

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northwest community of Hillhurst. It is a mid-block parcel on 10 Street NW which is a Neighbourhood Main Street, as identified in the *Municipal Development Plan* (MDP), between 2 Avenue and 3 Avenue NW. The site is approximately 0.14 hectares (0.34 acres) in size and is approximately 38 metres deep (measured east to west) and approximately 36.5 metres wide (measured north to south, adjacent to 10 Street NW). A rear lane exists along the western boundary of the site and is shared with low density residential developments on 11A Street NW.

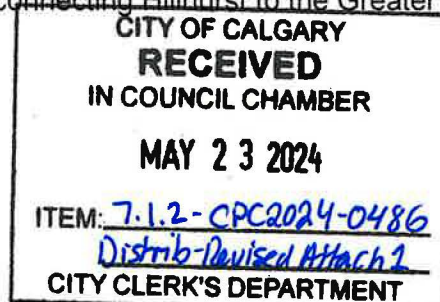
The subject site was previously developed with a mixed-use building (Kensington Manor). Built in 1969, the seven-storey building hosted commercial uses on the main floor and nearly 60 dwelling units above. In 2017, the apartment building was declared structurally unsound and, when no resolution with the building owner could be made, the building was condemned and The City of Calgary demolished the structure in 2020. The site has been vacant since.

The adjacent parcel north of the site is currently developed with a nine-storey multi-residential building with a two-storey parkade accessed from 10 Street NW and from 3 Avenue NW. The adjacent parcel south of the site is currently developed with a one-storey converted historic bungalow that serves as a local commercial business, with visitor parking provided off the laneway.

The site is located approximately 200 metres southwest (a four-minute walk) of the Sunnyside LRT Station and approximately 130 metres southwest (a two-minute walk) of two neighbourhood grocery stores. The site is located on the 10 Street NW Neighbourhood Main Street and the Kensington Road Neighbourhood Main Street is located 280 metres (a five-minute walk) to the south, providing a variety of shops, services and amenities within walking distance. Bicycle lanes along 10 Street NW, 5 Avenue NW and 9A Street NW provide active transportation connectivity around the site.

The community has been actively redeveloping with several new buildings approved and constructed in the Transit Oriented Development (TOD) Area as identified in the *Hillhurst/Sunnyside Area Redevelopment Plan* (ARP) in recent years. Surrounding development is generally characterized by a mix of commercial and multi-residential development. One parcel located approximately 190 metres (a three-minute walk) north of the site is occupied by an 11-storey apartment building (Riley Park Apartments), which is the tallest multi-residential building in the area.

The Bow to Bluff corridor is located directly adjacent the Red Line LRT alignment to the east of the subject site, while Riley Park and Hillhurst Sunnyside Park, location of the Hillhurst Sunnyside Community Association, are located approximately 700 metres (a 12-minute walk) north of the subject site. Hillhurst School is located approximately 900 metres (a 15-minute walk) northwest of the site. The Bow River pathway system is also located approximately 300 metres (a five-minute walk) to the south, connecting Hillhurst to the Greater Downtown.



## 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)	- 2.66%

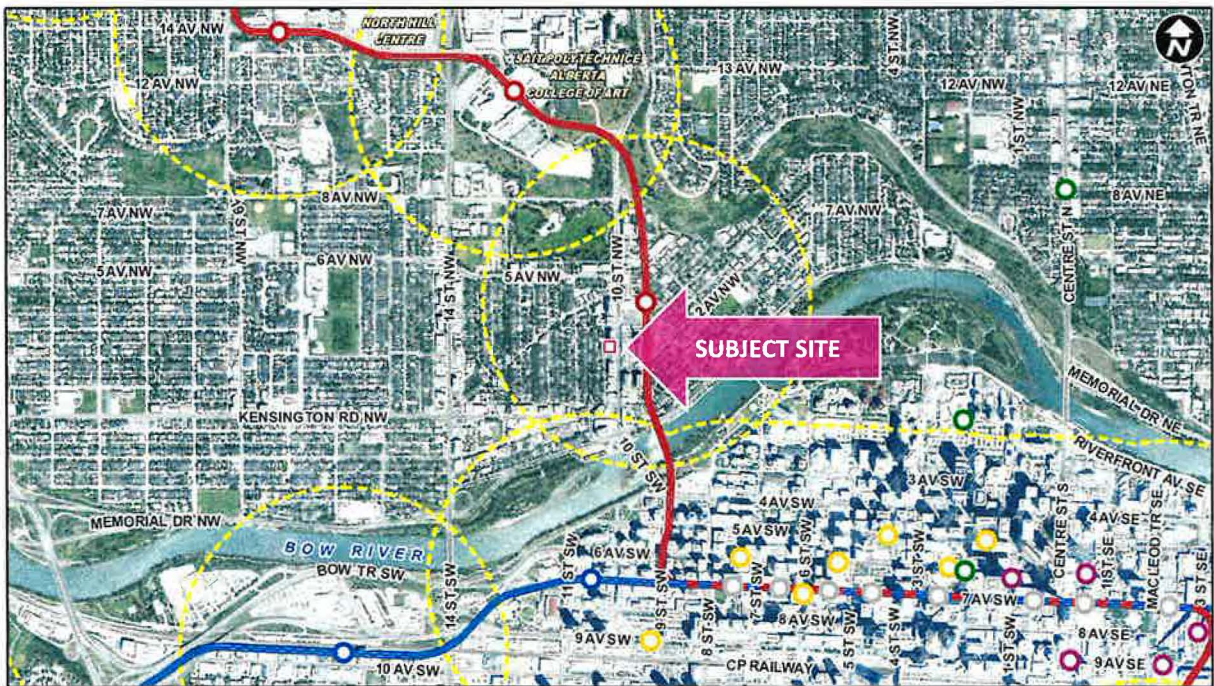
Source: The City of Calgary 2019 Civic Census

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





## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject site is designated as a Direct Control (DC) District ([Bylaw 122D2023](#)) based on the Mixed Use – Active Frontage (MU-2) District. The DC District is intended to accommodate commercial and residential uses in a street-oriented building and requires commercial uses at grade to promote activity at street level.

The main purpose of the DC District is to implement the bonus density provisions of the *Hillhurst/Sunnyside Area Redevelopment Plan* (ARP). The maximum building height in this DC District is 29 metres and allows for a maximum floor area ratio (FAR) of 2.8; however, the DC District contains two density bonusing provisions that may be used to increase to a maximum of 5.0 FAR, either through a contribution to the Hillhurst/Sunnyside Community Amenity Fund or through the provision of off-site improvements in accordance with the ARP. This development permit contributes to the Hillhurst/Sunnyside Community Amenity Fund to achieve 5.0 FAR for the site. The 2024 bonusing rate is set at \$21.46 per square metre for any floor area over 2.8 FAR to a maximum of 5.0 FAR. The cash contribution rate is adjusted annually on January 1 by the Development Authority, based on the Statistics Canada Consumer Price Index for Calgary.

## **Development and Site Design**

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

The proposed development is a nine-storey (29 metres) mixed-use building comprised of three commercial retail units at grade and 88 residential dwellings, consisting of a mix of one-bedroom and two-bedroom units. A single level underground parkade, accessed via the rear lane, provides vehicular and secured bicycle parking stalls.

The east elevation of the building, which faces 10 Street NW, features access to the three commercial retail units, as well as the proposed principal entrance and lobby area. The commercial spaces are visually accessible by an expansive glass wall while recessed signage brings the spaces down to a pedestrian scale. The addition of these commercial units will extend the 10 Street NW commercial frontage from Kensington Road NW. Dwelling units occupy the floors above the commercial retail units, with terraces provided for units on the second and third storey and private balconies for the rest of the floors above. These design features are complemented by building articulation and high-quality materials that create fine-grain visual interest from the pedestrian realm.

Back of house functions (waste, recycling, underground parkade access and commercial/visitor parking stalls) are provided from the existing lane on the western edge of the parcel.

### ***Building Materials***

The building features natural and neutral tones and textures. The brick frames relate to the surrounding context of the community while the profile and colouring adds a more contemporary element. The brick also gives the perception of a sturdy base with a strong street presence. The white fiber-cement siding is a neutral wall that allows for the eye to be drawn to the framed elements. The frames and charcoal fiber-cement siding brings attention to the warm wood grain fiber cement paneling that is suggestive of its outdoor balcony use and a feeling of warmth and homeliness. There are neutral textures implemented throughout the facade that add interest while maintaining approachability.

### ***Public Realm and Outdoor Amenity Spaces***

The proposed development will enhance the 10 Street NW streetscape and improve the public realm. Over 4.5 metres of pedestrian space will be provided between the edge of curb and the landscaping proposed in front of the building. An existing street tree is anticipated to remain and be protected during building and public realm construction and three additional street trees are to be planted to encourage a walkable, pedestrian friendly streetscape. A total of 26 class 2 bicycle parking stalls are provided, with 14 located off the laneway and 12 in the 10 Street NW public realm, nestled between the proposed new street trees and metal planters. This allows cyclists to lock up in a dedicated space while allowing for approximately 2.5 metres of dedicated space for pedestrian mobility.

The setback of the building provides extra space for pedestrians and street landscaping, furthering the community's sense of safety and community. On the subject site, pedestrian pavers articulate the transition from the public sidewalk and draw pedestrians to the entrances of the commercial retail units.

An outdoor rooftop common amenity space is included, providing lounge seating, dining areas and a barbeque station.

### **Urban Design Review Panel**

The proposed development was reviewed by Urban Design and Open Space throughout the Development Applications Review Team (DART) process and reviewed by the Urban Design Review Panel (UDRP) on 2023 September 27. Comments from UDRP suggested the applicant review the following elements:

- poor articulation of north and south building walls;
- disconnection from the public realm with landscaping that limits the spill-out effect of the commercial units and private amenities that do not contribute to the public realm;
- lack of walkway connections between the street and the laneway;
- lack of a buffer between the vehicular parking ramp serving the building to the north and the main residential entry; and
- lack of human scale along the front of the building, and a need to reconsider articulation and location of commercial and residential entries.

In response to UDRP's comments and Administration's detailed review of the application, the applicant:

- revised the landscape design along 10 Street NW to break up the landscape planters and introduce potential seating areas;
- revised landscape and site plans to provide connection improvements to the building's laneway interface;
- refined the second and third storeys to provide terraces with lighter and more translucent privacy walls, allowing more light to penetrate deeper into the units;
- improved building lighting at the pedestrian level to enhance the experience along the 10 Street NW;
- provided a secondary residential entrance to the lobby and improved the pathway for accessible parking stalls located off the lane;
- provided a detailed explanation about how materiality will help provide a human scale experience for the commercial and residential entries along 10 Street NW; and
- provided a detailed explanation about how the residential entry is uniquely articulated, set back even further from the 10 Street NW sidewalk than the commercial entries, creating a small 'forecourt' condition enhanced by landscape planting details.

The applicant also made additional refinements to the design, which are detailed in the applicant's response to the UDRP comments.

## **Transportation**

### **Site Access and Traffic**

Pedestrian access to the site is from the adjacent sidewalk on 10 Street NW, which will be improved for pedestrian access and comfort, and the rear laneway to a secondary residential entrance. As part of the Always Available for All Ages and Abilities (5A) Network, existing on-street bikeways are located on 5 Avenue NW, 3 Avenue NW, 10 Street NW and 9A Street NW, which provide active transportation connections to downtown, the Southern Alberta Institute of Technology (SAIT) and the Alberta University of the Arts (AUArts) and the river pathway system.



### ***Bicycle Parking Facilities***

The proposed development supports and encourages active transportation and leans on the walkability of the community and proximity to the Sunnyside LRT Station. 76 bicycle parking stalls – class 1 are provided in the underground parkade for residential use, along with a bicycle repair facility. This is well above the 0.5 bicycle stalls per dwelling unit required by the DC District. 12 bicycle parking stalls – class 2 are also provided within the 10 Street NW right-of-way adjacent to the development and 14 bicycle stalls – class 2 are provided in the laneway adjacent to the visitor parking stalls.

### ***Transit***

The site is well served by Calgary Transit's bus and LRT service. The site is located within approximately 200 metres (a four-minute walk) of the Sunnyside LRT Station and within 150 metres (a three-minute walk) of several bus routes located on 9A Street NW and 10 Street NW, including Route 104 (Sunnyside/University of Calgary), Route 4 (Huntington) and Route 5 (North Haven), and Route 1 (Bowness/Forest Lawn).

### ***Motor Vehicle Parking***

The DC District defers to the General Rules for Mixed Use Land Use Districts in Land Use Bylaw 1P2007, which requires 0.75 stalls per dwelling unit and allows for a reduction of 25.0 per cent of required stalls for developments located within 600 metres of existing or approved LRT station. As such, the proposed development requires 50 parking stalls in accordance with this rule.

The development application proposes 33 resident motor vehicle parking stalls. This is enabled by the Land Use Bylaw section 124(2), which states a relaxation can be considered by the Development Authority when transportation demand management measures are considered and implemented on site through a development permit. This is achieved in this development application through the provision of enhanced bicycle parking facilities and associated infrastructure to encourage residents to choose active transportation measures. Additionally, a parking requirements study has been accepted by the Mobility Specialist group who has determined the proposed parking amount is sufficient for this development. As a result, Administration supports a relaxation to the required vehicle parking stalls.

Vehicular access to underground parking and loading will be from the rear lane. The proposed development also includes three visitor parking stalls, two of which are located off the rear laneway and include electric vehicle (EV) charging infrastructure.

### ***Curbside Management***

There is no parking restriction on 10 Street NW directly in front of the subject site. Two hour on-street parking is available north and south of the site along 10 Street NW 9:00 a.m. to 4:00 p.m. Monday to Friday and 9:00 a.m. to 6:00 p.m. Saturday. There is signage indicating that there is no stopping anytime along 10 Street NW Monday to Friday 6:30 a.m. to 8:30 a.m. and 4:00 p.m. to 6:00 p.m.

### ***Environmental Site Considerations***

No environmental concerns were identified.

### ***Utilities and Servicing***

Water, sanitary and storm (deep) utilities exist adjacent to the site. Servicing requirements are being reviewed as part of the Development Site Servicing Plan (DSSP) application. Waste and recycling pick-up will be accessed from the rear lane.

## Legislation and Policy

### **South Saskatchewan Regional Plan (2014)**

Administration's recommendation aligns 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)**

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed development permit 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 support a mix of uses within a pedestrian-friendly environment served by the Primary Transit Network. This development application is in keeping with the relevant policies of the MDP.

### **Calgary Climate Strategy (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has proposed four EV parking stalls and a surplus of 32 indoor secure bike storage stalls. These measures support Program Pathway F: Zero emissions vehicles – Accelerate the transition to zero emissions vehicles, and Program Pathway G: Mode shift – Increase the mode share of zero or low emissions transportation modes and will contribute to lowering emissions. Additionally, the applicant has proposed provisions within the electrical design to allow for a future solar photovoltaics system, including empty conduit and weatherproof junction boxes that could accommodate a future photovoltaics system. This measure supports Program Pathway A: New buildings – Build new buildings to a net zero emissions standard.

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

The subject site falls within the TOD Area of the [Hillhurst/Sunnyside Area Redevelopment Plan](#) (ARP) and is subject to the policies contained within Part II of the Plan, which was added as an amendment by Council in 2009. The subject site is located within the Urban Mixed-Use Area as identified on Map 3.1: Land Use Policy Areas. The intent of the Urban Mixed-Use Area is to accommodate the highest densities and building heights in the area with minimal impact on the character or quality of nearby residential districts. The maximum building height prescribed in the ARP for the site is 29 metres (Map 3.3: Building Heights). Section 3.1.5 of the ARP includes provisions for bonus density, with the opportunity to increase the FAR to a maximum of 5.0.

The proposed development aligns with relevant ARP policies and includes a contribution to the Hillhurst/Sunnyside Community Amenity Fund to achieve the maximum of 5.0 FAR for 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. The proposed development is in alignment with the applicable urban form category and building scale modifier found in the draft Riley Communities Local Area Plan. Planning applications are being accepted for processing during



the local area planning process and are reviewed using existing legislation and Council approved policy.

### Land Use Bylaw 1P2007 and Direct Control District (122D2023)

Administration has reviewed the application against the DC District ([Bylaw 122D2023](#)) and Land Use Bylaw 1P2007. The table below notes proposed relaxations. Administration has reviewed each relaxation individually and considers each relaxation to be acceptable for the reasons outlined in the table below.

Bylaw Relaxations (Direct Control 122D2023)		
Regulation	Standard	Provided
No Bylaw Relaxations as per the Direct Control noted.		
Bylaw Relaxations		
Regulation	Standard	Provided
1335 Building Separation	(2) The façade of a building located above 23.0m from grade must provide a minimum horizontal separation of: (b) 5.5m from a property line shared with another parcel;	<p>There is no separation for the north or south facades of the proposed building at 23.0m height.</p> <p><i>File Manager notes: between the height of 23.0 m established by the land use bylaw and the top of the building (28.94 m) is a total measurement of 5.94 m. Requiring the applicant to step back from the property line shared with the northern and southern parcels would impact the viability of eight (8) suites on floors eight and nine and potentially limit the overall number of dwelling units that could be provided. To the south, there is a 1.5 storey bungalow building that will not be impacted by relaxing this separation. To the north, there is a 9 storey mixed-use building. Until recently, a building of similar height and separation existed on the subject site without a 5.5 m horizontal separation between these two buildings. Additionally, there is a ~5 m parkade access ramp that separates the building on the parcel to the north from the shared property line. Finally, the windows of the units of the building to the north primarily face north and south, and as such the top ~6 m of the proposed development that is not horizontally separated from the building by 5.5 m will have minor</i></p>

		<b><i>impact on sunlight access to the building. Thereby, a relaxation request is supported by the File Manager.</i></b>
1384 Façade Width for Uses Facing a Street	(2) For an individual Drinking Establishment - Medium, Drinking Establishment - Small, Restaurant: Food Service Only, Restaurant: Licensed, Retail and Consumer Service or Supermarket use located on the floor closest to grade, the length of the building facade that faces a street may be increased to 30.0m where all the other uses that share the same facade meet the requirements of subsection (1).	Plans indicate the retail and consumer service unit façade as being 30.85m (+0.85m).  <i>File Manager notes: overall, the retail and consumer service unit façade extends less than one metre beyond the maximum allowed. This is a minor discrepancy and thereby the relaxation request is supported by the File Manager.</i>
1347 Additional Landscaping Requirements	(5) Every building on a parcel must have at least one sidewalk connecting the parking area to the public entrances of the building.	Plans do not indicate a sidewalk to the proposed west (rear) surface parking stalls.  <i>File Manager notes: the applicant has proposed a painted surface walkway which connects pedestrians from the required laneway sidewalk to the rear entrance of the building. This sidewalk runs adjacent to proposed class 2 bicycle stalls and visitor parking. As such, the relaxation is supported by the File Manager.</i>
1350 Parking Stalls	(1)(a)(i) 0.75 stalls per unit	Plans indicate 36 (-13) compliant stalls provided.  <i>File Manager notes: per Land Use Bylaw 1P2007 section 1352, a 25% reduction to the required number of motor vehicle parking stalls is applied as this site is within 600 metres from an LRT station. Section 124(2) states that a further reduction of motor vehicle parking stalls may be considered for approval if other transportation demand measures are provided.</i>  <i>The applicant proposes additional bicycle parking stalls (an additional 32 class 1 bicycle parking stalls beyond the 44 required by the Land Use Bylaw, and 15 class 2 bicycle parking stalls beyond the 11 required by the Land Use Bylaw) and an enhanced bicycle parking facility that is</i>



		<i>expected to encourage residents to choose active transportation measures over trips taken by private vehicle. As such, the proposed reduction to the number of motor vehicle parking stalls is supported by the File Manager.</i>
1350 Visitor Parking Stalls	(1)(a)(ii) 0.10 stalls per unit	<p>Plans indicate 3 (-4) visitor parking stalls.</p> <p><i>File Manager notes: see rationale above for parking stalls. The applicant proposes 26 class 2 bicycle parking stalls, which is more than double the stalls required and encourages a mode of transportation other than the motor vehicle. As such, the proposed reduction to the number of visitor motor vehicle parking stalls is supported by the File Manager.</i></p>
125 Bicycle Parking Stalls	(4) Bicycle parking stalls must be separated from motor vehicle parking stalls, visitor parking stalls or loading stalls by 2.0m or a physical barrier.	<p>Plans indicate the class 2 stalls as being 1.19m (-0.81m) from the proposed visitor stalls.</p> <p><i>File Manager notes: while the class 2 stalls identified for relaxation are within 2 metres of the proposed visitor parking stalls, they are freely accessible from the north painted surface walkway and the laneway sidewalk. As such, the distance relaxation is supported by the File Manager.</i></p>