

From: [Ivy Betteridge](#)
To: [Public Submissions](#)
Subject: [EXT] Land use re-designation for 301-7th Ave NE
Date: Monday, November 04, 2019 8:36:22 PM
Attachments: [rowhouse proposal 2019 Nov.docx](#)

Please find attached letter for the rezoning of 301-7 Ave NE

Regards

Ivy Betteridge
John Ferrara

November 4, 2019

Office of the City Clerk
The City of Calgary
700 Macleod Tr SE
P.O. Box 2100 Station M
Calgary, AB T2P 2M5

Re: Land Use Redesignation – 301 – 7th Avenue NE

Dear Sir

We have owned and lived at 240-7th Avenue N.E., kitty corner to the property in question 301-7th Ave N.E., since October 1987. My husband and I are against the proposed re-designation of the land use from R-C2 to R-CG. We are against the building of a row house on that corner. This is the fourth time this rezoning has come up. This process is flawed where community residents have to repeatedly fight the same issue year after year, after it has been defeated not once, but twice. At July 6, 2016, City Council unanimously voted against the rezoning, at July 4, 2017's City Council voted 8-4 against the application. At this hearing, Druh Farrell recommended to file and abandon this motion. When is it going to end? We are open to most changes that have been taking place over the years since I have lived here. Not every street corner has to be upzoned. We are a quiet residential street. There are over 230 parcels within Crescent Heights where this development could be built without any need to re-zone.

We do not want or need any more multi-housing in this community. As of 2015, Crescent Heights is one of the most densely populated communities in Calgary with (the last time I checked), 1,995 multifamily units verses 1,328 single family homes. This proportion is among the highest in the city. We do not want to lose the charm of an older community with quaint, unique turn of the century housing and Victorian homes with more box shaped housing units. Our neighbourhood has enough of them already, starting from 6th Avenue going south toward the river bank. We have seen the proposed drawings for this 4 plex. The design is very contemporary, which does not fit with the character of the majority or the homes on 7th Avenue N.E.

Our community has a strong sense of pride and ownership. We do not need to add another ground-orientated unit to the already 286 (as of 2015) to maintain a connection to our street.

We are against increasing the car density of our street. Although the blocks around Seventh Avenue have both 2 hour and by permit only parking, parking is at a premium and we very rarely are able to park in front of our own home. Even with the permit parking, cars can be parked for days without moving. Parking bylaw does not pass our street very often to monitor the parking situation. The proposed 4 plex has 4 parking spaces which complies with city policy. I have to wonder if the policy has been updated from the 1950's when most families only have one vehicle. There could be in excess of 8 more vehicles parking on the street if all 4 homes have 2 cars each. I know city council does not care

about parking concerns, but it is a concern for us. When we get company, they are parking down the block in front of our neighbours homes because other cars are parked in front of our house. Because we live on the corner, we constantly get people from 6th Avenue parking in front of our house, or people who want to shop or dine at the establishments on Edmonton Trail. During a week day, we get people leaving their vehicles and walking downtown to work, regardless of the 2 hour limit.

We do not agree with the “aligns of ARP goals”. We do not want various housing types on our street to promote the inclusion of families with varying household incomes, meaning lower income families. We do not want to see our property values decrease, especially in this economic down turn. Calgary is experiencing high vacancy rates and rental rates are coming down due to the economy downturn. If these new homes sit empty, there is an invitation for crime and break-ins on our block.

When I purchased this home in 1987, it was because of the charm of the older neighbourhood with single family homes. We are not in favour of any planning initiatives for future densification between Edmonton Trail and Centre Street. The parking is an issue on our streets. More densification means less green space in the yards which means less mature trees in our area. Our urban forest on our block is in jeopardy, houses being torn down and replaced with bigger homes occupying the majority of the lot and not replacing the well-developed trees they have torn down. One of the charms of 7th Avenue is the large trees that form a canopy over the roadway and houses that keep them cool in the summer heat.

As I stated earlier, my husband and I are against the proposed re-designation of the land use from R-C2 to R-CG. We are against the building of any type of multi row housing on that corner. We feel it is not for the better, and it certainly won't improve our pretty avenues or the intersection.

Regards

Ivy Betteridge
John Ferrara
240-7th Ave NE
Calgary AB T2E 0M7

From: [Helen Gallant](#)
To: [Public Submissions](#)
Subject: [EXT] Rezoning of 301 7 Ave n.e.
Date: Wednesday, November 06, 2019 11:55:38 AM
Attachments: [rowhouse proposal HH 2019 Nov.docx](#)

Dear Sirs

Please find attached our response to the rezoning of 301-7th Ave n.e.

Helen Gallant

November 6, 2019

Office of the City Clerk
The City of Calgary
700 Macleod Tr SE
P.O. Box 2100 Station M
Calgary, AB T2P 2M5

Re: Land Use Redesignation – 301 – 7th Avenue NE

Dear Sir

We have lived at 236-7th Avenue N.E., across from the property in question 301-7th Ave N.E., since September 1989. My husband and I are against the proposed re-designation of the land use from R-C2 to R-CG. We are against the building of a row house on that corner. This is the fourth time this rezoning has come up. This process is flawed where community residents have to repeatedly fight the same issue year after year, after it has been defeated not once, but twice. At July 6, 2016, City Council unanimously voted against the rezoning, at July 4, 2017's City Council voted 8-4 against the application. At this hearing, Druh Farrell recommended to file and abandon this motion. When is it going to end? We are open to most changes that have been taking place over the years since I have lived here. Not every street corner has to be upzoned. We are a quiet residential street. There are over 230 parcels within Crescent Heights where this development could be built without any need to re-zone.

As of 2015, Crescent Heights is one of the most densely populated communities in Calgary with 1,995 multi-family units versus 1,328 single family homes. This proportion is among the highest in the city. We do not want to lose the charm of an older community with quaint, unique turn of the century housing with more box shaped housing units. Our neighbourhood has enough of them already, starting from 6th Avenue going south toward the river bank. We have seen the proposed drawings for these 4 plexes. The design is very contemporary, which does not fit with the character of the majority or the homes on 7th Avenue N.E. We do not want or need any more mult-housing in this community

Our community has a strong sense of pride and ownership. We do not need to add another ground-orientated unit to the already 286 (as of 2015) to maintain a connection to our street.

We are against increasing the car density of our street. Although the blocks around Seventh Avenue have both 2 hour and by permit only parking, parking is at a premium and we very rarely are able to park in front of our own home. Even with the permit parking, cars can be parked for days without moving. Parking bylaw does not pass our street very often to monitor the parking situation. The proposed 4 plex has 4 parking spaces which complies with city policy. There could be in excess of 8 more vehicles parking on the street if all 4 homes have 2 cars each. I know city council does not care about parking concerns, but it is a concern for us. When we get company, they are parking down the block in front of our neighbours homes because other cars are parked in front of our house. We

constantly have people parking in front of our house, then walking to Edmonton Trail to shop or dine or during the week, walking downtown to work, regardless of the 2 hour limit.

We do not agree with the “aligns of ARP goals”. We do not want various housing types on our street to promote the inclusion of families with varying household incomes, meaning lower income families. We do not want to see our property values decrease, especially in this economic down turn. Calgary is experiencing high vacancy rates and rental rates are coming down due to the economy downturn. If these new homes sit empty, there is an invitation for crime and break-ins on our block.

When we moved here in 1989, it was because of the charm of the older neighbourhood with single family homes. We are not in favour of any planning initiatives for future densification between Edmonton Trail and Centre Street. The parking is an issue on our streets. More densification means less green space in the yards which means less mature trees in our area. Our urban forest on our block is in jeopardy, houses being torn down and replaced with bigger homes occupying the majority of the lot and not replacing the well-developed trees they have torn down. One of the charms of 7th Avenue is the large trees that form a canopy over the roadway and houses that keep them cool in the summer heat.

As I stated earlier, my husband and I are against the proposed re-designation of the land use from R-C2 to R-CG. We are against the building of any type of multi row housing on that corner. We feel it is not for the better, and it certainly won't improve our pretty avenues or the intersection.

Regards

Helen & Herb Gallant
236 - 7th Ave NE
Calgary AB T2E 0M7

From: [Ivy Betteridge](#)
To: [City Clerk; Mulholland, David C.; Public Submissions; CAward7 - Dale Calkins](#)
Subject: [EXT] LOC2019-002
Date: Sunday, November 10, 2019 9:09:43 PM

November 10, 2019

Office of the City Clerk

The City of Calgary

700 Macleod Tr SE

P.O. Box 2100 Station M

Calgary, AB T2P 2M5

Re: Land Use Re-designation LOC2019-0025 – 301 – 7th Avenue NE

Dear Sir

We have owned and lived at 240-7th Avenue N.E., kitty corner to the property in question 301-7th Ave N.E., since October 1987. My husband and I are against the proposed re-designation of the land use from R-C2 to R-CG. We are against the building of a row house on that corner. This is the third time we are fighting this rezoning of 301-7th Avenue N.E. This process is flawed where community residents have to repeatedly fight the same issue year after year, after it has been defeated not once, but twice. At July 6, 2016, City Council unanimously voted against the rezoning, at July 4, 2017's City Council voted 8-4 against the application. At this hearing, Druh Farrell recommended to file and abandon this motion. When is it going to end? We are open to most changes that have been taking place over the years since I have lived here. Not every street corner has to be upzoned. We are a quiet residential street. There are over 230 parcels within Crescent Heights where this development could be built without any need to re-zone.

We do not want or need any more multi-housing in this community. As of 2015, Crescent Heights is one of the most densely populated communities in Calgary with (the last time I checked), 1,995 multifamily units versus 1,328 single family homes. This proportion is among the highest in the city. We do not want to lose the charm of an older community with quaint, unique turn of the century housing and Victorian homes with more box shaped housing units. Less than 38% of residences in this community are single-family homes (2014 data); this is compared to the City's average of 66%. There are many parcels, over 230 in fact, within east Crescent Heights where this development could be built without ANY need change the land use. Councillor Farrell had the following comments to make following her motion to "file and abandon" LOC#2017-0059 in July of 2017. She said that "this community is open to most change. Main street project along Centre with the green line. They work hand in hand with the City along 16th Ave; significant change along Ed Tr and base of the hill

closer to down town. This is remarkable change and there is a tiny enclave of stable single family homes and the community is saying and I agree, that they would like to preserve this small little portion of CH of single family homes while change happens all around them. So it's a reasonable request that there is some stability in one tiny portion of a transforming community and in that I will move to file and abandon the bylaw."

Our neighbourhood has enough of them already, starting from 6th Avenue going south toward the river bank. We have seen the proposed drawings for this 4 plex. The design is very contemporary, which does not fit with the character of the majority or the homes on 7th Avenue N.E.

Our community has a strong sense of pride and ownership. We do not need to add another ground-orientated unit to the already 286 (as of 2015) to maintain a connection to our street.

We are against increasing the car density of our street. Although the blocks around Seventh Avenue have both 2 hour and by permit only parking, parking is at a premium and we very rarely are able to park in front of our own home. Even with the permit parking, cars can be parked for days without moving. Parking bylaw does not pass our street very often to monitor the parking situation. The proposed 4 plex has 4 parking spaces which complies with city policy. I have to wonder if the policy has been updated from the 1950's when most families only have one vehicle. There could be in excess of 8 more vehicles parking on the street if all 4 homes have 2 cars each. I know city council does not care about parking concerns, but it is a concern for us. When we get company, they are parking down the block in front of our neighbours homes because other cars are parked in front of our house. Because we live on the corner, we constantly get people from 6th Avenue parking in front of our house, or people who want to shop or dine at the establishments on Edmonton Trail. During a week day, we get people leaving their vehicles and walking downtown to work, regardless of the 2 hour limit.

We do not agree with the "aligns of ARP goals". We do not want various housing types on our street to promote the inclusion of families with varying household incomes, meaning lower income families. We do not want to see our property values decrease, especially in this economic down turn. Calgary is experiencing high vacancy rates and rental rates are coming down due to the economy downturn. If these new homes sit empty, there is an invitation for crime and break-ins on our block.

When I purchased this home in 1987, it was because of the charm of the older neighbourhood with single family homes. We are not in favour of any planning initiatives for future densification between Edmonton Trail and Centre Street. The parking is an issue on our streets. More densification means less green space in the yards which means less mature trees in our area. Our urban forest on our block is in jeopardy, houses being torn down and replaced with bigger homes occupying the majority of the lot and not replacing the well-developed trees they have torn down. One of the charms of 7th Avenue is the large trees that form a canopy over the roadway and houses that keep them cool in the summer heat.

As I stated earlier, my husband and I are against the proposed re-designation of the land use

from R-C2 to R-CG. We are against the building of any type of multi row housing on that corner. We feel it is not for the better, and it certainly won't improve our pretty avenues or the intersection.

Regards

Ivy Betteridge

John Ferrara

240-7th Ave NE

Calgary AB T2E 0M7

From: donotreply@calgary.ca
To: [Public Submissions](#)
Subject: 301 7 AV NE - LOC2019-0025 - Comment from Development Map
Date: Monday, November 11, 2019 12:24:58 PM

Application: LOC2019-0025

Submitted by: James Stewart MacTavish

Contact Information

Address: 307 7th Ave N.E

Phone: 4038529495

Email: james_mactavish@hotmail.com

Feedback:

Reference Bylaw 212D2019
Reference Number: LOC2019-0025

To whom it may concern,

Please accept this email as written confirmation that I strongly oppose the re-zoning of the property at 301 7th AVE NE from Residential (R-C2) to Residential grade oriented fill (R-CG).

As the owner and resident of the house two doors down (307 7th AVE NE), I believe this re-zoning will not only negatively impact us personally, but negatively impact the community of Crescent Heights as a whole.

Tall, multi-unit residences will cause further parking shortages, in an area where they are already often scarce. They also lead to a lack of privacy and blocking of sunlight for close neighbours including ourselves and our backyard. With so many densely packed dwellings on the corner we are greatly concerned with the guaranteed increase in noise pollution that we will experience at all times.

Furthermore, it would be an absolutely heartbreaking loss of yet another centennial house (from 1910s) to a new development that, not only does not fit the community which has supported low income housing, but actively distracts and disrupts the environment of the neighbors around it. This proposed development drastically affects the feel of the neighbourhood, and poses a greater problem of density creep. Having a large multi-unit building next door is undesirable for single dwelling inhabitants, and we worry it will prompt even more people to sell their homes to development companies and leave the area. Instead, I support maintaining old homes as an important part of Calgary's cultural heritage and a crucial part of the Crescent Heights community. The centennial home bios we all routinely see in the neighborhood are incredibly interesting, inspiring, thought provoking and instil a real pride in all of us in regards to the history of our homes and community. We are losing this to predatory developers that are submitting for rezoning that can easily lead to 3-4 story high complexes beside single story homes. The impact would be substantial.

We have met the new developers twice at community hearings and they have refused to review our previous points of opposition for the proposed land change and did not provide any change to their plans to meet our needs. I have not been spoken too by the developers and it's is abundantly clear they have no interest in listening to the feedback of the community. Please consider these two crucial facts:

1. Crescent Heights (CH) is already one of the most densely populated communities in Calgary. This third application to increase density is unnecessary to achieve the City's density objective's because CH is already there. Less than 38% of residences in this community are single-family homes (2014 data); this is compared to the City's

average of 66%.

2. There are many parcels, over 230 in fact, within east CH where this development could be built without ANY needed change the land use.

It is clear that the Crescent Heights community is not in favor of this re-zoning (as further evident by our petition opposing the development and the ones we provided last year and the year before when defeating this same application twice). We hope you will take seriously the concerns of the community, and not approve the re-zoning of 301 7th AVE NE and its planned development. Please support us in maintaining our neighborhood and help us reduce the issue of density creep in Crescent Heights.

Sincerely,

James MacTavish (Resident of 30 years)

From: donotreply@calgary.ca
To: [Public Submissions](#)
Subject: 301 7 AV NE - LOC2019-0025 - Comment from Development Map
Date: Monday, November 11, 2019 12:39:24 PM

Application: LOC2019-0025

Submitted by: Erin Wordie

Contact Information

Address: 307 7th Ave N.E

Phone:

Email: erin_wordie@hotmail.com

Feedback:

Reference Bylaw 212D2019

Reference Number: LOC2019-0025

Please accept this message as written confirmation that I strongly oppose the re-zoning of the property at 301 7th AVE NE from Residential (R-C2) to Residential grade-oriented fill (R-CG).

As a resident of the house two doors down (307 7th AVE NE), I believe this re-zoning will not only negatively impact us personally, but negatively impact the community of Crescent Heights as a whole.

Tall, multi-unit residences will cause further parking shortages, in an area where they are already often scarce. They also lead to a lack of privacy and blocking of sunlight for close neighbours including ourselves and our backyard. With so many densely packed dwellings on the corner we are greatly concerned with the guaranteed increase in noise pollution that we will experience at all times. Crescent Heights is already one of the most densely populated neighbourhoods in the city.

The community has already made it clear that they oppose this. We have had community hearings and petitions over the past couple of years which prove this. The developers have been unwilling to listen to the feedback of the neighbourhood, and keep pushing for the same re-zoning while it is obvious that the sentiments of the neighbours have not changed.

I hope that you will take this message into consideration and stop the re-zoning of 301 7th ave NE.

Regards
Erin Wordie

From: donotreply@calgary.ca
To: [Public Submissions](#)
Subject: 301 7 AV NE - LOC2019-0025 - Comment from Development Map
Date: Monday, November 11, 2019 1:20:43 PM

Application: LOC2019-0025

Submitted by: Jo Steffens

Contact Information

Address: 317 7 Ave NE

Phone: 4032772660

Email: josteffens@gmail.com

Feedback:

Dear Mr. Mulholland,

We are writing in regard to the development permit LOC2019-0025 (Crescent Heights Community) proposed for our block. It should be noted that the CH Community Planning Committee continues to support residents in opposing this developer-initiated up-zoning application.

This is the third time the developer has attempted to change the zoning at 301 7 Ave NE from R-C2 (duplex) to R-CG (4 unit row townhouse). In July 2016 the community was successful in disputing application LOC#2015-0134 and City Council voted unanimously against it (200+ signatures were gathered against the application). In July 2017 the community was again successful in its bid to stop the rezoning and City Council voted 8 - 4 against the application.

This latest application is scheduled to come before City Council on November 18, 2019 and it is the same Land Use Amendment that has been "filed and abandoned" twice in the past. It signals a failure (and waste of taxpayer money) on the part of the City to implement guidelines and regulations to streamline the development permit approval process and acknowledge the will of the community.

We are requesting that Inertia comply with community demands or withdraw their plan. Any future development permit issued by the City should conform to the demands of the community as outlined twice in City of Calgary Council meetings and recognized, both times, by the majority of Councillors.

Sincerely,

Jo Steffens

Malcolm Mooney

From: donotreply@calgary.ca
To: [Public Submissions](#)
Subject: 301 7 AV NE - LOC2019-0025 - Comment from Development Map
Date: Monday, November 11, 2019 8:04:39 PM

Application: LOC2019-0025

Submitted by: Sam Smillie

Contact Information

Address: 204 7th av ne

Phone: 4035600725

Email: samus.smillie@gmail.com

Feedback:

I would like to voice my concern that this proposal is in conflict with the zoning plan for this neighborhood. While I very much support the city's goals of increased densification due to the improved services, increased vibrancy, better lifestyles and reduced ecological impact provided, the existing zoning for this neighborhood already takes these goals into account. There are many properties within this neighborhood that are already zoned for this type of development and should be developed to their full potential prior to additional zoning changes being considered. I would also ask the council to consider the unintended consequences of supporting rezoning applications such as this. Doing so puts council (and our citizens by proxy) in the business of picking winners and losers as property values are very impacted by zoning. The purchase of a similar property a block away with the type of zoning requested in this application would likely have cost more due to its higher development potential. By supporting this zoning change council is creating real estate arbitrage opportunities for developers and creating a market not for infill development but for rezoning profits. I would ask that the council consider the existing density of the neighborhood, the robust supply of other properties within it (that have the requested zoning already), and the importance of relying on the hard work and due diligence that has gone into current neighborhood planning. Thank you all for your service to this City and its people.

sam smillie

From: [Barbaatar, Davaa](#)
To: [Public Submissions](#)
Subject: FW: [EXT] the building of a 4 or 6 plex at 301 7 ave ne
Date: Tuesday, November 12, 2019 9:26:27 AM

From: Marg MacDonald [mailto:bakesalottacookies@gmail.com]

Sent: Friday, November 8, 2019 6:58 PM

To: City Clerk

Subject: [EXT] the building of a 4 or 6 plex at 301 7 ave ne

I absolutely oppose the building of a 4plex or 6 plex at 301 7 ave nei.I reside and own 330 7 ave ne.It is an established and family oriented neighborhood.A 4 or 6 plex do not belong here.
Margaret MAcdonald

From: [Barbaatar, Davaa](#)
To: [Public Submissions](#)
Subject: FW: [EXT] 301 7 ave ne
Date: Tuesday, November 12, 2019 9:26:42 AM

From: Marg MacDonald [mailto:bakesalottacookies@gmail.com]

Sent: Saturday, November 9, 2019 9:07 AM

To: City Clerk

Subject: [EXT] 301 7 ave ne

I definitely oppose a 4 plex or 6 plex being built on this property. I reside and own 330 7 ave ne

This neighborhood is an established area with families living in homes that have been here for a long time. Leave it alone!!!

Margaret Macdonald

From: [Barbaatar, Davaa](#) on behalf of [City Clerk](#)
To: [Public Submissions](#)
Subject: FW: LOC2019-0025
Date: Tuesday, November 12, 2019 9:26:53 AM
Attachments: [LOC2019-0025.docx](#)

From: Dave Dearborn [mailto:dave_dearborn@shaw.ca]

Sent: Saturday, November 9, 2019 2:51 PM

To: City Clerk ; CAWard7 - Dale Calkins ; Mulholland, David C.

Subject: [EXT] LOC2019-0025

Please find attached our letter opposing once again the re-zoning of 301 7 Ave NE from R-C2 to R-CG.

Dave Dearborn and Judy McIvor

From: [Barbaatar, Davaa](mailto:Barbaatar.Davaa)
To: [Public Submissions](#)
Subject: FW: [EXT] LOC2019-0025
Date: Tuesday, November 12, 2019 9:28:04 AM

From: p.salt@shaw.ca [mailto:p.salt@shaw.ca]
Sent: Saturday, November 9, 2019 5:10 PM
To: Mulholland, David C. ; CAWard7 - Dale Calkins ; City Clerk
Subject: [EXT] LOC2019-0025

Hello Mr. Mulholland. I am writing in regard to development permit LOC2019-0025 (Crescent Heights Community). As you know, this is the third time this property and its proposed development plan has been contested. It is simply unbelievable that in this era of fiscal challenges, one lot in Crescent Heights would command the attention of City of Calgary personnel and City Council three times in three years. In my mind, this signals a failure on the part of the City to implement guidelines and regulations to streamline the development permit approval process and acknowledge the demands/needs of the community.

As you are aware, Crescent Heights comprises a wide range of housing and institutional structures and has always been accepting of low cost housing initiatives, sustainable re-development, upgraded public transportation initiatives, and reasonable densification strategies. I would say, we are one of the most progressive communities in Calgary in this regard. That said, more and more of our time is spent writing letters and attending City of Calgary Council meetings to oppose developments that both the City and developers are **fully aware** would not be acceptable to community residents. In the case of LOC2019-0025, the community has twice appeared before Council (at great expense to every one involved) to detail exactly what is required by residents. The new developer, Inertia Corporation, even agreed to these demands at a community meeting March 19, 2019 only to reverse their commitment in the proposal they submitted. Since this most recently submitted development plan has already been rejected by the City, why would Inertia Corporation be allowed to re-submit the same plan, a plan that does not adhere to the clearly defined specifications outlined by the community in 2019, 2017, and 2016?

Perhaps Calgary residents need to be made aware of how the City spends tax payer dollars in these times of fiscal restraint. I am sure that Calgarians would be appalled that the City seems unable to refuse outright any application that is resubmitted numerous times against the wishes of a community. Because of this loophole in the submission process, your department and Council, itself, wastes valuable time debating development proposals that have already been rejected. How can this be justified? Therefore, I am requesting that Inertia be told to comply with community demands (which are extremely reasonable and well-researched) or withdraw their plan altogether. If the latter occurs, there should be a rule that says this plan cannot be resubmitted or any plan that is similar. In addition, it should be clearly stated that any future development permit issued by the City must comply with the demands of the community as outlined twice in City of Calgary Council meetings (and recognized both times by the majority of Councillors). This would save the City money and time as well as go a long

way to keeping inner city residents enthusiastic partners in the fight to keep neighbourhoods like ours healthy family alternatives to suburban lifestyles.

In closing, we are simply asking that the City respect its tax payers, work with inner city communities, withstand pressure from developers, and introduce rules requiring developers to respect community input. This would mean not allowing the same or slightly modified plans to be re-submitted ad infinitum.

And I would also like to point out that while we in Crescent Heights fight tooth and nail to maintain a development balance in our neighbourhood, Rosedale (next door to us) is permitted to combine lots to build a single “monster” house. This seems very unfair.

Thank-you. (I have attached Counsellor Druh Farrell’s publicly stated reasons for rejecting the previous development permit in July 2017. Her words are an accurate and heartfelt reflection of the situation.)

Pat Salt

214-8 Avenue NE

403 710 9774

This is a community that has one of the highest density ratios of affordable housing, one of the highest number of units of affordable housing and the community has supported that all along; when we looked at winter shelter in the Brick, the community sent a donation for a winter shelter in the Brick. I'd like to add also this community welcomes laneway suites a well. This is not, this is not, NIMBY, this is a community trying to preserve a small enclave in a rapidly changing neighbourhood. I asked council with acknowledgement that the applicant has done better engagement, they stick with the original decision and vote this one down. So I'm going to recommend to file and abandon this motion.”

From: [Barbaatar, Davaa](#) on behalf of [City Clerk](#)
To: [Public Submissions](#)
Subject: FW: zoning 301-7 Ave. N. E.
Date: Tuesday, November 12, 2019 9:28:59 AM
Attachments: [Zoning again-November 10, 2019.docx](#)

From: Jeannine Liesemer [mailto:jeannineliesemer@hotmail.com]

Sent: Sunday, November 10, 2019 2:50 PM

To: City Clerk ; CAWard7 - Dale Calkins ; Mulholland, David C.

Subject: [EXT] Re: zoning 301-7 Ave. N. E.

Please see attached information. Myrtle Melnik

Myrtle Melnik,
205-7 Ave. N. E.
Calgary, Alberta.
T2E 0M8

November 10, 2019

To Whom it may concern:

With reference to re: zoning application number to reference in the subject line is LOC2019 0025. I was sorry to hear this is now being looked at again, third time in four years this has been brought up for re-zoning. Isn't it time to give it a rest.

We do not want more high density apartments built in our area. There are other lots in the city with that zoning to build four plex apartments, use them.

I am opposed to re: zoning this lot at 301- 7 Ave. N. E. Calgary, Alberta from RC2duplex to RCG(4 plex).

Myrtle Melnik

From: [Barbaatar, Davaa](#) on behalf of [City Clerk](#)
To: [Public Submissions](#)
Subject: FW: [EXT] Opposition to the upzoning of 301 7 Ave NE from R-C2 to R-CG - density creep
Date: Tuesday, November 12, 2019 9:30:23 AM

From: Dwayne and Kathy Tiede [mailto:tiede@telus.net]

Sent: Monday, November 11, 2019 9:56 AM

To: City Clerk ; CAWard7 - Dale Calkins ; Mulholland, David C.

Subject: [EXT] Opposition to the upzoning of 301 7 Ave NE from R-C2 to R-CG - density creep

Hello Druh Farrell, David Mulholland and the City Clerk,

I continue to oppose the rezoning of 301 7 Ave NE from R-C2 to R-CG.

This type of density creep of replacing single-family homes with higher density changes the diversity of the community.

We live in a part of the community where there are stable single- family homes and so support the neighbors of 301 7 Ave NE, in trying to preserve the nature of their community.

Please do not approve this rezoning.

Kind regards,

Dwayne Tiede

2nd Street and 8th Avenue, NW

From: [Barbaatar, Davaa](#)
To: [Public Submissions](#)
Subject: FW: Opposition to Land Use Change at 301 7 Ave NE
Date: Tuesday, November 12, 2019 9:31:01 AM

From: James MacTavish [mailto:james_mactavish@hotmail.com]
Sent: Monday, November 11, 2019 12:29 PM
To: City Clerk
Subject: [EXT] Opposition to Land Use Change at 301 7 Ave NE
Reference Bylaw 212D2019
Reference Number: LOC2019-0025

To whom it may concern,

Please accept this email as written confirmation that I strongly oppose the re-zoning of the property at 301 7th AVE NE from Residential (R-C2) to Residential grade-oriented fill (R-CG). As the owner and resident of the house two doors down (307 7th AVE NE), I believe this re-zoning will not only negatively impact us personally, but negatively impact the community of Crescent Heights as a whole.

Tall, multi-unit residences will cause further parking shortages, in an area where they are already often scarce. They also lead to a lack of privacy and blocking of sunlight for close neighbours including ourselves and our backyard. With so many densely packed dwellings on the corner, we are greatly concerned with the guaranteed increase in noise pollution that we will experience at all times.

Furthermore, it would be an absolutely heartbreaking loss of yet another centennial house (from the 1910s) to a new development that, not only does not fit the community which has supported low-income housing, but actively distracts and disrupts the environment of the neighbours around it. This proposed development drastically affects the feel of the neighbourhood and poses a greater problem of density creep. Having a large multi-unit building next door is undesirable for single dwelling inhabitants, and we worry it will prompt even more people to sell their homes to development companies and leave the area. Instead, I support maintaining old homes as an important part of Calgary's cultural heritage and a crucial part of the Crescent Heights community. The centennial home bios we all routinely see in the neighbourhood are incredibly interesting, inspiring thought provoking and instil a real pride in all of us in regards to the history of our homes and community. We are losing this to predatory developers that are submitting for rezoning that can easily lead to 3-4 story high complexes beside single-story homes. The impact would be substantial.

We have met the new developers twice at community hearings and they have refused to review our previous points of opposition for the proposed land change and did not provide any change to their plans to meet our needs. I have not been spoken too by the developers and it's is abundantly clear they have no interest in listening to the feedback of the community. Please consider these two crucial facts:

1. Crescent Heights (CH) is already one of the most densely populated communities in Calgary. This third application to increase density is unnecessary to achieve the City's density objective because CH is already there. Less than 38% of residences in this community are single-family homes (2014 data); this is compared to the City's average of 66%.
2. There are many parcels, over 230 in fact, within east CH where this development could be built without ANY needed change the land use.

It is clear that the Crescent Heights community is not in favour of this re-zoning (as further evident by our petition opposing the development and the ones we provided last year and the year before when defeating this same application twice). We hope you will take seriously the concerns of the community, and not approve the re-zoning of 301 7th AVE NE and its planned development. Please support us in maintaining our neighbourhood and help us reduce the issue of density creep in Crescent Heights.

Sincerely,

James MacTavish (Resident of 30 years)

Pendola, Amy J.

From: Barbaatar, Davaa
Sent: Tuesday, November 12, 2019 9:32 AM
To: Public Submissions
Subject: FW: LOC2017-0369

From: kellee grounds [mailto:kellee_g@hotmail.com]
Sent: Monday, November 11, 2019 7:41 PM
To: Mulholland, David C. ; CAWard7 - Dale Calkins ; City Clerk
Subject: [EXT] Re: LOC2017-0369

Hello,

I am writing to oppose the upzoning of 301 7 Ave NE from R-C2 to R-CG. I would like to note that it is very frustrating to have to keep fighting for the same thing over and over. Not every inner city community needs so much densification. It would be nice to know that the City has our backs when we are trying to maintain single family residences and not giving in to every developer that wants to use this community for financial gain with no respect for the people living here.

Crescent Heights is baring a lot of the densification burden. Why can't this be more equally shared among the inner city neighborhoods? Why is it that Rosedale is so protected? Is it because Crescent Heights as a much lower income average and we cannot fight the City? How is it fair that we have almost half the average number of single family homes compared to other communities?

Crescent Heights (CH) is already one of the most densely populated communities in Calgary. This third application to increase density is unnecessary to achieve the City's density objective's because CH is already there. Less than 38% of residences in this community are single-family homes (2014 data); this is compared to the City's average of 66%.

3.0 RESIDENTIAL DEVELOPMENT

3.1 Context

The variety of housing types provides residential choice for people with different needs creating diversity in the neighbourhood. However, the large proportion of multi-unit buildings reduces home ownership levels to 37 percent of the dwelling units, well below the Calgary average of 62 percent. Lower levels of home ownership are associated with higher

transiency rates as well as lower levels of community identification and support for various community programs.

The overall residential density in the community of 22 people per acre is substantially higher than the 15.4 people per acre average of inner city communities.

The current ARP notes that density can be achieved without increases to zoning. Why are we not following the ARP?

Given the amount of "underdeveloped" land (for example, detached homes on parcels zoned RM-2 for townhouses), there is potential for approximately 900 additional dwelling units in the community. If developed, these would be townhouse or apartment units, resulting in a potential population increase of up to 1,500. Redevelopment of many of these parcels may occur but it will likely be a very slow process. There will be only minor changes in the community population over the next decade.

3.2 Objectives

3. Ensure new development is as sensitive as possible to the neighbouring housing.

3.4 Low Density Detached Housing

1. Context

The core of the Crescent Heights community is the low density R-1/R-2 areas. Maintaining the “stability” of these areas is vital to the health of the community and encompasses such elements as:

- minimizing traffic and overspill parking impacts;
- minimizing safety and security risks;
- ensuring new development does not reduce the quality of life in existing buildings; and

2. Policies

1. The low density conservation housing policy is retained for those areas designated (zoned) R-1, R-2 and DC (with low density residential guidelines). The intent of this policy is to permit redevelopment that:
 - maintains the existing low density neighbourhood quality and character;
 - is compatible with the surrounding streetscape.

I hope that this amendment is not approved, as the ARP is a guideline for a reason, not every corner lot needs to be rezoned and densified. *There are many parcels, over 230 in fact, within east CH where this development could be built without ANY need change the land use.*

Cheers,
Kellee Grounds
309 8 Ave NE

From: [Barbaatar, Davaa](#)
To: [Public Submissions](#)
Subject: FW: [EXT] LOC2019-0025
Date: Tuesday, November 12, 2019 9:32:16 AM

From: David Belmont [mailto:david.s.bellmont@gmail.com]

Sent: Monday, November 11, 2019 9:11 PM

To: City Clerk ; CAWard7 - Dale Calkins ; Mulholland, David C.

Subject: [EXT] LOC2019-0025

Dear Mr. Mulholland,

I wrote a very similar letter eight months ago and had hoped this was resolved but have just been notified that it will go to public hearing. My wife and I and our 13-month-old son live at 306 7th Ave NE, across the street and one house down from the lot in question. The primary reason we are opposed to this rezoning is that it's in disregard of a broader plan for the community, plan that the community has set and will continue to set in conjunction with the city. In trying to keep it short, here are the key supporting facts as I see them:

- Crescent Heights is already one of the most densely populated communities in Calgary (less than 38% of residences are single family according to 2014 data vs a city average of 66%). The community is very open to adding density in a planned way and has been doing so in many ways: Marquee on 16th, Centre St development, the upcoming Green Line project are few examples.
- It is inconsistent with the Crescent Heights Area Redevelopment Plan (ARP) and not compatible with the character of this particular neighbourhood
- There are over 230 parcels where this type of development could be built without any need to rezone. This is where this development fits into the community plan. This would make sense, rather than putting one individual's business interests in front of the wishes and thoughtful plan of a whole community
- This same idea on the same lot has gone in front of city councilors twice in the last three years (LOC:2015-0134 and LOC#2017-0059) and been rejected both times. Each time it has wasted hundreds of hours of community members' time. It has always been done in direct opposition to the wishes of the community. Is there a way to make this stop? This time could be much more productively spent on redefining the ARP and proposed zoning plan for the community as a whole.
- Poor urban planning is very detrimental to neighbourhoods. My wife and I spent a lot of time looking at options and chose Crescent Heights partly based on the composition and planning. The Calgary inner-city has examples of both. In communities with little thought, where single family and apartment buildings are interspersed without any thought, one loses the best of any world. The ARP in this community is strong and well thought out and should be allowed to evolve as a concerted plan.

I feel like we are letting an individual business person put their wants in front of those of a whole community. As a business owner myself who has sat on the opposite side of development applications, I fully understand the economics at play here. The difference is, when I've been on the opposite side, my focus becomes convincing the community that value will be created for the community through the development. All I see here are buzzwords intended to have an impact on the reviewers: "missing middle" "parcel-by-parcel intensification". I see no attempt to understand the community and the plan these united community members have developed.

Thank you,
David Belmont

306 7th Ave NE

From: [Barbaatar, Davaa](#)
To: [Public Submissions](#)
Subject: FW: [EXT] LOC2019-0025 Objection
Date: Tuesday, November 12, 2019 9:32:32 AM

From: Kristy Bellmont [mailto:k.codan@gmail.com]
Sent: Monday, November 11, 2019 9:18 PM
To: City Clerk ; CAWard7 - Dale Calkins ; Mulholland, David C.
Subject: [EXT] LOC2019-0025 Objection
Dear Mr. Mulholland,

This is my second letter restating my objection to the proposed Land Use Amendment for 301 7th Avenue NE.

My husband and I, as well as our one year old son, live across the road from the lot in question, at 306 7th Ave NE. We moved into the neighbourhood in 2018 after looking at many other inner city neighbourhoods. What drew us to Crescent Heights (CH) and specifically 7th Ave, was the charm of the many character homes, large trees, tight-knit community feel, and the diverse mix of residents. We felt it was a great neighbourhood to raise our son and continue building our family.

Like many CH residents, we are not opposed to density. Before buying our house, we were fully aware that CH has one of the highest densities in Calgary. We support having a mix of housing types for various socioeconomic brackets, and feel this diversity creates unique and vibrant neighbourhoods. However, we also feel part of what makes CH so desirable is the presence of thoughtful planning about where to increase density, and where to preserve the existing character of the area. Not every corner lots needs a large multifamily development. A balance between single and multifamily dwellings is important to maintain diversity. 7th Avenue in particular is part of a small enclave of single family homes within the larger CH neighbourhood looking to preserve this character among the rapid densification occurring in the area.

There has also been much talk about the “missing middle” in CH and how new multifamily developments would fill this gap. In the last CH Community Association Planning Committee meeting on this specific re-designation, architect Trent Letwiniuk noted the proposed development would attract young families who could not otherwise buy in the area. As a member of a “young family,” I can say this is flat out untrue. We purchased our 1929 character home for a relatively modest price (low 600k’s), with intentions to slowly renovate it over time. We live next door to another young couple with a child who have similar plans. From what I have seen, many of these new multifamily units would each sell for considerably more than what we paid for our house - not exactly filling that “missing middle.” Also, by preserving small enclaves of single family homes we encourage people with more modest budgets to want to purchase and renovate older homes, rather than having them all sold to developers. Preserving these older homes is important for continued diversity in the area and part of what makes CH so charming.

Lastly, I am opposed to the Land Use Amendment as many lots in the area, including the proposed site, are already zoned R-C2. This allows a modest increase in density while still maintaining a balance with the existing residences. There are over 200 lots within CH where this proposed development could be built without any need to re-zone.

It is clear the community does not agree with this Land Use Amendment. Rather than allowing a single developer to impose their wishes, why not stick with a plan for the community that thoughtfully balances density with the existing character, while respecting the wishes of residents.

Thank you,

Kristy Bellmont
306 7th Ave NE

From: [Barbaatar, Davaa](#) on behalf of [City Clerk](#)
To: [Public Submissions](#)
Subject: FW: [EXT] LOC2019-0025
Date: Tuesday, November 12, 2019 9:32:58 AM
Attachments: [301-7 Ave NE 22 June 2016.pdf](#)
[rezoning proposal 12 Nov 2019.pdf](#)
[crescent-heights-arp - comments.pdf](#)

From: cijankovic@telus.net [mailto:cijankovic@telus.net]

Sent: Monday, November 11, 2019 11:03 PM

To: City Clerk ; CAWard7 - Dale Calkins ; Mulholland, David C.

Subject: [EXT] LOC2019-0025

Mr. Mulholland,

Re: LOC2019-0025

I am objecting to the 4-plex proposed for 301-7Ave NE. Please refer to the attached documents .

Thank you,

Isabelle Jankovic

220 – 8 Ave NE

Calgary, AB T2E 0P7

22 June 2016

Attention: City Clerk

Re: 301 - 7th Ave NE

A developer has applied to the City of Calgary to rezone the property located at 301 7th Ave NE from Residential – Contextual One / Two Dwelling (R-C2) to Residential – Grade-Oriented Infill (R-CG).

This re-zoning will allow the builder to remove a small 1920s bungalow and replace it with a large four unit row houses.

I object to this development because it violates Bylaw 17P96 and amendments that form the “Crescent Heights Area Redevelopment Plan” The latest amendment is 14P2016 dated 16 May 2016.

Refer to Map 2 on page 11 which illustrates the land use policy. The intent of this map is very similar to the current land use map and it is easier to compare different building types. The proposed development is designated as “low density multi-unit housing” which includes townhouses, tri-plex and four-plex units according to Section 3.5 Policies Statement 1 (Page 21). It is shown on Map 2 as an angled gray hatch. This type of housing is shown from 6 Avenue and south.

Statement 4 of Section 3.5 covers traffic and quality of life concerns. Second Street is already has heavy traffic use as there are no left turns off Edmonton Trail until 8 Avenue during the afternoon rush hour. It is also the main access for the multi-unit buildings south of 6 Avenue NE.

Statement 5 of Section 3.5 refers to scale and form of nearby older homes. The houses on this street are generally small on narrow lots. While these may get replaced in the next 10 years, I would rather see developments like the infills further down the block or the development on 9 Avenue NE in the 200 block where 4 small homes were replaced with 3 infills. While new, all the buildings mentioned fit the character of the neighbourhood and enhance the homes surrounding them. The proposed four-plex is too high with too much mass for the adjacent houses.

Section 3.1 (page 17) states that “The overall residential density in the community is 22 people per acre which is substantially higher than the 15.4 people per acre average of inner city communities.” It also states that the large portion of multi-unit dwellings reduces home ownership levels to 37% which is well below the Calgary average of 62%. Lower levels of home ownership are associated with higher transient rates and less support for the community. We already have one of the highest densities in the inner city.

In Section 3.3 Policy Statement 1 (page 18 states that new developments should be sensitive to the historical character and elements of Crescent Heights. While there are a wide range of styles, I would interpret this to mean that elements of the building should reflect the era of the majority of buildings in the area. Refer to Section 2.2 on page 8 and section 2.5 on page 12.

Section 3.4 describes the requirement for Low Density Detached Housing. The proposal for this site does not meet the criteria. Although there is a small apartment older building across the street, it is one of

very few north of 6th Avenue NE. We are losing too much of our detached housing stock and I think that a duplex is much better suited to this site. There are some excellent examples of well designed semi detached units in the neighbourhood especially the one located at 1012-Second Street which has one unit facing the street and one unit facing the avenue.

In order to maintain the good mix of housing types in Crescents Heights, it is important to adhere the building types in the areas designated in this bylaw. The immediate area already has a higher than average density rate and the area will not maintain its character if too many four-plexes are built.

Regards,

Isabelle Jankovic
220 – 8 Avenue NE
Calgary AB, T2E0P7

11 November 2019

Attention: David Mulholland, City of Calgary

Re: 301 - 7th Ave NE, **LOC2019-0025**

A developer has re-applied to the City of Calgary to rezone the property located at 301 7th Ave NE from Residential – Contextual One / Two Dwelling (R-C2) to Residential – Grade-Oriented Infill (R-CG). This marks the third time a similar development has been proposed.

This re-zoning will allow the builder to remove a small 1920s bungalow and replace it with large four unit row houses. As of June 2018, this block was still designated as Residential Low Density.

I object to this development for all the reasons stated in my letter of 22 June 2016 attached. Since June 2016, I have noted that row houses tend to be occupied by singles or couples, not families. As noted in my objections to the previous applications, Crescent Heights already has one of the highest densities in the city in one of the most diverse neighbourhoods. We already have several of this type of row housing in the neighbourhood that have been built on lots determined suitable for this type of build. We do not need a 4-plex on every corner.

The housing stock for families is already too low. There are very few pockets of residential housing left and 7th Ave NE is one of them. This particular location is much better suited to a duplex with garage entrances off the alley. The garages or car parks could have a residence above as a lane house.

Row houses tend to have front drive garages which limits the space for street trees. 7 Avenue NE is one of the most beautiful streets with many trees creating a canopy over the street. A similar build one block south an example of front drive garages and trees removed from the lot and boulevard with no opportunity to replant because of driveways.

Row houses tend to have air conditioners which are very noisy in the summer and disturb the neighbours. Living next door to 4 air conditioners running is not a pleasant prospect as the residents at 616- 2nd Street NE will soon discover.

Regards,

Isabelle Jankovic
220 – 8 Avenue NE
Calgary AB, T2E0P7

THE BLUE PAGES OF THIS DOCUMENT CONTAIN SUPPORTING INFORMATION AND DO NOT FORM PART OF THE BYLAW.

FORTHEPURPOSESOFELECTRONICPUBLICATIONS THE BLUE PAGES ARE IDENTIFIED BY THE FOOTER "BLUE PAGES - SUPPORTING INFORMATION".

OFFICE CONSOLIDATION

2001 December,
2007 August,
2008 June,
2008 December,
2009 February,
2016 May

Crescent Heights

Area Redevelopment Plan

Bylaw 17P96
Approved 1997 May 12

2016-0994



THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING AND TRANSPORTATION POLICY

Note:

This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Date	Description
1	19P99	1999 October 4	a) Map 2 Land Use Policy (1509 - 1 Street NE)
2	22P2001	2001 December 3	a) Map 2 Land Use Policy (Centre Street & 11 Avenue NE)
3	7P2007	2007 May 7	a) Delete and replace 2.1 b) Replace Map 1 c) Delete and replace second bullet of 2.3 City-Wide Strategic Planning Policies d) Replace Map 2 e) Delete text in 2.5 Summary of Major Recommendations, Commercial f) Delete text in 3.6 Centre A Street NE, Policies g) Delete and replace text in 3.6 Centre A Street NE, Policies h) Replace Map 3 i) Delete and replace text in 3.7 Housing Units above Commercial Development j) Delete sites 8, 11 and 12 in Table 1 in 3.0 Residential Development k) Delete addresses in Table 1 in 3.0 Residential Development l) Replace Map 4 m) Delete Site 8 in 3.8 Residential Redesignations n) Delete and replace text in Site 9 in 3.8 Residential Redesignations o) Delete Site 11 in 3.8 Residential Redesignations p) Delete Site 12 in 3.8 Residential Redesignations q) Delete and replace text in 4.0 Commercial Development r) Delete paragraphs 4 and 5 in 4.1 Objections s) Replace Map 5 t) Delete text in 4.3.5 Land Uses and Land Use Designations u) Delete sites 4, 6, 11, 12 and 13 from Table 2 in 4.3.5 Land Uses and Land Use Designations v) Delete and replace text in Site 5 in Table 2 in 4.3.5 Land Uses and Land Use Designations w) Delete footnote DC3 to Table 2 4.3.5 Land Uses and Land Use Designations x) Replace Map 6

Amendment	Bylaw	Date	Description
3 cont'd			<ul style="list-style-type: none"> y) Delete text from third paragraph in 4.4 Centre Street N, 4.4.1 z) Delete and replace text in 4.4.4. Parking Policies aa) Delete 4.5. 16 Avenue bb) Delete 4.6 Centre Street and 16 Avenue Intersection Area cc) Delete 5.4.2 16 Avenue Widening dd) Replace Map 7 ee) Replace Map 8 ff) Delete third and fourth bullets from 5.4.4 12 Avenue Traffic Volumes gg) Delete text from 5.4.7 Pedestrian Safety hh) Replace Map 9
4	27P2008	2008 June 1	<ul style="list-style-type: none"> a) Delete text from subheading "1.1 What is an Area Redevelopment Plan" under the heading "1.0 Preface". b) Add text to subheading "1.1 What is an Area Redevelopment Plan" under the heading "1.0 Preface". c) Delete and replace text from Section 3.4 Low Density Detached Housing.
5	72P2008	2009 January 12	<ul style="list-style-type: none"> a) Replace Map 2
6	6P2010	2010 February 22	<ul style="list-style-type: none"> a) Add new subsection 2. text and renumber accordingly in Section 4.4.4 Parking Implementation.
7	14P2016	2016 May 16	<ul style="list-style-type: none"> a) Delete and replace second sentence in subsection 4.4.4.2.

Amended portions of the text are printed in *italics* and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and all amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

PUBLISHING INFORMATION

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CRESCENT HEIGHTS AREA REDEVELOPMENT PLAN

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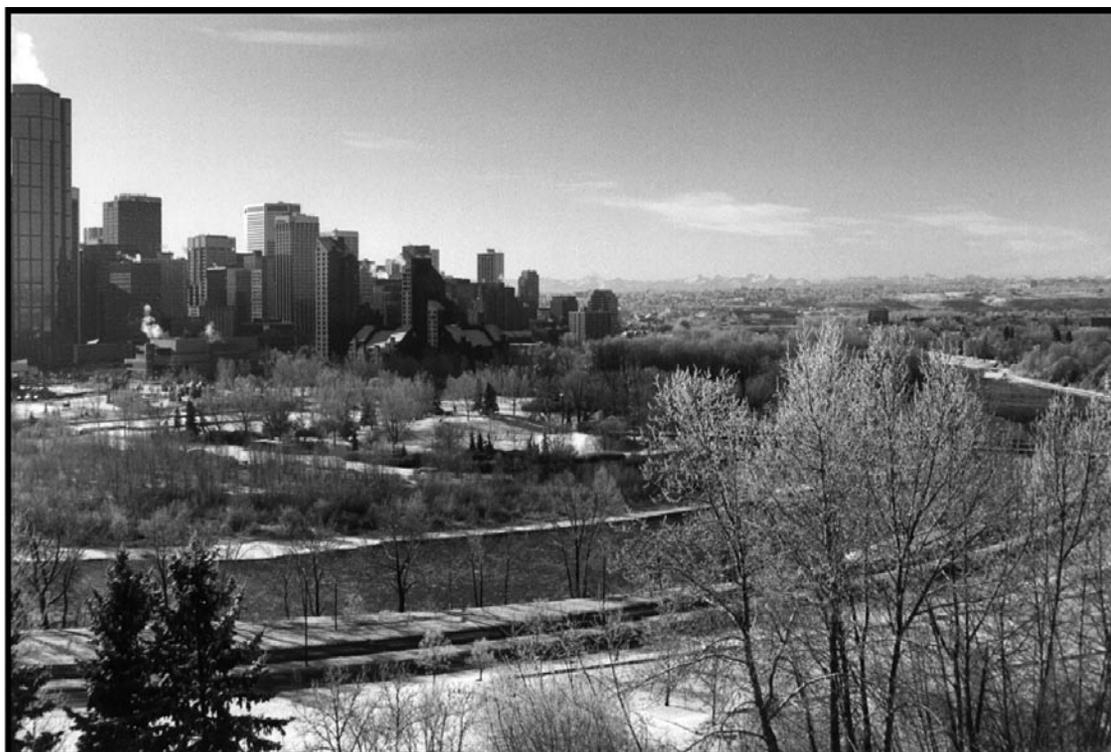
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Preface

1.0 PREFACE

1.1 What is an Area Redevelopment Plan?

An Area Redevelopment Plan (ARP) or community plan is a planning document that helps guide the future development of a community. *An ARP supplements the Calgary Land Use Bylaw by giving a local policy context and, where appropriate, specific land use and development guidelines on which the Approving Authorities can base their judgement when considering planning applications in the community.* While land use districts (zoning) and their accompanying rules under the Land Use Bylaw apply uniformly throughout the city, an ARP provides a community perspective to the land use districts within a community. In addition, an ARP provides a mechanism to implement, in a sensitive manner, city-wide objectives at the community level. **Bylaw 27P2008**

An ARP also provides guidance for the City Administration in undertaking improvement actions to address and improve traffic, social, environmental, and other issues identified by residents.

The expected planning horizon of the Crescent Heights ARP is ten to fifteen years. The planning period, however, may vary in

relation to the general growth trends within the city and to specific trends in Crescent Heights. It is important therefore that an evaluation of the effectiveness of the ARP in meeting its objectives be undertaken as the need arises.

Note: This Area Redevelopment Plan (“ARP”) was adopted by Council when the City of Calgary Land Use Bylaw 2P80 (“2P80”) was in effect. As a result, the ARP references land use districts both in its text and its maps which are no longer current. New land use districts have been applied to all parcels in the City, pursuant to the City of Calgary Land Use Bylaw 1P2007 (“1P2007”), effective June 1, 2008, which transitioned 2P80 districts to the most similar 1P2007 district. Therefore, it is important for the user of this ARP to consult the new land use maps associated with 1P2007 to determine what the actual land use designation of a general area or specific site would be. Any development permit applications will be processed pursuant to the districts and development rules set out in 1P2007.

Notwithstanding the foregoing, the user should be aware that where the ARP guidelines and policies reference a 2P80 district in the ARP, the same guidelines and policies will be applicable to those lands identified by the district on an ongoing basis and must be considered by the approving authority in its decision making, notwithstanding that the 2P80 districts, strictly speaking have no further force and effect. **Bylaw 27P2008**

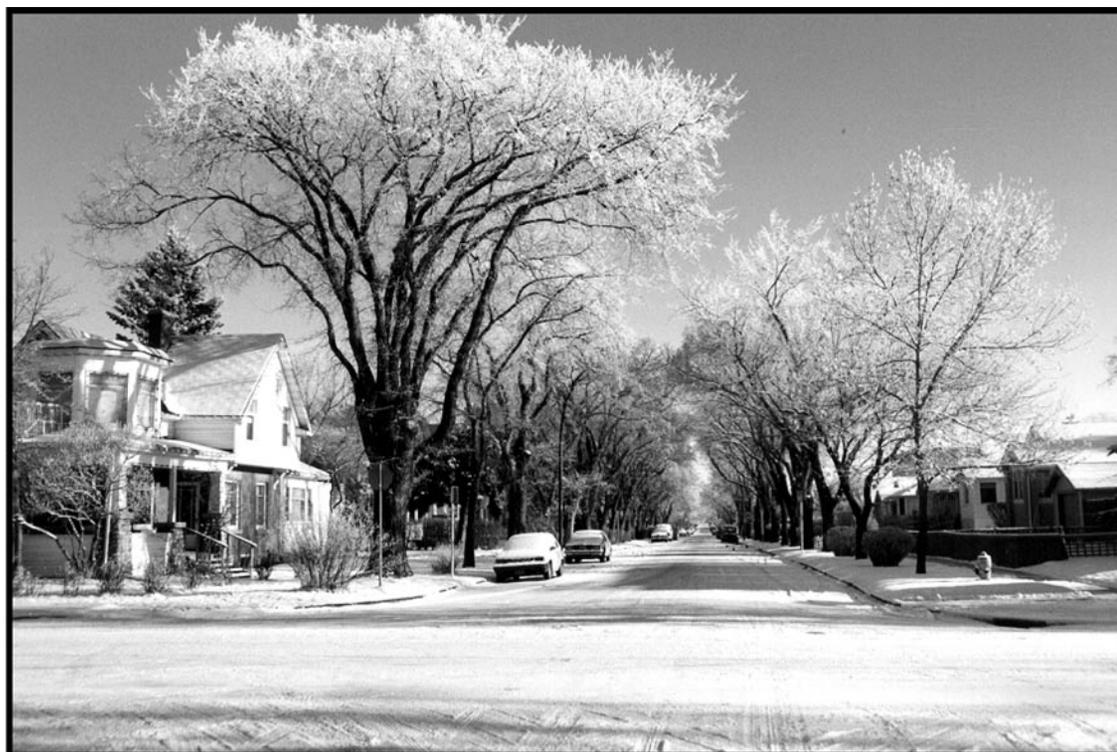
1.2 Format of the Area Redevelopment Plan

The Area Redevelopment Plan (ARP) is contained in the **white pages only** in this document and is adopted as a **bylaw** by City Council. Any changes to the policies or to the white pages require an amendment to the ARP bylaw which must be made at an advertised public hearing. The yellow pages contain suggestions for community initiatives and have no legal status. The blue pages - Supporting Information - have no legal status and contain background information and appendices to provide context for the policy recommendations. The numbering of Maps in the blue pages is preceded by the Letter "B" e.g., B1.

1.3 Availability of Municipal Funds for Improvement Projects

Public facilities and improvements proposed or recommended in this ARP are subject to Council's capital budget priorities and approval process. Expenditures recommended in this Plan will be evaluated in relation to the needs of other communities and city-wide spending priorities.





Introduction

2.0 INTRODUCTION

2.1 Study Area Boundaries

The Crescent Heights ARP boundaries (Map 1) are not the same as the Crescent Heights Community Association boundaries. The excluded areas are generally between 3 Street NE and Edmonton Trail, and between 15 Avenue and 16 Avenue North or an equivalent one-block distance south of 16 Avenue where 15 Avenue is discontinuous.

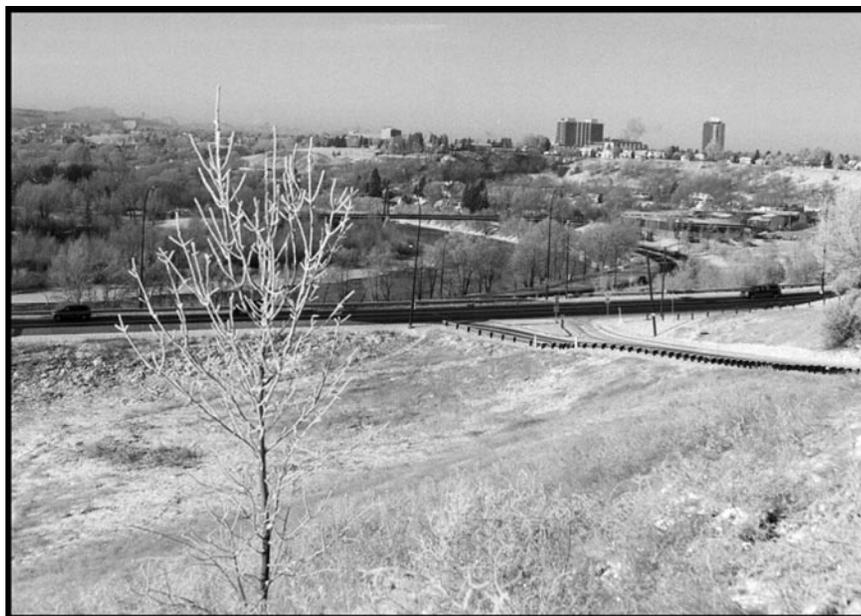
Commercial properties and several adjoining residential properties on the east side of Edmonton Trail in the community of Renfrew were included to allow consistent planning on both sides of Edmonton Trail.

The boundaries for the Crescent Heights ARP, illustrated on Map 1, are:

- On the south: Memorial Drive and the top of the escarpment;*
- On the west: 4 Street NW;*
- On the north: 15 Avenue where it occurs;*
- On the north, between Centre Street and 1 Street NE: the northern boundary of the following properties – 1601-1 Street NE, 1518-Centre A Street NE, 1517-Centre A Street NE and 1518-Centre Street;*

- On the north, between 2 Street NW and 4 Street NW: the northern boundary of the following properties – 1603-2 Street NW, 1604-2A Street NW, 1601-2A Street NW, 1602-3 Street NW, 1601-3 Street NW, and 1522-4 Street NW;*
- On the east, a line east of Edmonton Trail approximately defined by the lane paralleling Edmonton Trail or, where there is no lane, three lots (45 metres - 150 feet) east; at 5 Avenue the boundary is 3 Street NE to 1 Avenue NE west 250 feet on 1 Avenue and south to Memorial Drive.*

Bylaw 7P2007



Crescent Heights Area Redevelopment Plan

Map 1

Study Area Location

Legend

 A.R.P. Area

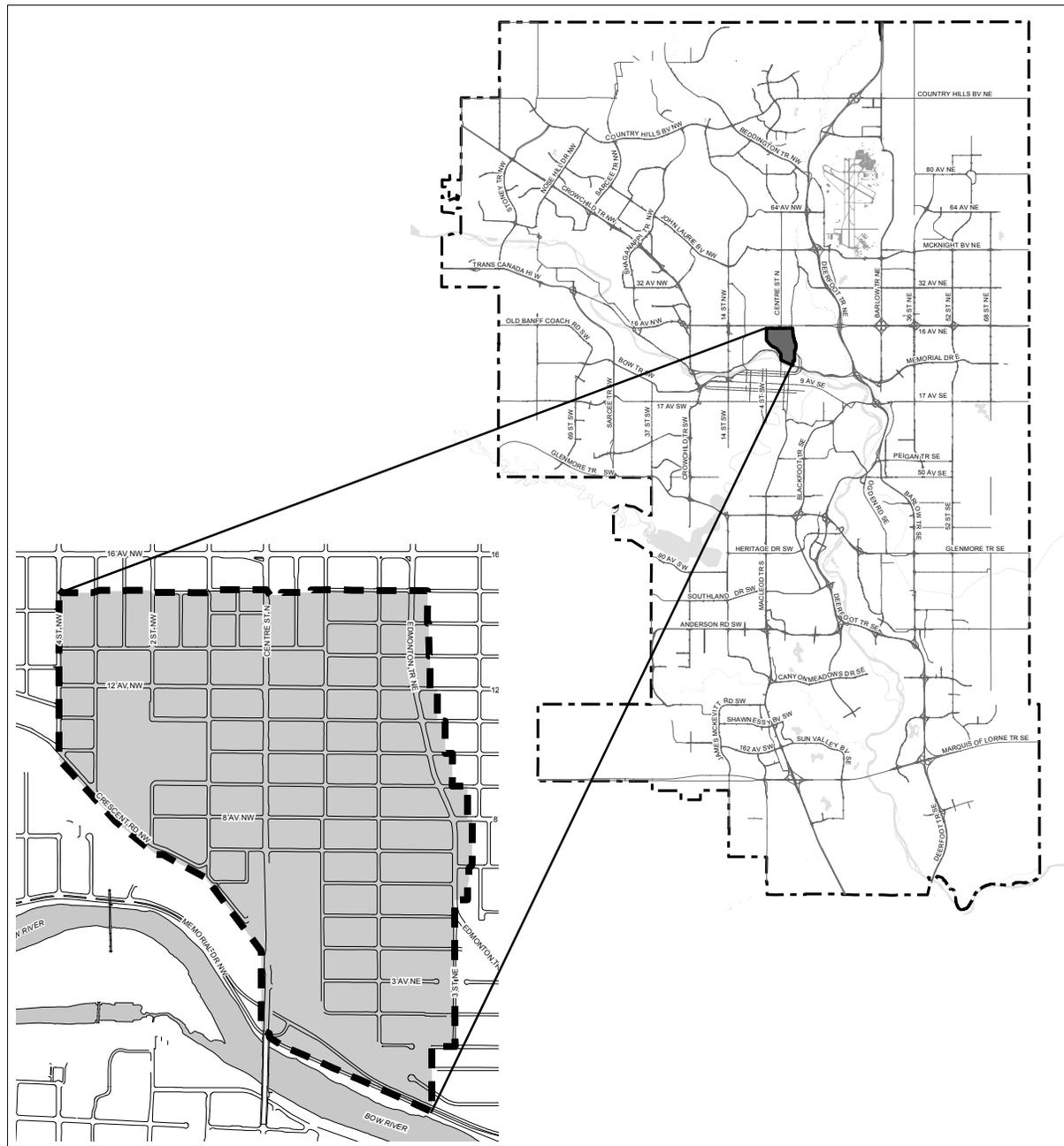


Approved 17P96
Amended 7P2007

This map is conceptual only. No measurements of distances or areas should be taken from this map.



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2.2 Community Vision and Goals

An extensive public process was undertaken to determine the issues and goals of the ARP and a Vision for the future of the community. This process included several meetings and a full community survey. The results were used to help identify issues which have been addressed in this Plan. The Vision is not used as a list of specific objectives to be achieved but as a general description of the type of neighbourhood the residents and business people desire.

Vision

Crescent Heights in the future continues to be a safe, clean, welcoming community - a good place to raise a family and to grow old. There is a feeling of neighbourliness, something like a small town with everyone feeling welcome in all aspects of community life. **There is less traffic within the community than there has been and there is a more peaceful feeling.** People are involved together in many activities in the community. Crescent Heights has a clear

identity in the city. There is a range of retail, cultural and social activities within walking distance of the residents.

Residential and commercial development has continued **with the new buildings fitting in harmoniously with the existing buildings.** The community has retained a large number of apartments and townhouses providing a wide range of housing opportunities. There are more opportunities for seniors to stay and live in the community as they age. **The low density areas have been strengthened and new development has respected and reflected the heritage flavour and sense of history in the community.** Better home maintenance is occurring and the level of home ownership is increasing.

Along Centre Street and Edmonton Trail, there are more small businesses serving the neighbourhood, more pedestrian traffic and street beautification improvements. The shops are more enjoyable to visit and the streets are safer to cross. Centre Street is less of a barrier in the community. There is more of a mix of land uses in the commercial areas. More people work out of their homes keeping the community active throughout the day. Crescent Heights is a pleasant place to live, work and visit.

Goals

From the Vision exercise the following goals were developed for the ARP.

1. Help create an attractive, safe and active community which residents are proud of.
2. Maintain and strengthen the detached housing areas of the community.
3. Improve the multi-unit residential areas by addressing traffic, open space and design issues.
4. Improve the business environment of the retail areas and encourage a mix of commercial services for community residents.
5. Review the road system in the community, and revise if necessary, to ensure safe movement for pedestrians, cyclists and motorists and reduce the impact of short-cutting traffic.
6. Support city-wide planning goals in a manner sensitive to the goals and objectives of the Crescent Heights community.
7. Encourage and accommodate residents of differing ages, family sizes and income through a variety of housing types and community programs.
8. Encourage new development which contributes to achieving the goals of the ARP.
9. Encourage long term commitment to the community on the part of residents.
10. Promote community well being through social service and community initiatives.

2.3 City-Wide Strategic Planning Policies

As well as the goals of the community residents, the ARP process considered the long range strategic planning goals for the city as approved by City Council. The city-wide goals relevant to Crescent Heights call for:

- Increasing residential densities in the inner city.
- *Strengthening major transit corridors i.e., Centre Street, and Edmonton Trail, by supporting mixed use (residential/commercial) development.* **Bylaw 7P2007**
- Emphasizing and facilitating transit, bicycling and walking as alternatives to private vehicular travel.
- Increasing the stability of inner city neighbourhoods and maintenance of a diversity of lifestyle alternatives, housing choices and household types.
- Ensuring an attractive and liveable inner city environment and accommodating a variety of commercial strips and nodes within the inner city.

The recommendations of this ARP reflect these city-wide goals and specific goals for the community as established by Council in previous planning documents.

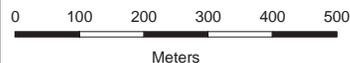
2.4 ARP Planning Process

The process used in the preparation of this ARP followed the standard process for ARPs prepared by the Planning & Building Department. Following an initial community-wide survey of issues and concerns and an Open House, a Community Planning Advisory Committee (CPAC) was formed from volunteers. This committee worked over two years with the City planning staff to formulate recommendations for presentation to the community and City Council. Several surveys of area business people were undertaken and an architectural survey of the community was conducted. Affected property owners were surveyed for their opinions on whether their properties should be redesignated. Once a draft of the ARP was completed, it was widely circulated for comment and an Open House was held for community residents and business people to view the recommendations. The ARP was then rewritten based on feedback on the Draft ARP and a Proposed ARP was presented to the Calgary Planning Commission and to a Public Hearing of City Council for approval and implementation.

Crescent Heights Area Redevelopment Plan

Map 2

Land Use Policy



Legend

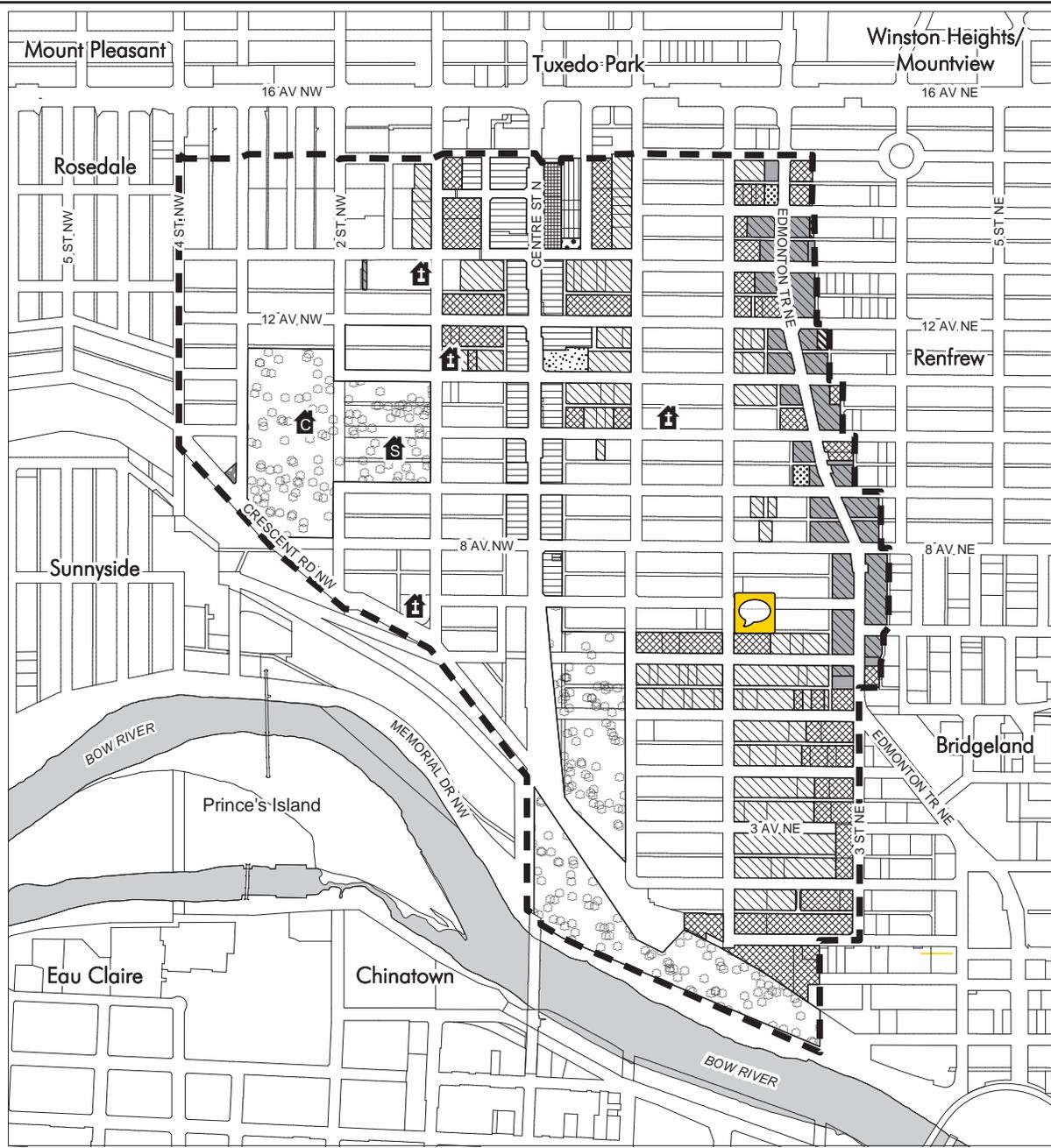
- A.R.P. Boundary
- Low Density Residential
- Low Density Residential or Local Commercial
- Low Density Multi Dwelling
- Low Density Multi Dwelling or Local Commercial
- Medium Density Multi Dwelling
- Medium Density Multi Dwelling/ Mixed Use
- Medium Density Multi Dwelling/ Commercial Parking/ Mixed Use
- Medium Density Multi Dwelling or Local Commercial
- Open Space
- Mixed Use
- Local Commercial
- General Commercial
- Special Care Facility/ Mixed Use
- Under Policy Review
- Community Centre
- Church
- School

Approved 17P96
 Amended 19P99, 22P2001, 7P2007, 72P2008

This map is conceptual only. No measurements of distances or areas should be taken from this map.



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2.5 Summary of Major Recommendations

Residential

- Design guidelines are presented for single detached and duplex housing, townhousing and apartments. These guidelines will improve the general quality of new development and the “fit” between old and new development.
- Guidelines for identifying “heritage” sites and for controlling development close to these sites are presented.
- Policies are established for the west side of Centre A Street NE which would support redesignation of residential properties to permit commercial parking lots as well as multi-unit dwellings. Future mixed use development on the Centre Street/ Centre A Street block is facilitated through redesignation.
- Housing units are encouraged above commercial development on Edmonton Trail and Centre Street.
- Owner-initiated redesignations to allow additional multi-unit residential and

commercial development in locations near Edmonton Trail and Centre A Street NE are supported.

Commercial

- Support is given to the improvement of the streetscape (pedestrian environment) along Edmonton Trail NE and Centre Street N. The ARP urges merchants and commercial land owners to initiate a general upgrading of the public and private streetscape with City cooperation.
- Restrictions on third-party advertising and temporary signs will improve the appearance of these streets.
- Design guidelines are included to encourage new commercial buildings to contribute to an improved streetscape quality and to support more transit-oriented development.
- Small restaurant, retail and personal service uses are encouraged along Centre Street and Edmonton Trail.
- Redesignation to Direct Control of a number of C-3 properties on Edmonton Trail will reduce the maximum height and density of new development.

- Maximum height rules in C-1 districts on Edmonton Trail may be relaxed to allow additional housing units above commercial development.

Deleted.

Bylaw 7P2007

Transportation

- The ARP supports actions that encourage transit ridership as proposed in the **Calgary Transportation Plan** and the **Transit Friendly Design Guide**.
- A number of actions are considered as part of the Community Traffic Study to reduce traffic volumes on 12 Avenue N and address other site specific traffic concerns.
- The possibility of closing the steep portion of 2 Avenue NE east of 3 Street NE is discussed.
- The future roles of Edmonton Trail and Centre Street are discussed.

Social Services

- The ARP proposes formation of a committee of all agencies active in providing services, in the area, to ensure all needs are being addressed in the most effective way.





Residential Development

3.0 RESIDENTIAL DEVELOPMENT

3.1 Context

Crescent Heights is a healthy inner city community. It is home to approximately 4,600 people living in housing ranging from large single detached homes to townhouse condominiums, rooming houses and apartments. The population has decreased by 700 people from its 1968 level of 5,300. This decline is in spite of an increase of 46 percent in the number of dwelling units during the same period. Most inner city communities have exhibited this magnitude (or greater) of population loss based primarily on smaller family sizes leading to lower occupancy rates.

The variety of housing types provides residential choice for people with different needs creating diversity in the neighbourhood. However, the large proportion of multi-unit buildings reduces home ownership levels to 37 percent of the dwelling units, well below the Calgary average of 62 percent. Lower levels of home ownership are associated with higher

transiency rates as well as lower levels of community identification and support for various community programs.

The overall residential density in the community of 22 people per acre is substantially higher than the 15.4 people per acre average of inner city communities.

The housing quality in the community is generally good and renovations are ongoing, suggesting that it will continue to improve. During the late seventies and early eighties there were 900 apartment units built, primarily north of the escarpment and east of Centre Street. New home construction during the past 5 years has been much slower and has often occurred as detached houses on 7.5 metre (25 feet) lots.

The areas with the lowest residential density are located west of Centre Street, south of 9 Avenue and are zoned R-1 and R-2. Most of the area north of 6 Avenue N and in the blocks between Centre Street and Edmonton Trail are zoned R-2 which allows narrow lot homes, duplexes and suites within detached houses. Further north and east are the townhouse and apartment areas designated RM-2, RM-4 and DC (RM-5).

Past planning studies for the community, the North Bow Special Study (1979) and the Centre Street North Special Study (1989), have led to significant reductions in residential and commercial densities in selected areas. The intent of these redesignations was to stabilize the community and achieve the goal for the area outlined in the North Bow Special Study to ensure the area is “maintained and protected as a family oriented neighbourhood.”

Given the amount of “underdeveloped” land (for example, detached homes on parcels zoned RM-2 for townhouses), there is potential for approximately 900 additional dwelling units in the community. If developed, these would be townhouse or apartment units, resulting in a potential population increase of up to 1,500. Redevelopment of many of these parcels may occur but it will likely be a very slow process. There will be only minor changes in the community population over the next decade.

3.2 Objectives

1. Preserve and enhance Crescent Heights as a safe and stable community.
2. Identify new residential development opportunities.
3. Ensure new development is as sensitive as possible to the neighbouring housing.
4. Recognize and attempt to preserve the historic character of the community.
5. Encourage a variety of housing types to accommodate residents with differing ages, family sizes and incomes.
6. Encourage long term residency in the community.
7. New development should be designed to support increased transit use.
8. To identify and pursue, where feasible, opportunities for affordable housing.

3.3 Heritage Conservation

1. Context

An important element of the residential character in the community is the historic nature of many of the homes built before 1940. Many are single storey small bungalows on narrow lots and are slowly giving way to new infill development. There has been some conflict within the community as the traditional streetscapes slowly disappear.

Current provincial heritage legislation is primarily designed to protect unique “heritage” sites, however very few buildings in Crescent Heights are eligible for this designation (Map B2).

2. Policy

1. The historic character of development in Crescent Heights should be recognized and new development is encouraged to be sensitive to the historic elements.

3. Implementation

1. Older buildings should be evaluated by the City of Calgary Heritage Advisory Board to determine their significance and potential for inclusion in the City of Calgary “Inventory of Potential Heritage Sites.”
2. Owners of sites proposed for inclusion in the “Inventory of Potential Heritage Sites” should be contacted by the Planning & Building Department to advise them of the special nature of their properties.
3. Additions and alterations to structures identified in the “Inventory” should be evaluated by the Approving Authority where applicable, with the goal of retaining the integrity of the specific housing styles and characteristic details.

3.4 Low Density Detached Housing

1. Context

The core of the Crescent Heights community is the low density R-1/R-2 areas. Maintaining the “stability” of these areas is vital to the health of the community and encompasses such elements as:

- minimizing traffic and overspill parking impacts;
- minimizing safety and security risks;
- ensuring new development does not reduce the quality of life in existing buildings; and
- providing an adequate convenient supply of commercial services and park space.

The ARP addresses these issues throughout the document. This section focuses on the need to ensure that new development, which is important and welcomed in the community, creates as few negative impacts as possible and contributes positively to the neighbourhood.

To identify the important features which contribute to the character of Crescent Heights the residential area was surveyed (see Supporting Information). These features form the basis of the Design Guidelines below.

2. Policies

1. The low density conservation housing policy is retained for those areas designated (zoned) R-1, R-2 and DC (with low density residential guidelines). The intent of this policy is to permit redevelopment that:
 - maintains the existing low density neighbourhood quality and character;
 - is compatible with the surrounding streetscape.
2. The character of the existing low density residential areas should be maintained while appropriate new development is encouraged.
3. Construction of larger detached homes is encouraged to attract families with children to the community.

It is recognized that larger homes may not fit as well into the existing streetscape as smaller ones. Builders will have to take extra efforts to minimize the impacts of the new housing.

3. Implementation - Detached Housing

These guidelines are to be used by the community, developers and the Approving Authority to provide direction in considering and approving discretionary use residential permits. In other cases it is hoped that the developer will take advantage of these guidelines to the mutual benefit of himself and the community.

The Low Density Residential Housing Guidelines for Established Communities documents the principles used in evaluating discretionary use permits by the Approving Authority and will continue to be applied in Crescent Heights.

Bylaw 27P2008

Design Guidelines

1. New development should retain mature landscaping where possible.
2. Planting of trees beyond Land Use Bylaw requirements is encouraged to maintain the extensive tree cover in the community.
3. Front yard depths in new development should approximate adjacent yards.
4. Porches and front balconies are an attractive common feature which are encouraged.
5. High roof pitches and arch detailing are encouraged.
6. Front yards should be defined at the sidewalks by a hedge or a fence where similar conditions exist on the majority of nearby properties.
7. Vehicle access should be from the rear lane wherever possible.
8. Construction of larger detached houses is encouraged to attract families with children to the community.

3.5 Multi-Unit Housing - Townhouses and Apartments

1. Context

There is a significant portion of the community which has been developed as 3-4 storey apartments under the zoning in place in the 1960's. Some of these areas were subsequently redesignated to RM-2 to restrict multi-unit development to townhousing and ground oriented apartments. In the areas where apartments are mixed with detached housing there are complaints regarding the loss of on-street parking, loss of views and sunlight and the "overpowering" nature of the apartments compared to the remaining bungalow and two storey houses.

Most of the remaining houses will be redeveloped in these RM-4/RM-2 multi-unit areas, although a number of them are "sandwiched" between apartments. These lots are often too small for apartment construction and too heavily impacted by the adjacent development to be likely candidates for new detached housing.

2. Policies

1. The low density multi-unit housing policy is retained for those sites designated RM-2. The intent of this policy is to permit low density family-oriented dwelling units such as townhouses, triplex and fourplex dwellings.
2. The medium density multi-unit housing policy is retained for those areas designated RM-4 and DC (with RM-4 or RM-5 residential guidelines). The purpose of this policy is to provide for a variety of housing types up to 4 storey apartments.
3. The existing residential Direct Control districts are retained unless specified elsewhere in the ARP.
4. Quality of life concerns - traffic, access to open space, new building design - should be monitored in the apartment/ townhouse areas to ensure these areas remain viable and attractive.
5. New townhouse and apartment developments should be sensitive to the scale and form of nearby older homes while recognizing that these areas are intended for larger multi-unit developments.

6. Traffic and parking concerns should be addressed to maintain the quality of life in these higher density areas.
7. Opportunities to allow higher density multi-unit development will be identified.

3. Implementation

Design Guidelines

The following design guidelines provide guidance to the community and Development Authority in reviewing townhouse and apartment development applications.

1. Larger multi-unit residential projects (i.e., 150 feet frontage and larger) should be designed with a variation of the facade, roof slopes, window treatment, unit entry and other architectural details to enhance the relationship with the street and neighbourhood.
2. New residential developments should be sensitive to the location of windows and outdoor amenity spaces of adjacent properties and other units. For example, techniques such as staggering the location of windows on side walls and the use of glass block and angled

bay windows can still provide light and some views while protecting a neighbour's privacy.

3. The primary entry to the building and as many individual townhouse units as possible, should be oriented towards the front of the property.
4. Where appropriate, new development or additions should be consistent with the front yard setback common on the street. Multi-unit buildings, however, may not be able to meet the setbacks of older detached housing without unreasonable development constraints. In such cases, front yards may be as prescribed in the Land Use Bylaw with possible modifications to the portion of the side wall extending beyond the adjacent building to moderate the impact and possibly expand sight lines from the adjacent residences.
5. Front yards should be defined at the sidewalks by a hedge or a fence where similar conditions exist on nearby properties.
6. Existing mature vegetation should be retained, wherever possible, and planting of trees beyond Land Use Bylaw requirements is encouraged.

7. **The continuity of the sidewalk or boulevard should be maintained by minimizing curbcuts. Vehicular access should occur from the lane, where possible.**
8. **The design of any development proposed on a corner site should reflect its dual frontage by presenting an attractive facade to both streets (through window treatment, building projections and roof forms facing both flankage and frontage roadways).**
9. **Play areas and entryways should be able to be viewed from adjacent units to enhance safety and security. Construction and landscaping should not create areas hidden from view.**
10. **Parking stalls in apartment/townhouse developments should be numbered, with specific stalls assigned to individual units.**
11. **Urban safety shall be reviewed during the Land Use/Development Permit process for multi-dwelling residential development. A Crime Prevention Through Environmental Design (CPTED) report or its equivalent should be submitted to the Approving Authority.**

3.6 Centre A Street NE

1. Context

Historic development and subdivision decisions have led to a situation where Centre Street commercial development abuts Centre A Street NE residential properties with no intervening lane (Map 3).

The west side of Centre A Street NE, although designated for apartment development, accommodates several deteriorated houses, vacant lots and parking for the businesses on Centre Street.

The east side of Centre A Street NE is designated RM-2 and primarily developed with single detached houses.

The lack of lanes and shallow commercial lot depths have resulted in some businesses on Centre Street not having sufficient parking or access without the use of the Centre A Street properties, which are currently designated for housing.

2. Policies

1. Mixed residential/commercial uses on the Centre Street/Centre A Street block are encouraged as part of a major transit supportive development node.
2. Commercial parking and access to Centre Street businesses are permitted on properties on the west side of Centre A Street NE.
3. The impact of this parking/new development should be minimized on the properties on the east side of Centre A Street NE.

The ARP proposes redesignation of the properties along the west side of Centre A Street NE from the current RM-4 (allowing apartments) to a Direct Control (DC) designation. This DC designation would:

- allow RM-4 residential uses;
- permit parking for the existing commercial properties fronting onto Centre Street;
- permit mixed use developments which would include commercial/residential uses on Centre Street and residential uses on Centre A Street;

Deleted.

Bylaw 7P2007

The allowance for commercial parking will not apply to 1401 Centre A Street as development on this highly visible location contributes to the character of this area of the community and residential development is more appropriate than parking.

The ARP proposes redesignations to allow mixed use developments with commercial components fronting onto Centre Street N and residential on Centre A Street NE. Mixed development along the Centre/Centre A block will facilitate this approach along with the redesignations proposed on Centre A Street.

Bylaw 7P2007

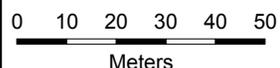
The residential component in any mixed use development constructed under the DC district should front onto Centre A Street and the commercial component onto Centre Street N. Densities and heights should approximate the current C-3(23) and RM-4 designations.

The ARP will support owner initiated redesignations of RM-2 properties on the east side of Centre A Street to RM-4 to allow higher residential densities in an apartment form. Developments under RM-4 designations are particularly encouraged on sites less than 30 m (100 ft.) in width.

Crescent Heights Area Redevelopment Plan

Map 3

Centre A Street NE Land Use Policy



Legend

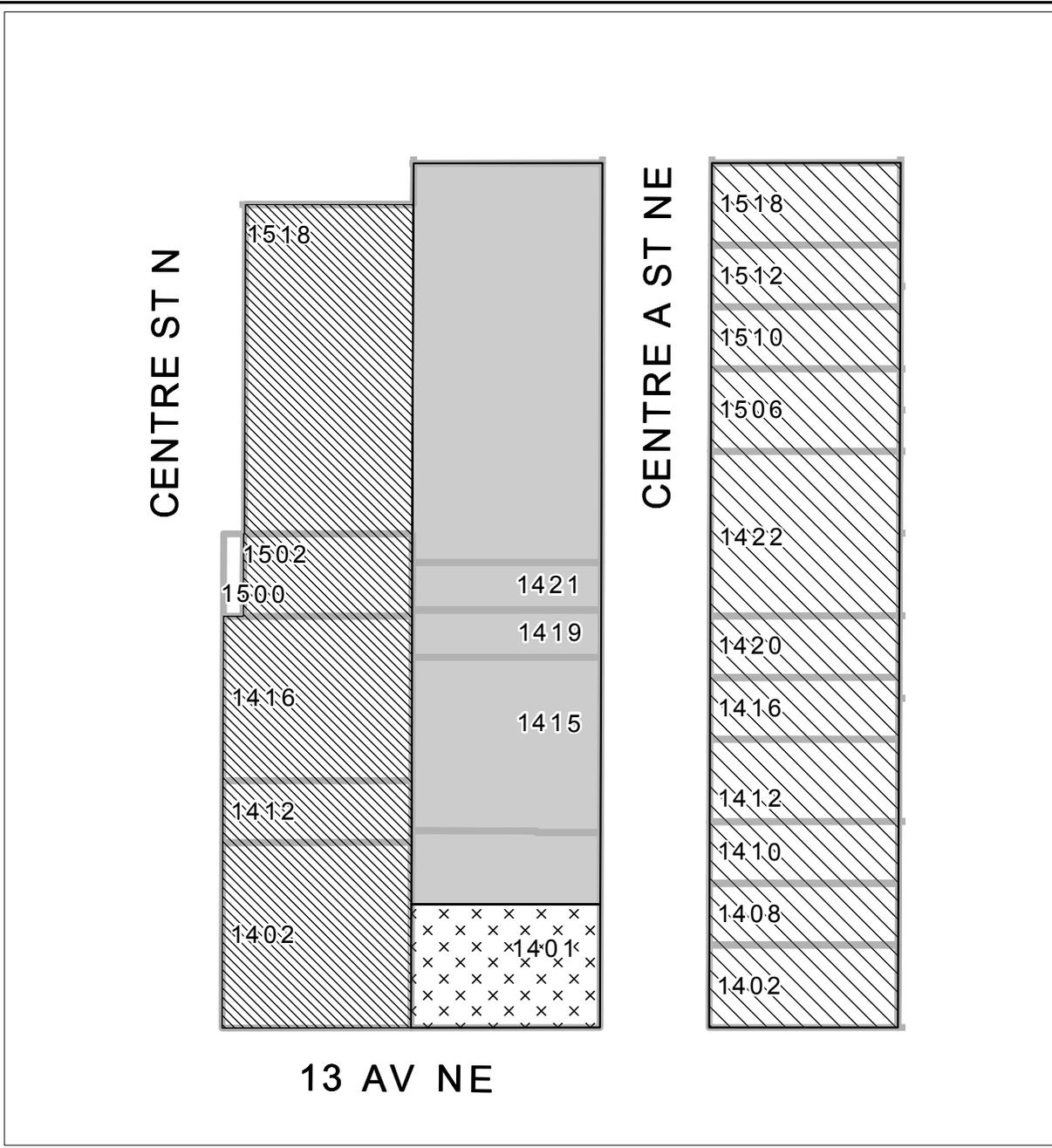
-  General Commercial free standing or in Mixed Use Developments.
-  Multi Unit Residential free standing or in Mixed Use Developments, Commercial Parking and Access
-  Multi Unit Residential free standing or in Mixed Use Developments
-  City will support owner initiated redesignations to allow residential medium density multi unit development

Approved 17P96
 Amended 7P2007

This map is conceptual only. No measurements of distances or areas should be taken from this map.



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3. Implementation - Centre A Street NE

1. The ARP will redesignate the subject properties as described in Table 1.
2. To ensure that any future parking has a minimal impact on the residential properties on the east side of Centre A Street, the following guidelines must be respected for new parking lots constructed on the west side of Centre A Street:
 - Parking lots will include an attractive screening fence at least 1.2 metres (4 feet) high with plantings of shrubs and trees.
 - A landscaped strip, containing the fence, no less than 3 metres (10 feet) in width, will be provided from the front property line.
 - Parking lots will have adequate lighting and will be designed to eliminate glare from vehicle and overhead lights.

- Where the Development Authority believes that the use of temporary development permits will help implement the objective of this section, i.e., the creation of multi-ownership parking lots with shared access, permits valid for no longer than 5 years may be issued.

Once the opportunity for joint access has been realized, permanent development approvals can be considered for the lots.

Upon sale or redevelopment of a site which is providing access for an adjacent site, the adjacent site will have to develop alternative access. Plans for the alternative access will be included in the original Development Permit application.

3.7 Housing Units above Commercial Development

1. Policy

The commercial designations along Centre Street and Edmonton Trail allow residential units to be developed above the first floor. The ARP encourages 'residential above commercial' development, particularly on Centre Street and Edmonton Trail. This provides an alternative housing form supporting the transit corridor development envisaged in the Calgary Transportation Plan and adds vitality to the commercial areas.

Bylaw 7P2007

2. Implementation

- 1. The Development Authority may relax the aggregate parking requirements for mixed use residential development, based on the potential for sharing the commercial parking, to facilitate residential development above grade level commercial on Edmonton Trail and Centre Street.**
- 2. The Development Authority may relax the maximum building height in the C-1 District on Edmonton Trail to 3 storeys to allow an additional storey for residential units.**
- 3. The Development Authority may relax the minimum commercial component in the commercial designations along Edmonton Trail and Centre Street from 25 percent to 10 percent to facilitate additional residential development.**

Table 1 Residential Redesignations

	Site Location	Existing Designation	Proposed Redesignation	Comment
1.	111, 115, 117, 121 129, 133 & 139 10 Avenue NE	RM-2	R-2	Retain detached housing form.
2.	1314, 1316, 1318, 1320, 1322 - 1 Street NW	RM-2	R-2	Retain detached housing form.
3.	314, 316, 318 - 8 Avenue NE 309, 311, 313, 317, 319 - 9 Avenue NE	RM-4	RM-2	Rationalize designations.
4.	409 - 11 Avenue NE	C-1	RM-4	Designation to conform to existing use.
5.	404 Crescent Road NW	PE	R-2	Allow sale of City owned parcel (<i>Recommendation Under Review</i>). City Council March 17, 1997.
6.	1401 Centre A Street NE	RM-4	DC (mixed use)	As per site 7 below however commercial parking lot not allowed.
7.	1407, 1409, 1411, 1415, 1419, 1421, 1501, 1503, 1505, 1511, 1515, 1517 Centre A Street NE	RM-4	DC (mixed use)	Allow commercial parking and residential development and consolidation with abutting Centre Street properties to facilitate mixed use development.
	Deleted			Bylaw 7P2007
The ARP will support, in principle, owner-initiated redesignations listed below. Sites may also redevelop under their existing designation.				
9.	1402, 1408, 1410, 1412, 1416, 1420, 1422, 1424, 1506, 1510, 1512, 1518 Centre A Street NE Deleted Bylaw 7P2007	RM-2	RM-4	To allow low-rise apartment development.
10.	1509, 1511 Edmonton Trail NE Deleted	RM-2	RM-4 or DC (commercial)*	To allow Edmonton Trail commercial frontage or consolidation with adjacent residential property (Table 2, Site 17). Bylaw 7P2007

	<i>Deleted</i>			Bylaw 7P2007
13.	409 - 14 Avenue NE	R-2/C-1	R-2 or C-1	To rectify split designation.
14.	410 - 13 Avenue NE	R-2	C-1 or RM-4	To provide consistent designation (Table 2, Site 19).
15.	330/332 - 9 Avenue NE	R-2	RM-2 or DC (commercial)*	To allow townhouse or limited commercial development (Table 2, Site 18).
16.	401, 405, 407 - 15 Avenue NE, 402, 404, 410 - 14 Avenue NE	R-2	RM-2	Allow townhouse development.
17.	329/333 - 10 Avenue NE	DC	DC or RM-4	To allow local commercial uses or multi-unit residential (Table 2, Site 7).
18.	South Ptn. 617 Edmonton Trail NE	DC927	DC or DC927	To facilitate consolidation of the parcel under one designation (Table 2, Site 8).
19.	South Ptn. 718 Edmonton Trail NE	RM-5	DC or RM-5	To facilitate consolidation of the parcel under one designation (Table 2, Site 9).

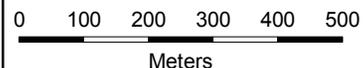
*DC (commercial) see Table 2 also.



Crescent Heights Area Redevelopment Plan

Map 4

Residential Redesignation Sites



Legend

- A.R.P. Boundary
- 1 - 8 Sites Proposed for City Initiated Redesignation
- 9 - 19 Sites Proposed for Owner Initiated Redesignation

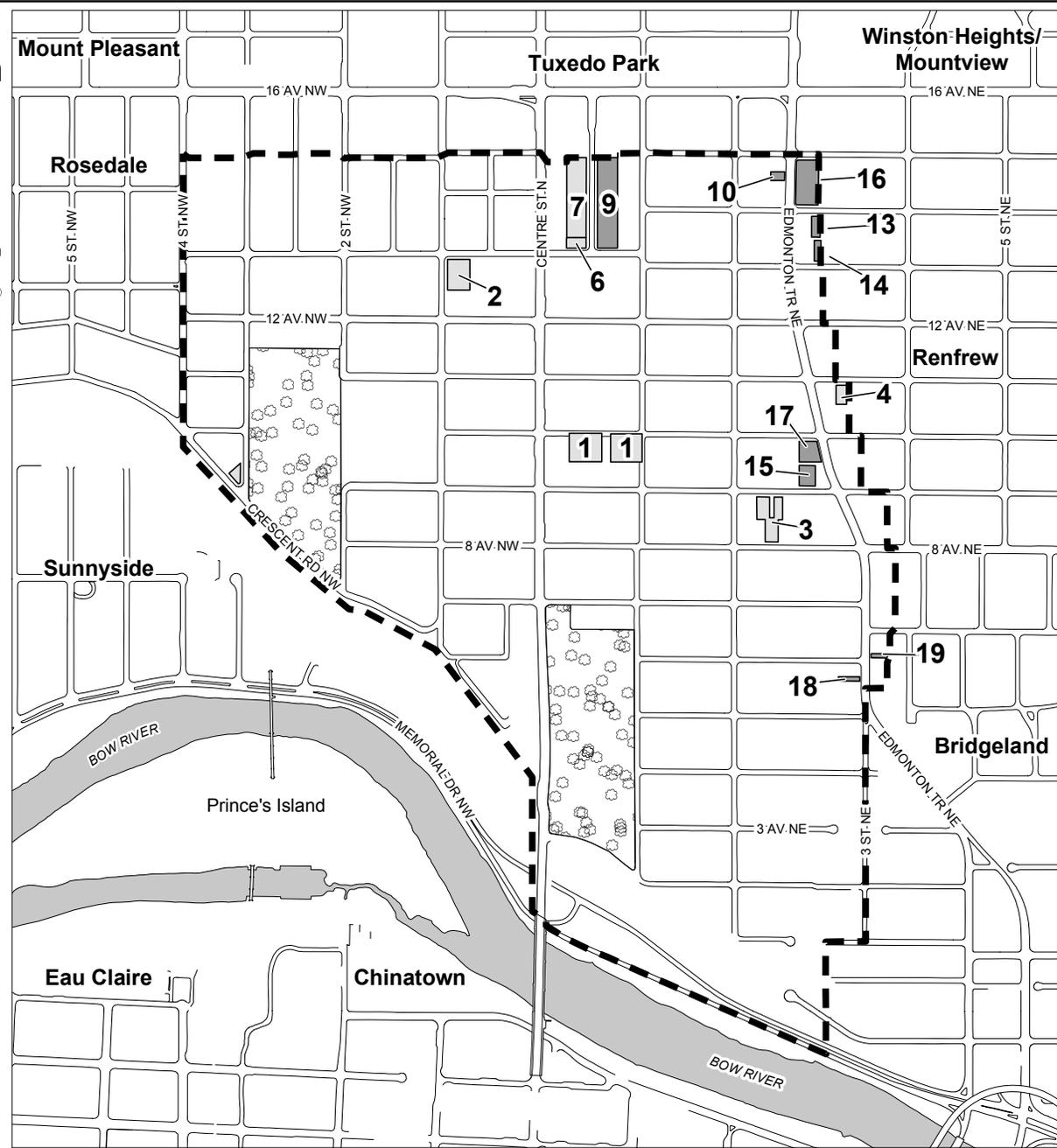
Note:
Site numbers not in sequence because of deletions in amendment 7P2007.

Approved 17P96
Amended 7P2007

This map is conceptual only. No measurements of distances or areas should be taken from this map.



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3.8 Residential Redesignations

1. Context

The ARP process considered a large number of potential redesignations proposed by landowners and/or the community. These proposals were designed to adjust the allowable density and to address certain site specific issues.

The residential and commercial land use designations in Crescent Heights had already been substantially revised through the 1979 Crescent Heights/Regal Terrace Special Study and the 1989 Centre Street N Special Study. The redesignations approved at that time reduced the development potential substantially. The larger area of low density designation will contribute to an attractive and stable residential environment.

A review of possible redesignations did not reveal a pressing planning rationale or strong landowner support for large scale zoning changes. However, several site specific redesignations are supported, based on landowner requests and planning merits. In addition, a number of sites are supported in principle for owner-initiated redesignations (Map 4, Table 1).

2. Implementation - Residential Redesignations (Table 1)

Site 1 - 111, 115, 117, 121, 129, 133 & 139 - 10 Avenue NE

This RM-2 block borders on the R-2 low density area and landowners wish to retain the existing detached housing form. Redesignation to a lower density will avoid worsening of the existing parking congestion problems, and will strengthen the R-2 area to the east. RM-2/RM-4 properties across the street are fully developed so the redesignation should not have a negative impact on the development potential of that side of the block.

**Site 2 - 1314, 1316, 1318, 1320, 1322 -
1 Street NW**

Landowners on this RM-2 block wish to retain the consistent low density detached housing form through an R-2 redesignation. The homes are well maintained and in good condition. The current parking congestion in the immediate area associated with the adjacent church would be exacerbated by higher density development.

**Site 3 - 314, 316, 318 - 8 Avenue NE,
309, 311, 313, 317, 319 - 9 Avenue NE**

The RM-4 designation was left on this site during a past community-wide redesignation in response to landowner requests to allow for proposed redevelopment. Fifteen years has passed and no development to RM-4 levels has occurred. The medium density RM-4 designation is not appropriate in the middle of R-2 low density housing and a reduction in density to RM-2 is proposed.

Site 4 - 409 - 11 Avenue NE

This site is designated C-1 for local commercial development but accommodates a multi-unit building. A redesignation to RM-4 would make the existing building a “conforming” use.

Site 5 - 404 Crescent Road NW

The existing PE designation prevents this City-owned parcel from being sold. It is not being used as a park and should be redeveloped or incorporated into the adjacent property.

This site will not be disposed or redesignated before:

- further open space is acquired in the NE portion of the ARP boundary (See Map 1);
- referred back to the City Administration for review.

Site 6 - 1401 Centre A Street NE

See section 3.6.

**Site 7 - 1407, 1409, 1411, 1415, 1419, 1421,
1501, 1503, 1505, 1511, 1515, 1517 Centre
A Street NE**

Centre A Street NE - see section 3.6.

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**Owner - Initiated Redesignation
Sites**

**Site 9 - 1402, 1408, 1410, 1412, 1416, 1420,
1422, 1424, 1506, 1510, 1512, 1518 Centre
A Street NE**

*The redesignation of these properties to RM-4
from RM-2 would allow a higher population.*

Bylaw 7P2007

Site 10 - 1509, 1511 Edmonton Trail NE

This redesignation from RM-2 to RM-4 would allow consolidation of these properties with the adjacent RM-4 to allow redevelopment. New development would help buffer the properties to the west from Edmonton Trail. These properties which front onto Edmonton Trail could also be redesignated to DC for commercial development consistent with general Edmonton Trail commercial development.

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Bylaw 7P2007

Site 13 - 409 - 14 Avenue NE

This proposal would support the owner in removing the split designation on the property by designating the entire property either R-2 or C-1. The property lies between two properties with these designations.

Site 14 - 410 - 13 Avenue NE

This R-2 site is “sandwiched” between an RM-4 property and a C-1 property. The redesignation would allow the same designation on the property as on either of the adjacent properties.

Site 15 - 330/332 - 9 Avenue NE

This proposal would support the owner in applying for redesignation from R-2 to RM-2 allowing townhousing east of the lane. A commercial designation with uses limited to local commercial development (no auto uses or restaurants) and access only from the east-west lanes would also be appropriate on the site (see Table 2).

**Site 16 - 401, 405, 407 - 15 Avenue NE
402, 404, 410 - 14 Avenue NE**

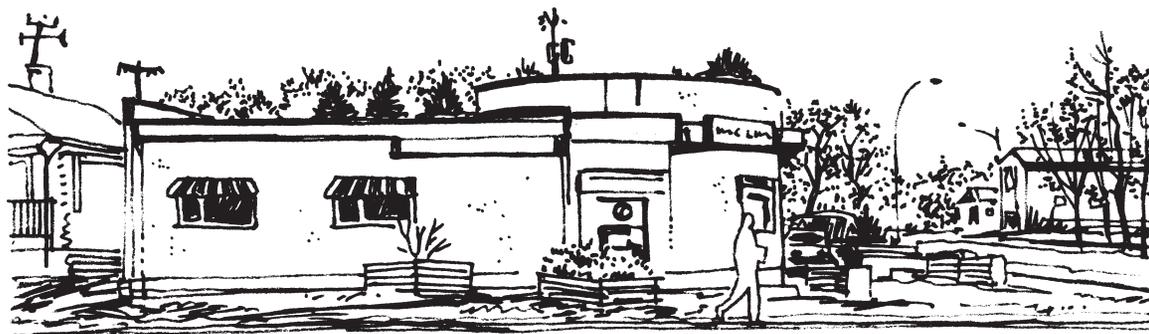
The low density R-2 designation was deemed inappropriate in this location and the ARP supports redesignation to RM-2 (townhousing). The redesignation would have to be initiated by the owner and could extend 3 lots (45 metres) east of Edmonton Trail.

Site 17 - 329, 333 - 10 Avenue NE

This site is currently designated DC allowing office construction and developed as single detached houses. This recommendation would support owner-initiated redesignation to allow either limited commercial development (no restaurants or auto related uses, access must be from rear off east-west lane) or townhousing. These redesignation opportunities recognize the value of higher density residential development close to transit corridors and the need for a wider range of commercial uses than the existing DC guidelines permit.

**Site 18 and 19 - 617 Edmonton Trail NE
and 718 Edmonton Trail NE**

Both these sites have split designations which severely limits their development potential. This recommendation supports the owner in redesignating one portion of the site to the same designation as the balance.



Commercial Development

4.0 COMMERCIAL DEVELOPMENT

Crescent Heights contains a large number of commercial establishments along the three major roads: Edmonton Trail, Centre Street and 16 Avenue. This development serves motorists travelling through the area and residents of Crescent Heights, Renfrew and other nearby communities. The commercial corridors along Edmonton Trail and Centre Street are addressed individually in sections of this chapter.

Bylaw 7P2007

In established market areas such as the Inner City the potential to substantially increase business on a commercial strip is limited by current parking and access characteristics and by the type and density of existing commercial and residential developments. The two most often quoted ways of improving business by increasing the nearby residential population and by providing additional parking - often have negative impacts on the existing community. These options to strengthen the vitality of the businesses on Edmonton Trail and Centre Street N have been reviewed through the ARP. Although some increases in housing densities and commercial parking have been proposed, the need to retain the stability of the residential areas has limited the amount of intrusion that can be supported.

4.1 Objectives

1. Encourage successful commercial development which will serve commuters and the local community.
2. Ensure a high standard of commercial development and minimize its impact on nearby housing.
3. Encourage improvement in the pedestrian environment along Centre Street and Edmonton Trail.

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Bylaw 7P2007

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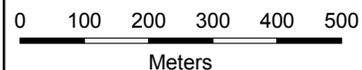
Bylaw 7P2007

6. Support the transit corridor concept for the major roads by encouraging transit supportive designs, employment and residential uses (see Residential Section 3.7, Transportation Section 5.4.3).

Crescent Heights Area Redevelopment Plan

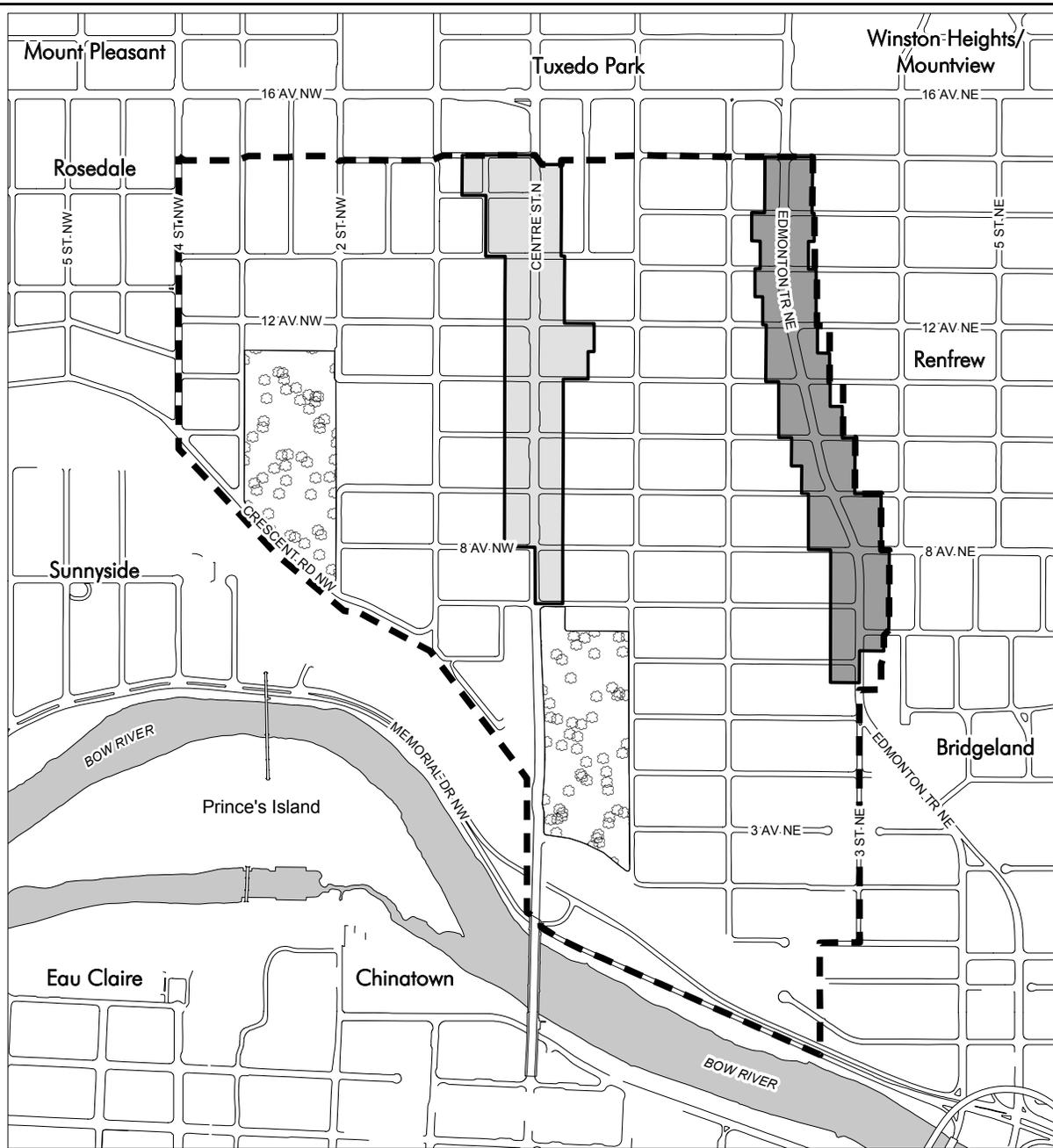
Map 5

Commercial Areas



Legend

- A.R.P. Boundary
- Centre Street
- Edmonton Trail North



Approved 17P96
Amended 7P2007

This map is conceptual only. No measurements of distances or areas should be taken from this map.



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4.2 Inner City Transportation Study (ICTS)

The City is undertaking the “Inner City Transportation Study” which will examine the operation of the major road system in the inner communities. There is a direct relationship between road design and operational policies (e.g., parking, lane reversals, turn prohibitions) and the successful operation of a business strip. The ICTS will have to balance the needs of the existing businesses and the community’s goals for more community oriented and improved commercial development with the need to meet broader city-wide mobility requirements.

It is the hope of City Council, as enunciated in the Calgary Transportation Plan (CTP), that there will be only a modest increase in the peak hour traffic flows into the Downtown through Crescent Heights. The daily commute trip/work trip, according to the CTP, will increasingly be handled by Calgary Transit. Achievement of the goals of the CTP also has implications for growth of the commercial strips adjacent to major roadways. The extent to which commuter traffic supports these businesses will not be significantly improved in the long term if

the volumes fail to increase. Any growth will be much more dependant on the increase in the local market through higher population densities and local marketing initiatives.

Several of the issues raised through the ARP process, particularly with regard to on-street parking and setbacks along Centre Street and Edmonton Trail, will have to be addressed in the ICTS rather than in this ARP.

The ICTS process will provide an opportunity for affected businesses and community organizations to participate in the planning process.

4.3 Edmonton Trail

4.3.1 Context

Edmonton Trail development is generally low scale with most construction having occurred prior to 1975. There are several newer developments but generally redevelopment has been slow with little new construction in the past 20 years. The majority of businesses are small and family run. There is a mix of retail, grocery, personal services, professional offices, restaurants and automotive services. Traffic volume projections suggest increases in traffic could occur on Edmonton Trail in

the future should Centre Street N develop with a transit-only lane. The actual future traffic volumes will depend in large measure on the degree to which Calgarians move to transit and car pools for the trip to work.

The issues identified through the ARP process are parking, traffic speed and volumes, signage, land use designation (allowable heights and uses), business development/street enhancement and design standards.

4.3.2 Vision Statement

A group of Edmonton Trail merchants have created a vision for the future.

What the future looks like...

“While maintaining a predominantly family run business environment the Edmonton Trail business area has undergone a quiet improvement. The number of businesses along the corridor has increased thus also increasing the amount of the local and nearby resident pedestrian traffic. Improvements have been made to the stores, particularly to the store fronts, many of which now have specific design details that suggest

the business function within. New building has occurred with a focus on creating an attractive streetscape and pedestrian-level impression. Buildings are now built closer to the street with an historical character in keeping with the area. Overall the corridor has taken on a “Small Town” feel with store fronts sized to suit the family businesses that are predominant in the area.

A group of businesses and residents have formed an association to encourage improvement to the overall business district. The association also ensures that new development meets design guidelines as per the ARP and enhances the “Small Town” atmosphere desired.”

4.3.3 Objectives

1. Support the development of a healthy commercial corridor serving the local community and passing commuters.
2. Ensure a high standard of commercial development and minimize impact on adjacent housing.
3. Encourage improvement in the pedestrian environment along Edmonton Trail.

4. Address Edmonton Trail traffic/setback and signage issues which affect the health of the business strip.
5. Recognize the importance of Edmonton Trail as a major traffic corridor.

4.3.4 Setbacks

Edmonton Trail currently acts as a major traffic corridor feeding the downtown. There is a 5.18 metre (17 feet) road widening setback along both sides of the road which must be recognized in any street enhancement projects and private redevelopment.

The road widening setbacks are seen by the Edmonton Trail commercial owner/merchants as a significant obstacle to redevelopment and upgrading of the commercial district. The type of redevelopment needed to create a more 'pedestrian-friendly' and transit supportive commercial strip encourages new construction as close to the front property line as possible. However, the existing setback pushes the development back from the front sidewalk. Smaller setbacks for improved pedestrian areas could be established and acquired.

Implementation

The Inner City Transportation Study will determine the role, function, and operational requirements of Edmonton Trail. The impacts of any changes in the current status on existing and potential commercial development along Edmonton Trail will be considered. The need for and size of the existing road widening setbacks will be reviewed.

4.3.5 Land Uses and Land Use Designations

The commercial area is a mix of C-1 and C-3 designations. Local commercial districts (C-1, C-1A), which provide for the day-to-day retail and commercial needs of the local communities, are most appropriate along the corridor. Edmonton Trail is generally the best suited of the Crescent Heights commercial corridors to fulfill this local commercial function. It does not have a lane reversal system and existing development is less intense and more oriented to local community needs.

The C-3 designation in theory allows buildings up to 46 metres (150 feet) in height, far out of scale with the adjacent housing. Buildings of this magnitude would require substantial underground parking and create major shadow, privacy and traffic impacts on the surrounding community. In addition, there is already a large supply of C-3 land on Centre Street and 16 Avenue in Crescent Heights.

The properties which are currently designated C-3, therefore, will be redesignated to a special DC district. This district will reduce the allowable maximum density and limit building height to 12 metres (39 feet). It would allow all the retail uses currently allowed in the C-3 district except: amusement arcades, autobody and paint shops, automotive sales and rentals, automotive specialities, funeral homes, hotels and motels, radio and television studios. It is proposed to prohibit these uses due primarily to the large amounts of parking required and the inability of such uses to support a more pedestrian environment.

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Bylaw 7P2007

Table 2 - Commercial Redesignations

	Site Location	Existing Designation	Proposed Redesignation	Comment
1.	Pt. of 1110 & 1114 Edmonton Trail NE	C-3	DC ¹	To limit maximum height and prohibit certain uses.
2.	923 Edmonton Trail NE	C-1	DC ²	To permit site improvement to reduce impact of existing auto use.
3.	North Pt. 617, 619, 701, 707, 709, 719, 805 & 831, North Pt. of 718, 720, 726, 802, 806, 810, 812, 814, 816, 820, 824, 826, 830, 832 Edmonton Trail NE and 349 - 7 Avenue NE	C-3	DC ¹	To limit maximum height and prohibit certain uses.
	<i>Deleted</i>			Bylaw 7P2007
5.	Centre A Street NE	C-3(23)/RM-4	DC	<i>Refer to Table 1 - Residential Redesignation, Sites 6, 7 and Section 3.6.</i>
	<i>Deleted</i>			Bylaw 7P2007
The ARP will support, in principle, owner-initiated redesignations listed below. Sites may also redevelop under their existing designation.				
7.	329 & 333 - 10 Avenue NE	DC	DC ¹ or RM-4	To allow local commercial uses or multi-unit residential (Table 1, Site 17).
8.	South Ptn. 617 Edmonton Trail	DC 927	DC ¹ or DC927	To facilitate consolidation of the parcel under one designation (Table 1, Site 18).

9.	South Ptn. 718 Edmonton Trail	RM-5	DC ¹ or RM-5	To facilitate consolidation of the parcel under one designation (Table 1, Site 19).
10.	1012 Edmonton Trail	RM-4	DC ¹	To allow commercial redevelopment.
	<i>Deleted</i>			Bylaw 7P2007
	<i>Deleted</i>			Bylaw 7P2007
	<i>Deleted</i>			Bylaw 7P2007
14.	411 - 12 Avenue NE	R-2	DC ¹	To allow commercial redevelopment.
15.	317 - 15 Avenue NE	RM-4	DC ¹	To allow commercial redevelopment.
16.	316, 320 - 14 Avenue NE	RM-2	DC ¹	To allow commercial redevelopment.
17.	1509, 1511 Edmonton Trail	RM-2	DC ¹ or RM-4	To allow commercial development or consolidation with adjacent residential (Table 1, Site 10).
18.	330, 332 - 9 Avenue NE	R-2	RM-2/DC ⁴	To allow townhouse or commercial development (Table 1, Site 15).
19.	410 - 13 Avenue NE	R-2	C-1 or RM-4	To provide for a consistent designation (Table 1, Site 14).

DC Guidelines

DC¹ Local commercial; no density limit; maximum height 2 storeys, 3 storeys if top floor is residential; general commercial uses allowed and drinking establishments (less than 60 seats or equivalent/occupants) except auto body/paint, auto sales, auto speciality, hotels & motels, funeral homes, radio & TV studios, amusement arcades are prohibited; no minimum front yard.

DC² Local commercial as in DC¹ above except that automotive specialities are a discretionary use.

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Bylaw 7P2007

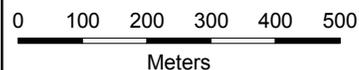
DC⁴ Local commercial as in DC⁴ above (restaurants/drinking establishments not allowed) plus a requirement that parking be provided behind the building with access from the east-west lane.



Crescent Heights Area Redevelopment Plan

Map 6

Commercial Redesignation Sites



Legend

- A.R.P. Boundary
- 1 - 6 Sites Proposed for City Initiated Redesignation
- 7 - 19 Sites Proposed for Owner Initiated Redesignation

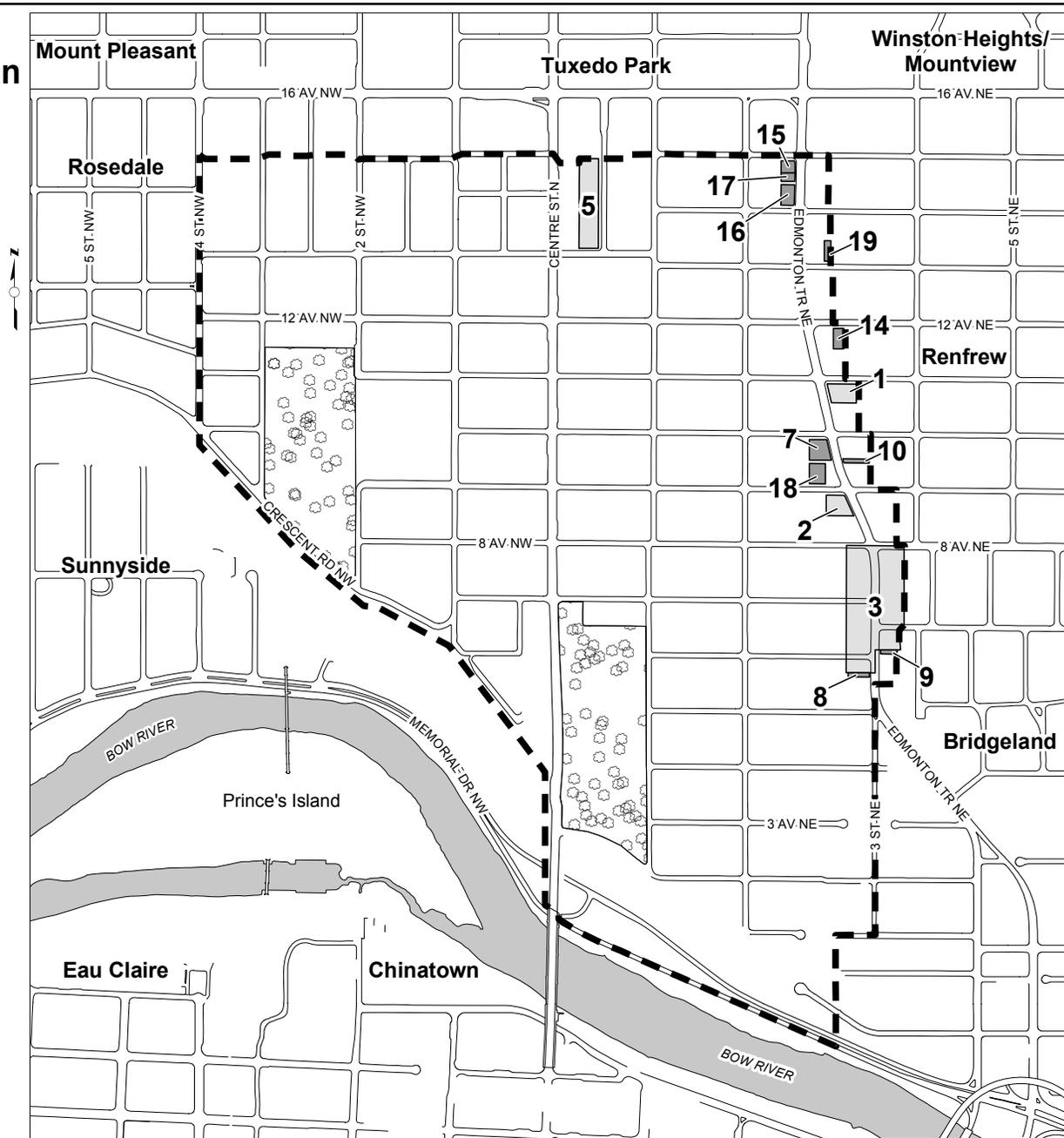
Note:
Site numbers not in sequence because
of deletions in amendment 7P2007.

Approved 17P96
Amended 7P2007

This map is conceptual only. No measurements of
distances or areas should be taken from this map.



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4.3.6 Expansion of Commercial Uses

The existing Edmonton Trail frontage is a mix of housing and commercial developments operating out of commercial buildings and houses along to Edmonton Trail.

The current commercial designations allow the conversion of existing housing to commercial uses on certain blocks abutting Edmonton Trail. In several locations the ARP will support owner-initiated redesignations to allow residential properties to redevelop to commercial uses. The ARP supports the redesignation of these properties, in principle, if the landowner makes an application in conformity with the guidelines in this ARP.

The properties supported for owner-initiated redesignations to commercial were evaluated to limit the impact on adjacent or facing properties. New commercial development will be required to incorporate protection for the adjacent residential uses with landscaping and screening.

To further encourage housing, the Development Authority is encouraged to relax the maximum building height in the existing C-1 area from 2 to 3 storeys where the third floor is residential.

Implementation

- 1. The ARP supports owner-initiated redesignations of the sites indicated in Table 2 as shown on Map 6.**
- 2. Commercial redevelopment along Edmonton Trail must be oriented to Edmonton Trail rather than the avenues. Therefore, commercially designated parcels separated from Edmonton Trail must be consolidated with parcels having Edmonton Trail frontage prior to development.**
- 3. Access to new commercial development must be from Edmonton Trail or within 10 metres of Edmonton Trail on the avenue.**

4.3.7 Parking

Context

Concern was expressed over the lack of on-street parking in front of businesses along Edmonton Trail. A City review suggests that adding such parking would cause serious congestion during peak hours.

There may be situations in which new locally oriented development requires a parking relaxation over and above that which could be negotiated based on shared parking, off-site parking, etc. Certain blocks along Edmonton Trail are better able than others (generally 6 Avenue to 9 Avenue NE) to accommodate overspill parking. To encourage such uses (small restaurants/retail/personal service uses), the ARP supports the granting of parking relaxations but only if the details of the proposed development and the parking availability in the adjacent area justify the relaxation without the risk of substantial overspill parking.

Implementation

- 1. The Inner City Transportation Study (ICTS) will review the operational characteristics of Edmonton Trail including the potential for off-peak parking, lane reversal and intersection operation.**
- 2. The ARP supports the use of parking relaxations, where appropriate, in existing buildings to encourage retail, personal service and small restaurant uses supportive of the shopping corridor concept for the area. Sufficient employee parking and loading facilities must be provided. The impact of any relaxations should be reviewed after three years.**
- 3. Bicycle parking should be included at the front of new commercial developments.**

4.3.8 Signage

Context

Surveys of business people and area residents indicated a significant concern with signage along Edmonton Trail. Temporary signs, in particular, were deemed to be unattractive, too numerous and detracting from the overall street character. New regulations for temporary signs will await city-wide changes to sign regulations.

Under the existing C-1 designation and the proposed DC designations the maximum height of identification signs are 6 metres (20 feet) with a maximum area of 7 square metres (75 square feet).

Implementation

Third Party Advertising

1. No new freestanding third party signs (billboards) exceeding 2.7 metres in height and 2.5 square metres in area will be allowed. Pedestrian scale pillar-type ads (maximum height 2.7 metres), and small wall mounted signs are allowed.
2. Current exemptions for signage on Calgary Transit facilities are continued.

Identification Signs

1. Murals (applied directly to walls) are encouraged only for business identification and if they contribute to the creation of an interesting streetscape.
2. Signage on awnings and canopies is encouraged and may be backlit.
3. Banner signs are not permitted except for street pageantry/cultural/festival banners.

4. In general the size of signs should be appropriate to the size of the site.
5. Applicants are encouraged to include an area on new signs for temporary messages.
6. Maximum sign size will be 7 square metres (75 square feet).
7. Projecting signs are encouraged subject to:
 - a. A maximum of one per business.
 - b. A maximum size of 1 square metre.
 - c. No guy wires will be allowed on the visible structural supports.
 - d. Applicants are encouraged to create attractive signs with an artistic character.
8. No signs should project above the roofline of the building.

4.3.9 Business Development

The City encourages merchants and commercial landowners to cooperate to improve the physical appearance of Edmonton Trail with both its local and city-wide profile.

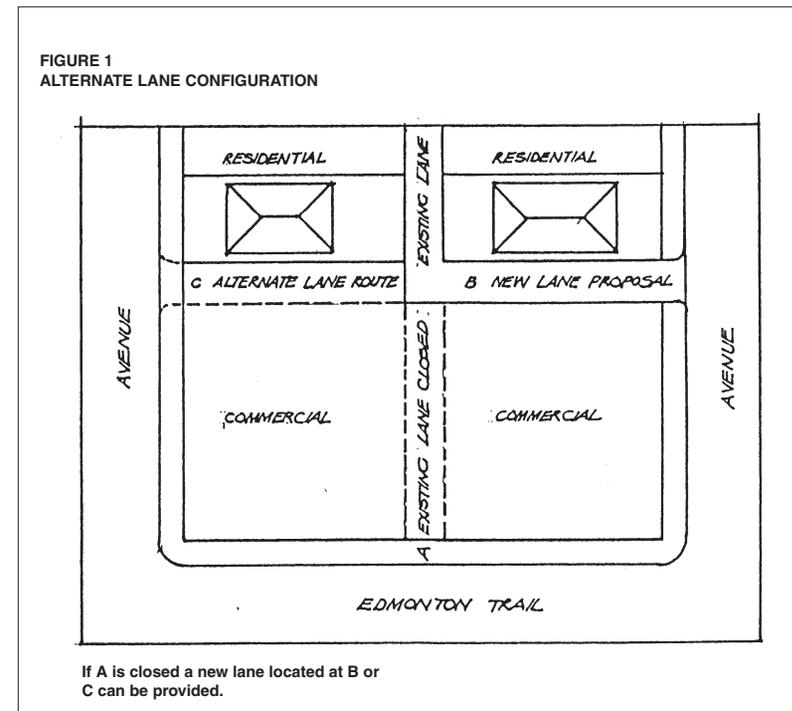
Implementation

1. The City will assist, as resources allow, in facilitating the creation and effective operation of a business association for the Edmonton Trail commercial corridor in Renfrew and Crescent Heights.

4.3.10 Design Guidelines

To emphasize and encourage the pedestrian orientation of Edmonton Trail the following redevelopment guidelines are proposed:

1. Where rear lanes exist new buildings will locate at the front of properties with parking at the rear whenever possible.
2. Buildings that incorporate retail at grade and residential or offices on the upper floors are encouraged.



3. Access

- a. New development will be oriented to Edmonton Trail. Preferred access will be from public lanes accessing Edmonton Trail or from the avenue within 10 metres of Edmonton Trail if there is no lane access.
- b. Where lot depth allows, consideration should be given to providing access to new development from a driveway from the adjacent avenues separate from the existing lane. Fencing would be erected between the entryway and the adjacent lane.
- c. Creation of new curb cuts and driveways directly accessing Edmonton Trail is discouraged.

4. Efforts should be made to separate commercial traffic from residential traffic where possible.
5. Lanes running perpendicular to Edmonton Trail should be paved by the applicant to the depth of the commercial lot and the building walls that abut the lane should be articulated/finished to enhance the lane.
6. Existing lanes opening onto Edmonton Trail can be considered for closure to allow consolidation of properties for new development. Local traffic could be redirected onto a new rear lane segment from the adjacent avenue.
7. Opportunities to provide small landscaped areas along the commercial corridor should be pursued by the Development Authority as part of individual developments.

8. Uniquely defined store fronts are encouraged in new buildings (approximately 8.0 metre (26 feet) bays). Entries should be recessed into the facade to act as a sheltered area in winter and a safe place for door opening without intruding on the public walkway.
9. Canopies and arcades are encouraged for weather protection.
10. The tops of new buildings are encouraged to have a strongly detailed eave. Bay and bow windows are encouraged on the second floors. (Encroachment agreements would be necessary if the window extends over City property).
11. Front yard requirements in the C-1 district may be completely relaxed at the discretion of the Development Authority to allow construction on the property line.
12. Developments which require large parking or vehicle movement areas, adjacent to the street, are discouraged unless applicants show that the proposed development will contribute substantially to the quality of the pedestrian environment. This could be accomplished by, for example, high quality treatment of the sidewalk area, substantial landscaping and particularly high design quality.
13. The Development Authority may relax the maximum height of development in the C-1 areas to allow a third storey if the additional floor would be for residential use.
14. Urban safety shall be reviewed during the Land Use/Development Permit process for commercial development. A CPTED report or its equivalent should be submitted to the Approving Authority.

4.4 Centre Street N

4.4.1 Context

Centre Street is more intensely developed than Edmonton Trail, containing a number of office buildings as well as a range of auto-oriented businesses and retail businesses. The offices were built in the 1970's changing the atmosphere of the street to a more intensive form of development. A number of car dealerships and auto speciality outlets have located on the street which make it difficult to create an attractive "pedestrian friendly" shopping environment along the entire street.

In 1989 City Council adopted the Centre Street North Special Study (Supporting Information Section 1.7) which addressed many land use issues along the street and initiated a substantial redesignation reducing heights and densities along portions of the street.

Centre Street will continue to perform its dual roles as a major downtown traffic route and a commercial corridor. The Calgary Transportation Plan sees Centre Street as a major transit corridor, possibly with lanes dedicated to transit or car pools. Improvements to storefronts and a street beautification program would help the street become a more attractive place to shop and work. Traffic volumes are not expected to increase significantly in the future and will decline if lanes are dedicated to transit operation. Because of its proximity to the Downtown, Centre Street will continue to accommodate commercial uses such as restaurants and consulting offices.

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Bylaw 7P2007

Centre Street has a 3.8 metres (12.5 feet) road widening setback along both sides. There are currently no plans for a general widening, although adding an additional lane at the signalized intersections is a possibility. The possibility does remain, however, of a more substantial widening along one or both sides of the street. Any public improvement plans should be aware of this possibility. The setback area would also be used for a separate sidewalk and landscaping.

4.4.2 Objectives

1. Support the development of a vital commercial corridor which supports transit use.
2. Encourage improvement in the pedestrian environment.
3. Address parking and design issues to improve the operation and appearance of new development.

4.4.3 Business Development and Street Enhancements

The City encourages merchants and commercial landowners to work together in consultation with the community to promote the Centre Street commercial corridor through joint marketing, pedestrian improvements and other initiatives.

Implementation

1. **The City will assist, as resources allow, in facilitating the creation of a business association for the merchants and landowners along Centre Street in Crescent Heights.**

4.4.4 Parking

Context

There is a perceived shortage of parking for staff and customers on certain blocks. Parking spills over from the shopping area and from downtown office workers leaving their cars on residential streets and walking to work. To deal with this parking situation many streets in Crescent Heights have parking restrictions prohibiting non-resident parking. In some cases this has the effect of limiting short-term commercial parking.

Although the objectives for the corridor call for an attractive, local shopping area there is still a pressing need for parking. The narrow width of the commercial strip, usually just a single lot, limits the parking opportunities and the overall potential for good quality development.

Policies

Parking relaxations are supported to encourage preferred uses north of 13 Avenue. *The redesignation of properties on Centre A Street NE to permit parking can help accommodate overspill parking.* This area will also eventually develop as a transit oriented node with substantial transit service. **Bylaw 7P2007**

The impacts of overspill parking are more serious south of 13 Avenue and relaxations are not supported except on a site specific basis as identified in the review of applications.

The extent of allowable relaxations will be determined by the Development Authority in consultation with the Transportation Department. The Transportation Department is working with the Centre Street merchants to identify any unrealized parking opportunities, determine the reasonable extent of parking relaxations and to review the current metering and parking restrictions. The results of this study may establish a detailed policy regarding shared parking and relaxations. There may be opportunities to increase the parking supply somewhat and cooperation among the businesses in providing alternate staff parking may also be helpful.

Implementation

- 1. The use of parking relaxations to encourage development supportive of a locally oriented commercial strip is supported north of 13 Avenue N. Relaxations are discouraged south of 13 Avenue. Until area merchants and City staff have evaluated the surplus parking capacity the Development Authority will evaluate applications on a site-specific basis to determine the appropriateness and size of any relaxation.**

- 2. *A time-limited Direct Control (DC) District for the additional use of a parking lot at 114-11 Avenue NW may be provided to accommodate parking for the existing car dealership located at 1211 Centre Street NW. The development permit for 114 - 11 Avenue NW should be a temporary permit for a maximum of three terms of five years for a maximum of fifteen years. The existing low density multi dwelling use will be retained at 114-11 Avenue NW.* **Bylaw 14P2016****
- 3. Bicycle parking should be included at the front of new commercial developments.**
- 4. Changing of parking restrictions on residential streets to prohibit long term parking (more than 2 hours) while allowing short term parking should be considered.**
- 5. No changes should be made to the parking restrictions in the residential area adjacent to Centre Street N commercial until the parking study has been completed.**
- 6. The City will work with the Centre Street N businesses and the community to actively work toward a long term parking strategy for Centre Street N.**
Bylaw 6P2010

4.4.5 Signage

Context

Concern over the unattractive appearance and profusion of signage on Centre Street was voiced by area residents and merchants.

Implementation

Third Party Advertising Signs

1. No new third party advertising signs (billboards) will be allowed. Pedestrian scale (maximum height 2.7 metres - 9 feet) pillar ads are allowed.
2. Current exemptions for signage on Calgary Transit facilities are continued.

Identification Signs

1. Murals (applied directly to walls) are encouraged as identification signs if they contribute to the creation of an interesting streetscape.
2. Freestanding signs should not exceed 6 metres (20 feet) in height.
3. Signs on buildings should not project above the roof line.
4. Maximum sign area will be 7 square metres (75 square feet).

5. Applicants are encouraged to include an area on new signs for temporary messages.

Temporary Signs

1. Temporary signs no larger than 1.2 x 1.2 metres (4 x 4 feet) only will be permitted on Centre Street. These signs must be accommodated on private property.

4.4.6 Design Guidelines for Transit Support and Street Enhancement

The ARP supports the desire of the business people and community to create an attractive shopping precinct particularly serving the local neighbourhoods. Construction of new residential units above commercial is facilitated by relaxing the 25 percent minimum commercial requirement in mixed commercial/residential buildings (see Section 3.7).

Centre Street N is identified in the Calgary Transportation Plan as a transit corridor. This designation reflects the projected high volumes of transit ridership expected and also the type of design and development expected.

Implementation

- 1. The ARP strongly encourages retail, personal service and small restaurant uses. Developments which require large parking areas or vehicle handling areas close to the street are discouraged.**
- 2. All new developments will be expected to contribute to the overall pedestrian environment, preferably through the type of use proposed, facade, design, landscaping and pedestrian features provided. New development should provide full or partial development frontage as close to the front setback or property line as possible.**
- 3. Residential and mixed residential commercial uses are encouraged.**
- 4. Creation by landowners of a high quality pedestrian environment as described in the Transit Friendly Design Guide will be supported by the City.**
- 5. New development should incorporate transit shelters/protected waiting areas where appropriate.**
- 6. Urban safety shall be reviewed during the Land Use/Development Permit process for commercial development.**

A CPTED report or its equivalent should be submitted to the Approving Authority.

4.4.7 Centre Street - Transit Corridor

The future of Centre Street N as a transit corridor, will be to serve the residential and business communities along Centre Street and provide a link between the communities in north Calgary and the downtown core.

As the population in north Calgary grows and the transit network expands and service improvements are made, bus volumes will increase along Centre Street N. Improving Centre Street as a transit corridor will ensure that transit is a viable travel alternative for north Calgary and the Centre Street communities.

Developing the Centre Street North transit corridor requires the successful integration of the following approaches:

- 1. Reducing Transit Travel Time* - At selected intersections along the corridor traffic signals would be adjusted to either allow buses to queue jump or provide other transit priority measures. Both techniques would provide transit**

an advantage over the other traffic. If required, lay-bys and/or short lengths of bus lanes may be included to allow transit to bypass congestion.

2. Organize Density, Land Use and Buildings to Benefit from Transit* - A better integration of land uses that are transit supportive and place higher density mixed uses along Centre Street should be encouraged.
3. Create a Pedestrian Friendly Environment* - Developments would be encouraged to provide a pleasant and secure pedestrian environment. Buildings should be located close to and oriented towards the sidewalk. The pedestrian system should have appropriate sidewalk widths, good lighting and be barrier free and directly linked to transit stops. Each bus zone would be reviewed to ensure the optimum pedestrian access and waiting environment has been created.

In summary, the successful development of the Centre Street transit corridor requires traffic operations techniques to move buses faster, a secure and comfortable pedestrian environment at street level and an

appropriate built environment along Centre Street.

*From Transit Friendly Design Guide

4.5 Deleted. Bylaw 7P2007

4.6 Deleted. Bylaw 7P2007

4.7 Local Commercial

Context

Local commercial development in Crescent Heights is limited to a small grocery store on 13 Avenue NW and home occupations throughout the community. The City is supportive of home based business and it is likely that there will be further growth in this type of development.

Objectives

1. To provide basic convenience retail services within walking distance of residential concentrations.

Policy

The City recognizes the value of providing convenience commercial facilities (under the CC land use district) on a carefully controlled basis within residential areas. Such development, as well as providing convenience for area residents, reduces the need for vehicle trips by providing shopping opportunities for basic day-to-day needs (primarily basic groceries) within walking distance. In areas of high residential density and in locations where it will not attract regional traffic or compete with nearby higher order commercial strips, such development may be appropriate in residential precincts if there are no other

commercially designated lands within walking distance. Due to the potential impacts of such development on nearby housing any proposed location should be carefully reviewed.

Implementation

1. **The City will consider an application for redesignation to allow convenience commercial development in the area immediately north of the escarpment and east of Rotary Park.**
2. **Such a development/redesignation proposal must address in detail the possible impacts on adjacent housing.**
3. **Preferred locations would be on corner sites, possibly in existing structures.**





Transportation

5.0 TRANSPORTATION

5.1 Context and Projections

Crescent Heights is served and impacted by the adjacent major roads - 16 Avenue, Centre Street, Edmonton Trail, and Memorial Drive. Many of the planning issues which have affected Crescent Heights in the past have resulted from the traffic destined for the Downtown and the grid road pattern which invites shortcutting as commuters try to avoid congested intersections. As the traffic volumes on the surrounding major roads increase so will the pressure toward shortcutting.

Edmonton Trail and Centre Street perform somewhat conflicting functions as major traffic arteries, general commercial strips and community 'main' streets. All the major streets have given rise to commercial development which require parking, safe pedestrian crossing locations and rules regarding turns and on-street parking. Centre Street has a lane reversal system operating during peak hours which accommodates higher traffic volumes. Residents and merchants feel these higher volumes detract from the pedestrian environment.

Located on major routes to the Downtown and within walking distance of the Downtown, Crescent Heights sees a substantial number of cyclists and is served by a large number of bus routes (Map B9). The Calgary Transportation Plan indicates that Centre Street should become a 'transit corridor', suggesting the possible dedication of traffic lanes to transit and high occupancy vehicles or other techniques to improve transit service.

Long range transportation plans call for the widening of 16 Avenue along the south side of the street and the construction of Light Rail Transit (LRT) north from the Downtown. It will be a number of years before the route for the north LRT is chosen. As the City has not undertaken any detailed alignment studies for the North LRT, it will not be addressed further in this ARP.

Section 4 - Commercial Development, of this ARP addresses many issues relating to the relationship between the major roads and the land uses along them.

5.2 Existing Road Standards

The road designations (Map 7) in the community are listed below. All other roads are considered local streets.

Major Roads	16 Avenue, Edmonton Trail, Centre Street, Memorial Drive
Collector Roads	12 Avenue, 8 Avenue (east of Centre Street), 4 Street NW between 12 Avenue and 16 Avenue, 1 Street West between 16 Avenue and Crescent Road NW

5.3 Objectives

1. Ensure the road network in Crescent Heights provides safe routes for motorists, pedestrians and cyclists.
2. Address possible impacts of future widenings of 16 Avenue.
3. Discourage non-local traffic from using internal community streets.
4. Identify problems with the operation of the local road network and recommend corrective traffic measures.
5. Encourage alternative (non-private vehicle) travel modes.

5.4 Issues and Proposals

5.4.1 Community Traffic Study

In conjunction with the ARP the City is undertaking a Community Traffic Study in Crescent Heights. The purpose of the Traffic Study is to address local traffic issues at specific locations while the ARP deals with community-wide issues. The Traffic Study is also an implementation tool for the ARP and will survey community residents who may be affected by the ARP or other Traffic Study proposals.

Often traffic proposals designed to solve a problem will result in reduced levels of access or convenience which other residents find unacceptable. The Traffic Study provides an excellent forum for discussion of these matters.

The Administration be directed to study as a matter of urgency the possible full or partial road closures in the vicinity of 1 Street and 2 Street NE to control commercial traffic infiltration in the residential area, and that the owner of Peters' Drive-In be invited in this process.

5.4.2 *Deleted* Bylaw 7P2007

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5.4.3 Encouraging Alternative Travel Modes - Calgary Transportation Plan

Background

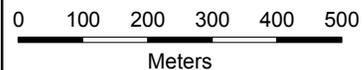
Strategic planning studies associated with the Calgary Transportation Plan have shown the vital importance of a well used public transit system to Calgary's future. It is the responsibility of more detailed planning documents such as this ARP to encourage new development to occur in ways supportive of transit. The inner city communities in particular stand to be impacted by increasing traffic on the surrounding major roads. As traffic on these streets grows, the likelihood of shortcutting traffic also increases, making efforts to limit the increase in traffic particularly important.

Unless Calgarians substantially increase their use of transit and other transport modes it is likely that the City will have to implement further road closures in Crescent Heights in the future to limit the access between the major road system and the local streets to protect the safety and peace of the residents.

Crescent Heights Area Redevelopment Plan

Map 7

Road Network & Traffic Counts



Legend

- A.R.P. Boundary
- Major Road
- Collector Road (Existing)
- Pedestrian Corridor
- School
- Community Centre

11,000 1994 - 24 hour
Vehicles per day count

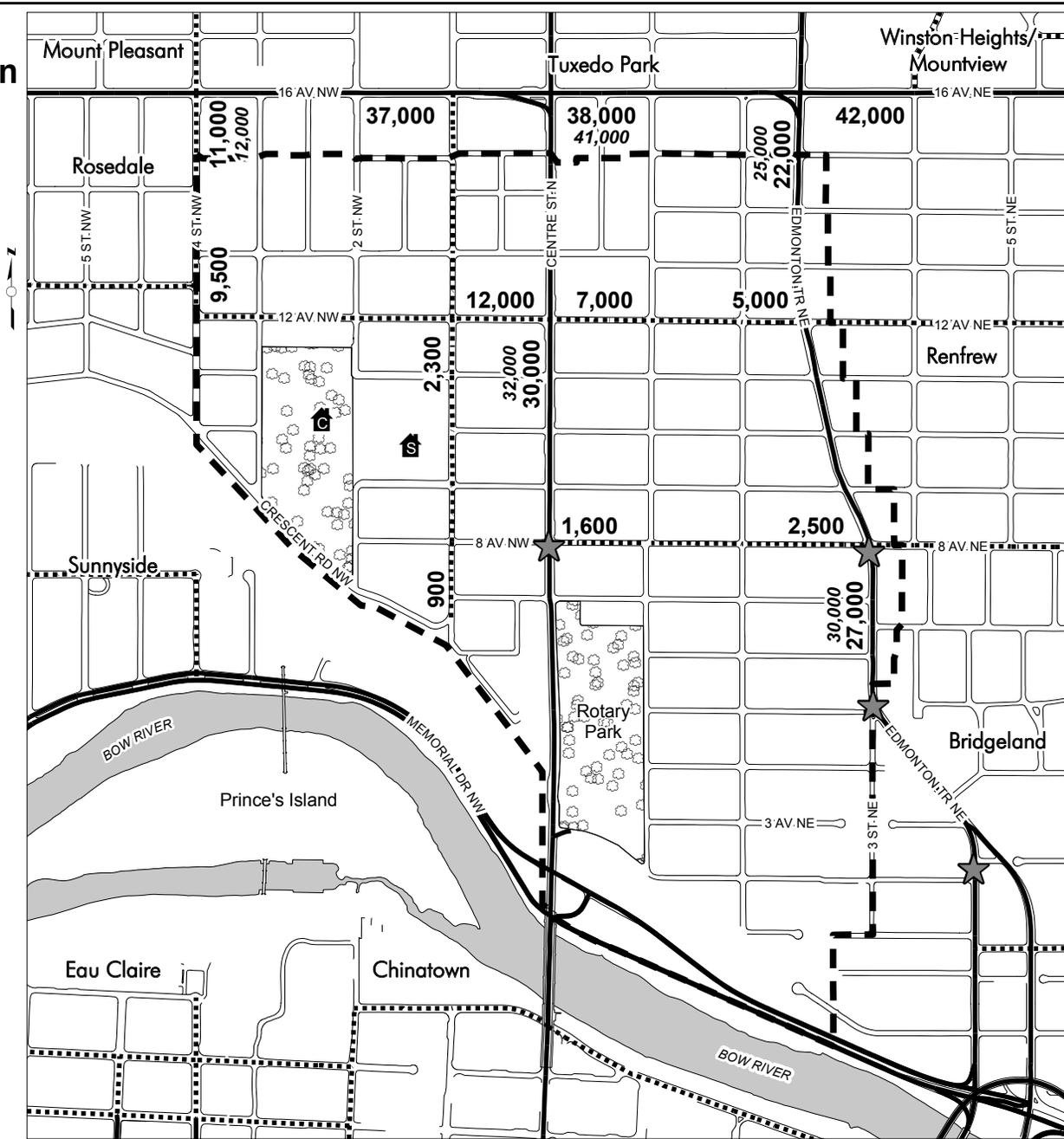
12,000 Future (at 850,000 population
in approximately 2005) - 24 hour
Vehicles per day count

Approved 17P96
Amended 7P2007

This map is conceptual only. No measurements of
distances or areas should be taken from this map.



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In general the older inner city communities such as Crescent Heights are considerably more supportive of transit use than the newer suburbs.

1. These communities provide a variety of housing types close to the downtown core affording easy transit, bicycle and pedestrian access to the major employment area.
2. The inner area communities often have population densities substantially higher than newer suburbs allowing more efficient transit operation. Crescent Heights' overall density is 12.5 dwelling units (d.u.) per acre as compared with recent subdivisions in the 4-6 d.u. per acre range.
3. Commercial buildings are often built close to the sidewalks on the major roads creating a more transit/pedestrian oriented corridor.
4. The Edmonton Trail and Centre Street areas contain some medium density housing and commercial uses close to transit routes creating a mixed use area supportive of pedestrian/bus travel.

5. The grid road system allows easy walking access to bus stops and direct bicycle travel. The roads are well used due to higher housing densities, contributing to safe pedestrian movement.

Planning for existing communities can contribute to reducing dependence on private vehicles by offering higher density housing opportunities, making the wait and walk for buses as pleasant as possible and supporting a mix of land uses close to transit routes.

Site specific changes to the designs of proposed new buildings to improve the comfort and safety of people waiting for buses are important. The continuity of pedestrian and bicycle routes through the communities must also be ensured.

Policies

1. Facilitate transit use by Crescent Heights residents.
2. Encourage new development to support transit use.
3. Ensure pedestrian and bicycle links are maintained through Crescent Heights.

Implementation

1. The Transportation Department, through the Inner City Transit Plan, will review transit routes, locations and timing/frequency of service in Crescent Heights.
2. Transit supportive design features as proposed in the Transit Friendly Design Guide should be included in new development where appropriate. In particular the frontages along Edmonton Trail and Centre Street should be upgraded to encourage pedestrian activity. New development should be located close to the street/transit stops.
3. Policy support will be given for the development of convenience commercial uses in residential areas meeting guidelines outlined in Section 4.7 of the ARP.
4. The Parks & Recreation Department and the Transportation Department will monitor bicycle/pedestrian systems to ensure safety and continuity as changes occur to the road system in the Crescent Heights area.

5.4.4 12 Avenue Traffic Volumes

Issue

12 Avenue N currently acts as an integral part of the rush hour road network carrying approximately 12,000 vehicles per day (vpd). The high volumes on 12 Avenue N have long been a concern of the community due to the negative impact on residential properties and concern for the safety of the numerous students and other pedestrians that cross the street. In the city's road hierarchy 12 Avenue is a collector road with an environment capacity guideline of 5,000 vpd.

The Transportation Department has reviewed the situation and agrees that steps should be taken to reduce the volumes on 12 Avenue. Several alternatives are under detailed study and final recommendations will be presented to City Council upon completion of the Community Traffic Study and review to ensure compatibility with emergency services and transit operations. The options being studied are:

- Installation of a median at the 12 Avenue and 4 Street NW intersection forcing cars to take the turn more slowly and reducing the likelihood that vehicles will go the wrong way through the partial road closure on 4 Street.

- Installation of curb “bulbs” or “flares” along 12 Avenue at one or more of 1 Street, 2 Street and 3 Street NW. The bulbs will narrow the street at the intersections making it easier for pedestrians to cross the road.

Deleted paragraph. **Bylaw 7P2007**

Deleted paragraph. **Bylaw 7P2007**

5.4.5 1 Street NW Road Classification

The ‘collector’ road classification on 1 Street NW from 16 Avenue to Crescent Road will be reduced to a ‘local’ road classification from 15 Avenue to 12 Avenue and from 9 Avenue to Crescent Road. The remaining collector portions recognize the bus routes for the Crescent Heights Senior High School.

5.4.6 2 Avenue NE Road Closure

2 Avenue NE has a very steep grade as it travels east from 2 Street to 3 Street NE. The street is often closed in the winter when the grade results in sanding and clearing difficulties. The value and impact of closing the road permanently is being examined through the Traffic Study and in conjunction with city emergency services.

5.4.7 Pedestrian Safety

As traffic volumes increase and there is a desire for a more pedestrian oriented shopping district along Centre Street and Edmonton Trail, the safety concerns of pedestrians crossing these streets increases. The City plans to construct a pedestrian crosswalk on Centre Street at 14 Avenue N in 1996. *Safety concerns along these roads will continue to be monitored.* **Bylaw 7P2007**

5.4.8 Road Widening Setbacks - Centre Street and Edmonton Trail

Current long term road plans require that land be ‘protected’ to allow the widening of Edmonton Trail and Centre Street should it be required in the future. These road widening setback requirements (3.8 metres/ 12 feet on each side of Centre Street and 5.1 metres/17 feet on each side of Edmonton Trail) are often acquired by the City upon redevelopment of the site. Although the setback may be used for full road widening they are more likely to be used for turning lanes at intersections, for separate sidewalks and landscaping.

Setbacks can have both a negative impact on affected property owners as they prohibit full redevelopment of the property and a positive effect when the setback is used for improved pedestrian movement areas. The Inner City Transportation Study will examine the future role of these roads and the need to retain the full setback.

Through the ARP process this issue has been reviewed and the following observations noted for consideration by the Inner City Transportation Study:

- Owners report that new development plans are discouraged by current setback policies.
- The historic 5 feet (1.5 metres) sidewalk is too narrow to provide a comfortable walking environment along a major street, especially when there is no parking to separate and protect pedestrians from the moving traffic.
- Should it be determined that there is no requirement for a road widening setback along Centre Street or Edmonton Trail some setback should be retained for enhanced pedestrian movement areas.

5.4.9 Parking and Turns Policies along Edmonton Trail

Merchants along Edmonton Trail have identified the need for on-street off-peak hour parking as well as the removal, in some locations, of the double centre line to allow left turns to and from businesses. These types of requests are not uncommon in business areas but may conflict with the traffic-carrying role of the street. Both left turns and on-street parking reduce the volumes the street can carry and result in congestion. Whether such congestion would reach unacceptable levels and result in more shortcutting requires detailed evaluation which will be undertaken through the ICTS. See Section 4.3 for more discussion of this issue.

Implementation

- 1. As part of the Inner City Transportation Study the City will examine the operational characteristics of Edmonton Trail, its role in the road network and the impact of any changes on the community and the business area.**

5.4.10 8 Avenue NE Volumes and Standard

Over the years there has been substantial debate over the 'collector' standard status placed on 8 Avenue NE given that the street is constructed to the same standards as parallel roads which are considered local streets. Volumes on 8 Avenue exceed the 1,000 vpd environmental guideline for local streets with volumes of approximately 1,200 vpd. This is still far below the suburban collector standard environmental guideline of 5,000 vpd.

These volumes are a result, in part, of the Edmonton Trail/8 Avenue traffic signal, the through connection of 8 Avenue into Renfrew and turn restrictions at other roads. The only effective way to reduce volumes on 8 Avenue, without removing the signal, would be to prohibit or restrict through movements across Edmonton Trail. The City is reviewing the timing on the signals to determine whether such changes would be feasible.

The City will review the impacts of methods to reduce volumes on 8 Avenue NE and attempt to ensure that volumes on the street do not rise substantially above current volumes.

General Implementation

- 1. Recommendations addressing the local traffic issues noted above will be presented to City Council upon completion of the Crescent Heights Traffic Study.**

Social

6.0 SOCIAL

6.1 Context

Crescent Heights is served by a variety of community activities and social programs provided both within and outside of the immediate area. For example, the churches in Crescent Heights host programs such as Guides, Alcoholic's Anonymous, parents and seniors' activities. The Crescent Heights High School offers evening Continuing Education courses. The Community Association organizes events and provides opportunities for residents to become involved in various programs such as the community celebrations, the newsletter and skating.

The central location of the community and the numerous bus routes that run through the area allow easy access to programs outside Crescent Heights, such as those at the Kerby Centre and the Renfrew Seniors Club.

The City of Calgary Social Services Department provides community social services to Crescent Heights from its Bridgeland-Riverside Office.

The incidence of social needs in a community determines its requirements for social programs. Crescent Heights is above the city of Calgary average in the following areas:

Mobility

In 1990 a resident in Crescent Heights was 1.5 times as likely to have moved in the past year than the average Calgarian. This may be because there is a lower percentage of homeowners in Crescent Heights (1994-37 percent) than in the City as a whole. Hillhurst and Sunnyside also have similar mobility rates as Crescent Heights. These inner city communities have more apartments and more renters than the city average which explains a large part of their higher mobility rate.

Low Income Residents

The percentage of Calgary residents in 1991 who lived below the low income cutoffs defined by Statistics Canada was 17.8 percent, Crescent Heights was 24.4 percent, 1.4 times the rate in Calgary. Crescent Heights had a 1991 median income standard of 107, where the City average is 100.

Lone Parent Families

In 1991 30.8 percent of Crescent Heights families with children were headed by a lone parent. This is 1.5 times the Calgary rate of 20.3 percent.

Seniors Living Alone

The proportion of seniors living alone in Crescent Heights was 1.5 times higher than Calgary in 1991 (44 percent vs 29 percent). While living alone is not necessarily a problem, it could be if the person has health, mobility or economic difficulties.

Seniors Eligible for Guaranteed Income Supplement (GIS)

The percentage (34.0 percent) of Crescent Heights seniors (aged 65+) who have a low enough income to be eligible for Guaranteed Income Supplement is only slightly higher than the percentage (31.8 percent) of Calgary seniors.

Crime

Crescent Heights experiences a higher property crime rate than the city as a whole. These property crimes include break and

enter (house and commercial) and theft (auto, truck, property, car prowlings). This incidence level is similar to most inner city neighbourhoods.

Many community members are actively working to decrease their risk by joining with the Calgary Police Service to prevent crime.

PACT (Police and Community Telephone System), Block Parent and Blockwatch are some of the programs active in all or portions of the community. The Crescent Heights newspaper, The View, also provides community members with a reporting of monthly crime statistics and helpful ideas on how to prevent crime. Urban Safety Audits to identify and rectify potential personal safety hazards are discussed in Chapter 8.

Community Facilities

Although there is a relatively high number of lone parent families and seniors in Crescent Heights, surveys to date have not indicated a lack of support facilities beyond that facing other Calgarians. There are fewer seniors facilities and day cares in the community than in some adjacent neighbourhoods. However, Crescent Heights residents use facilities available in the nearby areas.

6.2 Objectives

1. Encourage and promote resident involvement in establishing and delivering programs that would enhance social interaction and participation in meeting the community's social and health needs.
2. Monitor and develop programs, if needed, to address the needs of low income persons and, in particular, single parent families and seniors living alone.
3. Promote a strong sense of commitment to the community and participation in strengthening the community in both home owners and renters.

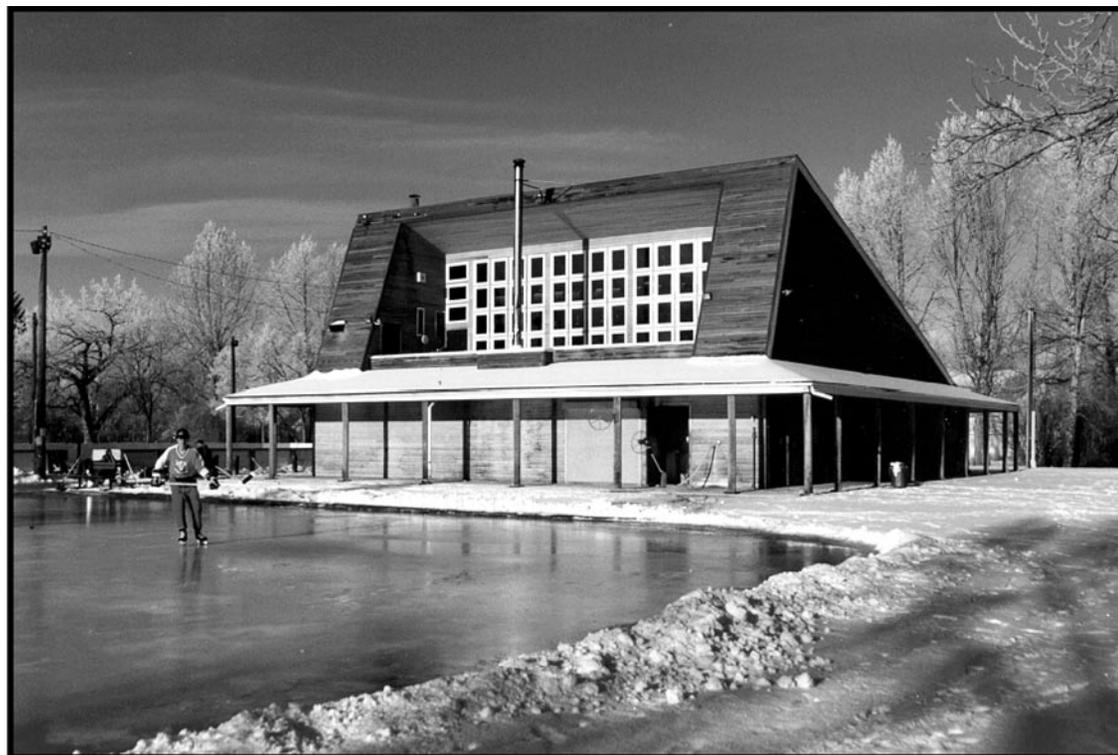
6.3 Policies

1. The Community Association should establish an organizational structure in the community involving representatives from schools, churches, community organizations and other interested groups who would monitor the need for programs for low income people, seniors and other groups with special needs.

2. The Community Association should continue to work with the Calgary Police Services to encourage residents to participate in crime prevention programs such as PACT and Block Watch.
3. The Community Association's continued effort in coordinating social and community services programs oriented to children, youth and the elderly should be encouraged and promoted by the Social Services and Parks & Recreation Departments.

6.4 Implementation

1. **The Social Services, Parks & Recreation, and Planning & Building Departments will help the Community Association to set up the monitoring organization identified in Policies within one year of approval of this Plan.**



Open Space/School

7.0 OPEN SPACE/SCHOOL

7.1 Context

Amount of Open Space

Residential communities require adequate open space and recreation facilities to allow their residents to maintain healthy lifestyles.

The City of Calgary's Open Space Standard for communities such as Crescent Heights is 0.7 - 0.9 hectares of useable open space for every 1,000 residents. With a 1994 population of 5,467 for the full community district and 8.94 hectares of usable open space the ratio is 1.63 hectares per 1,000 people, well above the recommended standard.

Distribution of Open Space

Although the community has sufficient open space (Map 9) based on city standards, it is concentrated in two large parks: Crescent Park and Rotary Park, both of which are located in the south of the community. The northeast portion of the community does not fall within the recommended .5 km walking distance of a .5 ha. or larger park site.

Through the ARP process and the Traffic Study several options to address the lack of open space in the northeast were developed. These options are being pursued with the affected residents and City Departments.

Facilities

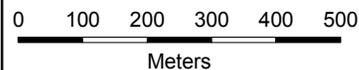
The community contains a curling club, tennis courts, lawn bowling as well as public playfields for a variety of outdoor activities. The Bow River valley also provides special outdoor amenities.

The escarpment on both sides of Centre Street is considered to be a continuance of the McHugh Bluff and is currently managed as a "Supporting Natural Area" in the City's Natural Area Management Plan. The upgrading of the escarpment has been explored in the past and continues to be of interest to area residents. City Council has adopted the McHugh Bluff Concept Plan which will guide any future development (e.g., planting, path construction) in the area.

Crescent Heights Area Redevelopment Plan

Map 9

Open Space and School Sites



Legend

- A.R.P. Boundary
- Elementary
- Elementary, Junior High
- Junior High
- Senior High
- Natural Buffer
- Open Space
- Under Review

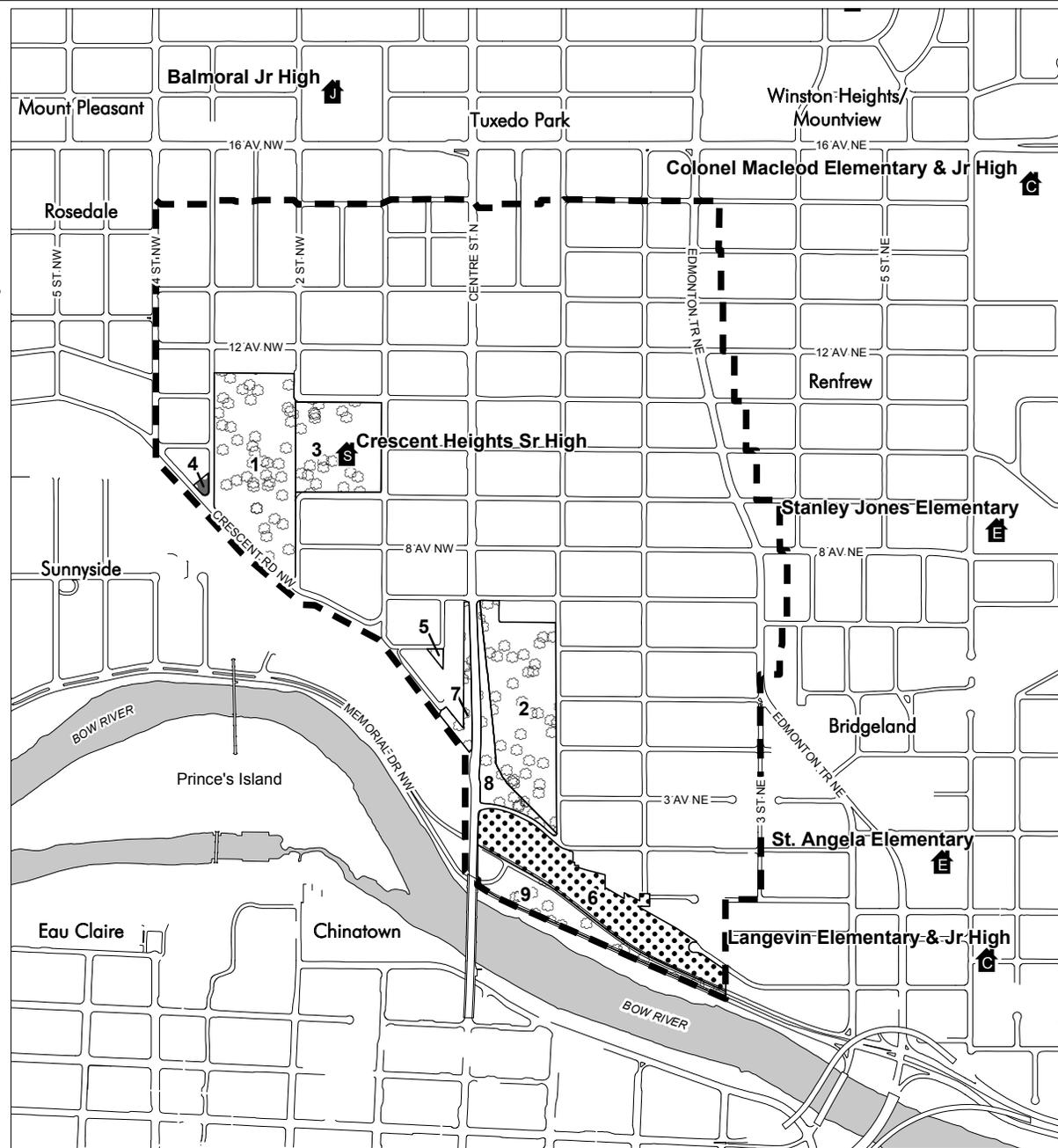
5 Site Numbers
 (For a description of sites see Section 3.9
 in the supporting information)

Approved 17P96
 Amended 7P2007

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 distances or areas should be taken from this map.



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Crescent Heights Senior High School

The Crescent Heights Senior High School is the only school in Crescent Heights. It is a feeder school providing classes for many students outside the immediate community.

Most of this site is currently developed in buildings or parking and contributes only nominally to the amount of usable open space. The site is currently zoned R-2 and is owned by the Calgary Board of Education. Due to the amount of open space already in this portion of the community it is unlikely that the City would pursue acquisition of this site should it be declared surplus by the CBE.

7.2 Objectives

1. Maintain and enhance the quality of the community open space and recreation facilities, and encourage better use of and access to the facilities by area residents.
2. Ensure that an appropriate level of open space, recreational and community facilities are maintained to meet the needs of the residents of Crescent Heights.
3. Reaffirm the City's position with respect to the provision of school facilities within the community in accordance with the provisions of the Joint Use Agreement.
4. Minimize any potential impact on the community if the high school site is declared surplus in the future by the Calgary Board of Education and redeveloped.

7.3 Implementation

1. A plan for the upgrading/landscaping of the open space on Centre Street N between the Centre Street bridge and 7 Avenue N should be completed by the community using community resources in cooperation with the McHugh Bluff Natural Areas Committee and Calgary Parks & Recreation.

2. A Needs and Preference Study should be undertaken by the community with the assistance of the Calgary Parks & Recreation Department to ensure the recreational needs of all age groups in the community are adequately addressed.

3. The properties indicated in Table 3 and shown on Map 9 should be redesignated as indicated.

The redesignation of the McHugh Bluff is a continuation of a policy contained in the Hillhurst/Sunnyside ARP.

**Table 3
 Proposed Open Space Redesignations**

Location	Existing Land Use Designation	Proposed Redesignation
Escarpment and Greenway north of Memorial Drive between Centre Street and Edmonton Trail	A	PE to reflect existing use
404 Crescent Road NW	PE	R-2 to permit sale of site



Community Initiatives



COMMUNITY INITIATIVES TO THE CRESCENT HEIGHTS AREA REDEVELOPMENT PLAN

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8.0 COMMUNITY INITIATIVES

There are a number of initiatives which would benefit the Crescent Heights community but which the City is unable to undertake due either to lack of funds or staff or because they fall into the jurisdiction of other organizations. Even if the City had the resources and the mandate, it has been proven many times that community initiative and commitment is necessary if such projects are to meet their potential. The City is willing to support and aid the community as much as resources permit to carry out these projects.

8.1 Tree Planting

A major component of the attractiveness of Crescent Heights is the many mature street trees, elms, birch and aspen. It is important that this tree cover be maintained and expanded, particularly in light of the possible spread of Dutch Elm Disease into Calgary.

Volunteer activities in this area could include surveying the community to determine the need for planting in different areas and the types of trees preferred by nearby residents. Fundraising, planting and caring for trees in the first years after the planting would also be necessary tasks. The trees could be planted along roads or in parks.



8.2 Community Association and Community Activities

With cutbacks in government spending there is more emphasis on neighbours helping each other in our communities. Much of this support will happen informally but community associations could become more important as organizing points for community services. There is a need for stronger support for the community association which will result from their serving more needs of the residents. This is a particular challenge in Crescent Heights because there is such a large number of renters in the community who have very little connection to the community association.

The community association could identify individual needs through door to door surveys. Pilot projects for activities for all age groups could be provided through community organizing.

8.3 Safety and Security

Although a relatively safe community, crime does occur in Crescent Heights. Many communities in North America are undertaking safety audits. In a safety audit a group of residents walk the community noting dangerous locations and planning ways of improving them. Another initiative is Block Watch, which is not currently in effect in Crescent Heights and is always an effective approach to deterring crime.

8.4 Community Beautification

There are various ways for residents to make a community more attractive thereby making it a better place to live. As well as other ways listed in this section, a community can be improved through upgrading parks with playground equipment and flowers, installing community signs and helping less able residents to care for their homes. Activities in this area could be organized through the community association or by residents on a block.

8.5 Environmental Responsibility

An important community initiative which has often been suggested would be to undertake an “environmental responsibility” program by residents. The program could focus on recycling of waste, composting, yard clean-ups and various educational activities for both adults and school children. While these efforts help the environment, they also make the community a more desirable place to live. The City can provide substantial advice and support in these areas.



8.6 Seniors' Housing

Crescent Heights appears to have an adequate supply of market-supplied multi-unit housing which could provide housing for seniors wanting to leave their detached homes and yet stay in the community. Over time, however, subsidized housing for seniors may also be needed. An appropriate community initiative may be to monitor this need to ascertain if and when this type of housing should be provided. It is possible that sponsors for such housing could be found among the churches in or near the community.

8.7 Community Entrance Signs

As a community evolves and develops its own particular identity, entrance signs can be a means of promoting this uniqueness. Many communities, both older and newly established, have erected identification signs at their entrances. Crescent Heights may want to erect entrance signs at strategic entrance locations to their community announcing to residents and others that they are in a place called ‘Crescent Heights’ which the residents are proud of.

8.8 Pedestrianizing the Local Street System

Crescent Heights has a grid street system and as such, the community is vulnerable to the shortcutting of truck and other non-neighbourhood traffic. To ensure the streets are safe, especially for children and seniors, the community may wish to work with the Transportation Department to install speed humps, traffic buttons or other traffic “calming” measures to reduce the speed of traffic after appropriate community consultations.

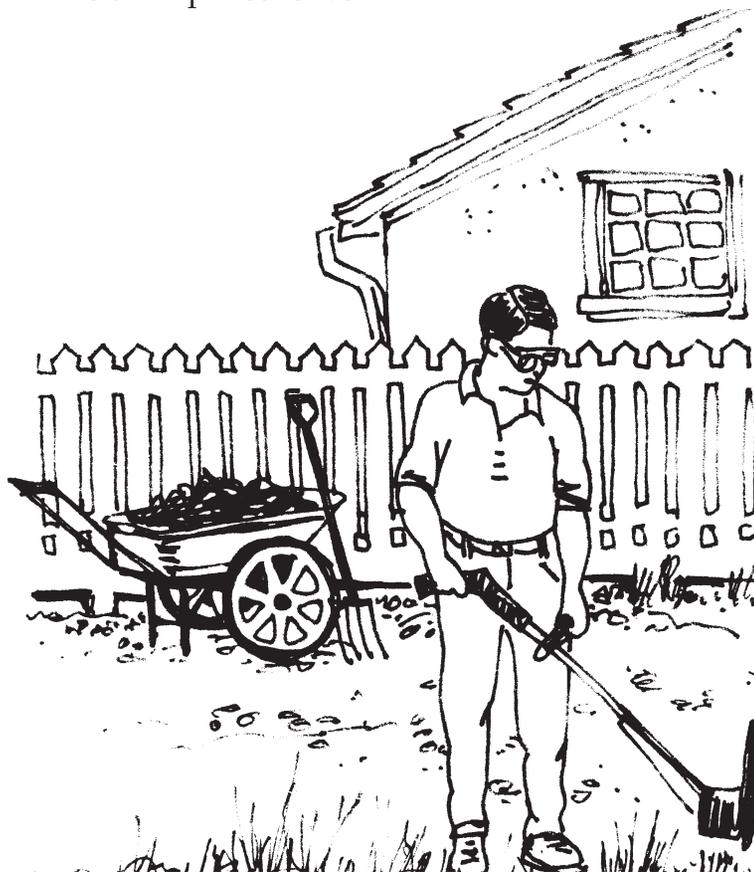


8.9 Escarpment Planting

The Bow River Escarpment, properly called McHugh Bluff, on the south edge of Crescent Heights is a special open space feature valued by both community residents and Calgarians as a whole. It is identified as a "Supporting Natural Area" in the City's Natural Areas Management Plan. The community may wish to undertake the planting of shrubs and trees along this special amenity to ensure its long term protection. As per the Natural Areas Management Plan, only native plantings will be permitted. The McHugh Bluff Natural Area Committee has gained City Council approval of an upgrading Plan for the Bluff from 10 Street NW to Centre Street. The Plan calls for planting, construction of paths and lighting, and erosion prevention measures. This Plan was approved in 1993 but no action has been taken to date due to a lack of volunteer resources. The Plan and contacts for organization are available from the City of Calgary, Parks & Recreation Department.

8.10 Community Clean-Up

Although Crescent Heights is generally a very clean community, there were complaints over the condition of the lanes. This generally referred to junk and garbage but also reflected weeds and broken fence problems. If desired, the community association or any group of residents could organize a lane clean-up weekends.

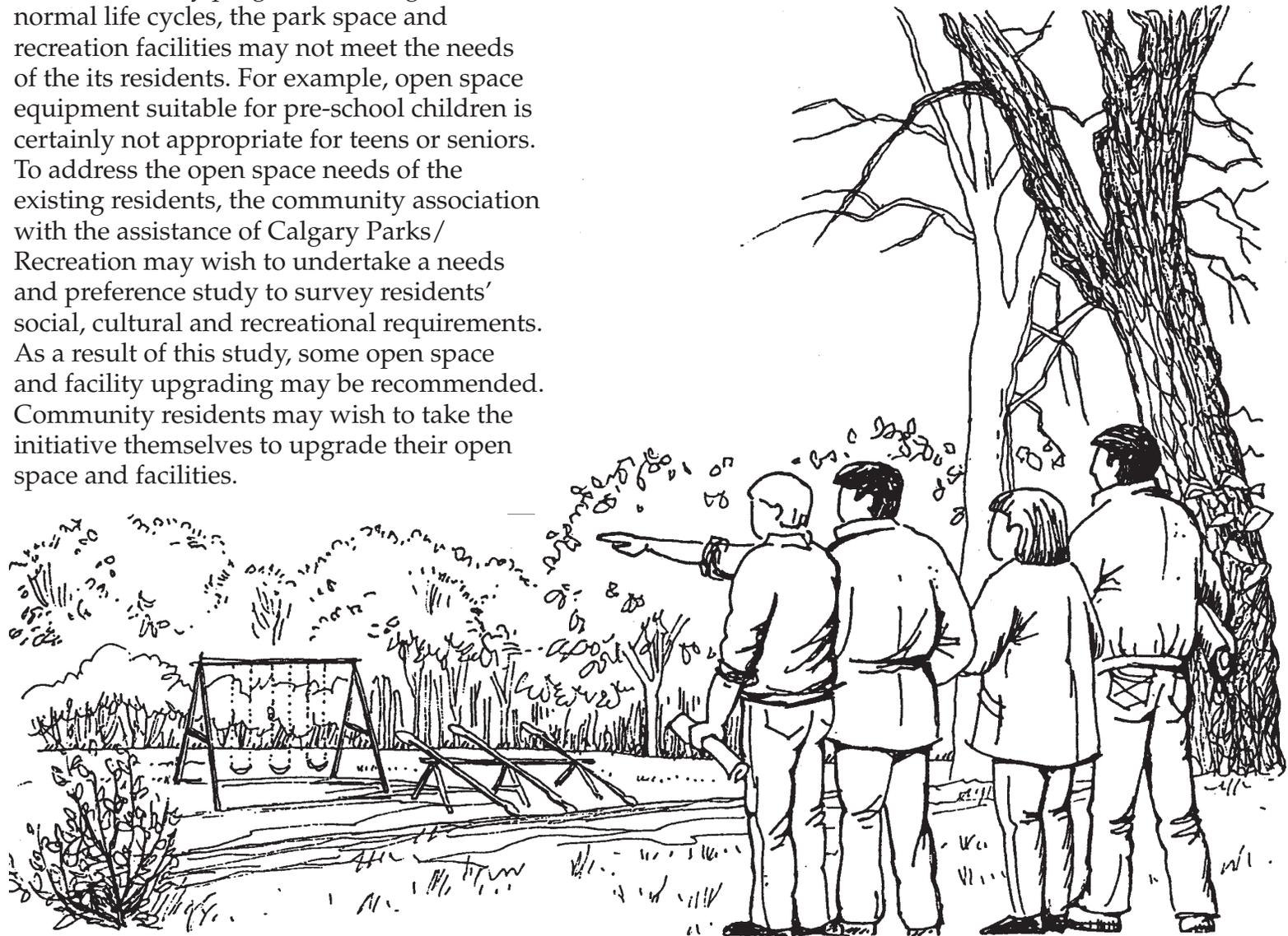


8.11 Street Clean-Up

Centre Street and Edmonton Trail streetscapes and lanes are suffering badly from lack of paint, weed control, cleaning and general maintenance. If the community undertakes organization the City will cooperate with a team of owners/merchants and relevant experts who would walk the strips recording inexpensive upgrading ideas for the buildings. These ideas would be passed onto the relevant owner/merchant who would be encouraged to take action.

8.12 Parks/Recreation Needs and Preference Study

As a community progresses through the normal life cycles, the park space and recreation facilities may not meet the needs of its residents. For example, open space equipment suitable for pre-school children is certainly not appropriate for teens or seniors. To address the open space needs of the existing residents, the community association with the assistance of Calgary Parks/ Recreation may wish to undertake a needs and preference study to survey residents' social, cultural and recreational requirements. As a result of this study, some open space and facility upgrading may be recommended. Community residents may wish to take the initiative themselves to upgrade their open space and facilities.





Crescent Heights

Area Redevelopment Plan Supporting Information



THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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SUPPORTING INFORMATION TO THE CRESCENT HEIGHTS AREA REDEVELOPMENT PLAN

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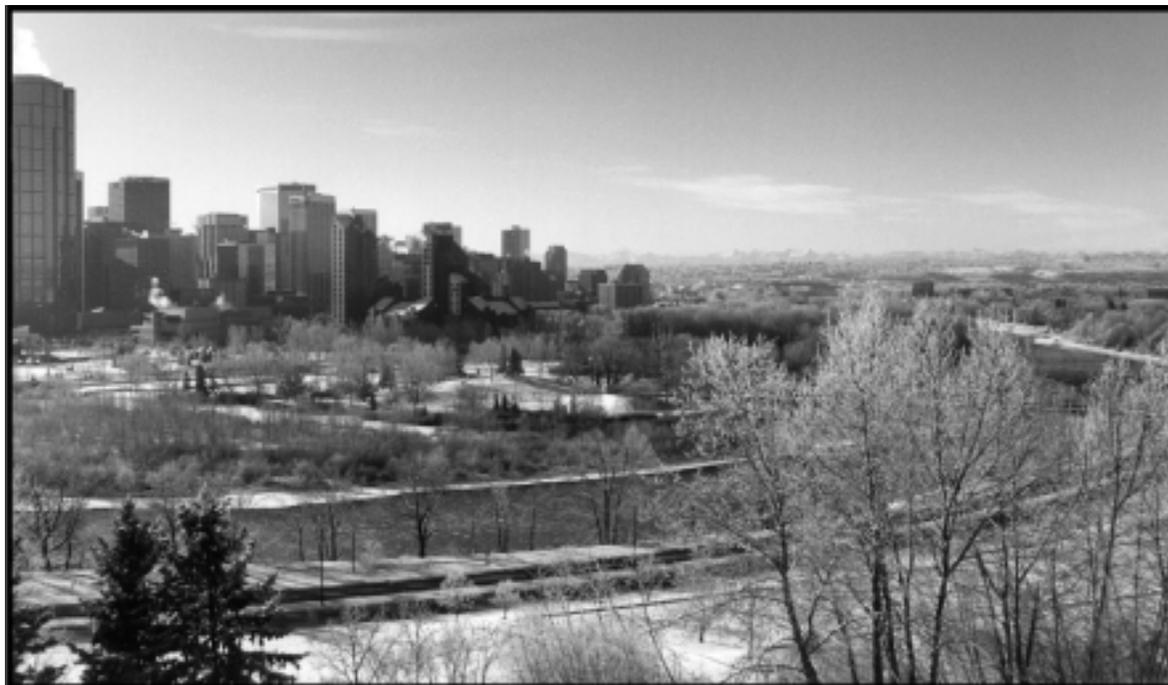
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Relevant Planning Policies

1.0 RELEVANT PLANNING POLICIES

1.1 The Calgary General Municipal Plan, 1978

In 1978, City Council adopted the Calgary General Municipal Plan which is the overall statutory plan for the city. Several of the general policies in this document are relevant to planning in inner city communities like Crescent Heights:

"3.2.37 EA.28

Seek ways of minimizing unnecessary conflicts between commercial and other land uses, through positive development guidelines, area structure plans/area redevelopment plans, the reclassification process and other technical means."

"3.3.39 H.18

Ensure that the inner city has a more balanced and stable population structure, e.g., promote a more varied housing mix and provide services and facilities that cater to families with children."

Policies Concerning Residential Density and Rehabilitation

"3.3.52 H.21

Increase population density in the inner city.

H.24

Increase efficiency of land use in the inner city, e.g., increased use of vacant and under-used land, infill and selective redevelopment.

H.25

Increase the density of residential development adjacent to main transit routes."

"6.24 PR.18

Setback zones of 60 feet from the top of the escarpment be established in any new development or redevelopment area."

1.2 The Calgary Land Use Bylaw 2P80

This Bylaw is the basic controlling document for all development within the City.

Although there are many specific rules which affect development in Crescent Heights the requirements that new development respects the existing streetscape is particularly important.

Sections 20(19) Residential and 33(10) Commercial

"Building Design

The design, character and appearance of a building approved as a discretionary use shall be compatible with and complementary to the surrounding area."

1.3 The Long-Term Growth Management Strategy, 1986

On 1988 June 20, City Council amended the Calgary General Municipal Plan to include the goals and policies of the growth strategy. The following framework was adopted to manage growth in the "established communities," which includes Crescent Heights.

"2.7.3.1

In established residential areas, the City will endeavour to optimize the use of existing servicing systems. Through the local planning process, the opportunities for accommodating population increases will be identified in each community, ensuring that population increases in ways which:

strengthen the role of the community within the built-up area, as defined in local area plans;

contribute positively to the community's quality and image; and

contribute to the existing community fabric and social environment.

2.7.3.2

The quality of the physical environment in existing communities is to be improved. To enhance the attractiveness of these communities, Council will consider a program of capital improvements on an annual basis.

2.7.3.3

A variety of housing types, to serve the broadest spectrum of housing needs, should be encouraged within the built-up area. Provision should be made for a choice of housing types and living environments so as to provide for various types of populations in the existing communities ranging from unattached persons (i.e., older residents and young adults), couples in their family formation years, middle-aged, and older families. This does not mean that every community district is obliged to provide a mix of housing. Rather, the appropriate mix in any given community district is to be determined through the local planning process while maintaining a city-wide perspective."

1.4 The Calgary Transportation Plan

The Calgary Transportation Plan, approved by Council in May 1995, addresses the long range planning of Calgary's transportation needs into the 21st century. It outlines how high quality of living standards can be balanced with an efficient transportation system. The Plan promotes greater reliance on transit, sustainable communities and town centres which provide employment, a variety of retail services and a community focus.

City Council, in approving GoPlan, requested the Administration to carry out, as a follow-up study, the Inner City Traffic Study. It will address the relationship of the major roads in the Inner City with their adjoining land uses and the overall city road network. In Crescent Heights; 16 Avenue North, Centre Street North and Edmonton Trail NE will be addressed as part of this follow-up study.

1.5 North Bow Design Brief, 1977

The North Bow Design Brief provides land use policy recommendations on residential and commercial redevelopment, open space and the transportation network for ten communities, including Crescent Heights. Recommendations specific to Crescent Heights were:

"Special Study

In a number of R-3 and R-4 areas in North Bow, residents have expressed a desire to reclassify their properties back to R-2. Many of these sites, although classified to a higher density, have never developed beyond a single family or duplex use and should be considered for conservation and rehabilitation."

1.6 North Bow Special Study, 1979

The North Bow Special Study resulted in numerous redesignations reducing the allowable development density.

The goal of the study was to "promote family housing" and to "reduce the increase of spillover traffic from those areas which are to be redeveloped."

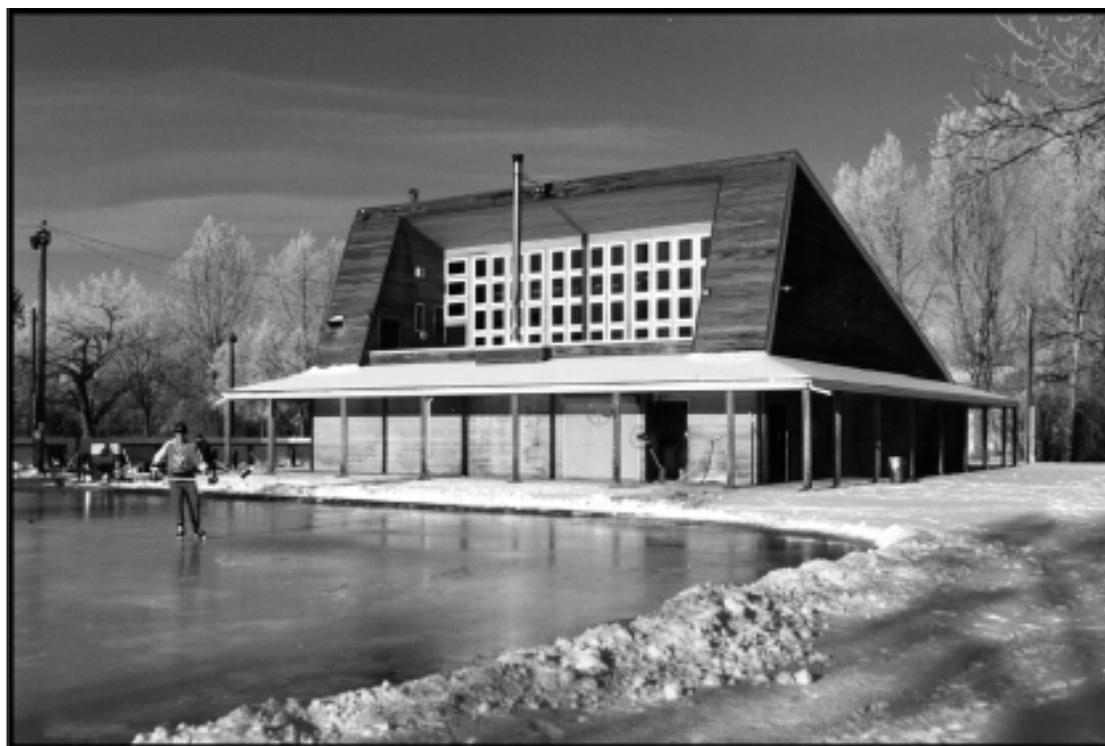
"It is recommended that the Crescent Heights/ Regal Terrace area be maintained and protected as a family oriented neighbourhood. Redevelopment, where it is desirable, will be accommodated at a scale which respects the surrounding housing stock and streetscape. The quality and character of new development should reinforce the existing physical and demographic character of the area."

1.7 Centre Street North Study

The Centre Street North Study addressed zoning and parking issues and proposed development guidelines for Centre Street from 7 Avenue N to 16 Avenue N.

The Study recommended a reduction in the allowable height and density on these properties. There were no restrictions placed on the types of uses allowed. The development guidelines which were approved were designed to minimize the impact of commercial development on the housing areas and to improve the look of the street.





Community Demographic Characteristics

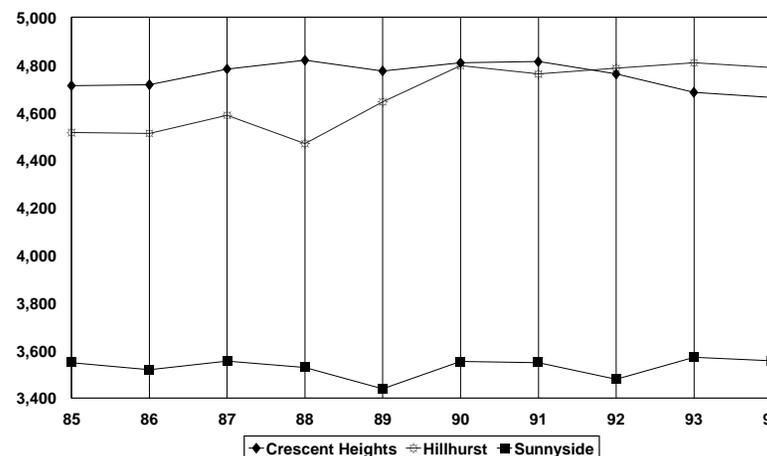
2.0 COMMUNITY DEMOGRAPHIC CHARACTERISTICS

2.1 Population

In 1968 approximately 5,300 people lived in the Crescent Heights ARP area compared with 4,622 in 1994—a loss of 700 people. In the past 10 years the population has remained relatively stable, peaking at 4,819 people in 1988 and declining to 4,622 in 1994. This pattern is similar to most inner city communities which lost substantial population due primarily to reduced birth rates. The population decline in Crescent Heights was mitigated by the construction of 900 apartment units between 1975 and 1985.

The accompanying charts indicate the relative stability of population levels in Crescent Heights and comparative communities since 1985.

Population



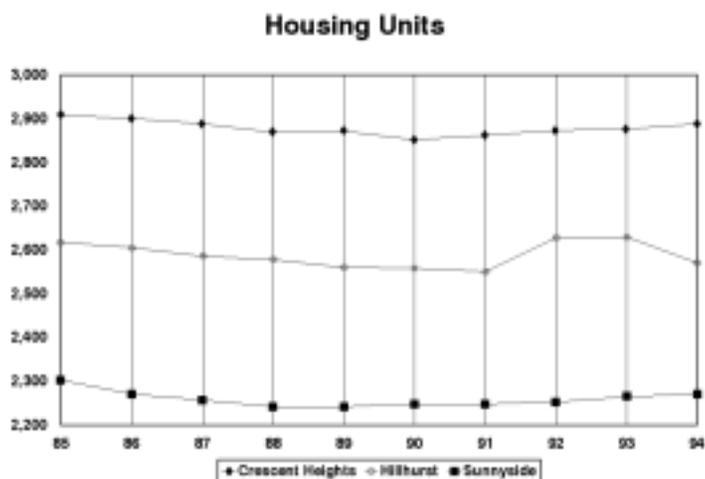
Population

	Crescent Heights ARP Area	Hillhurst	Sunnyside
1985	4,712	4,515	3,548
1986	4,716	4,512	3,518
1987	4,782	4,588	3,554
1988	4,819	4,469	3,528
1989	4,774	4,644	3,438
1990	4,808	4,796	3,553
1991	4,813	4,761	3,548
1992	4,761	4,785	3,479
1993	4,684	4,809	3,571
1994	4,622	4,788	3,556

Source: 1994 Civic Census

2.2 Housing Units

In the past 20 years the number of housing units increased by 23% in the Crescent Heights Community District. The table below shows the relatively stable dwelling unit supply characteristic of the inner city communities since the end of the 1981 development boom.



	Crescent Heights ARP Area	Hillhurst	Sunnyside	Calgary
1985	2,910	2,619	2,303	254,933
1986	2,901	2,606	2,271	257,077
1987	2,889	2,587	2,258	258,896
1988	2,870	2,579	2,242	262,343
1989	2,873	2,560	2,242	265,938
1990	2,853	2,559	2,248	273,610
1991	2,863	2,551	2,249	276,576
1992	2,874	2,629	2,253	281,930
1993	2,877	2,630	2,266	287,982
1994	2,890	2,571	2,271	293,326

Source: 1994 Civic Census

2.3 Occupancy Rates (People per Dwelling Unit)

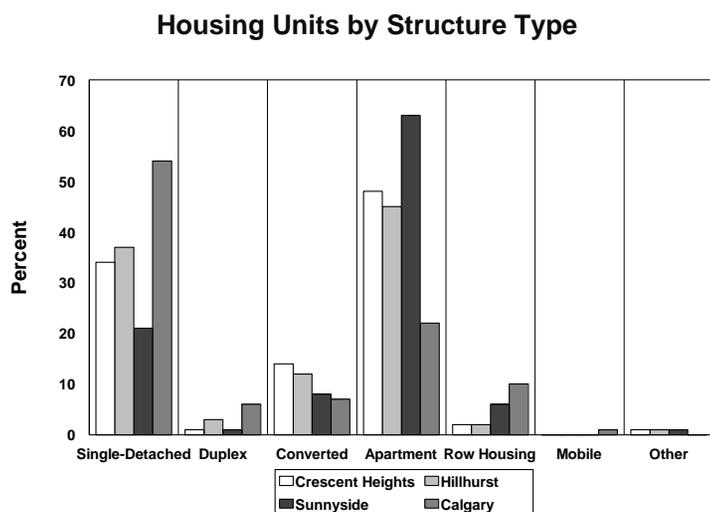
In the past 10 years the average number of people per dwelling unit has changed little throughout the city. The lower occupancy rates in Crescent Heights and Sunnyside reflect the large number of apartment units (average occupancy in 1994 was 1.47 people per apartment unit). The increase in occupancy rate in Hillhurst reflects an increase in higher occupancy dwelling units.

Occupancy Rates 1985-1994				
	Crescent Heights ARP Area	Hillhurst	Sunnyside	Calgary
1985	1.62	1.86	1.65	2.65
1986	1.63	1.86	1.64	2.64
1987	1.66	1.88	1.63	2.63
1988	1.68	1.88	1.62	2.63
1989	1.66	1.92	1.61	2.62
1990	1.69	1.95	1.62	2.64
1991	1.68	1.94	1.64	2.66
1992	1.66	1.94	1.62	2.67
1993	1.63	1.93	1.64	2.65
1994	1.60	1.98	1.63	2.65

Source: 1994 Civic Census

2.4 Housing Units by Structure Type

Apartments are the predominant housing type in the Crescent Heights ARP area and account for 48% of the total number of units compared with 22% for Calgary. Single-detached houses make up 34% of the units in Crescent Heights but 54% in Calgary.



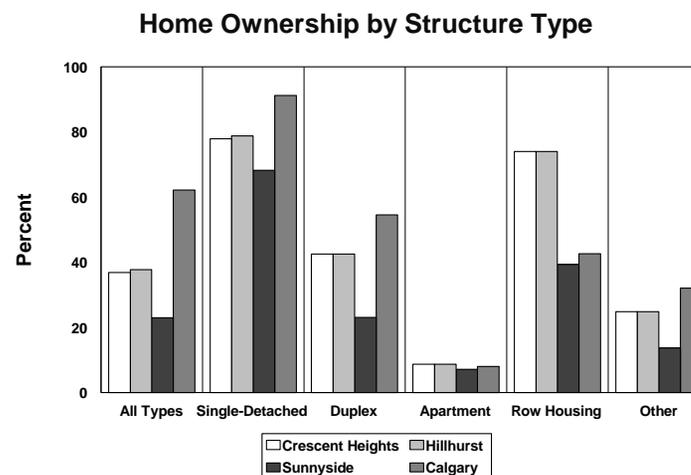
Housing Units by Structure Type

	Crescent Heights ARP Area	Hillhurst	Sunnyside	Calgary
Single-Detached	34%	37%	21%	54%
Duplex	1%	3%	1%	6%
Converted	14%	12%	8%	7%
Apartment	48%	45%	63%	22%
Row Housing	2%	2%	6%	10%
Mobile	0%	0%	0%	1%
Other	1%	1%	1%	0%
Total	100%	100%	100%	100%
Total # Units	2,890	2,571	2,271	293,326

Source: 1994 Civic Census

2.5 Home Ownership by Structure Type

The percentage of owner occupied dwellings is lower in the Crescent Heights ARP area than in Calgary (37% vs 62%). This lower rate of ownership can be partly attributed to the higher proportion of apartments in Crescent Heights compared with Calgary. It is important to note the relatively high ownership levels in the townhouse projects in Crescent Heights as compared to the comparison communities and Calgary as a whole. The relatively low overall ownership rate, although understandable, is of concern to the Community Association which is trying to encourage long term support of various community programs and activities. There has been an increase in overall home ownership rates of approximately 3% since 1990.



Source: 1994 Civic Census

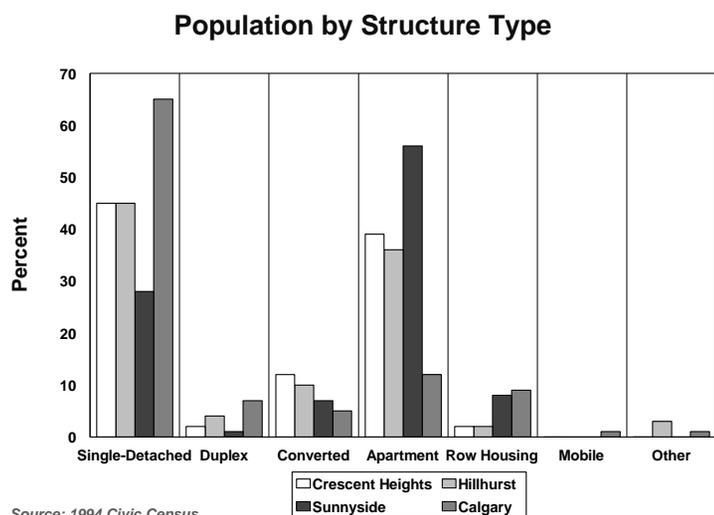
Home Ownership by Structure Type

	Crescent Heights ARP Area	Hillhurst	Sunnyside	Calgary
Single-Detached	78%	79%	68%	91%
Duplex	43%	40%	23%	55%
Apartment	9%	6%	7%	8%
Row Housing	74%	55%	39%	43%
Other	25%	24%	14%	32%
All Types	37%	38%	23%	62%

Source: 1994 Civic Census

2.6 Population by Structure Type

In the Crescent Heights ARP area, 45% of the population live in single-detached dwellings and 39% in apartments compared with 64% in single-detached units and 12% in apartments for all of Calgary. This reflects the difference in the mix of housing units.

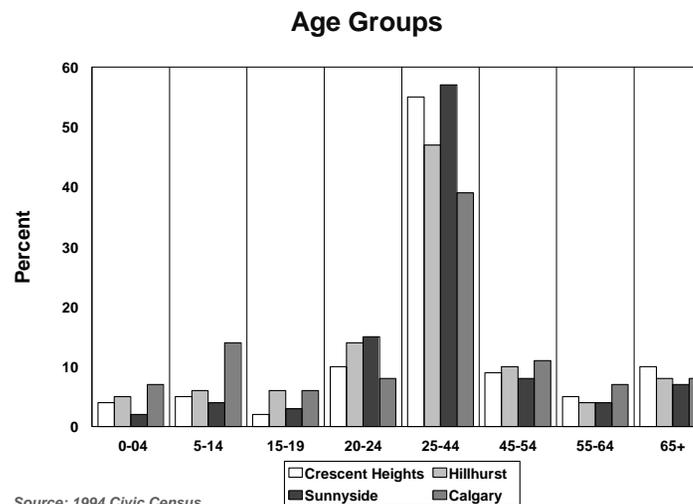


	Crescent Heights ARP Area	Hillhurst	Sunnyside	Calgary
Single-Detached	45%	45%	28%	65%
Duplex	2%	4%	1%	7%
Converted	12%	10%	7%	5%
Apartment	39%	36%	56%	12%
Row Housing	2%	2%	8%	9%
Mobile	0%	0%	0%	1%
Other	0%	3%	0%	1%
Total	100%	100%	100%	100%
Total # Units	4,622	4,788	3,556	738,184
<i>Source: 1994 Civic Census</i>				

2.7 Age Groups

The Crescent Heights ARP area, as in most inner city communities, has a lower percentage of children (0-19) and a higher proportion of seniors than does Calgary as a whole.

Between 1984 and 1994 there has been little change in the age group distribution in the district of Crescent Heights. With the



Source: 1994 Civic Census

exception of the 20-24 year old cohort which declined from 16% to 10% and 25-44 year old cohort which increased from 50% to 55% all categories have fluctuated by less than 2%. There has been a small increase in the total number of pre-school and school age children over the past decade.

	Crescent Heights ARP Area	Hillhurst	Sunnyside	Calgary
0-4	4%	5%	2%	7%
5-14	5%	6%	4%	14%
15-19	2%	6%	3%	6%
20-24	10%	14%	15%	8%
25-44	55%	47%	57%	39%
45-54	9%	10%	8%	11%
55-64	5%	4%	4%	7%
65+	10%	8%	7%	8%
Total	100%	100%	100%	100%
Total # People	4,622	4,788	3,556	738,184

Source: 1994 Civic Census

	1984	1994
0-4	4%	4%
5-14	3%	5%
20-24	16%	10%
25-44	50%	55%
45-64	14%	15%
65+	10%	9%

Source: 1984 & 1994 Civic Census

2.8 Housing Conditions

In 1991 a higher percentage of people in the Crescent Heights district believed their homes needed major repairs than did Calgarians in general. This is likely due to the older average age of the homes in Crescent Heights.

Housing Conditions				
	Crescent Heights District	Hillhurst	Sunnyside	Calgary
Average # Rooms/dwelling	5	5.4	4.6	6.4
Average # Bedrooms	1.9	2.1	1.7	2.8
What people think their home is worth				
Average Value	\$140,365	\$145,473	\$122,161	\$144,477
What people think their home needs				
Regular Maintenance Only	62%	60%	67%	70%
Minor Repairs	28%	30%	25%	24%
Major Repairs	10%	10%	8%	6%
Total	100%	100%	100%	100%
Source:	<i>1991 Statistics Canada (20% sample data)</i>			





Background and Rationale for Recommended Policies

3.0 BACKGROUND AND RATIONALE FOR RECOMMENDED POLICIES

3.1 Location

The Crescent Heights ARP boundaries are:

- North - 16 Avenue N.
- West - 4 Street NW.
- South - Crescent Road NW from 4 Street NW to Centre Street N; Memorial Drive NE from Centre Street to halfway between 2 and 3 Streets NE.
- East - approximately 150 feet or the lane east of Edmonton Trail NE between 16 & 5 Avenues NE, 3 Street NE between 5 & 1 Avenues and west 250 feet on 1 Avenue to Memorial Drive.

Crescent Heights is one of the closest residential communities to the downtown core. Having two vehicular river crossings (Centre Street Bridge and the Langevin Bridges off Edmonton Trail), access to downtown is excellent. The north boundary of the community, 16 Avenue, is the Trans Canada Highway.

As noted in the white pages (Section 2.1) the ARP boundaries are different from the Crescent Heights Community Association boundaries (Map B1).

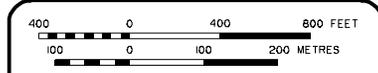
Crescent Heights

Title
Community Associations
& ARP Boundaries

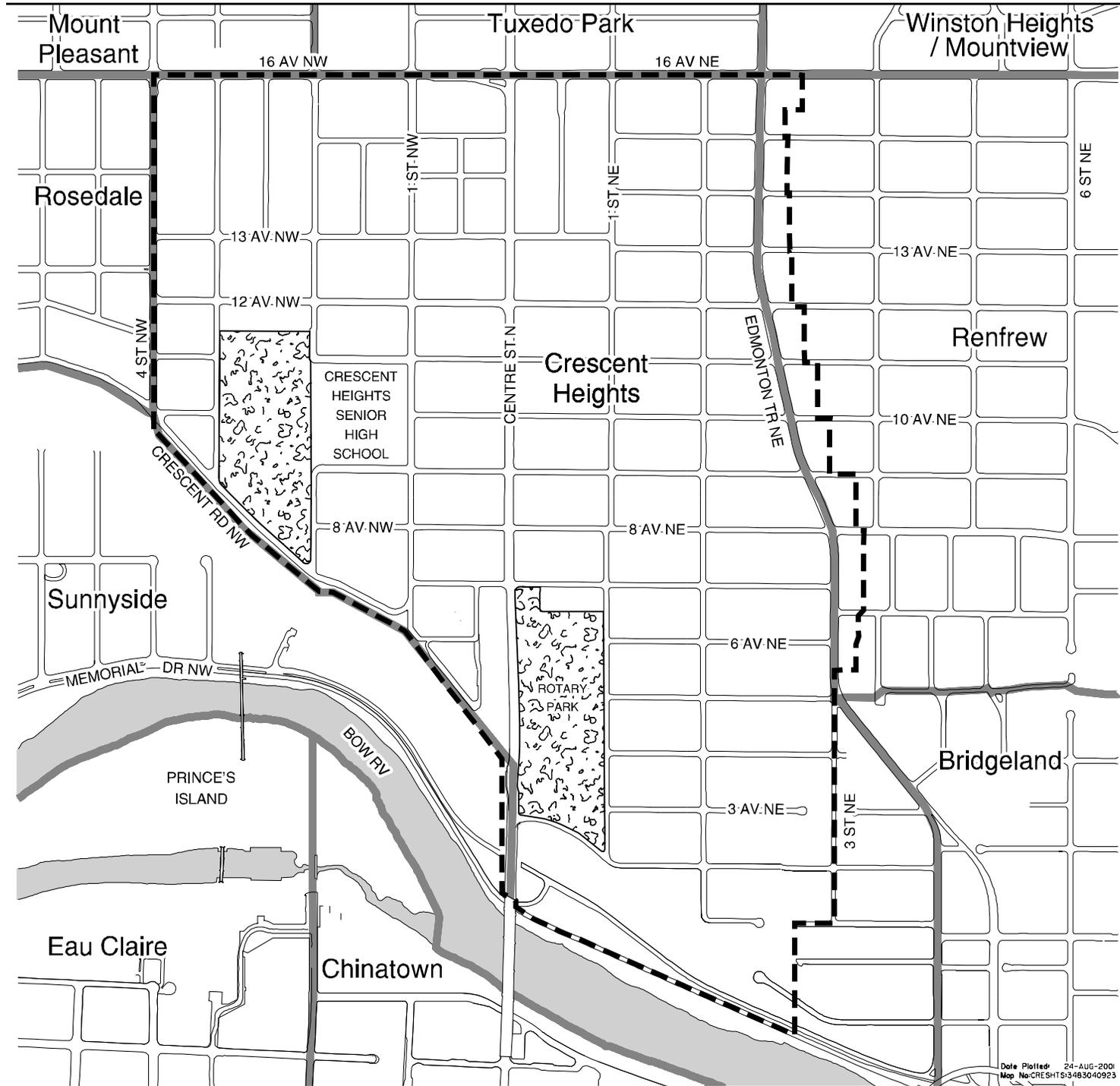
- Legend
- Area Redevelopment Plan Boundary
 - Community Association Boundary



1997 May



Date Plotted: 24-AUG-2001
Map No: CRE-SHT1513483040923



3.2 Topographic & Natural Features

Crescent Heights is located at the top of the escarpment north of the Bow River. The lowest point of the community is in the southeast near Edmonton Trail NE at 3,460 feet above sea level while the high point is along 16 Avenue at 3,550 feet elevation. The Downtown can be seen from various places in Crescent Heights and houses and apartments in Crescent Heights can be seen from the Bow River Valley. On the east side of Centre Street, from the north end of Centre Street bridge to 7 Avenue there is a natural escarpment as well as a cultivated area with steps up the hill to the park. Due to the age of the community the boulevards have many mature trees, especially elm and green ash. Most properties have an abundance of vegetation.



3.3 History

3.3.1 A Walk Through Crescent Heights Past

A visitor to the City of Calgary at the turn of the century would have looked up at the hill to the north side and would have seen only one or two houses and a few teepees surrounded by farmland.



*Subject: Sheep grazing on present (1984)
location of Crescent Heights High
School, Calgary*

Date: 1914-18

Photographer: Ed Smith, Calgary

Source: Glenbow Museum

On the northwest side of the hill, then called North Hill, was the McArthur family home. In 1906, the entrepreneur A.J. McArthur had acquired a parcel of farmland north of the city of Calgary. In 1907, he subdivided and

developed the land with homes and shops and registered it as the Village of Crescent Heights. The McArthur family home was located where the Latter Day Saints Church is today.

A.J. McArthur was the founder of the Centre Street Bridge Company Ltd. and the original builder of the bridge. The bridge was used as an alternative to the Louise Bridge for the transport of gravel from the North Hill to downtown. The structure was not, of course, the same as the one we see today. The building of the bridge took a few years. During the initial phase of construction the north span collapsed and floated away. Finally in 1917, the bridge was completed and the lion statues added to the final design.

In 1908 the City of Calgary extended its borders and in 1910 Crescent Heights, together with Riverside, was officially annexed as part of the city, all in accordance with the Greater Calgary Bill passed by the Provincial Government. In 1915 a Bill indicated the City planned to tax the new area at about \$5.00 per acre or \$0.75 cents per lot, until water and electricity were delivered to the area.

Towards the end of 1907 a meeting was held in the local Baptist Church to organize the Crescent Heights School District No. 1768 of the North West Territory. From 1909 to its official opening as the Crescent Heights High School in 1929, the school was located on different sites north and east of its present location.

Many famous visitors have come to the Crescent Heights School through the years. In 1967 Governor General Roland Michener visited the school and in 1969 Prince Philip, the Duke of Edinburgh, came to present the Duke of Edinburgh award to six Crescent Heights graduates.

The Crescent Heights community hall was constructed at the northeast end of Crescent park, west of the Crescent Heights School. The curling facility was built north of the hall but was destroyed by fire in 1995. It is scheduled to be rebuilt in 1996.

A block over from the school is Centre Street, where shops and restaurants have changed hands through the years. Some businesses, such as Tigerstedt, the typing machines and printing shop and Jensen's for radios and televisions sales and repairs, have kept their original names.

During the war years and for sometime after that, the homes on 8 Avenue east of Centre Street still prided themselves with an unspoiled view of the city centre. From the homes, during the winter time, children would skate through the alleyways all the way to the skating rink in Rotary Park.

South of the rink was the area owned by the McHugh family. This was an open area with lots of choke cherry and Saskatoon berry shrubs where young people used to gather. This area became an issue of "morality" with City Council members and later was levelled of the trees and shrubs to avoid young people meeting there.

From McHugh bluff (on the east side of the bridge) to the escarpment (on the west side where the street car used to stop on its way from Sunnyside and where one house still boasts of a friendly ghost), all the way north to 16 Avenue and east to Edmonton Trail, Crescent Heights has certainly grown. Crescent Heights has kept a mixture of architecture and density and still holds today, many interesting stories of the people that call this area their home.

A lot of residents of the Crescent Heights and Mount Pleasant Area, as the east side of Centre Street around Rotary park was called, took prominent positions in the city business, sport and political arenas. From the Forzani's kids to the young couple, the Southern's, who lived on the east side and later founded Atco and Spruce Meadows, to "Bob" Shepp who took up a high post with CP-CN and J.C. Mahaffy, first president of Alberta Trunk Line.

Contributed by Angie Williams (Crescent Heights resident and CPAC member).

3.3.2 Heritage Conservation

The Crescent Heights Community Association has applied for a grant from the Alberta Historical Resources Foundation. They hope to conduct an inventory, collect information to facilitate the writing of local histories and historic walking tours as well as identify buildings whose owners could request a historic site designation. If approved this project will take place January-August 1996.

Significant heritage resources can only be protected in Alberta through Provincial legislation. This legislation restricts the changes which can be made to designated sites. Only sites owned by the government or offered by private owners have been designated.

The Historical Resources Act enables the Province to designate a property as a Provincial Historic Resource (highest level) or a Registered Historic Resource (lower level). All properties designated by the Province are eligible to apply for funds to assist in the costs of restoration and rehabilitation from the Alberta Historical Resources Foundation. Once designated, the legislation severely restricts the changes that can be made in the heritage building.

The Act also enables municipalities to designate properties as Municipal Historic Resources, but under the provisions of the Act, the municipality must compensate the owner for any loss of economic value arising from the designation.

The City of Calgary has an "Inventory of Potential Heritage Sites" built prior to 1945. Sites on this list are classified as follows:

- Category A - Site or building is notable, unique or rare.
- Category B - Significant in certain respects.
 - Worthy of consideration for designation under the Historical Resources Act.
- Category C - Significant potential heritage resource.
 - Preservation encouraged by the City of Calgary.
 - Preservation strategies should be in response to significant aspects of the site.
- Category D - Potential heritage resources that contribute to the character of the surrounding community.
 - Retention is encouraged by the Heritage Advisory Board.

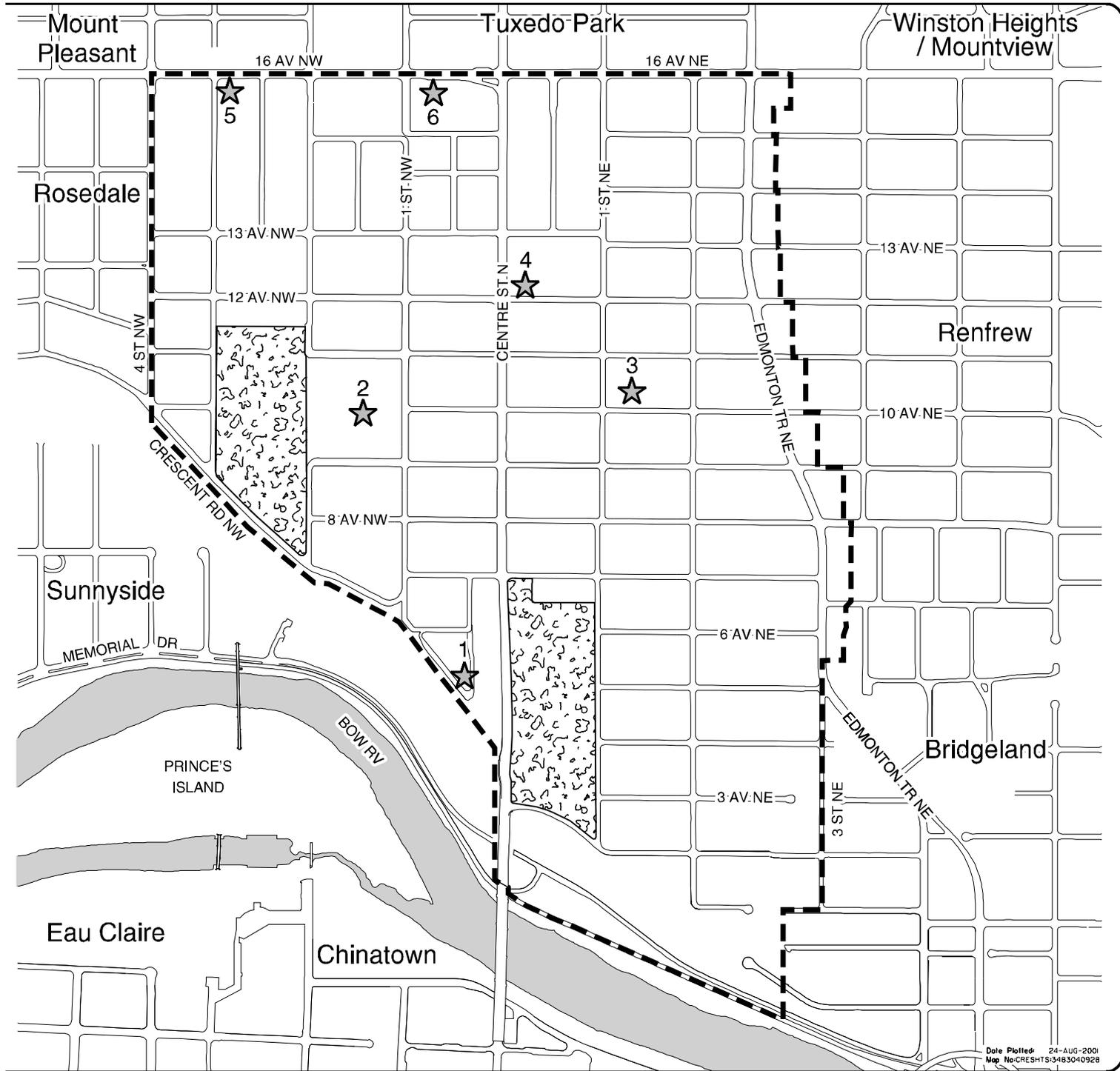
There is no legislation or administrative process to specifically protect the "historic character" of a community when it refers to a general architectural style or type of house construction. The only way to maintain the character is to try to ensure that new construction reflects some of the architectural and siting (e.g., lot sizes) elements common in the older homes. The development approval process places substantial importance on ensuring new development respects the existing streetscape.

Crescent Heights

Title
Potential Heritage Sites

- Legend
-  Area Redevelopment Plan Boundary
 - 1  Bueno Vista Residence
 - 2  Crescent Heights High School
 - 3  Sharon Evangelical Lutheran Church
 - 4  Crescent Heights Library
 - 5  St Michael & All Angels' Anglican Church
 - 6  Crescent Masonic Lodge

1997 May



Date Plotted: 24-AUG-2001
 Map No: CRESHTS3483040928

The following buildings, shown on Map B2, are on the City of Calgary's "Inventory of Potential Heritage Sites."

Bueno Vista Residence

1912 Category B
102 Crescent Road NW

Locally known as Bueno Vista, this home was built in 1912 by early Calgary pioneer Thomas A. Clauston. It was one of the first homes built in Crescent Heights after the community was annexed by Calgary in 1910. In 1928 the home was sold to Edna Atkinson, a local school teacher, who with the assistance of family members renovated the home to accommodate tenants. Today, the Bueno Vista Residence is vacant.

*Source: City of Calgary Planning & Building
Department Inventory of Potential
Heritage Sites*



Crescent Heights Senior High School

1928 Category C
1019 - 1 Street NW

The idea of building a school in Crescent Heights took root in 1907 when a meeting was held to organize the Crescent Heights School District No. 1768. Prior to its official opening in 1929, the school had been located at various sites north and east of its present location under different names. Between 1915 and 1918, for example, the school was known as the Crescent Height Collegiate Institute and operated under the same roof as the Balmoral Elementary School. Today, the school is an integral part of the Calgary educational system and is an important community landmark.

Source: Angie Williams (CPAC member)

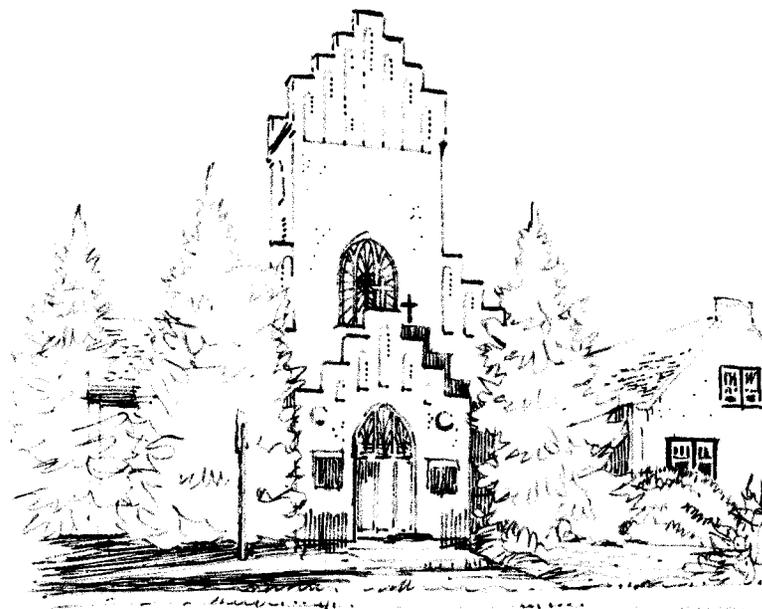


Sharon Evangelical Lutheran Church

1931 Category C
210 - 10 Avenue NE

Calgary's Danish population organized its first Evangelical Lutheran congregation in 1913, but for many years the members worshipped in Trinity Lutheran Church, associated with the city's Norwegian residents. The present church, the congregation's first structure of its own, was erected in 1931 to the designs of Holne Moller. The stucco-covered building is characteristically Scandinavian, with its four repeated stepped gables over the entrance, the facades and atop the tower. The pointed-arched doors and windows refer to the gothic Revival style traditional for church buildings throughout the western world. The hard geometric character is also representative of art deco design of the period. The interior features a fine hand-carved oak screen by sculptor Neils Wiesmose.

*Source: City of Calgary Planning & Building
Department Inventory of Potential
Heritage Sites*

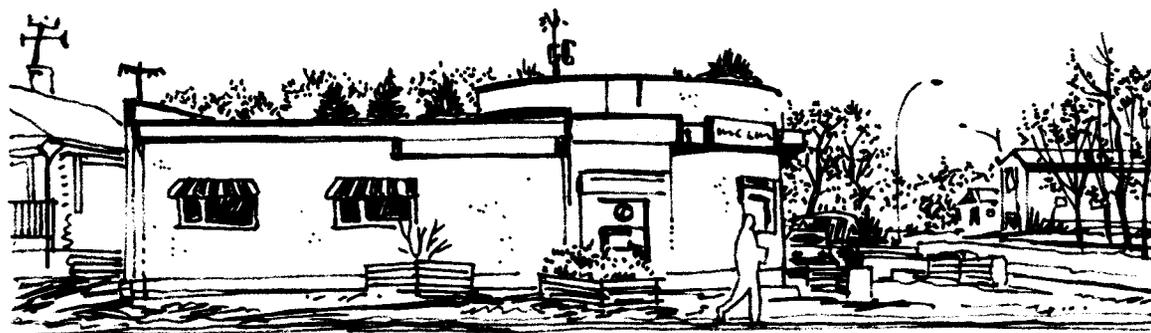


Crescent Heights Library

1939 Category C
1304 Centre Street NE

The Crescent Heights Library was opened at 1816 - 1 Street NW in October 1923. In 1943 the City purchased the White Spot coffee shop and dance hall at 1304 Centre Street NE and relocated the library to this location. The library at that time had a membership of 3,500, half of whom were children. Crescent Heights Library was the first branch library in Calgary. It closed permanently in July 1993 and plans to sell the building for commercial reuse are proceeding.

Source: Angie Williams (CPAC member)

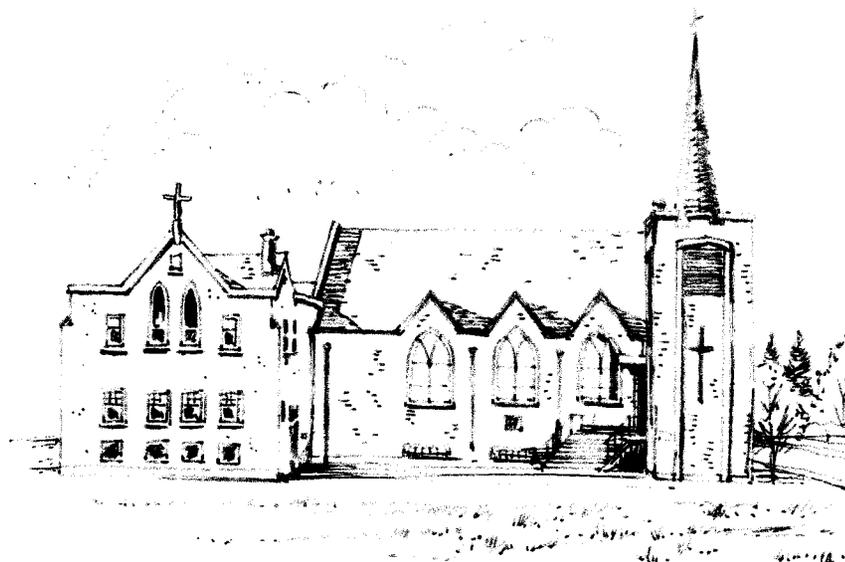


St. Michael & All Angels Anglican Church

1929 Category C
335 - 16 Avenue NW

The St. Michael and All Angels Anglican Church was founded in 1909 when the surrounding Crescent Heights was still a village. Since then, the church has undergone several phases of growth and transition. Not the least of these was in 1928 when the church was rebuilt after the north wall collapsed and the building was condemned by the City. Over time additions have occurred and today, the stately building bears little resemblance to the first frontier structure.

*Source: The Anglican Church in Calgary.
Century Calgary Publications*



Crescent Masonic Lodge

1921 Category D
131 - 16 Avenue NW

Freemasons first met in Calgary in 1883, and a year later a Masonic Lodge was organized in the city. Crescent Masonic Lodge, built in 1921, is one of the four Masonic halls erected early in the century, and may be the oldest purpose-built Masonic Lodge standing in the city. It is a plain building, two-stories high, with a stucco facade and pseudo-half-timbered gable on the front, with wood siding and shingles on the sides and rear.

One source suggests that the building was originally the Rosedale Presbyterian Church, sold to St. Michaels for a parish hall in 1916 and then resold to the Masons in 1923.

The property is now owned by the City.

*Source: City of Calgary Planning & Building
Department Inventory of Potential
Heritage Sites*

*The Anglican Church in Calgary
Century Calgary Publications*



3.4 Environmental Issues

3.4.1 Context

Historically, Area Redevelopment Plans have dealt with issues such as road networks, open space, residential redevelopment, and other matters which contribute substantially to the quality of life in any given community. ARPs now play more of a role in increasing awareness of environmental issues and encouraging compliance with acceptable environmental practices.

Crescent Heights has two major areas of environmental concern:

1. The Bow River Valley Escarpment and in particular the McHugh Bluff.

Any new development or redevelopment adjacent to the escarpment should provide a 60 foot (18 metre) development setback from the top of the escarpment, or a slope stability setback line as determined by a qualified engineering

consultant and approved by the City Engineer, whichever setback is greater. The setback area should apply to parking areas as well as buildings. Appropriate measures, to the satisfaction of the Development Authority, should be undertaken, by the applicant, to prevent erosion or seepage impacts on slope stability.

2. Uncertainty exists with respect to contamination from past and present commercial operations along Centre Street, Edmonton Trail, 16 Avenue and other areas. The outline below summarizes the City policy with regard to development on potentially contaminated sites.

3.4.2 Policies for Contaminated Properties

The Alberta Environmental Protection and Enhancement Act recognizes that correcting environmental pollution requires vigilance and voluntary cooperation of landowners, scientific experts, provincial and municipal governments.

In 1995 Council approved a report titled "Interim Policy for Site Contamination and the Land Use Redesignation and Development Permit Approval Process" which should be consulted for a complete explanation. The following is a summary only.

What is a Contaminated Property

Contaminants, in the soil or ground water may:

- be a risk to human health and safety,
- damage the environment,
- cause the land to be unsuitable for development,
- be a financial and legal liability to current or future/owners.

The following are examples of activities which may have contaminated the soil or groundwater:

- battery recycling;
- car and truck sales and repair
- dry cleaning;
- gas stations and repair shops
- photofinishing;
- underground fuel storage tanks;
- and any other activity which may have polluted the soil or groundwater.

When redevelopment is proposed an environmental study is required prior to planning approvals.

How We Cooperate to Clean Up Contaminated Properties

To rezone or redevelop a property that is contaminated:

- Investigate and disclose any knowledge of past activities and environmental site assessments.
- The Planning & Building and the Engineering and Environmental Services Departments will check the records for past activities.
- An environmental consultant must prepare a "Remedial Action Plan" and have it endorsed by Alberta Environmental Protection and Calgary Health Services.

If contamination is suspected contact one of the following agencies:

Alberta Environmental Protection
24 Hour Environmental
Emergency/Complaints 1-800-222-6514

Calgary Fire Department, Hazardous
Materials Section 221-4511

Calgary Engineering &
Environmental Services,
Office for the Environment 268-8050

How Planning Approvals are Affected By Site Contamination		
Type of Approval	Lower Risk of Exposure to People	Higher Risk of Exposure to People
Land Use Redesignation (rezoning)	Remedial Action Plan (RAP) deferred to the Development Permit	RAP required Prior to Council Approval
Development Permit	RAP required Prior to Release of the Development Permit	RAP required Prior to Approval of the Development Permit
Development Completion Permits	A consultant must certify that the RAP has been implemented to the satisfaction of Alberta Environmental Protection and Calgary Health Services	
Development Permits for signs, residential garages, non- structural renovations, home occupations, relaxations of Bylaw rules for existing buildings are not affected by this policy.		
Policies for the subdivision approval process are being developed.		
* The above procedures may change. Please contact the Planning & Building Department for updates.		

3.5 Social Perspectives

3.5.1 Education

Residents of the Crescent Heights community district have received more post-secondary education than Calgarians as a whole. Of people 15 years and older in Crescent Heights, 20% have less than a high school level education compared with 28% in Calgary. 22.4% of people in Crescent Heights have a university degree compared with 16.5% of Calgarians.

	Education			
	Crescent Heights District*	Hillhurst	Sunnyside	Calgary
Less than High School	20%	19%	13%	28%
High School	13%	9%	11%	13%
Trades	3%	1%	1%	3%
Other Non-University	28%	27%	29%	26%
University Without Degree	14%	15%	18%	13%
University With Degree	22%	29%	28%	17%
Total	100%	100%	100%	100%
<i>Source: 1991 Statistics Canada (20% sample data)</i>				

* The Community District has approximately 850 more people and 575 more units than the ARP area.

3.5.2 Social Indicators

English

In 1991, the proportion of people who did not speak English in Calgary was almost three times larger than it was in Crescent Heights.

Seniors Living Alone

In 1991 44% of the seniors in Crescent Heights lived alone. The rate of seniors living alone in Crescent Heights was 1.5 times the rate for Calgary in 1991. While living alone is not necessarily a problem it could be if the person has health, mobility or economic difficulties.

Transiency

The rate of residents who moved in 1990 was 50% higher in Crescent Heights than in Calgary. A higher proportion of rental units explains the higher mobility rate.

Lone Parent Families

The proportion of Crescent Heights families with children, headed by lone parents is 50% higher than the Calgary average.

Social Indicators				
	Crescent Heights District	Hillhurst	Sunnyside	Calgary
Do Not Speak English (20% sample data)	.7%	1.9%	.3%	1.9%
Non-Institutionalized Seniors Living Alone (100% data)	44.0%	44.9%	85.7%	29.3%
Residents (1 Year Old & Over) Who Moved In The Last Year (20% sample data)	36.6%	33.8%	34.8%	23.9%
Lone Parent Families (20% sample data)	30.8%	38.5%	50.0%	20.3%
Source: 1991 Statistics Canada				

3.5.3 Economic Indicators

Unemployment

In 1991 the unemployment rate for young people was lower in Crescent Heights than in Calgary, while it was similar for the 25+ group.

Poverty

In 1991 the percentage of Calgary residents who lived below the low income cutoffs defined by Statistics Canada was 17.8%. Crescent Height's rate is 24.4%, 1.4 times that of the City.

Economic Indicators				
	Crescent Heights District	Hillhurst	Sunnyside	Calgary
Unemployment Young People (15-24)	7%	9%	14%	12%
Adults (25+)	7%	8%	9%	7%
Poverty*	24%	25%	28%	18%
<i>Source: 1991 Statistics Canada (20% sample data)</i>				
<i>* Spend more than 54% of their income on food, clothing and shelter.</i>				
Persons Receiving Supports for Independence (SFI) (1994)	5%	4%	3%	5%
Children Living in Households Receiving SFI 1994	13%	10%	10%	8%
Seniors Eligible for Guaranteed Income Supplement (GIS) 1993	34%	28%	35%	32%
1991 Index of Median Incomes	107.3	105.9	104.1	100
<i>Source: Planning & Building Department</i>				

Income

The percentage of people receiving Support for Independence (SFI) in 1994 was only slightly higher in Crescent Heights (5.3%) than in Calgary (4.9%). However, the rate for Crescent Heights children was 60% higher than the average for Calgary. Approximately 165 adults and 65 children in Crescent Heights receive SFI.

The percentage (34.0%) of Crescent Heights seniors (aged 65+) in 1993 who were eligible for Guaranteed Income Supplement was slightly higher than the percentage (31.8%) of Calgary seniors.

The median income of individual (not household) Crescent Heights tax filers in 1991 was \$23,500 compared with \$21,900 in Calgary as a whole. (A median falls in the middle of a distribution with an equal number of cases above and below it.)

3.5.4 Community Facilities and Services

It is difficult to draw conclusions from a comparison of the number of community facilities across different communities. Crescent Heights does have a lower number

of seniors' facilities (1) and daycares (0) than a sample of other inner city communities. The lack of an elementary school in the community is considered unfortunate by many residents who feel it is difficult to attract families when the local school is well beyond walking distance.

There is currently no indication that community residents in need of social supports are faring differently than other Calgarians in terms of access or knowledge of various services.

Crescent Heights Baptist Church has been active in the community since 1909 providing valued programs beneficial to Crescent Heights residents. The Church is committed to remaining within Crescent Heights to continue their tradition of community involvement. The Church is growing within an aged structure which for various reasons will need to be redeveloped in the near future.

The Crescent Road Mormon Chapel has been located on Crescent Road since 1945. The Church operated out of a large home on the site until the present building was constructed in 1975.

3.6 Existing Land Use

Land Use Designations (Zoning)

		Crescent Heights ARP Area	Calgary
Low Density (R-1, R-2)	103.26	44.7%	16.0%
Low Density (RM-2) Mainly Townhousing	33.50	14.5%	
Medium Density (RM-4, RM-5) Mainly Apartments	18.48	8.0%	1.9%
Commercial (C-1 to C-3)	30.72	13.3%	1.0%
Direct Control	14.32	6.2%	12.0%
Recreational (PE)	30.72	13.3%	14.7%
Industrial			6.6%
Agricultural			3.1%
Urban Reserve			44.7%

Total 231 Acres

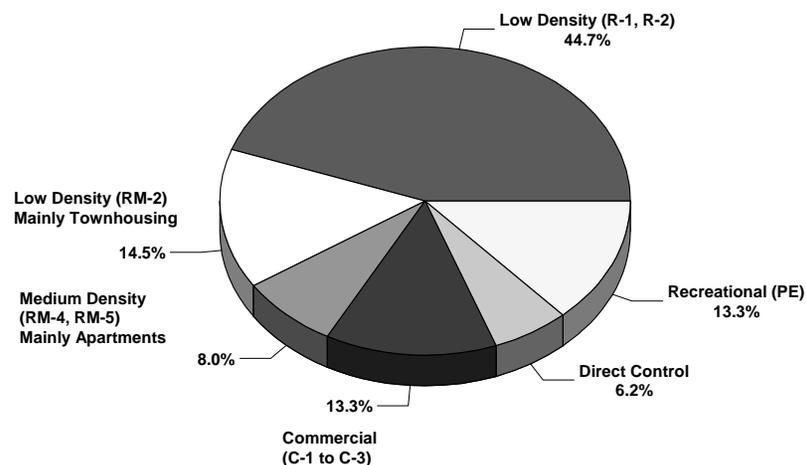
Existing Land Use

Low Density Residential	129.59	56.1%	18.1%
Multi-Family Residential	31.42	13.6%	2.1%
Commercial	29.57	12.8%	9.1%
Institutional	9.93	4.3%	6.7%
Recreational	30.49	13.2%	8.5%
Industrial		0%	3.6%
Vacant			44.0%
Farmland			7.6%

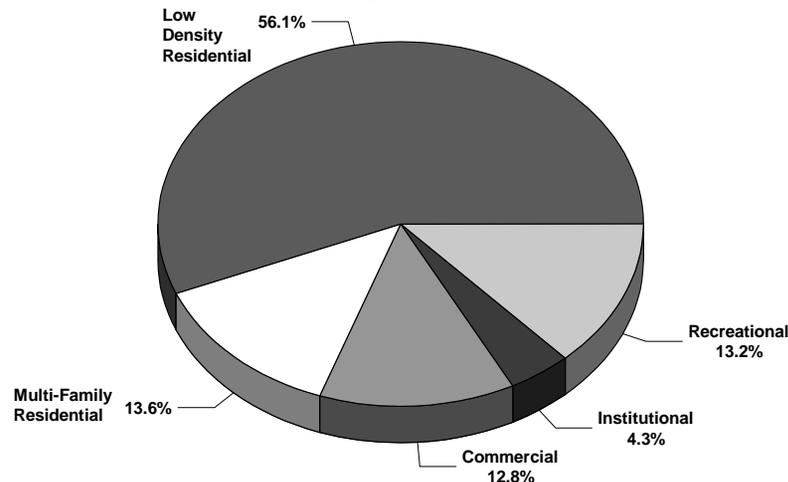
Total 231 Acres

Source: Planning & Building Department
(Assessment Data December 1993)

Land Use Designations



Existing Land Use



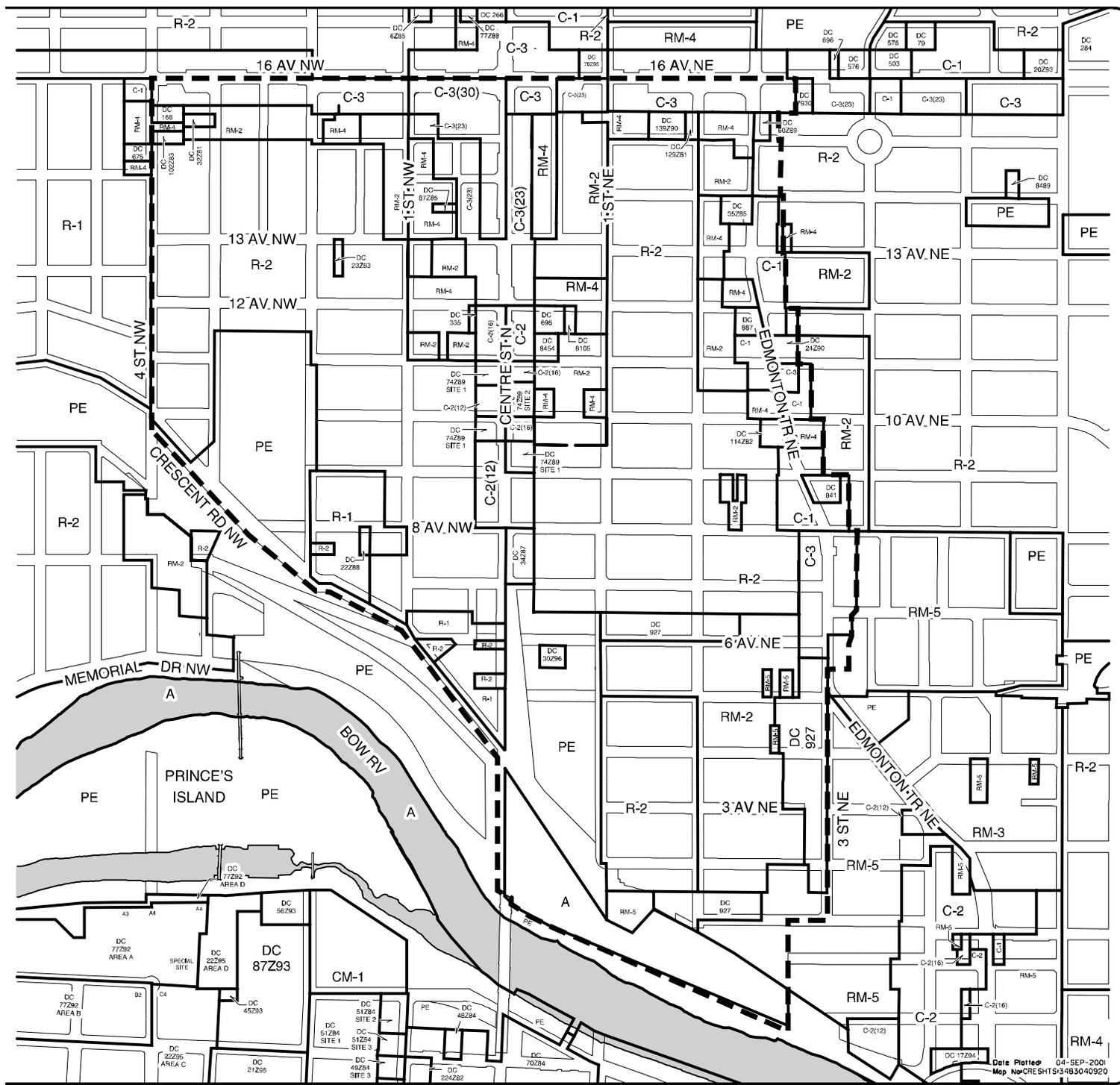
The existing land use designations (zoning) are shown on Map B3 and the existing land uses are shown on Map B4.

Crescent Heights

Title Existing Land Use Designation as of July 17, 1996

- Legend**
-  Area Redevelopment Plan Boundary
 - C-1 Local Commercial
 - C-2 General Commercial
 - C-3 General Commercial
 - DC Direct Control
 - PE Public Park, School and Recreation
 - R-1 Residential Single Detached
 - R-2 Residential Low Density
 - RM-2 Residential Low Density Multi Dwelling
 - RM-4 Residential Medium Density Multi Dwelling
 - RM-5 Residential Medium Density Multi Dwelling

1997 May



Date Plotted: 04-SEP-2001
Map No: CRE SH13483040920



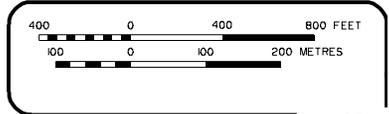
Crescent Heights

Title
Existing Land Use

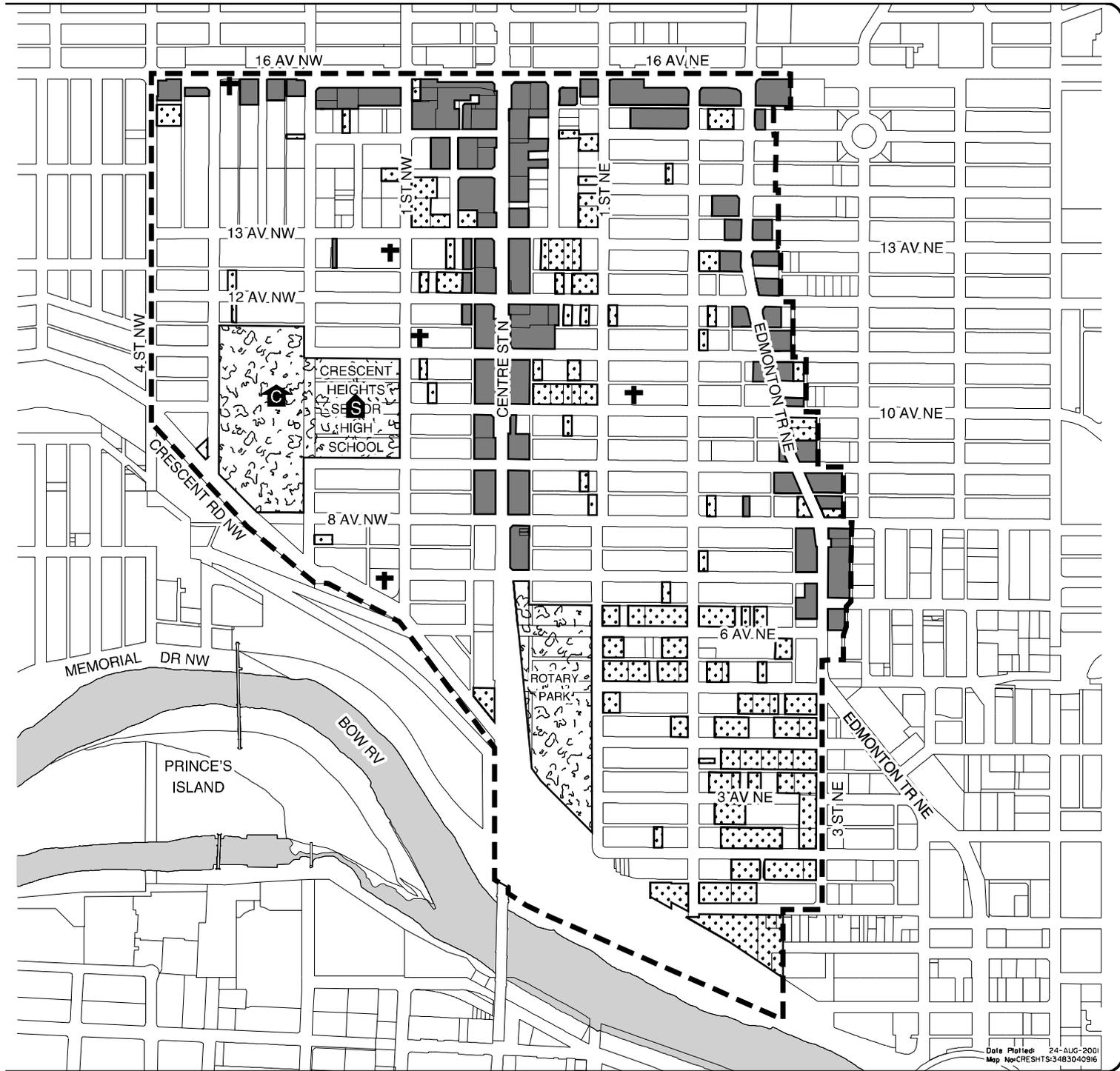
Legend

-  Area Redevelopment Plan Boundary
-  Low Density Residential
-  Medium Density Residential
-  Commercial
-  Open Space, Park or Community Facility
-  School
-  Church
-  Community Hall

1997 May



Date Plotted: 24-AUG-2001
Map No: CRESHTS-34830409/6





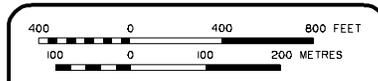
Crescent Heights

Title
Direct Control Sites

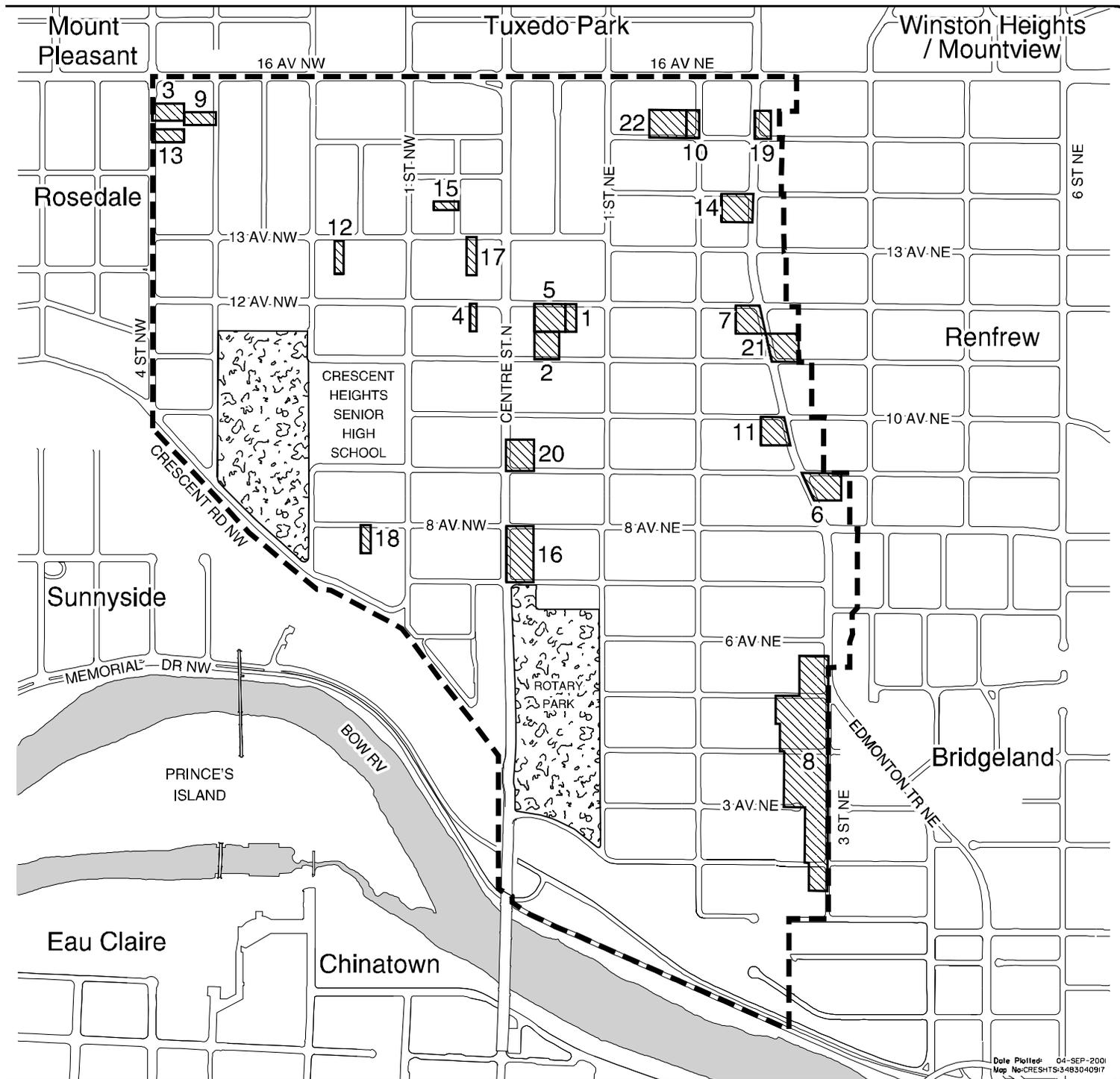
Legend
 - - - Area Redevelopment Plan Boundary
 19 For description of sites see Section 3.6.1



1997 May



Date Plotted: 04-SEP-2001
Map No: CRESHTS/3483040917



3.6.1 Existing Direct Control Sites

Site	Address	Bylaw #	Council Approval Date	Former Zoning	Approval Use/ Development Guidelines	Existing Use
1.	125 - 12 Avenue NE	8105	January 1971	R-3	Two additional suites	6 unit apartment
2.	Portion of 1212 Centre Street NE	8454	January 1972	R-3	Automotive service centre and car wash	Service station and car wash
3.	1614 & 1616 - 4 Street NW	166	December 1973	R-3 Transitional	Dry cleaning plant	Dry cleaners
4.	Portion of 113 - 12 Avenue NW	335	September 1975	R-3 Transitional	Office building subject to lane closure	Parking
5.	Portion of 1216 Centre Street NE	698	May 1978	C-1	Commercial and residential mixed use	Parking
6.	409 - 9 Avenue NE	841	June 1979	C-1	Local commercial and convenience store	Ukrainian Youth Association, Health Club, Drug Store
7.	1211 Edmonton Trail NE	887	October 1979	R-3	Local commercial	Gas bar
8.	316 & 322 - 1 Avenue NE 351 & 354 - 2 Avenue NE 340 & 354 - 3 Avenue NE 340, 343, 345, 346 & 350 - 4 Avenue NE 337, 341, 348, 350 & 355 - 5 Avenue NE 315, 607, 611 & Portion of 617 Edmonton Trail NE	927	January 1980	R-4	R-4 with a minimum site area of 750 sq ft per unit	Different types of residential
9.	1611 - 3 Street NW	32Z81	February 1981	RM-4	RM-2 plus commercial school	Single-detached dwelling
10.	238 - 15 Avenue NE	129Z81	July 1981	RM-4	Surface parking	Parking
11.	329 & 333 - 10 Avenue NE	114Z82	June 1982	RM-4	Office building	Single-detached dwellings

Site	Address	Bylaw #	Council Approval Date	Former Zoning	Approval Use/ Development Guidelines	Existing Use
12.	229 & 231 - 13 Avenue NW	23Z83	February 1983	R-2	R-2 plus local commercial convenience store	Store & single-detached dwelling
13.	1602 & 1606 - 4 Street NW	102Z83	September 1983	RM-4 & DC	14 unit apartment building	2 single-detached dwellings
14.	1409 Edmonton Trail NE	35Z85	June 1985	DC	Local commercial plus pasta production & radio station	Italian grocery store
15.	1411 Centre B Street NW	87Z85	November 1985	RM-4	RM-4 plus offices in the existing structure	Residential single-detached
16.	818 Centre Street NE	34Z87	April 1987	DC (177Z82)	Local commercial (C-1A) with some exceptions	Restaurant & shops
17.	111 - 13 Avenue NW	99Z87	July 1987	RM-2	Storage of motor vehicles	Vehicle storage
18.	217 & 219 - 8 Avenue NW	22Z88	March 1988	R-2	Single-family dwellings plus existing duplexes or semi-detached units	Semi-detached
19.	1600 Edmonton Trail NE	60Z89	June 1989	R-2	Professional office in existing structure	Pest control business
20.	1000, 1015, 1121 Centre Street NE 1110 Centre Street NE	74Z89	July 1989	C-3	C-2(12) C-2(16)	Office buildings & bank
21.	1204 Edmonton Trail NE	24Z90	April 1990	C-1	C-1 local commercial plus one lounge	Shops & restaurant with a lounge
22.	220-234 - 15 Avenue NE	139Z90	December 1990	RM-4	RM-4 plus surface parking for Peter's Drive-In only	Parking

3.7 Residential Development

3.7.1 Development Potential

In the Crescent Heights ARP area there are approximately 12.1 hectares (30 acres) of residential land that is not developed to the potential allowed in the land use district.

Development Activity 1991 January 01 to 1995 August 29		
Commercial		
Parking		4
Auto Related		3
Personal Service		8
Retail		9
Restaurant		15
Office		5
Other		2
Residential		
	West of Centre Street	East of Centre Street
Home Occupations	6	17
Relaxations for existing units	8	11
Additions	16	22
New		
Single detached	12	6
Semi detached	1	1
Townhouses	0	3
Apartments	2	3

Development Potential				
	Existing Under - Developed Land	Potential # Units	- Existing Units (11 upa)	= Potential Increase # Units
RM-2	21.3 ac x 29upa	617	- 234	= 383
RM-4	7.5 ac x 60	450	- 82	= 368
RM-5	1.4 ac x 85	119	- 15	= 104
DC & Mixed	2.6 ac x 29	75	- 28	= 47
	32.8 ac	1,261	- 359	902
<i>Source: Planning & Building Department Assessment Data December 1993</i>				

Most of the land is zoned RM-2, however, there is also some RM-4 and RM-5 land that is developed as single-detached or duplex housing. If this land were developed to its full potential (29 units per acre in RM-2 and 60 units per acre in RM-4) there could be an increase of approximately 900 units in the community. Using the occupancy rates (RM-2 1.9 people per unit and RM-4/5 1.4 people per unit) this dwelling unit increase could result in a population increase of approximately 1,500.

3.7.2 R-2 to R-1 Redesignation Proposals

There was a strong interest by landowners in certain areas of the community to redesignate some R-2 land to the more restrictive R-1. (The R-2 designation allows duplexes, semi-detached units, suites in homes on 50 foot lots and detached houses on 25 foot lots. R-1 only allows detached homes on 50 foot or larger lots.) These areas which were suggested for redesignation are located on the west side of the community, close to the escarpment. They are generally developed with larger detached homes similar to other R-1 areas in the inner city.

There was also a strong appeal by some community members for a general redesignation of all R-2 areas in the community to R-1. The argument put forward was that the R-1 designation was necessary to further stabilize the community, a necessity if there was a desire to attract families with children to the area. After extensive discussion it was decided by the City and community representatives not to pursue the general redesignation but to further research more limited redesignations in the specific areas west of Centre Street N.

A major survey was undertaken by the City to determine the level of support for the R-2 to R-1 designation in these areas. Most of those responding to the survey desired the redesignation but the overall level of owner support was below the 70+% level used, in other such redesignations, as the threshold below which the Planning & Building Department will not recommend redesignation to City Council. The 70% level has been generally accepted as a minimum support level by City Council. As well as the issue of density loss stemming from a rezoning which raises concerns with the Civic Administration, it is vital when the planning merits are limited to have almost full agreement of the affected parties. As such levels of support were not reached these proposals for redesignation were not pursued in the ARP.

3.7.3 Other Residential Redesignations Proposals

The Crescent Heights community had been subject to a major redesignation in 1980 through the North Bow Special Study. Much of the community had its zoning density reduced and a conservation and infill policy was put in place to increase the stability of the area. The rationale for the redesignations as explained in the relevant policy approvals were:

In a number of R-3 and R-4 areas in North Bow, residents have expressed a desire to reclassify their properties back to R-2. Many of these sites although classified to a higher density, have never developed beyond a single family or duplex use and should be considered for conservation and rehabilitation.

North Bow Design Brief 1977

It is recommended that the Crescent Heights/ Regal Terrace area be maintained and protected as a family oriented neighbourhood.

North Bow Special Study 1979

Originally the community had proposed that any sites which had remained undeveloped to higher densities since the 1980 redesignation should be rezoned to reflect the existing land use - usually detached housing. The ARP process addressed these sites and reduced the number which could be reasonably considered for rezoning based on factors such as quality of housing, adjacent uses, and proportion of detached housing. Owners of sites which remained candidates were contacted, in some cases several times, to determine their support for redesignation of their property. In addition to this process other sites which could possibly accommodate higher densities were considered.

Few sites were readily justifiable on planning merits for residential redesignation. These redesignations are supported by the ARP and are shown on Table 1 in the white pages.

There are a number of sites identified for owner-initiated redesignations. In the case of these sites the Planning & Building Department will support, in principle, the specified redesignation. The landowner will have to apply for the redesignation at their cost. City Council may still refuse the application.

3.7.4 Development Guidelines

The Crescent Heights community faces a challenge similar to many inner city communities: How to allow redevelopment and change to occur while maintaining the stable atmosphere many people want in their community? The problems are exacerbated somewhat, in Crescent Heights, since there has historically been a mix of land use designations resulting in blocks with a mixture of detached housing, apartments and townhouses. Such a mix is not considered by the community as conducive to creating strong community identification or a stable neighbourhood.

In an attempt to address the issue the ARP proposes development guidelines to 'ease' the change from lower to higher density development in the community. The guidelines, which in most cases simply record current policy, are designed to improve the fit between old and new development on the same street frontage.

The exercise to prepare the guidelines included a survey of development, in the community, in a effort to determine whether there was any particular architectural style or feature which should be emulated. The results of this survey, which essentially documented that there is a very wide range of styles in the community, are included in this section.

3.7.5 Centre A Street NE

The west side of Centre A Street NE is currently a mix of vacant lots, parking lots and older homes in generally poor repair. Almost all the property is owned by Centre Street commercial landowners who purchased the land before 1980 when City bylaws allowed the development of parking lots on the land.

The lack of a lane between the commercial and residential lands and the small size of the commercial properties fronting onto Centre Street create problems in maintaining a viable commercial strip. Some of the businesses on Centre Street do not have sufficient parking or access opportunities without the use of the RM-4 land fronting onto Centre A Street. The general area of the 16 Avenue and Centre Street intersection is intended to develop as a mixed commercial/residential node supporting transit use and the flexibility provided by a mixed residential/parking designation will be valuable in facilitating such development.

In the long term the block could see major residential/commercial developments with the residential portions fronting on Centre A Street and the commercial on Centre Street. The ARP proposes redesignations to permit this type of development.

The major difficulty faced in allowing commercial parking on Centre A Street is protecting the residential environment for the properties on the east side of Centre A Street. The feedback which has been obtained from the landowners suggest that they would prefer well screened and landscaped parking as compared to the current chaotic and deteriorated development.

It is recognized that by allowing additional parking more intense development (although still in existing buildings) could occur along Centre Street. Such development is acceptable however, drinking establishments (bars) should be discouraged.

There is a desire to minimize the amount of commercial traffic on Centre A Street. This will be accomplished through controls on access to parking.



Joint driveways into the lots should be created and shared by abutting owners. These driveways should be oriented as far north on the street as possible. Access to lots in the southern portion of the street should be located as close to 13 Avenue NE as possible.

Long term access could include an entryway from Centre Street to the parking areas on Centre A Street. It is recognized that this would require agreements between adjacent landowners however it should be pursued in redevelopment. Care must be taken to ensure a short cut route between Centre Street and Centre A Street is not created by such an access.

The ARP contains stringent minimum requirements for screening of any new lots which do develop and provisions to encourage adjacent owners to develop joint accesses into new lots.

The ARP proposes changes from the current RM-4 designation to a Direct Control (DC) designation with guidelines to allow major mixed use development on most of the block. This designation will also support the short term need for commercial parking lots fronting onto Centre A Street and will allow limited commercial development on 1601, 1605 and 1613 Centre A Street NE.

The ARP also supports owner initiated redesignations from RM-2 to RM-4 along the east side of Centre A Street. It is important to identify residential areas where higher density development could be accommodated with minimal impact. The east side of Centre A Street can well support apartment development close to commercial and transit services.

3.7.6 Crescent Heights Community Association Architectural Committee Report (Edited) Summary

One of the themes of the Crescent Heights Area Redevelopment Plan was the wish to maintain the character of most of the existing residential areas of the community. In order to make this statement meaningful it is necessary to observe and record the important features and characteristics of the Crescent Heights Community. To this end, a committee was formed to review the residential areas of the community. The entire residential area of the community was viewed (on bicycle) during three, 2 or 3 hour tours. Those characteristics that are found to be important will likely be incorporated in a set of design guidelines which will be included in the Area Redevelopment Plan. The design guidelines do not mandate any particular style of construction or preclude any alternative forms. They are intended only to guide

the City Planning & Building Department and developers in defining the important elements of the community when they consider future development. This process of developing design guidelines has been followed by at least 12 other communities as part of their redevelopment plans.

There is a wide variance in the size and designs of the residences in the community. Almost every conceivable architectural feature and style imaginable can be found in Crescent Heights. Some of these buildings, (and/or features) although not objectionable in their own right, do not integrate comfortably into the surrounding area. In trying to identify the features that define the character of the neighbourhood, most weight was given to the homes that were built during the late twenties and early thirties, since they make up the majority of the residences in the community. In the case of large apartments no outstanding buildings could be located, so these comments are restricted to smaller residential developments.

Lot Sizes

Most of the residential lots in Crescent Heights are small, and usually rectangular in shape. Sizes range from as small as 27' x 75' to 75' x 125', however the majority of homes are on lots from 25' to 37 1/2' frontage, and about 110' to 120' long.

Landscaping

The community is widely treed, with most homes having deciduous trees both in front of and in the yard. City boulevards are mostly planted with green ash and elm trees. Some homes have fences at the front of the yard. Almost all homes have fences on the sides of the yard.

Height

Building heights range from about 18' on bungalows to over 36' on some 2 and 2 1/2 storey houses. It was noted that tall (1 1/2 to 2 1/2 storey) homes are generally constructed in groups of at least 2, and usually more.

Front Yards

Front yards vary from only about 15' to nearly 30' when measured from the foundation of the home. Most homes are aligned on a street based on the projection of the porch or balcony.

Side Yards

Side yards vary from over 25', to less than 3'. The majority of 1 1/2 and 2 storey houses are on 25' lots and have 3' side yards. Wider lots generally have 4' or more side yards.

Site Coverage

Site coverage in most areas of the community appears to be quite high, especially when allowance for a garage is considered. Estimates of site coverage range from 30% on the larger lots to over 70% on the smaller lots.

Style and Type

The vast majority of dwellings in Crescent Heights are of single-detached style. The plans of buildings are generally rectangular. Many homes have window projections and chimney chases protruding from otherwise shear side walls. Roofs are generally gable style, steep, with pitches ranging from 6/12 and 8/12 on bungalows and up to 14/12 and 16/12 on the 1 1/2 and 2 level houses. Most homes, on a street, have ridges facing the same direction. All homes have a porch or covered entryway. Balconies are common on multi-storey homes. Detached, rear drive garages predominate where there are back alleys.

Architectural Details

Finishing Materials

Most roofs are finished with asphalt shingles, although wood, fibreglass, or slate appear to fit in quite well. Most exterior walls are finished with narrow horizontal siding, rock dash or pebbled stucco, or wood shingles. Almost all houses are

finished with two of the foregoing materials. A few houses are constructed almost entirely of red pressed brick, with stone lintels and sills. Still other houses are finished with veneer of variegated brick, offset with painted woodwork. All woodwork (including shingles) is painted. Home colours are generally subdued, tending to neutral colours like gray, white, light browns.

Details

Gable ends on most houses are decorated. Examples of this decoration would be fancy shingle work, round or oval windows, or faux beams. Gable ends are also enhanced with wide continuous fascia boards, usually with a decorative treatment on the ends. Eave braces are another common feature. Many homes have false (decorative) dormers.

Casings around doors and windows are wide, and generally finished to contrast the colour of the walls. Eaves are wide (18" to 24"), with exposed rafter tails. Some homes have dentils in cornice mouldings, or in decorative banding around the building. This is most prevalent on porches or over doorways.

3.8 Commercial Development

3.8.1 Edmonton Trail NE

Local Commercial Land Use

A Direct Control local commercial land use policy is proposed for most of the Edmonton Trail NE frontage. This policy allows a range of commercial uses at a low intensity that cater primarily to the local market area (within two-three kilometres). A local commercial land use was selected as most reflective of existing and desired future development for the following reasons:

- a. Many existing buildings have small frontages and are built to the edge of the sidewalk in a typical pedestrian-oriented shopping configuration.
- b. Buildings are low scale, one or two storeys. There are extended sidewalks and boulevard landscaping in some locations also typical of pedestrian areas.
- c. There is interest on the part of the business community in improving the pedestrian environment and marketing the area to the local communities.
- d. A large part of the area is already designated for local commercial uses.
- e. Most development occurred before today's high vehicle ownership levels and there is a lack of parking in some areas. A local commercial area encourages pedestrian traffic.
- f. Parts of the street already act as a pedestrian area with a predominance of locally oriented uses. There are few auto service or regional oriented businesses.
- g. The adjacent communities, and particularly the immediate neighbours, want an improvement in the pedestrian amenity of the commercial corridor, and protection from high rise and high density commercial development.

Redesignations

The implication of a local commercial policy is that those sites currently designated General Commercial (C-3) are proposed to be redesignated to DC. C-3 allows for a development maximum of three times the site size and to a height of 46 metres (150 feet). Given the modest height of adjacent residential development, commercial buildings at 46 metres are neither compatible nor appropriate. The proposed DC district which would allow a maximum height of 10 metres (30 feet) is more appropriate. In addition, for technical and financial reasons related to site sizes and the need for expensive underground parking, the DC designation more accurately reflects the actual development potential.

There are several site specific redesignations which the City will support in principle should the owner apply. These proposals are generally supported to allow consolidation of adjacent properties for improved commercial potential (allowing a higher quality development with less need for relaxations and fewer residential impacts). In some cases special controls will be placed on the sites to control access or to restrict uses.

An existing auto oriented use at 923 Edmonton Trail will be redesignated to allow construction to facilitate storage of equipment and used tires which are currently being kept outdoors.

Redesignation of Split Sites

There are several other sites listed in Table 2 of the ARP which will be supported, in principle, for owner initiated redesignations. Such redesignations will bring the sites in conformity with the long term land use policy for the area.

Parking Relaxations

In an effort to encourage development of small retail and restaurants in the area, the possibility of providing a relaxation of parking requirements for certain uses was considered. The commercial block on the east side of Edmonton Trail between 7 and 8 Avenues was analysed for compliance with the parking standards of the Land Use Bylaw. Based on the current uses, there is only 50% of the parking required by the Bylaw. This calculation includes the 26 stall City parking lot. This shortage of parking, by Bylaw standards, occurs in some other locations along the commercial corridor while some developments meet or exceed the Bylaw requirements. Because of differences between blocks in amount of available

parking it was impossible to establish guidelines for specific relaxations (if any) for the whole corridor. As an alternative, the discretion is left with the Development Authority to evaluate applications on a site specific basis and allow relaxations where possible to encourage small retail and restaurant uses.

Signage

The ARP includes rules that prohibit new billboards that are designed to cater to auto-oriented traffic. The proposed sign rules will improve the design and overall impact of signs on Edmonton Trail, a longstanding complaint of business owners and residents.

Business Development

The ARP encourages improvements to existing businesses by either the merchants or the land owners. Improvements like painting of the buildings, flower boxes and other visual improvements would increase the attractiveness of the business area without increasing business taxes.

There is also a range of improvements which could be made to the public right-of-way such as: new sidewalks, planting of street trees, installation of new lighting and banners. Such improvements could be financed by the business community.

3.8.2 Centre Street

Centre Street is the central artery in Crescent Heights, dividing the community approximately in half. As a primary entry to the downtown anchored by the Calgary Tower, it is a particularly important road through north Calgary. Development on the street prior to the 1970s was much as the commercial portion of Edmonton Trail appears today, with strips of small shops. By 1980 however, several large office buildings and auto sales and repair shops had been constructed, changing the character of the street. The corridor now employs several hundred office workers who use the strip as well as nearby residents and passing downtown commuters.

The strip currently contains a mix of auto sales and service outlets, a large number of retail stores, restaurants and office buildings. The mix of uses, particularly the car dealerships, make it impossible to create an attractive pedestrian-oriented shopping environment along the full strip. The policies

in the ARP recognize these difficulties and even though the community would generally prefer an attractive pedestrian oriented environment along both sides of the street, there is a recognition that existing development makes this very unlikely. There are still opportunities for substantial improvement, however, and the ARP recommends a number of actions which will contribute to creating a more attractive corridor.

The long term role of Centre Street has recently been redefined by the [Calgary Transportation Plan](#) which identifies the street as a "transit corridor" - part of a concerted strategy to encourage transit use to the downtown. Implementation of this approach may see one or more lanes on Centre Street reserved for transit and possibly car pool use. This would reduce the private vehicle capacity of the street. Long term traffic volume projections indicate a reduction in total vehicle trips reflecting this move to transit use on Centre Street N.

Signage

One of the major concerns regarding street aesthetics is the proliferation of "temporary" signs along major roads in Calgary. The policies for Centre Street call for a reduction in the size of these temporary signs. Currently it is common to see 1.2 x 2.4 metres (4 x 8 ft.) black signs with fluorescent letters, advertising sales, etc. These signs are not considered attractive and often interfere with sight lines on the street obscuring traffic and adjacent shops. The ARP suggests that any temporary signs have a maximum dimension of 1.2 x 1.2 metres (4 x 4 feet). If possible they should be made with an aluminium (or other light alloy) frame and have the capability of covering the sign area with a plastic panel for protection. Signs which meet these standards will be smaller and more attractive than current signs. Actual legislation to establish new rules for temporary signage will await changes to the city-wide signage rules.

No new billboard locations will be allowed and current temporary approvals will not be extended. Pillar ads can be used for third-party advertising.

3.8.3 16 Avenue

Merchant Characteristics

In the Crescent Heights area 16 Avenue is predominantly comprised of smaller independent retailers. Building types and conditions are present in all forms, conditions and densities. When compared with other merchants along 16 Avenue from Crowchild Trail to Deerfoot Trail, the merchants from 3 Street NW to Edmonton Trail generally present the following characteristics:

- There was a higher than average proportion of independently owned businesses at 88% versus 81% along the total length of 16 Avenue from Crowchild Trail to Deerfoot Trail.
- The average age businesses is significantly lower than the average for the Avenue; 38% of the businesses have been operating for under 2 years (average on the Avenue is 28%), and 61% have been operating for under 5 years (average is 51%). This shows that the businesses tend to change more often along the portion of 16 Avenue.
- The businesses do not assign as high a level of importance to local residents as compared to the regional market in the success of their businesses as other areas (and as studies suggest is likely the case).
- Of the businesses along 16 Avenue, the merchants in Crescent Heights had a higher than average number who believed their customers reached them by car. Only 12% of the merchants believed that customers reached their businesses by any other combination of transportation modes (bus, walking).

Only 13% of the merchants along 16 Avenue from Crowchild Trail to Deerfoot Trail have conducted a marketing study. In order to understand the nature of 16 Avenue clients/customers and gain a general understanding of merchant characteristics in other retail areas throughout the city of Calgary, it may be useful to consider the findings of the Pedestrian Retail Survey: Preliminary Report for Discussion and the Merchant Survey: produced by the Planning & Building Department in 1995.

16 Avenue Land Use Issues and Redesignations

The land use issues related to 16 Avenue focused primarily on signage, zoning and the shopping environment.

Area residents were concerned over the proliferation of signs on 16 Avenue and the ARP has proposed rules to limit the number of third party advertising signs (billboards) by increasing the separation distance to 150 metres (492 ft.) between billboards from the current 75 metres (246 feet) required in the Calgary Entranceway Study.

The ARP proposes a redesignation to reduce the maximum allowable height along the portion of 16 Avenue in Crescent Heights. The current C-3 designation which allows development to a maximum height of 46 metres (150 feet) will be changed to C3-16 which allows a maximum height of 16 metres (53 feet). The allowable built density will remain the same at FAR 3 (three times the site area). The redesignation is proposed to reduce possible loss of privacy and visual impacts from major building construction. The actual likelihood of development, to

46 metres, occurring is quite limited as the small lot sizes along the 16 Avenue corridor and the high parking requirements make such developments financially and technically very difficult.

Redesignations of this nature have been approved by City Council through other ARPs on other major inner city roads.

The other area of concern related to 16 Avenue was the unattractive existing development and the uncomfortable pedestrian environment due to high traffic volumes and speeds. There is little that can be done to effectively address these issues. New commercial development built within the past fifteen years is generally attractive and well designed and any future construction will have to meet similar standards.

There will be no change in the impact of traffic on 16 Avenue businesses until the widening of 16 Avenue occurs. The impacts on the commercial uses of this widening is discussed in the Transportation Section of the Supporting Information and in the Commercial Section of the ARP.

3.9 Open Space & School Facilities

3.9.1 Context

There are two major park sites in the Crescent Heights ARP area. Located at the top of McHugh Bluff, both park sites provide residents with panoramic views of the Bow Valley, Prince's Island and the downtown.

Existing decorative gardens/relaxation spaces, ball fields, tennis courts and playground equipment provide for a variety of outdoor recreational opportunities at the Crescent Park site. Indoor activities at this site centre around the Crescent Heights (community association) Club House and the North Hill Curling Club. Unfortunately, the existing Curling Club structure was destroyed by fire in August 1995 and this portion of the site is temporarily closed until reconstruction occurs.

The Crescent Heights Senior High School abuts the Crescent Heights Club House site. A majority of the school site is developed, with open space accounting for less than 10% of the overall site.

On the east side of Centre Street lies Rotary Park. Its design is similar in nature to its counterpart to the west, with passive activities focused towards the escarpment, and active spaces towards the north. Recreational activities currently located on this site include decorative gardens and seating areas, tennis courts and clubhouse, playground equipment, an outdoor wading pool/change rooms, a Rotary Club community building, and a lawn bowling club.

There are a number of pathways, both formal and informal, which link the Crescent Heights community with surrounding areas. Given the proximity of Crescent Heights to the Downtown, it is not surprising that the 1991 Pulse on Parks Survey found that the percentage of residents who use local parks for commuting purposes regularly (more than 11 times a month) was at least three and half times greater in Crescent Heights than was found for the city as a whole.

Other findings from the Pulse on Parks Survey include:

- Crescent Heights respondents indicated a more frequent use of park spaces in general and a slightly higher placement of value on parks and open spaces than was found for the city as a whole.

- Crescent Heights respondents also indicated a more regular use of local parks for unstructured sports (e.g., frisbee), walking, jogging, and for relaxing than was found for the city as a whole.
- Local parks, however, did not appear to be used as often by Crescent Heights respondents for informal play (e.g., tot lots) or for structured sports (e.g., softball league) when compared to the city norm.
- Crescent Heights respondents indicated a higher level of satisfaction with the quality of most types of local parks and open spaces than was found generally throughout the city, with the exception of structured sport spaces.
- When asked to prioritize funding allotments to various parks and open space objectives, a larger proportion of Crescent Heights respondents (when compared to the proportion city-wide) identified pathways, relaxation areas and natural areas as priorities for funding.

While such survey results should not replace the participatory processes of the ARP, they do help to provide some contextual information regarding resident (adult) preferences.

3.9.2 Open Space Supply

Open space assessments within established communities are evaluated in accordance with the 1984 Inner City Open Space Study and the 1988-1992 Calgary Parks & Recreation Policies and Priorities documents. Both the supply and distribution of the existing open spaces are reviewed.

In assessing open space supply needs, the demographic profile of a community is taken into account along with an evaluation of the housing types. Generally the higher the proportion of children within the community, the larger the open space supply requirement.

Based on 1994 Census information, nine percent (9%) of the Crescent Heights population was under the age of 15 years. Crescent Heights is considered to be a Type B Community, requiring .7-.9 ha. of functional local open space per 1,000 residents.

As shown on Map B8 and detailed in the following table, there are approximately 12.6 hectares of parks and open space in Crescent Heights. Of this amount, 8.94 hectares of land is considered to be functional, local open space. Based on a 1994 population of 5,467 residents, there are 1.63 hectares of local, functional open space per 1,000 residents, well above the guidelines established in the Inner City Open Space Study.

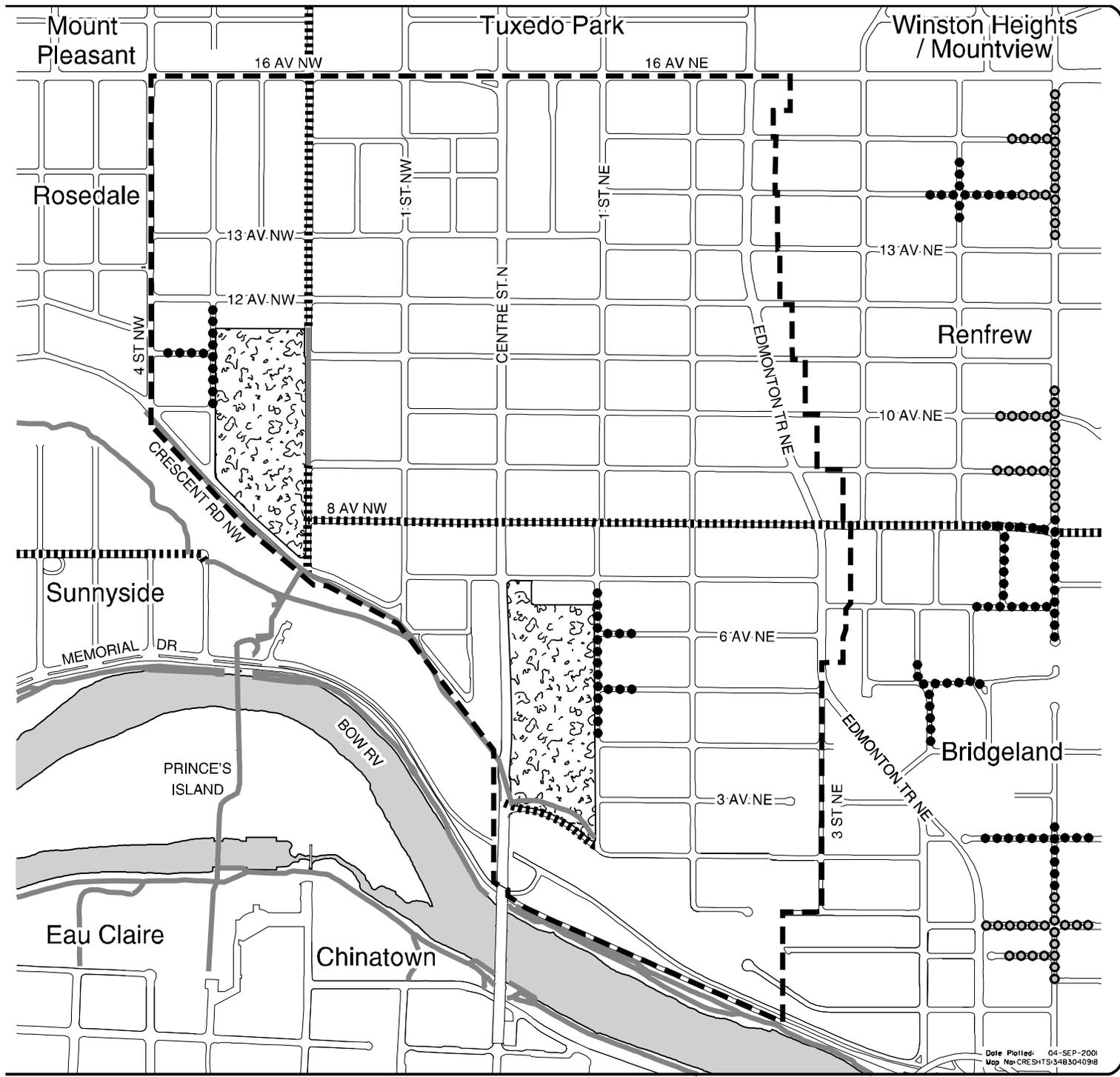
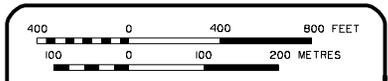
Crescent Heights

Title
 Bikeways & Pathways
 Playgrounds & School Zones

- Legend
-  Area Redevelopment Plan Boundary
 -  Existing Bikeways
 -  Existing Pathways
 -  Local Pathways
 -  Playground Zone
 -  School Zone



1997 May



Date Plotted: 04-SEP-2001
 Map No: CRESHTS34B304098

3.9.3 Parks Space Distribution

The Inner City Open Space Study recommends that open space be distributed in such a way that residents are within a 500 metre walking distance of a park greater than or equal to .5 ha in size.

The distribution of open space in Crescent Heights is unbalanced with respect to the distance which residents must travel to access local park spaces. Residents in the northeast portion of the community must walk a distance which is greater than 500 metres in order to access local park space (the furthest walking distance being 1,000 metres away).

There are two open spaces outside of the Crescent Heights ARP area which are within a 500 metre walking distance of this portion of the community (Balmoral Junior High School and the Monroe Art Centre site). Unfortunately, both sites are separated from Crescent Heights by major arterial roads and therefore are not easily accessible.

3.9.4 Land Acquisition Considerations

In response to the unequal distribution of open space, previous needs assessments for Crescent Heights have indicated a need to locate a park site in the northeast portion of the community.

Several options for creating this space are currently being considered by the City and the community. These are:

1. Using land adjacent to or surplus to the 16 Avenue widening to create a park.
2. Closing a portion of 2 Street NE north of 12 Avenue NE and creating a park space out of the road right-of-way.

These options are being pursued and residents who could be affected by options 1 and 3 will be surveyed for their opinions.

Crescent Heights

Title
Open Space and School Sites

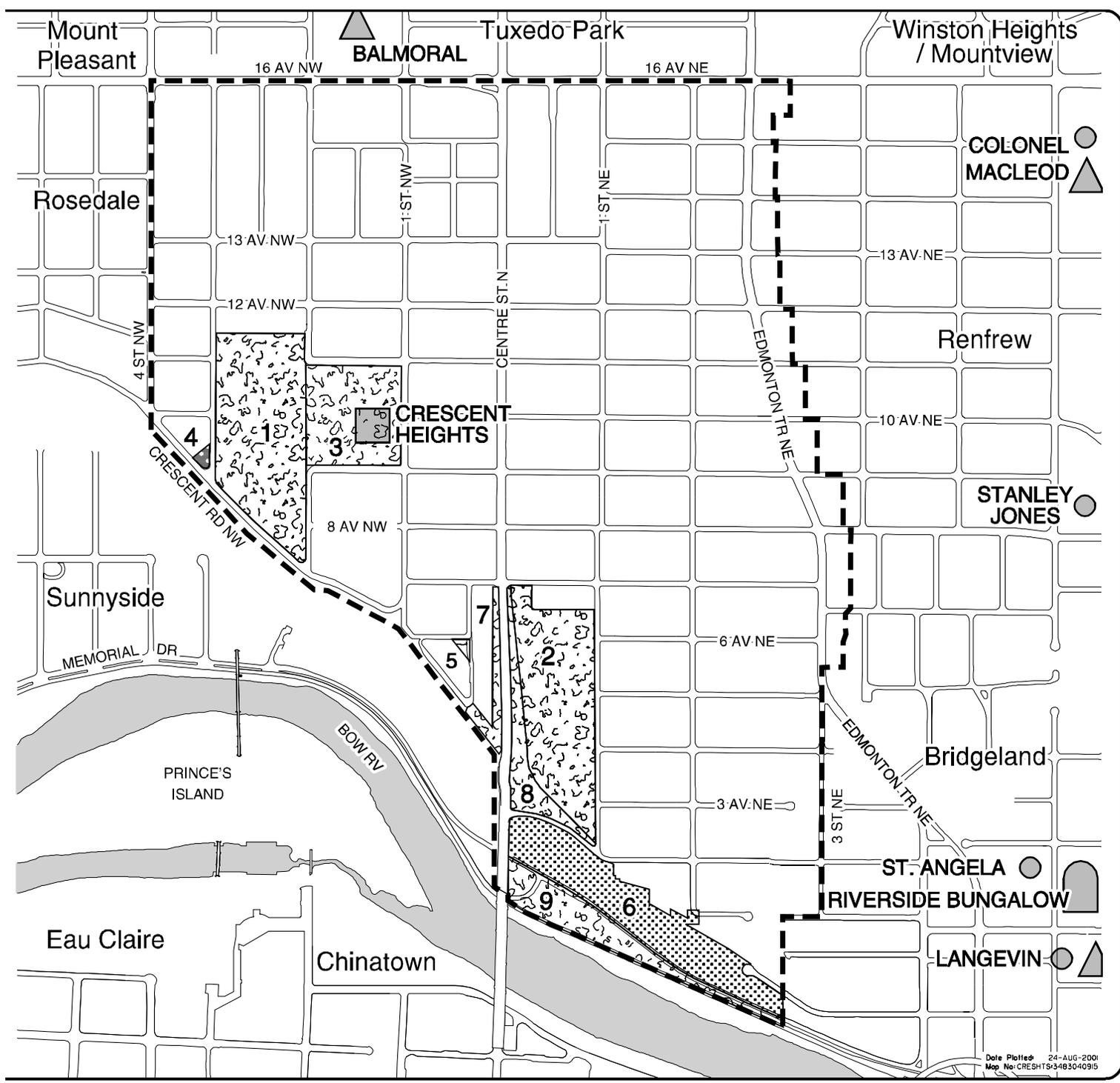
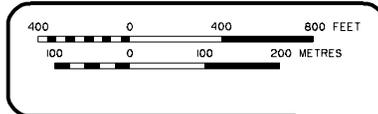
Legend

-  Area Redevelopment Plan Boundary
-  Elementary
-  Junior High
-  Senior High
-  Public Special / Other
-  Open Space
-  Natural Buffer
-  Under Review

6 For description of sites see Section 3.9 in blue pages

1997 May

 **THE CITY OF CALGARY**
PLANNING & BUILDING DEPARTMENT



Date Plotted: 24-AUG-2001
Map No: CRESHT5-3483040915

Existing Open Space & School Facilities

#	Parks Classification	Site Name or Description	Location	Ownership (City Inventory)	Land Use	Gross Area (Hectares)	Amount of Non-Functional Space (Hectares)
1.	Community	Crescent Park	Multiple Parcels: 835 2 St NW 815 2 St NW 1201 2 St NW Closed ROW (Bylaw 73/78)	City (Parks)	PE	5.17	.58 (buildings, parking lots)
2.	Community	Rotary Park	Multiple Parcels: 705 1 St NE 617 1 St NE 605 1 St NE 425 1 St NE 107 7 Ave NE 120 5 Ave NE Closed ROW (Bylaw 158/76)	City (Parks)	PE	4.71	.59 (buildings, parking lots)
3.	Community	Crescent Heights High School	1019 1 St NW	Calgary Board of Education	R-2	2.72	2.49 (buildings, parking lots)
Subtotal (Community Open Space)						12.6	3.66
%Gross Area						100%	29.1%
%Total Functional Open Space Area						NA	NA
Hectares of Functional Open Space Per 1,000 residents (Based on 1994 Population of 5,467)						2.3	NA
4.	Visual Relief/Urban Buffer Areas (Local)		404 Crescent Road NW	City (Parks)	PE	.04	0.00
5.	Visual Relief/Urban Buffer Areas (Local)		115 6 Ave NW	City (Parks)	R-1	.05	0.00
6.	Visual Relief/Urban Buffer Areas (Regional)	McHugh Bluff (below Rotary Park)	Memorial Drive between Centre St & Edmonton Trail	City	A	4.19	4.19

Amount of Functional Space (Hectares)			Comments
Active	Passive	Total	
3.06	1.53	4.59	Multi-purpose Park: Crescent Park Decorative gardens, seating and picnic areas, playground, 2 ball fields, tennis courts, Crescent Heights Community Association building (leased). Former North Hill Curling club site (leased), pathway system between the park and Crescent Heights High School.
2.75	1.37	4.12	Multi-purpose Park: Rotary Park Decorative gardens, seating and picnic areas, playground, tennis court & clubhouse (leased), outdoor wading pool & change rooms, Rotary Club community buildings/Royal Canadian Legion Lawnbowling Club (leased), EMS Dispatching Centre.
.23	0.00	.23	Fenced Practice Field (as a result of fencing, some residents perceive this area as being less public).
6.04 47.9% 67.9% NA	2.90 23.0% 32.4% NA	8.94 70.9% 100% 1.63	
0.00	.04	.04	Proposed for redesignation and disposition.
0.00	.05	.05	Vacant lot, green space.
0.00	0.00	0.00	Escarpment left in natural state (no formal pathways).

#	Parks Classification	Site Name or Description		Ownership (City Inventory)	Land Use	Gross Area (Hectares)	Amount of Non-Functional Space (Hectares)
7.	Visual Relief/Urban Buffer Areas (Regional)	Centre Street Escarpment (west side)	Centre Street between north end of Centre Street Bridge and 7 Ave	City	R-2	.52	.52
8.	Visual Relief/Urban Buffer Areas (Regional)	Centre Street Escarpment (east side)	Centre Street between north end of Centre Street Bridge and 7 Ave	City	PE	1.27	.89
9.	Visual Relief/Urban Buffer Areas (Regional)	Memorial Drive Roadway Greens	Memorial Drive between Centre Street & Edmonton Trail	City	A	3.69	3.69
Grand Total						22.36	12.95
%Gross Area						100%	69.36%

Amount of Functional Space (Hectares)			Comments
Active	Passive	Total	
0.00	0.00	0.00	Escarpment left primarily in natural state, bank stabilization structures.
0.00	0.00	0.00	Escarpment, decorative garden, staircase, pathways leading from Centre Street to Rotary Park, bank stabilization, fencing along roadway.
0.00	0.00	0.00	Manicured Roadway Greens.
6.42	2.99	9.41	
34.4%	16.0%	50.4%	

3.9.5 Crescent Heights Senior High School

Most of this site is currently developed and contributes only nominally to the amount of open space in Crescent Heights. The site is owned by the Calgary Board of Education (CBE) and zoned R-2. It is the policy of Calgary Parks & Recreation that, based on the current situation, it would not recommend the acquisition of this site should it be considered surplus by CBE.

It is recommended that should this site be considered for a non-public use in the future, an overall site plan and development guidelines be established to address the proposed redevelopment.

3.9.6 Proposed Landscaping and Upgrading on Centre Street between Centre Street Bridge and 7 Avenue North

The escarpments along Centre Street and adjoining open spaces at the base of the slopes have been left in their natural state, with the exception of a decorative garden and staircase leading from Centre Street to Rotary Park.

The community has expressed some interest in seeing the landscaping upgraded, through additional plantings, along the east and west side of Centre Street. If the community wishes to undertake a landscaping project an Adopt-a-Park program may be an option. Project plans should be consistent with the Natural Areas Management Plan. Slope stability and road allowance implications must also be considered.

Issues relating to McHugh Bluff have been the focus of attention for the McHugh Bluff Natural Area Committee which was formed in 1991. At that time, the committee comprised residents from the Hillhurst/Sunnyside, Rosedale and Crescent Heights communities. Following an 18 month participatory planning process, the Committee presented to Council a proposed concept plan for McHugh Bluff. Council approved the concept plan in principle in 1993.

Enhancement of the Centre Street entrance was included in the proposed plan. In this regard, should the Crescent Heights community be interested in participating in a landscaping project along Centre street, it is recommended that the community explore partnerships with the McHugh Bluff Natural Area Committee.

The McHugh Bluff Natural Area Committee is currently inactive, however is still in existence. The biggest difficulty in implementing the plan has been the lack of available funding. The Committee has completed some projects on the Bluff and would welcome the support of nearby residents.

Both escarpments are located within the Centre Street Right-of-Way and any design changes for the escarpments would have to be coordinated with the City's Engineering and Environmental Services Department.

3.10 Transportation System

3.10.1 16 Avenue N Proposed Widening

20 ft	6 m	Median
73 ft	22.2 m	6 lanes at 3.7 m each
7 ft	2 m	Curb and gutter (4 @ .5m ea.)
99 ft	30.2m	Road
17 ft	5.15 m	Pedestrian area each side (2)

16 Avenue N Functional Study

Council's 1977 approval of the 16 Avenue North Functional Study, initiated the purchase of properties along the south side of 16 Avenue, on an opportunity basis, to facilitate road widening. To protect a sufficient right-of-way and pedestrian area, Council established a 17 foot setback requirement on the north side of 16 Avenue and a 50 foot setback requirement on the south side, from the existing right-of-way. Improvements were expected to comprise six 12 foot through lanes, a 14 foot raised median with 11 foot left turn bays, as well as 23 foot and 20 foot pedestrian corridors/boulevards on the north and south sides respectively. The 1977, 16 Avenue North Functional Study contemplates lane widths and median standards which differ from today's transportation standards. It is expected that the future widening of 16 Avenue using current design standards would require:

133 ft 40.5 m Total Right-of-Way

These present day standards may be accommodated within the total right-of-way requirements approved by Council in 1977.

The Functional Study addressed noise, in the Crescent Heights area, by suggesting that development controls could be instituted which would have commercial structures create an effective noise barrier to adequately buffer residents.

Timing for the widening has not been determined however it is unlikely that it will occur before 2005.

Crescent Heights is very well served by transit routes 2, 3, 4, 17, 62, 64, 69, 85, 87 and Community Shuttle 404 (Map B9).

Crescent Heights

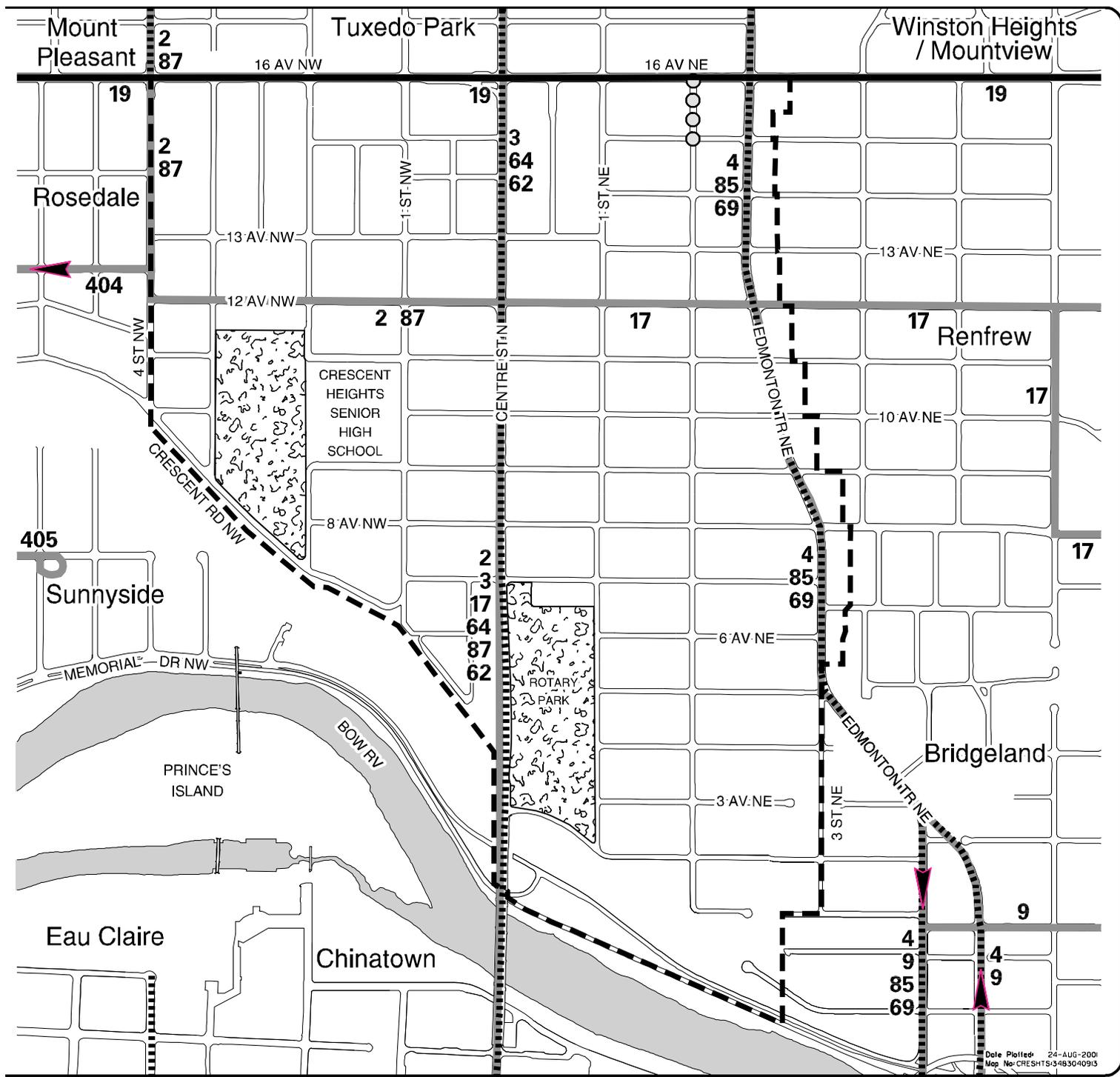
Title Bus Routes
Truck / Dangerous Goods Routes

Legend

- - - Area Redevelopment Plan Boundary
- Truck Route
- Dangerous Goods Route
- Restricted Truck Route (maximum 3 axle trucks)
- Bus Routes
- 17 Bus Route Numbers



1997 May



Date Plotted: 24-AUG-2001
Map No: CRESHTS/3483040913

Community Traffic Study

A community traffic study in Crescent Heights is being undertaken by the Transportation Department. This study has identified a number of proposed actions to address issues raised by the community and other parties. Most of these options are identified in the Transportation Section of the ARP. It is expected that the affected areas of the community will be surveyed during the summer of 1996 to their attitude towards the proposals.

There is substantial emphasis being placed on revising the timing of the traffic lights on the major roads in the Crescent Heights area to discourage traffic from travelling through the community during peak hours. The lights at Centre Street and 12 Avenue and at 16 Avenue as well as the lights at 16 Avenue and 4 Street NW are particularly important in limiting 12 Avenue traffic. The light timing at Edmonton Trail and 8 Avenue will be reviewed to limit traffic on 8 Avenue NE.

The Calgary Transportation Plan

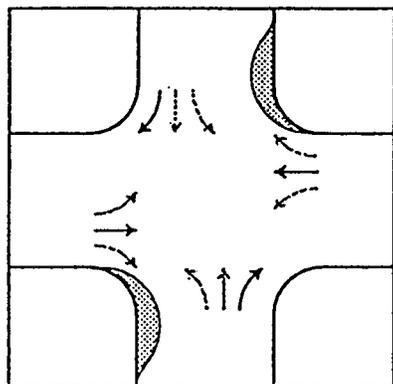
The Calgary Transportation Plan is the most recent affirmation that 16 Avenue will be widened to 6 lanes. The Plan identifies 16 Avenue as a major east/west corridor and notes it as an exception to the "free flow" travel continuity principle for the city-wide skeletal network. Most of the signalized intersections are expected to remain.

16 Avenue is identified as a General Commercial Area, and a transit corridor (Centre Street transfer area).

The Calgary Transportation Plan has established the land uses, for the city, in order to manage efficient development into the year 2024. Although the majority of growth is expected to be directed to the suburbs, the intent of the land use strategy is to shift a significant share of suburban employment growth to locations which contribute to the goals of the Plan. Outside of the new suburban areas, the downtown and inner city are expected to experience the most employment growth increases. The Calgary Transportation Plan employment growth strategy focuses on locating jobs where people live and promoting intensification along transit corridors.

3.10.2 Physical Techniques for Traffic Calming

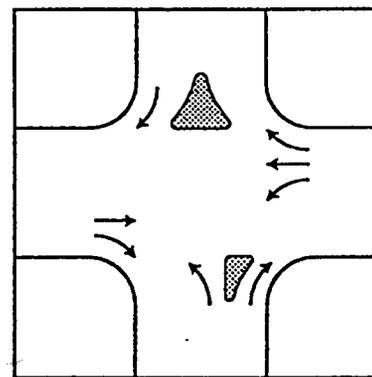
1 Road Narrowing/Bulbing



Road narrowing or bulbing refers to the introduction of a physical barrier projecting out from the existing curb line. These features can be introduced both at intersections and midblock locations. They are intended to regulate traffic flow into specific lanes, prevent

midblock passing or force turning movements at intersections. They may also be used to formalize parking lanes and reduce pedestrian crossing distances. Careful consideration must be given to impacts on turning movements, transit operation and cyclists.

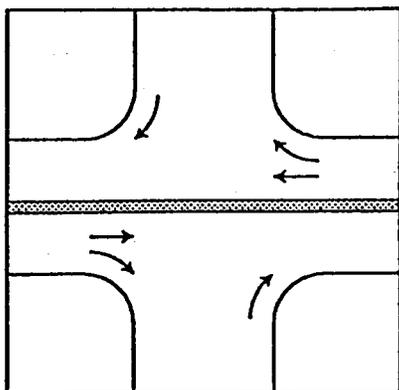
2 Channelization



Channelization refers to the introduction of traffic restraint measures which are intended to direct or channel traffic in a particular direction. These measures, commonly referred to as islands, are designed to physically prevent specific movements. As a result they may have a

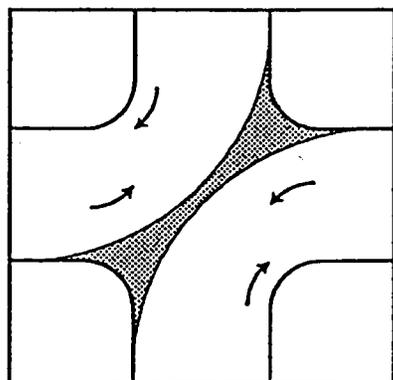
significant impact on shortcutting traffic. There will of course be a corresponding disruption to resident traffic. In some cases, motorists will persist in circumventing the channelization and some police enforcement will be required.

3 Median



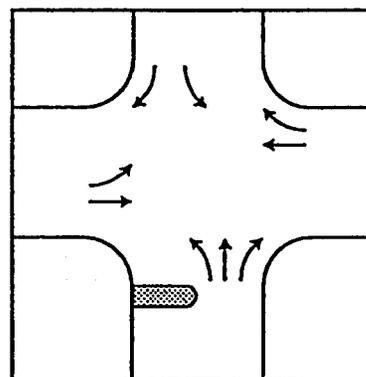
Where sufficient space is available, the installation of a median may offer a viable solution by eliminating some through and turning movements. Due to space requirement and possible impacts on parking, medians have limited application.

4 Diverter



A diverter is an obstruction installed diagonally through an intersection. It forces all traffic to turn at right angles eliminating through movements and some turns. As there is no way around the diverter, enforcement is not normally required.

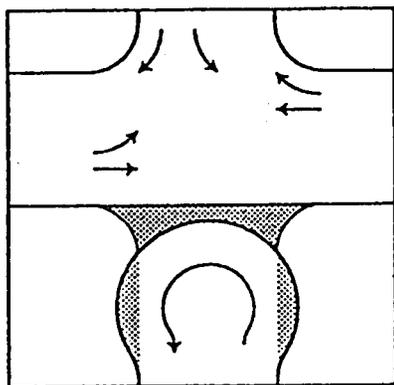
5 Partial Closure



A partial or half closure of a roadway may be used to restrict access or egress. There is a concern that enforcement may be required to ensure compliance as there is an opportunity for vehicles to circumvent the partial closure by driving on the wrong side of the road. From

experience this measure is primarily abused by local residents who fail to adjust to revised traffic patterns in their neighbourhood. It should be noted that this type of installation may impact on-street parking.

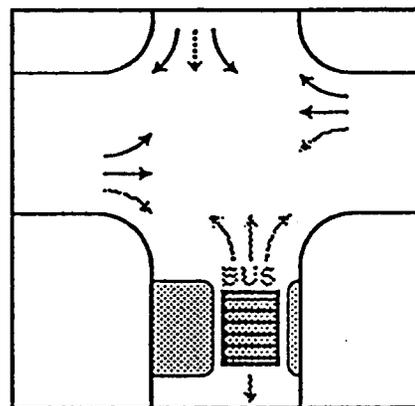
6 Full Closure



The use of road closures is sometimes required to address local traffic problems. Residents should be advised, however, that a closure should be viewed as a last resort as it is the most extreme physical measure available. A closure blocks all traffic to/from a

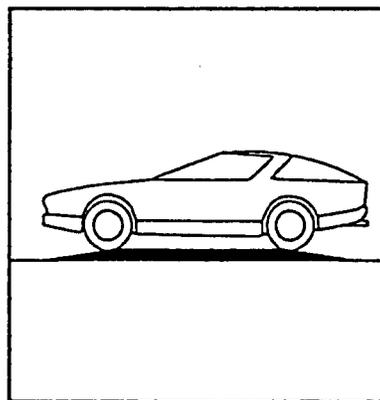
street. Communities must, therefore, carefully consider impacts on the immediately surrounding streets.

7 Bus Only Crossing



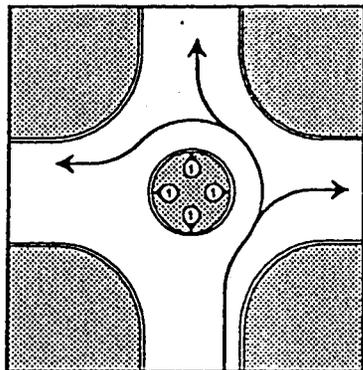
A bus only crossing is used where a road closure is required to address a traffic concern and where there remains the necessity for a transit link. The road is impassable to most vehicles with the exception of buses and larger trucks, including fire trucks.

8 Speed Humps



Speed humps are roadways "undulations" intended to reduce travel speeds on residential streets. Speed humps have only recently been accepted as an experimental traffic control measure in Calgary and the effectiveness of some recent trial installations are currently being evaluated.

9 Traffic Buttons (Rotary Traffic Islands)



A traffic button is a physical feature centered in an intersection with the intent of reducing travel speeds on residential streets. Motorists are required to slow down to safely manoeuvre through the intersection. Like speed humps, City Council

has only recently approved their use on a trial basis.

Acknowledgements

The Planning & Building Department would like to thank the following people from Crescent Heights who served on the Community Planning Advisory Committee or contributed in other ways to the successful completion of the Crescent Heights Area Redevelopment Plan.

John Abraham

Gus Barron

Miles Burgoyne

John Butler

Wayne Goddard

Neil Humphreys

Alderman Bev Longstaff

Gary Masur

Val McLean

Debbie Melnik

J. Mundle

Andreas Nicolaides

Ken Ramsay

Elsie Ross

Tom Ruta

Brian Smith

Dave Stricker

Ford Tang

Brian Wesley

Angelica Williams

John Wiseman

Didi Wong

Greg Zielgler

In addition special thanks to the following people from the City Administration:

Keith Davies, Corporate Properties

Pat Mahaffey, Parks & Recreation Department

Peter Ziriada, Parks & Recreation Department

Philip Dack, Planning & Building Department

Brenda Etherington, Planning & Building Department

John Hart, Planning & Building Department

Kim Hartley, Planning & Building Department

Delphine Jamieson, Planning & Building Department

Jack Scissons, Planning & Building Department

Alison Smart, Planning & Building Department

Theo Van Vugt, Planning & Building Department

Elizabeth Ziegler, Planning & Building Department

Susan Biddle, Transportation Department

Rick Morris, Transportation Department

From: [Barbaatar, Davaa](#) on behalf of [City Clerk](#)
To: [Public Submissions](#)
Subject: FW: [EXT] Application Notice LOC#2019-0025
Date: Tuesday, November 12, 2019 9:33:11 AM
Importance: High

From: Karin and Scott [mailto:badkats@telus.net]
Sent: Tuesday, November 12, 2019 4:07 AM
To: Mulholland, David C. ; City Clerk ; CAWard7 - Dale Calkins
Cc: Ward7 - Katie Dekruyf ; Office of the Mayor
Subject: [EXT] Application Notice LOC#2019-0025
Importance: High
Dear Mr. Mulholland and Councillor Farrell,

We are writing to voice our opposition to the rezoning proposal LOC#2019-0025 for 301 7th Avenue NE, from R-C2 to R-CG.

We oppose this rezoning application for several reasons:

- The proposed zoning will allow a building height that is greater than that allowed for the current R-C2 zoning, permitting a three-level dwelling that is much greater in height than that of the existing one and two-story houses on 7th Avenue NE and causing excessive shadowing on adjacent properties.
- The proposed zoning allows for an increase in density, reduction in rear setback and increase in building size that are out of step with the vast majority of existing dwellings in the immediate vicinity of 7th Avenue NE.
- The proposed zoning will lead to increased traffic, parking and congestion that will negatively impact our neighbourhood.
- The proposed development will result in a reduction in green space in our neighbourhood.
- The proposed development sets a precedent for further re-zoning applications in our vicinity, which comprises almost exclusively single, detached dwellings.
- These up-zoning applications are made by property speculators who aim to benefit at the expense of neighbouring landowners whose property values and lifestyles are negatively affected.

We realize that the City wants to increase residential density, but we feel that our neighbourhood is already contributing to significant density increase. In addition, the current zoning already allows an increase in density at this property. As such, a change in zoning to R-CG is unwarranted.

This is the third application to rezone this property since 2016. Both previous applications were strongly opposed by the community and defeated by council. We feel that the rezoning application process needs to be changed to prevent repeat proposals from the same or new developers from wasting City Council's and community members' time year after year. We are fully aware that the frequency of application permitted is subject to provincial law and beyond the city's control; however, it is time for city council to step up and lobby the province to change the law to eliminate the scourge of property speculators wasting everyone's time with these repeat applications. We propose that applications which are soundly opposed by the community and repeatedly rejected by council be barred from re-application for 5 years.

We look forward to your reply. Please ensure that our views are considered by Calgary City Council.

Yours sincerely,
Scott Glass & Karin Goetz
322 7th Ave NE, Calgary, T2E 0M9
403 276 8424
badkats@telus.net

From: [Barbaatar, Davaa](#)
To: [Public Submissions](#)
Subject: FW: [EXT] LOC2019-0025
Date: Tuesday, November 12, 2019 9:34:07 AM
Attachments: [301 7th ave NE 11.12.19.docx](#)

From: Simonetta Acteson [mailto:simonetta.acteson@gmail.com]

Sent: Tuesday, November 12, 2019 7:06 AM

To: Mulholland, David C.

Cc: CAWard7 - Dale Calkins ; City Clerk

Subject: [EXT] LOC2019-0025

Please see the attached letter.

--

Simonetta Acteson

ph. (403)520-5222

cell (403)804-0372

simonetta.acteson@gmail.com

Acteson
214 – 7th Avenue NE
Calgary, AB
T2E 0M7
And
Seaspring Enterprises Ltd.
345 – 7th avenue NE
T2E 0N1

Circulation Control
Planning and Development
P.O. Box 2100 Station M

November 12, 2019

LOC2019-0025

Attention: DAVID MULHOLLAND
david.mulholland@calgary.ca

This letter was submitted in March and is being resubmitted. We currently own 2 single family homes on 7th Avenue NE.

This letter is written in opposition to the proposed policy amendment and land use amendment for this parcel at 301 – 7th Ave NE. The proposal is to re-designate the parcel from R-C2 (Residential-Contextual One/Two Dwelling) to R-CG (Residential – Grade-Oriented Infill).

1. Nothing AT ALL has changed from the last defeat of this proposal.
2. Following the decision by City Council to file and abandon the same policy and land use amendment for this parcel for the second time (LOC#2015-0134 and LOC#2017-0059) I am now writing to you to voice our continued opposition to the new LOC#2019-0025) for a third time. Same property, same zoning change.
 - a. This process is flawed where community residents must repeatedly fight the same issue even though it has been defeated previously
3. Inconsistent with Crescent Heights Area Redevelopment Plan (ARP).
4. Not compatible with the Character of the Existing Neighbourhood.
5. Represents a significant increase in density.
6. Creates significant negative impacts on adjacent landowners.
7. R-CG zoning is not appropriate for all areas within a residential neighbourhood including this parcel. This area has been identified as Low Density Residential Area. As written in the City report: “The intent of this area is to maintain stability in the community and to minimize traffic and parking impacts, minimize safety and security risks, ensure new development does not reduce the quality of life in existing buildings...”. The report goes on to state that this zoning change “...would provide a transition between the Medium Density Multi Dwelling Area to the south and the Low Density Residential Area to the north.” What it fails to say is that the Low Density area extends to both the east and west. By up zoning on this parcel, you do not provide transition, you allow for densification on a lot by lot basis, further eroding the Low Density fabric on both the north and south sides of the block. No transition is required. The alley is the

transition point. Once you permit up zoning along 7th avenue, there will be continued efforts to permit it in other lots. This does not create “transition points”, just increased density.

8. There are multiple parcels, over 230 within Crescent Heights, where this development could be built without any need to up-zone.
9. Crescent Heights is already one of the most densely populated communities in Calgary. The community now has Main Street Programs for both Edmonton Trail and Centre Street which will further permit density increases. It is important to maintain the integrity and history of the community by maintaining the small pockets of single family homes in this neighbourhood. They are the backbone of the community and give it its character and links to our history. We are not asking that increased density not occur, but that it be introduced and accommodated in areas where the provision is made for it.
10. The community is aware that the current MDP is targeting inner city neighbourhoods for densification. With that consideration, why was a new development on Edmonton Trail and 12th ave NE permitted that is a 1 story commercial building? If the City wants densification, those kinds of developments should not be permitted without incorporating residential or office space above where density is expected and permitted. This inconsistency in the City planning approvals is difficult to understand and justify.

It is our sincere hope that both the City and the Ward will consider the repeated efforts by the affected residents in opposing this up zoning.

Sincerely,

Simonetta and William Acteson
And Seaspring Enterprises Ltd.
By email only

cc.
caward7@calgary.ca
cityclerk@calgary.ca

From: [Barbaatar, Davaa](#)
To: [Public Submissions](#)
Subject: FW: LOC2019-0025
Date: Tuesday, November 12, 2019 9:35:07 AM

From: j j [mailto:lucyanddiesel@hotmail.com]
Sent: Tuesday, November 12, 2019 7:14 AM
To: City Clerk ; CAWard7 - Dale Calkins ; Mulholland, David C.
Subject: [EXT] LOC2019-0025

I am opposed to the development application submitted for 301 7 Av NE.

- 1. Crescent Heights is already one of the most densely populated communities in Calgary. This third application to increase density is unnecessary to achieve the City's density objective's because Crescent Heights is already there. Less than 38% of residences in this community are single-family homes (2014 data); this is compared to the City's average of 66%.*
- 2. There are many parcels, over 230 in fact, within east Crescent Heights where this development could be built without ANY need change the land use.*
- 3. Since July of 2017 nothing has changed – this is the same Land Use Amendment that has been “filed and abandoned” twice in the past. This is even after the developer met with the neighbor and the Crescent Heights Community Association planning committee to find a solution. Several options were presented, however this new application made no changes.*
- 4. There have already been 3 other multi-unit developments along 2nd Ave. There is no reason for another large development on the same block, when as noted above, there are over 230 parcels already flagged for this type of development in Crescent Heights.*
- 5. 2 Av NE already has too much traffic and parking issues today.*

Thank you
Jody Pilat
813 2 St NE
Calgary AB
Sent from [Outlook](#)

From: [Barbaatar, Davaa](#) on behalf of [City Clerk](#)
To: [Public Submissions](#)
Subject: FW: [EXT] LOC2019-0025
Date: Tuesday, November 12, 2019 9:36:11 AM
Attachments: [LOC2019-25.docx](#)

From: Tara Smolak [mailto:tsmolak@gmail.com]

Sent: Tuesday, November 12, 2019 8:31 AM

To: City Clerk ; CAWard7 - Dale Calkins

Subject: [EXT] LOC2019-0025

Please find attached my comments on the above process.

Tara Smolak

Tara Smolak
305 7 Ave NE
Calgary AB T2E 0N1
tsmolak@gmail.com

To City Clerk,

Thank you for the opportunity to comment on this application.

I would like to note that I am currently in negotiations with the landowners to reduce the negative impact of the development on the enjoyment of my property. This agreement includes transferring land along the property into my name as well as reducing the overall size and setting back the 3rd story of the building. The contract has been drafted with mutually agreed upon terms and is being reviewed by both me and the landowners. Assuming a mutual agreement is reached in the coming days, I will plan to update my response to this process.

As of the deadline to submit comments, I oppose the up-zoning for the following reasons:

1) Inconsistent with the Crescent Heights Area Redevelopment Plan - The current zoning allows for higher density and commercial developments along Edmonton Trail and Centre St as well as at the southern and northern ends of the community and reserves R-C2 zoning for within the community.

The R-CG zoning is not compatible with the character of the existing neighbourhood. There are only small pockets of detached and semi-detached houses in east Crescent Heights. This parcel of land falls within one of these small pockets. The proposed rezoning of this parcel of land to R-CG represents unwanted density creep into this area.

One of the key objectives of our ARP is to *encourage a variety of housing types to accommodate residents with differing ages, family sizes and incomes*. This includes the small pockets of relatively more affordable R-C1/2 zoned homes on the east side of Crescent Heights. Variety in our community creates benefits for all of Crescent Heights by contributing to a vibrant and diverse community.

2) More Appropriate Opportunities for Multi-Unit Developments elsewhere in Crescent Heights - I'm proud to live in a community that welcomes density and diversity. Crescent Heights is already a density populated community. In 2014, 61% of Crescent Heights residents lived in multi-unit structures compared to 33% in other Calgary neighbourhoods. There are already many sections of the community that are zoned for multi-unit developments or where significant mixed density currently exists and a rowhouse would be a positive contribution. There is no need to rezone this parcel of land to encourage rowhouse developments or enhanced density within the community.

3) Significant, Negative Impact to me and the Enjoyment of my Property - Last but certainly not least, as a directly impacted person, I continue to oppose the change from R-C2 to R-CG to allow for row housing.

As in my last letters, I continue to be concerned with respect to decreased property value, increased traffic and parking challenges in the area and losing the neighbourliness feeling of our current street. It is clear that a three story rowhouse would have significant impact on my home and yard. This type of development would dwarf my home and I would have significantly less natural light entering my home and my backyard. Further, I will have four neighbours directly overlooking my property and/or within a few feet of my home leading to a significant and permanent loss of privacy.

Re-zoning the land is very likely to result in further northerly creep of apartment style buildings onto our street. It will also significantly increase local traffic, a challenge that our community and street already faces.

Finally, it will erode some of what makes 7th Ave NE a special pocket in a diverse neighbourhood. This does not represent a net-benefit to me (or the community).

As I mentioned in my previous letters, I appreciate that neighbourhoods and communities change and evolve over time and I embrace the benefits of re-developments that simultaneously increase the density of the community while at the same time seeking to “fit in” to help maintain the community’s charm and property values as well as respecting the impacts of the directly affected neighbours. This upzoning application does not do this.

Sincerely,
Tara Smolak

From: [Barbaatar, Davaa](#)
To: [Public Submissions](#)
Subject: FW: [EXT] Re: Land Use Amendment Application LOC 2019-0025
Date: Tuesday, November 12, 2019 12:10:02 PM
Attachments: [7thAve Rezoning Oppostion](#)

From: Marie Evans [mailto:marieevans@shaw.ca]
Sent: Tuesday, November 12, 2019 11:24 AM
To: City Clerk ; CAWard7 - Dale Calkins ; Mulholland, David C.
Subject: [EXT] Re: Land Use Amendment Application LOC 2019-0025

November 12, 2019

City Clerk

City of Calgary

700 Macleod Trail S.E.

Calgary, AB, T2P 2M5

Re: Land Use Amendment Application LOC 2019-0025

We own and live at 202 9 Ave NE. We also own the properties at 137 9 Ave NE, 139 9th Ave NE and 206 9th Ave NE. We are writing this letter to formally register our opposition to the re-zoning of 301 7th Ave NE.

We feel that that are several reasons that this property should not be rezoned:

Significant Density Already: there is already considerable density in Crescent Heights – over 60% of our dwelling units are already multi-family dwellings. One of our goals as a community is “to maintain and strengthen the detached housing areas of the community”.

Not a modest increase in density: it is a significant change in density since the property currently has a single detached home on it. Effectively it’s like moving from an RC-1 to an RC-G.

Existing Multi-Unit Zoning: There are many properties in Crescent Heights that are already zoned for multi-unit dwellings (over 230) that are available for rowhouse type development in the community.

For these reasons we ask that you turn down the application to re-zone the property to RC-G. Maybe it’s time that you possibly look to our adjacent communities to increase density – communities where single family dwellings are being constructed

over two 60 foot lots joined together and the division of a 50 foot lot is still strongly discouraged.

Sincerely,

Dan Evans & Marie Semenick-Evans

202 9th Ave NE, Calgary

November 12, 2019
City Clerk
City of Calgary
700 Macleod Trail S.E.
Calgary, AB, T2P 2M5

Re: Land Use Amendment Application LOC 2019-0025

We own and live at 202 9 Ave NE. We also own the properties at 137 9 Ave NE, 139 9th Ave NE and 206 9th Ave NE. We are writing this letter to formally register our opposition to the re-zoning of 301 7th Ave NE.

We feel that that are several reasons that this property should not be rezoned:

1. Significant Density Already: there is already considerable density in Crescent Heights –over 60% of our dwelling units are already multi-family dwellings. One of our goals as a community is “to maintain and strengthen the detached housing areas of the community”.
2. Not a modest increase in density: it is a significant change in density since the property currently has a single detached home on it. Effectively it’s like moving from an RC-1 to an RC-G.
3. Existing Multi-Unit Zoning: There are many properties in Crescent Heights that are already zoned for multi-unit dwellings (over 230) that are available for rowhouse type development in the community.

For these reasons we ask that you turn down the application to re-zone the property to RC-G. Maybe it’s time that you possibly look to our adjacent communities to increase density – communities where single family dwellings are being constructed over two 60 foot lots joined together and the division of a 50 foot lot is still strongly discouraged.

Sincerely,

Dan Evans & Marie Semenick-Evans
202 9th Ave NE, Calgary

From: [Barbaatar, Davaa](#)
To: [Public Submissions](#)
Subject: FW: [EXT] Response to application N° LOC2019-0025
Date: Tuesday, November 12, 2019 12:10:51 PM
Attachments: [20191112 RC-G comments.pdf](#)

From: Formwerk Design [mailto:infodesignform@gmail.com]

Sent: Tuesday, November 12, 2019 11:48 AM

To: City Clerk

Subject: [EXT] Response to application N° LOC2019-0025

RE: Application N° **LOC2019-0025**, please attached.

Thank you.

Paul Gary

Maryse Lebel

126 – 8th Avenue Northeast
Calgary, Alberta CANADA T2E 0P5

Paul Gary + Maryse Lebel

T 403-277-3270

E infodesignform@gmail.com

E mlabel1975@gmail.com

2019.11.12

City Clerk
City Hall
City of Calgary
Calgary, Alberta
T2P 2M5

Via email: cityclerk@calgary.ca

RE: LOC2019-0025 – 301 - 7 Ave NE from R-C2 to RC-G

Dear sir;

With respect to the proposed zoning change at the above mentioned address, we submit our opposition to this redesignation, due to current density status, established residential community standards, current ARP guidelines and the proposed redevelopment is not in character with the existing building mix, streetscape and its impact on neighbouring properties. The multi-unit models (row-house units) allowed for under this zoning redesignation contribute nothing to the responsible redevelopment efforts supported by current community standards and recent new housing builtforms under development by responsible stakeholders.

The site specifications and requirements of this application for 301 - 7th Avenue NE are identical in nature and were defeated twice, once in 2016 and again in 2017. In both cases, current zoning offers possible modest densification with a semi-detached option and is in keeping with actual community standards without resorting to bylaw re-designation to accommodate rowhouse developments. A number of different architectural options have never been explored by the applicants, instead relying on a one-type-fits-all development model.

A number of current residential parcels have shown to have matured for re-development. Several developers (see attached examples) have taken the challenge to re-develop several properties in neighbouring avenues and have made substantial efforts to integrate and upgrade the quality of residential supply. These multi-unit developments have enhanced and increased the value and appearance of the current, established residential streetscape. This translates into a more long term and a sustainable revenue stream for the City of Calgary with current stakeholders making long term commitments to inner-city communities such as Crescent Heights. Communities such as Inglewood and Parkdale have shown these goals to be achievable with smaller multi-units built on or near major arteries without impacting existing smaller neighbourhood residential sites.

The current redesignation proposed for the above mentioned site fulfills none of the City's long term objectives. It may actually decrease the value and the City's efforts to re-vitalize or enhance inner-city neighbourhoods. The allowed development builtforms, their mass and scale will negatively impact not only the surrounding residential stakeholders commitment to a stable, sustainable community but create secondary issues associated with this scope and type of development, adding to existing traffic and on-street parking concerns identified by the community and the City. Similar redesignation and subsequent RC-G multi-unit developments in the area have proven these concerns to be accurate.

The current proposed redesignation will only add to the existing and the foreseeable future of an already oversupplied inventory of condominiums, fourplexes and rental units now part of the real estate market. Recent, adjacent multi-unit

Paul Gary + Maryse Lebel

E infodesignform@gmail.com

E mlabel1975@gmail.com

2/...

residential developments in the area have also shown to have a high occupancy turnover, certainly not a desirable, long-term planning goal the City of Calgary has been fostering in its visions of a sustainable urban landscape.

A National Trust (US) study on retaining smaller and older builtforms, entitled "Older, Smaller, Better" was released in May 2014. . Amongst its findings, it noted that;

- older, mixed-use neighborhoods are more walkable.
- young people love old buildings.
- the creative economy thrives in older, mixed-use neighborhoods.
- older, smaller buildings provide space for a strong local economy.
- older commercial and mixed-use districts contain hidden density.

There are a number of steps cities and its planners can take to properly redevelop older, more human scale properties with new elements. A suggestion would be to seek out this information which would give you a better understanding of future planning policies when it comes to established, older neighbourhoods.

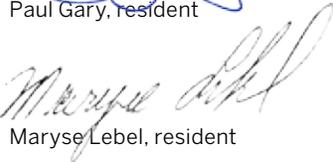
We have been Crescent Heights residents for the last twenty-nine years and have contributed to positive changes in our neighbourhood, promoting and assisting responsible developers in implementing single and multi-family units in our community through the City's planning process while serving on the board of the community association. In some cases, I've been involved in designing developments to better integrate into the existing community streetscape. A variety of development examples included with this letter highlight what can be done with a positive and cooperative approach by both the community and interested developers.

In the objectives and planning goals set out for Crescent Heights as well as other inner-city communities, we ask that you deny the current redesignation to proceed and, review and consider a long-term approach to sustainable developments, offering models which respect existing streetscapes, restrained residential sites, community standards and future needs, as well as a more balanced approach of integrating those requirements with the City's liveable and sustainable goals for core communities.

Sincerely;



Paul Gary, resident



Maryse Lebel, resident

Encl./

11th Avenue NE and 1st Street NE

An example is shown here of a similar development to the one proposed for the 301 - 7th Avenue NE site.

This illustrates the issues with building oversized developments in existing, established neighbourhoods. With a lack of egress, a contrasting builtform and foreign materials to the current character of dwellings on this avenue, it is clear that the resident immediately west of this development will be severely impacted in their quality of life and environment. The value of this property is also substantially diminished due to the lack of integration effort by the developer of this property.

A more suitable, smaller two unit development would have addressed the re-development need of this site.



Existing re-developments within city land use bylaws

The following are current developments which have remained within city bylaws and have properly integrated into the existing fabric and streetscape of the Crescent Heights Community. A measured mix of single and multi-unit family dwellings have properly revitalized the established residential community while addressing a certain measure of densification. Developers of these units have understood the need to integrate the architectural features and balanced massing of the buildings without overwhelming the existing urban infrastructure while respecting the properties of current stakeholders and residents. These goals were achieved despite constrained spaces and in some instances, challenging development sites.

Current existing examples of multi-units in the immediate vicinity of the proposed land use zoning change.

Recent multi-unit re-development on corner site, very similar to the proposed re-zoning site.



Recent multi-unit re-development on corner site, very similar to the proposed re-zoning site.



CRESCENT HEIGHTS APPROPRIATE RE-DEVELOPMENTS WITHIN CITY LAND USE BYLAWS

Current example of multi-unit development under construction in the same avenue and in the immediate vicinity of the proposed land use zoning change.



CRESCENT HEIGHTS EXISTING RE-DEVELOPMENTS WITHIN CITY LAND USE BYLAWS

Past and newer examples of residential re-developments in the immediate vicinity of the proposed land use zoning change.

1985 architectural award winner. Staggered setback adds variety to the integration of the streetscape



Recent multi family re-development

