

Proposed Sunalta Area Redevelopment Plan Amendment

1. Delete existing Map 2 (entitled Land Use Policies) and substitute revised Map 2 (entitled Land Use Policies) attached hereto as Schedule A.
2. After Section 3.2 (entitled Commercial Land Use), insert the following section:

“3.3 Land Use Adjacent to the Sunalta Light Rail Transit (LRT) Station

3.3.1 Objectives

Land use policies recommended are based upon the following objectives:

- 1) To integrate the LRT station and track into the community of Sunalta.
- 2) To create a high quality transit oriented development.
- 3) To increase livability in the existing neighborhood.
- 4) To create a neighborhood “high street” along 10th Avenue. A “high street” is a retail oriented, pedestrian friendly street.
- 5) To provide an appropriate mix of residential, commercial and light industrial opportunities.
- 6) To provide for a variety of housing types to serve families, seniors, etc., with a range of incomes.
- 7) To provide a high quality above-grade pedestrian and bicycle link between 10th Avenue and Bow Trail.

3.3.2 Land Use Policies

Context

This section of the Area Redevelopment Plan seeks to implement numerous City policies aimed at creating a more sustainable approach to urban planning and land use for land lying between 15th and 17th Streets on the north side of 10th Avenue. These policies include the Calgary Plan (1998), Council’s Sustainability Principles (2006) and the Transit-Oriented Development Policy Guidelines (2005). All of these policies are aimed at ensuring that development in Calgary will contribute to achieving a strong Triple Bottom Line, where environmental, economic and social objectives are in balance with one another and mutually supportive.

To capitalize on the Sunalta LRT Station, these lands are planned as a Transit Oriented Development (TOD). The ARP intends to promote a vision for the development of a mixed use, higher density community served by the LRT. This area is envisioned as a community complete with a range of activities, including living, working, shopping, and playing, all within a comfortable walking distance. The vision embraces the opportunity to provide increased residential and commercial densities, convenient pedestrian connections throughout the community with an emphasis on linking to the LRT station; the station and its immediate context as a quality “place”; and a compact development pattern that ensures good quality and building design.

The lands immediately adjacent to the LRT station are well situated to take full advantage of significant redevelopment opportunities and therefore, higher densities are suitable for these lands. Several factors favour the successful transformation of the area including: major transportation linkages, particularly the West LRT (see Map 5); land ownership patterns that facilitate comprehensive planning and investment strategies; low-density buildings and large surface parking areas offer the potential for intensification and facilitate phasing of redevelopment activity; demographic trends that support demand for high density housing; market trends that support pedestrian oriented 'high street' and 'lifestyle' retail development; and market trends that support significant office development in strategic locations outside Downtown that are well served by transit.

Policy

The land use strategy allows for medium-high density, mixed use commercial/retail development at-grade with office/residential uses encouraged above-grade on sites along the north side of 10th Avenue between 15th and 17th Streets. The intent is to create an active "high street" along 10th Avenue with a mixture of uses. Due to its proximity, development should relate the LRT station. Commercial/retail uses are required on the ground floor, which are active, animated, and visually interesting. The development rules encourage a wide variety of building types and forms while ensuring development contributes to a strong pedestrian friendly environment.

3.3.3 Land Use Districts

The land use provides for a mix of commercial, residential and a limited range of light industrial uses on sites along the north side of 10th Avenue between 15th and 17th Streets. The district also provides for mixed uses that are sensitive to adjacent districts that allow residential uses, intensive development where intensity is measured by floor area ratio, a building form that is street oriented at grade, and a maximum base density with the opportunity for a density bonus over and above base density to achieve public benefit and amenities within the station area.

3.3.4 Implementation

To reflect the intent of the land use policies, the following guidelines should be considered by the Approving Authority in reviewing the merits of discretionary development applications:

1. Density
 - a. To ensure transit supportive densities and to discourage stand alone uses, developments should achieve a minimum density of 1.0 Floor Area Ratio (FAR).
 - b. Development should not exceed the maximum density of 5.0 FAR.
 - c. The maximum FAR may be increased by a maximum of 2.0 FAR in accordance with the Density Bonus provisions (2) below.
2. Density Bonusing
 - a. Density bonuses should only be established for items or features that provide a perpetual benefit or enduring benefit to the community in which the density is being accommodated.
 - b. Density bonuses should not be granted for elements of building or site design that can be achieved or required through other means.

- c. Any of the following items, or a combination thereof, may be used to earn a density bonus:
 - i. Provision of indoor community amenity space within the development.
 - ii. Contribution to a community investment fund (CIF) established by Council.
- d. The CIF is a fund used for projects within the area related to public realm improvements, including, but not limited to:
 - i. Upgrading of the pedestrian and bicycle connection over the LRT and CPR rights of way from the LRT station northwards to Bow Trail.
 - ii. Upgrading of the plaza between the LRT station and 10th Avenue.
 - iii. Upgrading of the pedestrian and bicycle environment on 10th Avenue, between 15th and 17th Street.
 - iv. Upgrading of the publicly accessible areas within the LRT station.
- e. Council may establish an Advisory Committee including representatives of City Departments, the Sunalta Community and owners of land lying within the bonusable area to provide advice on the utilization of any funds received through the CIF.

3. Offsite Development Levy

- a. Council will be asked to establish an offsite development levy.
- b. The following is a preliminary list of improvements that should be considered in the establishment of an offsite development levy:
 - i. Facilitating an uninterrupted above-grade pedestrian link through the LRT station from the plaza to Bow Trail.
 - ii. Upgrading the 10th Avenue right of way for pedestrians, cyclists and transit patrons.
- c. Implementation of the offsite development levy will require preparation of detailed designs, including cost estimates, and Council approval of appropriate bylaws, procedures and policies.

4. Building Height

- a. New development should be a maximum of 22 storeys in height not to exceed 99 metres.

5. Massing

- a. The maximum size of a floor plate for the portions of a residential building above 36 metres in height should be 930 square metres with a maximum horizontal dimension of 44 metres.
- b. The maximum size of a floor plate for the portions of a commercial building above 36 metres in height should be 1,300 square metres with a maximum horizontal dimension of 44 metres.
- c. The minimum horizontal separation between a portion of a building above 36 metres in height and any other building should be 24 metres unless it can be demonstrated to the Approving Authority through building design and orientation that any negative impacts relating to sunlight access to the public realm, views from residential units and the privacy of residential units can be mitigated.
- d. The façade facing 10th Avenue should be articulated to encourage a pedestrian oriented environment. This could be accomplished through items such as a variety of materials, building protrusions and

recesses. The impact of the building on the pedestrian could be reduced by a 3 metre step back at the 4 storey level and above, or other similar treatment.

- e. Upper storey building elements, including penthouse floors and mechanical rooms should be stepped or shaped to contribute to a distinctive skyline.
- f. Building design for towers should respect good practices to minimize risk to migratory and resident bird populations.

6. Public Realm

- a. Council has authorized the construction of a pedestrian plaza immediately south of the LRT station. This plaza should be designed to facilitate a range of public oriented uses, including, but not limited to, community events, markets, art shows, concession kiosks, news stands and bicycle parking.
- b. Buildings adjacent to the plaza referenced in (a) above may be setback from the plaza to a maximum of 4 metres to accommodate active uses. Where a setback is provided, it should be level with the adjacent plaza and hard surfaced as an extension of the plaza.
- c. Development that abuts the east and west side of the plaza referenced in (a) above should provide a pedestrian connection of a minimum width of 3 metres between the building and the LRT station at the +15 level. A connection at the +30 level may also be provided at the discretion of the Approving Authority.
- d. At-grade structures fronting 10th Avenue or fronting the plaza referenced in (a) above should be designed and built to accommodate retail commercial uses. Retail commercial uses are strongly encouraged, but other interim uses may be considered as transitional uses.
- e. At-grade commercial uses that are 230 square metres or smaller, with frontages of 7.5 – 12 metres, are encouraged.
- f. Commercial uses larger than 230 square metres, if considered, should not break the continuous retail frontage of the street and their store frontage should be no more than 12 metres, with the remainder of the commercial area on a second floor, basement, or wrapped behind the adjacent retail units.
- g. All uses with a frontage of 10 metres or more along the plaza referenced in (a) above should provide at least one direct public access to the plaza to encourage activity on the plaza.
- h. Street-level frontages along 10th Avenue and the plaza referenced in (a) above shall provide a minimum of 75 percent transparent glazing (windows and doors).
- i. All development facing the LRT tracks should incorporate a high degree of acoustic measures to mitigate the noise of the LRT and CPR activity.
- j. The pedestrian realm along the north side of 10th Avenue should have three distinct zones as follows (refer to Figure 1):

- i. Street Edge and Furnishings – An area 1.5 metres wide available for street trees, furnishings, bus stops, lighting, wayfinding, bicycle racks and may be used for utilities;
 - ii. Throughway – An area 3 metres wide used for pedestrian travel that may be used for underground utilities, but must be kept clear of obstructions and must not include any grates, covers, cabinets or other utility elements that would interfere with pedestrian movement; and
 - iii. Frontage – An area 0 to 3 metres wide available for outdoor seating, canopies, building and entrance projections, building signage, public art, planting boxes and bicycle racks.
- k. Individual developments should construct the portion of 10th Avenue adjacent to their site up to the curb in accordance with the standards in (j) above.
- l. The 10th Avenue carriageway should have a width of 15.4 metres.

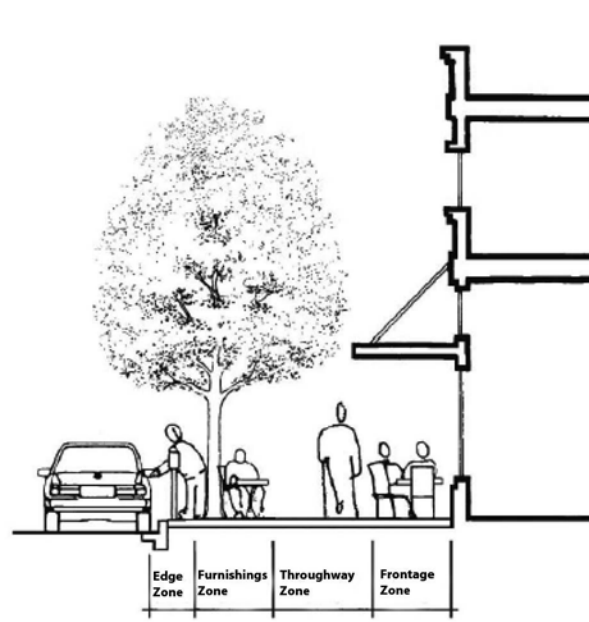


Figure 1. Pedestrian Realm

7. Land Use

- a. Restaurants and drinking establishments should only be allowed where:
 - i. The business can be fully enclosed within a building, except for outdoor patios; and
 - ii. Noise, odour, vibration, heat, high illumination levels and waste caused by the business are not disruptive to adjacent uses and are, to the largest extent possible, mitigated through development permit approval requirements.
- b. Night clubs shall not be allowed.

- c. Light industrial uses will include those that are small-scale in nature and can demonstrate that they have a low impact on adjacent uses. Examples include small-scale assembly, fabrication, and manufacturing.
- d. Light industrial operations should only be permitted under the following conditions:
 - i. The operations can be fully-enclosed within a building with no outside storage of materials or products
 - ii. Noise, odour, vibration, heat, high illumination levels and waste caused by the business are not disruptive to adjacent uses and are, to the extent possible, mitigated through development permit approval requirement.

8. Parking and Access

- a. On-street parking is encouraged wherever possible.
- b. All parking structures are required to be located below grade. In certain cases, above grade parking may be considered where it has been demonstrated to be impractical to locate all parking below grade, or where providing above grade parking can be beneficial to meeting other objectives of this ARP. Where a parking structure is proposed to be located above grade, the following design guidelines should be applied to determine the appropriateness of allowing for the above grade parking:
 - i. the parking structure be limited to two levels;
 - ii. at grade level, the parking structure shall be screened from public streets with active uses;
 - iii. portions of parking structures above the grade level shall be screened from public streets with active uses and/or architectural treatments that make the parking levels indistinguishable from the rest of the building facade;
 - iv. the parking structure shall be adequately screened from adjacent developments to the satisfaction of the Development Authority; and where parking structures have exhaust vents, such vents shall be directed away from any public street frontage and adjacent residential uses.
- c. It is the intent of The City to establish a new public lane, north of the LRT track. The objective of the public lane is to provide access to the parcels fronting 10th Avenue in order to eliminate the need for vehicular access points to 10th Avenue and allow for the creation of a pedestrian oriented “high street” along 10th Avenue. Provided both physical and legal access is achievable at the time of Development Permit application, all major redevelopment over 1.0 FAR is required to take access from the lane. If physical and legal access is not achievable, access to 10th Avenue must be designed in a way to minimize its impact on the pedestrian realm.

9. Transportation

- a. A Mobility Assessment & Plan (MAP) should be carried out in conjunction with the first development permit for significant new development to examine the multi-modal transportation network in the area and any required infrastructure to support the development.”

3. Renumber existing Section 3.3 (entitled Land Use North of the C.P.R. Tracks) to Section 3.4 (entitled Land Use North of the C.P.R. Tracks) and renumber subsequent sections and subsections and any references throughout the Plan accordingly.
4. Delete existing Map 5 (entitled Transportation Policy) and substitute revised Map 5 (entitled Transportation Policy) attached hereto as Schedule B.
5. Delete Section 5.1 (entitled Policies) and replace with the following:

“Streets within and bordering Sunalta will retain their existing designations, which are:

Expressways: - Bow Trail
 - Crowchild Trail

Major Roads: - 14th Street
 - 17th Avenue

Secondary Routes: - 10th Avenue, between Bow Trail and 14 Street
 - 11th Avenue
 - 12th Avenue

Collector Roads: - 10th Avenue, west of Bow Trail
 - 19th Street, between 10th and 12th Avenues
 - 18th Street, between 10th and 11th Avenues
 - 15th Street, between 10th and 12th Avenues

Local Roads: - Remaining streets”

6. In Section 5.2 (entitled Implementation) insert the following text:

“5) The City shall design and construct a signalized all turns intersection at 10th Avenue and 14th Street prior to construction commencement of the Sunalta LRT station.

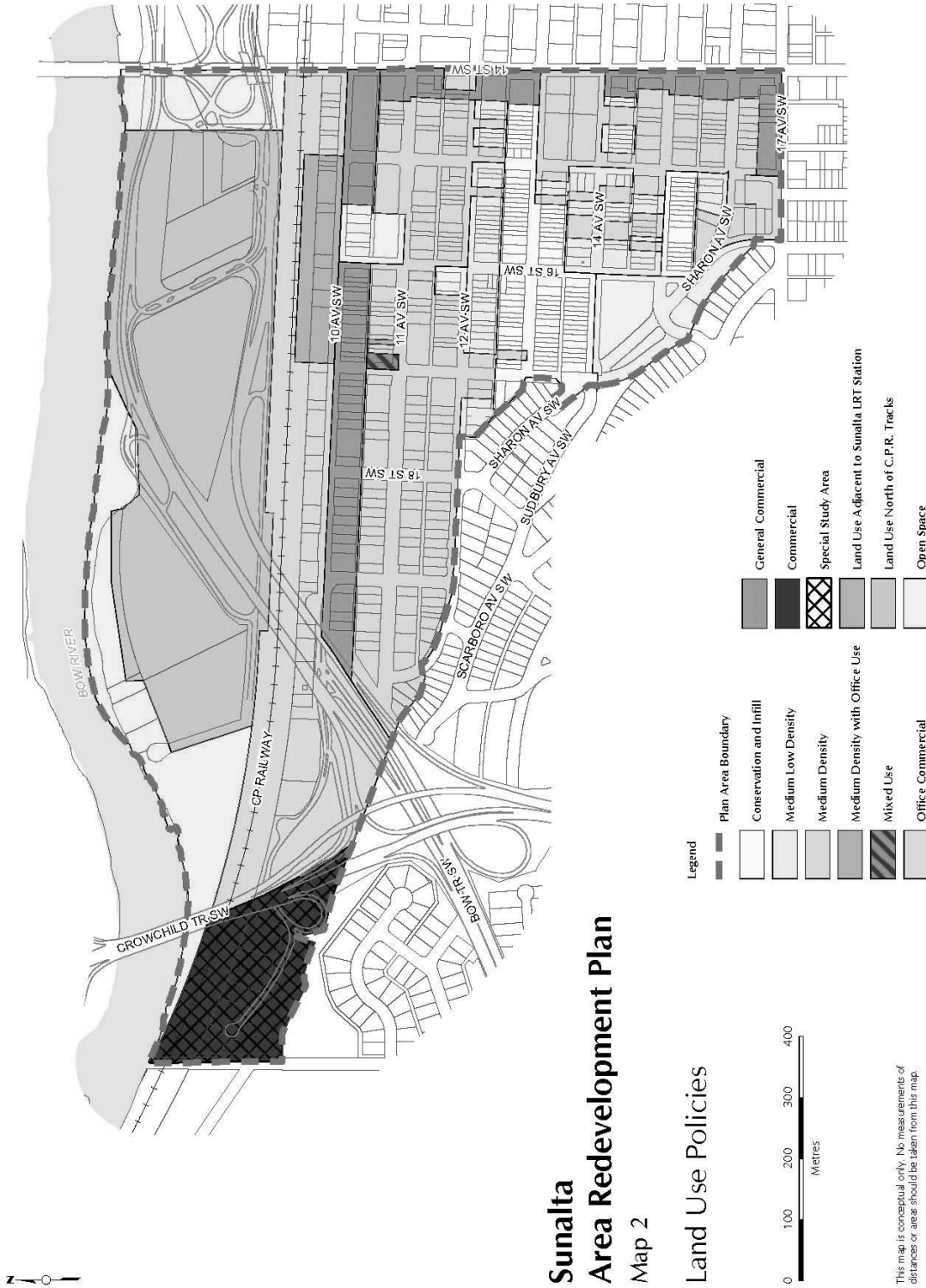
6) The City shall design and build measures on 10th Avenue between the Bow Trail / Crowchild Trail interchange and 19th Street to focus traffic to the 10th Avenue corridor in conjunction with (5) above.

7) The City will construct the laneway adjacent to the C.P.R. tracks between 15th Street and 20th Street, including permanent access from 10th Avenue to the laneway at 1538 10th Avenue and 2024 10th Avenue. Construction of additional access points at 17, 18 and 19th Streets will be the responsibility of the developer as redevelopment occurs. No vehicle access is foreseen in the immediate area of 16th Street on account of the presence of the LRT station.

8) The City and/or offsite development levies and/or a community investment fund should improve the pedestrian and bicycle connections:

i) between 19th Street at 10th Avenue and the Bow River pathway; and

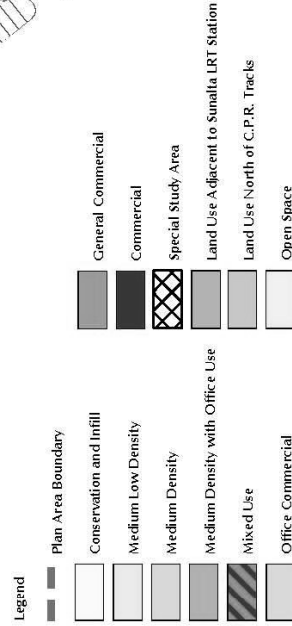
ii) between the north end of the LRT station and the Bow River pathway.”



Sunalta Area Redevelopment Plan

Map 2

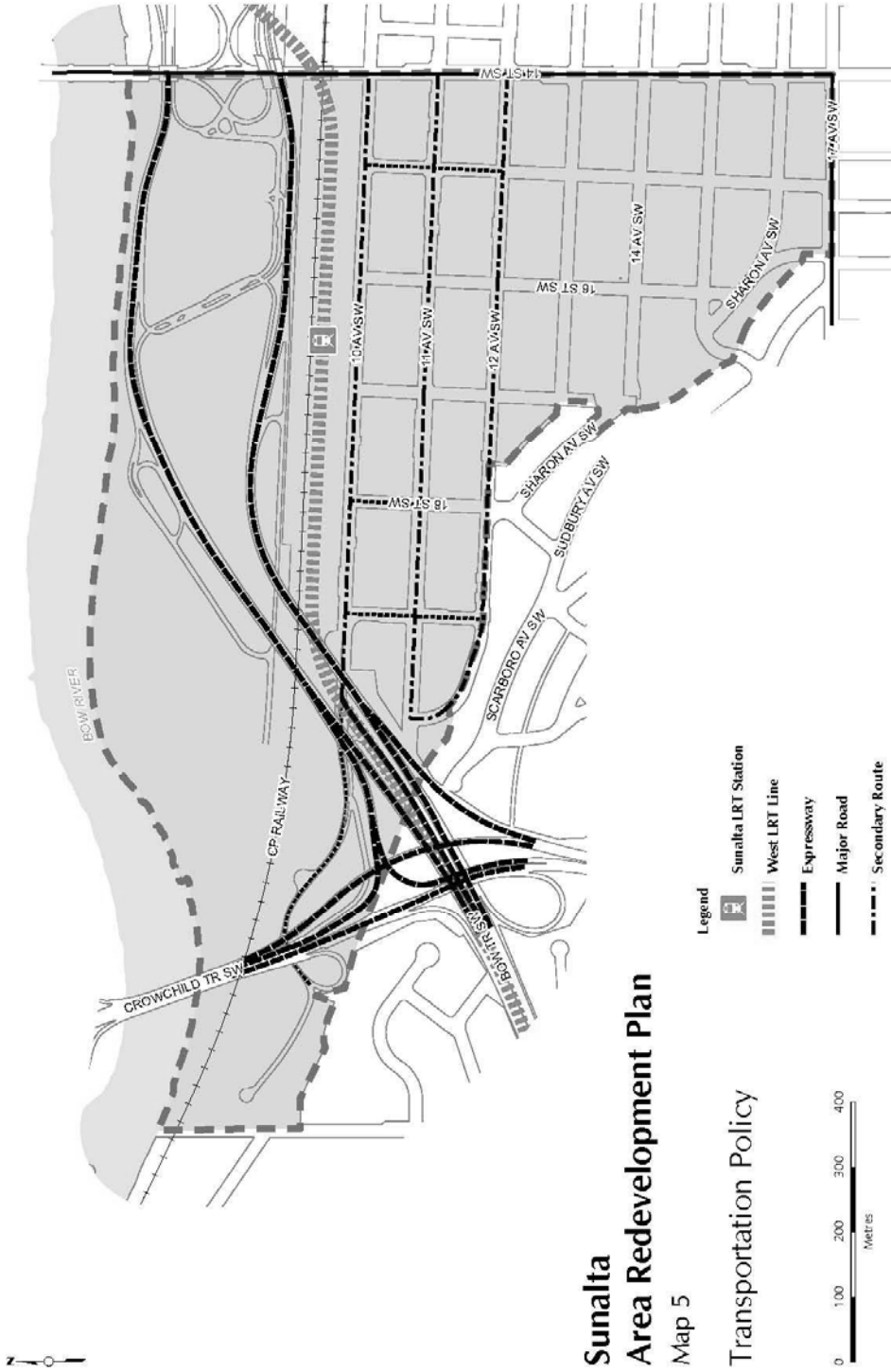
Land Use Policies



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**Sunalta
Area Redevelopment Plan
Map 5**

Transportation Policy



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