

# Background and Planning Evaluation

## Background and Site Context

The site consists of two contiguous parcels located at the southwest corner of 40 Avenue NE and Centre A Street NE in the community of Highland Park. These parcels have a cumulative area of approximately 0.12 hectares (0.29 acres), have a total frontage of approximately 33 metres along Centre A Street NE, and are approximately 36 metres deep. The parcels slope approximately 5 metres down from west to east. The site is currently developed with single detached dwellings with rear lane access.

Surrounding development is characterized by commercial, institutional, and a mix of low to medium-density residential developments in the form of single detached, semi-detached, and multi-residential dwellings. The surrounding area has recently seen land use redesignations and development proposals aiming for higher intensity multi-residential and/or mixed-use development in the future.

The M-H1 District proposed with this application already exists on the parcel located to the northeast across Centre A Street NE. For this adjacent parcel, a development permit application (DP2020-8284) is currently under review for a six-storey multi-residential development. The parcels located north of the 40 Avenue NE/41 Avenue NE have been redesignated to Mixed Use – Active Frontage (MU-2f5.0h40) District and Multi-Residential – High Density Medium Rise (M-H2f4.5h38) District for the Wing Kei Village redevelopment which is anticipated to include assisted living, seniors housing and mixed-use development.

The parcels to the west across the lane are City-owned and are currently vacant under Multi-Residential – Contextual Low Profile (M-C1) District. The City has proposed to enhance this vacant land to create a pop-up park by Fall 2022 for interim use, as part of the [40 Avenue N.E. Park & Area Improvements](#) project under [Established Areas Growth and Change Strategy](#). The parcels located to the east across Centre A Street NE are developed with multi-residential dwellings (four-plex) under the M-C1 District. The parcels to the south are developed with single detached dwellings under the R-C2 District.

A high frequency bus rapid transit service (BRT) is currently operating along Centre Street N among other local bus routes. A BRT bus stop is currently located approximately 100 metres (a one-minute walk) west of the site along Centre Street N at 40 Avenue N.

## Community Peak Population Table

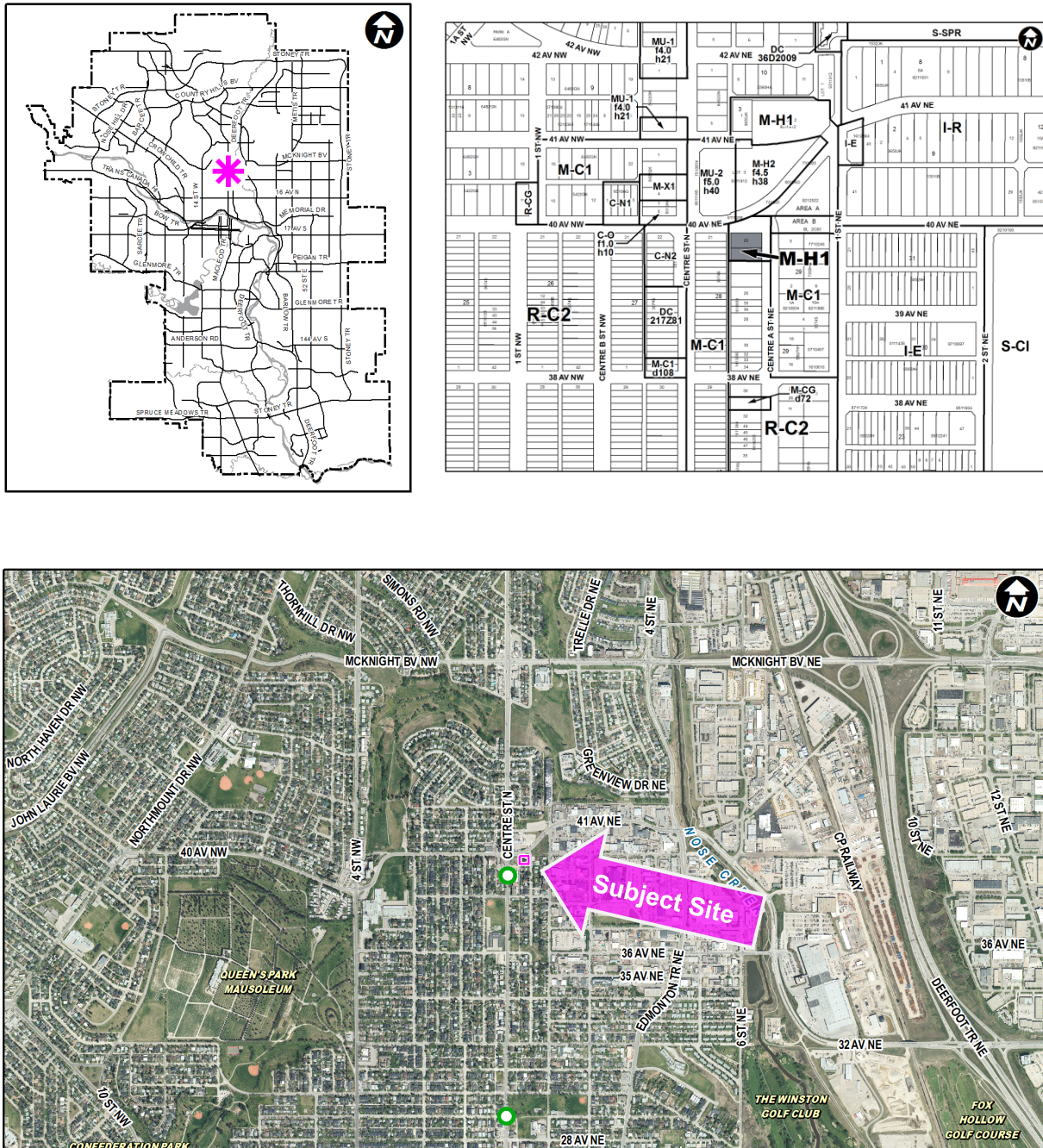
As identified below, the community of Highland Park reached its peak population in 1969.

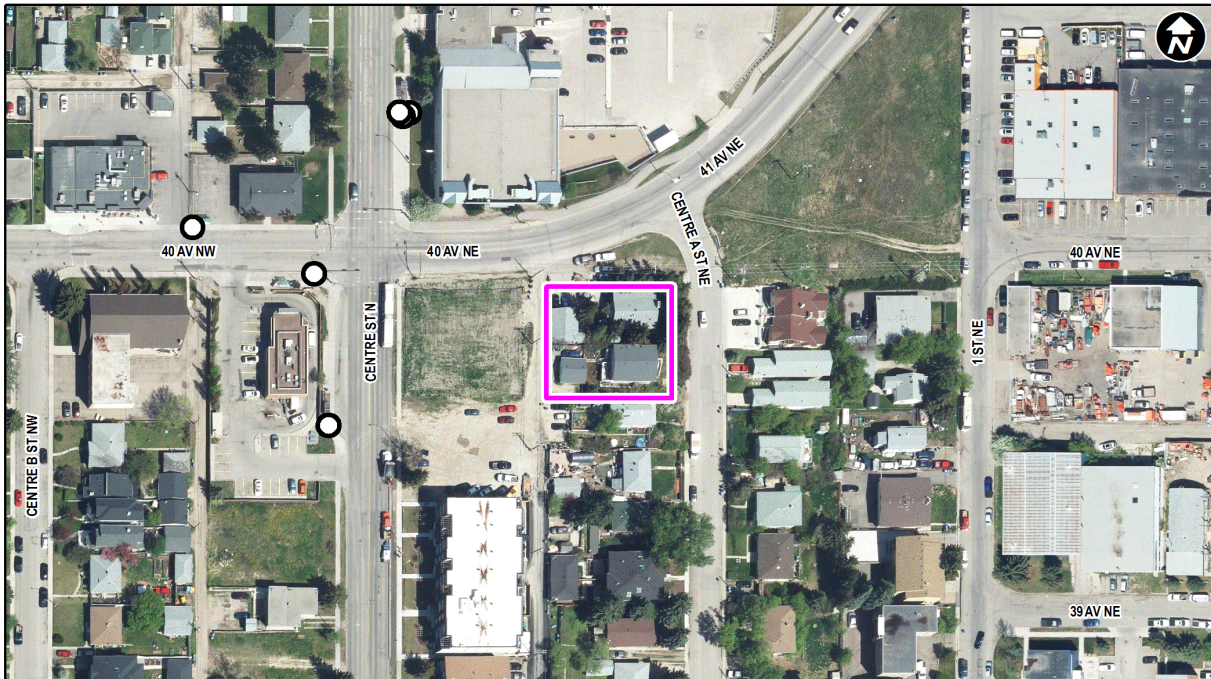
Highland Park	
Peak Population Year	1969
Peak Population	4,875
2019 Current Population	3,838
Difference in Population (Number)	-1,037
Difference in Population (Percent)	-21.27%

Source: The City of Calgary 2019 Civic Census

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

## Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-C2 District is a low-density residential designation in developed areas that is primarily for single detached, semi-detached and duplex dwellings. The R-C2 District allows for a maximum building height of 10 metres and a maximum density of two dwelling units.

The proposed M-H1 District is a multi-residential designation in both developed and developing areas that is primarily for high-density multi-residential development and is intended to be located at community nodes, and transit and transportation corridors and nodes. The M-H1 District allows for a limited range of support commercial multi-residential uses. It allows for a maximum floor area ratio (FAR) of 4.0 and a maximum building height of 26 metres (approximately 6-8 storeys). The M-H1 District has a minimum residential density requirement of 150 units per hectare, which will require a minimum of 18 dwelling units on the subject site.

The M-H1 District has rules related to building setback requirements and building stepbacks from property lines which respond to immediate urban context. The proposed building height increase is mitigated by the required stepbacks from low-density residential and M-C1 lands located adjacent to subject sites, allowing for a transitional building height. The proposed land use district is appropriate for these sites as it recognizes the transit-oriented development site context. It also intensifies land uses in close proximity to the Centre Street corridor and near the future Green Line LRT station at 40 Avenue N.

### **Development and Site Design**

If approved by Council, the rules of the proposed M-H1 District will provide guidance for the future redevelopment of these sites including appropriate uses, height and building massing, landscaping, and parking. Given the specific context of these sloping corner sites with proximity to the future Green Line LRT station, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring engaging facades along 40 Avenue NE and Centre A Street NE;
- ensuring building and site design addresses aesthetical concerns associated with this highly visible location;
- ensuring building and site design is in alignment with the [City of Calgary Slope Adaptive Development Policy and Guidelines](#);
- improving pedestrian connections by exploring public realm improvements along 40 Avenue NE and Centre A Street NE;
- mitigation of site access constraints and ensuring vehicle access is from the rear lane; and
- mitigating shadowing, overlooking, massing concerns and privacy concerns.

### **Transportation**

The site is located near the Primary Transit Network along Centre Street N and is about 100 metres (a one-minute walk) to the future Green Line LRT station planned at 40 Avenue N and Centre Street N. A Bus Rapid Transit service (BRT) is currently operating along Centre Street N among other local bus routes. A BRT bus stop is currently located approximately 100 metres west of the site along Centre Street N and serves Route 300 (BRT Airport / City Centre) and Route 301 (BRT North).

Vehicular access to the subject sites will be provided from the existing rear lane.

As part of the Established Areas Growth and Change Strategy program, the City intends to implement mobility improvements in the communities of Greenview, Greenview Industrial Park, Highland Park and Winston Heights / Mountview. For the area near the subject site, this may include new sidewalks along 40 Avenue NE and improved pedestrian crossings of the 41 Avenue NE corridor. Currently, the City is conducting public engagement and the construction is expected to complete in Fall 2022.

A Transportation Impact Assessment was not required for this land use proposal.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water and sanitary sewer mains are available and can accommodate the proposed land use redesignation without the need for network upgrades at this time. Specific details of site servicing and stormwater management will be reviewed in detail at the development permit stage. A Sanitary Servicing Study will be required at the development permit stage.

## Legislation and Policy

### **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](#) which directs population growth in the region to cities and towns, and promotes the efficient use of land.

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

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

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

The subject parcels are located within the Urban Main Street typology as identified on Map 1 of the [Municipal Development Plan](#) (MDP). Urban Main Streets should contain a broad range of employment, commercial and retail uses as well as housing to accommodate a diverse range of population.

The MDP aims to shape a more compact urban form and directs a greater share of new growth to be focused along Main Streets, in established areas of the city. Urban Main Streets emphasize a walkable pedestrian environment fronted by a mix of higher intensity residential and business uses. The application supports the overarching objectives of the MDP and is in keeping with applicable MDP policies.

### **Climate Resilience Strategy (2018)**

This application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.

### **North Hill Communities Local Area Plan (Statutory – 2021)**

The [North Hill Communities Local Area Plan](#) (LAP), approved by Council in September 2021, is the local area policy for Highland Park.

Map 3: Urban Form shows the subject sites as Neighbourhood Connector area. Neighbourhood Connector areas are characterized by a broad range of housing types along higher activity, predominantly residential streets. These areas may accommodate small-scale commercial uses to meet resident's daily needs and often provide connections to other communities. Moreover, Neighbourhood Connector areas support higher density when located near commercial areas and transit station areas. Map 4: Building Scale shows the subject sites as Low (up to 6 storeys). The parcels adjacent to the west are shown as Medium (up to 12 storeys) and scale transition policies suggest decreasing height incrementally where different scale modifiers are located adjacent to each other.

Figure 14 shows the subject sites as Transition Zone within 40 Avenue N Station Area. *North Hill Communities LAP* anticipates highest scale development to be located at Centre Street N and 40 Avenue N, providing housing and employment options to support transit use and create a vibrant station area. The proposal is in alignment with the Urban Form, Building Scale categories and 40 Avenue N Station Area objectives of the *North Hill Communities LAP*.