



14 February 2011

The City of Calgary
Planning Implementation
Email Delivery To: pmaddock@calgary.ca

Attn: Mr. Paul Maddock, Planner II

**Re: Development Permit 2010-4366
Hillhurst-United Church, 1227 Kensington Close NW
Community Planning Committee Review
Hillhurst-Sunnyside Community Association**

Dear Mr. Maddock,

On behalf of the Hillhurst-Sunnyside Community Association Planning Committee (CPC), please accept this review of the development permit at the above-mentioned address.

The landowner-applicant and design team recently met with the CPC and area residents at a public meeting on 10 January 2011. The CPC also reviewed a preliminary development proposal at a regular public meeting on 25 May 2009. The CPC was also pleased to welcome a landowner-applicant delegation to a general public open house on community development and special community projects, which was hosted by the HSCA on 15 October 2009.

The CPC acknowledges and supports the primary project vision, which serves to provide low-income individuals and families with stable and affordable housing. The HSCA has a long history of supporting high-quality affordable and family-oriented housing projects – prominent examples include the Sunnyhill Housing Co-op, Norfolk Housing Association Residences, and most recently the Brenda Strafford Foundation Housing Project.

The CPC always appreciates consulting with landowner-applicants and/or their design team, as we believe the most successful and best examples of local redevelopment projects are a product of early and earnest consultation with the community. However, despite consultation efforts directly with the HSCA, The City should be aware of the redevelopment concerns that remain unresolved based on area resident feedback – heard both at our recent public meeting and through letters sent to the HSCA. For your reference, we have attached as an appendix to this letter the collection of letters and emails received by area residents regarding this development permit.

The CPC recognizes that the landowner-applicant has provided The City with approximately sixty (60) standardized letters of support signed by members of the public on or after 2 February 2011.



We consider this an indication of public support for the proposal, but note that only a portion of the letters were signed by area residents and that the correspondence is not representative of direct and detailed resident correspondence addressed to the HSCA.

The CPC is generally concerned at the limited and late consultation with those area residents immediately adjacent to and most impacted by the proposed redevelopment, given that the CPC first learned of this proposal in the spring of 2009. The consultation effort with immediate neighbors should have occurred earlier and sought genuine resolution to those concerns brought forward. The CPC is empathetic toward the detailed testimony by some residents, which poorly characterizes the landowner-applicant's long-term relationship as a neighbour. The landowner-applicant's limited consultation effort is especially regrettable given that this proposal asks for several Land Use Bylaw relaxations and for special approval consideration based on the facility's existing community outreach services and proposed affordable housing uses.

For The City's consideration, we offer the following summary review:

Parking Deficiency, Management, & Safety

- The CPC appreciates that this application is primarily for an addition to the existing facility to provide thirteen (13) affordable dwelling units, but it does also propose to update and expand existing auxiliary church facilities (Friendship Hall, administration/office, and basement uses).
- As such, the City has assessed overall uses on the site (existing and proposed) as being deficient by seventy-one (71) parking stalls. The CPC recognizes that this is a significant deficiency given the potential parking demands generated from a place of worship with large community-service facilities, especially during major events.
- The CPC also appreciates that the primary church facility is a historic building that pre-dates any modern minimum parking requirements and therefore deserves a grandfathered relaxation of parking.
- The CPC recognizes that many residents and visitors to the community consider the local public and on-street parking supply as inadequate to support the existing scope of commercial, residential, and institutional uses in the Kensington Village area. However, Hillhurst-Sunnyside is a dense inner-city transit-oriented community with a pedestrian-friendly infrastructure and, therefore, by its nature, does not support a transportation and parking infrastructure that solely serves auto-dependent lifestyles.
- The CPC also recognizes the site's existing historic structure and that the nature of the proposed affordable housing and community-service facilities cannot physically or economically support a sub-surface parking structure.



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- The CPC recognizes the existing informal on-site parking agreement with the Calgary Separate School Board on the immediately adjacent St. John's School property, which allows for fifty (50) vehicles to park on-site during major events and on weekends. This agreement does help to alleviate the parking deficiency for major events. However, the CPC is concerned that a change in agreement could place a significant burden on an already congested local parking capacity. The CPC strongly recommends that a formal parking agreement be established.
- Several area residents have expressed strong concerns over poor management of major event on-site parking on the St. John's School site and that vehicle parking sometimes extends outside of the designated paved parking area. Residents have described that on-site vehicle movement has infringed recreational green space utilized by children and created an unsafe environment. The CPC recommends that this safety concern be recognized by both parties of the agreement and adequately addressed. The CPC recommends that adequate on-site supervision of parking, and/or minor design measures (physical barriers and/or demarcation) be implemented to resolve this safety concern.

Laneway Access, Upgrades, and Management

- The laneway adjacent to the south of the site is currently accessible via private property along an informal right-of-way owned by the landowner-applicant. The CPC recognizes this as an informal right-of-way and that access will be terminated through the proposed redevelopment.
- The closing of the informal access associated with this site will create an overlong, approximately five-hundred (500) meter linear lane right-of-way, with no mid-point block connections. Also, the existing lane right-of-way width is approximately 6.10 meters, which is representative of historic lane standards. Current City laneway standard minimums are 8.0 meters in width. Further, this laneway is not to a paved standard, and can be characterized as a mix of pavement and gravel, and in poor to very poor condition.
- The CPC notes that this laneway supports primary vehicle access for of a mix of uses and densities, including: single-family detached homes; a range of multi-family residential developments (including multi-storey apartment-style); a range of commercial uses (both retail and office); and, institutional uses. Vehicle access includes significant delivery traffic and other support and visitor related traffic volumes.
- The CPC strongly recommends that The City consider the impact that this redevelopment application, and more importantly, the cumulative impact of future

redevelopment applications will have on the capacity of the laneway to support vehicular access and traffic. Further, the CPC strongly recommends that The City provide a long-term transportation strategy that alleviates the existing substandard transportation conditions within the block, and which also facilitates future planning and development approvals to be contemplated.

- The CPC strongly recommends, at a minimum, that the portion of lane right-of-way immediately adjacent to this redevelopment site be upgraded to a paved standard.
- The CPC recommends that The City discuss and establish with the landowner-applicant a reasonable management solution for both waste/recycling collection and delivery access for the redevelopment site, so as to reduce the traffic burden on the laneway.
- Further, the CPC recommends that The City discuss and establish with the landowner-applicant that visitor access (formal and informal) for both regular events and irregular community-services be via the Kensington Close NW frontage and not via the laneway.

Curb Re-Alignment and Extension

- The CPC supports the proposed curb re-alignment and extension based solely on the increase and net benefit to the community's pedestrian public realm. The CPC notes that Kensington Close NW is an oversized right-of-way because on its historical uses and that adequate driving lanes and parking (on both sides of the right-of-way) can be accommodated with the curb re-alignment. The CPC supports the principles and design guidelines within the Hillhurst-Sunnyside Area Redevelopment Plan, which encourage a 'road diet' or narrowing of vehicular right-of-ways to the minimum required, in order to encourage the development of a high-quality pedestrian public realm.
- The CPC recommends that the maximum achievable landscaping be included within the proposed right-of-way to minimize hardscaping and improve the quality of the pedestrian experience.

Construction Management Plan and Building Construction Code of Practice

- The CPC recommends that The City encourage the landowner-applicant to create a comprehensive construction management plan and commit to the voluntary City-based Building Construction and Demolition Site Management Code of Practice (The Code). The Code, the first-of-its-kind in Canada, is designed to lessen the traditional conflicts that can develop between contractors and construction site neighbours. This recommendation is generally encouraged for all new community redevelopment,



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however, is especially important to this proposal given the existing complications of traffic and access via the laneway.

The CPC appreciates your time and review. Please contact the undersigned should you wish to discuss this letter review.

Sincerely,

**David White, Chairperson
Community Planning Committee
Hillhurst-Sunnyside Community Association**

*Cc: Alderman Druh Farrell, Ward 7
Mr. Mark Sasges, Planning Implementation, The City of Calgary
The Reverend, Dr. John Pentland, Hillhurst-United Church
Mr. Matt Lamers, Sturgess Architecture
Members, Community Planning Committee, Hillhurst-Sunnyside Community Association
Mr. James Michi, Executive Director, Hillhurst-Sunnyside Community Association
Ms. Annie MacInnis, Kensington Business Association*