

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northwest community of Hillhurst at the northeast corner of Kensington Road NW and 16 Street NW. The site is approximately 0.05 hectares (0.13 acres) in size and is approximately 13 metres wide by 41 metres deep. The parcel is currently developed with a single detached dwelling and rear detached garage. Direct lane access is provided along the east side of the site.

Surrounding development is a mix of housing types ranging from single and semi-detached dwellings to multi-residential development. The site is well situated in a community that provides services and amenities to meet the day to day needs of residents, with commercial and institutional uses within a short commute.

The site is located on Kensington Road NW, 200 metres (a two-minute walk) from 14 Street NW and 800 metres (a ten-minute walk) from 10 Street NW, all of which are Neighbourhood Main Streets and provide the community with service and retail uses. Riley Park is located one kilometre (a 13-minute walk) to the northeast, Sunnyside LRT Station is located 1.2 kilometres (a 15-minute walk) to the east, and the Southern Alberta Institute of Technology and the Alberta University of the Arts are approximately 1.7 kilometres (22-minute walk) from the subject site. Queen Elizabeth Junior/Senior High School and Elementary are located 800 metres (a ten-minute walk) to the north. The west end of downtown is located approximately 1.5 kilometres (a 19-minute walk) to the south.

## 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 existing R-C2 District is primarily for single detached, semi-detached, duplex dwellings, and secondary suites in the developed area. The R-C2 District allows for a maximum building height of 10 metres and a maximum of one dwelling unit on the subject site based on parcel width.

The proposed DC District is based on the M-CG District and would allow for a range of grade-oriented buildings. The proposed DC District allows for a maximum floor area ratio (FAR) of 1.0 in lieu of density provisions. The proposed DC District also reduces street setback requirements, building height chamfers and parking for smaller units, and increases amenity space requirements over the base M-CG District. Rules are included to ensure buildings are street-orientated and units are grade-orientated.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a DC District is necessary to provide for the applicant's proposed development. This is due to an innovative multi-residential building form of low height and modest FAR that could not otherwise be accommodated under a standard land use district. This proposal allows for the applicant's intended eight-unit stacked townhouse building while maintaining the M-CG District base to accommodate the use of FAR, parking reductions for smaller units, increased amenity space and ensuring all units have individual access to grade.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 7 and 13 through 16 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007 where the DC District 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 District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. The ability to relax Sections 13 through 16 is intended to allow for some discretion if a building element such as a post is required which may have marginal impacts to setback or amenity area requirements but has no material or substantive impact to the building design and the intent of the rule is otherwise met. There would also be no significant impact to the use and enjoyment of the neighbouring properties as a result.

### **Development and Site Design**

If approved by Council, the rules of the proposed DC District and base M-CG District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this corner site, additional items that are being considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along both Kensington Road NW and 16 Street NW;
- emphasizing individual at-grade entrances;
- including transportation demand management (TDM) measures; and
- site appropriate vehicular access, parking and garbage pickup.

The development permit application (DP2022-01826) proposes an eight-unit stacked townhouse building, with four units under 45 square metres. A parking pad accessed via the rear lane is proposed. Alternative mobility storage space is proposed for all units under 45 square metres.

### **Transportation**

The area is well served by Calgary Transit bus service, with transit stops located within 150 metres walking distance (a two-minute walk) of the site on Kensington Road NW, including stops for Route 1 (Bowness/Forest Lawn) and Bus Rapid Transit Route 305 (Bowness/City Centre). Additional transit stops are located on 14 Street NW within 200 metres (a two-minute walk) for Route 65 (Market Mall/Downtown West) and Route 414 (14 Street W). Street parking adjacent to the site on Kensington Road is not permitted, and on 16 Street NW is restricted under residential parking zone Z. A Transportation Impact Assessment was not required as part of this application.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary and storm sewer mains are available to service the site. Development servicing requirements are being determined through the review of the development permit.

## 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.

### **Growth Plan (2022)**

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

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

The subject site is located within the Main Streets – Neighbourhood Main Street area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and moderate intensification of Neighbourhood Main Streets to make more efficient use of existing infrastructure, public amenities and transit. Neighbourhood Main Streets should achieve a minimum intensity of 100 people and jobs per gross developable hectare. Ground-oriented housing, low-scale apartments, and mixed-use retail buildings are encouraged within this area.

### **Calgary Climate Strategy – Pathways to 2050 (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies are being explored and encouraged through the review of the development permit.

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

The subject site is identified on Map 3: Residential Character Areas as within Area 5 of the [Hillhurst/Sunnyside Area Redevelopment Plan](#) (ARP). Residential Character Area 5 is characterized as primarily single detached and semi-detached dwellings, and the ARP contains guidelines which encourage improvement of existing building stock while permitting low-profile infill development.

A minor text amendment to the ARP is required to enable the proposed land use amendment. The proposed policy amendment would identify the site as appropriate for medium density development and would outline the appropriate building height and FAR on the site.

### **Riley Communities Local Area Planning Project**

Administration is currently working on the [Riley Communities Local Area Planning project](#) which includes Hillhurst and surrounding communities. Planning applications are being accepted for processing during the local area planning process.