sup> Street. However, the community has raised concerns around certain aspects of the development which we would like to share for consideration. We look forward to working with City Administration and the applicant on this application as it progresses.

### 1) Proposed Amendment to the Hillhurst Sunnyside Area Redevelopment Plan (ARP)

- Community residents and the HSPC are excited about the prospect of getting a positive development on 14 Street that will add more residents, businesses, and offices to the community. That said, the community does not understand why these objectives cannot be achieved within the existing ARP. This site is allocated a max height of 20 metres and a max 4.0 Floor Area Ratio (FAR), which residents would like to see respected. The proposed height exceeds the ARP maximum entitlement by 30% and FAR by 25%.
- In response to the applicant's submission, the community does not agree that this is a "gateway" location as it is mid-block and therefore has been excluded from 26m and 5.0 FAR. Corner parcels such as 5 Avenue/12, 11, 11A Streets have a greater height and lands at 14 Street/ Kensington Road and the west side of 9A Street by Sunnyside Station have both greater height FAR for that reason. Whereas a recent condo project, *Victoria on the Park* was not challenged by the community because it is within the ARP as a midblock site.
- It is important to note that even the ARP's maximum density and height are not guaranteed entitlements:  
*"In order to achieve these maximums, projects will need to meet high standards of architectural and urban design quality that will ensure projects make positive contributions to the public realm" (Section 3.1.5; 3.2).*
- The applicant has provided a conceptual massing model but has not provided a development permit which allow for review of building design, materials, and integration into the community. Given that the developer has requested height and density above the ARP, it is hard for the community to fully understand (or comment) on the true impact envisioned for this development without also being able to review the development permit. The community acknowledges that the ARP is a living document. But, as part of allowing for dialogue on particular sites where exceptions are requested the community believes that a more fulsome understanding of the development is warranted.
- To this end, we request that a Concurrent Submission of Land Use Amendment and Development Permit be provided. We believe that a final design that includes articulation, step backs, building materials, and measures to decrease massing and other impacts must be considered at the same time as a Land Use Redesignation.

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### 2) Lay-by along 14<sup>th</sup> Street

- We are in support of the City exploring the proposed parking lane lay-by that the developer has proposed on 14 Street. Part of the challenge is that 14<sup>th</sup> Street is a critical city collector road used by commuters out to the far northwest and will remain this way for the foreseeable future. With this traffic volume, it has created a hard stop within our community that can be dangerous for pedestrians to cross. This hurts accessibility and liveability within our community. We believe that traffic softening measures would be very positive for residents, especially seniors and children in the community.
- The transportation effects need to be studied and understood. In our view, the transportation effects cannot be a simple formula of cars per hour, but what is a safer flow of traffic within a neighbourhood that allows for a more liveable environment where people want to spend time.
- Residents along 15<sup>th</sup> Street have noted that such a lay-by may impede commuters on 14 Street and tempt some commuters to detour on 15<sup>th</sup> Street or the 14/15 Street lane/alley, increasing traffic and speeding through the neighbourhood. Residents have suggested speedbumps and laneway improvements, noting that the laneway is already quite narrow.

### 3) Parking

- The developer has proposed 103 stalls for 12,600 SF of commercial space and 140 residential units. The applicant has indicated an interest for a 7,500 SF commercial bay for grocery uses. The community wishes to ensure the site is not under-parked. In our view, it is outside the range for a typical TOD reduced-parking consideration.
- This site is located 1100 metres from the Sunnyside C Train station, which we believe limits the number of commuters willing to walk that distance which includes getting across a very busy, rush-hour 14<sup>th</sup> Street. Conventional walkable distance is closer to 400 metres, and beyond that distance, people are much more likely to drive. Existing pedestrian / cycling accessibility at this site is also limited which limits the alternative transportation methods that are likely to be used.

### 4) Public Benefits

- We request the new Direct Control bylaw to include wording to enact the density bonusing provisions as per the ARP. The Hillhurst Sunnyside Community Amenity Fund contribution is set at a rate of \$17.85, which was recognized in the City report to be lower than other areas experiencing significant redevelopment. Existing successful projects have made the CAF contribution **and** public realm improvements around the site.
- The ARP allows for offsite improvements, and we request that the applicant make other improvements to the general area, such as to the laneway, the adjoining public realm, and the Urban Design Initiative planned for the 14 Street and 2 Avenue intersection (Section 3.3.2).
- The ARP encourages laneway improvements as development happens. We would like to see greater integration of the building into the low-rise area across the laneway with perhaps some laneway residential units and patios, as was done with the Bucci building on 10 Street and the Lido building on 9A Street.
- As with any development, the interface of the proposed building on the laneway needs more attention to improve its "*aesthetics, safety and public function*" (Section 2.2.5).

### 5) Community Engagement

The applicant presented to the HSPC at our May and June Committee meetings. We appreciate being informed early in the process and hearing the developer's vision for the site prior to finalization of any plans and so we may inform residents and encourage neighbours to get involved in the planning process. Please keep us informed as this important application progresses. The HSCA wants to be involved in the review of this project. Please contact the undersigned should there be any questions.

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Sincerely,

Matt Crowley  
Chair, Hillhurst Sunnyside Planning Committee  
Hillhurst Sunnyside Community Association

cc: Adam Martineau, Bill Latimer, Decker Butzner, Kathleen Kenney, Liz Wong, Patrick Mahaffey, Robert  
McKercher, Victor Shiu, Project Review Subcommittee  
Lisa Chong, Community Planning & Engagement Coordinator, Hillhurst Sunnyside Community Association  
Annie MacInnis, Executive Director, Kensington BRZ/BIA  
Erin Shilliday, Applicant and Developer's Representative  
Dale Calkins, Senior Policy & Planning Advisor, Ward 7 Councillor's Office  
City of Calgary Circulation Control