

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Hillhurst on the west side of 10 Street NW and south of 3 Avenue NW. The site is approximately 0.14 hectares (0.35 acres) in area, is 36.5 metres wide by 38 metres deep and is currently vacant. A rear lane exists along its western boundary. The site formerly contained Kensington Manor, a 7-storey building which was recently demolished.

Surrounding development is characterized by a wide range of multi-residential and commercial developments. The site is directly south of an existing 9 storey building, with other 9 storey buildings located further north of the site. South and east of the site is a combination of mixed-use developments and single storey commercial development along 10 Street NW. West of the site is predominantly single-detached dwellings. The Sunnyside LRT station and a grocery store are less than 200 metres (a three-minute walk) from the subject site.

The subject site is also located within the Kensington Business Revitalization Zone (BRZ) which provides a wide range of retail destinations, community amenities and employment opportunities.

Riley Park is located approximately 350 metres (a five-minute walk) north of the site. The Bow to Bluff corridor is located 125 metres (a one-minute walk) east. The site is located approximately 350 metres (a five-minute walk) from the Bow River pathway system, connecting Hillhurst to downtown.

Community Peak Population Table

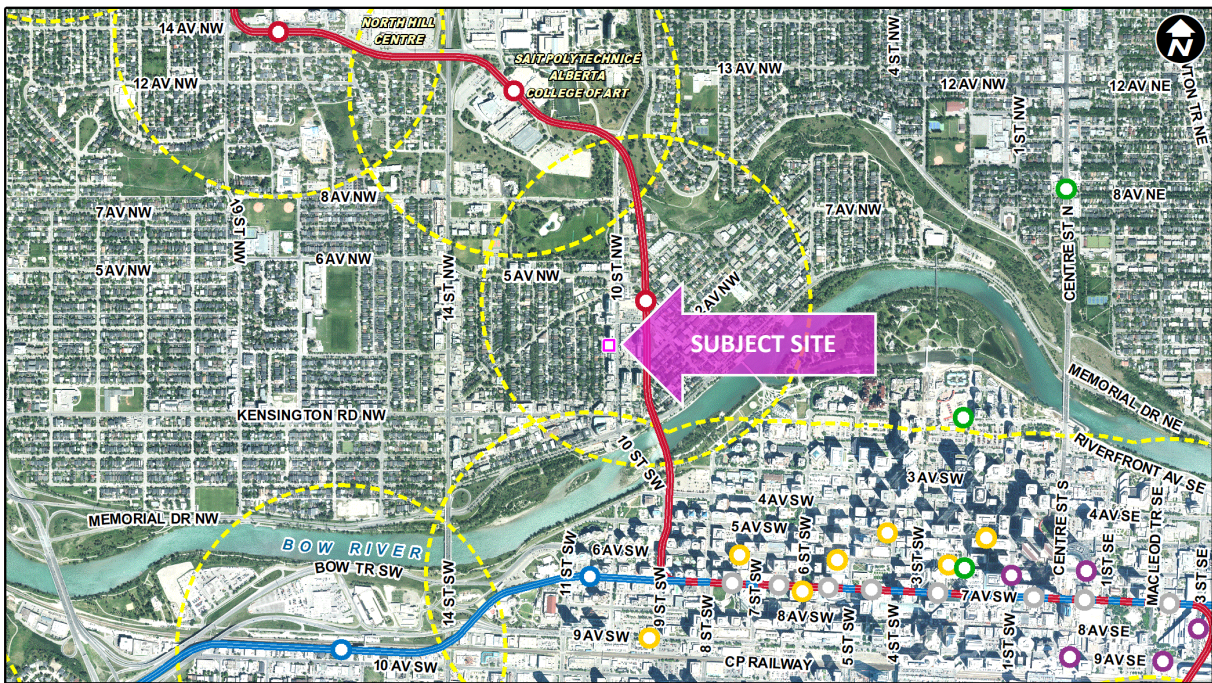
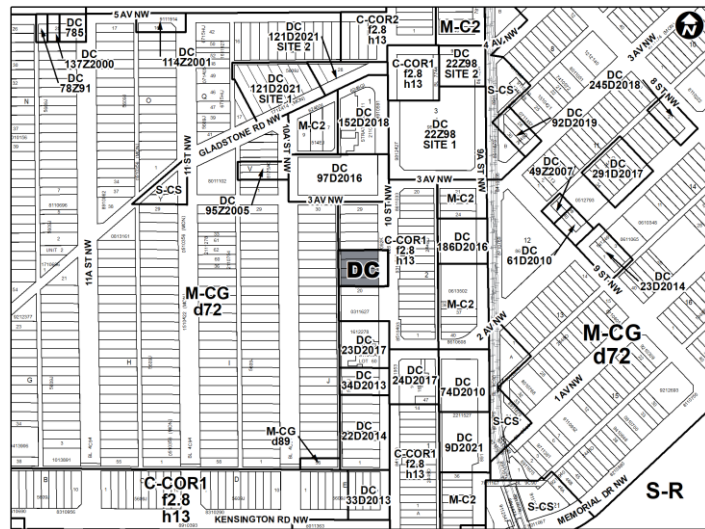
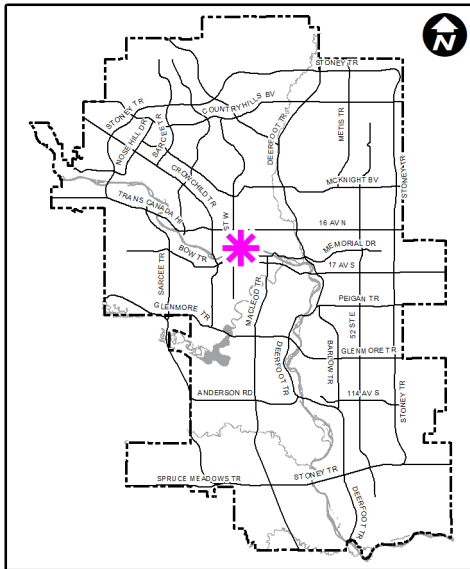
As identified below, the community of Hillhurst has experienced population growth and is currently at its peak population.

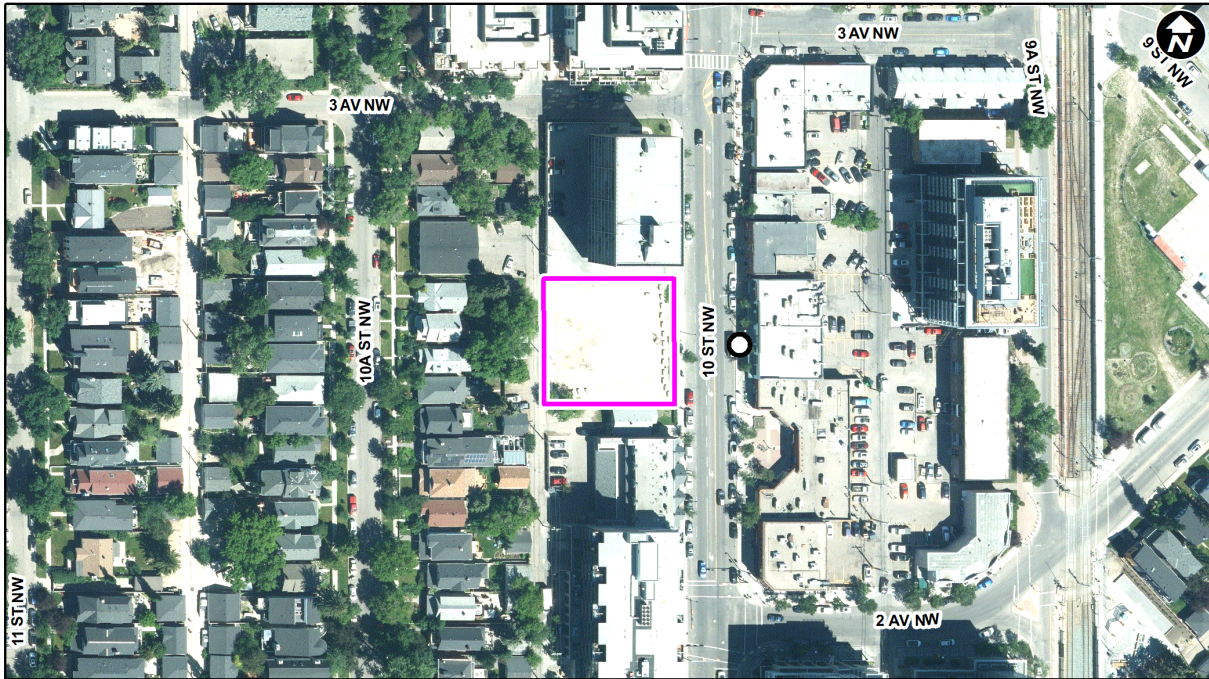
Hillhurst	
Peak Population Year	2015
Peak Population	6,737
2019 Current Population	6,558
Difference in Population (Number)	179
Difference in Population (Percent)	-2.7%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Commercial – Corridor 1 (C-COR1f2.8h13) District is a commercial designation that is primarily for commercial development, with opportunities for commercial uses on the ground floor of buildings with residential and office uses on upper floors. The C-COR1f2.8h13 District allows for a maximum building height of 13 metres and a maximum Floor Area Ratio (FAR) of 2.8.

The proposed DC District is based on the Mixed Use – Active Frontage (MU-2) District and would allow for mixed-use development which requires commercial development at street level. The DC District proposes a maximum height of 29 metres and a maximum FAR of 5.0. The main purpose of the DC District is to implement the bonus density provisions of the *Hillhurst/Sunnyside ARP*. Amendments to the ARP are required to increase the height and density to accommodate this development. Additional clauses have been added to the DC District to allow for outdoor amenity space on the roof of the building, as well as a 1.8 metre building setback from 10 Street NW to allow for additional sidewalk and pedestrian space, and a 5.0 metre setback from the rear property line.

The initial application was for 26 metres and a maximum FAR of 5.0. Through the application review, the applicant requested an additional storey to allow for a maximum height of 29 metres to be constructed within the 5.0 FAR. Administration is supportive of the additional floor area based on the location within the Kensington main street, proximity to the Sunnyside LRT station, and the context of the nine-storey building directly north of the subject site.

The ARP outlines a density bonusing framework for the Transit Oriented Development (TOD) area of the *Hillhurst/Sunnyside ARP* for density above what was allowed in 2012. The base density for the site is 2.8 FAR. The proposed DC District includes a potential density increase from 2.8 FAR to 5.0 FAR. Any floor area developed between 2.8 FAR and 5.0 FAR is subject to the density bonusing provisions. The 2023 bonusing rate is set at \$20.76 per square metre for additional density proposed.

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 Direct Control District is necessary to provide for the applicant's proposed development due to innovative ideas and unique characteristics. The unique opportunity of providing community amenity through a density bonusing framework justifies the use of a DC District. This proposal would allow for the applicant's intended development through the MU-2 District as a base, while also implementing the bonusing provisions. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 6, 9, and 10 of the DC. Section 6 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. Sections 9 and 10 are amenity area and setback rules that the Development Authority may wish to provide a minor relaxation for based on the ultimate building design at time of development permit.

This redesignation is in alignment with the purpose and intent and current policies of the *Hillhurst/Sunnyside ARP*.

Development and Site Design

If the land use redesignation is approved by Council, the rules of the proposed DC District along with the policies of the ARP will provide guidance for future site development including building massing height, landscaping, and parking. Additional items that will be considered through the development permit process include, but are not limited to:

- mitigation of shadowing, privacy, and overlook impacts on adjacent properties;
- providing a quality public realm on 10 Street NW;
- interface with the rear lane;
- Mobility strategies considering the location near the LRT; and
- provision of high-quality amenity space for residents.

It is standard practice for Calgary Planning Commission to act as the Development Authority on applications implementing density bonusing. Administration will present a recommendation to CPC for decision when the development permit is ready for decision.

Transportation

Pedestrian access to the site is available from the existing sidewalk on 10 Street NW. The subject site is well served by Calgary Transit bus and LRT service. The site is within 200 metres of the Sunnyside LRT station and several bus routes located along 10 Street NW including

stops for Bus Route 4 (Huntington) and Route 5 (North Haven). Vehicle access to the site will be provided through the rear lane (addressed as Norfolk Lane). The lane has a width of 4.6 metres, which is below the standard 6.0 metres seen in other inner city communities.

A traffic impact assessment was not required for this land use amendment. However, the applicant provided a mobility assessment for the adjacent rear lane. The study noted that while there is limited opportunity for improvement to accommodate traffic, the proposed development would have a negligible impact on the existing traffic volumes, with active modes of transportation drawing residents to use 10 Street NW and not the rear lane. Repaving of the lane from the southern edge of the site north to 3 Avenue NW will be a requirement at the development permit stage. Administration has accepted the results of the study.

Environmental Site Considerations

No environmental considerations were identified for this land use amendment.

Utilities and Servicing

Water, sanitary sewer and storm sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of a development permit review 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.

Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use 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 Neighbourhood Main Street typology as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage Main Streets to develop with a broad mix of residential, employment and retail uses, orient commercial activity to the street and encourage appropriate transitions in scale between developments on the Main Street and adjacent areas. The MDP also identifies that Neighbourhood Main Streets should be developed with a minimum intensity of 100 people and jobs per hectare in a variety of forms from low to medium-scale and as a mix of retail, mixed use and multi-residential developments.

The proposal is in keeping with relevant MDP policies as the development provides for the opportunity for active ground-oriented uses, greater housing mix and choice within the community and higher densities in proximity to the primary transit network.

Calgary Climate Strategy (2022)

This application proposes the implementation of transit-oriented development, which aligns with the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). The application proposes a density increase in a transit-oriented development area which can contribute to greenhouse gas emissions reduction. Further opportunities to align development of the site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Hillhurst Sunnyside Area Redevelopment Plan (Statutory – 1988)

The subject site falls within the Transit Oriented Development Area of the [Hillhurst/Sunnyside ARP](#) and is subject to the policies contained within Part II of the Plan, which was added as an amendment by Council in 2009. Map 3.1: Land Use Policy Areas identifies this site as part of the Urban Mixed-Use area. The intention of this policy area is to provide opportunities for mixed use development with an active ground floor and the option for retail, office or residential development above. The maximum density prescribed in the ARP for this site is currently 4.0 FAR (Map 3.2 Maximum Densities). The maximum building height prescribed in the ARP for the site is currently 20 metres (Map 3.3: Building Heights). A minor amendment is required to both maps to allow for 5.0 FAR and 29 metres in height to ensure the land use is in compliance with the ARP.

On 2012 November 5, Council approved an amendment to the ARP to include density bonus provisions which require density increases above an established base density. Contributions can be made to the Hillhurst/Sunnyside Community Amenity Fund (HSCAF) or through the delivery of urban design initiatives.

The proposed redesignation is in keeping with relevant ARP policies as amended.

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 will be accepted for processing through the local area planning process.