

# Applicant Submission

December 20, 2022

O2

## Applicant Submission

On behalf of JEMM Properties., O2 is proposing to amend the Area Redevelopment Plan (ARP) and Land Use Bylaw (LUB) on the subject site (335 9A St NW and 1001 3 Ave NW) to a Direct Control (DC) based on the Mixed Use - General District (MU-1). Key elements being sought in the DC include a maximum density of 9.0 FAR, a maximum building height of 50 metres, no minimum parking requirement and community benefit contribution through a prescribed bonus density rate. This will enable the redevelopment of two multi-residential buildings into a vibrant, multi-residential transit-oriented development in the neighbourhood of Hillhurst Sunnyside.

The subject site is centrally located east of the existing Sunnyside LRT Station Stop (Red Line), with a Safeway grocery store located north to support everyday needs of residents and visitors. To the west, beyond a private lane, various commercial retail stores front 10 St NW, providing convenient community amenities within proximity to the subject site. To the south, an existing multi-residential development exists fronting 9A Street.

The subject site is located within 100 metres of 10 St NW and 400 metres from Kensington Rd NW, both MDP - identified 'Neighbourhood Main Streets'. Kensington Rd NW is part of the 'Primary Transit Network' within Calgary's Municipal Development Plan, encouraging housing opportunities in proximity to higher order transit corridors. The site is also located within 100 metres (5-minute walk) to the Sunnyside LRT Station and within 400 metres (10-minute walk) to bus routes (No. 4 & 104), supporting transit infrastructure to reduce environmental impacts and traffic congestion. Cycling routes are located along 9A Street NW with various pedestrian pathways along 9A Street, 10 St NW and 3<sup>rd</sup> Avenue, providing non-motorized options to access daily amenities and travel within the neighbourhood. JEMM Properties is committed to pursuing development opportunities which make the most out of transit-oriented development sites by encouraging a car-free lifestyle. By removing minimum parking requirements from the land use, JEMM can provide the appropriate amount of parking, based on market preferences.

The proposed development aligns with the objectives of the ARP to support transit-oriented development along a transportation corridor well serviced by transit, active travel routes and community amenities. Future redevelopment on the subject site will provide housing choice for a range of individuals at different stages of life, including young families. Given proximity to public transit and existing amenities, the medium density land use remains the appropriate policy context to enable future multi-residential use on the subject site. An ARP Amendment is only required to increase the maximum height and density permitted on the subject site, while the overall designation remains consistent with the intended vision of the ARP.

The proposed redesignation unlocks development potential of a strategic site within a TOD area. The site is centrally located adjacent to higher order transit, cycling and pedestrian routes, supporting compact walkable communities. The range of suite options proposed creates an opportunity to live in proximity to various transit options, enabling a shorter commute time and encourages connectivity without the use of the automobile. Increasing density on the subject site will further support retail and commercial businesses located along designated Main Streets, enabling residents to access daily needs within their own communities. The proposed land use redesignation will enable a contextually responsive development to support the changing needs of

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the Hillhurst Sunnyside community, diversifying the housing stock to enable a high quality dynamic multi-residential development.

## **Bonus Density**

Bonus density and the discussion of an appropriate community benefit contribution was regularly discussed during engagement with stakeholders. In response to a key theme expressed by stakeholders that the approved Hillhurst-Sunnyside ARP bonus density rate of \$18.14/sqm for density from 5 to 9 FAR was too low, the application was revised to increase the proposed bonus density to \$70/sqm. This increase in rate is almost four times higher than the ARP rate, resulting in a total contribution increase through bonus density from \$121,465.44 to \$367,034.79. The community also expressed interest for the bonus density funds to provide a tangible community benefit. We learned through the application process that the Third Avenue Streetscape project would no longer receive funding. Therefore, we proposed that the funds collected through bonus density contributions be directed to the construction of this project.

## **Conclusion**

The proposed development will increase available purpose-built rental in a highly desirable neighbourhood well connected to transportation infrastructure. The proposed area redevelopment plan and land use amendment enables a development that will:

- Increase housing supply to support a range of individuals located in proximity to an identified Primary Transit Network and existing public transit routes.
- Opportunity to intensify inner city parcels through a multi-residential development in proximity to Neighbourhood Main Streets.
- Provide valuable multi-residential housing with various suite options to support housing affordability and lifestyle needs of the community
- Encourage intensification to ensure transit supportive uses; and
- Provide community benefit contribution to contribute funding towards a tangible-built improvement in the community.