

Background and Planning Evaluation

Background and Site Context

The subject parcel is located in the northeast community of Thorncliffe along Centre Street N, north of 56 Avenue NE. The subject site is approximately 0.06 hectares in area and measures approximately 15 metres wide by 36 metres deep. The laned parcel is currently developed with a single detached dwelling and a rear detached garage. Vehicular access is provided from the rear lane.

The site backs onto Thorncliffe Tweed Field which includes a playground and baseball diamonds. The immediate area is characterized by low density development (single detached dwellings) and the Residential – Contextual One Dwelling (R-C1) District as the primary land use within the area. One block to the south is the Thorncliffe Greenview Community Association which includes several recreational amenities.

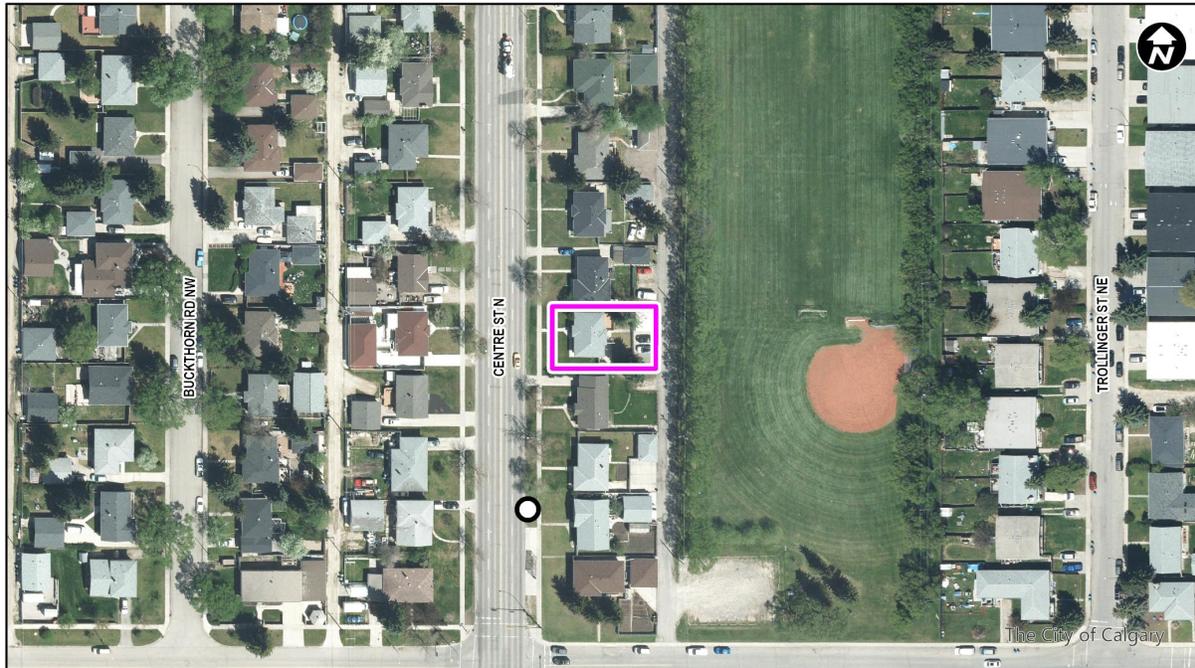
Community Peak Population Table

As identified below, the community of Thorncliffe reached its peak population in 1977.

Thorncliffe	
Peak Population Year	1977
Peak Population	11,379
2019 Current Population	8,788
Difference in Population (Number)	-2,591
Difference in Population (Percent)	-22.77%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Thorncliffe Community Profile](#).



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C1 District is a low-density residential designation applied to developed areas that is primarily for single detached homes. The R-C1 District allows for a maximum building height of 10 metres and a maximum density of one dwelling unit.

The proposed M-CGd75 District is a multi-residential designation which allows multi-residential developments of low height and density, in addition to single detached, semi-detached, duplex dwelling. The M-CG District allows for a maximum building height of 12 metres and a maximum density of 111 dwelling units per hectare. Administration worked with the applicant to reduce this density based on the feedback from review and circulation of the parcel, as well as the overall site context. Based on parcel area, this would allow up to a maximum of four dwelling units on the site.

Development and Site Design

If this application is approved by Council, the rules of the M-CG District will provide guidance for future site development including appropriate uses, building massing, height, landscaping, and parking. Vehicular access to the site will be from the rear lane. Given the specific context of this site, additional density is appropriate. Additional items that will be considered through the development permit process will include, but are not limited to:

- ensuring a well-articulated built interface along Centre Street N;
- ensuring future access to the site is directed to the lane only; and

- height, massing, parcel coverage, and privacy in relation to the adjacent properties and the low-density development on the rest of the block.

Transportation

Pedestrian and vehicular access is available from Centre Street N as well as the rear lane. Administration would work through a future development permit on this site to ensure access was only achieved from the lane. The site is located approximately 50 metres (a one-minute walk) from a transit stop that provides access to Bus Routes 3 (Centre Street N), 62 (Hidden Valley Express), 64 (Macewan Express), 109 (Harvest Hills Express), 116 (Coventry Hills Express), 142 (Panorama Express), and two BRT routes: 300 (Airport/City Centre) and 301 (North/Downtown). The site is also located 200 metres (a three-minute walk) from the future Green Line McKnight LRT Station.

On-street parking is restricted on weekdays between 3:30 PM and 6:00 PM for the adjacent portion of Centre Street N.

Environmental Site Considerations

There are no known environmental concerns associated with the proposal and/or site at this time.

Utilities and Servicing

Water, sanitary, and storm deep utilities are available to the site. Development servicing requirements will be determined at the future development permit stages.

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 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 parcel is located within the Developed Residential – Established area as identified on [Map 1: Urban Structure](#) in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established communities to make more efficient use of existing infrastructure, public amenities, and transit. Such development is intended to occur in a form and nature that respects the scale and character of the neighbourhood context. The proposal is in keeping with relevant MDP policies as the M-CG District is intended to provide a modest density increase in a form that is sensitive to existing lower density residential development in terms of height, scale, and massing.

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 may be explored and encouraged at subsequent development approval stages.

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

The following criteria itemize preferred conditions to support land use amendments in low density residential areas. These criteria are meant to be used as a guideline and are to be used in the review and evaluation of land use amendment applications that support multi-residential developments. This property is considered suitable for multi-residential infill development as it meets 5 of the 8 location criteria:

- Location Criteria #2: Within 400 metres of a transit stop
- Location Criteria #3: Within 600 metres of an existing or planned primary transit stop
- Location Criteria #4: On a collector or higher standard roadway
- Location Criteria #6: Adjacent to or across from an existing or planned open space, park, or community amenity
- Location Criteria #8: Direct lane access