

Background and Planning Evaluation

Background and Site Context

The subject site is located in the inner-city community of Sunnyside on the east side of 9A Street NW, north of 5 Avenue NW. The site is a single midblock parcel approximately 0.04 hectares (0.1 acres) in size and approximately 11 metres wide by 37 metres deep. The site is currently developed with a single detached dwelling and has rear lane access on the east property line.

Land use in the area is predominantly the Multi-Residential – Contextual Grade-Oriented (M-CGd72) District, with surrounding development ranging from single detached dwellings to low-rise multi-residential buildings. Lands to the south between 9A Street NW and 10 Street NW contain a mix of commercial, multi-residential and Direct Control (DC) Districts that have facilitated neighbourhood growth through a number of larger mixed-use and multi-residential projects.

The site is approximately 200 metres (a three-minute walk) north of the Sunnyside LRT Station. The 10 Street NW Neighbourhood Main Street is located approximately 180 metres (a three-minute walk) to the west and the Kensington Road Neighbourhood Main Street is located approximately 760 metres (a 12-minute walk) to the south, providing a wide range of retail, service and restaurant uses, including a supermarket within 375 metres (a six-minute walk) of the site. The site has good access to parks and open space. McHugh Bluff is located immediately east of the site across the lane and includes a playground, pathways and an off-leash dog area. The Bow to Bluff corridor runs along 9A Street NW from the subject site to Memorial Drive NW and provides recreational spaces as well as pedestrian and bicycle connections to the Bow River pathway system. Riley Park is located approximately 370 metres (a six-minute walk) to the west of the site.

Community Peak Population Table

As identified below, the community of Sunnyside 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 subject site is designated as a DC District ([Bylaw 83D2019](#)) based on the Multi-Residential – Contextual Medium Profile (M-C2) District. The DC District is intended to accommodate multi-residential development of medium height and density, and to implement the bonus density provisions of the *Hillhurst/Sunnyside Area Redevelopment Plan* (ARP).

The DC allows for a maximum base floor area ratio (FAR) of 0.72, with the opportunity to increase to a maximum of 2.5 through a contribution to the Hillhurst/Sunnyside Community Amenity Fund, which is included in the conditions of approval. The current bonusing rate is \$21.46 per square metre for proposed floor area exceeding the base FAR. This application proposes approximately 666.16 square metres of gross floor area, which includes 364.74 square metres of bonus density. This equates to a 1.59 FAR, or 0.87 FAR above the base, which results in a required contribution of \$7827.32. The cash contribution rates are adjusted annually on January 1 by the Development Authority, based on the Statistics Canada Consumer Price Index for Calgary.

The DC District has a maximum height of 16.0 metres but differs from the base M-C2 District by allowing for reduced building setback areas and specific rules for landscaped areas.

Development and Site Design

Site and Building Design

The proposed multi-residential development is comprised of two buildings, each three storeys (12 metres) in height, and includes a total of eight dwelling units. The front building is oriented toward 9A Street NW, and the rear building is oriented toward the lane and adjacent park. Each building contains four dwelling units, with two ground-level units and two larger stacked units above, accessed from the second level. Private amenity areas are located near each entrance in the form of patios and balconies, with additional balcony space provided for the upper units at the interior of the site. The four metres of space between the two buildings at grade is proposed to store eight bicycle stalls – class 1 and half of the waste carts, with the other half stored within an enclosure at the lane. Four bicycle stalls – class 2 are proposed, with two at the front of the parcel and two at the rear.

Urban Design Review

The proposed development was reviewed by Urban Design and Open Space (UDOS) throughout the Development Application Review Team circulation process. Due to the small scale of the proposed development in terms of size and dwelling units, the application was not referred to the Urban Design Review Panel for additional design input.

The UDOS review of the application identified several areas for improvement, highlighting the following concerns with the original design:

- upper units were accessed by common stairs in the courtyard and primary entrances were not visible from the public realm;
- amenity spaces were located in the courtyard, leaving at-grade patios covered by balconies and an overhead walkway connecting the upper units to the stairs; and
- building elevations were lacking adequate articulation.

In response to Administration's detailed review of the application, the applicant amended the building design to relocate unit entrances and amenity spaces to the front and rear of the site, and instead utilized the courtyard space for bicycle parking and waste storage. The building elevations were also improved, in particular the north elevation, which could not contain any glazing with its original proposed placement on the north property line.

Transportation

Pedestrian access to the site is available from the existing sidewalk on 9A Street NW. 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 Bow River pathway system.

The site is well served by Calgary Transit bus and LRT service. The site is located within 200 metres (a three-minute walk) of the Sunnyside LRT Station and within 370 metres (a six-minute walk) of bus service on 10 Street NW including Routes 4 (Huntington), 5 (North Haven) and 104 (Sunnyside/University of Calgary).

The site falls within Residential Parking Permit (RPP) Zone 'L' and on-street parking is available on the east side of 9A Street NW. Parking is restricted to permit holders on weekdays between 8:00 a.m. and 6:00 p.m.

A paved lane is available at the rear; however, the proposed development does not include vehicle access to the site, and the applicant has provided a parking study in support of the proposed zero parking. Administration accepts the findings of the study and considers the proposal appropriate without the need for transportation demand management measures beyond the required bicycle parking.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water and sanitary services are available to the subject site. Redevelopment of the site will require a storm sewer main extension. Servicing requirements will be reviewed by Water Resources as part of the Development Site Servicing Plan (DSSP) application.

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 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 land use typology as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). Neighbourhood Main Street policies encourage ground-oriented housing, low-scale apartments and mixed-use buildings with appropriate transitions from the higher activity main street to adjacent low density areas. The proposal is in keeping with relevant MDP policies as the development would provide for greater housing choice and increased density in an area with good access to amenities and 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 committed to providing conduits to allow for the future installation of solar photovoltaic panels for electricity generation, supporting Program D: Renewable energy – Implement neighbourhood-scale renewable energy projects of the *Climate Strategy*.

Hillhurst Sunnyside Area Redevelopment Plan (Statutory – 1988)

The subject site falls within the Transit Oriented Development (TOD) Area of the [Hillhurst/Sunnyside Area Redevelopment Plan](#) (ARP) and is subject to the policies within Part II of the plan. The site is located within the Medium Density land use policy area as identified on Map 3.1: Land Use Policy Areas, which is intended to accommodate a modest increase in density and offer a broader range of housing choice. The maximum building height in the ARP for the site is 16 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 0.72 to a maximum of 2.5.

The proposed development aligns with relevant ARP policies, as it would provide for medium density infill development and includes a contribution to the Hillhurst/Sunnyside Community Amenity Fund in exchange for additional floor area.

Riley Communities Local Area Plan (Proposed)

Administration presented the proposed [Riley Communities Local Area Plan](#) (LAP), which includes Sunnyside and surrounding communities, to the Infrastructure and Planning Committee on 2024 October 16. The proposed LAP will be presented to Council on 2024 December 03 with a recommendation for approval. The proposed development is in alignment with the applicable urban form category and building scale modifier for the subject site in the proposed LAP. Development applications are being accepted for processing while the project is in progress; however, applications are reviewed using existing legislation and Council approved policy only, including the existing ARP.

Land Use Bylaw 1P2007 and Direct Control District (83D2019)

Administration highlights one proposed relaxation to the Land Use Bylaw 1P2007 in the table below. Administration has reviewed the relaxation and considers it to be acceptable for the reasons outlined in the table below.

Bylaw Relaxations			
Regulation	Standard	Provided	Administration Rationale Supporting a Relaxation
558 Motor Vehicle Parking Stalls	(a) 0.625 stalls per Dwelling Unit (4 stalls*)	0	The site's location within a TOD area and near a Main Street reflects a reduced demand for vehicle ownership compared to most areas. The relaxation allows for the development to front onto the adjacent park space, improving the interface between the private and public realm, which is supported by ARP policy. A relaxation of the required 4 parking stalls would not unduly interfere with the amenities of the neighbourhood or affect the use, enjoyment, or value of neighbouring properties.

**The subject site qualifies for a 25.0 percent reduction of motor vehicle stalls as per Section 560.*