

Background and Planning Evaluation

Background and Site Context

The proposed development is located in the northwest community of Sunnyside, on the west side of 9A Street NW north of the Bow River. The subject site is approximately 0.22 hectares (0.54 acres) total in size, approximately 60 metres wide by 36 metres deep. The site consists of six parcels which are currently developed with six single detached dwellings. A rear lane exists along the western boundary of the site. The site is adjacent to an eight storey residential building, which was approved in 2011.

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

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

Community Peak Population Table

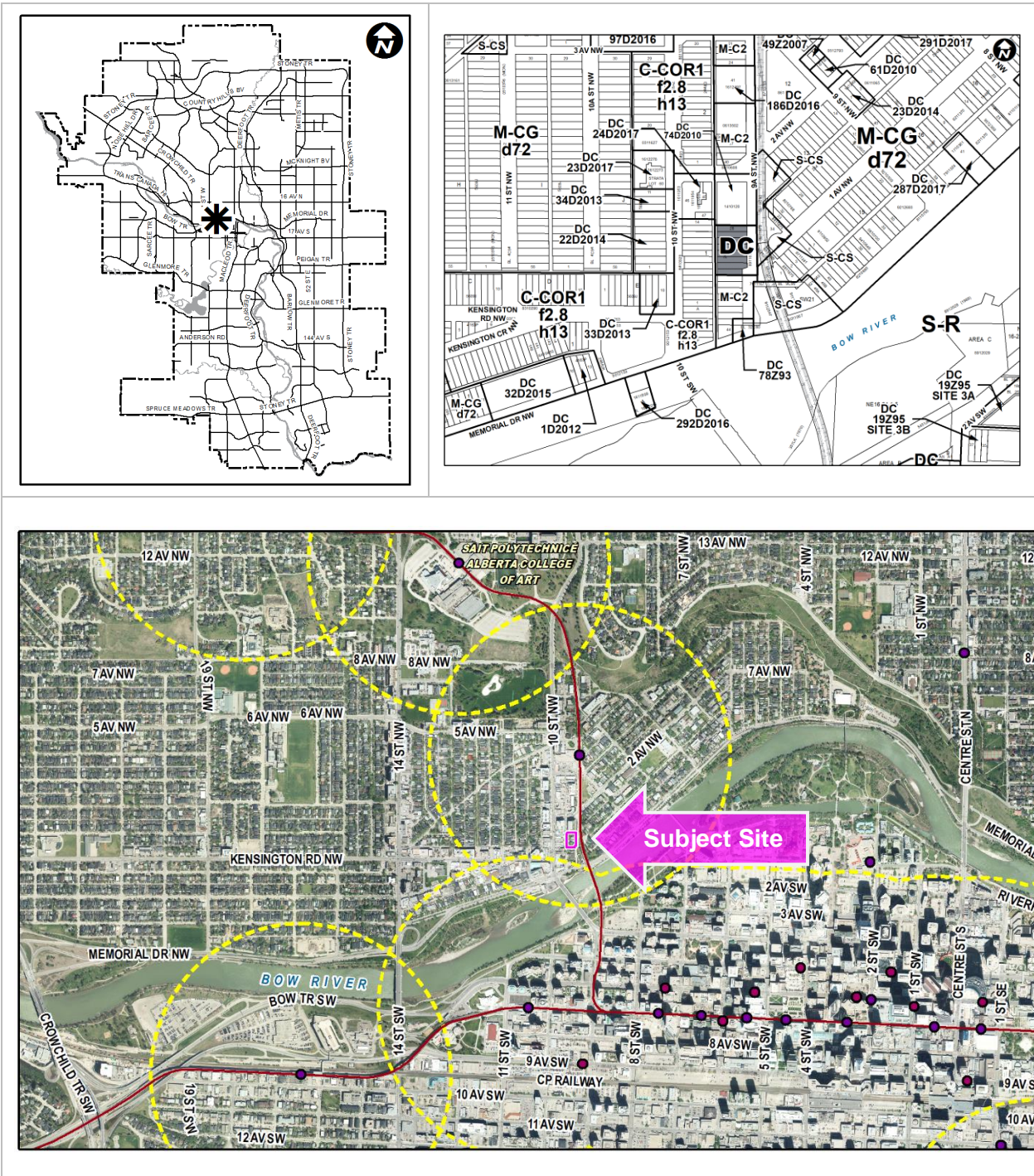
As shown in the table below, the community of Sunnyside has experienced population growth and is currently at its peak.

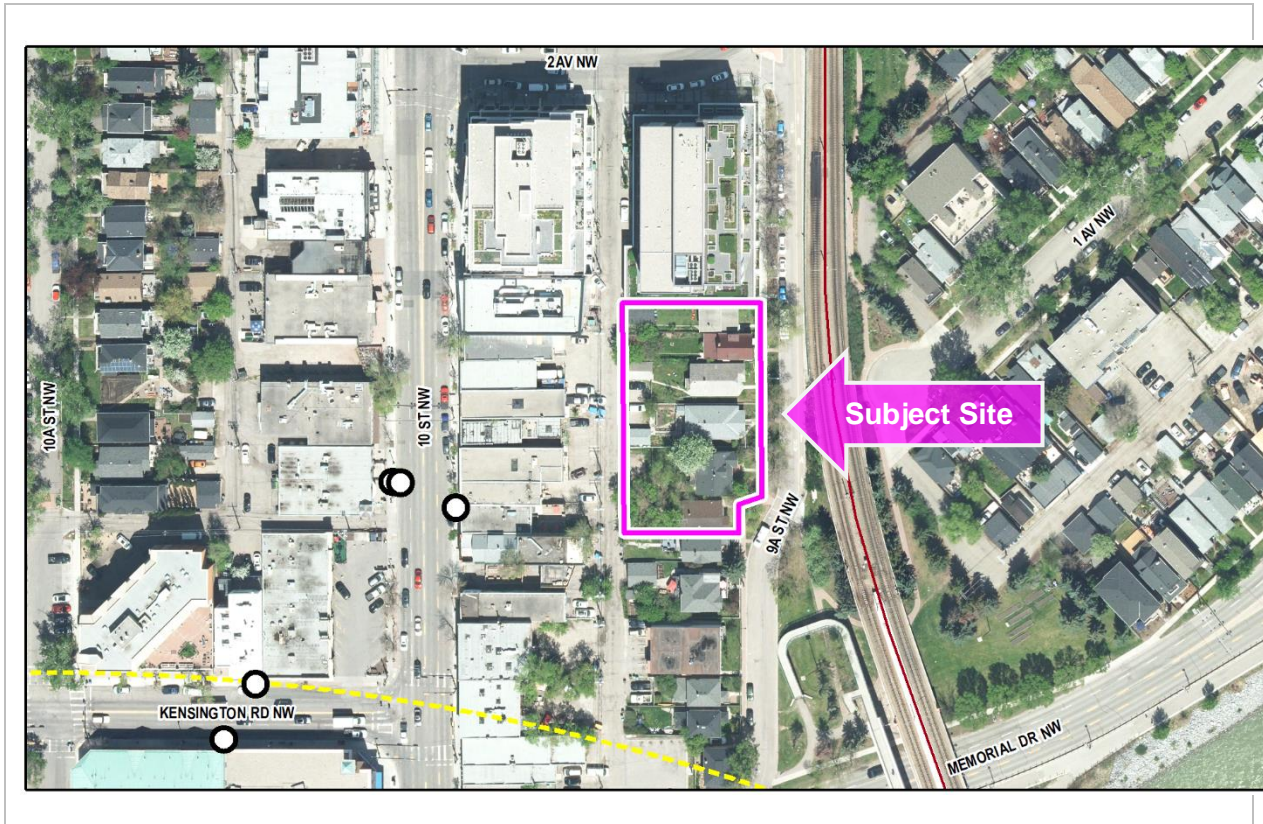
Sunnyside	
Peak Population Year	2019
Peak Population	4,320
2019 Current Population	4,320
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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 subject site is designated DC District (Bylaw [9D2021](#)) which was approved by Council on 2021 January 18. The base district is the Multi-Residential – High Density Medium Rise (MH-2) District. The DC District includes a maximum height of 27 metres and bonusing provisions which allow a floor area ratio (FAR) of up to 5.0 on the site as outlined in the *Hillhurst/Sunnyside ARP*.

Density Bonus

The proposed FAR for this development is 5.0. As per Section 7 of the DC Direct Control District, bonusing is required for FAR above 2.5. The additional density of 2.5 is proposed to be bonused through a contribution to the Hillhurst/Sunnyside Community Amenity Fund. This is included in the proposed Conditions of Approval (Attachment 2).

Development and Site Design

This application proposes a multi-residential mid-rise tower. Though a limited range of support commercial uses are allowed in the land use district, the proposal does not include any due to the proximity to Kensington Road NW and 10 Street NW. Key aspects of the development are described below.

Site and Building Design

The residential building is nine storeys in height (27 metres) and contains 140 residential units comprised of seven studio units, 57 one-bedroom units and 76 two-bedroom units. The building materials include a combination of fiber cement panels, metal siding, brick, and composite metal panels. The colour palette used for the development (referred to by the applicant as the 'Sunnyside Pantone') includes soft yellows and browns, and uses existing single detached homes in the area as a reference point.

Individual at-grade entrances are provided along 9A Street NW for ground floor units, with private outdoor amenity space which will serve to activate 9A Street NW, and to provide a connection to the public realm. The main residential entrance is located at the southeast corner of the building and includes an entrance plaza and landscaped area.

The building provides comparable setbacks, scale and height to the adjacent development to the north.

Amenity Areas

Common amenity areas for the residents will be provided indoors, at-grade, and on the rooftop. The 'Hive Lounge', which is approximately 74 square metres, is located on ground floor and is envisioned as a gathering space for residents. A fitness centre is also included on Level 1 and is approximately 50 square metres. The proposed building also includes a rooftop amenity space that has been designed for a variety of passive and active opportunities.

Private amenity areas are also provided for the majority of residential units having either at-grade patios or balconies.

The Level 9 common outdoor amenity area features a turf dog run with seating, a BBQ, fire feature, seating area, and trees.

Landscaping

Public Realm

Boulevard trees along 9A Street NW are proposed to be retained as there is not expected to be any conflict during construction. An entrance plaza on the southeast corner provides connection to 9A Street and is adjacent to the existing street crossing which connects to the Bow to Bluff pathway and bridge crossing of Memorial Drive and the Bow River.

City Wide Urban Design

The proposed development was reviewed by the City Wide Urban Design team at both pre-application and development permit stages. The applicant was asked to pay particular attention to creating an active interface along 9A Street NW with individual at-grade entrances to units consistent with other recent developments in the area. This was not included in the initial development permit submission but was revised on subsequent amended plans.

The applicant's rationale and resulting revisions to the site and building design elements were deemed appropriate and sufficient. Additionally, it complies with the land use intent for the site.

Urban Design Review Panel (UDRP)

The applicant presented a building design concept to UDRP on 25 November 2020 during the pre-application stage. UDRP provided comments related to the lack of street-oriented units, building massing, and landscaping along the southeast portion of the parcel. The UDRP comments are included in Attachment 6. Administration worked with the application to revise the development permit drawings in response to the UDRP comments. The resubmission following UDRPs comments were consistent with the feedback provided in the first review.

Following final review of the development permit by the City Wide Urban Design team, no further review by UDRP was required.

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, with pedestrian access to the platform at 9A Street NW and 3 Avenue NW. Vehicular access is provided from the rear lane which is accessed from Memorial Drive NW to the south and 2 Street NW to the north. The proposed drawings show 49 residential parking stalls and two visitor stalls on one parkade level which is in line with the rules of the DC District. In addition, ten visitor stalls are available at-grade off the lane.

A Transportation Impact Assessment was not required as part of this application.

Bicycle Parking Facilities

The development provides a total of 185 Class 1 bicycle parking stalls. Ninety-six stalls are located in the parkade, which can be accessed from the parkade ramp and elevator. Eighty-nine Class 1 stalls are located on Levels 1 through 9, with each floor having a supply of secured bicycle parking for the residences of that floor. In addition, 14 Class 2 bicycle parking stalls are located near the front entrance of the building along 9A Street NW. A bicycle washing and repair station is located at-grade and can be accessed from the rear lane.

Environmental Site Considerations

A geotechnical report and environment assessment were prepared for the site by WSP Canada. Administration has reviewed and accepted the reports.

Utilities and Servicing

Public water, sanitary, and storm sewer mains exist in the adjacent public rights-of-way for development servicing purposes. Development servicing will be determined at the Development Site Servicing Plan circulation stage.

Legislation and Policy

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 development builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Climate Resilience Strategy (2018)

In order to support future deployment of electric vehicles, which contributes to greenhouse gas reduction, the applicant has committed to providing electric vehicle charging stations in the parkade (two stalls are included on the development permit plans), which supports Program 5 of the [Climate Resilience Strategy](#) - Climate Mitigation Action Plan: Low or Zero Emission Transportation Modes.

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 a Neighbourhood Main Street (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).

Hillhurst-Sunnyside Area Redevelopment Plan (Statutory – 1988)

The subject site falls within the Transit Oriented Development Area of the [Hillhurst/Sunnyside Area Redevelopment Plan](#) (ARP), approved by Council in 2009 February. The subject site is situated in the area identified as Medium-density Midrise on Map 3.1: Land Use Policy Areas of the ARP. This area is intended to accommodate new development in a form that is compatible with the existing character of the community while allowing for higher density development. The proposed development meets the intent and policies of the ARP.

In 2012 November, Council approved an amendment to the *Hillhurst/Sunnyside ARP* to include density bonus provisions, which allow for a density increase up to the maximum floor area ratio specified in the ARP. The density increase is subject to a contribution to the community amenity fund or provision of an urban design improvement. The Prior to Release Conditions of the development permit include a contribution to the community amenity fund.

Land Use Bylaw (2007)

The development permit requires the following relaxations to the Land Use Bylaw. Administration has reviewed each relaxation individually and considers each relaxation to be acceptable for the reasons outlined below.

Bylaw Relaxations			
Regulation	Standard	Provided	Administration Rationale for Supporting a Relaxation
653 Building Setbacks (min.)	(1) Unless otherwise referenced in subsection (2), the min. building setback from a property line shared with a street is 6.0m	Plans indicate the East setback to the main building is 3.81m (-2.19m). Plans indicate the East setback to the Balconies and Deck is 0.98m (-5.02m).	The building setback is staggered and increases as the building progresses south along 9a Street. The front setback ranges from 3.81 metres at the northernmost portion to 8.9 metres at the south. The setback to the north is consistent with adjacent development and creates a positive interaction with the street. This setback is also keeping in context with development to the north. The proposal does not meet the definition of 'Street-Oriented Multi-Residential Building' as not all individual exterior entrances to units are within 4.5 metres of the street as required and as such the setback reduction could not be applied.
549 Projections Into Setback Areas (max.)	(1) Unless otherwise referenced in subsections (2), (3), (4), (5), (6), and (7), a building or air conditioning units must not be located in any setback area.	Plans indicate the building is located within the East setback area.	Same as above.
557 Amenity Space	(8) Private amenity space must: (b) have no minimum dimensions of less than 2.0m	Plans indicate 24 Units with dimensions less than 2.0m.	Several balconies are irregularly shaped which accounts for dimensions less than 2.0 metres. There is no bylaw discrepancies on the overall amount of amenity space proposed in the development which includes both common and private amenity spaces. Given the amount of amenity space provided in addition to private

			amenity space, Administration deemed this relaxation to be appropriate.
557 Amenity Space	(2) A patio may be located in a setback area between a street-oriented multi-residential building and a property line shared with a street.	Plans indicate patios within the East setback area.	As noted above, the front setback is not consistent along 9A Street. Patios located within the setback area create a positive interaction with 9A Street.
551 and 553 Landscaped Area Provided	The minimum landscaped area of 40.0% for Multi-Residential Development may be reduced by the three options as referenced in sections 554, 555 and 556 individually or in combination, to a total available reduction of 10.0% of the area of a parcel.	Plans indicate the landscaped area is 754.47sm (-50.65sm) or 34.67% (-2.33%). Note: Low Water Reduction of 3% applied.	The application proposes multiple landscaped areas at grade and on the rooftop amenity area which was deemed adequate during the review process. This is considered a minor relaxation.
551 Specific Rules for Landscaped Area	(5) For landscaped areas above grade, a minimum of 30.0% of the area must be covered with soft surfaced landscaping.	Plans indicate the soft landscaped area is 43.89sm (-12.95sm) or 23.17% (-6.83%).	The rooftop common amenity space includes turf which is considered a hard landscaped area. The above grade landscaped area includes a variety of plantings that were considered appropriate by Administration.
551 Specific Rules for Landscaped Areas	(3) The max. hard surfaced landscaped area is: (b) 40.0% of the req. L.S. area, in all other cases.	Plans indicate the hard landscaped area is 459.21sm (+137.16sm) or 57.04% (+17.04%).	The surplus of hard landscaping is partially accounted for by the use of turf on the rooftop amenity space as noted above. The soft landscaped areas located at grade were considered appropriate.