

Background and Planning Evaluation

Background and Site Context

The subject sites are located in the northwest community of Sunnyside. The subject sites, 528 – 10 Street NW (South Site) and 628 – 10 Street NW (North Site) are two lots located on the east side of 10 Street NW between of 4 Avenue NW and 5 Avenue NW. The sites are not adjacent and are located approximately 30 metres from each other. Each site is approximately 0.06 hectares (0.13 acres) in area, 15 metres wide by 36 metres deep and both are currently vacant. A rear lane exists along their eastern boundaries.

Surrounding development is characterized by predominantly multi-residential developments. A five-storey multi-residential development is immediately north of the North Site. A four-storey multi-residential development is located between the two sites. Immediately south of the South Site is a vacant lot which is also subject to an ongoing land use redesignation. Development further to the south, along 10 Street NW and in the Kensington Business Revitalization Zone (BRZ), is characterized by commercial, mixed use and multi-residential developments. Recent larger-scale developments in the area have been undertaken under Direct Control (DC) districts to make use of density bonusing in alignment with policies in the *Hillhurst/Sunnyside Area Redevelopment Plan* (ARP).

The sites are located on the 10 Street NW Neighbourhood Main Street and the Kensington Road Neighbourhood Main Street is located 500 metres (a six-minute walk) to the south. Both areas provide a variety of shops, services and amenities. The sites are also less than 150 metres (a three-minute walk) from the Sunnyside LRT station and a grocery store.

Riley Park is located immediately across 10 Street NW, although the nearest marked pedestrian crossing for 10 Street is at the intersection with 5 Avenue NW around 50 metres to the south. The Bow to Bluff corridor is located 60 metres (a one-minute walk) east across the lane. Hillhurst Sunnyside Park is located within 600 metres (a seven-minute walk) of the site and is the location of the Hillhurst Sunnyside Community Association. Hillhurst School is located approximately 600 metres (a seven-minute walk) west from the sites. The sites are located approximately 650 metres (an eight-minute walk) from the Bow River pathway system, connecting Sunnyside to downtown.

Community Peak Population Table

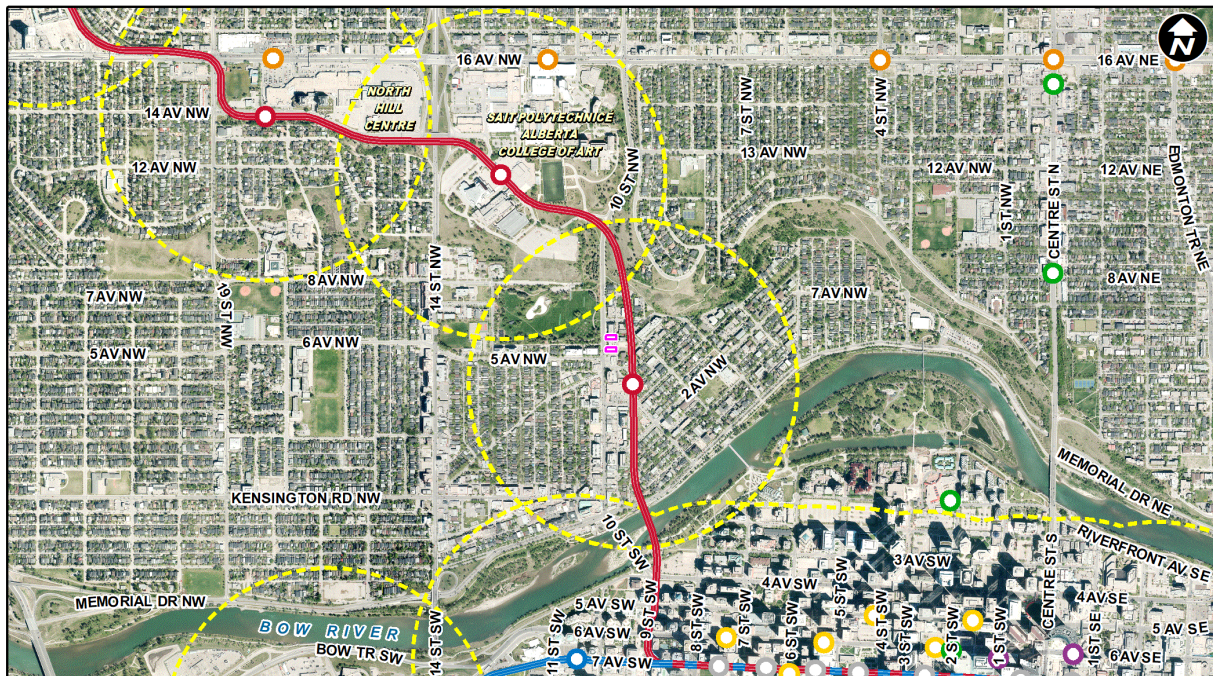
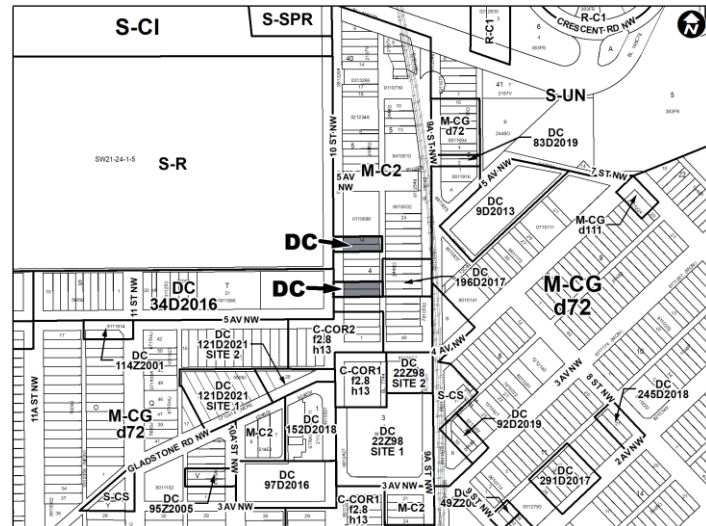
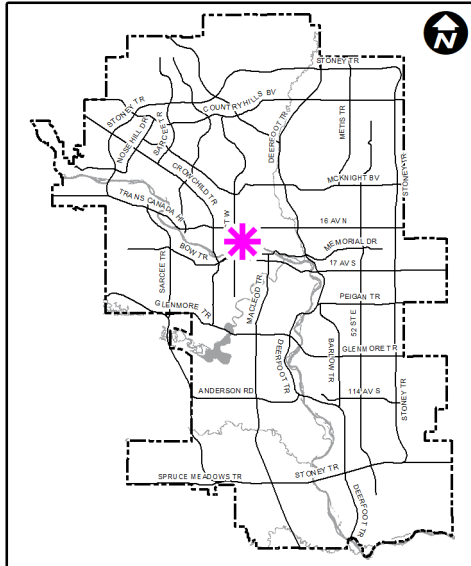
As identified below, the community of Sunnyside has experienced population growth and is currently at its peak population.

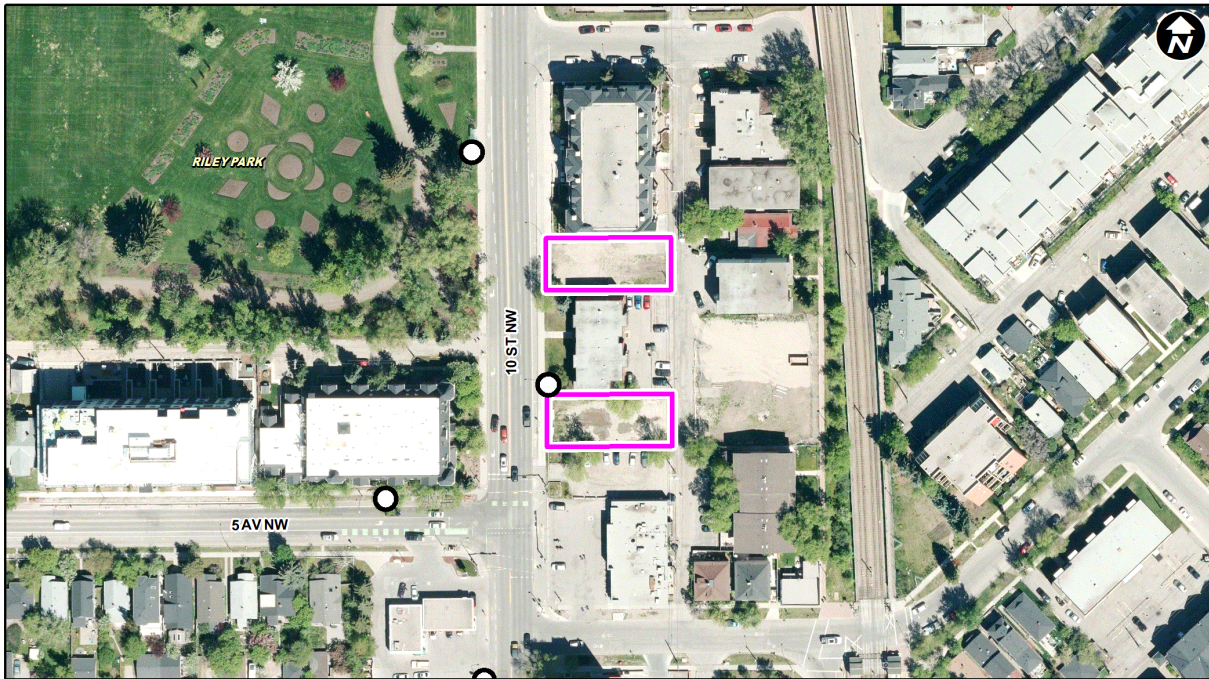
Sunnyside	
Peak Population Year	2019
Peak Population	4,230
2019 Current Population	4,230
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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, low-rise residential development, typically located at community nodes or transit and transportation corridors. The M-C2 District allows for a maximum building height of 16 metres and a maximum FAR of 2.5.

The proposed DC District is based on the Mixed Use – General (MU-1) District and would allow for mixed-use development. A height modifier of 26 metres and a maximum FAR of 5.0 is proposed. The main purpose of the DC District is to implement the bonus density provisions of the *Hillhurst/Sunnyside ARP*, and to establish transportation demand management (TDM) measures for the parking reduction.

In alignment with Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration, and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to innovative ideas and unique characteristics.

These sites represent some of the first no or low on-site parking developments outside of downtown and the East Village in Calgary and support an evolving approach to housing and mobility in this part of Calgary. In addition, the *Hillhurst/Sunnyside ARP* establishes an opportunity to provide additional community benefit through bonus density which is not common

to all properties in Calgary. The combination of innovative approaches to mobility and the unique opportunity of providing community amenity through a density bonusing framework justifies the use of a DC District. This proposal would allow for the applicant's intended development through the MU-1 District base district, while also implementing the bonusing provisions and providing clear expectations to develop a no or low on-site parking development. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 7 of the DC. Section 7 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.

The ARP outlines a density bonusing framework for the Transit Oriented Development (TOD) area of the *Hillhurst/Sunnyside ARP* for density above that allowed in 2012. The base density for both sites is 2.5 FAR. The proposed DC district includes a potential density increase from 2.5 FAR to 5.0 FAR, which is currently the highest density allowed within the ARP. Any density between 2.5 FAR and 5.0 FAR is subject to the density bonusing provisions. The bonusing rate is set at \$19.77 per square metre for additional density proposed.

This application also proposes zero resident parking when accompanied by appropriate TDM measures. Administration is supportive of zero resident parking given the proximity to transit, active modes infrastructure and the proposed TDM measures which include:

- 1.25 class 1 bicycle stalls per unit (an increase from 0.5 stalls per unit);
- 0.2 class 2 bicycle stalls per unit (an increase from 0.1 stalls per unit);
- all class 1 bicycle stalls provided on the floor closest to grade; and
- provision of bicycle wash and repair facilities.

The proposed land use redesignation is supported by Administration. This redesignation is in alignment with the current policies of the *Hillhurst/Sunnyside ARP* for the South Site but requires a policy amendment for the North Site.

Proposed Policy Amendment

A minor policy amendment is required to increase the maximum height and density of the North Site as shown in the Table 1 (below). These policy amendments would align the maximum height and FAR of the North Site with the South Site. The specific details of the amendment are found in Attachment 2.

Table 1 – Proposed policy amendment for 628 – 10 Street NW (North Site)

	Hillhurst/Sunnyside ARP (max)	Proposed Policy Amendment
Floor Area Ratio (FAR)	2.5	5.0
Height (Metres)	16	26
Land Use Policy Area	Medium-density	Medium-density Mid-rise

Administration is in support of the proposed policy amendment on the North Site because it is appropriate for the context, meets the policy objectives of the ARP by limiting shadowing on Riley Park and supports redevelopment of a single vacant lot in an area experiencing significant redevelopment pressure.

The increased height and density maximums allow for the development of medium density, mid-rise developments that are contextually appropriate for a Neighbourhood Main Street with good access to transit services, commercial services and community amenities. The amendments maintain an appropriate transition from the highest intensity areas of 10 Street NW and Kensington Road to the predominantly residential areas to the north and east.

The new maximum height was reviewed at land use and the building form is being refined as part of the development permit process to meet the policy expectations of the *Hillhurst/Sunnyside ARP* around limiting shadowing of Riley Park. Specifically, the new maximum height is not so great as to cause additional shadowing deep into Riley Park during daytime hours in the summer months.

Finally, the North Site is a single vacant parcel located between two existing multi-residential developments. Vacant parcels are often nuisance properties given the lack of active use and limited maintenance investment. This site lacks the ability to use lot consolidation to increase the feasibility of redevelopment given the adjacent developments. As such, the increase in height and density effectively achieves the same outcome and supports the redevelopment of this vacant parcel in an area with good TOD potential and significant housing pressure.

Development and Site Design

If the land use redesignation is approved by Council, the rules of the proposed DC District along with the policies of the ARP will provide guidance for future site development including building massing height, landscaping, and parking. Additional items that will be considered through the development permit process include, but are not limited to:

- provision of high quality amenity space for residents;
- integration of the development and commercial uses with the public realm setback area for 10 Street NW;
- ensuring high quality finishes and materials are used that are consistent with the local architecture;
- mitigation of shadowing, privacy and overlooking; and
- site access and laneway improvements

When the development permit is ready for decision, Administration will present a recommendation to CPC for decision. It is standard practice for CPC to act as the Development Authority on applications implementing density bonusing.

Transportation

Pedestrian access to the site is available from the existing sidewalk on 10 Street NW. Painted bike lanes are also located on 10 Street NW and 5 Avenue NW which provide un-separated active modes links between the communities at the top of the Bow River valley, the river pathway system and ultimately access to downtown. The *Calgary Transportation Plan* (CTP) identifies 10 Street NW as an Existing On-Street Bikeway but requires upgrading to be considered an Always Available for All Ages and Abilities (5A) facility.

The subject sites are well served by Calgary Transit bus and LRT service. The sites are within 150 metres of the Sunnyside LRT station and several bus routes located along 10 Street NW including stops for Bus Route 4 (Huntington) and Route 5 (North Haven). Access to other bus routes is available in less than 700 metres including Route 104 (Sunnyside/University of Calgary), and Route 1 (Bowness/Forest Lawn).

A Transportation Impact Assessment was required for this proposal.

The [Calgary Parking Policies](#) sets out criteria that should be met for Administration to support a no or low on-site parking development. The criteria generally require the development to be located in close proximity to LRT or primary transit service, have availability of publicly accessible parking in the area, be located in an area with parking management practices on street, for the developer to actively facilitate at least one alternative travel option for residents, and complete a parking study to determine potential parking impacts.

The proposed land use amendment and development context meet the first three locational criteria and the applicant has supported clearly defined transportation demand management measures intended to actively encourage cycling as an alternate travel option as part of this application.

Vehicle access to the site will be provided through the rear lane. Key vehicle access features being considered as part of the development permit process include the appropriate provision of visitor parking, and staff parking and loading for any commercial uses at-grade.

Environmental Site Considerations

No environmental considerations were identified.

Utilities and Servicing

Water, sanitary sewer and storm sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of a development permit review 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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed policy and land use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Neighbourhood Main Street typology as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage Main Streets to develop with a broad mix of residential, employment and retail uses, orient commercial activity to the street and encourage provide appropriate transitions in scale between developments on the Main Street and adjacent areas. The MDP also identifies that Neighbourhood Main Streets should be developed with a minimum intensity of 100 people and jobs per hectare in a variety of forms from low to medium-scale and as a mix of retail, mixed use and multi-residential developments.

The proposal is in keeping with relevant MDP policies as the development provides for the opportunity for active ground-oriented uses, greater housing mix and choice within the community and higher densities in proximity to the primary transit network.

Calgary Climate Strategy (2022)

This application proposes the implementation of transit-oriented development, which aligns with the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). In particular the application proposes a density increase in a transit-oriented development area and a reduction of parking minimums, both of which can contribute to greenhouse gas emissions reduction.

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 South Site is located within the Urban Mixed-Use area of Map 3.1: Land Use Policy Areas. The intention of this policy area is to provide opportunities for mixed use development in a multi-storey format with residential uses above the street level and may include a mix of retail, office and residential development in the first four floors.

The North Site is located within the Medium-Density area of Map 3.1. The intention of this policy area is to accommodate small-scale urban infill development that is predominantly residential. The maximum building height prescribed in the ARP for the North Site is currently 16 metres (Map 3.3: Building Heights) and the maximum density is 2.5 FAR (Map 3.2: Maximum Densities). A minor amendment to the ARP is required to allow for the maximum height of 26 metres and FAR of 5.0 and to allow for the opportunity for either residential or non-residential uses at-grade.

On 2012 November 5, Council approved an amendment to the ARP to include density bonus provisions which require density increases above an established base density. Contributions can be made to the Hillhurst/Sunnyside Community Amenity Fund (HSCAF) or through the delivery of urban design initiatives.

Riley Communities Local Area Planning Project

Administration is currently working on the [Riley Communities local area planning project](#) which includes Sunnyside and surrounding communities. Planning applications will be accepted for processing through the local area planning process.