

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Sunnyside 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, is 15 metres wide by 36 metres deep and is currently vacant. A rear lane exists along its eastern boundary.

Surrounding development is characterized by a wide range of multi-residential, parks, major institutions and commercial developments. Immediately north of the site is a mix of multi-residential developments and vacant lots. Immediately south of the subject site is a low-scale, commercial development. The Sunnyside LRT station and a grocery store are less than 150 metres (a three-minute walk) from the subject site.

The subject site is also located within the Kensington Business Revitalization Zone (BRZ) which provides a wide range of retail destinations, community amenities and employment opportunities.

Riley Park is located immediately across 10 Street NW. 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 site. The site is located approximately 650 metres (an eight-minute walk) from the Bow River pathway system, connecting Sunnyside to downtown.

Community Peak Population Table

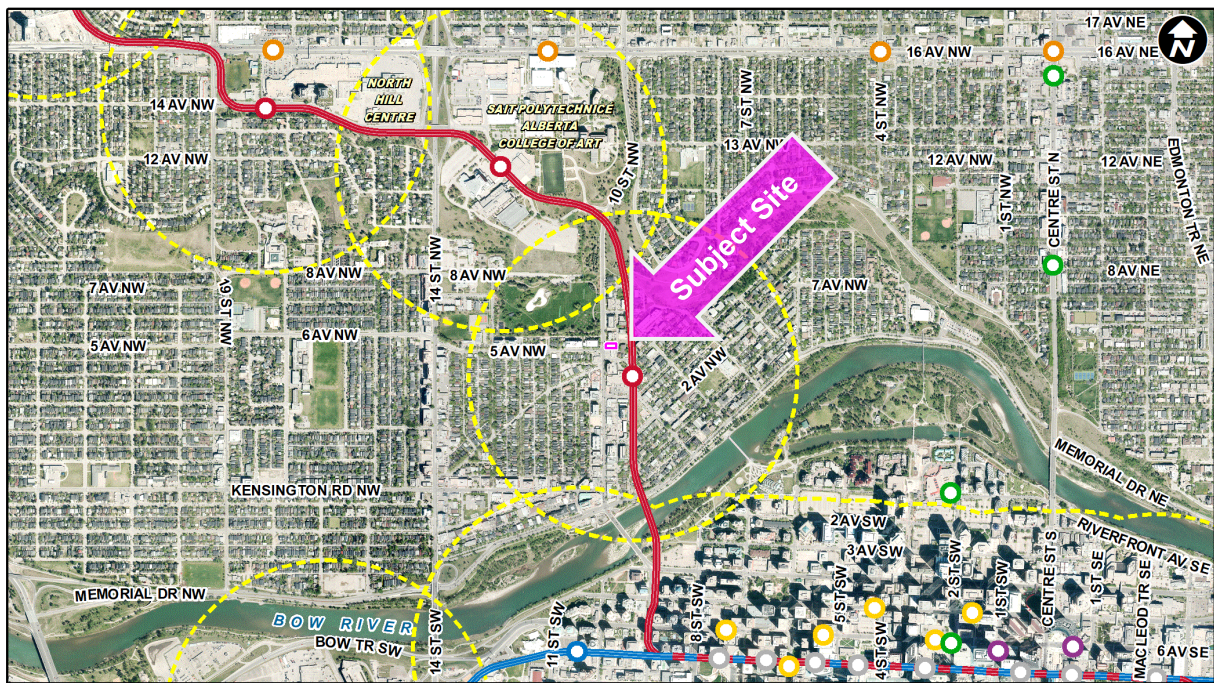
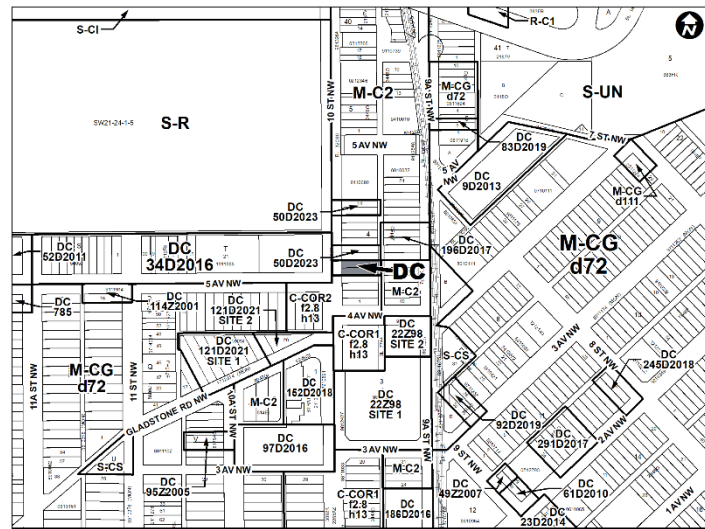
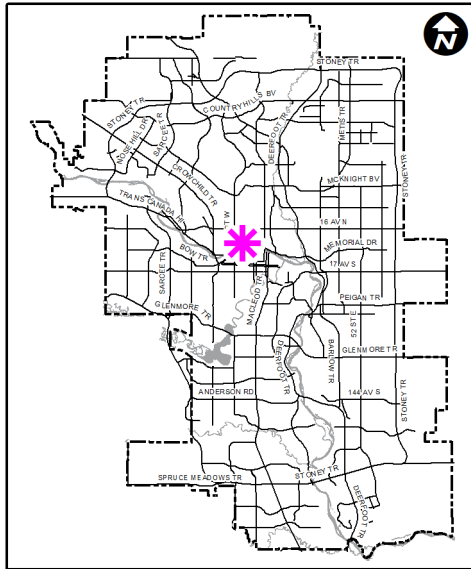
As identified below, the community of Sunnyside has experienced population growth and is currently at its peak population.

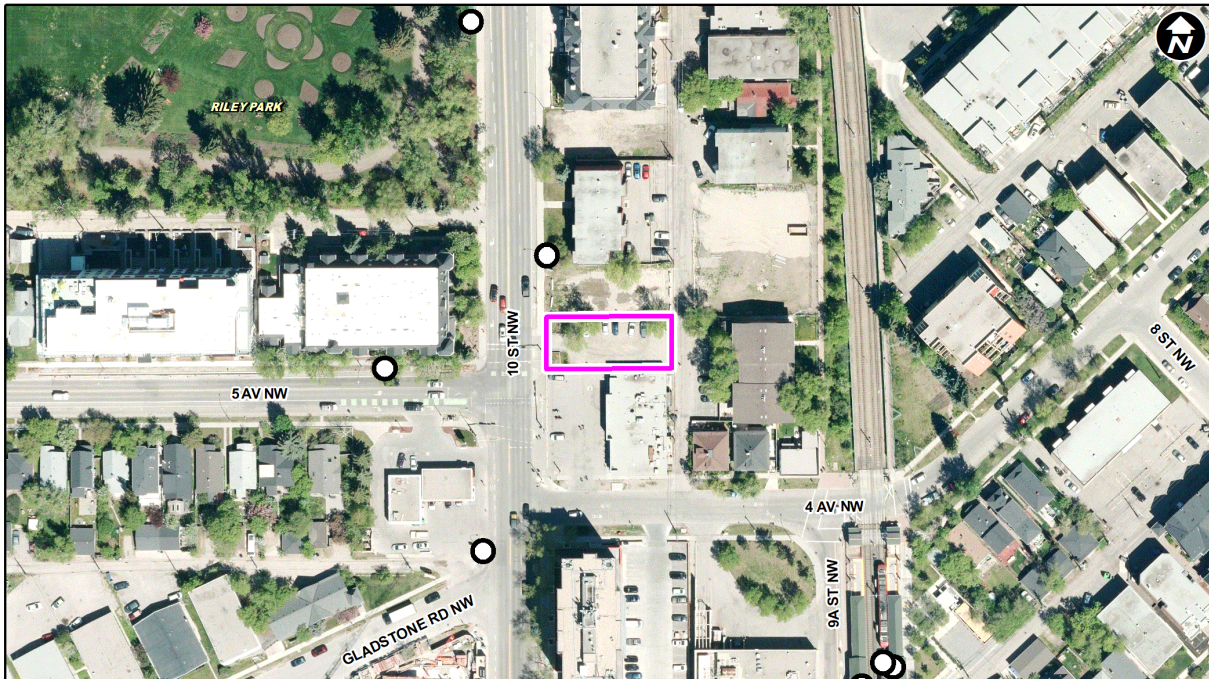
Sunnyside	
Peak Population Year	2019
Peak Population	4,230
2019 Current Population	4,230
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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 Multi-Residential – Contextual Medium Profile (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 Floor Area Ratio (FAR) of 2.5.

The proposed DC District is based on the Mixed Use – Active Frontage (MU-2) District and would allow for mixed-use development. The MU-2 District includes a list of uses which are restricted from being located on the ground floor of a development to encourage uses that activate the façade and public realm. The DC District proposes a maximum height of 26 metres and a maximum FAR of 5.0. The main purposes of the DC District are to:

- implement the bonus density provisions of the *Hillhurst/Sunnyside ARP*; and
- to establish transportation demand management (TDM) measures for a reduction in resident parking provision.

This land use amendment would also allow for 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 proposed in the DC 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); and
- provision of bicycle repair facilities.

This site represents an early example of a no or low on-site parking development outside of downtown and the East Village in Calgary. The proposed redesignation supports 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 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 the site is 2.5 FAR. The proposed DC district includes a potential density increase from 2.5 FAR to 5.0 FAR. Any floor area developed between 2.5 FAR and 5.0 FAR is subject to the density bonusing provisions. The 2023 bonusing rate is set at \$20.76 per square metre for additional density proposed.

Pursuant to 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. 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-2 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 proposed land use redesignation is supported by Administration. This redesignation is in alignment with the current policies of the *Hillhurst/Sunnyside ARP*.

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;
- mitigation of shadowing, privacy and overlooking; and
- site access and laneway improvements.

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

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 an un-protected active transportation link between the communities at the top of the Bow River valley, the river pathway system and ultimately downtown. The Calgary Transportation Plan (CTP) identifies 10 Street NW as an Existing On-Street Bikeway and is identified as priority on the Always Available for All Ages and Abilities (5A) Network.

The subject site is well served by Calgary Transit bus and LRT service. The site is 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).

The proposed land use amendment provides the opportunity for a development with no or low on-site parking. The [Calgary Parking Policies](#) sets out criteria that should be met for Administration to consider this type of development. The criteria require the development to:

- be located in an activity centre or corridor in close proximity to existing LRT or primary transit service;
- have publicly available surface or structured parking in the area;
- be located in an area with on-street parking management measures;
- for the developer to actively facilitate at least one alternative travel option for residents; and
- the completion of a parking study to determine potential parking impacts.

The proposed land use amendment and development context meet the first three locational criteria, the Direct Control district has clearly defined transportation demand management measures intended to actively encourage cycling as an alternate travel option as part of this application as outlined earlier in the report. The applicant has also provided a Parking Study that reviewed occupancy of nearby on- and off-street parking supply, and the incremental impacts of the recent no or low parking developments in the immediate area. The study concluded that the difference in bylaw required parking created by the four ongoing low-parking applications was adequately addressed through existing capacity in the on-street and off-street parking supply, the proximity to LRT and transportation demand management measures.

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 and staff parking, and the provision of loading stalls.

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 (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed 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 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.

Map 3.1: Land Use Policy Areas identifies this site as part of the Urban Mixed-Use area. The intention of this policy area is to provide opportunities for mixed use development with an active ground floor and the option for retail, office or residential development above.

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.

The proposed redesignation is in keeping with relevant ARP policies.

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.