

Applicant's Submission

APPLICANT'S SUBMISSION



RND SQR

LOC2019-0188 / DP2020-0716

MAY 2020

RE: Land Use Redesignation at 1230, 1232, & 1234 - 9 AV SE
FROM: Direct Control DC1293 SITE 1 to
TO: Direct Control (MU-2f6.5h45) District

On behalf of RND SQR, CivicWorks has prepared a Land Use Redesignation application for an assembly of lands located in the community of Inglewood along 9 AV SE and is comprised of two parcels to be consolidated into one parcel measuring 0.196 hectares in total area. The parcels currently contain: A two storey commercial building, associated detached garage structure, and surface parking lot all to be removed (1232 and 1234 9 AV SE); and, A two storey commercial building (Canadian Imperial Bank of Commerce) listed on the City of Calgary Inventory of Heritage Resources with no municipal, provincial, or federal heritage status, to be retained (1230 9 AV SE).

MAIN STREETS AND TRANSIT ORIENTED DEVELOPMENT

Inglewood's Main Street, 9 AV SE is one of twenty-four (24) MDP-identified Neighbourhood Main Streets described as: active corridors that attract Calgarians to socialize, work, live, and shop, and that are also well-suited for long-term growth and intensification. The assembled lands are located at the northwest corner of the 9 AV and 12 ST SE intersection, classified as a Neighbourhood Boulevard and Collector standard streets respectively. The development proposal is sited in a context of substantial infrastructure investments including bridge replacements, the MAX Purple BRT and the Green Line LRT. The site has excellent access to transit situated along the Primary Transit Network (less than 400m from a Green Line LRT Station and directly adjacent to a MAX Purple BRT stop). The proposed land use DC(MU-2f6.5h45) is a transit supportive land use as it provides the opportunity to support future residential and employment intensification in walking distance of primary transit in concert with the provision of a high-quality urban environment and cohesive community development. The site is also immediately proximate to alternative transportation routes including the 8 AV and 12 ST SE cycle connections and regional pathway as well as the open space network along the Bow River.

HERITAGE PRESERVATION AT A GATEWAY LOCATION

The prominent corner location functions as an entrance to the community from the 12 ST SE (Memorial access / Zoo) bridge and warrants special consideration as an opportunity to define the centre or the neighbourhood at the intersection of a municipally-identified Main Street along 9 AV SE and an emerging Main Street connecting to Ramsay to the south along 12 ST SE.

The proposal realizes Municipal Development policies and objectives for preservation, protection and adaptive reuse of historic resources through legal protection of the Canadian Bank of Commerce Building. The use of a Direct Control District is intended to allow for the preservation and adaptive reuse of the Canadian Bank of Commerce Building.

DEVELOPMENT VISION

Generally described, the redevelopment proposal envisioned by RND SQR would allow for a mid-rise mixed-use building. The proposal includes approximately one-hundred and thirty-eight (138) dwelling units (intended to function as short term rental units), 25,000 sq. ft. of co-working office space, and 10,000 sq. ft. of retail within a twelve (12) storey built-form. The proposed building will achieve a maximum floor area ratio of approximately 6.5 and forty-five (45) meters in height. The application includes a concurrent Development Permit, ensuring a thoughtful and comprehensive built outcome that directly informs the proposed Land Use Redesignation and ARP Amendment.

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DIRECT CONTROL BYLAW RATIONALE



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DENSITY INCENTIVE HISTORY AND RATIONALE

The Applicant has prepared this summary as a response to stakeholder questions and as supplemental information to support a revised Direct Control Bylaw as result of Calgary Planning Commission's Referral Motion 7 May 2020:

That the Calgary Planning Commission refer Report CPC2020-0459 back to Administration to revise the proposed Direct Control District to refine the density bonusing framework, including elements related to spatial arrangements and quality of the anticipated publicly accessible open space and transit waiting area, and return to Calgary Planning Commission no later than 2020 July 02.

As it relates to density bonusing and heritage preservation polices, it is important to highlight:

- Unlike the Beltline Area Redevelopment Plan and a limited number of other Local Plans, there are no applicable density bonusing or density transfer for heritage preservation policies within the statutory Inglewood Area Redevelopment Plan.
- There are no applicable statutory city-wide polices to the same effect.
- Emerging policy contained within the draft Guidebook for Great Communities and Historic East Calgary Redevelopment Plan does not include density bonusing or density transfer for heritage preservation polices.
- For this site, proposing a Direct Control Bylaw with site-specific density incentive mechanisms is entirely voluntary by the Applicant.

For RNDSQR and team, any redevelopment vision of the subject site at 1230 and 1234 9 AV SE required a comprehensive site and building design approach; an approach where the Canadian Imperial Bank of Commerce (listed on The City Inventory of Evaluated Historic Resources) is preserved, integrated, and renewed for another 100 years. From the outset of our public pre-application process in the summer of 2019, our expressed goals have been to:

- Preserve the site-specific heritage value and character defining elements;
- Ensure the new is visually distinguishable from the old or the historic place; and,
- Avoid creating a false sense of historical development.

Our proposed Direct Control District is designed to achieve our fundamental preservation goal, where any redevelopment beyond what the existing site-specific land use already allows will require the legal protection and designation of the Canadian Imperial Bank of Commerce as a Municipal Historic Resource. We have worked with The City Administration, including Heritage Planning, and followed their defined best practice for an Applicant voluntarily seeking to ensure legal protection and designation.

For legal protection and designation, the proposed Direct Control Bylaw allows for a floor area ratio of 4.5, which is commensurate with achieving a building scale of approximately 6 storeys or 22 meters. Such a scale would be similar to buildings like Avli, South Bank, and the Atlantic Arts Block along the same 9 AV SE Main Street corridor.

To achieve a greater floor area ratio of 6.5, in addition to the legal protection of the heritage building, we have voluntarily agreed to further density incentive mechanisms.

First, we propose an integrated transit waiting area creating an enhanced transit stop along the MAX Purple BRT route. This transit waiting area will be within an on-site private building, adjacent to the 9 AV SE public realm and existing transit stop location. The area will be no less than 14.0 square meters will be publicly accessible through a registered public access easement. It will be designed for universal access and weather protected in all seasons. The 9 AV SE Main Street is a constrained corridor with narrow sidewalks and a standard MAX BRT transit waiting area would disadvantage the public realm despite a generous at-grade building setback. This is a unique amenity and provides a benefit for the public and passengers of the municipal transit system.

Second, we propose a publicly accessible private open space. The area will be no less than 100.0 square meters and will be publicly accessible through a registered public access easement. The open space will be adjacent to the heritage building along the 9 AV SE Main Street corridor creating design and programming opportunities for an interplay between the heritage building and the open space. The open space will be designed to a high-quality and include furniture and lighting elements that will create both a functional and distinct public plaza node along the Main Street corridor.

The site-specific density incentive mechanisms described as: legal protection of a heritage building, an integrated transit waiting area, and publicly accessible

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private open space, have been carefully considered and create certainty for The City and stakeholders. While there is a concurrent development permit that has been designed to enable these density incentive mechanisms, the Direct Control Bylaw is the only approval that can create certainty that these public benefits are achieved with future site redevelopment.

For context and as it relates to stakeholder questions related to density bonusing formulas (only applicable in other areas, development contexts and through statutory Local Plans), we would characterize the monetary value of the three density incentive mechanisms as significant.

RNSQR acquired the subject site at 1230 and 1234 9 AV SE at a total cost of \$6.8M. With retention, legal protection and preservation of the heritage building there is no development potential above and below the heritage building and there is a sizeable opportunity cost to that lost potential. Further, the heritage building is to be refurbished, renovated, integrated with the new building at an estimated cost of \$1.5M. To realize both the integrated transit waiting area and publicly accessible private open space there are several cost considerations: cost of land, capital construction cost, loss of salable/leasable floor area and the loss of perpetual revenue for commercial-retail space along a prime Main Street corridor.

PROPOSED SITE PLAN

