

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Sunnyside, west of 9A Street NW, and north of Memorial Drive NW. The subject lands consist of six parcels that are approximately 0.22 hectares (0.54 acres) total in size, measuring approximately 60 metres wide by 36 metres deep. Each parcel is currently developed with a single detached dwelling. A rear lane exists along the western boundary of the site. At the time of submission, the application was for five parcels. A sixth parcel, 219 – 9A Street NW, was added to the application during the review process.

Surrounding development is mainly characterized by a mix of multi-residential, commercial, and mixed-use development designated under various DC Districts, with a handful of single detached dwellings immediately to the south under the M-C2 District. The LRT Red Line is immediately to the east.

The neighbourhood main street and commercial centre of 10 Street NW and Kensington Road NW, both providing local commercial and services, are approximately 50 metres west of the site. The Sunnyside LRT Station is approximately 275 metres north of the site, and Riley Park 475 metres. The Bow to Bluff corridor is located along the east side of 9A Street NW and provides a pedestrian and bicycle connection to the regional pathway that runs along Memorial Drive is 100 metres to the south.

Community Peak Population Table

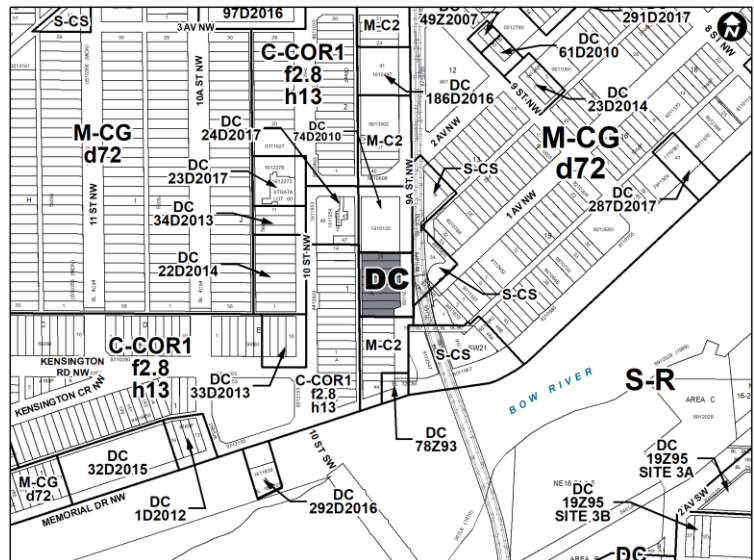
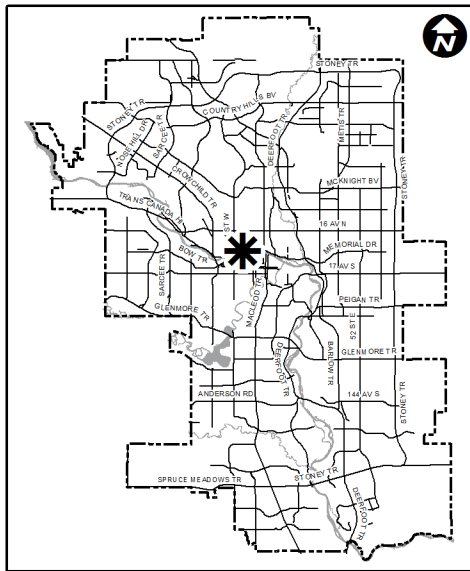
As shown in the table below, the community of Sunnyside has experienced population growth and is currently at its peak.

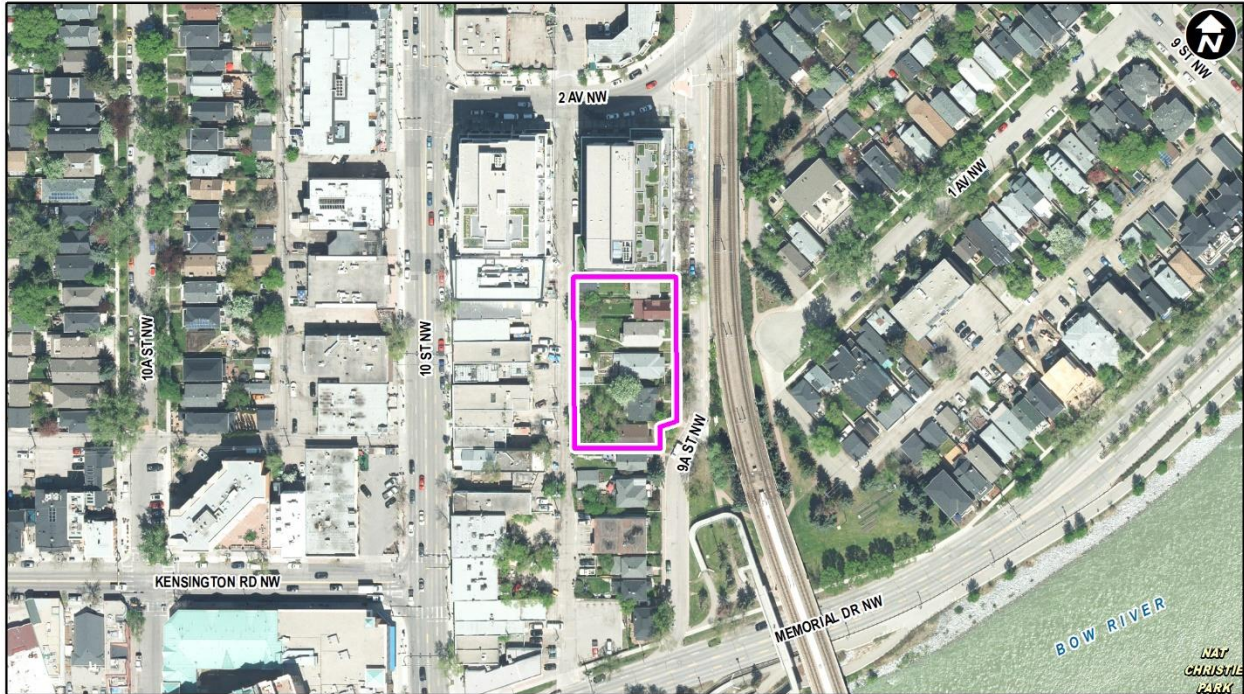
Sunnyside	
Peak Population Year	2019
Peak Population	4,230
2019 Current Population	4,230
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-C2 District is a multi-residential designation in developed areas that is primarily for medium density mid-rise residential development, typically located at community nodes or transit and transportation corridors and nodes. The M-C2 District allows for a maximum building height of 16 metres and a FAR of 2.5.

The proposed DC District is based on the M-H2 District and allows for multi-residential development with a limited range of support commercial uses. The M-H2 District allows for a maximum FAR of 5.0. A height modifier of 27 metres is proposed. The main purpose of the DC Direct Control District is to allow for the implementation of the bonus density provisions of the *Hillhurst / Sunnyside ARP*, and to modify the required parking minimums.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district. Sections 9 and 10 have also been added to this relaxation rule in order to allow for some minor variations of the building height and parking if these are needed.

Development and Site Design

If the land use redesignation is approved by Council, the rules of the proposed DC Direct Control District along with the policies of the ARP will provide guidance for future site development including building massing, height, landscaping, and parking. Although no development permit has been submitted, given the specific context of these sites, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along 9A Street NW and the rear lane; and
- improving pedestrian connections along 9A Street NW by ensuring vehicle access to the site is off the lane.

Transportation

The area is well served by Calgary Transit bus service, including stops located nearby on 10 Street NW and Kensington Road NW. BRT Route 305 service is available on Kensington Road NW. The Sunnyside LRT Station is approximately 275 metres walking distance from the site. On-street parking adjacent to the site is restricted through the residential parking permit system. A Transportation Impact Assessment was not required as part of this application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm sewer mains are available and can accommodate the proposed land use redesignation without the need for network upgrades at this time. Specific details of site servicing and stormwater management will be reviewed in detail at the development permit stage.

Bylaws, Regulations, Council Policies

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 Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use and policy amendment builds on the principles of the IGP 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). The site is also situated on the boundary of the Neighbourhood Main Street typology (along 10 Street NW) to the west of the subject site. The applicable MDP policies encourage redevelopment of inner city communities that is similar in scale and built form to existing development, including a mix of multi-residential housing such as townhouses and apartments. The MDP also states that sites within the Inner City area may intensify, particularly in transition zones adjacent to areas

designated for higher density (i.e., Neighbourhood Main Street), or if the intensification is consistent and compatible with the existing character of the neighbourhood.

The proposal is in keeping with relevant MDP policies as the development provides for greater housing mix and choice within the community, higher densities in proximity to primary transit and optimal use of existing infrastructure.

Climate Resilience Strategy (2018)

This application does not include any actions that specifically address objectives of the [Climate Resilience Strategy](#). Further opportunities to align future development on this site with applicable climate resilience strategies will be explored and/or implemented at the development permit and building permit stages.

Hillhurst / Sunnyside Area Redevelopment Plan (Statutory – 1988)

The subject site falls within the Transit Oriented Development Area of the [Hillhurst/Sunnyside ARP](#), and is subject to the policies contained within Part II of the plan, which was added as an amendment by Council in 2009. The subject site is located within the Medium-Density Mid-Rise area as identified on Map 3.1: Land Use Policy Areas. The intent of the Medium-Density Mid-Rise area is to allow for higher density development in a street-oriented mid-rise format. The maximum building height prescribed in the ARP for the site is currently 26 metres.

An amendment to the ARP is required to allow for the proposed height of 27 metres. The applicant is requesting the additional height in order to maintain the development intent of 26 meters while accommodating an increased main floor elevation of 1 metre based on the flood requirements in the area.

In 2012 November, Council approved an amendment to the ARP to include density bonus provisions which allows for a density increase to the maximum floor area ratio specified in the ARP. The density increase is subject to either a contribution to the Hillhurst / Sunnyside Community Amenity Fund (HSCAF) or the construction of an urban design initiative.

Riley Communities Local Area Planning Project

The *Hillhurst/Sunnyside* ARP is under review as Administration is currently working on the *Riley Communities Local Area Plan* (LAP) which includes the Sunnyside community and surrounding communities. Planning applications are being accepted for processing during the local growth planning process. The *Riley Communities LAP* has been put on hold but is anticipated to be relaunching in Q1 2021.