

# Background and Planning Evaluation

## Background and Site Context

The proposed development is located in the northwest community of Hillhurst, on the west side of 10 Street NW. The subject site, which is an irregular, triangular shape, is approximately 0.37 hectares (0.91 acres) in size.

The site consists of five parcels which are currently developed with four apartment buildings and the historic Hillhurst Baptist Church, which has most recently been used as a commercial space. A rear lane exists along the northern boundary of the site. To the south is multi-residential development, while single detached dwellings are to the west and north of the site. To the east is the 10 Street NW Neighbourhood Main Street.

The Sunnyside LRT Station is 150 metres (3 minute walk) from the subject site. Cycle tracks along 10 Street NW, 5 Avenue NW and 9A Street NW provide active transportation connectivity to the site. The 10 Street NW Main Street provides local commercial uses and services. Riley Park is 100 metres to the north while McHugh Bluff is 300 metres to the northeast.

## Community Peak Population Table

As identified below, the community of Hillhurst reached its peak population in 2015.

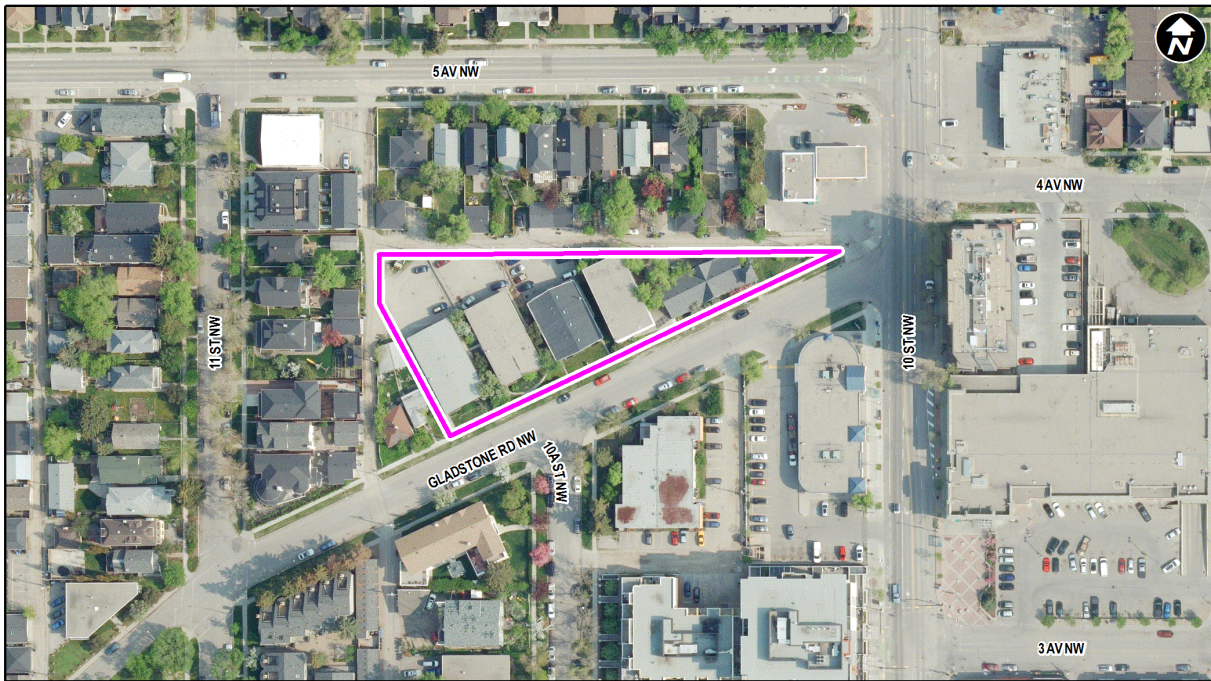
<b>Hillhurst</b>	
Peak Population Year	2015
Peak Population	6,737
2019 Current Population	6,558
Difference in Population (Number)	-179
Difference in Population (Percent)	-2.7%

Source: *The City of Calgary 2019 Civic Census*

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







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject site currently includes the M-CG and C-COR2 f2.8h13 Districts. The M-CG parcels are on the western portion of the site and consist of the apartment buildings. The C-COR1 District is on the east side of the site where the Hillhurst Baptist Church is located.

The proposed DC District (Attachment 4) will allow for multi-residential development while conserving the Hillhurst Baptist Church. The rules of the DC District are intended to enable increased density on the development site in exchange for the designation of the Hillhurst Baptist Church as a Municipal Historic Resource and completion of improvements to the historic building. This method for achieving additional density is outlined in the *Hillhurst/Sunnyside ARP*. The base floor area ratio of the development site is 2.0 – a floor area ratio of 4.0 can be achieved through the formal designation of the church. Significant upgrades to the building are also required before the Church can be designated as such.

The proposed DC District is based on the Mixed Use - General (MU-1) District. This District allows street-oriented developments with opportunities for a mix of residential and at-grade commercial uses and provides compatible transition with surrounding developments. In accordance with the MU-1 District, a parking ratio of 0.75 stalls per unit is to be provided.

The DC District consists of two sites (Site 1 and Site 2). Site 1 allows for the development of a six-storey building, while Site 2 is intended for conservation of the Hillhurst Baptist Church.

With bonus density included, Site 1 would allow a maximum building floor area of approximately 12,108 square metres with a maximum height of 20 metres (approximately 6 storeys). Site 2 has a maximum height of 13 metres and floor area ratio of 1.0. These numbers capture the existing built form of the church building. Listed commercial uses of the MU-1 District have been maintained to provide flexibility in commercial uses that are to be provided in the Hillhurst Baptist Church space.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 7, 10 and 13 of the DC. 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.

### **Development and Site Design**

If approved by Council, the rules of the proposed DC District and the policies of the *Hillhurst /Sunnyside ARP* (as amended) will enable a six-storey development as well as conservation of the historic Hillhurst Baptist Church.

A development permit for the site (DP2020-6663) was submitted on 2020 October 20. It proposes a six-storey 150-unit multi-residential development (Attachment 7). Once the review is complete, the development permit will be presented to CPC for decision. The application has been reviewed by the Urban Design Review Panel (UDRP). Overall, UDRP noted that the double-courtyard design breaks up the mass of the building, was supportive of the condition at street level, encouraged greater lane activation and encouraged increased stepbacks of upper floors to reduce the mass of the building. Some of these changes have been addressed while others are being considered as part of the development permit review process and revisions to the development permit application. Further review by UDRP may be required in advance of a CPC decision on the DP.

The six-storey development will be residential in nature and will not provide commercial uses at grade. The rules of the base MU-1 District will provide guidance for the development of the site. The MU-1 District includes specific chamfer rules for parcels that share a lane with adjacent lower density land use districts, which require stepbacks on upper floors of the building. All parcels sharing a lane with this site are designated M-CG District, to which the chamfer rules apply. A stepback of the sixth floor has therefore been included in the development permit proposal.

The proposed development includes two courtyards facing onto Gladstone Road NW. These courtyards will break up the building's mass along the street while responding to design challenges presented by the unique shape of the site. Along the lane, units will provide at-grade access to provide activation in the lane area and allow for more amenity space for units in this location. To the east of the Hillhurst Baptist Church, a small plaza will be developed that allows for gathering and provides a transition between the 10 Street NW Main Street and the subject site.

As part of the development permit and requirements to achieve a higher density on the development site, upgrades to the Hillhurst Baptist Church will also be completed. The upgrades include a number of structural items and as well aesthetic considerations to qualify the building for historic designation. Upgrades to the building include, but are not limited to,

replacement of windows with new that match historic profiles, replacement of exterior cladding, reinforcement of the foundation and rehabilitation of the west side of the building. A proposal for the upgrades has been reviewed and accepted by Heritage Planning, and forms the basis for the legal agreement required to be executed in order to attain heritage designation of the Church.

### **Transportation**

A Transportation Impact Assessment was not required as part of this land use amendment. Vehicular access to underground parking and loading will be from the rear lane with specifics to be determined through the associated development permit. The intent for the project is to provide residential parking supply and visitor parking supply in compliance with the Land Use Bylaw. The proposal includes 150 Class 1 bicycle parking stalls within the parkade and 16 Class 2 bike parking (bike racks) outside of the building. The bike parking requirements, as proposed at one stall per unit, exceed that required in the Land Use Bylaw.

A transit stop, served by Route 4 (primary transit) and Route 104, is located on 10 Street NW approximately 120 metres from the subject site. The site is also located within approximately 150 metres walking distance to the Sunnyside LRT Station.

As part of the development permit process, lane upgrading will be required to ensure proper function is maintained. This includes lane widening to facilitate two-way traffic and ensure proper turning radii are achievable, as well as paving and other improvements if deemed necessary.

### **Environmental Site Considerations**

A Phase 1 Environmental Site Assessment was submitted and reviewed by Administration. Administration accepts the findings of the assessment.

### **Utilities and Servicing**

The site is serviceable with all utilities. All appropriate studies, to determine if any upgrades are required, are being reviewed through the concurrent development permit application process.

## **Legislation and Policy**

### **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](#) (IGP). The proposed land use and policy amendment builds on the principles of the IGP by promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

### **Municipal Development Plan (Statutory – 2020)**

The subject site is located within the Residential Developed - Inner City area identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). It is also adjacent to a Neighbourhood Main Street. The Inner City area comprises residential communities that

primarily feature a grid road network, older housing stock in the form of low to moderate housing densities and a finer mix of land uses along many of the edge streets.

The proposed land use and ARP amendments are in alignment with the MDP policies for the Inner City area by allowing for intensification in transition zones to areas designated for higher intensity, such as Main Streets. The proposed land use and ARP amendments proposes a built form that respects the scale of the community through modest intensification that will provide a transition between the 10 Street NW Main Street and residential areas to the west.

The proposal aligns with the MDP's Main Street policies, which focus on land use, mobility and public realm. The proposal will incorporate elements to support Main Street policies such as street-oriented buildings, south facing plazas and improvements to pedestrian conditions/facilities between the Main Street and adjacent community.

Overall, the proposal would contribute to shaping a more compact urban form in alignment with Section 2.2: Shaping a More Compact Urban Form of the MDP. The proposed land use amendment would allow for an efficient use of land, contribute to creating walkable neighbourhoods, contribute to housing diversity and utilize existing transit and infrastructure.

#### **Climate Resilience Strategy (2018)**

Administration has reviewed this application in relation to the objectives of the [Climate Resilience Strategy](#) programs and actions. The applicant has committed to providing 15 electric vehicle charging stations as part of the corresponding development permit application. Additionally, the remainder of the parkade will be outfitted with conduits to allow the implementation of additional electric vehicle charging stations in the future. This supports Program 4: Electric and Low-Emissions Vehicles of the *Climate Resilience Strategy*.

Redevelopment in this strategic location, which is in close proximity to frequent transit, will enable increased use of public transit and can significantly contribute to greenhouse gas reduction at the neighbourhood scale. The transit oriented nature of the proposal is complemented by the provision of indoor secure bicycle storage, which is in excess of that required in the Land Use Bylaw. These measures encourage alternate modes of transportation and reduce vehicle use that lead to a reduction in greenhouse gas emissions. Additional opportunities to incorporate objectives of the *Climate Resilience Strategy* will be explored through review of respective development and building permits.

#### **Hillhurst/Sunnyside Area Redevelopment Plan (Statutory – 1988)**

The subject site is included in the Transit Oriented Development (TOD) Area of the [Hillhurst/Sunnyside Area Redevelopment Plan](#) (ARP) which was updated in 2009. There was recognition at the time of creating the TOD area within the ARP that these areas have a high potential for future intensification. The proposal aligns with the intent of the TOD area by allowing for greater housing choice, maximizing existing transit infrastructure and locating residential development in close proximity to goods and services.

The ARP also encourages intensification along Gladstone Road NW – it notes that along the Road, particularly on irregularly shaped parcels, that larger developments are encouraged. As the proposal is on an irregularly shaped lot that fronts onto Gladstone Road NW, it fulfills this specific policy objective.

Minor amendments are required to the ARP to enable the proposed land use amendment (Attachment 5). The amendments are intended to allow for a modest increase in the allowable height and density on the western portion of the site. The maximum building height is proposed to be increased from 16 metres to 20 metres. The maximum density on the site is proposed to be a floor area ratio of 4.0. Currently the eastern portion of the site has a maximum floor area ratio of 5.0 while the west side has a maximum of 2.5. The proposed amendment will allow a similar amount of density of that currently allowed in the ARP, but concentrate the intensity across the westerly site in order to conserve the existing church at the east part of the site. Administration has reviewed this proposal and concluded that balancing the application of historic conservation with the modest increase in proposed heights provides an even distribution of the density across the site. If approved, this site will be identified as Medium-density Mid-rise in the ARP.

Section 3.1.5 of the ARP includes provisions for providing bonus density within the TOD area, with one of the methods for achieving additional density being through the designation of a historic resource. The Hillhurst Baptist Church is noted as a Heritage Site in the ARP and, as such, proposed upgrades and heritage designation of the building allow for contemplation of additional density on the development site. Administration supports the proposed ARP amendments.

#### **Riley Communities Local Area Plan**

The *Hillhurst/Sunnyside ARP* is currently in the initial phases of review as Administration is currently working on the *Riley Communities Local Area Plan (LAP)* which includes Hillhurst/Sunnyside and other surrounding communities. Planning applications are being accepted and reviewed during the local growth planning process. The *Riley Communities LAP* is currently on hold but is anticipated to be relaunching in Q4 2021.