

Community Association Response



June 13, 2022

Development Circulation Controller
Planning & Development #8201
P.O. Box 2100 Station M
Calgary, AB T2P 2M5

Emailed to: Heloisa.CeccatoMendes@calgary.ca

RE: LOC2022-0086 | 1001 3 Ave NW | M-C2 to DC/MU-1

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to comment on the above application. We understand that the applicant/developer intends to re-designate the site from M-C2 to DC/MU-1. The applicant indicated that the zoning would accommodate an approximately 15-storey residential building. We reviewed this application based on relevant policy; the Hillhurst-Sunnyside ARP, the MDP and non-statutory Transit Oriented Development Policy. Our feedback includes what we heard from the Hillhurst Sunnyside Planning Committee, resident feedback we heard at the applicant's open house on June 9, 2022 as well as comments from social media and several emails from residents in the community.

EXECUTIVE SUMMARY

Our detailed comments including references to relevant MDP and ARP policy are discussed in the sections following. High priority overall observations are listed here:

STRENGTHS

1. Increased density in TOD area next to CTrain
2. Good level of stakeholder engagement and collaboration to date
3. High quality of architectural design expected with DP

CHALLENGES

1. Significant variance from ARP for height and density and concern of setting this precedent for future development
2. Loss of affordable housing
3. Lack of demonstrable community benefit to date and insufficient density bonusing

OVERALL POLICY CONSIDERATIONS:***MDP 1.4. 7 Role and Scope of MDP***

“In areas where an approved ASP or ARP is in effect, when making land use decisions, the specific policies and design guidelines of that plan will continue to provide direction. In cases where the ASP or ARP is silent, or does not provide sufficient detail on land use, development or design issues, the MDP should be used to provide guidance on the appropriate land use districts, as deemed appropriate by the Development Authority”

Non-Statutory TOD Policy 2-3.3.2E

“Avoid causing speculation and instability in communities abutting LRT stations. Through appropriate planning processes such as station area plan, area redevelopment plan and/or area structure plan preparation, provide the public with an indication of Council’s intention with respect to the level of development opportunity.”

Non-Statutory TOD Policy – Page 6

“Where Area Structure Plans (ASP) and Area Redevelopment Plans (ARP) are in place, this document will supplement the evaluation and monitoring of these existing statutory policies. Where amendments to an ARP or ASP are proposed, TOD Policy Guidelines should help to define new land use objectives for that plan and provide guidance to evaluate the merits of the amendment from a Transit Oriented Development perspective.”

BUILT FORM:

Relevant policy regarding built form should be considered including stepbacks to reduce massing on the pedestrian realm and high quality architectural design in order to maintain the urban village feel of the community.

Non-statutory City Transit Oriented Development Policy Policy 7.1 TOD Guideline – Emphasize important buildings

- Public or high profile buildings (i.e. LRT station, large commercial, prominent residential) should be highly visible landmarks within the TOD area.
- These buildings should have distinctive design features that can be easily identified and be located on high exposure sites, at the terminus of a sight line or view
- Taller buildings should have distinctive rooflines to further create a landmark location

ARP 3.2 Built form and site design

“Hillhurst/Sunnyside has evolved into an urban village with a unique flavour. The area is characterized by low-rise buildings that establish a fine-grained rhythm of small-scale retail commercial and residential buildings along tree-lined streets. Introducing higher density development into the area has been undertaken with care in order to ensure that new development enhances the qualities of the area that are valued. In this regard, particular attention has been given to the built form and site design elements of placemaking.”

“One of the most sensitive components of this Plan, is the height of buildings and the placement of the tallest buildings. Due to the low-rise nature of the community and the sensitive interface that exists between the retail commercial and residential areas (usually separated by a lane), a mid- rise format (6-8 storeys) has been employed for the majority of the areas identified for higher density development. In addition, opportunities to locate taller buildings are limited to locations that will have minimal impact on existing residential areas. Finally, buildings that are 8 storeys or higher are generally expected to be designed as landmark features that provide reference to important destinations within the community – such as the LRT station or Riley Park.”

“Buildings will be designed with stepbacks on the upper floors in order to reduce the perception of large building masses and to provide opportunities to view open sky.”

ARP 3.2.2. section 2/3

1. “To create consistent streetwalls buildings taller than 12 metres should stepback along street frontages a minimum of 3 metres at a cornice line set to a maximum height of 12 metres above grade (Figure B). Exceptions may be allowed for distinctive corner elements.”
2. “Buildings should be accentuated at corners through the use of architectural details, massing, and / or prominent entries. Pulling back corner elements to create pedestrian plazas is also encouraged.”

HEIGHT and DENSITY

We are pleased to see continued progress towards the ARP vision of increased densification in the Hillhurst Sunnyside community, including the TOD area. Over the last 10 years, Hillhurst Sunnyside has successfully been increasing density while maintaining the community feel which makes it a location that continues to attract additional new residents and development. Much of that success is due to the built form environment created by the ARP guidelines which have resulted in a relatively consistent 6-8 storey development pattern on the main streets, while successfully increasing density, yet is of a scale which maintains the urban village character of the community. The proposal seeks to almost double the ARP maximum FAR and height for this development. A large departure from a successful redevelopment strategy warrants very prudent evaluation against the policy foundation that was formulated with broad input, consultation and overall planning for the area.

We have not seen a shadow study of the proposed height of the building so are unsure if adjacent homes and public spaces would be impacted by the height requested.

Significant concern has been raised about the precedent this new height could set for future developments on 10th St and 9a St NW and what the impacts are on this preceding the updated local community planning exercise underway. Many residents who worked on the previous ARP and TOD updates are concerned this is not being planned comprehensively or as part of an overall vision, considering the previous process was a substantial undertaking informed by a lot of public engagement.

Some key applicable policy sections are highlighted below...

ARP 3.2.1 General Policies

1. New development should comply with the minimum and maximum building heights indicated in Table 3.2 and Map 3.3 based on conformance to the design policies and guidelines of Section 3.0 of the Plan.
2. The maximum heights shown in Table 3.2 (or on Map 3.3) are not guaranteed entitlements. In order to achieve these maximums, projects will need to meet high standards of architectural and urban design quality that ensure projects make positive contributions to the public realm.

TOD Policy 5.2 TOD Guideline – Minimize the Impacts of density

- The highest densities in a TOD station area should occur on sites immediately adjacent to the station. Consideration for impacts of height on shadowing and massing should be made in determining transitions as well. In addition, a minimum density may be established on parcels adjacent to the LRT station to ensure the desired intensity is achieved.
- Create transition between higher and lower intensity development by stepping down building heights and densities from the LRT station building.
- Ensure that building massing and shadowing impacts are minimized. Shadow studies may be required to ensure that new development does not create significant shadowing on existing communities.
- Create proper edge treatments such as compatible building scale, parking location, and landscaping between new development and existing communities to minimize impacts and ensure integration.

TOD Policy -9.3 TOD Guideline – Built form should complement the local context

- Each station exists in a particular community context. Development should complement the existing development and help to enhance the local character while creating a walkable, vibrant station area.
- Transitions between established residential areas and the new TOD area should provide a sensitive interface. Low rise, medium density residential or low-profile mixed use development may be used as an appropriate transitional use between adjacent low density residential and the TOD area.

ARP 2.2 Guiding Principles -2.2.1 Increase Housing

- Sensitively increase residential development within the vicinity of the Sunnyside station and along the study area transportation corridors;
- Accommodate a wide variety of housing types and choices to meet residents' needs through various stages of life and economic situations;
- Create opportunities for affordable housing, especially for families with children.

Shadowing Impact on adjacent public spaces such as the CTrain station and public square in front of Safeway on 10th St NW should be considered.

ARP 2.2.2 Respect Existing Community Character and Quality of Life

- Locate higher density developments in low impact locations (e.g., where shadowing and traffic impacts are limited);

ARP 2.2.5 Create Memorable and Inviting Public Places

- Protect and/or replace important sunny public places;
- Enhance the Sunnyside station and immediate area as a vibrant community focal point and unique gateway;

USE

The proposed use contains live-work units. A mixed use development makes sense at this location with active uses facing the Sunnyside C-Train station creating dynamic frontage. Some people would like to see some commercial uses at grade however that could exacerbate loading and delivery issues as well as complicate a small site with more parking requirements. The community supports purpose built rental units and would like to see a variety of sizes of units included to support a diversity of housing options and options for family living.

PARKING

The complete relaxation of all on street parking requirements needs to be strongly supported with transportation demand management measures such as car share, bike wash/ repair station, Class 1 bike stalls.

Some management of hauling for moving and Amazon, Skip the Dishes, and other delivery services should be considered as the intersection of 9A and 3rd Ave is very busy and highly pedestrian focused due to the CTrain entrance.

We request that the following ARP policy be enforced by City of Calgary Roads/Calgary Parking Authority and have policy written into the Direct Control bylaw to ensure compliance: *"Dwellings in new multifamily developments are not to receive parking passes regardless of their off-street parking provisions"* (ARP Section 3.4.3).

We are unsure of how visitor parking would impact the area, with a lot of on street parking in the vicinity supporting the Kensington shopping district. We note the parkade at the Safeway is presently underutilized. How can visitors be encouraged to use it? Has a Transportation Impact Assessment been completed?

MDP, Page 33 -Design to Encourage Transit Use

- f. Manage vehicle traffic within transit station areas and reduce conflicts between active modes and vehicles.
- g. Develop new mobility management strategies that will reduce the demand for vehicle access and parking.

8.1 TOD Guideline – Consider reduced parking requirements

- Transit Oriented Development, through its transit-supportive uses, increased density and pedestrian design provides mobility options and reduces automobile trips through increased transit ridership and potential for decreased vehicle ownership. As such, the reduction of standard parking requirements should be strongly considered in TOD station areas.
- A reduction of the required Bylawed parking stalls should be considered in TOD station areas.
- In addition to proximity to a Transit Station, parking relaxations should be considered when a site “earns” further locational/parking management benefits such as:
 - Shared parking where different uses require parking at different times of the day
 - Proximity to Park n’ Ride sites which could be considered for accommodating parking during off-peak hours
 - On-street parking within TOD station areas as part of the parking supply for a development
 - Longer-term (class 1) secure bike parking with shower and locker facilities
 - A cash-in-lieu policy for parking in TOD areas should be considered as part of a parking management strategy for a station area

ARP 2.2.4 Emphasize Walking

- Promote environments that support walking, cycling, and transit;
- Give priority to the safety and convenience of pedestrians and cyclists in the design of the public realm;

2.2.6 Promote an Environmentally Friendly Community

- Make it easy and convenient for people to reduce their ecological footprint;
- Promote the development of mixed-use buildings.

LANDSCAPING

Can any high quality landscaping be included in this DC, specifically creating an engaging interface with the pedestrian realm along 9a St NW and 3rd Ave NW? Can canopy trees be provided to add a public boulevard in conjunction with the 3rd Ave Established Areas Growth and Change Project?

PUBLIC BENEFITS/ DENSITY BONUSING

We expect the new Direct Control designation will include wording to enact the density bonus provisions per the ARP. At the time of writing, the Hillhurst Sunnyside Community Amenity Fund contribution is set at \$18.14, which was recognized in the City/Coriolis report to be lower than other areas experiencing significant redevelopment.

The applicant will have to pay into the density bonusing fund up to 26m as per the ARP however the significant request to go beyond the height and density in the ARP could demonstrate an even more meaningful contribution to the community that the development would bring. We do not see a mural and statue in front of the building as a meaningful contribution on a development of this scale.

The applicant is encouraged to make other improvements to the general area, such as the addition of affordable housing or contributing to this off site, laneway upgrades, heritage interpretation or community heritage initiatives and/ or improvements to the public realm near the CTrain station. According to P. 87 of the ARP, opportunities to improve the public realm on 3rd Ave NW should be considered.

Additionally we would ask that the developer consider an HSCA membership package for the future building tenants. We encourage and invite all new residents to become engaged in community life.

AFFORDABLE HOUSING/ SOCIAL CONSIDERATIONS:

The ARP 3.1.1. General Policies encourage developers to add affordable housing. In this case two affordable lower scale buildings are being replaced with this development.

“Developers of large-scale projects are strongly encouraged to partner with non-profit agencies or The City of Calgary in order to provide non-market housing units within a market development.” (ARP 3.1.1)

Our ARP supports the provision of non-market housing, especially housing units that are appropriate for families with children.

HERITAGE CONSIDERATIONS:

Wellington Terrace, which will be demolished with this building, is on the Calgary Inventory of Evaluated Historic Resources. It is possibly only one of two pre-World War 1 wood frame rowhouses still standing in Calgary. It reflects the working class character of Sunnyside. Ideally the developer could consider heritage interpretation of this building on site and perhaps some repurposing of the materials of the building or reflection of the character of the building. This building provided market based affordable housing units and it would be great to have these provided in the new building.

The HSCA would like to see consideration of “repurposing architectural elements” when historic homes are razed. The ARP promotes sustainability and heritage considerations. Adaptive reuse is especially important due to tonnage going to the landfill each time a house is demolished (and the heritage architectural elements with it). We request that the developer work with the HSCA to ensure that the maximum salvageable fixtures and heritage architectural elements be given back to community residents and/or reused. This would serve two purposes: provide a goodwill gesture to the community and secondly, focus on recycling heritage elements that are valued by our community. The HSCA would be pleased to coordinate volunteer resources with the developer/ builder as we have helped with this in the past.

COMMUNITY ENGAGEMENT

The applicant presented to the HSPC pre-application – unfortunately our meeting timelines did not work out to have them back post circulation of the formal land use. However the applicant’s website was

shared with the community which detailed their first open house information and we have requested that any future open houses also be advertised on site. We appreciate the applicant has notice dropped directly affected residents and has a plan for more engagement with the broader community in the coming months as the process continues. We also understand the applicant is looking to do further collaboration with the BRZ and HSCA, which would be welcome. This is a significant development for our community so best practices in engagement should be followed. We encourage reaching out to citizens using a variety of methods that can be found in our engagement best practices document on our website here: <https://www.hasca.ca/for-developers>.

Please keep us informed as this important application progresses. We look forward to continued collaboration with administration and the applicant on this file.

Thank you for the opportunity to comment,

Hillhurst Sunnyside Planning Committee
Hillhurst Sunnyside Community Association

cc: Executive, Hillhurst Sunnyside Planning Committee
Community Planning Coordinator, HSCA
Ward 7 Councillor's Office
Development Permit Circulation Controller



December 23, 2022

Development Circulation Controller
Planning & Development #8201
P.O. Box 2100 Station M
Calgary, AB T2P 2M5

Emailed to: Heloisa.CeccatoMendes@calgary.ca

RE: LOC2022-0086 | 1001 3 Ave NW | M-C2 to DC/MU-1

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to comment on the above application. We understand that the applicant/developer intends to re-designate the site from M-C2 to DC/MU-1. The applicant indicated that the zoning would accommodate 14-storey residential building. We reviewed this application based on the Hillhurst-Sunnyside ARP, the MDP, and non-statutory Transit Oriented Development Policy. The HSPC previously submitted feedback on June 13, 2022 that includes further detail on our comments relating to policy, built form, height and density, and heritage considerations. Our feedback within this letter includes what we heard from the Hillhurst Sunnyside Planning Committee following the virtual presentation by the developer at the HSPC's meeting on December 8, 2022.

EXECUTIVE SUMMARY

Our detailed comments below will focus on the following areas:

1. Significant variance from ARP regarding both height and density, as well as the concern of setting this precedent for future developments
2. Insufficient density bonusing proposed in consideration of density bonusing previously established in the Beltline community
3. Parking units provided for 3-bedroom units to encourage and support family living

1. HEIGHT AND DENSITY

The HSPC recognizes that the proposed location adjacent to the Sunnyside C-train Station is a strategic site that supports a higher level of densification as mandated by Calgary's Municipal Development Plan. The HSPC is also generally supportive of the step backs and detail provided to reduce massing on the pedestrian realm. However, our biggest concern is the precedent that this development may set for both height and FAR limits as development of the Riley Communities Local Area Plan (LAP) is still underway. The variance from the Hillhurst-Sunnyside Area Redevelopment Plan (ARP) is significant with the FAR requiring an increase from 5.0 to 9.0 and the maximum building height from the existing 26 metres to 50 metres. While the location may be supportive of a development of this scale, the surrounding context of the pedestrian realm and existing built form indicates developments of a lower scale to be better suited.

The HSPC would like to see TOD Policy 5.2 enforced for future developments. While we understand that TOD Policy is a non-statutory document, the guidelines as stated in this section effectively minimize the impacts of density to surrounding residential and commercial neighbours. Specifically, we would like to see that developments with density greater than 5.0 FAR be limited to within 50 meters from the centre of the Sunnyside C-train Station and not adjacent to residential properties or other properties with an FAR of 2.4 or less. The HSPC would like to see this restriction incorporated in the Riley Communities LAP and would like to see this applied to development applications moving forward while the Riley Communities LAP is completed.

2. DENSITY BONUSING

The applicant has indicated that their proposed density bonusing sits at an insufficient \$70/m². The HSPC is strongly opposed to this and is supportive of Administration's recommendation of \$270/m² based on the Beltline community's density bonusing rate. The applicant has provided examples where the \$70/m² rate was utilized, however, these instances occurred within areas of the City that do not currently have a density bonusing framework in place and were therefore voluntary. The HSPC strongly feels that the scale of this application is comparable to developments within the Beltline and would like to see the \$270/m² density bonusing carried forward in Hillhurst-Sunnyside.

As highlighted previously, the applicant is requesting significant variance to the Hillhurst-Sunnyside ARP with respect to both height and density. The density bonusing provided should be reflective of this significant variance. The applicant has also noted that their proposed \$70/m² would cover the anticipated costs of the 3rd Ave NW

Streetscape Improvements. However, these improvements were already included in the City of Calgary's planning processes and should not be used as a basis for the applicants' density bonusing fund. Additionally, the applicant should not be directing the use of density bonusing funds. That being said, the HSPC is supportive of any infrastructure upgrades immediately adjacent to a major development being the responsibility of the applicant/developer and be separate from density bonusing and/or City's capital budget.

3. PARKING & MOBILITY

The applicant has indicated that ~10% of the rental units will be 3-bedroom, however no parking will be provided for the rental units, only visitor parking. While the HSPC is supportive of relaxed parking requirements, especially in proximity to the Sunnyside C-Train Station, we would like to see parking provided for the 3-bedroom units to encourage and support family living.

In addition, the HSPC would like to see additional bike stalls provided for this development. Due to the focus on forms of active transportation and relaxation of parking requirements with this development, it is reasonable to expect that there may be more than one bike associated with each unit. As such, we would like to see a bike stall provided for every bedroom, rather than for every unit.

We also request that the following ARP policy be enforced by City of Calgary Roads/Calgary Parking Authority and have policy written into the Direct Control bylaw to ensure compliance: *"Dwellings in new multifamily developments are not to receive parking passes regardless of their off-street parking provisions"* (ARP Section 3.4.3).

Lastly, with ongoing developments and applications being brought to the community, we ask that Council keep its promises to the community and commission the Mobility Study and subsequent Mobility Plan. We understand that a Mobility Study is currently being completed as part of the Riley Communities LAP project, the HSPC looks forward to the improvements that will address these concerns.

Please keep us informed as this important application progresses.

Thank you for the opportunity to comment,

Hillhurst Sunnyside Planning Committee
Hillhurst Sunnyside Community Association