

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Hillhurst at the northwest corner of 17 Street NW and Westmount Road NW, and is bound by Kensington Road NW to the north. The site consists of two parcels with a total area of 0.10 hectares (0.25 acres) and is approximately 30 metres wide by 33 metres deep. Both parcels are currently developed with one-storey single detached dwellings oriented toward Westmount Road NW.

Surrounding development is characterized by a mix of residential development including single detached, semi-detached, rowhouse, and multi-residential forms. Land use is predominantly the Residential – Contextual One / Two Dwelling (R-C2) District, with parcels immediately north and east of the subject site designated Multi-Residential – Contextual Grade-Oriented (M-CG) District. Parcels with various Multi-Residential, Mixed Use, and Commercial designations are frequent along Kensington Road NW, which is an identified Neighbourhood Main Street in the *Municipal Development Plan* (MDP). The site is also located near the 14 Street NW Neighbourhood Main Street, which is approximately 420 metres (a five-minute walk) to the east.

Retail, service and restaurant uses are available along 19 Street NW within 450 metres (an eight-minute walk) of the site. Both Queen Elizabeth School (Kindergarten to grade six) and Queen Elizabeth High School (grades seven to twelve) are located within 520 metres (a nine-minute walk) to the north.

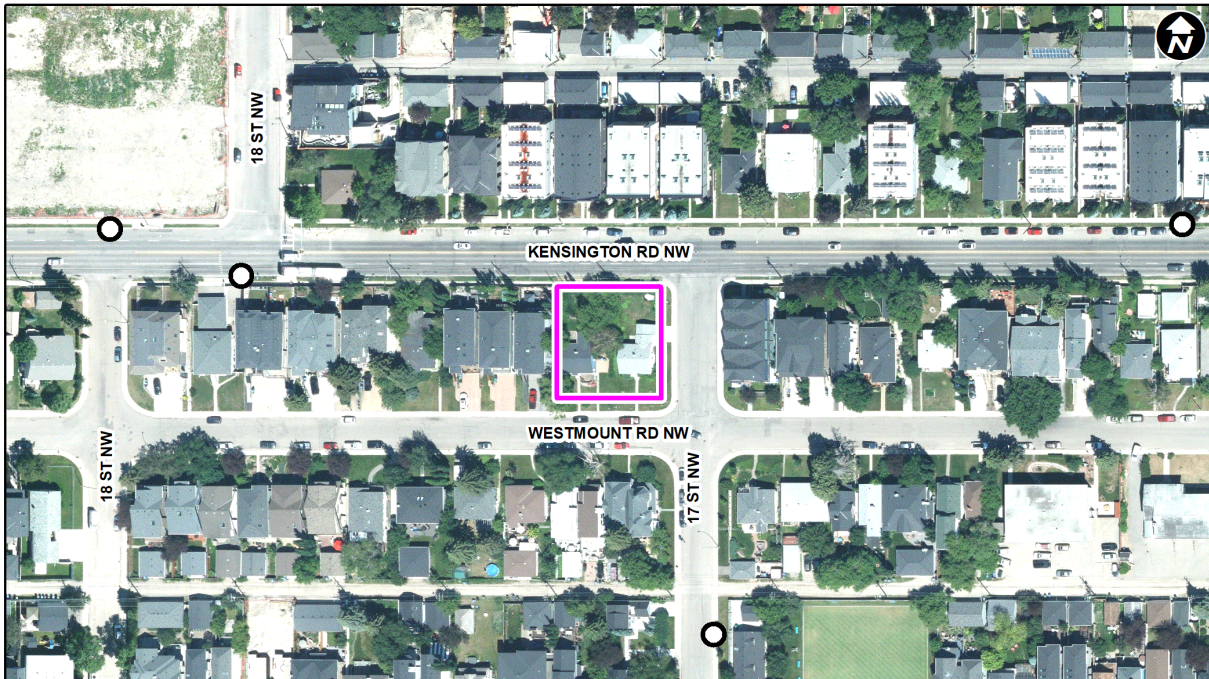
Community Peak Population Table

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

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 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. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units. Secondary suites are permitted uses within the R-C2 District.

The proposed Housing – Grade Oriented (H-GO) District allows for a range of grade-oriented building forms that can be contextually appropriate in low-density areas. The district includes rules for overall height, parcel coverage, height chamfers and amenity space that are intended to minimize massing and shadowing impacts on neighbouring parcels. The proposed H-GO District accommodates grade-oriented development where dwelling units may be attached or stacked within a building or cluster of buildings in a form and scale consistent with low density residential districts. The H-GO District also provides rules for:

- a maximum floor area to parcel ratio (FAR) of 1.5;
- a maximum building height of 12.0 metres; and
- a minimum of 0.5 parking stalls per unit and suite.

Section 1386 (d) of Land Use Bylaw 1P2007 provides locational criteria for where the H-GO District may be considered appropriate. Sites that do not have an approved Local Area Plan (LAP) must be within the Centre City or Inner City and meet at least one of the following criteria to qualify for the H-GO District:

- within 200 metres of a Main Street or Activity Centre as identified on the Urban Structure Map of the MDP;
- within 600 metres of an existing or capital-funded LRT platform;
- within 400 metres of an existing or capital-funded BRT station;
- within 200 metres of primary transit service.

The subject site is located on both the Kensington Road NW Neighbourhood Main Street and the Primary Transit Network and is therefore considered appropriate for the proposed H-GO District.

Development and Site Design

If approved by Council, the rules of the proposed H-GO 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 site, additional items that will be considered at the development permit stage include, but are not limited to:

- the layout and configuration of dwelling units;
- ensuring an engaging built interface along all three public frontages;
- mitigation of shadowing, privacy, and visual overlooking;
- accommodating appropriate waste storage and pickup; and
- ensuring appropriate provision and design of vehicular access, motor vehicle stalls, and mobility storage areas.

In addition to meeting the location criteria for the district, H-GO provides additional flexibility needed to allow a building to be oriented toward the Main Street of Kensington Road NW. Previously, this form would have required a significant building setback relaxation if it were considered under a comparable Multi-Residential District due to contextual setback requirements.

Transportation

Pedestrian access to the site is available from existing sidewalks along 17 Street NW, Westmount Road NW, and Kensington Road NW. Residential permit parking is available adjacent to the site on 17 Street NW and Westmount Road NW. On-street parking is not permitted on eastbound Kensington Road NW. With any future redevelopment of the site, vehicular access will not be permitted from Kensington Road NW.

The nearest transit service is available on Kensington Road NW, which is identified as the Primary Transit Network in the Municipal Development Plan (Map 2: Primary Transit Network). Eastbound service is located approximately 90 metres, or a one-minute walk from the site (route 1 – Bowness/Forest Lawn), and westbound service approximately 130 metres, or a two-minute walk from the site (routes 1 – Bowness/Forest Lawn and 89 – Lions Park – North Pointe).

On-street bikeways providing low-traffic connections to the broader cycle network are available on 16 Street NW (180 metres to the east) and Broadview Road NW (200 metres to the south).

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 services are available to the site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of any development permit application.

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 parcel is located within the Residential – Developed – Inner City Area and on a Neighbourhood Main Street as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established communities to make more efficient use of existing infrastructure, public amenities, and transit. Policies for development on Neighbourhood Main Streets encourage ground-oriented housing, low-scale apartments and mixed-use retail buildings, and should provide an appropriate transition between the Main Street and surrounding residential areas. The proposal is in keeping with relevant MDP policies as the proposed H-GO District provides for a modest increase in density in a form that is sensitive to existing residential development in terms of height, scale, and massing.

Climate Strategy (2022)

With this application, the applicant has committed future development of the site will include vehicle parking stalls capable of supporting electric vehicle charging equipment and solar-ready dwelling units. These measures address objectives of the [Calgary Climate Strategy – Pathways to 2050](#) by supporting the transition to zero emissions vehicles and implementing neighbourhood-scale renewable energy to help transition Calgary away from fossil fuels.

Hillhurst/Sunnyside Area Redevelopment Plan (Statutory – 1988)

The subject site is identified on Map 3: Residential Character Areas as within Area 6 of the [Hillhurst/Sunnyside Area Redevelopment Plan](#) (ARP). The relevant area within Residential Character Area 6 is characterized by 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. This amendment is considered appropriate based on the policy guidance provided by the MDP.

Riley Communities Local Area Planning Project

Administration is currently working on the [Riley Communities Local Area Plan](#) (LAP) which includes Hillhurst and surrounding communities. Planning applications are being accepted for processing during the local growth plan process. The *Riley Communities LAP* is anticipated to be finalized in early 2024.