

# Background and Planning Evaluation

## Background and Site Context

The site consists of three contiguous parcels located midblock along the east side of 19 Street NW in the community of West Hillhurst. These parcels have a cumulative area of approximately 0.17 hectares (0.42 acres) with a frontage of approximately 40 metres and approximately 40 metres depth. The parcels are currently developed with single detached dwellings and have rear lane access.

Surrounding development consists of street-oriented commercial development fronting onto the west side of 19 Street NW, stretching from Kensington Road NW to 3 Avenue NW, with building heights ranging from one-storey to five-storeys. Currently, commercial development on 19 Street NW is located predominately on the west side of the street.

In April and May 2015, the Main Streets Program information sessions were used to complete Local Viewpoint Maps for all Main Streets areas. These maps identified key issues, opportunities and outcomes, mapping these key elements where possible. Additional intensification and an increase in the range of uses, along 19 Street NW, north from the Kensington Road Main Street, was identified at that time as an opportunity. Further planning efforts around the Main Street have not occurred in the community to date as other Council directed program priorities have been in the process of being completed

The same land use district was approved by Council on 2019 July 22 ([LOC2019-0015](#)). The proposed development would further facilitate the potential addition of commercial uses on the ground floor on the east side of 19 Street NW, continuing the transition of the street to a two-sided pedestrian-scale commercial corridor.

Additional commercial development is located adjacent to Kensington Road NW, to the south of the site, in the form of a two-storey strip mall style development on northeast corner of 19 Street NW and Kensington Road NW, and the recently built four-storey Kensington Legion development on Kensington Road NW and 18A Street NW. The second phase of the Kensington Legion redevelopment is located to the southeast of the site at Kensington Road NW and 18 Street NW. Residential land uses surrounding the site generally consist of single detached and semi-detached dwellings, with multi-residential development found to the southeast of the site and to the west of the site, along 2 Avenue NW. A four-storey mixed use development was approved on 2018 September 26 on the west side of 19 Street NW immediately to the north of 1 Avenue NW.

The greater West Hillhurst area surrounding 19 Street NW is characterized by low-density residential developments (single detached, semi-detached, rowhouse) supported by various bike lanes, pathways and local bus routes.

## Community Peak Population Table

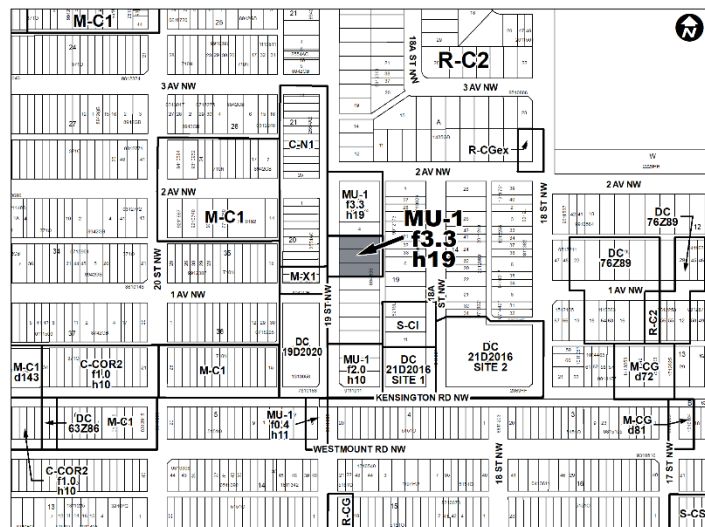
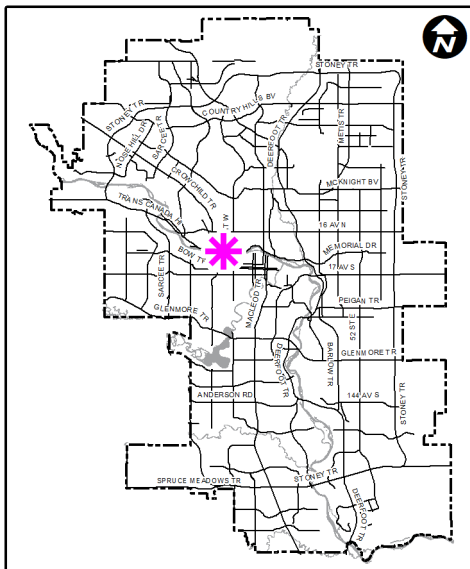
As identified below, the community of West Hillhurst reached its peak population in 1969.

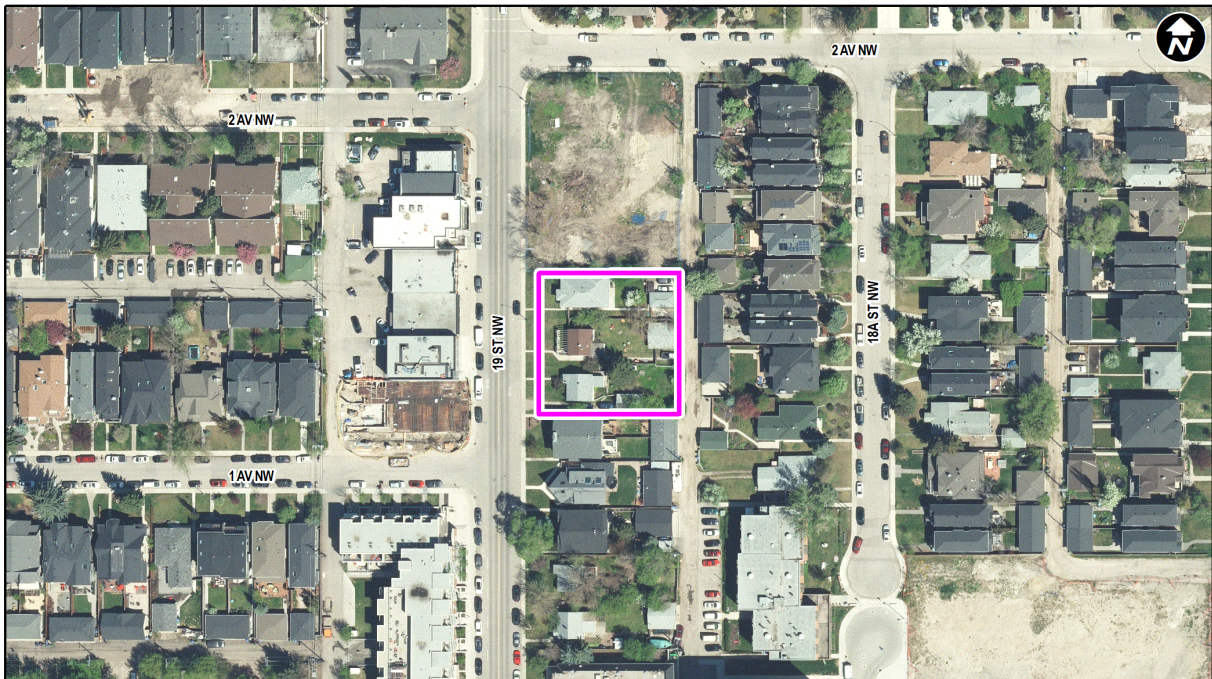
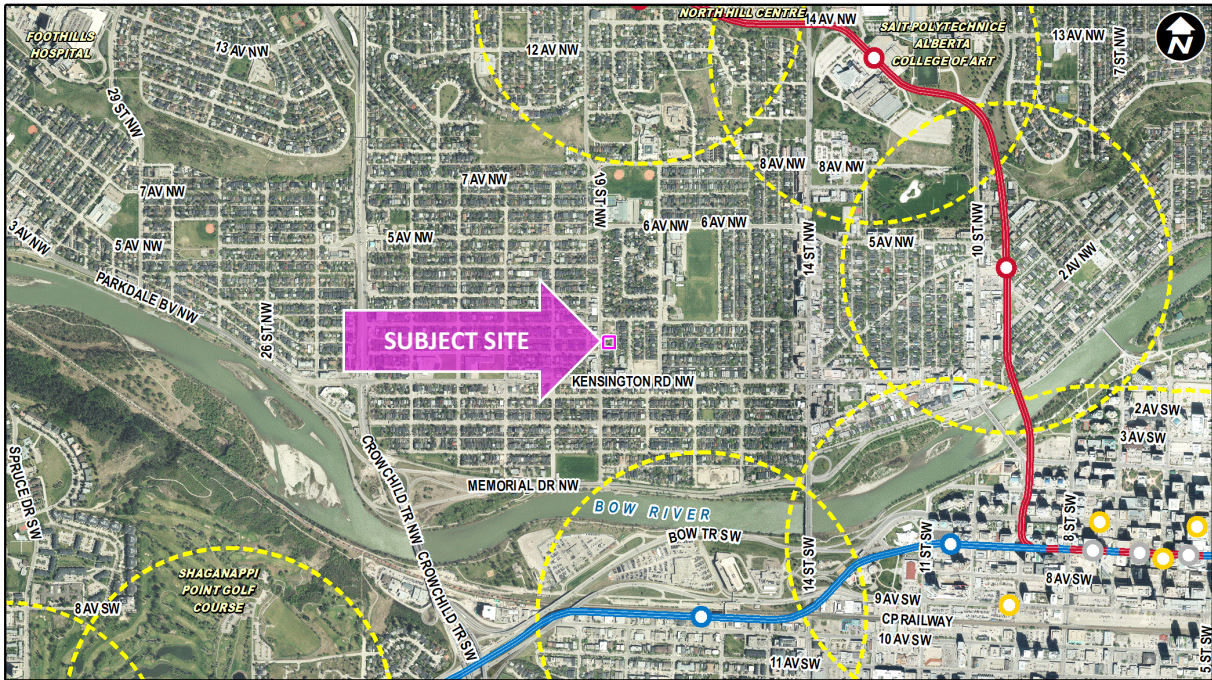
| West Hillhurst                     |       |
|------------------------------------|-------|
| Peak Population Year               | 1969  |
| Peak Population                    | 6,871 |
| 2019 Current Population            | 6,447 |
| Difference in Population (Number)  | -424  |
| Difference in Population (Percent) | -6.2% |

Source: The City of Calgary 2019 Civic Census

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

## Location Maps





## Previous Council Direction

2019, July 22

**Moved by** Councillor Farrell  
**Seconded by** Councillor Carra

That with respect to Report CPC2019-0709, the following Motion Arising be adopted:  
That Council directs Administration to:

1. Formally incorporate the relevant parts of 19 Street NW into the Kensington Rd NW Main Street and/or a multi-community growth plan covering the area, with the intent to provide a land use and public realm vision for the street that is informed by planning best practices and community engagement, and
2. Require public realm improvements that align with and expand on those provided in the Development Permit (DP2019-0979) associated with CPC2019-0709 for applications that occur along 19 Street NW in advance of a more comprehensive planning exercise.

## Planning Evaluation

### Land Use

The existing R-C2 District is a low-density residential designation in developed areas that is primarily for single detached, semi-detached and duplex dwellings. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units on a parcel.

The proposed MU-1f3.3h19 District is intended to accommodate commercial and residential uses in street-oriented buildings. It is intended to be located along commercial streets with either commercial or residential uses at street level. It allows for a maximum floor area ratio (FAR) of 3.3, which equates to a building floor area of approximately 5,576 square metres. The proposed building height maximum of 19 metres would allow for approximately five storeys.

The MU-1f3.3h19 District has rules related to building setback requirements, building step backs from property lines, and façade widths which respond to the immediate urban context. The proposed district, including a broad range of commercial uses, FAR, and building height modifiers, is appropriate for the subject site based on the context of this block face.

The additional commercial uses allowed in the proposed land use on the east side of 19 Street NW will continue to strengthen this commercial street. Should commercial uses not be viable, the proposed MU-1 land use would allow for the development of residential uses only, providing increased flexibility when building out the site in the future.

### Development and Site Design

If approved by Council, the applicable land use policies and the rules of the proposed MU-1f3.3h19 District will provide guidance for the future redevelopment of these sites including appropriate uses, height and building massing, landscaping and parking. Given the specific context of these sites with frontage on 19 Street NW and proximity to the Kensington Road Main Street, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring engaging front facade along 19 Street NW;
- front setback to provide a similar widened sidewalk, boulevard, and trees as per the approved developments at the north end of the block;
- ensuring building and site design addresses aesthetical concerns associated with this highly visible location;
- improving pedestrian connections by ensuring vehicle access to the sites is from the rear lane;
- lane improvements are to match adjacent redevelopments on the block; and
- mitigating shadowing, overlooking, and privacy concerns.

The proposed height and FAR allow for a sensitive transition to adjacent residential areas. As part of the land use application submission, the applicant provided detailed shadow studies (Attachment 5), concept site plan (Attachment 6), and public realm concept plan (Attachment 7) for the proposed development.

These shadow studies demonstrate that during standard dates and times (March 21 and September 21 at 10:00 am, 1:00 pm and 4:00 pm) as well as a 7:00 pm time (March and September 21 at 7:00 pm), which is outside the typical evaluation periods at the request of the WHCA. The studies show a cast on adjacent residential amenity spaces (back yards), aside from the 7:00 pm time which casts a more prominent shadow impact. The applicant is expected to align with the proposed district step back provisions and take considerable care in designing the building, while choosing a proposed height and FAR to address these impacts through a future DP.

The concept plan provided depicts a possible building footprint with access from the lane to surface parking and to an underground parkade. The intent of the proposed district requires street orientation that would prevent any vehicular access directly from 19 Street NW.

As referenced by the motion arising, requiring public realm improvements to align with and expand on those provided in the Development Permit (DP2019-0979) for applications that occur along 19 Street NW, the public realm concept plan meets this requirement, which will be further detailed at the development permit stage.

### **Transportation**

The subject site is located along 19 Street NW, south of 2 Avenue NW. Parking for residents and visitors is intended to be provided underground, while commercial parking will be provided along the lane at grade, and possibly supplemented with underground parking if necessary. A more detailed review of parking will be undertaken at time of development permit. All vehicular access is to be from the rear lane along the east side of the site (accessed from 2 Avenue NW). Commercial building entrances and residential lobby access will be from 19 Street NW and 2 Avenue NW.

Unrestricted public on-street parking is available adjacent to the site on 1 Avenue NW, 2 Avenue NW and 3 Avenue NW. Residential permit parking currently exists along 19 Street NW fronting the site, however upon development the stalls directly adjacent the site will likely become publicly accessible parking to support the commercial uses.

The site is located approximately 200 metres from a transit stop (BRT 305) on the primary transit network located on Kensington Road NW. A shared bike lane exists in both the northbound and southbound directions of 19 Street NW. The bike lanes connect to the 5

Avenue NW bike lanes, as well as the regional pathway along the Bow River. A Traffic Impact Assessment (TIA) was submitted in support of the Application and was reviewed to the satisfaction of Administration.

The subject site requires public realm enhancements. Future development will be subject to review by Administration's Main Streets/Streetscape Master Plan specialists that will facilitate a streetscape design for this area. The owners are responsible for the public realm enhancements adjacent to the site.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary and storm sewer mains are available and can accommodate the proposed land use redesignation without the need for network upgrades at this time. Specific details of site servicing and stormwater management will be reviewed in detail at the development permit stage. A Sanitary Servicing Study may be required at the development permit stage.

## **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 amendment builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

### **Municipal Development Plan (Statutory – 2009)**

The subject parcels are located within the Developed Residential – Inner City area as identified on [Map 1: Urban Structure](#) of the [Municipal Development Plan](#) (MDP) where intensification strategies should encourage modest redevelopment, with appropriate densities and a mix of land uses contributing to a pedestrian-friendly environment. The community of West Hillhurst does not currently have a local area plan. In the absence of a local area plan, the MDP is the guiding policy applied to the proposed development.

Policies that are unique to the Inner City Area include:

- 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;
- A range of intensification strategies should be employed to modestly intensify the Inner City Area, from parcel-by-parcel intensification to larger more comprehensive approaches at the block level or larger area;

- Maintain and expand, where warranted by increased population, local commercial development that provides retail and service uses in close proximity to residents, especially in the highest density locations; and
- Buildings should maximize front door access to the street and encourage pedestrian activity.

The subject site is approximately 110 metres from the Kensington Road Main Street. Given the complementary commercial/mixed use developments directly across 19 Street NW, and this continuous connection to Kensington Road, this block frontage should be considered part of the transition zone from the Kensington Road Main Street. The MDP contains policies regarding Main Street transition zones which would apply to the site:

- Section 3.4.3(f): An appropriate transition between the Neighbourhood Main Street and the adjacent residential areas is required. Transition should generally occur at a rear lane or public street. These transitions should be sensitive to the scale, form and character of surrounding areas, while still creating opportunities to enhance the connectivity with the community.

This application supports the objectives of the MDP by allowing for moderate intensification, providing a transition zone from the Kensington Road Main Street into the rest of the neighbourhood and providing a mix of housing options. Sensitive site and building design will be required at the development permit stage to integrate the proposed development within the existing neighbourhood commercial and residential area.

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

Although no specific climate resilience elements have been included that address objectives of the [Climate Resilience Strategy](#) with the proposed land use, the applicant has advised that they will be pursuing LEED certification and include solar panels and EV charging stations as part of future developments. This supports Program 4: Electric and Low-Emissions Vehicles of the *Climate Resilience Strategy*. Further opportunities to align development of this site with applicable climate resilience strategies may be explored and encouraged at subsequent development approval stages.

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

The subject sites are located in the community of West Hillhurst, which does not currently have an approved statutory local area plan. The project is currently on hold and Administration is planning to relaunch the *Riley Communities Local Area Plan* (LAP) draft, which includes West Hillhurst and surrounding communities in late 2021. Planning applications are being accepted for processing prior to and during the local growth plan process.