

Planning & Development Report to
Calgary Planning Commission
2019 June 20

ISC: UNRESTRICTED
CPC2019-0610

Development Permit in Hillhurst (Ward 7) at multiple addresses, DP2019-0680

EXECUTIVE SUMMARY

This development permit application was submitted by Casola Koppe on 2019 February 12 on behalf of the landowners John Eresman, Eric Adametz, Bradley Shyba and Bernard Necker. This application proposes a new multi-residential development including:

- 6 storeys (20 metres in height);
- a total of 79 residential units (35 one-bedroom, 40 two-bedroom and 4 three-bedroom units);
- a total of 72 parking stalls: 64 residential stalls, 8 visitor stalls; and
- a financial contribution to the local improvement fund in keeping with the bonusing provisions identified in the *Hillhurst / Sunnyside Area Redevelopment Plan* (ARP).

The proposed development is consistent with the *Municipal Development Plan* (MDP) and the *Hillhurst / Sunnyside ARP*.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed development permit application DP2019-0680 for a New: Multi-Residential Development (1 building) at 1116, 1122, 1124, and 1128 – 5 Avenue NW (Plan 5609J, Block T, Lots 8 to 14), with conditions (Attachment 1).

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

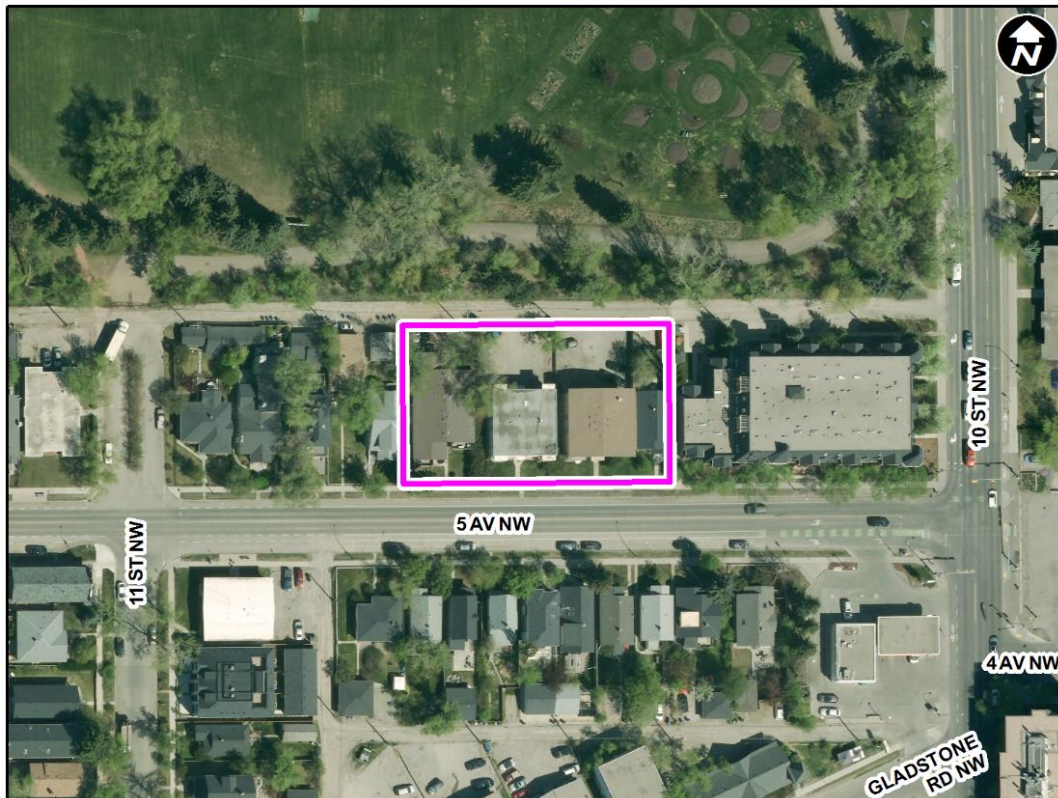
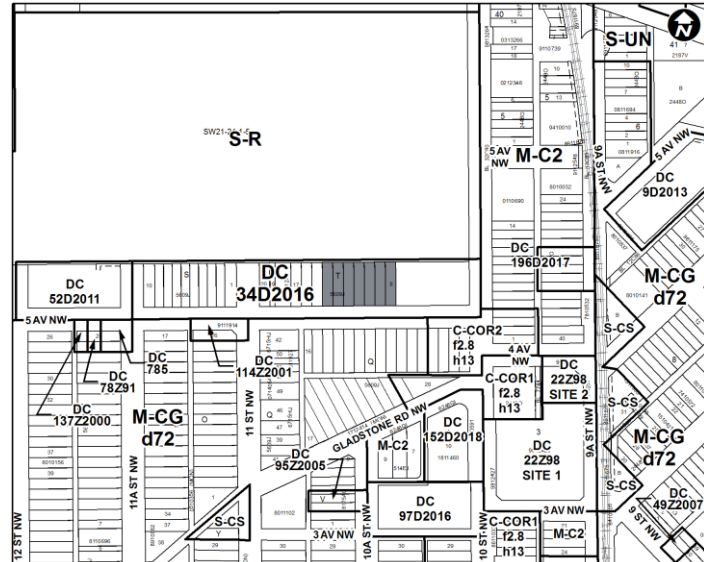
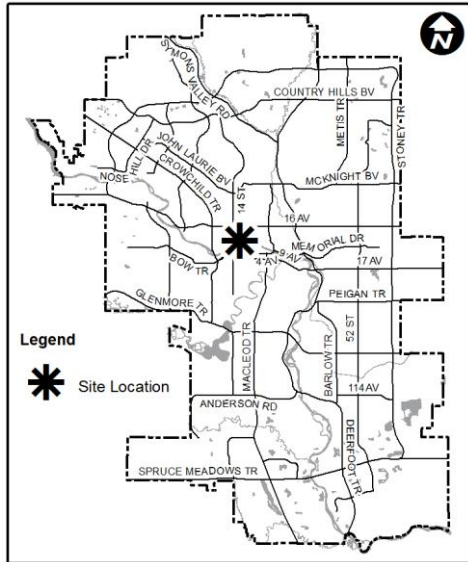
This development permit application (Attachment 2) was submitted to The City of Calgary on 2019 February 12 by Casola Koppe on behalf of the landowners John Eresman, Eric Adametz, Bradley Shyba and Bernard Necker to develop a multi-residential building.

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Location Maps



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Site Context

The proposal is located in the community of Hillhurst, north of 5 Avenue NW and west of 10 Street NW. The subject site consists of four separate parcels, and totals approximately 0.24 hectares (0.59 acres) in size with approximate dimensions of 64 metres by 38 metres. A rear lane exists along the north side of the site between the subject parcels and Riley Park. The eastern most parcel is developed with a single detached dwelling, and the remaining parcels to the west are developed with three, two and one-storey multi-residential buildings.

Surrounding development is characterized by a mix of single detached homes and multi-residential development, with Riley Park immediately north of the lane abutting the site. Single detached dwellings are immediately to the west and south, and townhouses attached to a four-storey apartment are located immediately to the east. Approximately 175 metres to the west (on the corner of 5 Avenue NW and 12 Street NW), an eight-storey multi-residential development consisting of two buildings and 100 units has been recently completed. The neighbourhood main street and commercial centre of 10 Street NW, providing local commercial and services, is 75 metres east of the site. The Sunnyside LRT Station is approximately 200 metres southeast of the site, and the Southern Alberta Institute of Technology and the Alberta University of the Arts are located to the north.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Land Use and Bylaw Relaxations

The subject site is designated DC Direct Control District (Bylaw 34D2016, Attachment 6) which is based on the Multi-Residential – High Density Low Rise (M-H1) District and allows for multi-residential development with a limited range of support commercial uses.

The DC District allows for a maximum height of 20.0 metres and a maximum floor area ratio of 4.0. The DC District also includes a rule for implementation of the bonus density provisions of the *Hillhurst / Sunnyside Area Redevelopment Plan* (ARP).

The proposed development generally complies with the land use bylaw with the exception of the relaxation noted below. This bylaw relaxation is supported by Administration as the development is a street-oriented multi-residential development which still meets the intent of the rules, and relaxation of the rule has minimal impact on adjacent developments.

Bylaw Relaxations		
Regulation	Standard	Provided
558 Parking stalls	(1)(c)(i) 0.9 stalls per unit	Plans indicate 64 (-8) residential stalls provided.

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Application Review

The initial design was presented to the Urban Design Review Panel (UDRP) on 2019 March 20 as part of the review of the development permit application. On 2019 March 28, a detailed team review of the development permit was sent to the applicant. Initial concerns with the proposed development included the interface with the rear lane, consideration of the public realm along 5 Avenue NW, potential shadowing of Riley Park, site lighting and perception of building massing.

On 2019 April 15, the applicant submitted revised drawings in response to comments received from the community, Administration and UDRP. While several items are still outstanding and need to be resolved prior to the release of the development permit (Attachment 1), the applicant addressed the majority of comments provided by UDRP and amended the plans to the satisfaction of Administration.

City Wide Urban Design

The proposed development was reviewed by the City Wide Urban Design team throughout the Corporate Planning Applications Group process. A number of revisions were requested with regard to enriching the pedestrian experience and landscaping, creating an appropriate transition to the back lane and Riley Park, improving the visual and material transition on the east elevation to the existing townhomes, site lighting and sun protection for south facing top floor units.

Through submission of amended plans, the applicant was able to address the comments raised by City Wide Urban Design. Front patios and plantings were reworked to further enhance the residential quality along 5 Avenue NW, patios in the rear were extended and provided with additional soft landscaping and the side elevations were enhanced with the addition of brick and windows.

Urban Design Review Panel

The application was presented to UDRP on 2019 March 20. UDRP's comments focused on perceived building massing along 5 Avenue NW and street presence.

Key comments from UDRP include:

- revisit building massing along 5 Avenue NW, specifically stepping back the upper two floors and a change in materials to emphasize separation;
- provide more varied use of colours already within the project palette;
- review treatment of the main entrance to provide variance and street presence, such as heightened entrance doors; and
- give further consideration of the outdoor area towards the rear lane.

UDRP comments are contained in their entirety in Attachment 3 together with the applicant's response. The applicant's rationale and the resulting additional revisions were deemed appropriate and sufficient.

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Site and Building Design

The resulting application proposes a six-storey multi-residential development with a total of 79 units. Of the 79 residential units, 35 are one-bedroom, 40 are two-bedroom and 4 are three-bedroom. The common entrance lobby fronts onto 5 Avenue NW and is defined by granite block and a steel canopy with wood grain soffit. A continuous street wall, with private patios and individual unit entries that provide consistent door openings and windows, helps establish a human-scale rhythm at street level. Private patios and individual unit entries are also provided along the rear of the building. Parking is provided underground, with access to the parkade from the rear lane, minimizing any vehicular disruptions to the public realm and pedestrian movement.

The building utilizes a variety of materials in a neutral colour palette, including white brick on the lower half of the building, metal siding in a dark grey for the lower and middle portions, and white architectural panel, glazing and navy spandrel panel on the upper floors. White architectural panel is used to lighten recessed portions of the façade in concert with wood grain soffits above the recessed balconies to provide warmth and a bit of colour. The selective use of navy blue spandrel adds an additional touch of colour throughout the building.

The south, east and west elevations of the building are stepped back at the fourth and sixth storeys, creating a sensitive transition to the buildings on either side, and reducing the overall bulk and massing of the building. In addition, the sixth floor incorporates glazing to further reduce the perceived massing by increasing transparency.

Landscaping and Public Realm

White brick planters containing a mix of shrubs, ornamental grasses, and mayday, lilac and pin cherry trees, alongside wrought iron fencing, delineate private patio space from the public realm. This offers a delicate balance between privacy for the residents and activation of 5 Avenue NW. Private patios are also provided at the back of the building with similar plantings. Enmax power poles located along the rear lane prevent tree planting abutting the northern edge of the property, as a 4.5 metre setback is required to avoid potential conflicts. A mix of shrubs and soft landscaping has been proposed in the 4.5 metre setback to soften the transition to the rear lane and provide private amenity spaces for ground floor units, in addition to a common amenity space at grade.

A roof top patio has also been proposed as part of the development. This provides for additional common amenity space for the residents and will have the ability to host larger groups or building functions. This amenity space will include several planters as well as a number of seating options and outdoor fireplace table.

Site Access and Parking

Vehicular access is provided from the lane, which will be paved in part (from the west property line to 10 Street NW) in conjunction with the development. Parking is provided for in an underground parkade, accommodating 64 residential stalls and 8 visitor stalls. There is sufficient provision of visitor stalls, but there is a shortfall of eight resident stalls based on land

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use bylaw requirements. The parking deficiency is supportable based on the parking study provided by the applicant; the provision of bicycle stalls above the land use bylaw minimum; and the proximity of the site to the Sunnyside LRT Station (200 metres), multiple bus routes, local employment, services and amenities.

The development provides 80 Class 1 bicycle parking stalls, 40 stalls above the minimum bylaw requirement, and 12 Class 2 stalls. Class 1 bicycle stalls are located on the parkade level, in proximity to the down ramp, and Class 2 stalls are provided for near the front entrance along 5 Avenue NW, as well as at the rear of the development. A bike repair / maintenance room is provided on the main floor with access directly from the outside of the building, as well as via an internal corridor.

Environmental

There are no environmental concerns associated with the site or this proposal.

Transportation

The area is well served by Calgary Transit with Sunnyside LRT Station approximately 200 metres walking distance and bus stops (Routes 4, 5, and 104) located nearby on 5 Avenue NW and 10 Street NW providing service to the downtown and the University of Calgary.

There is no on-street parking on the north side of 5 Avenue NW, immediately adjacent to the site. Eastbound and westbound bike lanes are included on 5 Avenue NW.

Utilities and Servicing

Water, and sanitary mains are available on 5 Avenue NW. A storm sewer main extension is required to service the site. A water main upgrade from 150 mm to 250 mm is required to support the development. All infrastructure upgrades are at the developer's expense. A Sanitary Service Study was submitted and reviewed by Water Resources with no upgrades required.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

The decision made by the Development Authority will be advertised in accordance with the *Municipal Government Act*. As this development permit is for a discretionary use, an appeal may be filed based on the decision on the entire permit, the decision to grant a relaxation, or any of the conditions placed on an approval.

Applicant led engagement for the development proposal occurred prior to the formal submission of this development permit application and included a dedicated project website (launched September 2018), flyer and letter deliveries on multiple occasions, a pop-up booth (October 2018, and January and February 2019), and an open house (held in November 2018). The

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applicant's community engagement synopsis is included in Attachment 4. Key themes that emerged from engagement included increased traffic and parking concerns, use of materiality, height, massing and site lighting. More information on what the applicant heard, and what they did can be found at www.fiveeleven.ca.

Comments from the Hillhurst Sunnyside Community Association in response to the original submission that was circulated 19 February 2019 are included in Attachment 5. Comments provided were generally positive, noting that purpose-built rental is a welcomed addition to the community. Key suggestions included using a warmer colour of brick / stone, reducing the vertical appearance of the building, reducing the height on the west side of the building and giving greater consideration to the public realm and laneway interface.

Administration received six letters generally in opposition to the application. Reasons for opposition are summarized below:

- existing buildings are rental properties that are in good shape and should be kept;
- building height and shadowing / loss of light for adjacent properties and Riley Park;
- overlooking and loss of privacy;
- increase in traffic and lack of parking in the area; and
- increase in noise, general disturbance, and strain on existing infrastructure.

Administration considered the relevant planning issues specific to the proposed development and has determined the proposal to be appropriate. The building conforms to the requirements of the DC Direct Control District, including height and floor area ratio and is in general alignment with the ARP. The building is stepped back at the fourth and sixth floors to minimize overlooking, shadowing and perceived building massing. The location of the site is in proximity to transit and local commercial, which supports reduced parking requirements. Infrastructure upgrades required to support the development have been identified and will be at the expense of the developer.

Strategic Alignment

This development permit proposal was evaluated based on its conformance to the applicable policy documents, summarized in the following sections.

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* (SSRP) which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed development builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

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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 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 calls for a modest intensification of the inner city, an area serviced by existing infrastructure, public amenities and transit.

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 and optimal use of existing infrastructure

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.

Density Bonusing

In 2012 November, Council approved an amendment to the ARP to include density bonus provisions which allow for a density increase to the maximum floor area ratio specified in the ARP. The density increase is subject to either a contribution to the Hillhurst / Sunnyside Community Amenity Fund or the construction of an urban design initiative. In this case, the applicant has chosen to contribute to the fund.

Map 3.2: Maximum Densities identifies the site in Area B and allows for an increase in the base density from a floor area ratio of 2.0 to a maximum of 4.0 through the density bonus provisions. The applicant proposes a floor area ratio of 3.0, which results in a required contribution of \$42,244.98 to the Hillhurst / Sunnyside Community Amenity Fund for the bonusing of 1.0 floor area ratio.

Social, Environmental, Economic (External)

Development enabled by this application has the potential to allow more Calgarians the freedom to choose to live, work, and meet their day-to-day needs in a location well served by existing infrastructure and in close proximity to services and transit.

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Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed development does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this application.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in alignment with applicable policies of the *Municipal Development Plan* and the *Hillhurst / Sunnyside Area Redevelopment Plan*. The proposed development has the potential to allow more Calgarians the freedom to choose to live, work, and meet their day-to-day needs in a location well served by existing infrastructure and in close proximity to services and employment.

ATTACHMENT(S)

1. Conditions of Approval
2. Development Permit Plans
3. Urban Design Review Panel Comments
4. Applicant Engagement Synopsis
5. Community Association Letter
6. DC Direct Control District Bylaw 34D2016