

Community Association Response



November 15, 2022

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

Emailed to: benjamin.bailey@calgary.ca

**RE: DP2022-06965 | 1114 Gladstone RD NW | New: Dwelling Unit (1 building),
Retail and Consumer Service (1 building)**

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to comment on the above application. We understand that this is a DP application and that the applicant/developer intends to develop a new mixed-use development. We reviewed this application based on the Hillhurst-Sunnyside ARP. We are aware that the ARP was amended on July 26, 2021 in order to accommodate a redesignation of the sites included within this application. In terms of the ARP, these sites were changed from Medium-Density to Medium-Density Mid-Rise. Our feedback includes what we heard from the Hillhurst Sunnyside Planning Committee as well as resident feedback.

EXECUTIVE SUMMARY

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

STRENGTHS

1. Increased density in the Sunnyside LRT Station's TOD zone
2. Pedestrian activation to the east of the Hillhurst Baptist Church through proposed plaza

3. Potential for affordable units with Canada Mortgage and Housing Corporation (CMHC) financing

CHALLENGES

1. Narrow north lane creates issues with emergency access, traffic volumes, and parking access
2. Proposed height and lack of setback, as well as other design considerations that will be further explored in the “Built Form” section of this letter
3. Rehabilitation of the Hillhurst Baptist Church is unclear in terms of the scope

1. BUILT FORM

We are pleased to see continued progress towards the ARP vision of increased densification in the Hillhurst Sunnyside community, including the TOD area. However, section 3.1.3 of the ARP characterizes the Medium-Density Mid-Rise Area land use zone as “areas that can accommodate new development in a form that is compatible with the existing character of the community.” The community does not believe that the height and lack of setback for the proposed development is compatible with the existing built form adjacent to the site and concerns of shadowing of the neighbors to the north have been highlighted. Section 2 of this letter will address the heritage implications of the Hillhurst Baptist Church which is located to the adjacent east of the proposed development.

Additionally, section 3.1.3 of the ARP rationalizes the sites included in the Medium-Density Mid-Rise Land Use Policy Area due to the proximity to the LRT Station, transitions provided by 9A Street NW, minimal impacts on existing residential developments, and the opportunity of nearby Riley Park. The sites included within this application rely on their proximity to the LRT Station as the primary rationale for this Land Use Policy Area. As such, design considerations for this development should include a podium and considerable setbacks and stepbacks to help minimize the building massing at street level, as well as shadowing to the neighbors north and northwest of the site.

This application represents a greater height in comparison to the adjacent existing buildings. Because of this, we would like to see increased sensitivity to neighbors located to the adjacent north across the alley, towards 11th Street, and on the west side of the block with the two remnant parcels that are not part of the site. This could also be achieved through a podium and increased setbacks and stepbacks, as well as screening to ensure privacy to existing neighbors. The HSPC would like to see greater permeability within the architectural and design considerations of this development. We look to the Palfreyville Apartments located at 222 9 Street NW, Calgary, across from

Vendome, as a successful example of a larger scale development that utilizes a podium and extensive permeability to break up the height.

2. MOBILITY

This development will add significant density to the site near the Sunnyside LRT Station with more new neighbors supporting a healthy and vibrant commercial district. With ongoing development applications in the community, we would like to see further commitments from the city to improve mobility and safety for all users. Section 4.3.8 of the ARP states that:

“Traffic management opportunities including, but not limited to, traffic optimization, access management, and traffic calming will be pursued as a part of the review of new developments within the TOD area.”

Traffic in and around the site will be a major source of contention. Gladstone Road NW is a well-used multi-modal transportation corridor and one of the only east/west connectors between 10th and 14th Streets, aside from 5th Avenue and Kensington Road. Traffic currently moves through these residential areas of the community to avoid 10th Street and to access businesses on 10th and 14th Streets. Further, traffic from Kensington Road eastbound and 14th Street northbound will travel along Gladstone Road NW to access this site. Section 4.3.8 of the ARP indicates that:

“Upon completion of six significant redevelopments in the [TOD] study area, The City shall prepare a Mobility Assessment & Plan (MAP) in consultation with the Community Association to review the transportation impacts of the intensified land use on adjacent roadways, as well as pedestrian, bicycle and transit connections.”

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.

3. LANEWAY

The laneway to the adjacent north of the proposed development is considerably narrow. With a previous width of 7.2 metres, this laneway has since been reduced to accommodate power poles. This brings concerns related to emergency vehicle access, traffic congestion, and parking access, the latter of which will be explored further in the next section. We would like to see improvements made to this laneway as part of the development that will mitigate if not eliminate these issues.

Applicant has indicated they are complying with minimum standards of fire code, however, the HSPC is concerned about the sufficiency of this should a significant fire or emergency event occurred. We have reviewed the fire plan on page 11 of the circulation package for this DP and while we understand that we are not experts on this matter, the HSPC asks that experts are further consulted.

4. PARKING

This is an excellent opportunity to create a truly Transit Oriented Development (TOD) due to its location and proximity to the Sunnyside LRT station and city's Primary Transit Network. Car-sharing and secure bicycle parking is encouraged to reduce automobile traffic so that excess parking does not spill into the community, as well as to help contribute to a more climate-resilient Calgary. However, as mentioned in the previous section, there are concerns related to parking access which is indicated to be through the narrow back alley to the north of the development. With this development being proposed to accommodate 150 units, a considerable amount of traffic will be brought to this narrow alleyway, specifically to the NW corner garage entrance. The HSPC would like to see a traffic study completed on this alleyway that considers the narrow width and increased vehicular traffic.

The applicant has included 143 parking stalls at a ratio of 0.81 which includes 8 more stalls than what is required in this development. The HSPC would like to see a portion of these stalls redistributed to increase the 1.03 ratio of bicycle parking stalls to truly support the TOD area.

5. HERITAGE DESIGNATION & IMPACTS TO EXISTING COMMUNITY

The Hillhurst Baptist Church, formerly the Morleyville Road Baptist Church, was built in 1907 and was once a hub in the community. As a municipally designated historic resource, the community would like more information regarding the building and its future renovations/restorations, as well as future commercial uses. The Church is currently in a state of significant deterioration that the HSPC would like to see remedied to the greatest extent. With the focus of this application being on the new development, the HSPC is unclear on how the church will be impacted/improved. The HSPC would like to see initial remediation work to repair fire damage, and stop the building from further degradation, occurring in the near future independent of the development process.

The proposal includes a plaza to the adjacent east of the church, which we believe will contribute to the activation of the site along the major pedestrian corridor of 10th Street. The HSPC is overall satisfied with the plaza aside from the location of the ramp and its imposition on desire lines of those walking south through the plaza and turning west onto Gladstone Road. There is also an opportunity to commemorate the historically

significant street of Gladstone Road which was originally an Indigenous trail that now traverses the heart of the community.

6. SOCIAL CONSIDERATIONS

The applicant has indicated that this would be a 150-unit apartment building. Many of the recent condos and apartments built to date have been catered to higher income households. The HSPC asks that the applicant allocate affordable units to further support our diverse community. This could be achieved in connection with CMHC mortgaging incentives.

The applicant has indicated that the existing church space will be utilized for community uses, however, it is unclear how this will materialize. We recognize that this may be outside of the scope of a development permit review, however, the HSPC would like additional clarity on how this will proceed.

7. COMMUNITY ENGAGEMENT

The applicant attended and presented at the HSCA's Planning Committee meeting on November 3, 2022. At this meeting, the applicant also indicated community engagement through a project website, open house, and additional engagement with stakeholders as needed. The HSPC is encouraged by this proposed level of engagement and would like to maintain this open form of communication.

Please keep us informed as this important application progresses.

Thank you for the opportunity to comment,

Hillhurst Sunnyside Planning Committee
Hillhurst Sunnyside Community Association

cc: Executive, Hillhurst Sunnyside Planning Committee
Rachel Smigelski, Planning Specialist, HSCA
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Development Permit Circulation Controller