

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Sunnyside, at the northwest corner of 9 Street NW and 2 Avenue NW. The site is approximately 0.36 hectares (0.89 acres) in size. The triangular site is approximately 79 metres long at the northeast edge (facing 9 St NW), 78 metres long at the southeast edge (facing 2 Avenue NW) and 106 metres long at the west edge facing the LRT tracks. The Bow to Bluff regional pathway is located along the west side of the site. The parcel is currently occupied by a temporary outdoor event space.

Surrounding development is generally characterized by a mix of low-density residential and multi-residential development. Parcels immediately northeast across 9 Street NW are designated as Direct Control (DC) Districts and accommodate commercial uses. Additional commercial uses are located 150 metres (a two-minute walk) to the west of the subject site along 3 Avenue NW and the 10 Street NW Neighbourhood Main Street. The Kensington Road Neighbourhood Main Street is located 300 metres (a five-minute walk) to the south, providing a variety of shops, services and amenities.

The site is adjacent to the Sunnyside LRT station. Riley Park is approximately 350 metres (a six-minute walk) northwest of the site. Hillhurst Sunnyside Park is located 850 metres (a 12-minute walk) northwest of the site and is the location of the Hillhurst Sunnyside Community Association. Hillhurst School is located approximately 900 metres (a 14-minute walk) northwest from the site. The site is also located approximately 400 metres (a six-minute walk) from the Bow River pathway system, connecting Sunnyside to downtown.

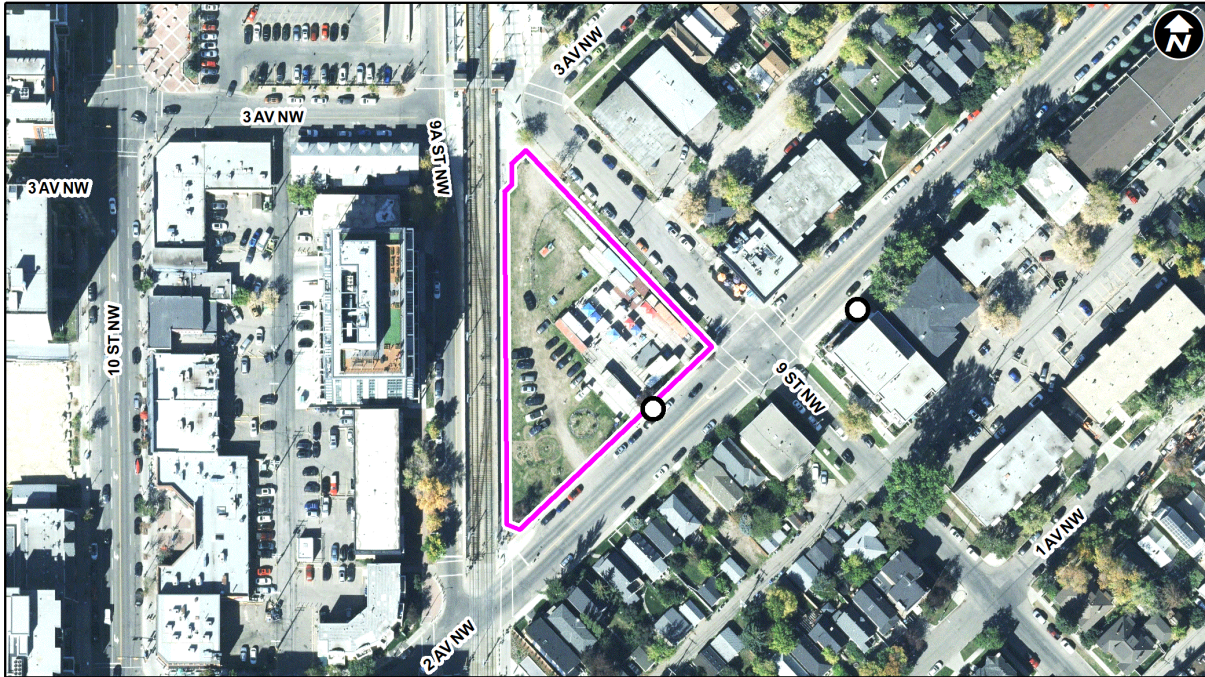
Community Peak Population Table

As identified below, the community of Sunnyside has reached its peak population in 2019.

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](#).



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Multi-Residential – Contextual Grade-Oriented (M-CGd72) District is a multi-residential designation in developed areas that is primarily for multi-residential development of low height and low density designed with some or all units having direct access to grade. The M-CGd72 District allows for a maximum building height of 12 metres and a maximum density of 72 units per hectare. Based on the subject site parcel area, this would allow up to 25 dwelling units.

The proposed DC District is based on the Multi-Residential – High Density Low Rise (M-H1) District and would allow for high density multi-residential development. A maximum building height of 26 metres and a maximum floor area ratio (FAR) of 4.0 is proposed. The DC District also proposes zero resident and visitors parking. The main purpose of the DC District is to implement affordable housing multi-residential development as a permitted use, allowing affordable housing to be constructed to the maximum density in accordance with the proposed amended bonus density provisions of the *Hillhurst/Sunnyside Area Redevelopment Plan (ARP)*, facilitate publicly accessible private open space and to establish Transportation Demand Management (TDM) measures for the parking reduction.

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. The objective of providing

affordable housing and publicly accessible private open space in accordance with the amended density bonusing framework is considered an innovation that justifies the use of a DC District. This proposal would allow for the applicant's intended development through the M-H1 District base, while also implementing affordable housing multi-residential development as a permitted use with publicly accessible private open space, zero motor vehicle parking and TDM measures. The same result could not be achieved using a standard land use district in the Land Use Bylaw 1P2007 (Bylaw 1P2007).

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

This application proposes zero resident and visitors parking. Administration is supportive of zero parking given the proximity to transit. TDM measures proposed by the applicant include a rate of at least one class 1 bicycle stall per unit in addition to the bike repair facility which the applicant has agreed to provide.

The Bow to Bluff Urban Design Framework identifies this site as an opportunity for affordable housing and a Central Corridor Civic Space. The proposed DC District facilitates publicly accessible private open space in alignment with the Bow to Bluff Urban Design Framework.

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, loading, waste and recycling facilities and site access. Although no development permit has been submitted, given the specific context of the site, additional items that will be considered through the development permit process include, but are not limited to:

- integration of the development with adjacent public realm;
- ensuring an engaging built interface along all frontages;
- providing high quality publicly accessible private open space for residents and the public;
- ensuring high quality finishes and materials are used that are consistent with the local architecture; and
- mitigating shadowing, privacy, and overlooking impacts.

Transportation

Pedestrian access to the site is available from the existing sidewalks on 2 Avenue NW and 9 Street NW. A regional pathway forming part of the Bow to Bluff corridor is located along the west side of the site. Existing separated bicycle lanes are available along 9 Street NW and 2 Avenue NW along the northeast and southeast sides of the site. The regional pathway and bikeways are part of the current 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 adjacent to the Sunnyside LRT Station and within 150 metres (a two-minute walk) to several bus routes

located on 2 Avenue NW, 9A Street NW and 10 Street NW including Route 104 (Sunnyside/University of Calgary), Route 4 (Huntington) and Route 5 (North Haven).

A Transportation Impact Assessment is not required for this proposal.

The Calgary Parking Policy 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 redesignation meets these criteria.

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. 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)

Administration's recommendation 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 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 Residential - Developed - Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The site is also situated on the boundary of the Neighbourhood Main Street typology (along 10 Street NW) to the west of the subject site. The applicable MDP policies encourage redevelopment of inner-city communities that is similar in scale and built form to existing development, including a mix of multi-residential housing such as townhouses and apartments. The MDP also states that sites within the inner-city area may intensify, particularly in transition zones adjacent to areas designated for higher density (i.e., Neighbourhood Main Street), or if the intensification is consistent and compatible with the existing character of the neighbourhood.

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

Calgary Climate Strategy (2022)

This application proposes the implementation of transit-oriented development with reduced motor vehicle parking, which aligns with the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). In particular Program Pathway H: Focus land use planning to prioritize zero emissions city design. Pathway H4.3 Consider viable options for removing and/or reducing motor vehicle parking minimums in residential areas, to allow for more compact development, more efficient use of land and encourage alternate modes of transportation. The application proposes a density increase in a transit-oriented development area and a reduction of parking minimums which can contribute to Green House Gas reduction.

Transit Oriented Development Policy Guidelines (Non-statutory – 2004)

The subject site is within 600 metres of the existing Sunnyside LRT station where the [Transit Oriented Development Policy Guidelines](#) are applicable. The proposed land use is in alignment with the guidelines as the higher density land use will optimize use of existing transit infrastructure and support a vibrant station area community.

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 ARP, 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 26 metres (Map 3.3: Building Heights).

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. A minor amendment to the ARP is required to allow provision of affordable housing and publicly accessible private open space as community contributions to achieve the maximum density of 4.0 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. The proposed land use is in alignment with the applicable urban form category and building scale modifier found in the draft Riley Communities Local Area Plan. Planning applications are accepted for processing during the local area planning process and are reviewed using existing legislation and Council approved policy.