

**Land Use Amendment in Sunnyside (Ward 7) at 510 – 10 Street NW, LOC2022-0037**

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**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.06 hectares ± (0.14 acres ±) located at 510 – 10 Street NW (Plan 2448O, Block 4, Lots 5 and 6) from Multi-Residential – Contextual Medium Profile (M-C2) District to Direct Control (DC) District to accommodate mixed use development, with guidelines (Attachment 2).

**HIGHLIGHTS**

- This application proposes to redesignate this site to a Direct Control (DC) District to allow for mixed use development up to a maximum of 26 metres in height (seven storeys), a floor area ratio (FAR) of 5.0 and specific transportation demand management measures to support zero resident parking.
- This proposal is in keeping with the applicable policies of the *Municipal Development Plan (MDP)* and the *Hillhurst/Sunnyside Area Redevelopment Plan (ARP)* and supports an appropriate density, scale and range of uses for development along an identified main street.
- What does this mean to Calgarians? This proposal would allow for more housing close to transit, public amenities and an existing Neighbourhood Main Street.
- Why does this matter? The proposal would allow for more transit-oriented housing choices to be constructed and supports redevelopment of vacant lots along a main street.
- A development permit for a 7-storey mixed use development with ground-floor retail and residential dwellings above has been submitted and is under review.
- There is no previous Council direction regarding this proposal.

**DISCUSSION**

This land use amendment application was submitted by Hive Developments on behalf of the landowners, Omega Developments Inc., on 2022 March 17. A development permit application has been submitted and is under review.

As seen in the Applicant Submission (Attachment 3) a DC District is being sought to provide an opportunity for a mixed-use development in alignment with the *Calgary Parking Policies* for low or no parking development with clear expectations for transportation demand management measures to support zero resident parking on the site.

The subject site is a single, mid-block lot on the east side of 10 Street NW between 4 Avenue NW and 5 Avenue NW. The site is approximately 0.06 hectares (0.14 acres) in area and is vacant. The site is located less than 150 metres (a 3-minute walk) to the Sunnyside LRT Station and a grocery store as well as the local shopping area on 10 Street NW. The proposed DC District is based on the Mixed Use – Active Frontage (MU-2) District and proposes multi-residential development up to a maximum of 26 metres, approximately seven storeys, and a maximum FAR of 5.0.

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The proposed DC District includes density bonusing provisions in alignment with previously approved DC Districts in the area with a rate of \$20.76 per square metre for the floor area between 2.5 FAR and 5.0 FAR. The DC District also includes specific Transportation Demand Management (TDM) measures including a higher rate of class 1 bike stalls per unit and dedicated maintenance facilities.

A detailed planning evaluation of the application, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

**ENGAGEMENT AND COMMUNICATION**

- Outreach was undertaken by the Applicant
- Public/interested parties were informed by Administration

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach was appropriate with the public/interested parties and respective community association. In response, the applicant attended three meetings with representatives of the Hillhurst/Sunnyside Community Association. The applicant also undertook a digital open house, held a pop-up booth at a community event and provided a project website, mail outs and newsletter updates to share information about the project. The Applicant Outreach Summary can be found in Attachment 4.

**City-Led Outreach**

In keeping with Administration's practices, this application was circulated to relevant public groups, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners.

Administration received 3 letters of opposition and 1 letter of support from the public. Public comments received focused on the impact of increased height on the adjacent properties, the rate of Community Amenity Fund (CAF) contributions being insufficient and improvements to the rear lane through plantings, furniture, and additional activation. Comments supporting the land use amendment included improving the safety in the lane, bringing more activity to the area and building housing near existing transit facilities.

Administration received two letters from the Community Association. The first, received on 2022 June 6 did not indicate their support or opposition to the development regulations (Attachment 5). The letter indicated that they felt the Community Amenity Contribution rate was too low. The second letter was provided on 2022 October 12 and indicated the Community Association's priorities for potential off-site improvements and indicated their support for the proposed community contributions above the Community Amenity Contribution rate.

Administration considered the relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate. The building and site design, including shadowing, lane and parking design and overall community amenity contribution are being reviewed as part of the ongoing development permit.

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Following Calgary Planning Commission, notifications for a Public Hearing of Council will be posted on site and mailed out to adjacent landowners. In addition, Commission’s recommendation and the date of the Public Hearing will be advertised.

**IMPLICATIONS**

**Social**

The proposed land use district would allow for a wider range of housing types near transit and enable a more efficient use of the land and infrastructure.

**Environmental**

This application provides greater density in proximity to transit, 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.

**Economic**

Redevelopment of these sites would provide housing opportunity and support local business in the Kensington Business Revitalization Zone. The proposal provides additional opportunities for highly transit accessible housing options close to Downtown and other employment areas along the LRT line.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Proposed Direct Control District
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform