

Planning & Development Report to
Calgary Planning Commission
2020 May 07

ISC: UNRESTRICTED
CPC2020-0472

**Land Use Amendment in Highland Park (Ward 4) at 204 - 40 Avenue NW,
LOC2019-0092**

EXECUTIVE SUMMARY

This application was submitted by K5 Designs on 2019 June 11 on behalf of the landowner, Ji Wei Zhang. The application proposes to change the designation of this parcel from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Grade-Oriented (M-CGd75) District to allow for:

- multi-residential development in a variety of forms with some or all units with direct access to grade;
- a maximum building height of 12 metres, or approximately 3 to 4 storeys (an increase from the current maximum of 10 metres);
- a maximum density of 75 units per hectare, or a maximum of 4 units (an increase from a current maximum of 2 units); and
- the uses listed in the M-CG District.

This proposal conforms to the relevant policies of the *Municipal Development Plan (MDP)*. No development permit has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

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

1. Adopt, by bylaw, the proposed redesignation of 0.06 hectares \pm (0.14 acres \pm) located at 204 - 40 Avenue NW (Plan 5422GK, Block 3, Lot 11) from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Grade-Oriented (M-CGd75) District; and
2. Give three readings to the proposed bylaw.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2020 MAY 07:

That Council:

1. Adopt, by bylaw, the proposed redesignation of 0.06 hectares \pm (0.14 acres \pm) located at 204 - 40 Avenue NW (Plan 5422GK, Block 3, Lot 11) from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Grade-Oriented (M-CGd75) District; and
2. Give three readings to **Proposed Bylaw 75D2020**.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

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BACKGROUND

This land use amendment application was submitted by K5 Designs on behalf of the landowner Ji Wei Zhang on 2019 June 11. While no development permit application has been submitted at this time, the Applicant's Submission (Attachment 1), states the future intent of the landowner is to explore the redevelopment of the subject site with a maximum of four dwelling units. One or more of the units may be developed as Live Work Units.

The initial application sought a redesignation of the site from R-C2 to Mixed Use - General (MU-1) District, however was amended by the applicant after consideration by Administration and comments received from the Highland Park Community Association and surrounding neighbours.

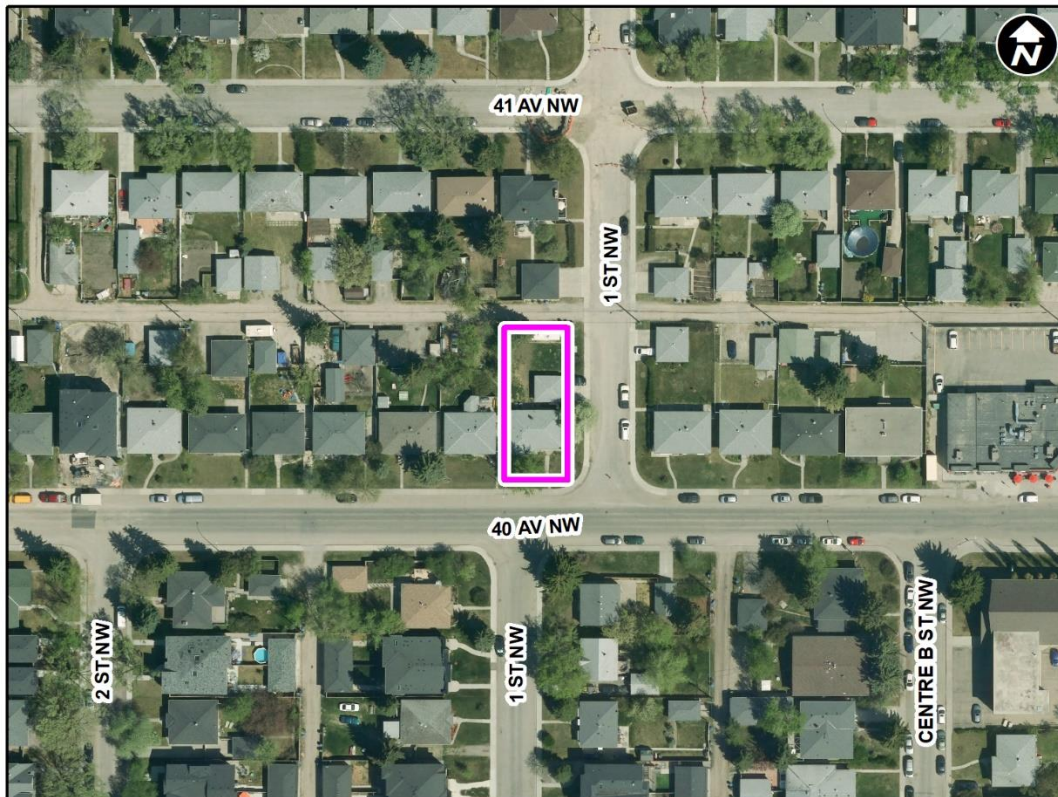
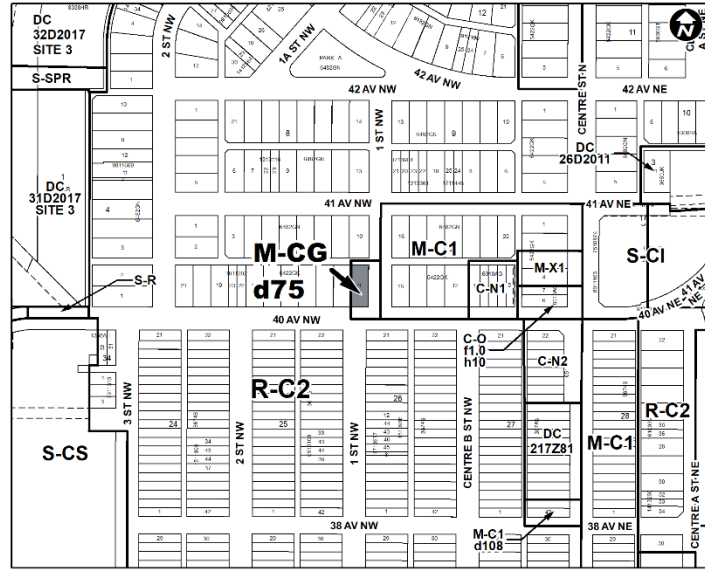
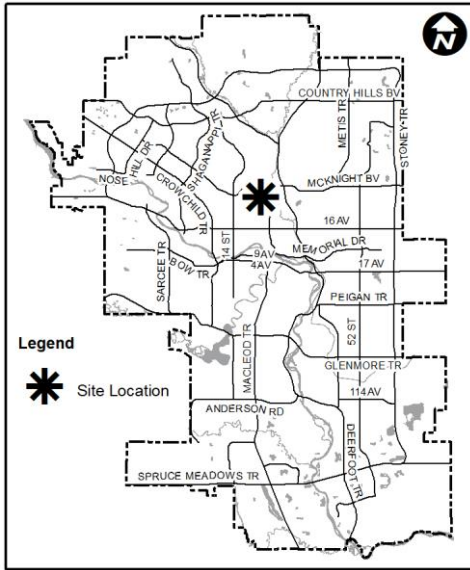
The application was subsequently amended to the M-CG District with a density modifier of 75 units per hectare, allowing for a maximum of four units, including Live Work Units.

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Location Maps



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Site Context

The subject site is located in the community of Highland Park, on the north side of 40 Avenue NW and in close proximity to its intersection with Centre Street N. The area directly surrounding the site contains primarily low density single detached dwellings with several neighbourhood commercial developments surrounding the intersection with Centre Street N. The intersection of 40 Avenue NW and Centre Street N has been identified as the location for a future LRT Green Line station.

The street block to the east, between the subject site and Centre Street N, is zoned for multi-residential (M-C1) development although the land is currently developed with single-storey low density residential dwellings. Along Centre Street N, at the intersection with 40 Avenue N, several properties have also been rezoned to allow for multi-residential and mixed-use development at medium to high intensity.

Other uses in the surrounding community include places of worships, schools and Greenview Industrial, an inner-city employment node. Centre Street N is part of the city's Primary Transit Network with high volume bus rapid public transit and is earmarked for the extension of the city's LRT network (Green Line).

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The site is a corner site, approximately 0.06 hectares (0.14 acres) in size and is roughly 15 metres by 36 metres with rear lane access.

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

Figure 1: Community Peak Population

Highland Park	
Peak Population Year	1969
Peak Population	4,875
Current Population (2019)	3,838
Difference in Population (Number)	-1,037
Difference in Population (Percent)	-21%

Source: *The City of Calgary 2019 Civic Census*

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposed M-CG District would allow for a variety of residential build forms, while allowing for increased density (maximum four units) that utilizes the land more efficiently. The subject site can contribute to transit oriented development by providing multi-residential housing at higher residential densities close to a future LRT Station, as well as providing the potential for live work units. Further analysis on how this proposal aligns with applicable City policies is provided in the following Strategic Alignment section of this report.

Planning Considerations

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

Land Use

This land use amendment application proposes the redesignation of the subject site from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Grade-Oriented (M-CGd75) District. The existing R-C2 District allows for low density residential development in the form of single detached dwellings, semi-detached dwellings or duplex dwellings, and allows for a maximum building height of 10 metres and maximum of two dwelling units.

The proposed M-CGd75 District would allow for the redevelopment of the subject site with multi-residential development and live work units that are grade-oriented. All units at grade must have an individual entrance, visible from the street, with direct access from grade. The density

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modifier of the M-CG District proposes a maximum of 75 units per hectare (maximum 4 units on the subject site, including Live Work Units) at a maximum building height of 12 metres.

During the review of this application, the Residential – Grade-Oriented Infill (R-CG) District was considered, which would allow for the same built form (rowhouse building) and density as proposed in this application, except for the ability to include Live Work Units as part of the development. The maximum density in the R-CG District is 75 units per hectare and would allow for four units on the subject site, which is the same as the density applied for in this application through a density modifier (75 units per hectare). The height difference between the R-CG and the M-CG Districts is one metre, with the M-CG District at 12 metres. With the absence of the Live Work Unit option as an allowable use in the R-CG District, the applicant requested to proceed with the M-CG District.

Development and Site Design

A development permit application has not been submitted at this time however, it is the land owner's intent to redevelop the subject site with a four-unit rowhouse, of which at least one unit will contain a live work arrangement. The subject site is a corner site with lane access and at least three of the proposed units will face 1 Street NW and the parcels across the street designated with the Multi-Residential – Contextual Low Profile (M-C1) District.

Vehicular access will be provided from the rear lane along the northern property line and parking will be provided on-site. Future development on the subject site will be evaluated against the rules of the M-CG District and will be reviewed by City Wide Urban Design to guide the built form in relation to use, height, massing, parking and landscaping.

Other key factors that will be important to consider include the following:

- ensuring higher residential densities to support existing bus ridership and future LRT ridership at the proposed 40 Avenue LRT Station;
- ensuring acceptable vehicular access from the rear lane via 1 Street NW;
- mitigating any potential impacts on the existing R-C2 properties to the north and west of the subject site;
- providing for a grade-oriented street interface with 1 Street NW; and
- integrate sufficient amenity space in the site plan.

Environmental

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

Transportation

The subject site is situated on the Primary Transit Network along 40 Avenue NW. The Primary Transit Network provides public transit connectivity on the north-south corridor along Centre Street N as well as on the east-west corridor along 40 Avenue NW and 41 Avenue NW. Transit

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and bus rapid transit stops for both the north-south and east-west bus lines are situated approximately 200 metres to the east of the subject site at the intersection of 40 Avenue NW with Centre Street N. The intersection of 40 Avenue N and Centre Street N is also earmarked for a future LRT station of the proposed LRT Green Line. Calgary's Pathways and Bikeways [map](#) designates 40 Avenue NW as an official Signed Bikeway and Shared Lane.

Vehicular access to the subject site will be provided from the existing rear lane with access points from 1 Street NW and 2 Street NW. A Transportation Impact Assessment was not required for this development proposal.

Green Line

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

Utilities and Servicing

Water, sanitary and storm sewer mains are available to service the site. The specific servicing arrangements and stormwater management will be reviewed and evaluated in detail as part of the development permit process. Water, sanitary sewer and storm sewer are available for connection from 40 Avenue NW.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised on-line.

Administration circulated the application to the Highland Park Community Association (CA) who opposed the initial application for an amendment to allow the MU-1 District. Subsequently, the CA provided amended comments in general support (Attachment 2) of a land use amendment to the M-CG District. The CA commented that three dwelling units may be more appropriate on the subject site than the four units proposed in this land use amendment due to the provision of on-site parking and the size of the stalls generally proposed in multi-residential developments.

Administration received three objections from surrounding neighbours against the initial application for the MU-1 District but was replaced with three letters of support on the amended application for the M-CG District. The initial objections were against the commercial component of the development and the intensity of the commercial uses allowed in the MU-1 District.

No public meetings were held by the applicant or Administration in relation to this application.

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

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) (SSPR) which directs population growth in the region to the Cities and Towns and promotes efficient use of land.

Interim Growth Plan (2018)

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

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential Developed – Established land use typology area as identified on [Map 1: Urban Structure](#) of the [Municipal Development Plan](#) (MDP). The site is also situated on the boundary of the Urban Main Street typology (along Centre Street N) to the east across 1 Street NW.

Land use policies in the MDP for Residential Developed - Established communities states the following:

- allow for modest intensification in a form and nature that respects the scale and character of the surrounding neighbourhood; and,
- redevelopment should support the revitalization of local communities by adding population.

Map 2: Primary Transit Network indicates that the subject site is situated on the Primary Transit Network along 40 Avenue NW. The site is also situated in proximity to the intersection of 40 Avenue NW with Centre Street N, which is also part of the Primary Transit Network. Map 3: Road and Street Network in the MDP classifies 40 Avenue NW as a higher order Collector Road.

The proposal is in keeping with the relevant MDP policies, as the rules of the M-CG d75 District provide for a development form that is appropriate to the subject site, as well as to the surrounding land uses in terms of height, built form and density.

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North Hill Communities Local Growth Planning (DRAFT)

Highland Park currently does not have a local area plan to guide development in the community, but was included in the proposed [North Hill Communities Local Area Plan](#) (LAP). On 2020 March 04, the proposed *North Hill Communities Local Area Plan* received support at the Standing Policy Committee on Planning and Urban Development (PUD2020-0164) with a Council date currently not set. The proposal in this application is in alignment with the Urban Form and Building Scale categories as proposed in the LAP.

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

The [Transit Oriented Development \(TOD\) Policy Guidelines](#) provide direction for the development of areas typically within a radius of 600 metres (ten-minute walking distance) of a transit station.

The guidelines call for higher density, walkable, mixed-use areas around LRT stations to optimize the use of transit infrastructure and create mobility options for local residents.

The subject site is situated on the Primary Transit Network along 40 Avenue NW as well as one block to the west of Centre Street N. The primary transit network is well served with numerous bus routes including the Bus Rapid Transit lines along Centre Street N. The intersection of 40 Avenue NW and Centre Street N is also earmarked as the location for a future Green Line LRT station. The site is very well situated for increased intensity with good access to public transit.

The TOD guidelines call for increased densities and mixed-use activity nodes in proximity to existing and planned LRT stations, which are intended to provide increased services, employment and a variety of housing options within a community.

Location Criteria for Multi-Residential Infill (Non-Statutory – 2016)

The criteria for multi-residential infill development provide preferred conditions where multi-residential development may be considered acceptable in low density residential areas. The proposed land use amendment meets 7 of the 8 *Location Criteria for Multi-Residential Infill Development*.

The subject site meets the criteria in the following ways:

1. it is situated on a corner parcel with a reduced impact on neighbouring properties and therefore respecting the surrounding low-density character;
2. it is situated within 150 metres of bus transit stops along 40 Avenue NW to the east;
3. it is situated within 200 metres of an existing primary transit stop along Centre Street N;
4. it is situated on 40 Avenue NW which is an arterial street;
5. it is situated adjacent to planned future medium density residential development in the proposed LAP;

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6. Centre Street N is an existing activity corridor and the intersection with 40 Avenue NW is earmarked as an activity node in the LAP; and
7. the subject site gains vehicular access by means of a rear lane.

While these criteria are not used as a checklist, they do provide a framework in which Administration evaluates a parcel's appropriateness for intensification. These criteria together indicate that the subject site is an appropriate location for sensitive intensification.

Financial Capacity

Current and Future Operating Budget

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

Current and Future Capital Budget

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

Risk Assessment

There are no significant risks associated with this proposal.

REASONS FOR RECOMMENDATIONS:

The proposal is in keeping with the applicable policies of the *Municipal Development Plan*. The proposed M-CGd75 District is designed for multi-residential development adjacent to low-density residential, supporting intensification near Urban Main Streets and transit corridors. The proposed land use district also supports the vision for future development intensification for transit-oriented development near the future 40 Avenue LRT Station.

ATTACHMENTS

1. Applicant Submission
2. Community Association Letter
3. **Proposed Bylaw 75D2020**