

Planning & Development Report to
Calgary Planning Commission
2019 September 05

ISC: UNRESTRICTED
CPC2019-1065

**Land Use Amendment in Highland Park (Ward 4) at multiple addresses,
LOC2019-0030**

EXECUTIVE SUMMARY

This application was submitted by K5 Designs on 2019 March 05 on behalf of the land owners Julia Luu, 1268574 Alberta Ltd (Thanh Vi Luong) and 1173874 Alberta Ltd (Uyen Phan Luong). The application proposes to change the land use designation of the subject site from Residential – Contextual One / Two Dwelling (R-C2) District to Mixed Use - General (MU-1f4.0h21) District to allow for:

- transit-oriented development in proximity to a future Green Line LRT Station;
- multi-residential development with the ability to have retail commercial units at grade fronting onto Centre Street N;
- a maximum building height of 21 metres (an increase from the maximum 10 metres);
- a maximum building floor area of approximately 12,500 square metres (based on a floor area ratio of 4.0); and
- the uses listed in the MU-1 District.

The proposal aligns with the applicable policies of the *Municipal Development Plan*. A development permit application has not been submitted at this time.

ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed redesignation of 0.31 hectares ± (0.78 acres ±) located at 4303, 4307, 4311, 4315 and 4319 Centre Street NW (Plan 5422GK, Block 12, Lots 1 to 5) from Residential – Contextual One / Two Dwelling (R-C2) District to Mixed Use - General (MU-1f4.0h21) District; and
2. Give three readings to the proposed bylaw.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2019 September 5:

That Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.31 hectares ± (0.78 acres ±) located at 4303, 4307, 4311, 4315 and 4319 Centre Street NW (Plan 5422GK, Block 12, Lots 1 to 5) from Residential – Contextual One / Two Dwelling (R-C2) District to Mixed Use - General (MU-1f4.0h21) District; and
2. Give three readings to **Proposed Bylaw 202D2019**.

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PREVIOUS COUNCIL DIRECTION / POLICY

None.

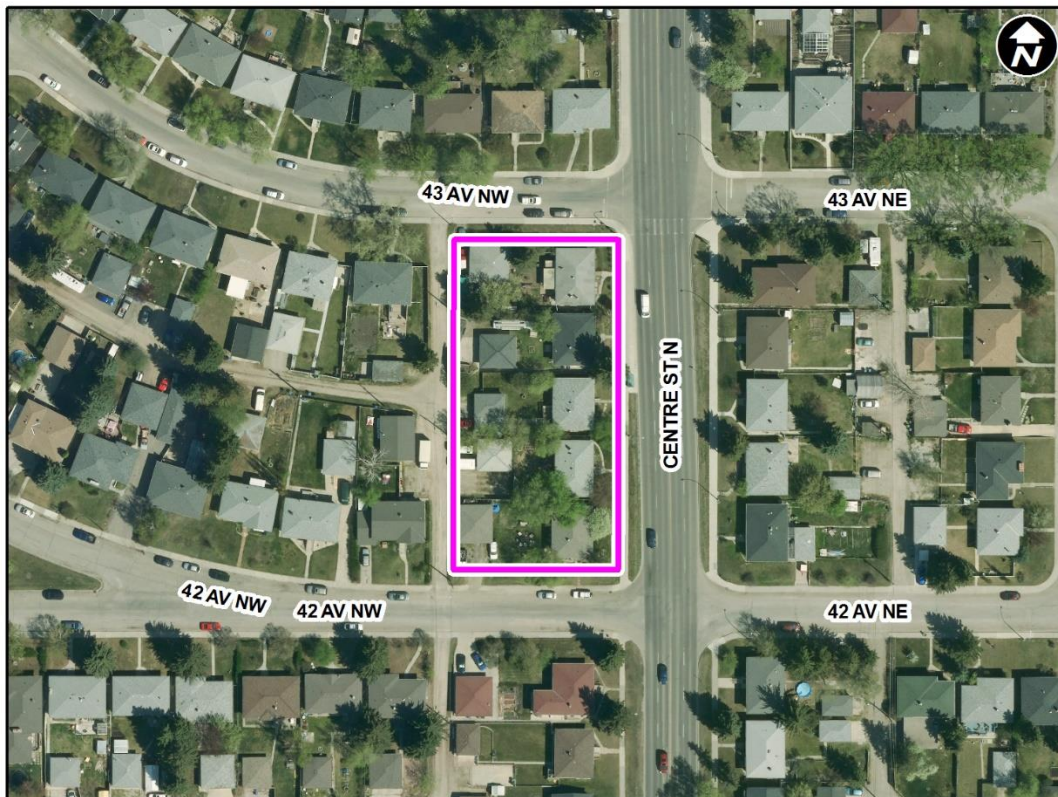
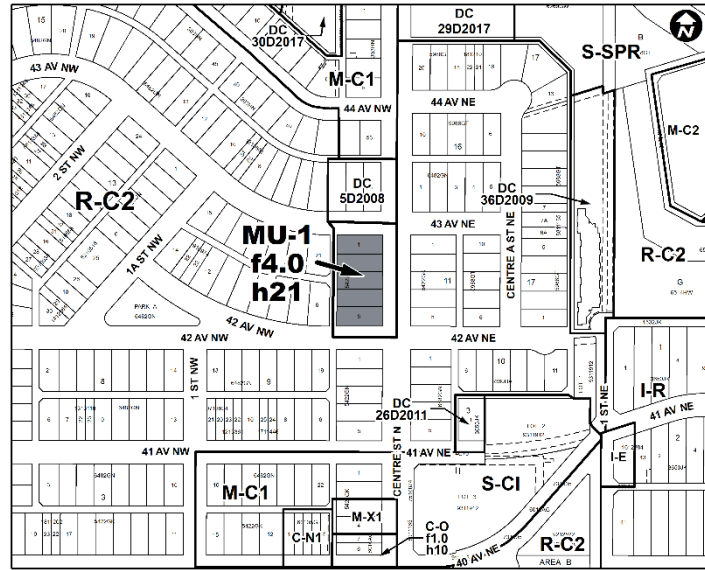
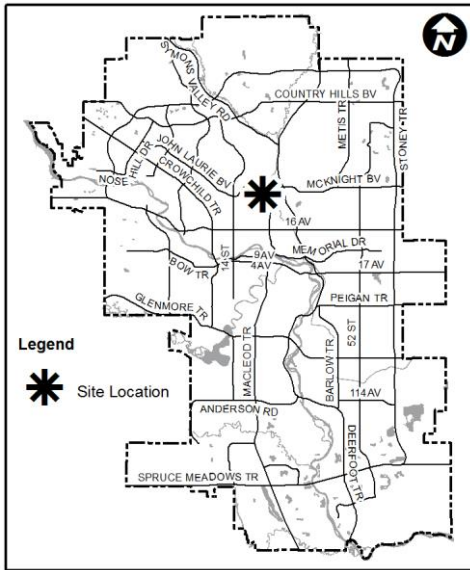
BACKGROUND

This land use amendment application was submitted by K5 Designs on 2019 March 5 on behalf of the land owners Julia Luu, 1268574 Alberta Ltd (Thanh Vi Luong) and 1173874 Alberta Ltd (Uyen Phan Luong). The applicant's submission (Attachment 1) indicates the land owners' intent to redesignate their properties to allow for the ability to develop multi-residential building(s) with or without retail commercial units at grade in alignment with the MU-1 District.

This land use amendment application will prepare the subject site for future development within the 600 metres Transit Oriented Development radius of a future Green Line LRT Station (40 Avenue). The subject site is considered a transit-oriented development site with Centre Street classified as an Urban Main Street and part of the City's Primary Transit Network.

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Location Maps



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Site Context

The community of Highland Park is an inner-city residential community straddling Centre Street N, providing direct access to downtown Calgary and other residential communities to the north. The intersection of Centre Street N with 40 Avenue NW to the west and 41 Avenue NE to the east has been earmarked for the location of the future 40 Avenue Green Line LRT Station. The subject site is comprised of five parcels (4303, 4307, 4311, 4315 and 4319 Centre Street NW) and is situated two blocks north of the abovementioned intersection between 42 Avenue NW and 43 Avenues NW. The site is approximately 0.31 hectares (0.78 acres) in size and is developed with five one-storey single detached dwellings with vehicular access from the rear lane to detached garages.

Surrounding uses in the direct vicinity of the subject site consist of low density multi-residential development with a Residential – Contextual One / Two Dwelling (R-C2) District or a Multi-Residential – Contextual Low Profile (M-C1) District. Several mixed-use, commercial and multi-residential uses are situated two blocks to the south of the subject site around the intersection of Centre Street N with 40 Avenue NW and 41 Avenue NE.

As identified in *Figure 1*, the community of Highland Park has seen a population decrease since its population peak in 1969.

Figure 1: Community Peak Population

Highland Park	
Peak Population Year	1969
Peak Population	4,875
Current Population (2018)	4,191
Difference in Population (Number)	-684
Difference in Population (Percent)	-14%

Source: *The City of Calgary 2018 Civic Census*

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use amendment proposal has the potential to allow for a comprehensive redevelopment of a complete street block on a key transportation and transit corridor. The subject site can contribute to transit oriented development by providing multi-residential housing at higher residential densities close to a future LRT Station as well as providing the potential for commercial at grade fronting onto Centre Street N.

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Planning Considerations

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

Land Use

This land use amendment application proposes the redesignation of the subject site from Residential – Contextual One / Two Dwelling (R-C2) District to Mixed Use - General (MU-1f4.0h21) District. The subject site consists of five lots that are designated R-C2 which allows for low density residential development in the form of single detached dwellings, semi-detached dwellings or duplex dwellings. The R-C2 District allows for a maximum building height of 10 metres and maximum of two dwelling units.

The proposed modifiers of the Mixed Use - General (MU-1) District include a floor area ratio modifier of 4.0 (which would allow for up to 12,546 square metres of building floor area) and a building height modifier of 21 metres (which would allow for up to six storeys in height). The MU-1 District would allow for the redevelopment of the subject site to future multi-residential development with the ability to have a wide range of retail commercial uses at grade facing the commercial street (Centre Street N). The 21 metre building height restriction is considered compatible with the existing surrounding context given the following:

- Centre Street is classified as an Urban Main Street;
- the future Green Line with the proposed 40 Avenue LRT Station;
- the rear lane along the western property line of the subject site;
- the existing above-average lot sizes size of surrounding properties; and
- the future redevelopment potential of surrounding properties.

Development and Site Design

Future development on the subject site will be evaluated against the rules of the MU-1 District and will be reviewed by City Wide Urban Design to guide the built form in relation to use, height, massing, parking and landscaping. Other key factors that will be important to consider include the following:

- ensuring higher residential densities to support existing bus ridership and future LRT ridership at the proposed 40 Avenue LRT Station;
- ensuring acceptable vehicular access from both 42 Avenue NW and 43 Avenue NW via the rear lane;
- mitigating potential impacts on the existing R-C2 properties to the west of the subject site including but not limited to built form and shadowing;
- providing for an active street interface with Centre Street N and frame 42 Avenue NW and 43 Avenue NW with building frontages; and
- integrate sufficient amenity space in the site plan.

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Environmental

There are no environmental concerns associated with the subject site or this proposal.

Transportation

A Transportation Impact Assessment was not required at the land use amendment stage but may be required at the first development permit application depending on the scale of the proposed development and number of lots included.

The subject site is situated on the Primary Transit Network (Centre Street) and provides high connectivity along the north-south corridor as well as along 40 Avenue NW and 41 Avenue NE which is part of an east-west Primary Transit Network Line.

Transit and bus rapid transit stops are located directly adjacent to the subject site as well as within 200 metres to the north and south of the site. Transit stops for the east-west bus line (Route 38) are situated along 40 Avenue NW and 41 Avenue NE, two blocks to the south of the subject site. Vehicular access to the subject site will be provided from the existing rear lane with access points from 42 Avenue NW and 43 Avenue NW.

Green Line

The CPAG Green Line Team reviewed the land use amendment application and is in support of the proposal since the subject site is within close proximity to the future 40 Avenue Green Line LRT Station. The LRT station area has been identified as a Transit Oriented Development (TOD) area and as such, future development and land uses should be transit supportive.

Utilities and Servicing

Water, sanitary and storm sewer mains are available to service the site. The specific servicing arrangements and stormwater management will be reviewed and evaluated in detail as part of the development permit process.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practises, 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.

Administration circulated the application to the Highland Park Community Association which provided comments of general support on the development proposal (Attachment 2).

Administration received no comments from the public at the time of writing this report.

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Following Calgary Planning Commission, notifications for the Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Planning Commission's recommendation and the date of the 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 Plan 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 policy and land use amendment build 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 Urban Main Street Land Use Typology identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). Urban Main Streets are served by the Primary Transit Network and should provide for a broad mix of residential, employment and retail uses. The MDP policies of the Urban Main Street typology focus on ensuring development with a public realm that is of high quality, pedestrian-oriented and is of an intensity that will contribute to a vibrant environment.

The proposal is in keeping with relevant MDP policies as the rules of the MU-1 District provide for a development form that is appropriate to the subject site and other surrounding land uses in terms of height, built form and density. The proposed MU-1 District will foster a variety of commercial and residential uses that are higher in density, thus achieving land use objectives outlined by the MDP.

Transit Oriented Development Policy Guidelines (Non-Statutory – 2004)

The *Transit Oriented Development Policy Guidelines* provide direction for the development of areas typically within 600 metres of a Transit Station. The subject site is located approximately 250 metres north of the future 40 Avenue Green Line LRT Station and is entirely within the transit-oriented development (TOD) area. The highest densities in station areas are generally located in close proximity to the station and there is an anticipated intensity threshold (within 400 metres of an LRT station) of a minimum of 100 jobs/population per hectare.

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North Hill Communities Local Growth Planning

The subject site is situated in Highland Park which does not currently have a statutory approved local area plan, but the community is part of the North Hill Communities Local Growth Planning project. The project aims to establish an area redevelopment plan for several inner-city communities north of downtown Calgary. It is anticipated through this local area plan that higher densities will be situated along major corridors, consistent with the current application.

Social, Environmental, Economic (External)

This proposal will allow for additional residential density along with potential retail commercial at grade on Centre Street N. The proposal will facilitate a more compact urban form that makes efficient use of land and existing infrastructure. The proposed land use district allows for a wider range of housing types and commercial uses and as such, the proposed changes may better accommodate the housing and retail needs of different age groups, lifestyles and demographics.

Financial Capacity

Current and Future Operating Budget

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

Current and Future Capital Budget

The proposed amendments do not trigger capital infrastructure investment and therefore there are no growth management concerns currently.

Risk Assessment

There are no significant risks associated with this proposal.

REASONS FOR RECOMMENDATIONS:

The proposal is in keeping with applicable policies of the *Municipal Development Plan*. The proposed MU-1f4.0h21 District is designed to be implemented on transportation and transit corridors and supports development on Urban Main Streets. The proposed land use district also supports the vision for future development intensification along Centre Street N and specifically for transit-oriented development near the future 40 Avenue LRT Station.

ATTACHMENTS

1. Applicant's Submission
2. Community Association Letter
3. **Proposed Bylaw 202D2019**