

Planning & Development Report to  
Calgary Planning Commission  
2019 March 21

ISC: UNRESTRICTED  
CPC2019-0321

**Land Use Amendment in Hillhurst (Ward 7) at 1702 - Kensington Road NW,  
LOC2018-0139**

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**EXECUTIVE SUMMARY**

This application was submitted by O2 Planning and Design on 2018 July 14 on behalf of the landowner Jennifer Sullivan and John Lewis. The application proposes to change the designation of the subject site from Residential - Contextual One / Two Dwelling (R-C2) District to DC Direct Control District based on the Commercial – Neighbourhood (C-N1) District to allow for:

- small scale mixed use development;
- a maximum building height of 12 metres;
- a reduction of setback areas in a unique and constrained site;
- a reduction of parking requirements; and
- the uses listed in the C-N1 district.

The proposal aligns with the applicable policies of the *Hillhurst/Sunnyside Area Redevelopment Plan* and the *Municipal Development Plan*.

No development permit has been submitted at this time.

**ADMINISTRATION RECOMMENDATION:**

That Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.04 hectares ± (0.11 acres ±) located at 1702 Kensington Road NW (portion of Plan 6219L; Block 13; Lot 40) from Residential - Contextual One / Two Dwelling (R-C2) District **to** DC Direct Control District to accommodate a small scale mixed use development, with guidelines (Attachment 2); and
2. Give three readings to the proposed Bylaw.

**PREVIOUS COUNCIL DIRECTION / POLICY**

None.

**BACKGROUND**

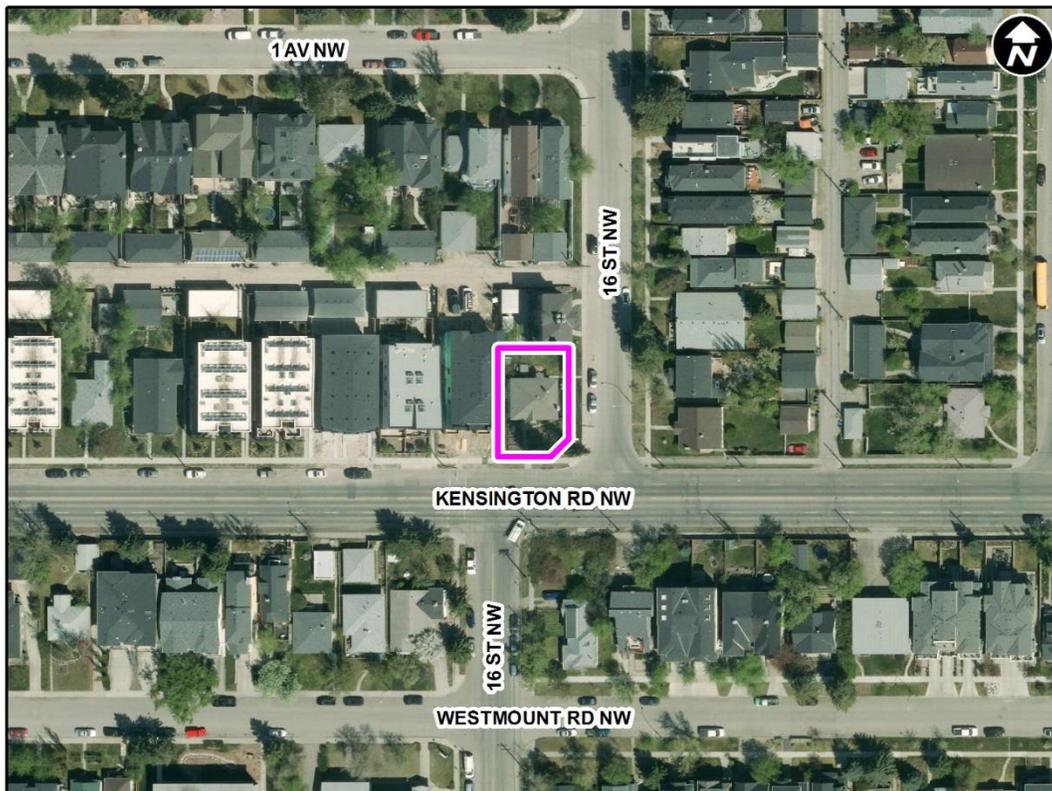
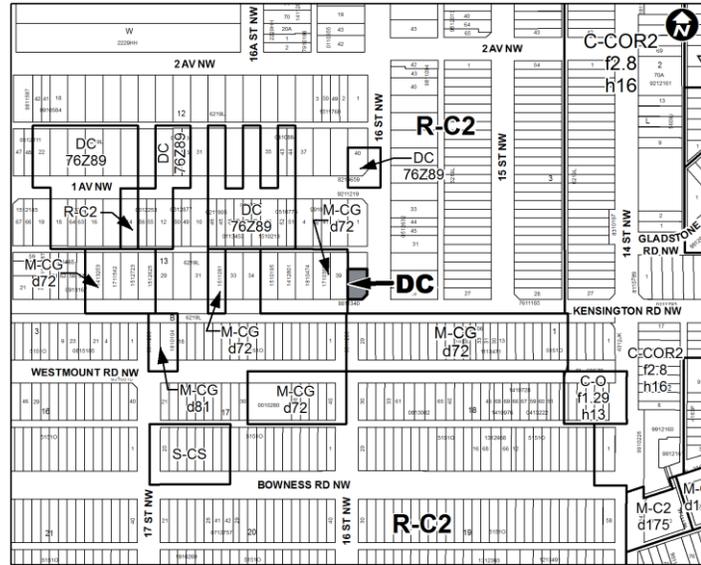
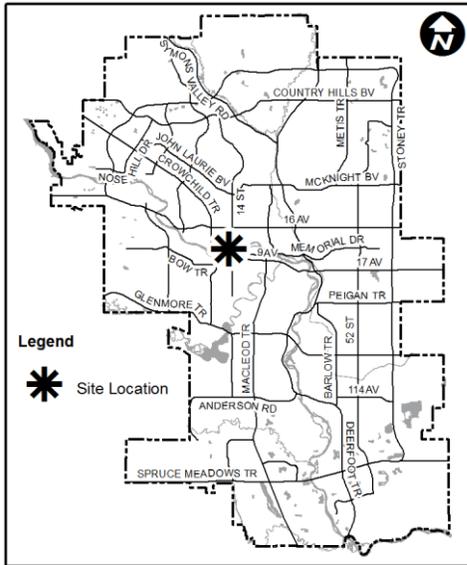
This application was submitted by O2 Planning and Design on 2018 July 14. While no development permit application has been submitted at this time, the applicant has indicated their intent to develop a small mixed-use development with an office facing Kensington Road NW and 16 Street NW as well as one grade-oriented residential unit and a separate dwelling unit above an attached garage.

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Location Maps



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### Site Context

Hillhurst, and specifically Kensington Road NW, is a community with a mix of housing types ranging from single detached dwellings to large multi-residential developments, as well as commercial uses, mixed use and stand-alone commercial uses along the Kensington Road NW corridor.

The subject site, 1702 Kensington Road NW is located along the identified Neighbourhood Main Street of Kensington Road NW, slightly west of the major intersection with another Neighbourhood Main Street, 14 Street NW. The site is a corner parcel with approximately 17 metres by 26 metres frontage on Kensington Road NW and 16 Street NW respectively. The parcel was subdivided in the 1980s. This separated the rear portion of the parcel to enable residential development, removing the lane access and effectively interfaced the rear property line of this parcel with the side property line of the adjacent parcel.

The adjacent parcel to the north of the subject site is developed with a two-storey residential development. Immediately to the west is a new four-unit multi-residential development.

As identified in *Figure 1*, the community of Hillhurst has seen a slight decline in population since the peak in 2015.

| Hillhurst                          |       |
|------------------------------------|-------|
| Peak Population Year               | 2015  |
| Peak Population                    | 6,737 |
| 2018 Current Population            | 6,616 |
| Difference in Population (Number)  | -121  |
| Difference in Population (Percent) | -1.8% |

Source: City of Calgary 2018 Civic Census

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

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposed DC Direct Control District, based on the Commercial – Neighbourhood 1 (C-N1) District, represents an opportunity to develop a fine grain mixed-use development integrated into the existing community.

Initially, the application was submitted for a DC Direct Control District based on the Multi-Residential – Support Commercial (M-X1) District. Throughout the review of the application a variety of different districts were explored for the base of the DC District. The challenge that typically arose was that the stock mixed use districts such as M-X1 and Mixed Use – General (MU-1) District are not suitable for fine grain, small scale mixed use parcels and as such

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considerable land use district engineering would need to take place to accommodate the applicants desired outcome. Administration felt that it was more beneficial to use and modify a stock district with as little changes as possible and therefore the C-N1 District was chosen to accommodate this proposal.

### Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

#### *Land Use*

The existing Residential – Contextual One / Two Dwelling (R-C2) District allows for low density residential development to a maximum of two units. The proposed DC Direct Control District based on the Commercial – Neighbourhood 1 (C-N1) District of *Land Use Bylaw 1P2007* is intended to allow:

- transit and active transportation supportive mixed-use development;
- a parking ratio of 0.3 stall per 100 square metres of Office when 3.0 bicycle Class 1 parking stalls, as well as an end of trip facility such as a shower are provided to the employees;
- a maximum floor area ratio of 2.5;
- a maximum building height of 12 metres with a step down in height required at the north end of the parcel where it directly interfaces with low density residential;
- a minimum setback area of 1.2 metres (where the property line is shared with another parcel) that must be planted with 1.0 tree per 4.0 square metres. No setback area is required from the property lines that are along a street; and
- a clause to allow for relaxations of the specified DC rules.

Given the site is smaller than a typical lot from an earlier subdivision, the proposed DC is intended to facilitate a fine grain mixed use development. The C-N1 District provided a better interface with the neighbouring parcels and a more sensitive approach than the mixed use land use districts. This type of development is not anticipated with our stock mixed use land use districts. Our stock mixed use land use districts are intended for developments that are larger in scale and more common than this intended future development.

### *Development and Site Design*

The proposed redesignation is intended to accommodate the development of a street fronting commercial office development with an attached grade-oriented dwelling unit and another unit above the attached parking garage. Vehicular access will be taken from 16 Street NW.

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At the development permit stage, key factors that will be important to address and are incorporated into the Direct Control District include:

- addressing the corner of Kensington Road NW and 16 Street NW with appropriate facade treatments, public realm interface and setbacks;
- respecting the context and privacy of the low density development directly to the north of the site with a step down in height and privacy screening; and
- ensuring active modes of transportation are accommodated by providing above standard requirements on site such as indoor bicycle parking and an end of trip shower facility for employees.

***Environmental***

An Environmental Site Assessment was not required as part of this application. There are no known environmental concerns on the parcel or in the immediate area.

***Transportation Networks***

The parcel is located along Kensington Road NW which is classified as a Neighbourhood Boulevard in the Calgary Transportation Plan. A Transportation Impact Assessment was not requested as part of this application. Primary transit is located approximately 50 metres from the site along Kensington Road NW.

***Utilities and Servicing***

Water, sanitary and sewer services are available to service the site.

**Stakeholder Engagement, Research and Communication**

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised on-line. No public open houses were held for this application.

The applicant met with the Hillhurst Sunnyside Community Association (HSCA) on 2018 May 08 before the application was submitted to the City. The HSCA was circulated as part of this application and a letter was submitted by the HSCA which indicated concerns that a height of 14 metres was too high given that the adjacent multi-residential development is less than 10 metres in height. They also had concerns that on-street parking is not in high supply in this location given the bus stops, crosswalks, and visibility at the corner.

Ten letters were submitted from nearby residents in support of the application. These residents expressed excitement for redevelopment and an increase in vibrancy in their community. Five letters were submitted in opposition to this proposal citing concerns with commercial zoning "creep" into the neighbourhood and available on-street parking.

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Administration considered relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate with the reduction of the height from 14 metres to 12 metres. Compliance with relevant policies and bylaws, as well as design compatibility of discretionary uses with respect to surrounding neighbourhood context, traffic and access will be reviewed at the development permit stage.

Following Calgary Planning Commission, notifications for Public hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation and date of Public Hearing will be advertised.

### **Strategic Alignment**

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

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Map in the *South Saskatchewan Regional Plan (SSRP)*. While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

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

The subject parcel is located within the Neighbourhood Main Street area of the *Municipal Development Plan (MDP)*. The applicable MDP policies encourage a broad range of low to medium density residential developments with employment, retail and mixed uses to accommodate a diverse range of the population. The proposed redesignation complies with the policies of the MDP.

#### ***Hillhurst/Sunnyside Area Redevelopment Plan (Statutory - 1997)***

The *Hillhurst/Sunnyside Area Redevelopment Plan (ARP)* identifies the subject parcel as located within Character Area Seven. This character area is largely identified as a low density residential area but does not preclude the development of a small scale mixed use development. The policies contained within the ARP are specific to respecting the existing character of the community with provisions such as respecting a 1.2 metre side yard setback and a low-density height. The proposed land use district complies with the *Hillhurst/Sunnyside Area Redevelopment Plan*.

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**Social, Environmental, Economic (External)**

The recommended DC Direct Control District allows for an innovative use of a constrained site that will provide for a more efficient use of land while adding increased vibrancy along a Neighbourhood Main Street. The proposal also takes advantage of existing transit and bicycle infrastructure to encourage transit use and active modes of transportation.

**Financial Capacity**

***Current and Future Operating Budget***

There are no known impacts to the current and future operating budgets at this time.

***Current and Future Capital Budget***

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

**Risk Assessment**

There are no significant risks associated with this proposal.

**REASON(S) FOR RECOMMENDATION(S):**

The proposal is in keeping with applicable direction of the *Hillhurst/Sunnyside Area Redevelopment Plan* and the *Municipal Development Plan*. The DC District is contextually sensitive and will allow for a fine grain mixed-use development on a constrained inner-city parcel with excellent access to active modes of transportation as well as Primary Transit.

**ATTACHMENT(S)**

1. Applicant's Submission
2. Proposed Direct Control District Guidelines
3. Community Association's Comments