

Calgary Planning Commission Member Comments



For CPC2024-0651 / LOC2024-0030
heard at Calgary Planning
Commission
Meeting 2024 June 20



| Member | Reasons for Decision or Comments |
|-------------------------------------|---|
| <p>Commissioner Hawryluk</p> | <p>Reasons for Approval</p> <ul style="list-style-type: none"> This Direct Control (DC) District allows a building that has twice as much Floor Area as the size of the lot (Floor Area Ratio or FAR of 2) and up to 26m (about 6 storeys) at the site of the ContainR Park in Sunnyside. If at least half of the homes are “non-market housing units, owned and operated by the City or a bona fide non-market housing provider recognized by the General Manager of Planning and Development Services” and at least 540 square metres of outdoor open space are built as “publicly accessible private open space,” then the Applicant can build up to four times the Floor Area of the lot (FAR of 4). The height is consistent with the Hillhurst-Sunnyside Area Redevelopment Plan (ARP) and the maximum FAR is the maximum under the Multi-Residential – High Density Low Rise (M-H1) District on which the DC is based. The density bonus requires updating some of the text of the Hillhurst-Sunnyside ARP’s density section (Attachment 2). <p>If the Applicant provides a Class 1 Bike Parking Stall for every home in this application and a bicycle repair facility, this DC would not require the Applicant to build any parking. This helps reduce the cost of these homes.</p> <p>If the Applicant decides to exceed the base FAR of 2, even at 2.1, then the non-market housing and publicly accessible private open space requirements are triggered. This may help ease local concerns about not contributing to the Bow-to-Bluff Corridor.</p> <p>This site is adjacent to the Sunnyside LRT Station (Attachment 1, page 1). This supports the Municipal Development Plan’s Key Direction 3 “Direct land use change within a framework of nodes and corridors” (MDP, 2.2). Council has set a goal that 95% of Calgarians will “live within 2000m of a dedicated transit facility (e.g. LRT, MAX bus station)” by 2050 (2022 Climate Strategy, pg. 19). This a reasonable goal because it encourages the coordination of land use planning and transportation planning. According to public transit and rail research consultant Dr. Willem</p> |

Klumpenhauer, 57% of Calgarians lived within 2000m (as the crow flies) of a dedicated transit facility in 2021 (see map below). Allowing more people to live in this location supports Council's direction.

According to the Applicant Submission, half of the homes built on this site will be affordable (less than 30% of their pre-tax income) for people who earn less than 58.9% of Calgary's Area Median Income (\$69,500, based on Calgary's Area Median Income of \$118,000) and the other half will be affordable for people who earn less than Calgary's Area Median Income (\$118,000). This is consistent with the City's Housing Strategy and possible because the DC reduces construction costs by reducing parking requirements for motor vehicles and allows more people to share the construction costs by building a larger (though not taller) building through a higher Floor Area Ratio.

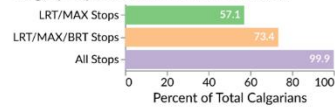
Those numbers act as a reminder that deeply Affordable Housing, which is also desperately needed, requires subsidies or charity.

Encouraged by the Community Association's comments (Attachment 6), Commission asked about increasing the height and FAR so more people can enjoy that level of affordability. Administration noted that the draft Riley Local Area Plan suggests that up to 15 storeys. During questions the Applicant said that going to a high-rise with a podium would require concrete construction, which costs more than wood, and would be almost certain to require parking beyond what could be relaxed. The Applicant said that they can build up to 6 storeys, which aligns with the ARP, without a subsidy but increasing to 15 storeys would require a subsidy that is greater than this project's current budget.

From what I can tell, the Applicant and Administration are supporting Council's direction on the Housing Strategy. The Applicant reported that they submitted their application on February 1st. Through Administration's fast-track process, this was at the Planning Commission in June and is scheduled for Council in July. It could be approved in less than 6 months. The DC is simple and effective. The Applicant and Administration should be commended on their work on this application.

Calgary's Proximity to Transit Goals

Calgary Population Within 2km of Transit



Calgary's Climate Strategy aims to have 95% of Calgarians living within 2km of a rapid transit station by 2050.

As of 2021 only 57% of 1.3 million Calgarians live near an LRT or MAX station. To reach our goals, we need to add housing near transit, *and* expand our transit system.

