

Planning & Development Report to
Calgary Planning Commission
2019 May 02

ISC: UNRESTRICTED
CPC2019-0398

Policy Amendment and Land Use Amendment in Sunalta (Ward 8) at multiple addresses, LOC2018-0087

EXECUTIVE SUMMARY

This land use amendment application was submitted by B&A Planning Group on behalf of the landowner, ASI Sentinel Block Management, 1835220 Alberta Ltd (Arlington Group) and 332925 Alberta Ltd (Elizabeth Ko), on 2018 April 19. The application seeks to redesignate fourteen parcels in the community of Sunalta from Commercial - Corridor 1 (C-COR1f3.0h23) District and the Multi-Residential - Contextual Medium Profile (M-C2) District to a DC Direct Control District. The intent is to consolidate the parcels and create a landmark mixed-use, high-rise building at the gateway corner of 17 Avenue SW and 14 Street SW, two important corridors that are at the convergence of five inner-city communities.

The proposal seeks the following changes:

- a new DC Direct Control District based on the Centre City Mixed Use District (CC-X);
- the maximum building height increases from 23 metres to 97 metres;
- the base floor area ratio (FAR) increases from 3.0 to 5.0;
- the potential to go to 8.0 FAR is introduced, provided the development consists of residential uses and provides mandatory items of public benefit;
- the potential to go to 12.0 FAR is introduced, subject to the standard bonusing items found in the CC-X District; and
- larger restaurant uses.

Surrounding densities on the opposite (east) side of 14 Street SW are markedly higher. This, coupled with the gateway policy designation (*Centre City Plan*) of this site, supports an increase in the base density and height. The proposed additional density increases of up to 8.0 FAR are achievable through a suite of required public benefit bonus items that mandate upgraded public realm improvements and monetary contributions to community or heritage funds. Further, a standard bonus framework aligned with those typical of the Centre City will be implemented for the highest maximum density from 8.0 to 12.0 FAR.

Given that the proposed density is similar to those seen in the Beltline, the proposed DC Direct Control District implements these density and bonus changes through the Centre City base district of Centre City Mixed Use District (CC-X). The proposed DC District makes specific bonusing items mandatory and also adjusts setbacks and widens the range of uses available. An accompanying proposed major amendment to the *Sunalta Area Redevelopment Plan* (ARP) guides the bonusing structure, building massing and design, and integration with an enhanced public realm.

The application has undergone comprehensive public engagement which included both City-led and developer-led programs. Engagement began at the pre-application stage and continued through the various stages of the application process. The engagement led to critical items being incorporated into the proposal and garnered qualified support from community residents and the Sunalta Community Association.

Planning & Development Report to
Calgary Planning Commission
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Policy Amendment and Land Use Amendment in Sunalta (Ward 8) at multiple addresses, LOC2018-0087

Administration supports the application because it aligns with *Municipal Development Plan* policy for Neighbourhood Main Streets. It also brings appropriate densification to a gateway location and properly balances this intensification with tangible elements of public benefit.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission:

1. Direct this report (CPC2019-0398) to the 2019 May 27 Combined Meeting of Council to the Public Hearing portion of the Agenda;
2. Recommend that Council hold a Public Hearing; and
 - a) **ADOPT**, by bylaw, the proposed amendments to the Sunalta Area Redevelopment Plan (Attachment 3); and
 - b) Give three readings to the proposed bylaw.
 - c) **ADOPT**, by bylaw, the proposed redesignation of 0.58 hectares \pm (1.43 acres \pm) located at 1434, 1438, 1442, 1444, and 1448A – 17 Avenue SW, 1511, 1513, 1517, 1521, 1525, 1527, 1529, and 1531 – 16 Avenue SW, and 1609 – 14 Street SW (Plan 5380V; Block 201; Lots 5 to 30) from Multi-Residential – Contextual Medium Profile (M-C2) District and Commercial – Corridor 1 f3.0h23 (C-COR1f3.0h23) District to DC Direct Control District to accommodate a mixed-use high rise building, with guidelines (Attachment 2); and
 - d) Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

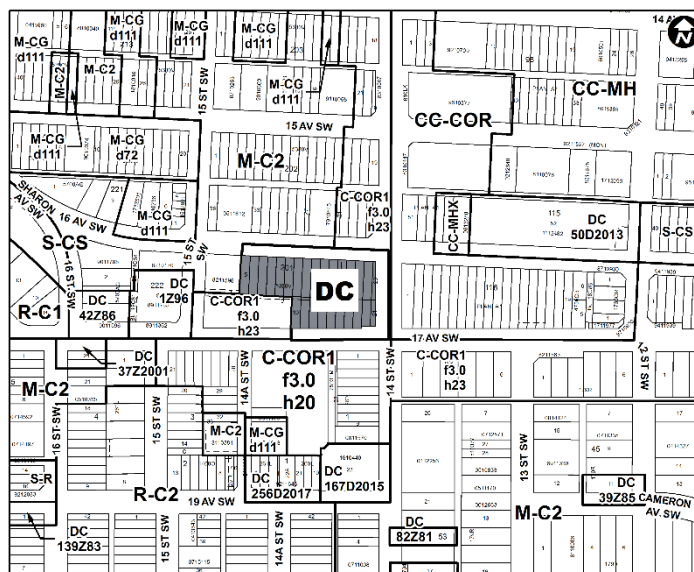
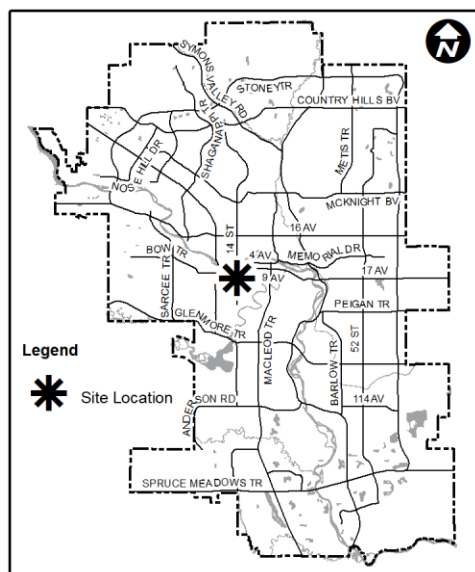
BACKGROUND

The application, made on 2018 April 19 by B&A Planning Group on behalf of the landowner, ASI Sentinel Block Management, 1835220 Alberta Ltd (Arlington Group) and 332925 Alberta Ltd (Elizabeth Ko), seeks to redesignate the subject lands to allow for a mixed-use high-rise development at a prominent gateway location (see Attachment 1 for the Applicant's Submission).

ASI currently owns many properties along 17 Avenue SW. A land use amendment application (LOC2018-0250) is pending on one other ASI property, while another has recently appeared at Calgary Planning Commission and will appear at Council on 2019 April 29 (LOC2018-0188). Administration has been reviewing these applications in a coordinated manner to ensure that the increases in density and offsetting public benefits have been considered holistically.

Policy Amendment and Land Use Amendment in Sunalta (Ward 8) at multiple addresses, LOC2018-0087

Location Maps



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Site Context

The subject site is composed of 14 lots (total area 5,778 square metres) located on the northwest corner of 14 Street SW and 17 Avenue SW in the community of Sunalta. While recognized by many Calgarians as a visual gateway into and out of the Centre City, this corner location is also the meeting point of three other inner-city Calgary communities: Beltline, Lower Mount Royal and Bankview, Scarboro is also located relatively close by. The site therefore holds importance for many of Calgary's residents.

The 14 subject lots are currently developed with a number of small one- or two-storey commercial buildings, two single-detached dwellings, a large surface parking lot and the three-storey Jimmie Condon Building (built in 1966). This Condon Building is valued under the Heritage Inventory for its association to the former building owner, Jimmie Condon, who was well known for his entrepreneurship, sports promotion and philanthropy throughout Calgary, and for its modern style.

The site faces similar-scaled one and two-storey commercial development on the 14 Street SW and 17 Avenue SW frontages, while three- to four-storey apartments and single-detached dwellings face the site on 16 Avenue SW.

As identified in Figure 1, Sunalta's population peaked in 2015, but has maintained a relatively steady population of roughly 3,000 people since the 1990s.

Figure 1: Community Peak Population

Sunalta	
Peak Population Year	2015
Peak Population	3,454
2018 Current Population	3,268
Difference in Population (Number)	-186
Difference in Population (Percent)	-5.4%

Source: *The City of Calgary 2018 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Sunalta](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposed land use amendment seeks to accommodate a high density mixed use development at the corner of two significant corridors at the edge of the Centre City. The development is being accommodated through a DC Direct Control District based on CC-X District, with modifications to the bonusing structure that recognize the local context.

Administration undertook extensive consideration and public engagement to assess how much density is appropriate, how much of it should be offset by contributions of amenities to the community, and what those elements of community benefit should be.

Policy Amendment and Land Use Amendment in Sunalta (Ward 8) at multiple addresses, LOC2018-0087

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

Existing Land Use

The existing land uses on the site are the M-C2 and C-COR1f3.0h23 District, which allows a maximum FAR of 3.0 and maximum height of 23 metres. C-COR1 allows for a variety of commercial uses that are intended to line both sides of a street. Despite four different local area plans converging on the intersection (and the additional application of the *Centre City Plan*), the surrounding designations are relatively aligned, as C-COR1 is found on three of the four corners. The only corner that does not correspond is the northeast corner, which is located in Beltline and therefore allows for a much higher potential floor area ratio and building height. This northeast corner is designated as Centre City Commercial Corridor (C-COR) District, which allows a maximum FAR of 3.0 (up to 9.0 with bonusing provisions) and no maximum building height. Therefore, despite the corners sharing an intersection, there exists only one high-density corner at the intersection.

Proposed Land Use – Density

The application proposes an increase in the current C-COR1 building height and density envelopes. Overall, because the new land use seeks to achieve much of what is accomplished by the CC-X District in the Beltline but needs to be modified to suit its Sunalta context, a DC District based on CC-X was chosen.

The new land use can be considered in three separate density tiers.

The first tier is the base density, which has been raised from 3.0 to 5.0 FAR. This increase is due to the following factors.

- First, the site is part of two corridors where higher density and built form are allowed on one side of the street (either 14 Street SW or 17 Avenue SW), but not the other. A more intense development potential is therefore warranted and desired.
- Additionally, the *Centre City Plan* identifies the site as a gateway location. These sites are thresholds between the Centre City and other parts of the city, and act as transitions in density and built form. The *Centre City Plan* recommends that development at gateways should “mark” the location. By its nature, the gateway connotation should not be restricted to only one corner of the intersection. The benefits and considerations should be applied to all gateway corners. Here, only the northeast corner has a density and built form which would contrast it from much of the surrounding development.

Policy Amendment and Land Use Amendment in Sunalta (Ward 8) at multiple addresses, LOC2018-0087

- Other similar gateway locations identified in the *Centre City Plan* (Macleod Trail SW/17 Avenue SW; 10 Avenue SW/14 Street SW) are designated as CC-X District (see Attachment 6). These sites have a base density of 5.0 FAR. Further, much of the east side of the 14 Street SW corridor also is designated CC-X District, with a base FAR of 5.0.

Considering the similar base densities at these gateway and corridor locations, a new base density of 5.0 FAR at this location can be supported.

The second tier of density is that which occurs above the base density, and which normally requires the provision of density bonusing items that grant some form of public benefit.

The stock CC-X District allows an additional 3.0 FAR if residential development is included, thereby incentivizing residential development. However, no community benefits are obtained until the 8.0 FAR threshold is reached.

Communities in redeveloping areas often identify that they deal with the impacts of density without gaining any offsetting benefits. With this site's prominent location, more density can certainly be considered, but the site still is within a part of Sunalta that has not yet seen development of the proposed scale. Furthermore, the gateway policies, and the nature of the site itself at the intersection of two Neighbourhood Main Streets suggest that the public realm should be incentivized. The proposed bonusing structure in the DC Direct Control District therefore reflects the need to obtain public benefit at a lower threshold, and directs much of that benefit to the public realm.

In addition, the proposed DC Direct Control District ensures that all benefits will be obtained with any development above the 5.0 FAR threshold. This is unique in that these items are not pro-rated by the FAR level achieved from 5.0 to 8.0 FAR, but are all required at any FAR above the 5.0 threshold.

Therefore, in order to ensure a distinctive and substantial public realm, the CC-X District has been modified to provide, in addition to the standard incentive for residential development above 5.0 FAR to 8.0 FAR, the following suite of required public benefits:

- a) A financial contribution, by the developer, of \$635,000 to the Sunalta Community Investment Fund or Heritage Incentive Reserve Fund (or combination thereof). The allocation of these monies to one and/or the other of these Funds will be determined by community engagement at the time of the development permit application. This figure was determined by applying the Council-approved average land value to the square footage of the heritage building on site.
- b) At the developer's cost and initiative, to ensure a public realm area that is commensurate with a gateway-scale node:
 - i. Publicly accessible private open space on all frontages, totalling a minimum size of 700 ± square metres. This is based on three metres of additional setback on the 14

Policy Amendment and Land Use Amendment in Sunalta (Ward 8) at multiple addresses, LOC2018-0087

- Street SW frontage, as well as the space between the property line and the building face all around the site, and will be complemented by a public access easement agreement.
- ii. Upgraded public realm design for hard and soft landscaping, from City road curb to building façade, on the north, east, and south sides of the development;
 - iii. Road dedication of the 2.134 metres road right-of-way (ROW) setback area on 14 Street SW. This dedication alleviates the need for City cost to acquire this land, and ensures a wider public realm that matches with the importance of the site. (Note: there was a previous dedication of a portion of road right-of-way of 3.048 metres width in this area, and the 2.134 makes up the total 5.182 in the required setback rules).

For the preceding points covered in b) i. – iii., the developer has provided a preliminary concept to illustrate the public realm intended to be achieved in this gateway location. (see Attachment 4). The final approved design would be coordinated between The City and the developer, and approved at the development permit stage to the satisfaction of The City, and subject to a perpetual maintenance agreement with the owner of the new consolidated parcel.

To warrant the granting of additional density, the public realm must be of a higher standard than that provided with other developments. Administration, in consultation with the Urban Strategy team, undertook an analysis of the value of standard public realm treatments, and of those which would reflect the gateway nature of this site. Though values can vary with the cost of labour and materials at a particular time, standard City elements (standard concrete, minimal plantings, etc.) can be valued at \$215-270 per square metre (\$20-25 per square foot). Upgraded materials can be valued at \$430-\$530 per square metre (\$40-50 per square foot). It would therefore be expected that in order to warrant a density bonus, the public realm improvements should be at the upper end of this continuum.

The third and final tier of density is that above 8.0 FAR. The stock CC-X District, as exists in the Beltline and along most of the 14 Street SW corridor, requires density at this threshold to be offset with the standard list of bonusing items from Land Use Bylaw 1P2007, up to a maximum of 12.0 FAR.

Considering that a similar tier of density is available across the street in the Beltline, and having already provided a high minimum standard of public benefit at the 5.0 – 8.0 FAR threshold, a 12.0 FAR development on this site will provide comparatively more benefit than those across the street. For these reasons, having the upper tier of density governed by the standard bonusing provisions of CC-X District was considered appropriate.

Heritage

As the site is currently home to the Jimmie Condon Building (which is on the Inventory of Evaluated Historic Resources), consideration must be given to the heritage status of the building. The proposed development scheme does not allow for the preservation of the building;

Policy Amendment and Land Use Amendment in Sunalta (Ward 8) at multiple addresses, LOC2018-0087

however, its loss is part of the planning considerations for the proposed redesignation of the site. To that end, as previously described in the report, compensation in the form of \$635,000 to either the Sunalta Community Investment Fund or to the Heritage Incentive Reserve Fund (or a combination thereof), to accommodate the preservation of heritage assets in Sunalta is mandatory under the DC Direct Control District.

Further, at the development permit stage, measures to commemorate the importance of the Condon building and the site will be incorporated into the design of the development.

Uses

The DC Direct Control District also introduces new uses. Large restaurants have been added in order to allow for a wider array of active uses to occupy podium commercial spaces.

Additionally, the new use of *Restaurant Patio* has been added; this use is intended to allow for podium rooftop terrace spaces to be occupied by active uses. To mitigate potential impacts on adjacent residential properties, the *Restaurant Patio* use includes rules requiring physical separation from these residential parcels by a building.

Local Area Plan - Sunalta Area Redevelopment Plan

A major amendment to the ARP is required to accommodate the height, density, and bonusing structure of the proposal.

A site-specific Gateway Mixed Use category was created. The amendment lays out a new land use category for the ARP, specific to the site (See Attachment 3). Noted as the 17 Avenue SW and 14 Street Gateway Mixed Use Development, the category presents new allowable limits on density and a density bonusing structure which have both been previously explained in the land use section. These aspects have been integrated directly into the DC guidelines.

The ARP amendment also provides guidelines for building height, massing, articulation and interaction with the street. A maximum building height of 97 metres has been specified in the ARP, along with direction that this height be transitioned down across the block to deal with the varying contexts around the site. Further direction is given to step back towers from podiums, and to create building facades with narrow frontages and articulation that will provide an enhanced pedestrian experience.

Development and Site Design

No development permit application has been submitted for this site. However, a future development permit application will need to ensure that the building massing and height respond to the existing context. Policies which speak to these goals are found in the accompanying amendments to the *Sunalta Area Redevelopment Plan*. These policies will ensure that any building massing (including tower height) along 16 Avenue SW is reduced, as this frontage is much more residential than the other frontages. As well, the overall mass of the development should be concentrated on the corner of 14 Street SW and 17 Avenue SW.

Policy Amendment and Land Use Amendment in Sunalta (Ward 8) at multiple addresses, LOC2018-0087

While the overall height and form of the building have been assessed as part of the land use and policy amendments, the architectural design and details of the building must also ensure that its height integrates well into the skyline, and that the building itself adds to the streetscape. The Skyline (Section 7.2), Gateway (Section 7.3) and Built Form (Section 7.7.3) sections of the *Centre City Plan* will be used as guidelines in evaluating any future building, as well as the new proposed policies for the *Sunalta Area Redevelopment Plan*.

Environmental

Both Phase 1 and Phase 2 Environmental Site Assessments were submitted with the application, and no significant issues were identified.

Transportation

The site is located at the intersection of an Urban Boulevard (14 Street SW) and a Neighbourhood Boulevard (17 Avenue SW) as defined in the *Calgary Transportation Plan*. Both typologies provide a high level of connectivity to surrounding communities and prioritize active transportation modes and transit.

The proposed widening of the public realm adjacent to the site provides opportunity to enhance infrastructure for active modes and transit. Both the proposed ARP amendments and the proposed DC District require a high-quality design of the public realm which works to ensure a collaborative vision for this space is achieved to meet the needs of stakeholders.

The site is located directly adjacent to the Primary Transit Network which comprises a permanent network of high-frequency transit services (LRT, BRT, MAX Lines, frequent bus service, etc.). The Primary Transit Network forms the foundation of the transit system and incorporates the highest standards with regard to level of service, operating speed, connectivity and amenities to attract new customers. The following transit routes service the site: 2, 6, 7, 107, and 414, either on 17 Avenue SW or 14 Street SW. At the Development Permit stage bus zone areas will require modification to accommodate current and future levels of usage, including the provision of transit shelters.

A Traffic Impact Assessment (TIA) was submitted in support of the application. The TIA recommended signalization at the intersection of 17 Avenue SW and 15 Street SW to accommodate the proposed development, and is supported by Administration. At the development permit stage, the intersection of 16 Avenue SW and 15 Street SW will be further reviewed for opportunities to enhance its operation.

The TIA was also supplemented by a Parking Study that assessed parking needs to support the plan. A shared parking strategy that complements and leverages the mix of uses, analysing peak parking demand for the different uses, allowed the Developer and Administration to optimize parking needs required to support the development. Administration and the Developer will work together to refine and confirm parking needs in conjunction with the Development Permit application.

Planning & Development Report to
Calgary Planning Commission
2019 May 02

ISC: UNRESTRICTED
CPC2019-0398

Policy Amendment and Land Use Amendment in Sunalta (Ward 8) at multiple addresses, LOC2018-0087

The public realm interface and location for vehicular access to the anticipated underground parkade will be determined at the development permit stage. No direct access will be permitted to 14 Street SW and 17 Avenue SW.

Utilities and Servicing

Storm, sanitary and water lines are available to serve the development from either 16 Avenue SW, 17 Avenue SW or 14 Street SW. A surcharge has been identified on sanitary mains downstream of the development. Upgrading of the sanitary service therefore will be required at the time of Development Permit.

Stakeholder Engagement, Research and Communication

In keeping with Administration's practices, this application was circulated to stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

Further engagement on the application was a combination of City-led and developer-led strategies. Prior to the application being filed, the applicant began a public engagement program that included small format meetings with community associations and other stakeholders, door knocking, and storefront information centres. An open house event was also held by the applicant on 2017 November 04 which Administration also attended. The intent was to gauge stakeholders early about how they wanted to be engaged in future stages of the application, and to gather technical concerns with the proposal that could be incorporated into the proposal at time of application.

This initial engagement identified increased traffic, strain on available parking, and decreased access into the community of Sunalta as potential concerns with the proposal. As well, there were concerns about the impact of additional height, shadow and aesthetic impacts of the potential development.

The applicant provided responses to these concerns as part of the application materials upon submission. These included a draft amendment to the ARP which spoke to some of the concerns around height, shadowing and aesthetics. Commitments were also made to addressing the access and traffic issues through transportation improvements.

As part of the land use amendment process, Administration held an Information Session on 2018 June 26. Fifty-nine people attended, and 34 comments were received. The objective of the session was to assess which uses stakeholders wanted to see within the development and to gather any additional general input. Comments that were provided by multiple respondents repeated the previously identified concerns around parking, traffic, height and density.

In response to these concerns, Administration investigated improvements to the transportation network including the upgrade of the pedestrian realm, as well as mitigating elements on building design that would be incorporated into the proposed ARP amendment.

Planning & Development Report to
Calgary Planning Commission
2019 May 02

ISC: UNRESTRICTED
CPC2019-0398

Policy Amendment and Land Use Amendment in Sunalta (Ward 8) at multiple addresses, LOC2018-0087

The application was circulated to the Sunalta Community Association, as per standard City procedure. Their comments are found as Attachment 5 and reflect qualified support. The comments indicate that redevelopment of the site could be an opportunity for a revitalization of the 14 Street SW corridor. Mixed use development at the site is supported, but concerns were expressed about the amount of density proposed, and the resultant effects on building height and traffic.

Administration believes that the concerns about height and traffic impacts are addressed through the transportation improvements being brought with the development, and the policies in the proposed ARP amendment which will guide the built form and public realm improvements of the site.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan* which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use and policy amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Residential – Developed – Inner City area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site, this land use proposal is consistent with MDP policies regarding respecting and enhancing neighborhood character, general developed residential areas and established areas land use.

As described elsewhere in the report, the site is also located along two Neighbourhood Main Streets, as identified in the MDP Section 3.4.

Section 3.4 identifies the need for an appropriate transition between developments in the Corridor and adjacent areas. These transitions should be sensitive to the scale, form and character of the surrounding buildings and uses with the highest densities located on lands directly fronting onto the Urban Corridor.

Policy Amendment and Land Use Amendment in Sunalta (Ward 8) at multiple addresses, LOC2018-0087

Section 3.4 also includes policies encouraging mixed use development with retail and service uses at grade with residential and office uses on upper floors along corridors. Policy 3.4.1 (e) addresses large format retail (i.e. supermarket) which should be designed to support a high quality pedestrian experience, creating active building frontages lined with smaller retail units facing a corridor.

As part of the application, the *Sunalta ARP* has been amended to implement these policies in more detail. The application therefore aligns closely with the MDP.

Centre City Plan (Non-Statutory – 2007)

In the *Centre City Plan*, the intersection of 14 Street SW and 17 Avenue SW has been identified as a Gateway (Section 7.3), and all the corners of the intersection as sites framing the Gateway. According to the plan:

Gateways represent thresholds between the Centre City and surrounding areas, as well as between Centre City neighbourhoods, Districts and the Downtown. Gateways symbolically represent entry to different areas and can be expressed through a combination of linkage elements (e.g. landscaping, upgraded sidewalk treatments, special lighting, seating, signage and public art, etc.) or built form (e.g. landmark buildings, special building massing and materials, etc.). Public realm and private development at gateway locations should be designed with a view to “marking” these important locations.

By allowing for additional height, density, and a markedly improved public realm, the proposal fulfills the intent of the Gateway policy.

In addition, 14 Street SW is identified as a “Boulevard” in the Centre City Plan:

Boulevards are major transit and traffic connectors between the Centre City neighbourhoods, the Downtown and other established communities. Boulevards are gateway streetscapes that create a first impression of the Centre City when entering from the east, west and south sides of the City. In addition, boulevards serve as civic processional routes for the Calgary Stampede parade and other major civic events. Boulevards are dynamic, high-quality streetscapes with high transit and vehicular volumes and an attractive pedestrian environment that is defined with generous landscaping, street furniture and public art features. They are also defined by high-density land uses and large-scale built form. Major elements of the boulevard right-of-way may include sidewalks, multiple rows of trees, multiple car lanes, medians with or without trees, bus lanes with bus stops, LRT lines, bicycle lanes, and limited on-street parking.

In summary, the proposal aligns with this policy closely by virtue of the high-density, large-scale built form and the opportunity to create many of the public realm elements outlined in the policy.

Planning & Development Report to
Calgary Planning Commission
2019 May 02

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CPC2019-0398

Policy Amendment and Land Use Amendment in Sunalta (Ward 8) at multiple addresses, LOC2018-0087

Sunalta Area Redevelopment Plan (Statutory – 2008)

As the site is large, it straddles two of the Sunalta Area Redevelopment Plan's land use categories: the General Commercial and Medium Density Residential categories. The Medium Density Residential category allows a built form of up to four storeys. Meanwhile the General Commercial category mandates that commercial developments along both 14 Street SW and 17 Avenue SW be subject to the C-COR1f3.0h23 District.

Furthermore, at this scale of intensity, neither of these categories contemplates any type of density bonusing.

Since none of the existing categories within the ARP provide the necessary policy guidance, a site-specific Gateway Mixed Use category was created and detailed in a previous section.

Social, Environmental, Economic (External)

The proposed land use amendment will provide for an increase in residential density, allowing for a more efficient use of existing public infrastructure. In addition, this proposal would encourage an increase in socio-economic diversity within the area by providing a variety of housing types and forms.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are some significant risks associated with this proposal.

Much depends on the format and composition of the public realm. Upgraded street treatments typically cause concern about increased future City costs for maintenance.

These concerns are mitigated by the provision of clear public realm standards in the accompanying ARP amendments. As well, the fact that the DC Direct Control District mandates joint design with The City is expected to address any potential City concerns with future maintenance, while also ensuring that the design achieves its required intent.

Should The City and the developer not agree as to improvements within the public lands, the DC Direct Control District will allow the Development Authority to consider alternate configurations.

Planning & Development Report to
Calgary Planning Commission
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Policy Amendment and Land Use Amendment in Sunalta (Ward 8) at multiple addresses, LOC2018-0087

Another risk is the potential for this application to generate and influence similar proposals along the two corridors. The site is located along corridors where density is allowed on one side and not the other. The gateway (and other) characteristics of this site allow for higher density to be considered here, and also give clear direction on what the offsetting public benefits should be. This clarity may not exist on other sites along the corridors, and Administration should therefore be cautious as to how much density is allowed and what public benefits should be created elsewhere. To that end, Administration will be analyzing these corridors as part of the upcoming Phase 2 review of the *Beltline Area Redevelopment Plan*.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable policies of the *Municipal Development Plan* and the amended *Sunalta Area Redevelopment Plan*. The proposal brings appropriate densification to a gateway location at the intersection of two Neighbourhood Main Streets, and properly balances this intensification with an upgraded public realm and contribution to the Sunalta Community Investment Fund or the Heritage Incentive Reserve Fund to compensate for the loss of a heritage inventory building.

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed DC Direct Control District Guidelines
3. Amendment to the Sunalta Area Redevelopment Plan
4. Public Realm Concept
5. Community Association Comments
6. Gateway Locations