

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Sunnyside on the west side of the LRT line that runs within the former 9A Street NW right of way between 4 Avenue NW and 5 Avenue NW. The site is approximately 0.14 hectares (0.35 acres) in area, is 38.1 metres wide by 36.6 metres deep, and is currently vacant. A lane exists along the site's western boundary, which provides the only means of vehicular access to the site.

Surrounding development is characterized by a wide range of multi-residential, parks, and commercial developments. Immediately north, south, and west of the site are multi-residential developments and vacant lots. The Bow to Bluff Corridor, and the LRT right of way are located directly east and adjacent to the site. The Sunnyside LRT station and a grocery store are less than 150 metres (three-minute walk) south 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 100 metres (two-minute walk) to the west of the site. The Bow to Bluff corridor is located directly adjacent to the site. Hillhurst Sunnyside Park is located within 600 metres (10-minute walk) of the site and is the location of the Hillhurst Sunnyside Community Association. Hillhurst School is located approximately 600 metres (10-minute walk) west from the site. The site is located approximately 650 metres (11-minute walk) from the Bow River pathway system, connecting Sunnyside to downtown.

Community Peak Population Table

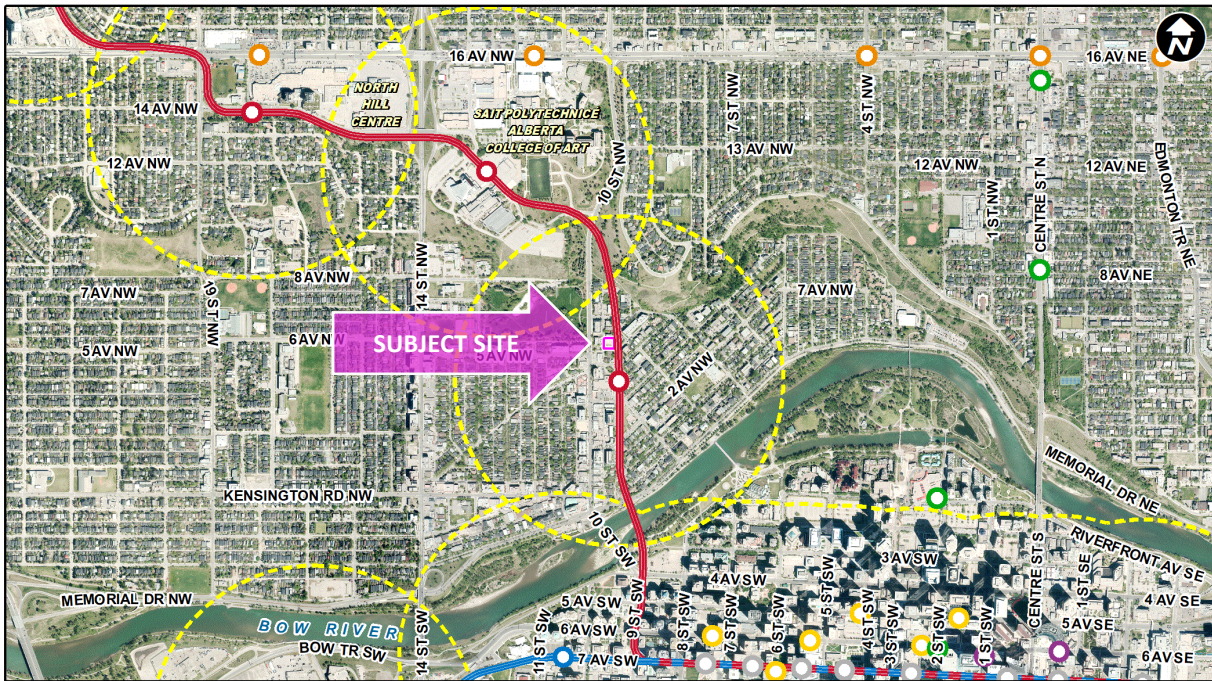
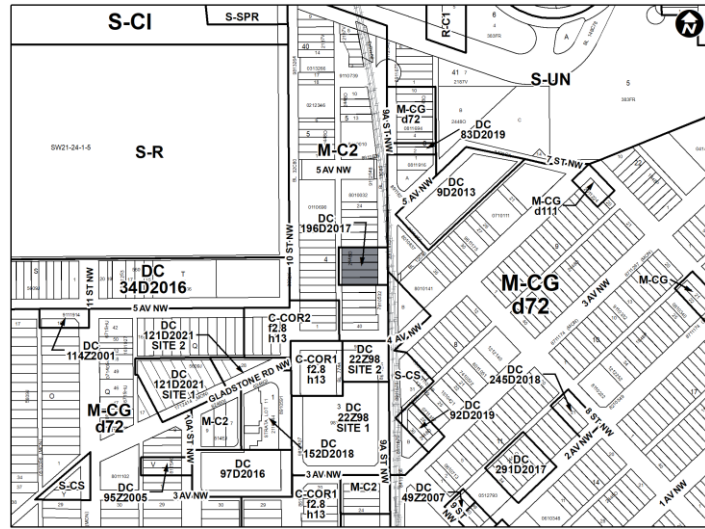
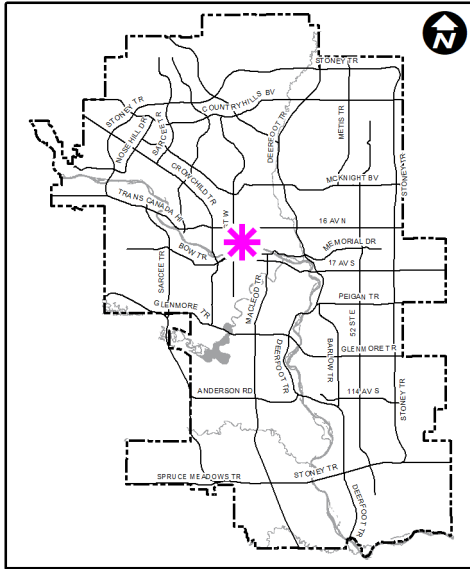
As identified below, the community of Sunnyside has experienced population growth and is currently at peak population.

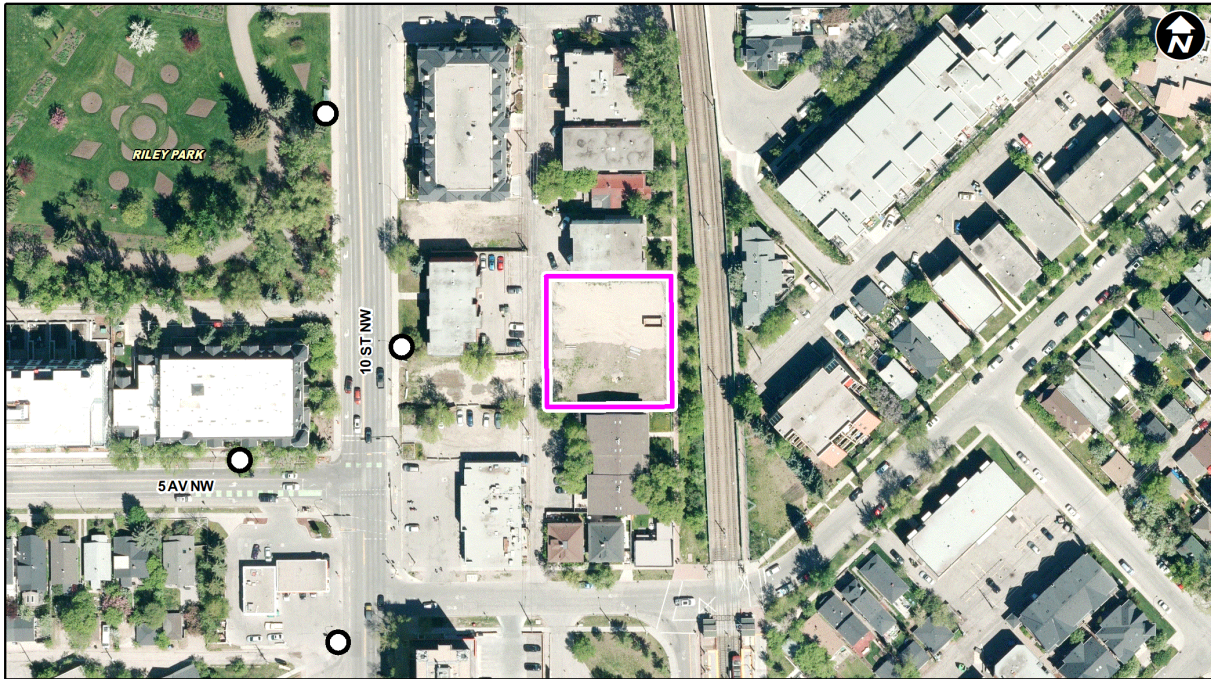
Sunnyside	
Peak Population Year	2019
Peak Population	4,230
2019 Current Population	4,230
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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

MOTION ARISING, Moved by Councillor Farrell, Seconded by Councillor Woolley, that with respect to Report CPC2017-192, Council direct Administration, at the Development Permit stage, and to the satisfaction of the approving authority, to:

- a) Work with the applicant to design and construct the Bow to Bluff vision for the 9a Street NW pedestrian corridor between 4 Avenue and 5 Avenue using the density bonus funds and voluntary funds associated with the subject application;
- b) Bring forward a request to the Hillhurst-Sunnyside Community Amenity Fund Administrative Committee for density bonus funds as required; and
- c) Facilitate the applicant's construction of the pedestrian corridor improvements at the same time as development construction.

Planning Evaluation

Land Use

The subject site is designated as a Direct Control (DC) District ([Bylaw 196D2017](#)) based on the Multi-Residential – High Density Medium Rise (M-H2) District. The rules of the DC District are intended to enable increased density on the site and implement the density bonusing provisions of the *Hillhurst/Sunnyside Area Redevelopment Plan (ARP)*. The DC District has a maximum height of 26.0 metres and allows for a maximum Floor Area Ratio (FAR) of 2.5. The maximum FAR may be increased to 5.0 through bonus provisions within the district. The proposed development is below the maximum height and FAR for the district. A public amenity

contribution is required to accommodate a FAR above 2.5 and a contribution to the Hillhurst/Sunnyside Community Amenity Fund is included within the approval conditions.

Development and Site Design

Site and Building Design

The proposed development is a six-storey multi-residential building consisting of a mix of one and two bedroom units, some of which are loft-style. A total of 71 residential units are proposed with a gross floor area of 5,918.81 square metres (63,711.63 square feet) resulting in a floor area ratio of 4.25.

At grade, the building responds to the unique constraints of the site being located adjacent to the LRT and Bow to Bluff corridor. Due to the site constraint of the LRT tracks, the primary entrance for the building is proposed to be from the rear lane to the west of the site. The entrance has been demarcated with a variation in color from the building to provide visual clues to the front door location. Along the west side of the building, the main floor also contains entrances to the bicycle room, waste and recycling, and the parkade entry. Individual patios are located along the south and eastern edges of the building.

Single storey dwelling units have been proposed on floors 2 – 5 of the building. The building massing has been broken horizontally by straight slab “extension” lines, with the balconies and window patterns providing visual interest. The sixth floor of the building is designed to have units with upper mezzanines to mimic a two-storey loft form. These lofts have been designed with oversized windows, and visually act as the roof or crown of the building.

The building materials are a combination of light and charcoal grey cementitious board panels. A coloured metal cladding has been used to demarcate the building entry and provide a visual cue to the entranceway.

Landscaping

A large triangular shaped courtyard has been provided on the building’s southeast corner. This space will allow for a physically separated private outdoor space, while providing a visual extension of the Bow to Bluff area. The plaza has been designed with a combination of planting and a concrete planter/seat wall to provide the soil retention for tree planting.

To facilitate construction, the applicant will be using the Bow to Bluff Corridor for construction staging. This is required as the lane is to remain open to provide fire access for the adjacent properties. Prior to completion of the project, the applicant will be required to restore the corridor to its original condition pre-construction. As noted in the conditions of approval, six trees within this corridor are to be removed and will not be replaced due to the significant utilities located in this area.

Urban Design Review Panel

The file was reviewed throughout the process by Urban Design and Open Space and reviewed by the Urban Design Review Panel (UDRP) on 2022 August 24. The UDRP was generally supportive of the application and appreciated the applicant’s positioning of the amenity space adjacent to the Bow to Bluff corridor. Additionally, they felt that the six-storey building scale integrated appropriately into the adjacent development in the area. The Panel did note that since the laneway will be the primary entrance to the site, opportunities and amenities that could activate this space were encouraged. While there are limited opportunities for laneway enhancement due to the Bicycle storage, waste and recycling, loading, and parkade entrance,

the applicant removed a parking stall to provide for class 2 bicycle parking and enhanced the entryway to provide visual interest along the rear lane.

Council Notice of Motion

At the 2017 June 12 meeting of Council, a notice of motion was passed directing administration to work with the applicant to design and construct the Bow to Bluff vision for the 9a Street NW pedestrian corridor between 4 and 5 Avenue NW. The funding was to come both from the density bonusing funds that were to be paid into the Hillhurst/Sunnyside Community Amenity Fund, as well as additional voluntary funds offered by the applicant to fulfil the vision.

Since the time of the land use approval, Bow to Bluff in this location has been funded and the project work completed. Staff explored additional options for the corridor including additional tree planting, corner bulges along 4 Avenue NW, and additional programming opportunities. Due to the significant utilities located within the corridor area (storm, sanitary, water, and Enmax), there was no opportunity for additional planting in the area. As well, the corner bulges were not feasible due to significant utility relocations and transit conflicts.

Due to the completion of Bow to Bluff and the lack of limited additional investment options in this area (based on the motion), administration's opinion is that the intent of the Council Motion has been satisfied. Administration is recommending that the application make the payment, in accordance with the ARP guidelines and Direct Control Bylaw, to the Community Amenity Fund which is standard practice for developments where density bonusing is contemplated. This is included as a condition of development permit approval.

Transportation

The subject site is well served by Calgary Transit bus and LRT service. The site is within 150 metres (three-minute walk) of the Sunnyside LRT station and several bus routes located along 10 Street NW (two-minute walk) including stops for Bus Route 4 (Huntington) and Route 5 (North Haven). Access to other bus routes is available in less than 700 metres (12-minute walk) including Route 104 (Sunnyside/University of Calgary), and Route 1 (Bowness/Forest Lawn). Pedestrian access to the site is provided via a walkway along Bow to Buff in the 9A Street Right-of-way. Vehicular access to the site is provided from the rear lane. A single storey underground parkade containing 32 parking stalls (including three visitor parking stalls) is accessed by vehicles from the rear lane. An additional two parking stalls have been provided at grade adjacent to the rear lane to meet the bylaw requirement of 34 stalls. A total of 72 Class-1 bicycle parking stalls have been provided through a combination of at grade (56) and underground parkade (16) stalls in secure locked rooms, which works out to 1 bicycle stall per unit. An additional 12 Class-2 bicycle parking stalls have been provided at grade. Recognizing the unique constraints of the site, a loading space has been provided on site running parallel to the western edge of the building. A parking study was submitted and reviewed. The parking study recommended providing a 1:1 ratio of class-1 bicycle stalls and the developments meets the bylaw residential parking requirement of 34 parking stalls. The study also concluded 3 visitor parking stalls are required to service this development.

This application requires that a portion of the rear lane will be paved to full depth asphalt. In addition, no parking signage will be installed on the rear lane recognizing that this is a fire route for the project.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary sewer and storm sewer mains are available to service the subject site. A water main upgrade is required for this proposal. Detailed development servicing will be determined at the Development Site Servicing Plan stage. Waste and recycling pick-up would be accessed from the rear lane.

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 development 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 greater housing mix and choice within the community and higher densities in proximity to the primary transit network.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has proposed the following two climate measures as part of the development permit application:

- targeting LEED Gold with the construction of the building; and
- three parking stalls (9% of the total) will have Level 2 charging for electric vehicles.

The site is also located 150 metres from the Sunnyside LRT station, which achieves the goals of increased density near transit.

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) 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.

The ARP also includes 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 application proposes a contribution to the fund for the bonus density above the base density of 2.5 FAR. Using the rate of \$20.76 (2023 amount), a contribution of \$50,551.43 is anticipated for the additional 2,435.04 square metres of buildable area.

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 Hillhurst and surrounding communities. Planning applications will be accepted for processing throughout the local area planning process and are reviewed using existing legislation and Council approved policy.

Land Use Bylaw 1P2007 and Direct Control District (196D2017)

Administration has reviewed the application against DC District ([Bylaw 196D2017](#)) and the Land Use Bylaw 1P2007. The table below notes proposed relaxations. Administration has reviewed each relaxation individually and considers each relaxation to be acceptable for the reasons outlined in the table below.

Bylaw Relaxations			
Regulation	Standard	Provided	Administration Rationale Supporting a Relaxation
550 General Landscaped Area Rules	(4) All landscaped areas, other than private amenity space, must be accessible to all residents of the development.	Plans indicate the landscape area on the second floor is not accessible to all residents of the development.	Supportable as it is meant to provide visual interest and would not support planting due to location on north side of building (in constant shade).
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	Plans indicate the landscaped area is 464.03sm (- 51.57sm) or 33.3% (-3.7%).	Supportable based on the unique site constraint and location next to the Bow to Bluff Corridor

	available reduction of 10.0% of the area of a parcel.		
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 343.48sm (+137.24sm) or 66.62% (+26.62%).	Supportable based on the unique site constraint and location next to the Bow to Bluff Corridor