

Background and Planning Evaluation

Background and Site Context

The site is located at the northwest corner of Centre Street N and 8 Avenue NW in the community of Crescent Heights. The site is approximately 0.15 hectares (0.36 acres) in size and is approximately 38 metres wide by 38 metres long. The parcel is currently developed with a three-storey office building and abuts a rear lane to the west.

Surrounding development is characterized by commercial and low-density residential developments in the form of single detached dwellings. The parcels to the north and east are located along Centre Street N and are developed with commercial buildings that fall under the C-COR2 f2.0h12 and C-COR2 f3.5h30 Districts, respectively. The parcels to the west and south are developed with single detached dwellings under Residential – Contextual One / Two Dwelling (R-C2) District.

This site is situated along Centre Street N, adjacent to the proposed Green Line LRT station proposed at 9 Avenue NW. There is a Land Use Bylaw right-of-way setback requirement of 3.81 metres along the frontage of the properties adjacent to Centre Street, and the future construction of the Green Line LRT may have further impacts on the subject parcel.

Community Peak Population Table

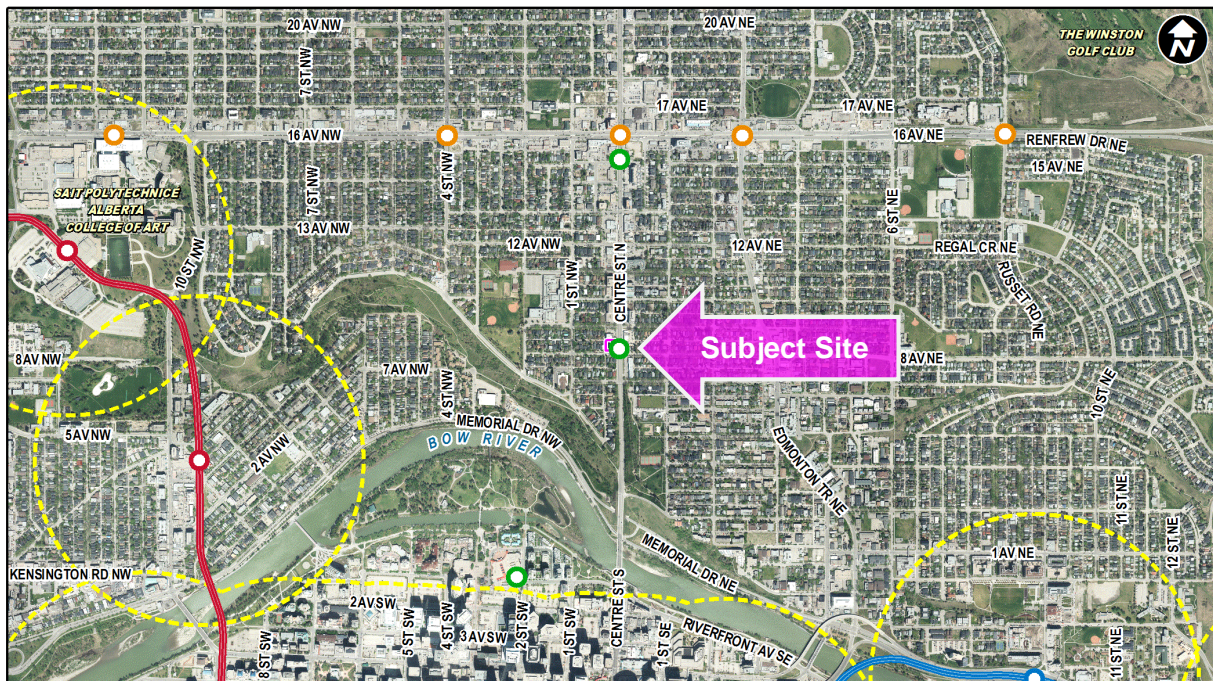
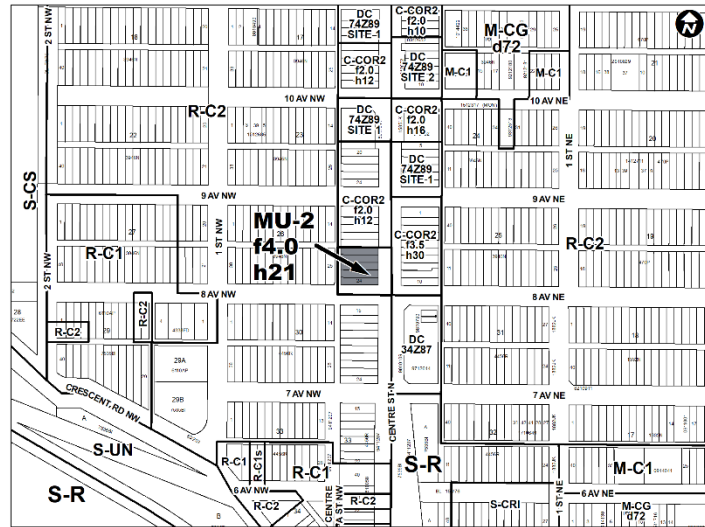
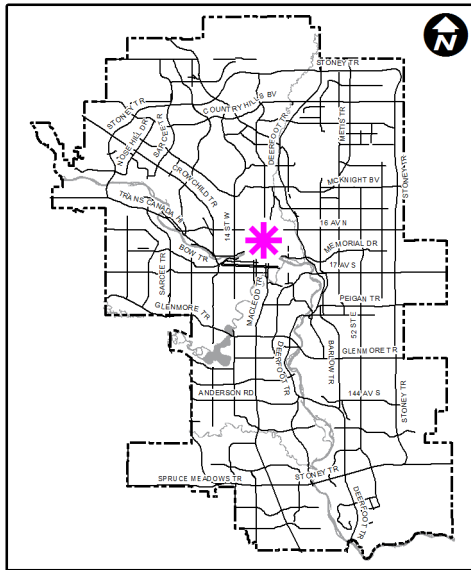
As identified below, the community of Crescent Heights reached its peak population in 2019.

Crescent Heights	
Peak Population Year	2019
Peak Population	6,620
2019 Current Population	6,620
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The current C-COR2 District is a commercial designation characterized by commercial developments on both sides of street in the form of buildings located at varying distances from streets. It allows for a maximum building height of 12 metres (3 to 4 storeys) and a maximum FAR of 2.0. This district offers opportunities for residential and office uses to be in the same building and allows parking to be located on any of the front, side, or rear of buildings.

The proposed MU-2 District is intended to accommodate a mix of commercial and residential uses in the same street-oriented buildings. It is intended to be located along commercial streets and requires commercial uses at grade to promote activity at the street level. It allows for a maximum FAR of 4.0 and a maximum building height of 21 metres (approximately 6 storeys).

The MU-2 District has rules related to building setback requirements and building height 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 lands located adjacently west and south to the site, allowing for a transitional building height. The proposed land use district, including the FAR and building height modifiers, is appropriate for this site as it recognizes the transit-oriented development site context. It also intensifies land uses along the Centre Street corridor and near the future 9 Avenue N Green Line LRT station.

Development and Site Design

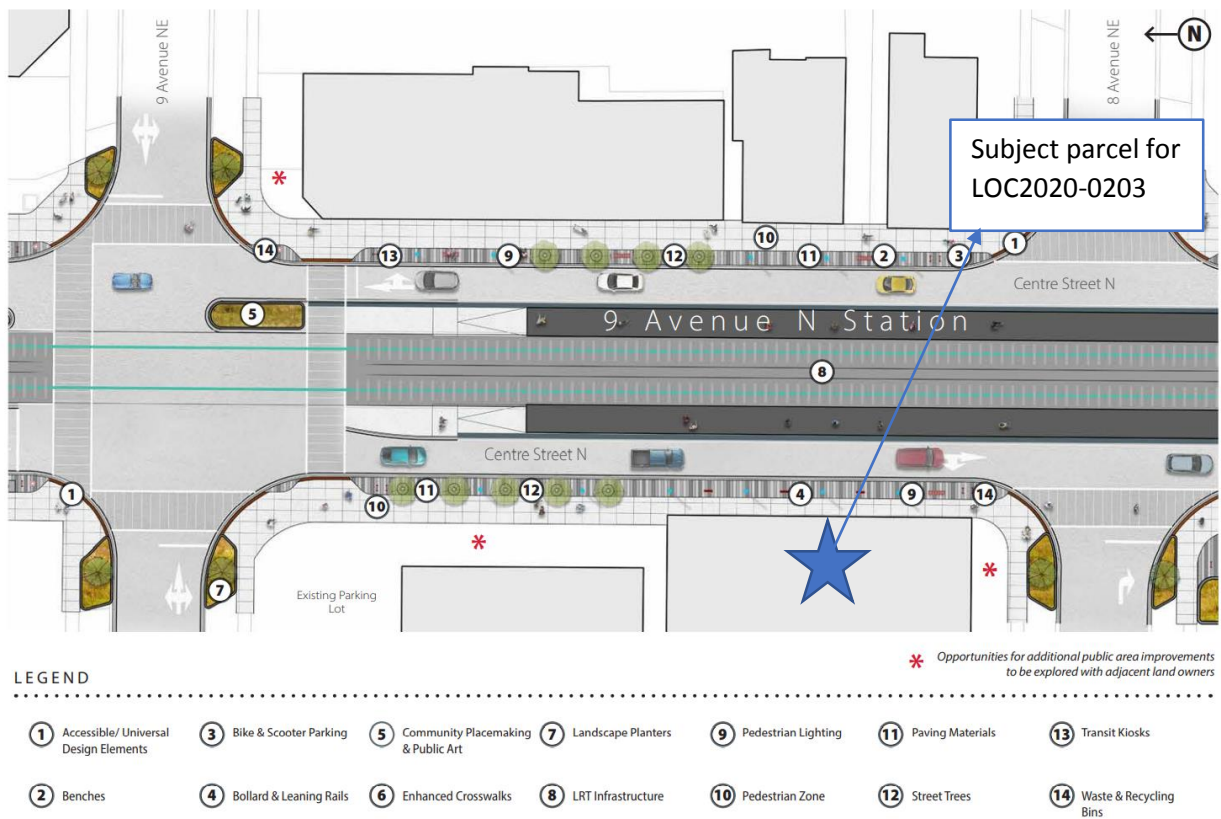
If approved by Council, the applicable land use policies of the *North Hill Communities LAP* and the rules of the proposed MU-2f4.0h21 District will provide guidance for the future redevelopment of this site including appropriate uses, height and building massing, landscaping, community amenities and parking. Given the specific context of this site with frontage on Centre Street N and adjacency 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 front facade along Centre Street N;
- ensuring building and site design addresses aesthetical concerns associated with this highly visible location;
- improving pedestrian connections by ensuring vehicle access to the sites is from the rear lane;
- ensuring any vehicle parking areas are not visible from Centre Street N (as per comments from the Crescent Heights CA); and
- mitigating shadowing, overlooking, and privacy concerns.

It may be challenging to redevelop the subject parcel with the potential requirement for additional land for public realm improvements along Centre Street N. There is a Land Use Bylaw right-of-way setback requirement of 3.81 metres along the frontage of the properties adjacent to Centre Street, and the future construction of the Green Line LRT may have further impacts on the subject parcel.

A conceptual [Streetscape Master Plan: Centre Street North](#) has been developed that responds to the engineering design of the LRT system and roadway, and sets the vision for how the corridor may look and feel in the future, and aims to create a vibrant, safe and welcoming pedestrian environment. This Streetscape Master Plan is only conceptual and there is no projected date for its finalization. The public realm improvements envisioned along the Centre Street N frontage of the subject site anticipates approximately 2 metres setback in addition to the Land Use Bylaw right-of-way setback of 3.81 metres (see Figure 1 below). These above-mentioned constraints have been shared with the applicant and will be evaluated during a future development permit application.

Figure 1: Streetscape Concept 8 Avenue N to 9 Avenue N



Transportation

The site is located on the Primary Transit Network along Centre Street N and is situated adjacent to the proposed Green Line LRT station at 9 Avenue N and Centre Street N. A Bus Rapid Transit (BRT) is currently operating along Centre Street N, among other local bus routes.

A bus stop is currently located east of the site across Centre Street N and serves Route 3 (Sandstone / Elbow Drive). A BRT stop is currently located approximately 800 metres north of the site along Centre Street N and serves Route 300 (BRT Airport / City Centre) and Route 301 (BRT North).

As part of Administration’s Main Streets / Green Line work, a more refined *Streetscape Master Plan* for Centre Street North will be created in the future, providing a detailed streetscape design for this area. If the site redevelops, vehicular access to the subject sites will be provided from the existing rear lane.

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 may 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, 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 the 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 subject site is identified as 'Neighbourhood Commercial with Active Frontage' area as shown on Map 3 of the [North Hill Communities Local Area Plan](#) (LAP). Neighbourhood Commercial areas are characterized by the widest range of commercial uses compared to other urban form categories. Buildings are oriented to the street with units that support commercial uses on the ground floor facing the higher activity street with a range of uses integrated behind or located above. Active Frontage areas indicates an area where the ground floor must contain active uses and in the North Hill Communities are applied primarily along Main Streets and transit station areas. The site is also identified as within the 'Low' on Map 4 which allows for development of up to 6 storeys. Figure 14 shows the subject sites as Core Zone within 9 Avenue N Station Area. The 9 Avenue N Station is envisioned to be a community station designed to fit within the existing context of the neighbourhood. As a community station,

development intensity is envisioned to focus primarily on Centre Street N with appropriate transitions provided to adjacent lower scale housing areas. The proposed land use amendment is in alignment with applicable policy of the LAP.

Figure 14 shows the subject sites as Core Zone within 9 Avenue N Station Area. The 9 Avenue N Station is envisioned to be a community station designed to fit within the existing context of the neighbourhood. As a community station, development intensity is envisioned to focus primarily on Centre Street N with appropriate transitions provided to adjacent lower scale housing areas. The proposal is in alignment with the Urban Form, Building Scale categories and 9 Avenue N Station Area objectives of the *North Hill Communities LAP*.