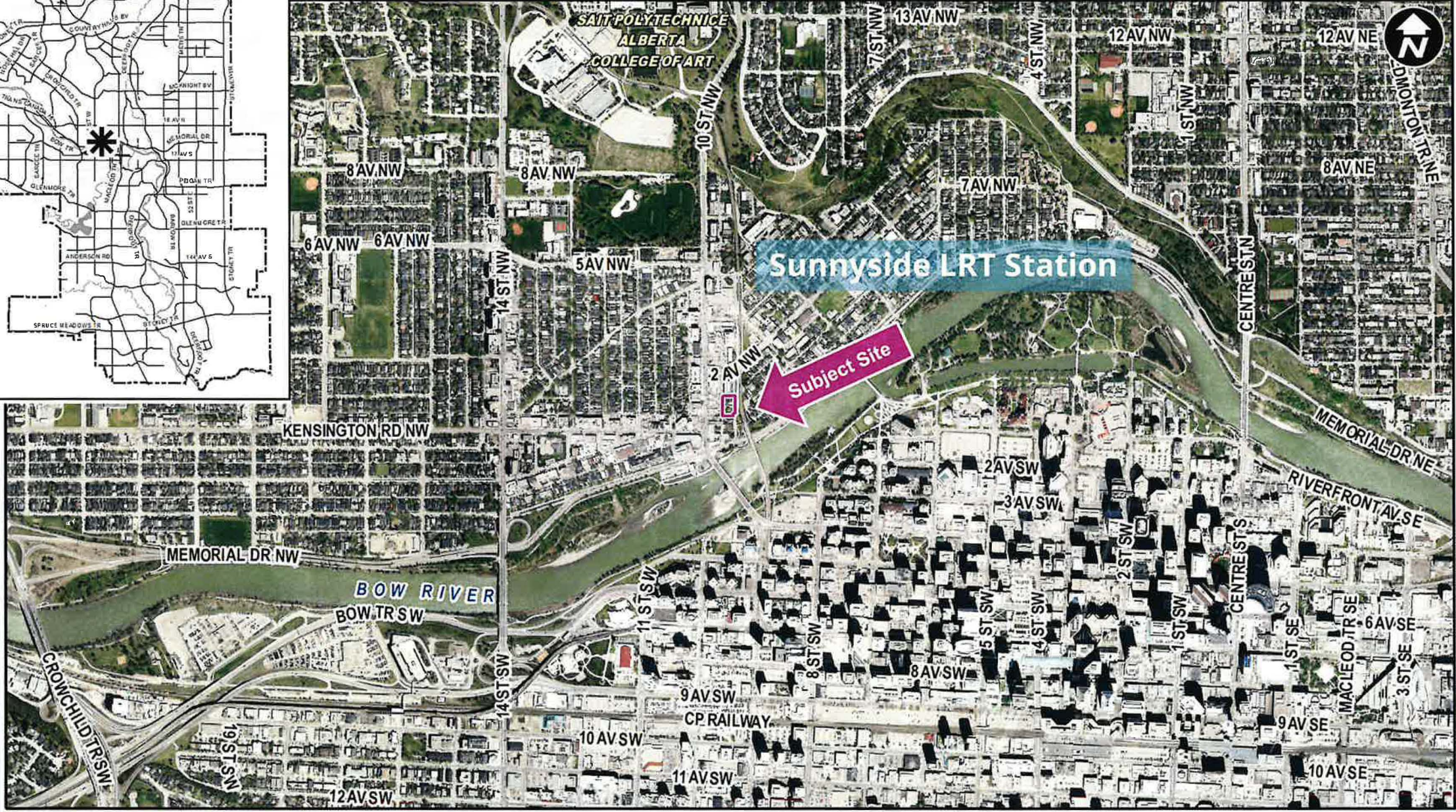
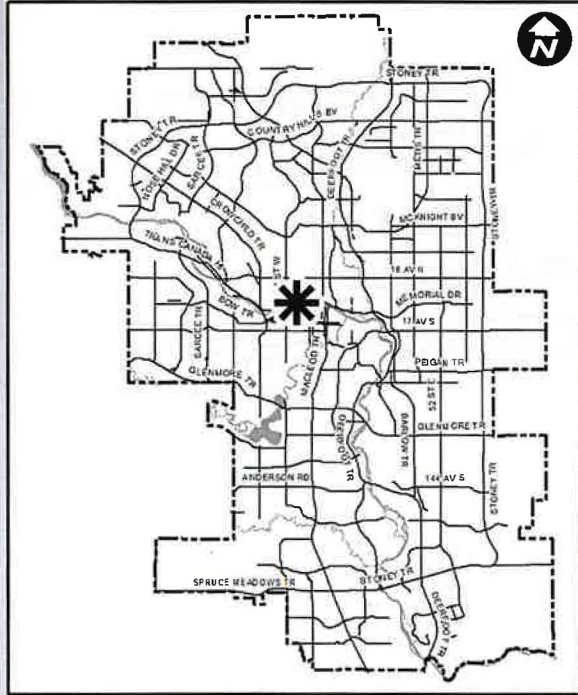


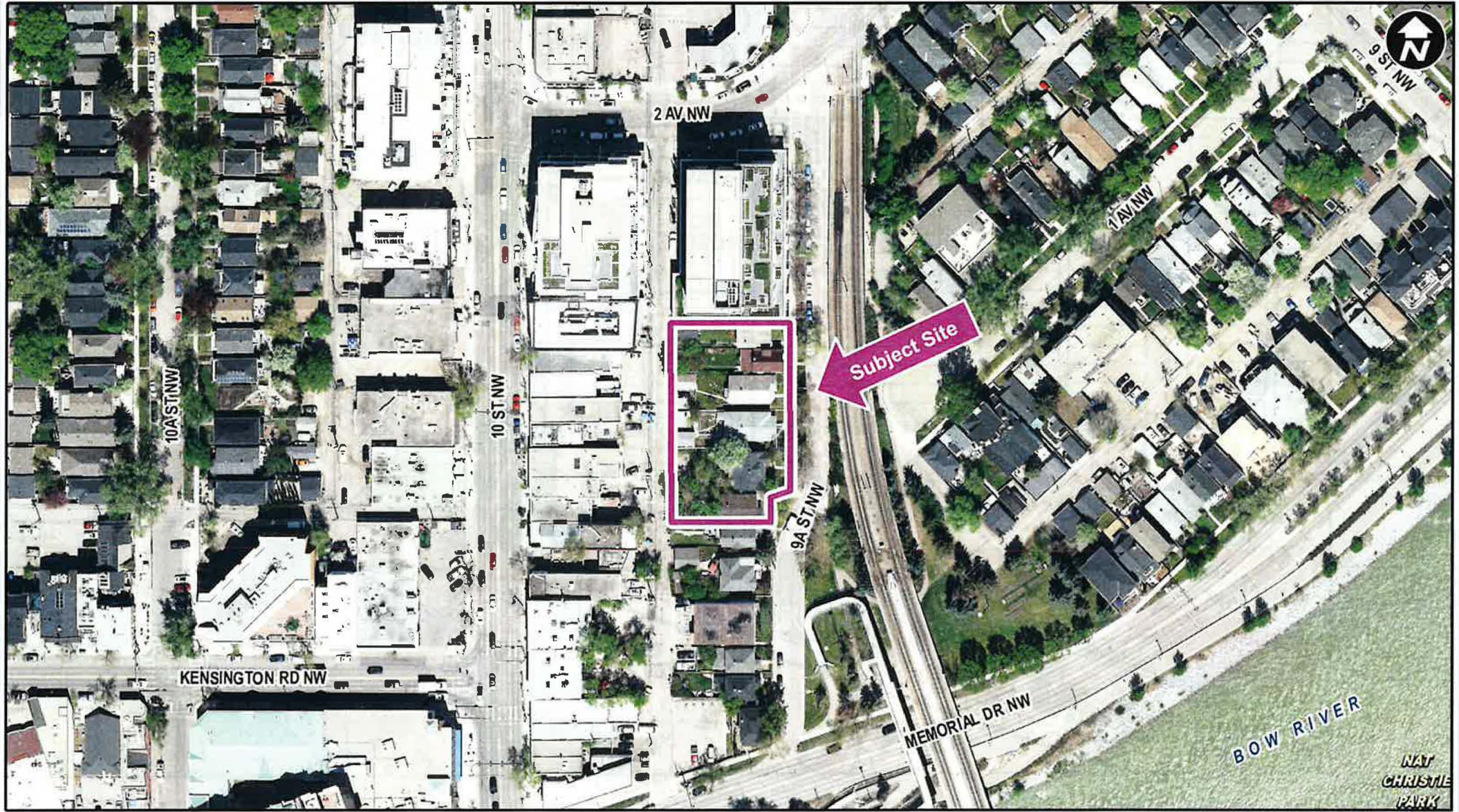


Public Hearing of Council
Agenda Item: 8.1.5

1
CITY OF CALGARY
RECEIVED
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JAN 18 2021
ITEM: 8.1.5 CPC 2020-1343
DISTRIBUTION
CITY CLERK'S DEPARTMENT

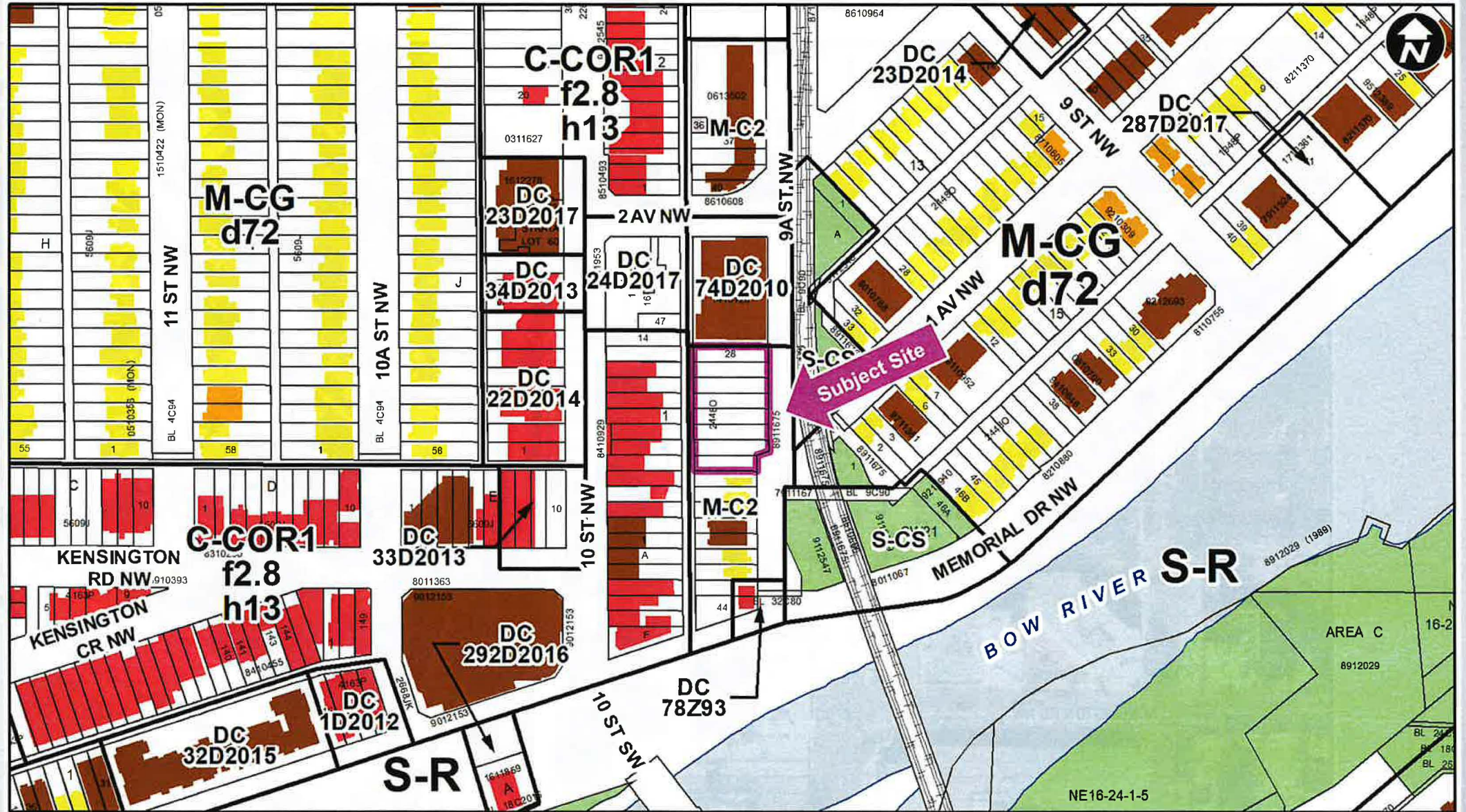
LOC2020-0045
Policy and Land Use
Amendment
(M-C2 to DC/M-H2)

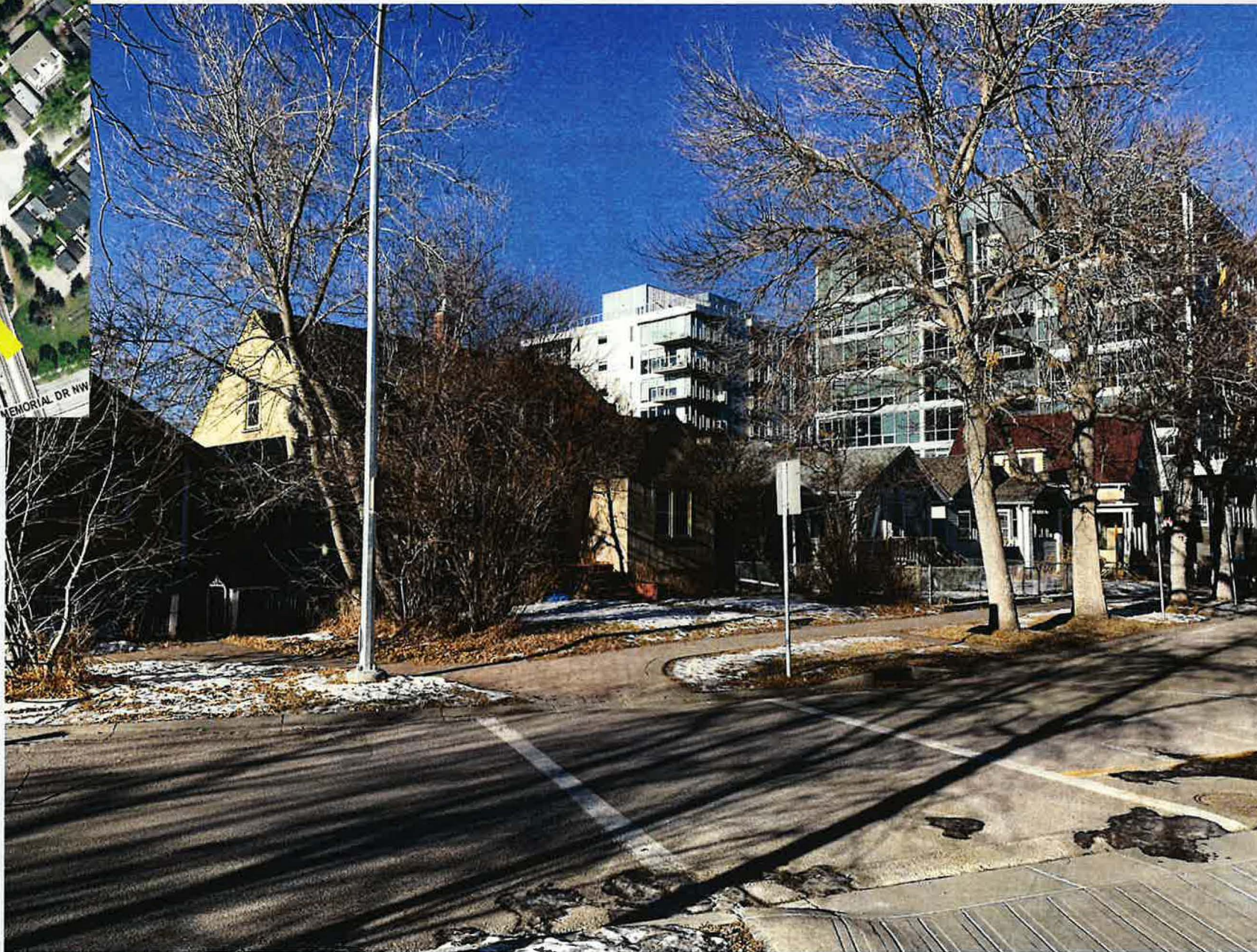
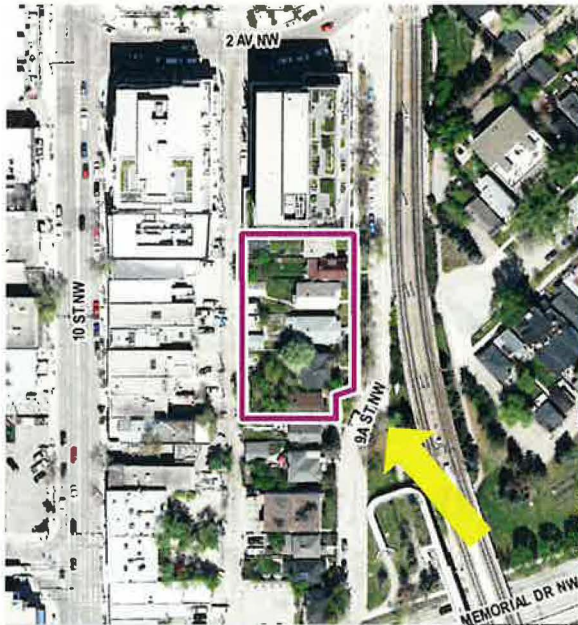


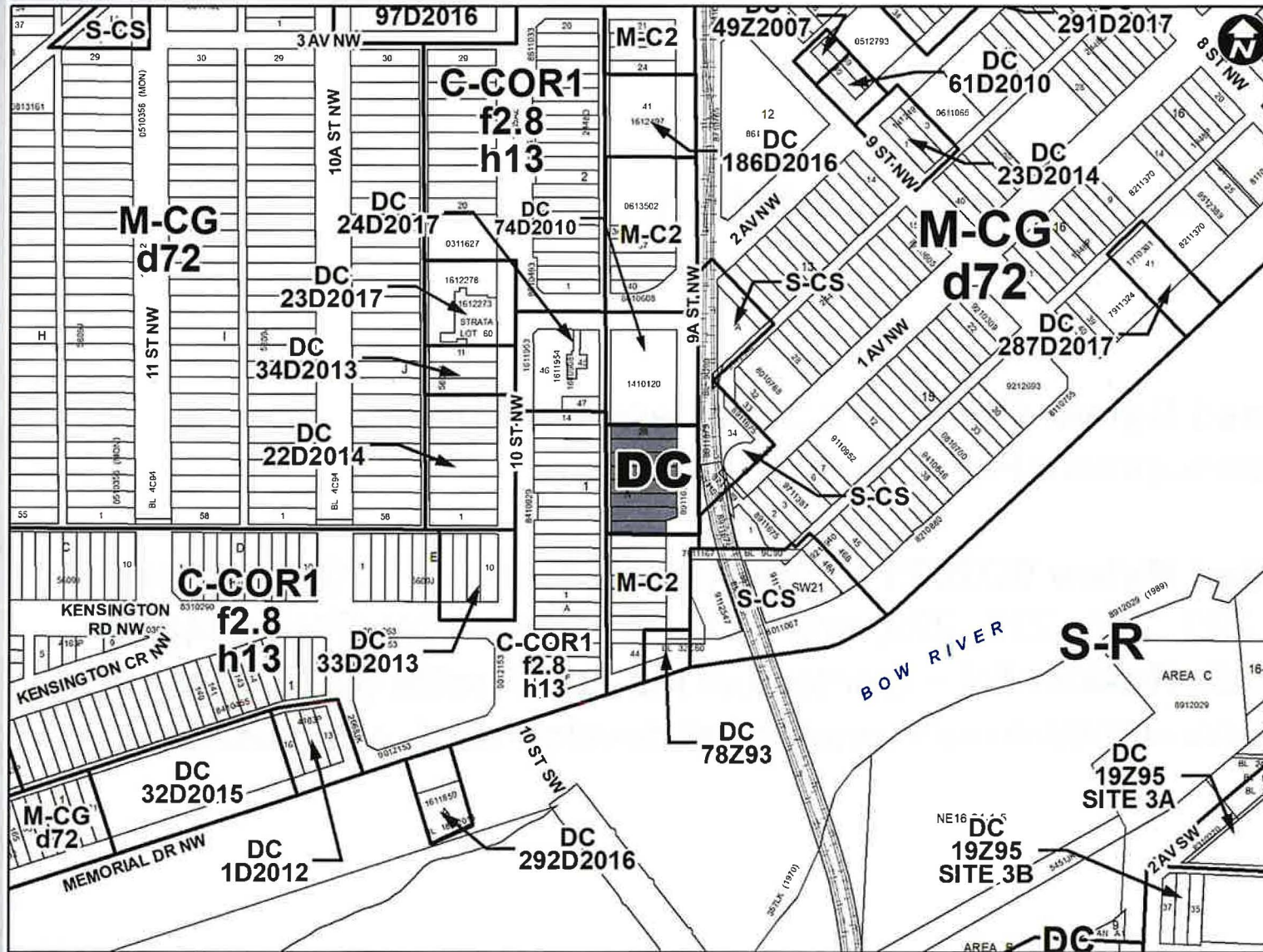


LEGEND

- Residential Low Density
- Residential Medium Density
- Residential High Density
- Commercial
- Heavy Industrial
- Light Industrial
- Parks and Openspace
- Public Service
- Service Station
- Vacant
- Transportation, Communication, and Utility
- Rivers, Lakes
- Land Use Site Boundary







Proposed Direct Control District

- Based on the Multi-Residential – High Density Medium Rise (M-H2) District
- Maximum height of 27.0 metres and a maximum density of 5.0 FAR
- Implementation of the density bonus provisions in the ARP
- reduced parking requirement based on the implementation of TDM measures.

Calgary Planning Commission's Recommendation:

That Council:

1. Give three readings to **Proposed Bylaw 4P2021** for the amendments to the Hillhurst/Sunnyside Area Redevelopment Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 9D2021** for the redesignation of 0.22 hectares \pm (0.54 acres \pm) located at 219, 223, 225, 227, 229, and 231 – 9A Street NW (Plan 2448O, Block 1, Lots 28 to 35) from Multi-Residential – Contextual Medium Profile (M-C2) District to DC Direct Control District to accommodate multi-residential development, with guidelines (Attachment 3).

Supplementary Slides

Public Response

Support

- 1 response in support
- Hillhurst/Sunnyside Community Association provided letter in support

Comments

- Elimination of parking minimums will encourage the use of active modes of transportation

Opposition

- 4 responses in opposition

Comments

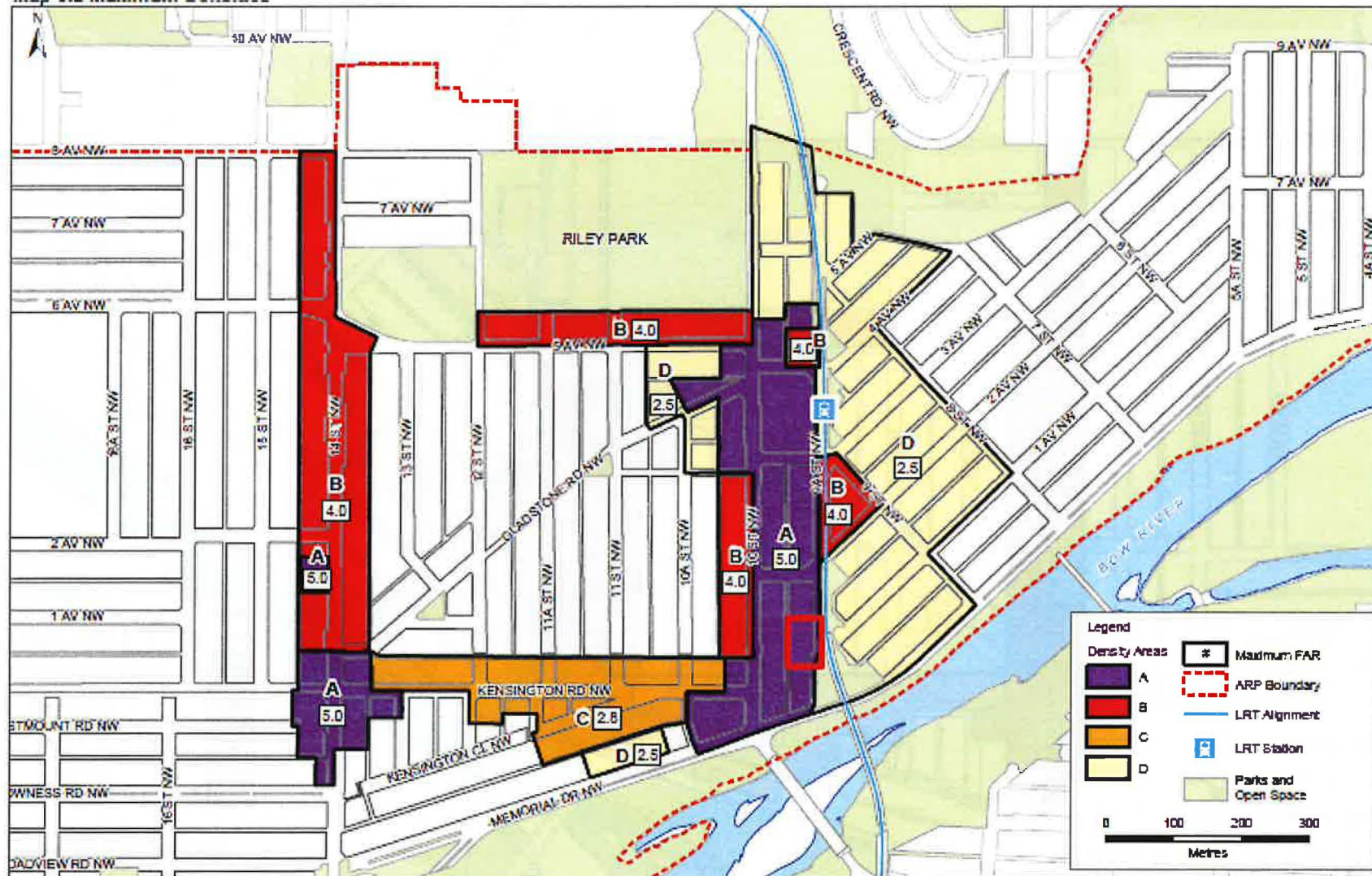
- Elimination of minimum parking requirements will have negative impacts on availability of public parking
- Building height is too high
- Sites are mid-block
- Issue with density bonus system and use of DC District
- Issues with Development Map system
- Cumulative impacts of multiple construction projects in area, including noise and congestion.



1. The Hillhurst/Sunnyside Area Redevelopment Plan attached to and forming part of Bylaw 19P87, as amended, is hereby further amended as follows:
 - (a) Under Part II, Section 3.2 Built Form and Site Design, subsection 3.2.3 Residential Areas, after policy 13., add the following and renumber the subsequent policies accordingly:
 - “14. The maximum building height allowed for the sites at 219 to 231 – 9A Street NW may be increased from 26 metres to 27 metres in order to accommodate flood requirements.”

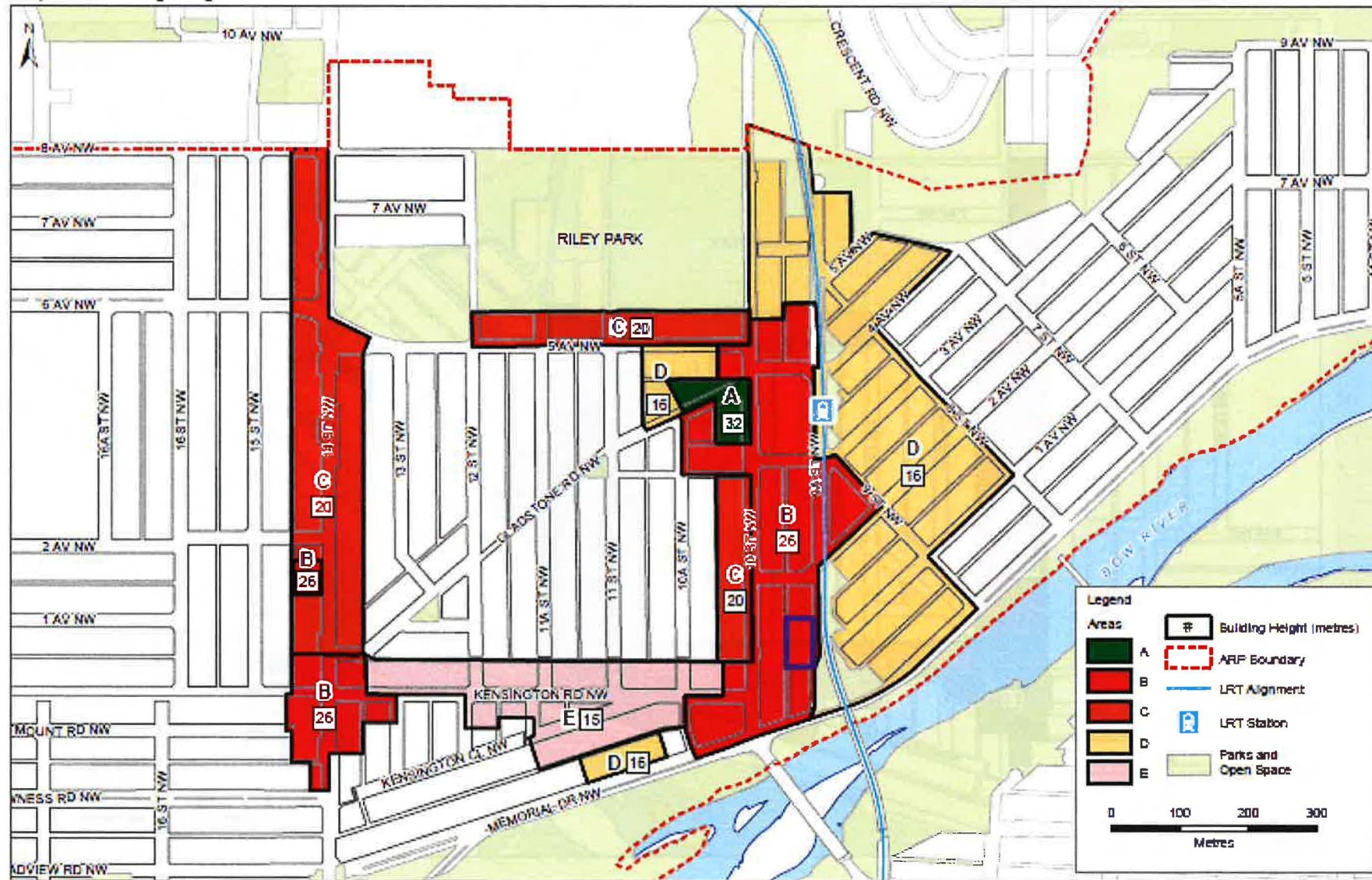
Map 3.2 Maximum Densities

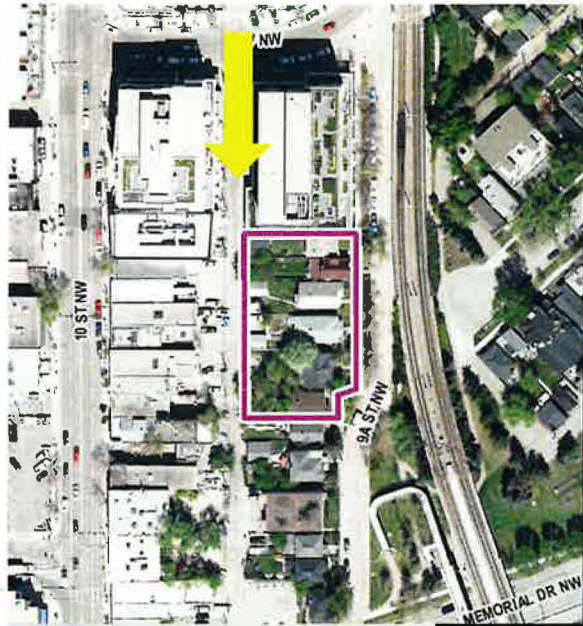
Approved: 10F87
Amended: 81F2019

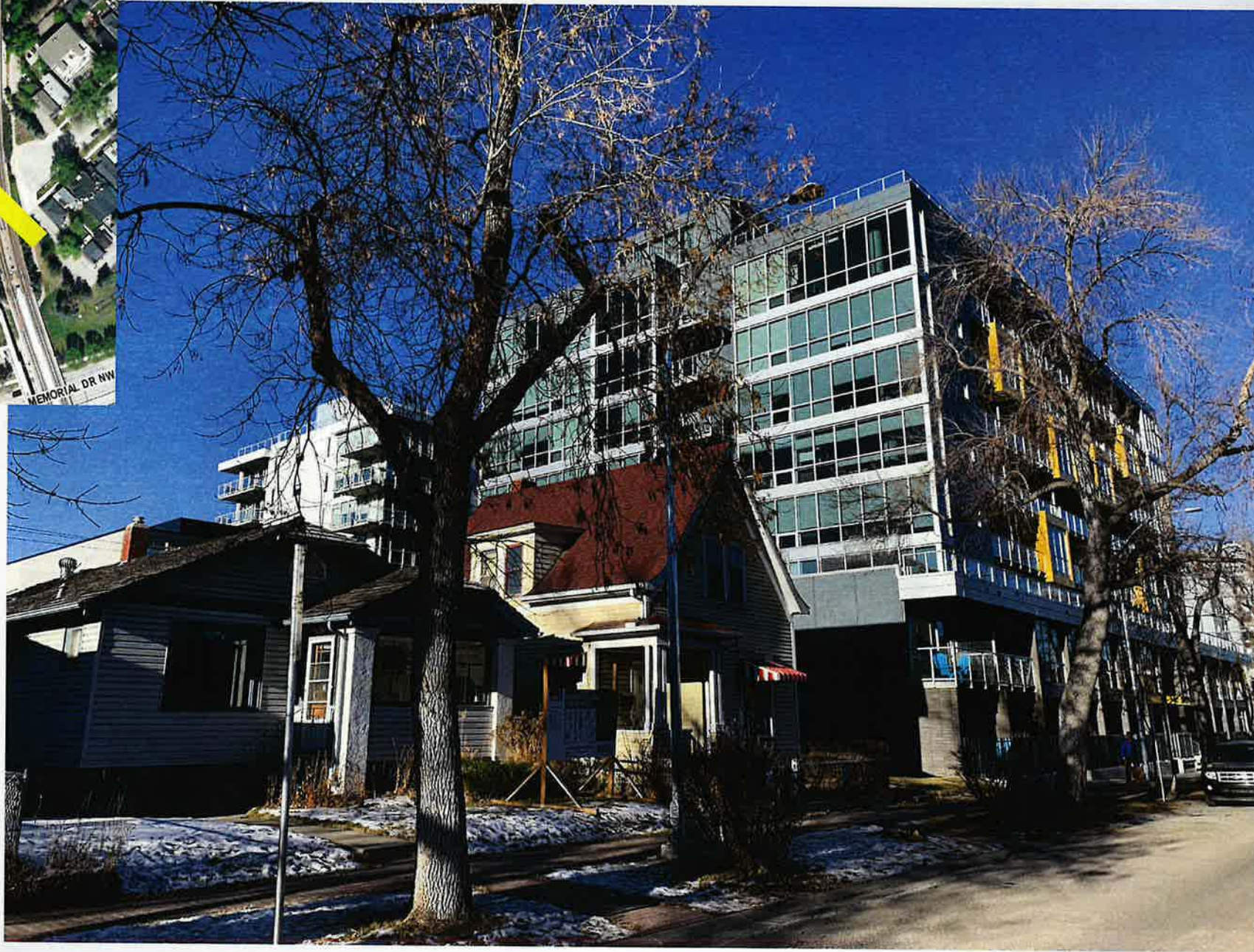


Map 3.3 Building Heights

Approved: 19P97
Amended: 81P2019

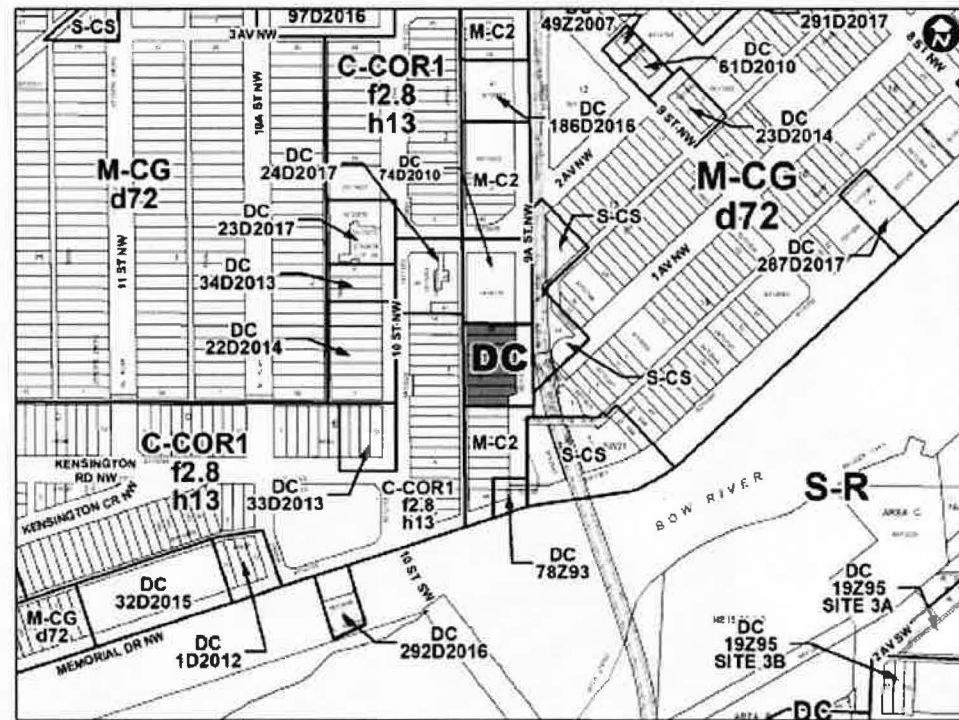








SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District is intended to:
 - (a) provide for medium density mid-rise multi-residential development in compliance with the policies of the applicable local area redevelopment plan; and
 - (b) implement the density bonus provisions of the Hillhurst/Sunnyside Area Redevelopment Plan.

Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

Reference to Bylaw 1P2007

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

Permitted Uses

- 4 The *permitted uses* of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 are the *permitted uses* in this Direct Control District.

Discretionary Uses

- 5 The *discretionary uses* of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 are the *discretionary uses* in this Direct Control District.

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 7 (1) Unless otherwise provided in subsection (2), the maximum *floor area ratio* is 2.5.
- (2) The maximum *floor area ratio* provided in subsection (1) may be increased to a maximum of 5.0 in accordance with the density bonus provisions contained in Section 8 of this Direct Control District Bylaw.

Density Bonus

- 8 (1) For the purposes of this section: "Cash Contribution Rate" means: \$18.14 per square metre for the year 2020. The Cash Contribution Rate will be adjusted annually on January 1 by the *Development Authority*, based on the Statistics Canada Consumer Price Index for Calgary.
- (2) A density bonus may be earned by a contribution to the Hillhurst/Sunnyside Community Amenity Fund, such that:
- Cash Contribution Amount = Cash Contribution Rate x Total Floor Area in square metres above the *floor area ratio* of 2.5.
- (3) A density bonus may be earned by the provision of an off-site improvement in accordance with Section 3.1.5.4 of the Hillhurst/Sunnyside Area Redevelopment Plan, where the allowable bonus floor area in square metres is equal to the cost of construction of the off-site improvement divided by the Cash Contribution Rate, such that:
- Allowable bonus floor area = Total construction cost of the off-site improvement / Cash Contribution Rate.
- Total construction cost will not include any construction costs necessary to fulfill the infrastructure requirements of a *development permit* for a *development* equal to or less than a *floor area ratio* of 2.5. Details of the construction cost will be determined through the *development permit* process.

Building Height

9 The maximum **building height** is 27 metres.

Motor Vehicle Parking Stall Requirements

- 10 (1) Unless otherwise provided in subsection (2) the minimum **motor vehicle parking stall** requirements are those set out in Section 558 of Bylaw 1P2007.
- (2) The minimum **motor vehicle parking stall** requirement for each **Dwelling Unit** and **Live Work Unit** may be reduced to 0.25 stalls for resident parking and 0.08 **visitor parking stalls** per **unit** where transportation demand management measures are provided and implemented as a condition of a **development permit**. Transportation demand management measures may include, but are not limited to:
- (a) provision of 1.0 **bicycle parking stalls – class 1** per **unit**;
 - (b) a minimum of 50 per cent of **bicycle parking stalls – class 1** provided in bicycle lockers;
 - (c) provision of a bicycle repair station; and
 - (d) provision of a bicycle wash station.

Relaxation

11 The **Development Authority** may relax the rules contained in Sections 6, 9 and 10 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

