

Planning & Development Report to
Calgary Planning Commission
2020 November 05

ISC: UNRESTRICTED
CPC2020-1212

Development Permit in Hillhurst (Ward 7) at multiple properties, DP2020-3902

EXECUTIVE SUMMARY

This development permit application was submitted on 2020 June 25 by Riddell Kurczaba Architecture on behalf of the developer, Ocgrow Group of Companies and landowner B-V Automotive Ltd. This application proposes new mixed-use development consisting of:

- one 8-storey mixed-use building with indoor rooftop amenity space;
- retail and consumer service uses at-grade facing 14 Street NW with a floor area of 746.75 square metres;
- 172 dwelling units,
- 88 motor vehicle parking stalls; and
- 233 bicycle parking stalls.

The layout, design and integration within the existing streetscape and community were carefully considered during the review process. The proposal is in alignment with planning policy in the *Municipal Development Plan and Hillhurst/Sunnyside Area Redevelopment Plan (ARP)*. Urban design improvements are proposed to achieve a density bonus as per the ARP.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed Development Permit application DP2020-3902 for New: Dwelling Units, Retail and Consumer Service (1 building), Sign – Class B (Fascia Sign) and Sign – Class A (Address Sign) at 211, 217, 219 and 221 - 14 Street NW (Plan 6219L, Block 3, Lots 3 to 10), with conditions (Attachment 1).

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

Following a Public Hearing on 2019 December 16, amendments to the *Hillhurst/Sunnyside Area Redevelopment Plan (ARP)* and land use amendment to a DC Direct Control District ([Bylaw 227D2019](#)) were approved. The amended ARP and DC District allow for approval of mixed-use development at the subject site with a maximum floor area ratio of 5.0 and maximum height of 26 metres with density bonusing.

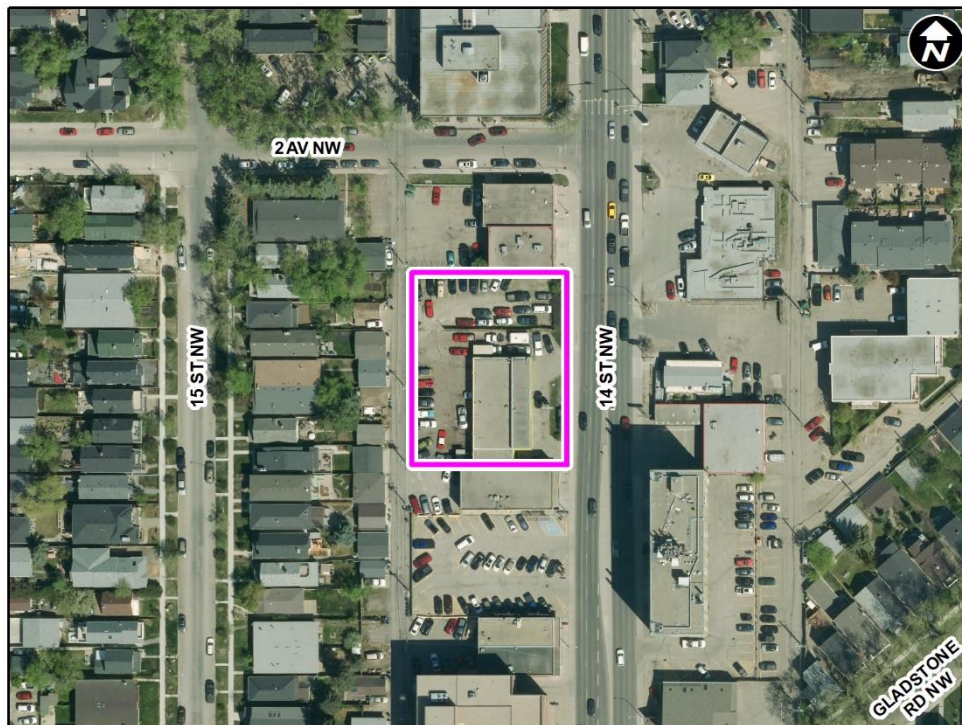
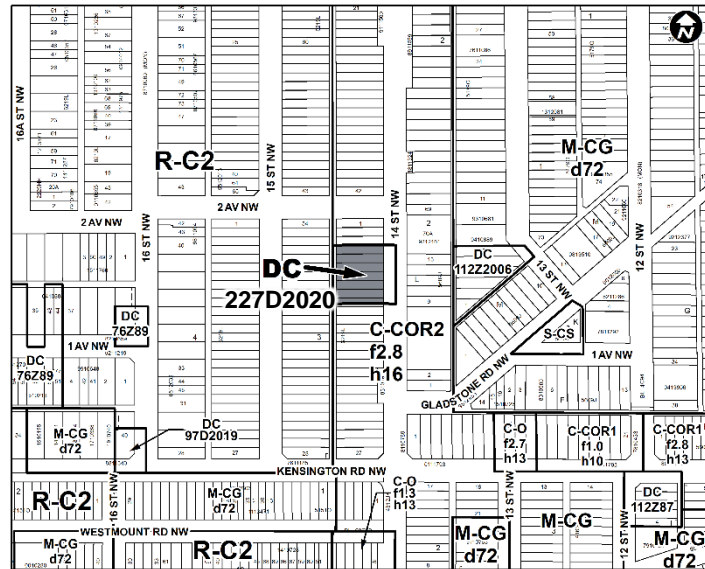
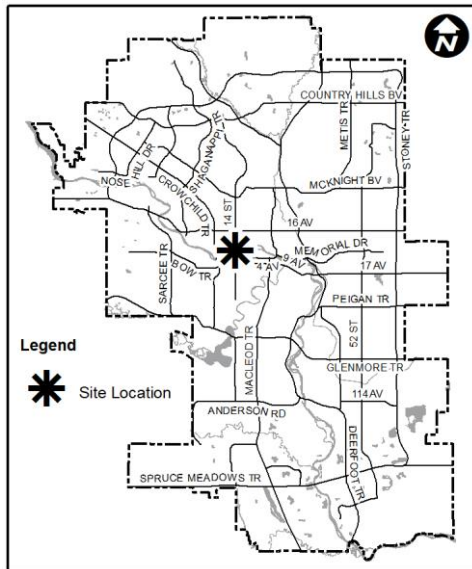
This application was submitted on 2020 June 25 by Riddell Kurczaba Architecture on behalf of the developer, Ocgrow Group of Companies and landowner B-V Automotive Ltd. The land use of the site is DC Direct Control District ([Bylaw 227D2019](#)). The DC District density bonus provisions allow for a floor area ratio increase from 2.8 to 5.0 subject to a contribution to the Hillhurst/Sunnyside Community Amenity Fund or urban design improvements.

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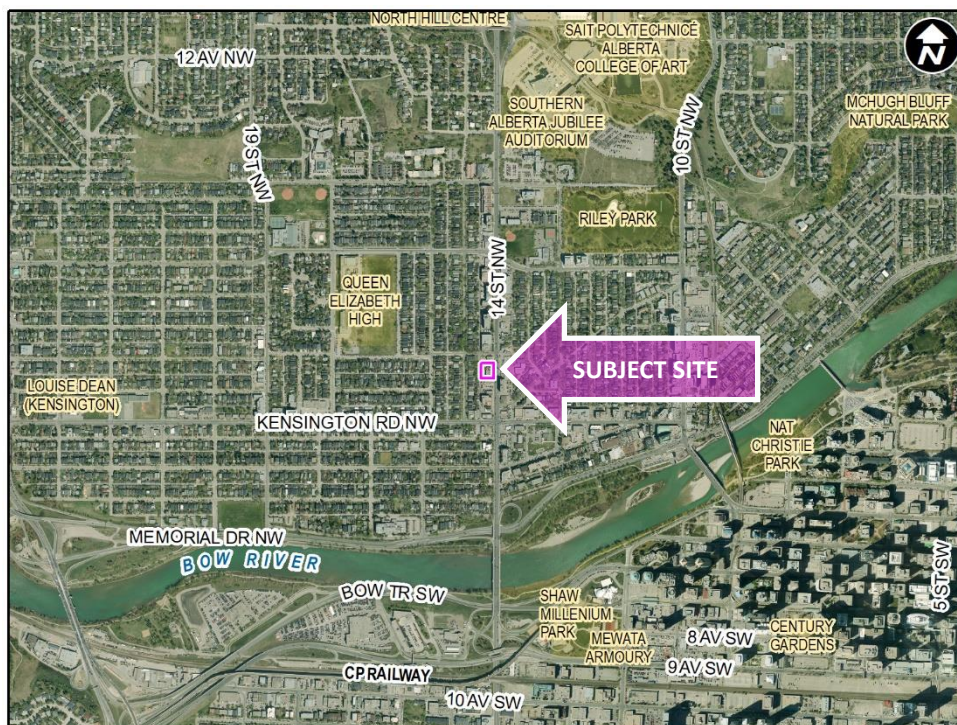
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Location Maps



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Site Context

The subject parcel is located on the west side of 14 Street NW in the community of Hillhurst. The walking distance from the subject site to the Sunnyside LRT Station is 1.1 kilometres (approximately 14 minute walk) and the site is 1.3 kilometres (approximately 17 minute walk) to downtown.

The site is currently occupied by a one storey auto-oriented use with an associated vehicle storage yard. The existing building on the site was constructed in 1958.

The site is surrounded by low density residential uses across the lane to the west, two-storey commercial and retail uses immediately north and south of the site, one storey eating establishments, a one storey auto oriented use and an eight storey mixed use building across 14 Street NW to the east. Existing development on the block to the north of the subject site includes a nine storey multi-unit residential building and a seven-storey multi-unit residential building.

As identified in *Figure 1*, the community of Hillhurst has seen population decline over the last several years after reaching its population peak in 2015.

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Figure 1: Community Peak Population

Hillhurst	
Peak Population Year	2015
Peak Population	6,737
2019 Current Population	6,558
Difference in Population (Number)	-179
Difference in Population (Percent)	-2.7%

Source: The City of Calgary 2019 Census

Additional demographic and socio-economic information may be obtained online through the [Hillhurst](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Land Use

The site is regulated by a DC Direct Control District ([Bylaw 227D2019](#)) that is based on the Mixed Use – Active Frontage District (MU-2) District.

Administration highlights the following relaxations to the Land Use Bylaw 1P2007. Administration has reviewed each relaxation and considers them to be acceptable for the reasons outlined in the table below.

Land Use Bylaw Relaxations			
Regulation	Standard	Provided	Administration Rationale Supporting a Relaxation
1385 Setback Areas	(2) Where the parcel shares a property line: (a) with a street or LRT corridor there is no requirement for a setback area.	Plans indicate floors 3-8 are 1.82m into the Road Right of Way setback. Plans indicate the underground parking structure is 1.25m m into the Road Right of Way.	Building within the road right of way setback are located with adequate clearance, 7.5 metres above grade and 3.0 metres below grade.
1335 Building Separation	(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	Plans indicate the North and South setback to the 8 th floor is 0m (-5.50m). Plans indicate the rooftop staircase is 0.39m (-5.11m) to the South property line.	Consistent building setbacks at the north and south property lines preferred over setbacks at the eighth storey. Rooftop amenity level includes setbacks.
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	Plans do not indicate a portion of the street facing façade stepped back 2.0m or greater.	Well articulated front building elevation facing 14 St NW.

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	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 (b) the horizontal separation occurs between a minimum of 7.5m and a maximum of 23.0m measured from grade.		
1343 Internal Access to Uses	The uses listed in the Residential Group of Schedule A to this Bylaw, with the exception of a Hotel, may only share an internal hallway with any other use in the Residential Group of Schedule A to this Bylaw, with the exception of a hotel.	Plans indicate the ground floor Retail and Consumer Service Uses share a hallway with the Dwelling Unit Uses.	Allows for improved internal access to the laneway facing residential units. Without hallway access, residents in the laneway housing would need to go outdoors to enter the underground parkade. Could result in laneway residential parking in the surface retail parking stalls.
Parking Stalls (min.)	13 Commercial Motor Vehicle Parking Stalls Required.	Plans indicate 10 (-3) commercial motor vehicle parking stalls are provided on site.	Alternate modes of transportation available.
	109 Residential Motor Vehicle Parking Stalls Required	Plans indicate 88 (-21) residential motor vehicle parking stalls are provided on site.	Alternate modes of transportation available.

Site and Building Design

This application proposes a new mixed-use building with active uses at grade facing 14 Street NW and residential units at grade facing the lane. Seven stories of dwelling units will be located above the ground floor. A rooftop common amenity area including fitness centre and indoor seating lounge will be developed for use and enjoyment by the building residents. The building plans include two levels of underground parking including space for storage lockers, pet grooming area, bike parking and bike repair station.

Surface parking stalls accessed from the lane are included for the commercial uses. Loading stalls, waste and recycling facilities, and ramp to underground parking are accessed from the lane. A parking layby is provided at 14 Street NW adjacent to the at grade active commercial uses.

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New boulevard trees, shrubs and patio furniture are proposed at the redeveloped sidewalk along 14 Street NW. A 2.0 metre clear pedestrian path is provided between tree grate and patio furniture locations.

Additional boulevard trees, street furniture and sidewalk improvements are proposed to the north of the site along 14 Street NW and 2 Avenue NW as urban design improvements to achieve bonus density to a maximum floor area ratio of 5.0. These proposed offsite improvements are shown on the landscape plans (Attachment 2).

City-wide Urban Design

Building and site design revisions have been made by the applicant in response to comments from the City-wide Urban Design Team. The City Wide Urban Design Team is supportive of the application as proposed.

Urban Design Review Panel

The development pre-application was reviewed by the Urban Design Review Panel and design recommendations provided by the UDRP (Attachment 4) have been included in the applicant's formal development permit application.

Transportation

At the land use redesignation stage a Transportation Impact Assessment was provided in support of the proposal; which was reviewed and accepted by Transportation Planning. The subject site is located adjacent to Transit bus service on 14 Street NW, including Route 65 (Market Mall / Downtown West) and Route 414 (14 Street Crosstown). In addition to this, the site is located approximately 1.1 kilometre walking distance from the Sunnyside LRT Station, Route 201 (Somerset / Tuscany).

Vehicular access to the site will be available from the rear lane; providing access to a proposed underground parkade along with several surface parking stalls.

The parcel is subject to the Bylaw setback for public realm enhancements. The CPAG team and the applicant group coordinated a mutually beneficial solution which included a partial underground encroachment of setback area to facilitate portions of the parkade and foundation while maintaining the above-grade setback for the benefit of pedestrians and for public realm enhancements. The above-grade setback is defined through a public access easement for the benefit of public sidewalk users.

Construction drawings were submitted to review proposed developer-initiated changes to 14 Street NW and the rear lane. Generally speaking, these drawings are required to implement a new parking lane (layby) on southbound 14 Street NW adjacent to the site for the benefit of the retail uses. The construction drawings also address the proposed paving of the rear lane; as required by Waste & Recycling services.

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The proposed changes to 14 Street NW were reviewed by the City's Main Streets team; who accepted the current proposal with an acknowledgement that the 14 Street NW cross section is subject to further revisions based on the ultimate streetscape to be established by Main Streets.

Environmental Site Considerations

A Phase 3 Environmental Site Assessment was provided with this application stating that an underground storage tank was removed and the remedial activities were successful.

Utilities and Servicing

Water, sanitary sewer and storm sewer mains are available to service the subject site. A Development Site Servicing Plan (DSSP) is required to be submitted prior to the release of the development permit.

Climate Resilience

The proposal makes an effort to support energy conservation through an automation approach based on ALEXA smart building systems. The approach to building automation has some potential to reduce energy use in the building by establishing a platform where energy consumption information is readily available to users and closer integration with energy providers is possible. It should be noted that only electricity consumed by electrical devices will be measured, and energy consumed for space heating or hot water will not be measured, leaving a significant component of the energy mix unmonitored. Although the effort to deploy future oriented technologies may deliver modest energy savings is commendable, the opportunity to plan for future charging of electric vehicles in this building appears to be a significant missed opportunity.

Stakeholder Engagement, Research and Communication

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

Comments were provided by two adjacent residents. Concerns included: waste and recycling operations, loading stall and rear surface parking stall noise, lane traffic, layby safety, rooftop amenity space noise, traffic calming on 15 Street NW and 2 Avenue NW requested and potential of reflective glare from windows. Administration considered the relevant planning issues raised and has determined the proposal to be appropriate.

The applicant held an online public open house for the project on 2020 June 30. A presentation was provided by the applicant, followed by a question and answer session (Attachment 5).

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The Hillhurst Sunnyside Planning Committee (HSPC) was circulated as part of this application and a letter was received in response (Attachment 3). Topics discussed within the letter include: the proposed development setting the tone and precedent for quality future redevelopment on 14 Street NW, high standard of urban design required with density bonusing and offsite improvements as an opportunity for incremental improvement.

Administration considered the relevant planning issues raised by the letters from adjacent residents, the applicant-led engagement and letter from the HSPC. The rooftop amenity area is setback from the edge of the roof to mitigate noise concerns. Surface parking, loading stalls, waste and recycling facilities meet City standards as proposed and the laneway facing residential units will assist in moderating noise from laneway operations. The high quality building design and off-site urban design improvements set a positive tone for further redevelopments along 14 Street NW.

Strategic Alignment

Administration considered the proposal against relevant planning policies listed below and found the proposal to be acceptable.

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.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#). This development permit builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure and establishing strong sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is identified on [Map 1: Urban Structure Map](#) of the [Municipal Development Plan](#) as being within the Neighbourhood Main Street Area. Neighbourhood Main Streets are typically located along Primary Transit Network within the Inner City and have a strong historical connection to the communities they abut. They are the “main streets” for one or more communities, providing a strong social function and typically support a mix of uses within a pedestrian-friendly environment. The application is in alignment with the main street planning direction as it provides for increased population and jobs near transit.

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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), approved by Council in 2009 February. The subject site is situated in the area identified as Regional Mixed-Use on the Land Use Policy Area Map of the ARP. New mixed-use development in a multi-storey format with residential uses above the street level is strongly encouraged. The proposed development complies with the policies of the ARP.

In 2012 November, Council approved an amendment to the *Hillhurst/Sunnyside Area Redevelopment Plan* to include density bonus provisions, which allow for a density increase up to the maximum floor area ratio specified in the Area Redevelopment Plan. The density increase is subject to a contribution to the community amenity fund or provision of an urban design improvement. At this time the applicant intends to work with Administration to design and potentially construct improvements including street trees, public seating and sidewalk improvements north of the subject site at 14 Street NW and 2 Avenue NW.

Climate Resilience Strategy (2018)

The [*Climate Resilience Strategy*](#) identifies programs and actions intended to reduce Calgary's greenhouse gas emissions and mitigate climate risks. The efforts to establish a whole building platform where electricity consumption information can be tracked supports Climate Mitigation Program 2 related to 'Energy Consumption Information' and improved energy literacy.

Social, Environmental, Economic (External)

The proposed development allows for greater density, including more housing and job opportunities within a walkable community close to transit, and as such, the proposed change may add to the vibrancy of the Neighbourhood Main Street and active street environment.

Financial Capacity

Current and Future Operating Budget

There are no other known impacts to the current and future operating budgets.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns.

Risk Assessment

There are no significant risks associated with this proposal.

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REASON(S) FOR RECOMMENDATION:

The proposal is in keeping with the applicable policies of the Municipal Development Plan and the vision of the Hillhurst/Sunnyside Area Redevelopment Plan. Given that 14 Street NW is identified as a Neighbourhood Main Street, the proposed development will utilize an under-developed parcel in the inner city for a higher use while still respecting the low density context adjacent to the site.

ATTACHMENTS

1. Conditions of Approval
2. Development Permit Plans
3. Community Association Letter
4. Urban Design Review Panel Comments
5. Open House Summary