

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Sunnyside, at the southwest corner of 9A Street NW and 3 Avenue NW. The site is comprised of a single consolidated parcel that is approximately 0.11 hectares (0.28 acres) in size. The site is approximately 29 metres wide at the east edge (facing 9A St NW), and 37 metres wide at the north edge (facing 3 Avenue NW). A rear lane exists along the western boundary of the site.

The northern portion of the site is currently occupied by [Wellington Terrace](#) (currently the Lunenberg Apartments), a two storey residential development that is listed as a historic resource on the [Inventory of Evaluated Historic Resources](#). The south portion of the site is currently developed as a 2.5 storey multi-residential building with surface parking in the rear.

The site is located within approximately 50 metres (a one-minute walk) from the Sunnyside LRT Station. A grocery store is located immediately to the north. The 10 Street NW Neighbourhood Main Street is located 80 metres (a one-minute walk) to the west and the Kensington Road Neighbourhood Main Street is located 350 metres (a five-minute walk) to the south, providing a variety of shops, services and amenities in easy walking distance. Bicycle lanes along 10 Street NW, 5 Avenue NW and 9A Street NW provide active transportation connectivity to the site.

The community has been actively redeveloping with several new buildings approved and constructed in the transit oriented development area in recent years. Surrounding development is generally characterized by a mix of commercial and multi-residential development. Three parcels to the south along 9A Street NW are designated as Direct Control (DC) Districts and accommodate multi-residential development of 8 to 9 storeys with maximum floor area ratios (FAR) of 5.0. One parcel located approximately 170 metres (a two-minute walk) northwest of the site is designated DC District and is occupied by an 11 storey apartment building (Riley Park Apartments), which is the tallest multi-residential building in the area.

The Bow to Bluff corridor is located directly adjacent the LRT line to the east, while Riley Park and Hillhurst Sunnyside Park, location of the Hillhurst Sunnyside Community Association, are located approximately 800 metres (a 10-minute walk) and 750 metres (a nine-minute walk) to the northwest, respectively. Hillhurst School is located approximately 850 metres (an 11-minute walk) northwest of the site. The Bow River pathway system is also located approximately 450 metres (a six-minute walk) to the south, connecting Sunnyside to downtown.

Community Peak Population Table

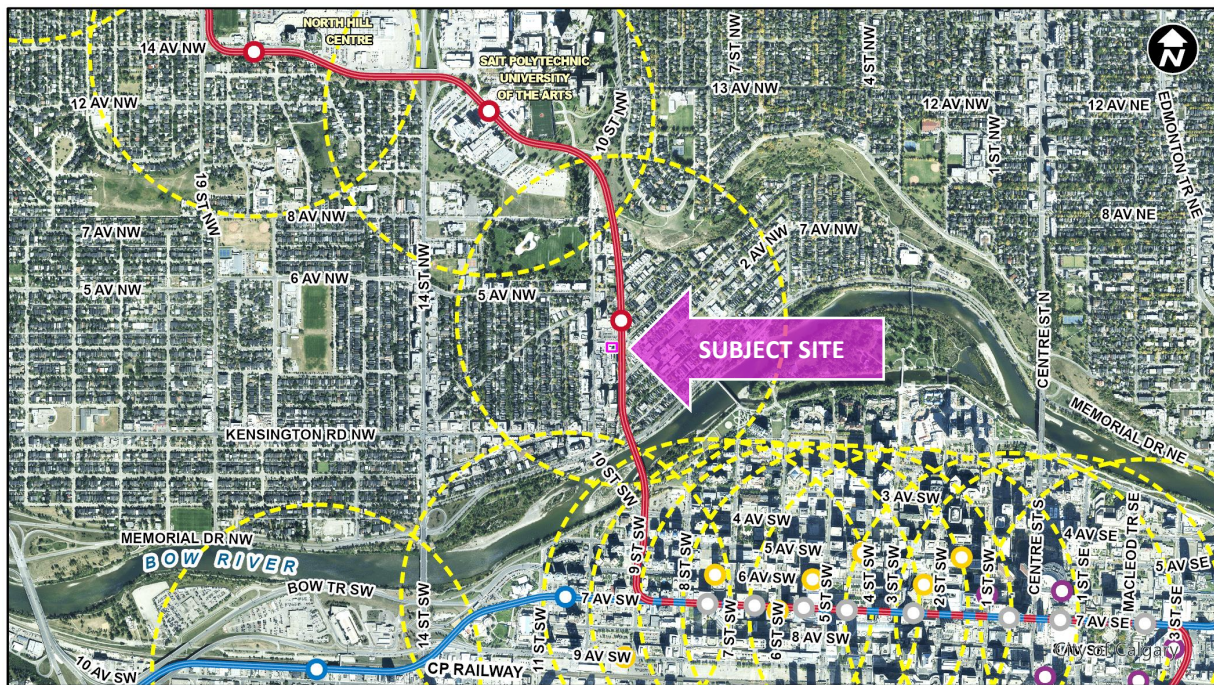
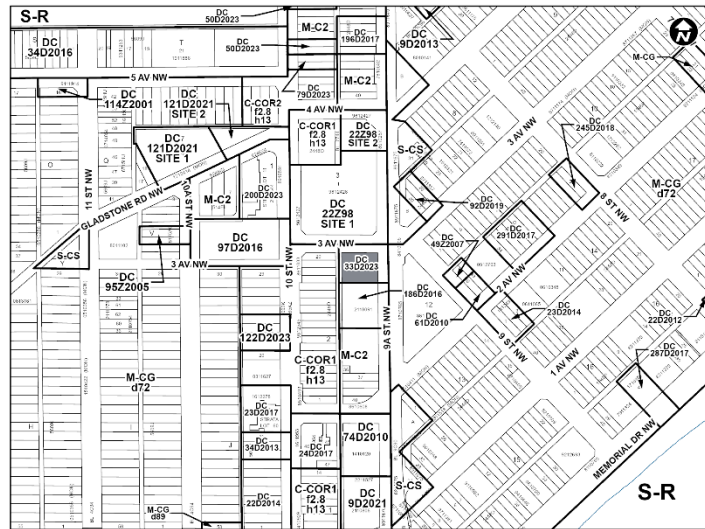
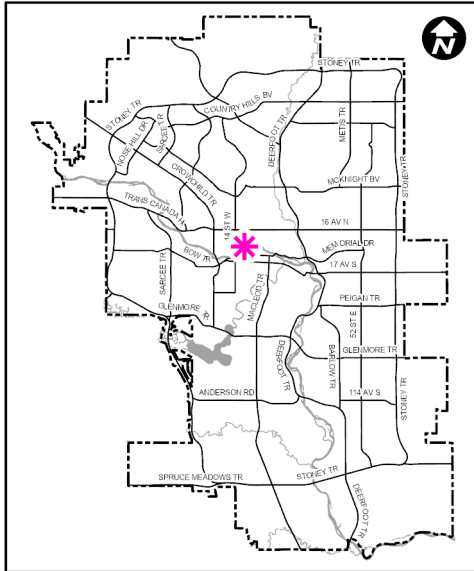
As identified below, the community of Sunnyside has experienced population growth and is currently at its peak.

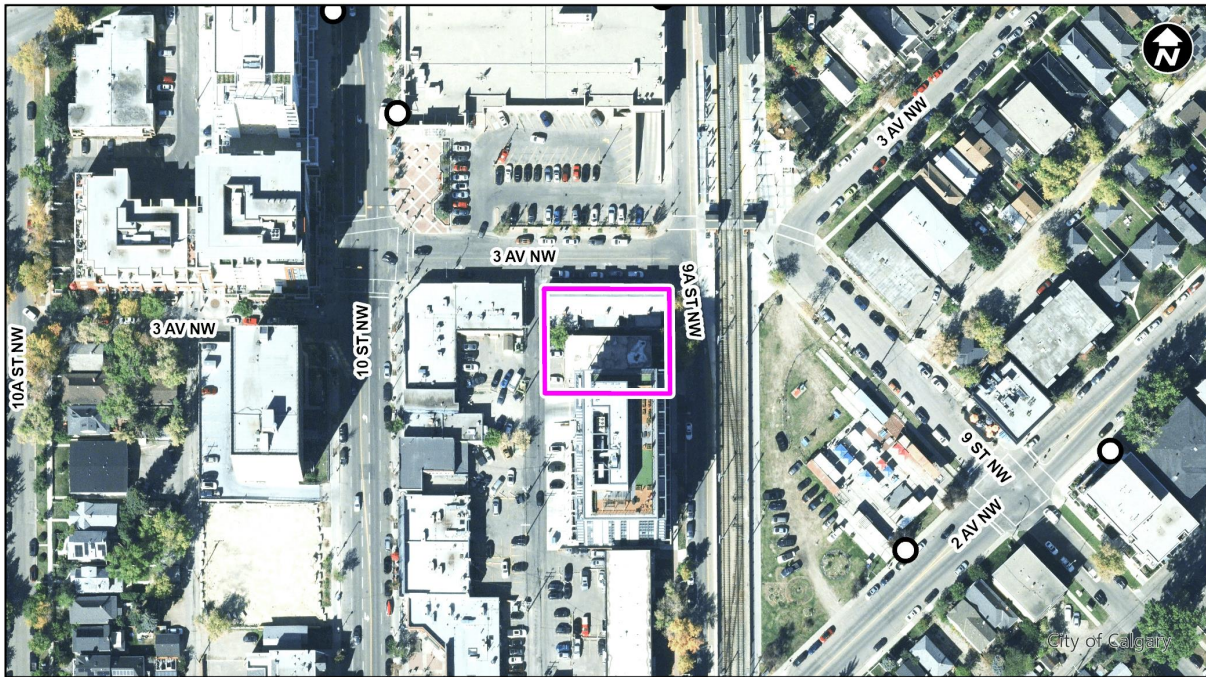
Sunnyside	
Peak Population Year	2019
Peak Population	4,230
2019 Current Population	4,230
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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 subject site is designated as a Direct Control (DC) District (Bylaw [33D2023](#)) based on the Mixed Use – General (MU-1) District. The DC District is intended to accommodate commercial and residential uses in a street-oriented building with either commercial or residential uses at street level. The main purpose of the DC District is to implement the bonus density provisions of the *Hillhurst/Sunnyside Area Redevelopment Plan (ARP)* and to establish Traffic Demand Management (TDM) measures for buildings with zero resident motor vehicle parking stalls. The maximum building height in this DC District is 50 metres.

The DC District allows for a maximum base floor area ratio (FAR) of 2.5, with the opportunity to increase to a maximum of 9.0 FAR through a contribution to the Hillhurst/Sunnyside Community Amenity Fund, which is included in the conditions of approval. Currently the bonusing rate is set at \$21.46 per square metre for additional density proposed between 2.5 FAR and 5.0 FAR, and \$102.59 per square metre for additional density proposed between 5.0 FAR and 9.0 FAR. The cash contribution rates are adjusted annually on January 1 by the Development Authority, based on the Statistics Canada Consumer Price Index for Calgary.

Development and Site Design

Site and Building Design

The proposed development is a 15-storey (50 metre) multi-residential building with a total of 158 residential dwellings consisting of a mix of studio, one-bedroom and two-bedroom units. A single level underground parkade provides vehicular and secured bicycle parking stalls.

Figure 1: Aerial view of development facing 3 Avenue NW and 9A Street NW



The north elevation of the building, which faces 3 Avenue NW, features the main entrance lobby and at-grade interior common amenity areas including fitness centre and resident lounge. Interior amenity areas are glazed to provide ground level activation along the length of the 3 Avenue NW frontage. The east elevation of the building, which faces 9A Street NW, features units with individual at-grade entrances and landscaped patios. These design features are complemented by building articulation and high-quality materials that create fine-grain visual interest at the pedestrian-scale.

Figure 2: 3 Avenue NW streetscape



Figure 3: 9A Street NW streetscape



Back of house functions (waste, recycling, and underground parkade access) are provided from the existing lane on the western edge of the parcel.

Building Materials

The tower portion of the building utilizes a mix of metal panels that offers slight variation in colour and finish to create texture and material interest. Balcony railings in powder coated bronze aluminum contrast the material palette with an expressive form that serves as defining element of the building design. The at-grade materials are brick, quartz, metal panel, and metal wood-look siding.

Public Realm and Outdoor Amenity Spaces

3 Avenue NW streetscape improvements on both sides of the roadway include widened sidewalks, curb extensions, and new wheelchair ramps that will improve the public realm. Over four meters of pedestrian space will be provided between the edge of curb and landscaped planters fronting the building. Street trees cannot be accommodated along the 3 Avenue NW frontage due to utility line assignments. Along 9A Street NW, existing sidewalk pavers will be replaced with a wider 2 metre concrete sidewalk buffered by existing street trees that are to remain. The semi-private realm along 9A Street NW is lined with outdoor patio spaces and soft landscaping elements facing each townhouse unit.

An indoor/outdoor rooftop common amenity is included providing lounge seating, dining areas and barbeque station.

Historical Significance

The proposed development includes the demolition of [Wellington Terrace](#), a two storey residential development that is listed as a historic resource on the [Inventory of Evaluated Historic Resources](#). The Inventory is a record of sites which have been assessed by civic partner [Heritage Calgary](#) according to Council-approved policy. Listing on the Inventory does not preclude demolition of a heritage resource (this requires designation as a Municipal Historic Resource, which must be requested by the owners of a resource) but does require that any new development include a commemorative/interpretive feature(s) to highlight the story of the heritage resource to be removed.

Through an iterative process between the applicant, Administration and Heritage Calgary, the plans have been amended to include the placement of a heritage plaque commemorating Wellington Terrace adjacent to the main entrance, facing 3 Avenue NW.

Urban Design Review Panel

The proposed development was reviewed by Urban Design and Open Space throughout the Development Application Review Team (DART) process and reviewed by the Urban Design Review Panel (UDRP) on 2023 October 4. Overall, the Panel endorsed the proposed design, noting that it successfully navigates the interface between similar scaled developments to the South and the more commercially focused to the North. The panel suggested refinements that generally encompass the following themes as part of their review:

- definition of the northwest corner at grade;
- improvement of the rear lane interface at grade, including increased transparency;
- interface between the building façade and adjacent curb; and
- material detailing.

In response to UDRP's comments and Administration's detailed review of the application, the applicant amended the building design to include additional window glazing at the northwest corner and along the rear lane. Additional lighting improvements have also been provided in the rear lane along with the identification of a proposed mural location. The applicant made additional refinements to the design, which are included in the applicant's response to the UDRP comments.

Transportation

Site Access and Traffic

Pedestrian access to the site is from the adjacent sidewalks on 3 Avenue NW and 9A Street NW, both of which will be widened for improved pedestrian access and comfort. As part of The Always Available for All Ages and Abilities (5A) Network, existing on-street bikeways are located on 5 Avenue NW, 3 Avenue NW, 10 Street NW, and 9A Street NW providing active transportation connections to downtown, SAIT and the river pathway system.

Bicycle Parking Facilities

The proposed development implements the two transportation demand management measures identified in the DC District to support zero resident motor vehicle parking: 160 Class 1 bicycle parking stalls are provided in the underground parkade at a rate slightly above one per dwelling unit and a bicycle repair room has also been provided. 16 Class 2 bicycle stalls are also provided within the 3 Avenue NW right-of-way adjacent to the development.

Transit

The site is well served by Calgary Transit bus and LRT service. The site is located within approximately 50 metres of the Sunnyside LRT Station and within 150 metres of several bus routes located on 9A Street NW and 10 Street NW including Route 104 (Sunnyside/University of Calgary), Route 4 (Huntington) and Route 5 (North Haven).

Motor Vehicle Parking

Vehicular access to underground parking and loading will be from the rear lane. The proposed development includes seven resident motor vehicle parking stalls, which exceeds the zero resident parking requirement of the DC District when transportation demand management measures have been implemented. The proposed development also includes 13 visitor stalls, which exceeds the ratio required with a 25.0 percent reduction for transit supportive development.

Curbside Management

There is a no-stopping zone along the site frontage on 9A Street NW. On-street parking along the south side of 3 Avenue NW is restricted to Residential Parking (Permit Zone L).

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm (deep) utilities exist adjacent to the site. Servicing requirements are being reviewed as part of the Development Site Servicing Plan (DSSP) application. A sanitary servicing study has been accepted by the Utility Specialist group and the downstream capacity is sufficient for this development.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendations aligns 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)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed development permit 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 support a mix of uses within a pedestrian-friendly environment served by the primary transit network. The MDP also identifies that Neighbourhood Main Streets should be developed with a minimum intensity of 100 people and jobs per hectare, with the highest densities occurring in close proximity to transit stops.

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

Calgary Climate Strategy (2022)

Increasing density by having more people live near the primary transit network helps achieve the goal of zero carbon neighbourhoods contained in the [Calgary Climate Strategy – Pathways to 2050](#). The proposed development also proposes 13 electric vehicle-capable parking stalls and includes a ratio of 1.0 secure bicycle parking stall per dwelling unit. These measures support Program F and Program G and will contribute to lowering emissions.

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. The subject site is located within the Medium-Density Mid-Rise area as identified on Map 3.1: Land Use Policy Areas. The intent of the Medium-Density Mid-Rise area is to allow for higher-density development in a street-oriented mid-rise format. The maximum building height prescribed in the ARP for the site is currently 50 metres (Map 3.3: Building Heights). Section 3.1.5 of the ARP includes provisions for bonus density, with the opportunity to increase the development site base floor area ratio (FAR) from 2.5 to 9.0.

The proposed development aligns with relevant ARP policies, as the development is a transit oriented multi-residential building under 50 metres and includes a contribution to the Hillhurst/Sunnyside Community Amenity Fund in exchange for the increased maximum 9.0 FAR.

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 are being accepted for processing during the local area planning process and are reviewed using existing legislation and Council approved policy.

Land Use Bylaw 1P2007 and Direct Control District (33D2023)

Administration has reviewed the application against DC District (Bylaw [33D2023](#)) 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
1335 Building Separation	(1) Where the widest dimension of a balcony faces a property line shared with another parcel, the minimum setback of a balcony from the shared property line is 4.0m.	Plans indicate multiple balconies located less than 4.0m from the South property line shared with another parcel.	Supporting rationale is accepted that demonstrates balconies have been strategically placed to ensure they do not project into the adjacent building and affect privacy. Relaxation will not unduly interfere with the amenities of the neighbourhood or affect the use, enjoyment, or value of neighbouring properties.
	(2) The façade of a building located above 23.0m from grade must provide a minimum horizontal separation of: (b) 5.5m from a property line shared with another parcel; and	Plans indicate the façade above 23.0m from grade (floors 8-15) is 4.81m (-0.69m) from the South property line shared with another parcel.	Supporting rationale is accepted that demonstrates functional distance between the newly constructed building to the south is 6m and exceeds bylaw intent. In addition, impacts are negligible, as the stepback requirement at 23.0m begins above the top floor of the existing building to the south. Relaxation is minor and will not unduly interfere with the amenities of the neighbourhood or affect the use, enjoyment, or value of neighbouring properties.
1338 Street Wall Stepback	Where the height of a building is greater than 23.0m measured from grade, the façade of the building within 6.0m of a property line shared with a street must have a horizontal separation from the portion of the façade closest to grade where: (a) the horizontal separation has a minimum depth of 2.0m; and	Plans do not indicate a minimum horizontal separation of 2.0m (that occurs between 7.5m and 23.0m in height) between the façade of the building within 6.0m and the portion of the façade closest to grade. It should be noted that this applies to portions of the North façade.	The north façade steps back at the first storey podium, below the 7.5m height requirement. Relaxation will not unduly interfere with the amenities of the neighbourhood or affect the use, enjoyment, or value of neighbouring properties.

	(b) the horizontal separation occurs between a minimum of 7.5m and a maximum of 23.0m measured from grade.		
1341 Rules for Dwelling Units Facing a Street	(2) The minimum height of the main floor of any portion of a Dwelling Unit located less than 3.0m from a property line shared with a street is 0.6m above grade.	Plans indicate the main floor heights of all Dwelling Units at grade on the East façade are less than 0.60m above grade.	Ground level units fronting the street have adequate landscaping and buffering to provide clear delineation of private vs. public space. Relaxation will not unduly interfere with the amenities of the neighbourhood or affect the use, enjoyment, or value of neighbouring properties.
122 Standards for Motor Vehicle Parking Stalls	(10) Minimum required motor vehicle parking stall dimensions must be clear of all obstructions, other than wheel stops and structural columns.	Plans indicate storm/sanitary encroachment into 10 visitor parking stalls and 7 resident parking stalls.	Parkade floor plan (DP200) includes encroachment detail for areas where mechanical equipment may be relaxed.
Bicycle Parking Stalls	16 bicycle stalls – class 2 required.	Plans indicate 0 (-16) bicycle stalls – class 2 on the subject parcel.	The 16 Class 2 bicycle stalls provided are not counted as they are located outside of the parcel within the City right-of-way. Bicycle stalls provided are accessible and convenient for users, and, as such, Administration supports a relaxation with the applicant entering into a license of occupation agreement (refer to Prior to Release condition #12).