

# Background and Planning Evaluation

## Background and Site Context

The 0.04 hectare parcel is located in the inner-city community of Hillhurst on the east side of 10A Street NW, north of Kensington Road NW. The parcel measures 9.1 metres wide and 38 metres deep. The parcel contains a single detached dwelling with a detached garage. The parcel is part of a larger residential area designated as Multi-Residential – Contextual Grade-Oriented (M-CGd72) District, surrounded by one and two-storey residential developments. Vehicular access to the site is available from the lane abutting the south and east sides of the parcel, and from cul-de-sacs off Kensington Road NW via 10A Street NW on the south and 11 Street NW on the west.

Surrounding lands to the south are designated Commercial – Corridor 1 f2.8h13 (C-COR1f2.8h13) District and lands to the east are designated Direct Control (DC) District. Development adjacent to the lane includes a five-storey multi-residential building, single-storey commercial developments to the east and southwest, and single detached dwellings to the west and north of the site.

The subject site is located one block north of the Kensington Road NW commercial area along Kensington Road NW and 10 Street NW. The site is within 600 metres of the Sunnyside LRT Station.

## Community Peak Population Table

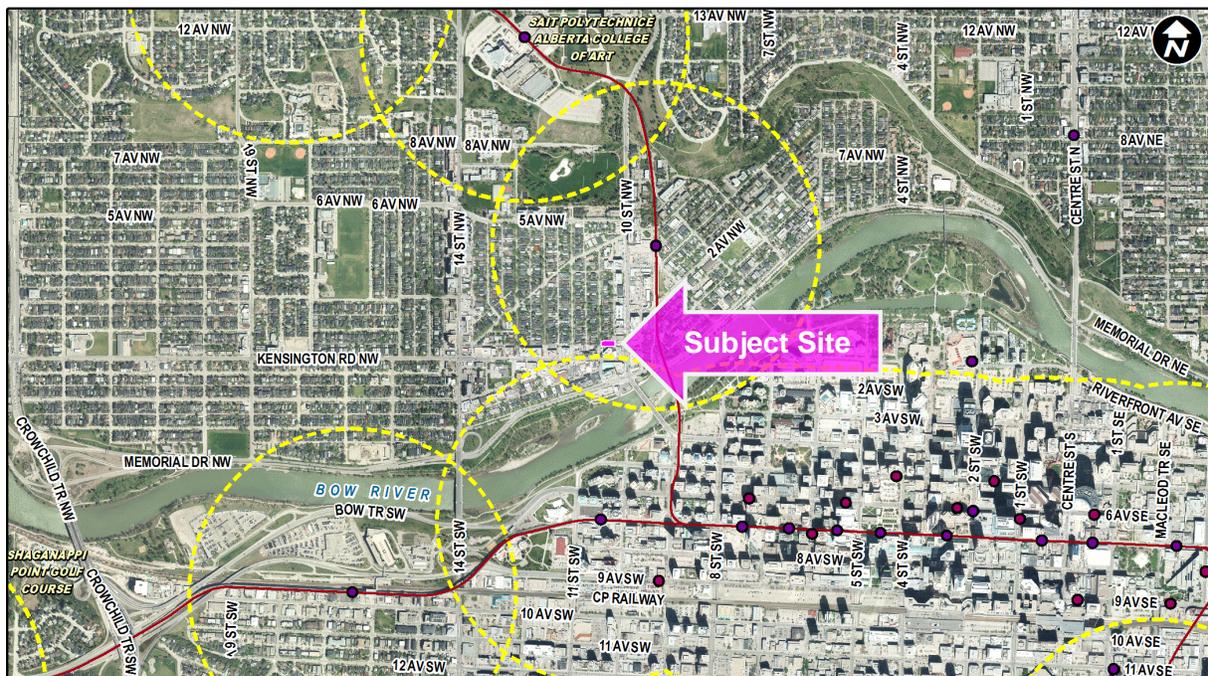
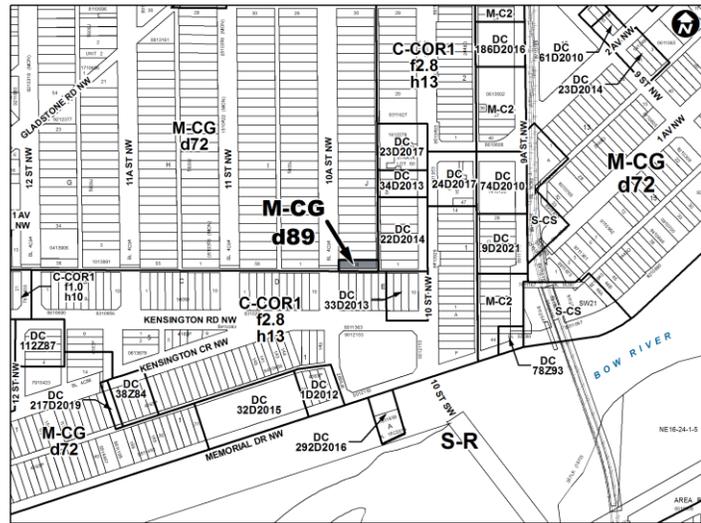
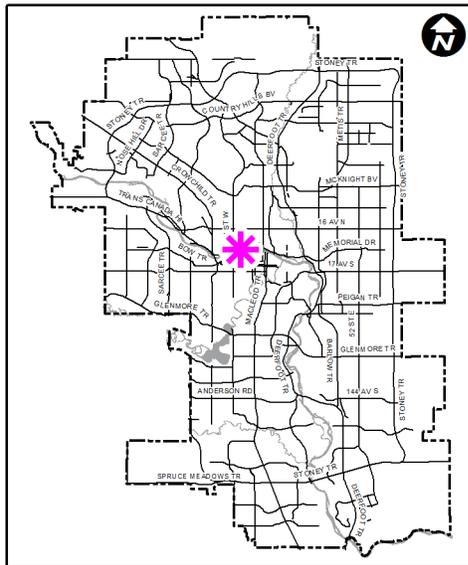
As identified below, the community of Hillhurst reached its peak population in 2015.

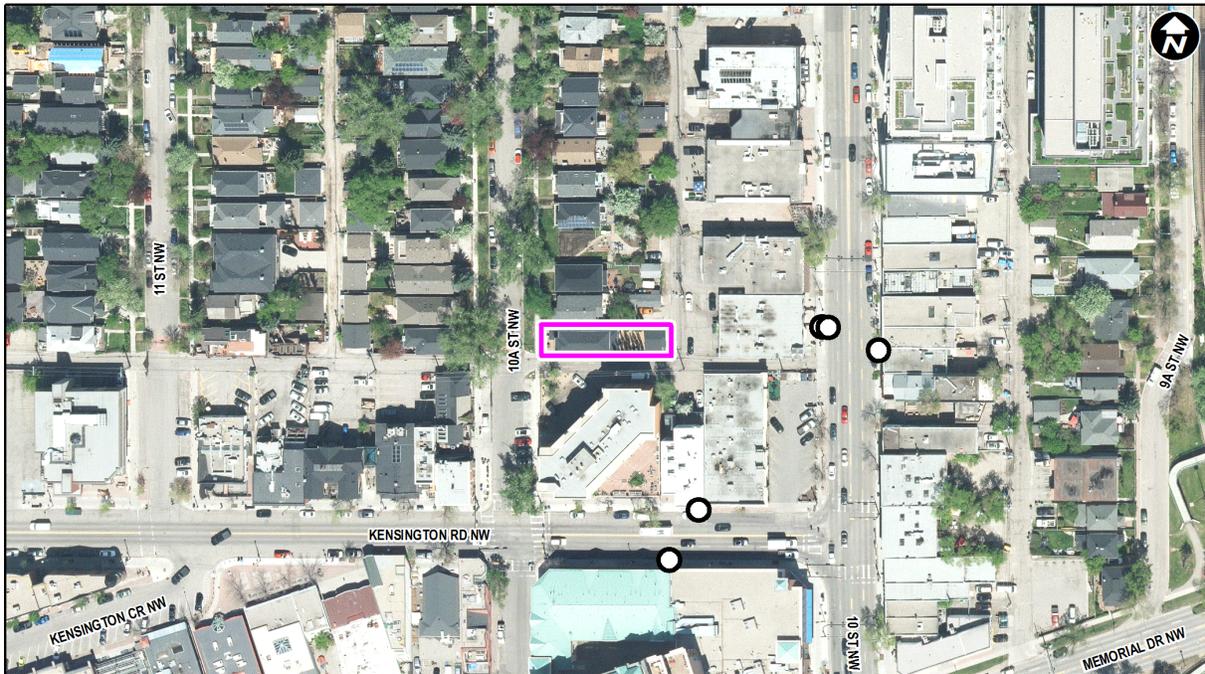
<b>Hillhurst</b>	
Peak Population Year	2015
Peak Population	6,737
2019 Current Population	6,558
Difference in Population (Number)	-179
Difference in Population (Percent)	-2.66%

Source: *The City of Calgary 2019 Civic Census*

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

# Location Maps





## Previous Council Direction

At the 2021 January 11 Public Hearing, Council approved a land use redesignation at the subject site from M-CGd72 to M-CGd89. Following approval of the land use amendment (LOC2021-0040/CPC2021-1687) Council directed the Calgary Planning Commission by the Development Authority on the associated Development Permit.

## Planning Evaluation

### Land Use

The existing M-CG District is applied in the Developed Area and accommodates multi-residential development of low height and density, intended to be located adjacent to low-density residential development. The District allows for typically higher numbers of dwelling units and traffic generation than other low-density residential districts with some or all units designed to provide direct access to grade. The floor of a multi-residential development that is closest to grade must be at least 50 percent occupied by Dwelling Units or Live Work Units. A Dwelling Unit or Live Work Unit that is located on the floor closest to grade must have an individual, separate, direct access to grade and an entrance that is visible from the street that the unit faces. The M-CGd89 District allows for a maximum building height of 12 metres (four storeys) and a maximum density of 89 dwelling units per hectare. Based on the subject site parcel area, this would allow up to three dwelling units.

### Development and Site Design

This application proposes a multi-residential building containing three dwelling units. The existing two-storey single detached dwelling structure will be retained and incorporated into the multi-residential building. Pedestrian access is provided from the public sidewalk at the front of

the site. Vehicle access to and from the site is provided from the lane at the east side of the site. The garage includes a vehicle lift to provide parking for up to four vehicles.

There are two primary areas of concern that Administration identified with this application: 1) the proposed elevator structure location on the building, and 2) the number of relaxations requested as part of the development. Administration directed the applicant team to explore options to minimize impacts on adjacent properties and relocate the elevator to a less prominent location on the building. The applicant team advised that alternate locations for the elevator were investigated. The proposed location of the structure at the front of the site is intended to minimize the required retrofit of the existing building and to provide access to the elevator for all residents of the future development. The requested relaxations are necessary due to the limitations of working with the footprint of the existing building, as well as the difficulty inherent to intensifying a 9.1-metre wide inner-city parcel.

### ***Site and Building Design***

The proposed building is three storeys in height (12 metres) and comprises three dwelling units. A third storey and building addition at the rear of the existing building is proposed to utilize the existing structure within the new multi-residential development. A new elevator and internal staircase are proposed at the front of the existing building for access to the second and third storeys. The elevator and internal staircase are ancillary structures that may exceed the maximum building height of the land use district.

The proposed landscaped area at grade is 30 percent of the site area and comprised of both hard and soft landscaping features. Exterior finishing materials include stucco, stone and glazing. The colour palate used for the development includes white, black, light and dark greys.

### ***Outdoor Amenity Spaces***

The building includes a large (130 square metre) rooftop amenity space for the residents. This common outdoor amenity includes hard and soft landscaped areas, tables, seating and a barbeque. Trees are proposed along the north side of the rooftop amenity space to mitigate overlooking privacy concerns.

### ***City Wide Urban Design***

The application was reviewed by the City Wide Urban Design team. The modified infill form represents a transition between the higher-intensity development to the south and the single detached dwellings to the north. Concerns were shared with the applicant regarding loss of the one-storey entry condition that is visible from the street and loss of the roofline similarity with the abutting neighbour. The applicant revised the building design to make the main floor entry visible from 10A Street NW with a first story canopy roofline. Comments were also provided suggesting improvements to the design to mitigate negative impacts from the prominent elevator tower and stair volume location. The applicant investigated alternate locations for these elements of the proposed building. According to the Applicant, changes to the proposed elevator location were not possible due to the existing single detached dwelling location on the site and for resident access to the elevator.

### ***Transportation***

The subject site is in close proximity to services, amenities, and transit located on Kensington Road NW and 10 Street NW. The site is located within 600 metres of the Sunnyside LRT Station. Bus stops are located approximately 75 metres from the subject site. These stops provide access to Route 1 (Bowness/Forest Lawn) on Kensington Road, and to Routes 4 (Huntington), 5 (North Haven), and 104 (Sunnyside/University of Calgary) on 10 Street NW.

Vehicular access to the subject site is from the rear lane, however given the gate restriction on 10A Street NW from Kensington Road NW, access to the lane is only from 10 Street NW, 3 Avenue NW or Kensington Road NW via the 10A Street NW cul-de-sac. On-street parking on 10A Street NW is controlled by the Residential Permit Program.

A Traffic Impact Assessment was not required for this application.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water and sanitary mains are available and can accommodate potential redevelopment of the subject site without the need for off-site improvements at this time.

## **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 development 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 parcel 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 and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities, and transit, and delivers small and incremental benefits to climate resilience. Such redevelopment is intended to occur in a form and nature that respects the scale and character of the neighbourhood context.

The proposal is in keeping with relevant MDP policies as the proposed development represents a modest increase in density in a form that is compatible with existing adjacent development in terms of height, scale, and massing.

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

This application includes specific measures that address the objectives of the [Climate Resilience Strategy](#). The applicant is seeking LEED Gold building certification. Opportunities to enhance the development on this site with applicable climate resilience strategies including solar water heating, solar electricity, electric vehicle charging stations and green roof construction have been proposed in the development permit application. These strategies align with Programs 3 and 4 of the *Climate Resilience Strategy*. Reuse of the existing structure within the new multi-residential building reduces the overall carbon footprint of the proposed development compared with demolition of the existing building and all new construction.

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

The subject parcel is located within Residential Character Area 4 of the [Hillhurst/Sunnyside Area Redevelopment Plan](#) (ARP). General development guidelines for this area include policies on height compatibility, privacy, roof forms, materials and finishes, setbacks and amenity spaces. These policies have been taken into consideration during the review of the land use amendment application.

The proposal is in keeping with the relevant policies of the ARP which encourage the provision of a variety of housing forms within this area. Reuse of the existing building combined with use of the rooftop as amenity space are the main factors that preclude residential roof pitches similar to those of adjacent houses and larger front yard setbacks for taller buildings that are encouraged in the ARP. The proposed development aligns with the privacy guidelines of the ARP, including minimal window openings on the north side wall, primary entries oriented towards the front of the property and screening of the rooftop amenity to mitigate overlooking to the north. Given the site's location adjacent to both the Urban Mixed-Use policy area and Speciality Mixed-Use policy area of the ARP (Map 3.1 Land Use Policy Areas), a multi-residential development including three dwelling units is appropriate.

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

The *Hillhurst/Sunnyside ARP* is under review as Administration has begun work on the [Riley Communities Local Area Plan](#) which includes Hillhurst Sunnyside and surrounding communities. Planning applications are being accepted for processing during the local growth plan process and are being evaluated in accordance with the existing policies of the *Hillhurst/Sunnyside ARP*.

**Land Use Bylaw 1P2007**

<b>Bylaw Relaxations</b>		
<b>Regulation</b>	<b>Standard</b>	<b>Provided</b>
583 Building Setbacks (min.)	(2) Where the contextual multi-residential building setback is 3.0 m or greater, the min. building setback from a property line shared with a street is the greater of: (a) the contextual multi-residential building setback less 1.5m; or	Plans indicate a building setback of 1.81 (-1.41m) from the West front property line.  <i>Administration supports this relaxation as the existing building will be reused in the new multi residential development and the vestibule entry facing 10A Street is a positive design element.</i>
583 Building Setbacks (min.)	(4) The min. building setback from a property line shared with a lane is 1.2m	Plans indicate a building setback of 0.84m (-0.36m) from the South side property line.  <i>Administration supports this relaxation as the proposed building setback aligns with the existing building, which is being retained within the development.</i>
549 Projections Into Setback Areas (max.)	(1) Unless otherwise referenced in subsections (2), (3), (4), (5), (6), and (7), a building or air conditioning units must not be located in any setback area.	Plans indicate the building is located in the West and South setback areas.  <i>Administration supports this relaxation as the proposed building setback aligns with the existing building, which is being retained within the development and the vestibule entry facing 10A Street is a positive design element.</i>
549 Projections Into Setback Areas (max.)	(5) Eaves may project a maximum of 0.6m,	Plans indicate eaves that project 1.01m (0.41m) into the South side setback area.  <i>Administration supports this relaxation as the proposed building setback aligns with the existing building.</i>
585,13 Building Height and Cross Section (max.)	(3) Max building height on a parcel that shares a property line with a parcel that has a building with a height that does not exceed 6.0 metres above grade at that shared property line, and where the other parcel is designated with a low density	Plans indicate the building is located in the maximum building height chamfer from the North side property line.  <i>Administration supports this relaxation to allow the third floor dwelling and rooftop amenity</i>

	<p>residential district or M-CG District (a) is 6.0m measured from grade at the shared property line; and (b) increases proportionately to a max. of 12.0m measured from grade at a distance of 6.0m from the shared property line.</p>	<p><i>space as designed. A five storey multi residential development is located immediately across the lane from the subject site to the south. The proposed building is a transition from the one storey single detached dwelling to the north and the larger buildings to the south</i></p>
585,13 Building Height and Cross Section (max.)	<p>(4) The max. area of a horizontal cross section through a building at 10.5m above average grade must not be greater than 40.0 % of the max. area of a horizontal cross section through the building between average grade and 9.0m.</p>	<p>Plans indicate a horizontal cross section area of 215.94m<sup>2</sup> (+129.56m<sup>2</sup>) or 100.0% (+60.0%) at 10.5m above average grade.</p> <p><i>Administration supports this relaxation to allow the third floor dwelling and rooftop amenity space as designed. A five storey multi residential development is located immediately across the lane from the subject site to the south. The proposed building is a transition from the one storey single detached dwelling to the north and the larger buildings to the south.</i></p>
581 At Grade Orientation of Units	<p>(2) A unit in a Multi-Residential Development that is located on the floor closest to grade must have: (b) an entrance that is visible from the street that the unit faces.</p>	<p>Plans indicate an at-grade street facing unit without an entrance that faces the street.</p> <p><i>Administration supports this relaxation as the vestibule entry is visible from 10A Street.</i></p>
550 General Landscaped Area Rules	<p>(7) All setback areas adjacent to a street or another parcel, except for those portions specifically required for motor vehicle access, must be a landscaped area.</p>	<p>Plans indicate the building is located in the West setback area.</p> <p><i>Administration supports this relaxation as the existing building will be reused in the new multi residential development and the vestibule entry facing 10A Street is a positive design element.</i></p>
550 General Landscaped Area Rules	<p>(8) All setback areas adjacent to a lane, except for those portions specifically required for motor vehicle access, motor vehicle parking stalls, loading stalls or garbage facilities must be a landscaped area.</p>	<p>Plans indicate the building is located in the South setback area.</p> <p><i>Administration supports this relaxation as the proposed building setback aligns with the existing building.</i></p>

<p>553 Landscaped Area Reductions – Multi-Residential Development</p>	<p>The minimum landscaped area of 40.0% for Multi-Residential Development may be reduced by the three options as referenced in sections 554, 555 and 556 individually or in combination, to a total available reduction of 10.0% of the area of a parcel.</p> <p><i>Enhanced landscaping and low water reductions applied. 34% landscaping required.</i></p>	<p>30.5% landscaped area at grade.</p> <p><i>Administration supports this relaxation as a rooftop amenity space including soft landscaping such as turf, trees and shrubs is also provided. Additional tree and shrub planting at grade is proposed to offset the reduced landscaped area.</i></p>
<p>551 Specific Rules for Landscaped Areas</p>	<p>(3) The max. hard surfaced landscaped area is: (b) 40.0% of the req. L.S. area, in all other cases.</p>	<p>Plans indicate a hard surfaced landscaped area of 52.62m<sup>2</sup> (+5.35m<sup>2</sup>) or 44.53% (+4.53%) of the required landscaped area.</p> <p><i>Administration supports this relaxation as a rooftop amenity space including soft landscaping such as turf, trees and shrubs is also provided. Additional tree and shrub planting at grade is proposed to offset the reduced soft landscaped area.</i></p>
<p>555 Enhanced Landscaping Option</p>	<p>For the Enhanced Landscaping Option, the required 40.0% landscaped area may be reduced by 3.0% of the area of the parcel where: (b) deciduous trees a min. calliper of 65mm 50.0% of the provided deciduous trees must have a min. calliper of 85mm</p>	<p>Plans indicate 0 (-9) deciduous trees with a minimum caliper of 85mm.</p> <p><i>Administration supports this relaxation as 11 deciduous trees are less than the minimum size required (50mm provided, 65mm minimum required).</i></p>
<p>555 Enhanced Landscaping Option</p>	<p>For the Enhanced Landscaping Option, the required 40.0% landscaped area may be reduced by 3.0% of the area of the parcel where: ((c) coniferous trees min. height of 3.0m and at least 50.0% of the provided coniferous trees must have a min. height of 4.0m</p>	<p>Plans indicate 0 (-4) coniferous trees with a minimum height of 4.0m.</p> <p><i>Administration supports this relaxation as 8 coniferous trees are less than the minimum size required (2.0m provided, 3.0m minimum required).</i></p>
<p>556 Low Water Landscaping Option</p>	<p>For the Low Water Landscaping Option, the required 40.0% landscaped area may be reduced by 3.0% of the area of the parcel where: (d) a maximum of 30.0% of the required landscaped area is</p>	<p>Plans indicate a sod area of 53.46m<sup>2</sup> (+18.01m<sup>2</sup>) or 45.24% (+15.24%) of the required landscaped area.</p> <p><i>Administration supports this relaxation as rain water</i></p>

	planted with sod and the remainder is covered with plantings, mulch or hard surfaces;	<i>harvesting/rain barrels are proposed to reduce potable water demand.</i>
557 Amenity Space	(9) Common amenity space: (c) must have a contiguous area of not less than 50.0m <sup>2</sup> , with no dimension less than 6.0m;	Plans indicate an outdoor amenity space with a width of 5.22m (-0.78m).  <i>Administration supports this relaxation as the reduced width location is only a portion of the larger rooftop common amenity space.</i>
567 Recycling Facilities	Recycling facilities must be provided for every Multi-Residential Development.	Plans do not indicate recycling facilities/containers.  <i>Administration supports this relaxation as recycling containers can be located within the designated garbage area.</i>
Motor Vehicle Parking Stalls	3 resident parking stalls required.	Plans indicate 2 (-1) resident parking stalls.  <i>Administration supports this relaxation as the development will include a vehicle lift within the garage to accommodate parking of up to 4 vehicles. Only 2 of the parking stalls are counted as meeting the bylaw requirement because the parking stalls do not function independently from each other. It is also an inner city location with excellent access to transit and services.</i>
Motor Vehicle Parking Stalls	1 visitor parking stall required.	Plans indicate 0 (-1) visitor parking stalls.  <i>Administration supports this relaxation as the development will include a vehicle lift within the garage to accommodate parking of up to 4 vehicles. Only 2 of the parking stalls are counted as meeting the bylaw requirement because the parking stalls do not function independently from each other.</i>