

Applicant Submission



460 - 5119 Elbow Drive SW
Calgary, Alberta T2V 1H2

P 403 201 5305
F 403 201 5344

Planning & Development
The City of Calgary
PO Box 2100, Station M
800 Macleod Trail SE
Calgary, Alberta T2P 2M5

ATTN: Lucas Sherwin, Planner

RE: LOC2022-0116 – Land Use Redesignation from M-C2 to DC (based on MU-1)
528, 628 10 ST NW – Lots 7, 8, 13, 14, Block 14, Plan 2448O

APPLICANT STATEMENT

VERA Group has retained CivicWorks and Formed Alliance Architecture Studio (FAAS) to undertake a concurrent Land Use Redesignation and Development Permit process to realize two high quality transit-oriented development projects at 528 and 628 10 ST NW, within the inner-city community of Sunnyside. Each site is envisioned with a total of 30 residential units, 3 visitor and 1 loading vehicular parking stalls, 38 Class I and 6 Class II bicycle stalls, and either commercial (southern site) or live / work (northern site) uses at-grade within a six-storey (max. 26m) built form and a bonusable floor area ratio (FAR) of 4.5. Each subject site totals ± 0.14 ac (0.05ha) and both are currently designated M-C2.

In support of the proposed development vision, a Land Use Redesignation is proposed to transition the subject site from the existing M-C2 District to a custom Direct Control (DC) District based on the rules of Mixed-Use General (MU-1) to realize the proposed development vision via contribution to the Hillhurst/Sunnyside Community Amenity Fund (HSCAF) bonusing measures provided in Section 3.1.5 of the Hillhurst / Sunnyside ARP.

DC RATIONALE

The proposed DC District is intended to provide for medium density mid-rise mixed-use development while also implementing the density bonusing provisions provided in Section 3.1.5 of the Hillhurst / Sunnyside ARP.

The proposed DC District and associated rules ensure clarity of purpose and certainty of outcome for all stakeholders. To ensure a high quality bricks and mortar outcome, a supporting concurrent Development Permit has been submitted by FAAS and is under review. Development Permit plans and renderings are intended to provide stakeholders, the Development Authority, Calgary Planning Commission and Council with additional supporting information and greater certainty about the development vision through the application review and decision making process.

SITE SUITABILITY

The proposed use and development vision is well-suited to the subject sites given their surrounding built form context, lot characteristics and location. The subject sites are strategically located along a Main Street, within close proximity to transit and within the Transit Oriented Development (TOD) Area of the ARP, and near a number of local destinations and community amenities. The accessibility and proximity of alternative / active transportation modes along with daily needs destinations make the subject site especially well suited for the introduction of residential units that cater to a variety of needs and lifestyles, including Calgarians that opt for vehicle-free lifestyles.



A summary of applicable site suitability characteristics is provided below:

1. **Within 400m of Local Transit** (0-75m to Route 4 and 5 stops; 135-175m to Route 104 stop).
2. **Within 600m of Primary Transit** (135-175m to Red Line LRT Sunnyside Station).
3. **Proximity to Collector or Higher Standard Street** (fronting 10 ST NW Neighbourhood Blvd.).
4. **Adjacent to Non-Residential / Multi-Unit Development** (along 10 ST NW).
5. **Proximity to / within Corridor or Activity Centre** (within Community Activity Centre and fronting 10 ST NW Main Street).
6. **Direct Lane Access** (rear lane access is available from both 4 and 5 AV NW).
7. **Adjacent to Park** (directly across from Riley Park).

TRANSPORTATION + PARKING CONSIDERATIONS

The site's strategic location and proposed unit mix allows future residents the option to live a vehicle-free lifestyle in an amenity-rich neighbourhood with excellent access to day-to-day conveniences, frequent transit service, and alternative mobility options like walking, cycling and Communauto car share.

In support of the proposed DC District, Bunt & Associates was retained to undertake a Parking Study to evaluate the appropriateness of the proposed parking supply and associated DC rules. The Parking Study found the proposed parking supply to be supportable and appropriate based on the following considerations:

1. **Policy:** The site meets all criteria from the multi-family parking reduction policy.
2. **Consistency:** The sites are contextually consistent with other approved zero parking buildings.
3. **TDM:** Alternative travel options will be supported by on-site bike parking (1.25 Class I and 0.2 Class II stalls per unit) and associated bike amenities.

CITY-WIDE POLICY ALIGNMENT

Through contemporary city-wide plans, The City of Calgary has placed policy priority on building complete and resilient communities that make sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal funding capital. These contemporary realities and their implications are directly reflected in the city-wide policies of the Municipal Development Plan (MDP), the Calgary Transportation Plan (CTP) and associated implementation plans like the Developed Areas Guidebook (DAG) and non-statutory Guide for Local Area Planning.

The proposed DC District and development vision are consistent with the city-wide goals and policies of these plans, which encourage: the development of innovative and varied housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services. In order to support greater density near transit, diverse housing options, and reinforce more complete and resilient mixed-used neighbourhoods, the MDP encourages:

1. Population and job growth within walking distance of transit through a Transit-Supportive Land Use Framework and the addition of TOD (Policy 2.2.2);
2. A broad mix of residential, employment and retail uses along Main Streets, like 10 ST NW (Policy 3.4.1);
3. A concentration of jobs and population in Community Activity Centres (CACs) that are well served by public transit (Policy 3.3.3).



LOCAL AREA POLICY ALIGNMENT

The subject lands are within the TOD Study Area Boundary of the Hillhurst-Sunnyside Area Redevelopment Plan (ARP). The proposed development vision is consistent with the goals of the ARP, but would require a map-based amendment to the existing policy to include the northern subject site (628 10 ST NW) within the building height and density overlays associated with the southern site (528 10 ST NW), based on similar site characteristics and surrounding area context.

STAKEHOLDER OUTREACH

CivicWorks and VERA Group are committed to being good neighbours and working with stakeholders throughout the application process. The project team undertakes a meaningful and appropriately-scaled outreach process in support of all applications to ensure a clear and transparent process for all stakeholders.

As part of our process, we engaged with Administration via a pre-application meeting and contacted the local area Ward Councillor's Office, Community Association, and surrounding area residents. Outreach strategies included a series of meetings with the HSCA and residents, the installation of on-site signage, an engagement website (www.veragroup.ca) and hand-delivery of ±140 neighbour letters to surrounding residents at the outset of the application process to outline the proposed change and ultimate development vision for the subject site and direct interested parties to get in touch with the project team via the dedicated voicemail and email address.

A full summary of our applicant-led outreach process to-date is provided in a supporting *Applicant Outreach Summary* (provided under separate cover).

CONCLUSION

The proposed land use redesignation and associated development vision will help deliver more diverse housing options for Calgarians of all ages, wages and stages looking to live in amenity-rich inner city communities that enjoy excellent access to transit, infrastructure and local destinations. For the reasons outlined above, we respectfully request that Administration, Calgary Planning Commission, and Council support this application.