

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northeast community of Crescent Heights between Edmonton Trail NE and 3 Street NE. It is comprised of two parcels with a combined area of approximately 0.06 hectares (0.14 acres). The site is approximately 15 metres wide and 36 metres deep.

The surrounding area consists of a mix of single detached and multi-residential buildings designated as Mixed Use – General (MU-1) District and Mixed Use – Active Frontage (MU-2) District and a variety of multi-residential buildings to the west of the subject site designated as Multi-Residential – Contextual Low Profile (M-C1) District and Multi-Residential – Contextual Grade-Oriented (M-CG) District. A variety of commercial designated parcels are located further south of the subject site along Memorial Drive NE.

The subject site is located approximately **200 metres** (a three-minute walk) west of Edmonton Trail NE and 750 metres (a 11-minute walk) east of Centre Street North. These streets are both classified as Urban Main Streets in the *Municipal Development Plan (MDP)*, with Edmonton Trail NE also being part of the Primary Transit Network. These streets offer a wide range of commercial and retail services, in addition to multi-residential development the subject site is located approximately 500 metres (a seven-minute walk) from Riverside School, a kindergarten to Grade 9 Calgary Board of Education school, and 400 metres (a four-minute walk) from the Calgary Classical Academy, Bridgeland Campus, a Kindergarten to Grade 9 charter school.

The subject site is well served by transit stops with regular service. Route 90 (Bridgeland/University of Calgary) runs along 1 Avenue NW, with a transit stop located approximately 350 metres (a six-minute walk) from the subject site. Route 4 (Huntington) and Route 69 (Deerfoot Centre) run along 4 Street NE with transit stops located approximately 240 metres (a four-minute walk) from the subject site. Route 5 (North Haven) is accessible along Edmonton Trail, with a transit stop located approximately 350 (a six-minute walk) from the subject site.

Community Peak Population Table

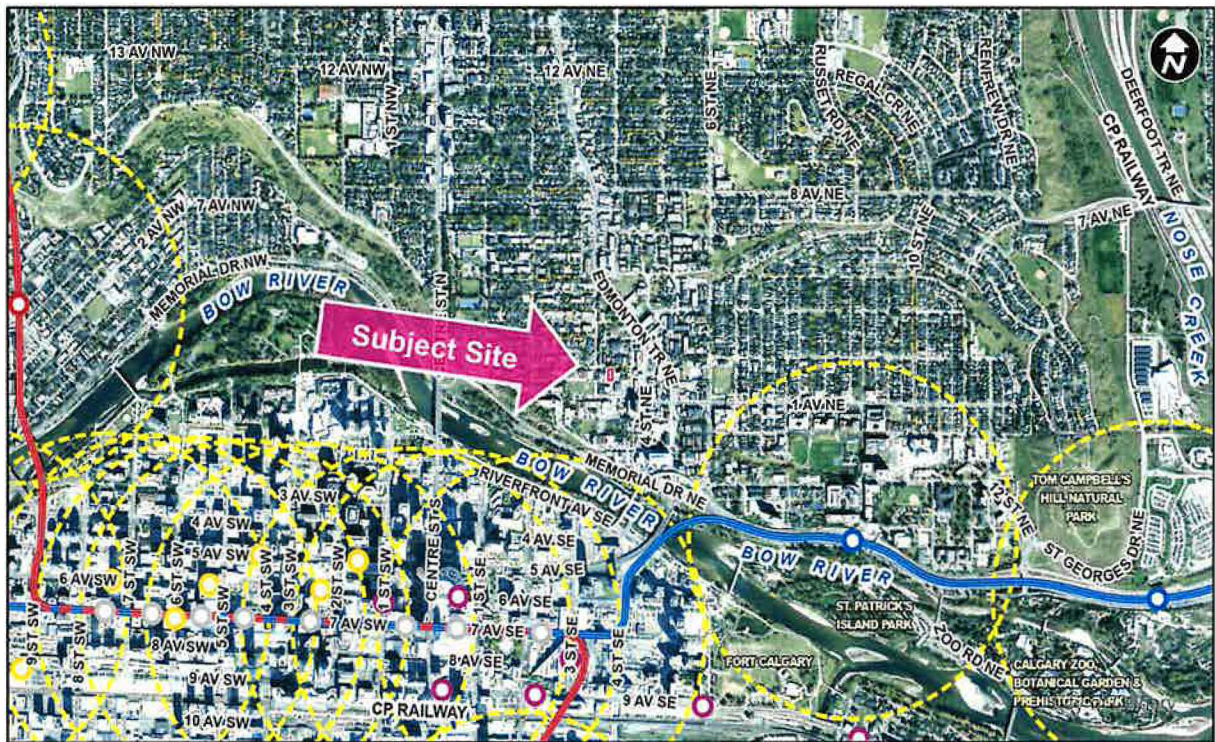
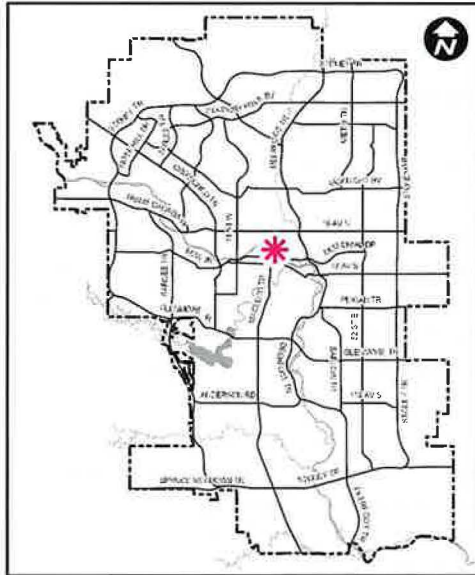
As identified below, the community of Crescent Heights reached its peak population in 2019.

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



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Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Multi-Residential – Contextual Medium Profile (M-C2) District accommodates multi-residential developments with higher numbers of dwelling units and higher traffic generation than lower profile multi-residential land use districts. The M-C2 District allows for a maximum floor area ratio of 2.5 and a maximum building height of 16.0 metres (approximately four storeys). The District does not have a maximum density, and since no density modifier is applied, the maximum number of dwelling units would be dependent on unit size. The M-C2 District is typically located near community nodes and transportation corridors but is also intended to be located in close proximity to low-density residential development, as it provides for varied building height and setbacks which respond to the immediate context.

Transportation

Pedestrian access is available from the existing sidewalk along 2 Avenue NE. Vehicular access to the site is available off 2 Avenue NE and a rear lane accessed from 3 Street NE.

Calgary Transit service is available on 4 Street NE and Edmonton Trail NE, with bus stops for Routes 4 (Huntington) and 5 (North Haven) within approximately 250 metres (a four-minute walk) to the east. Edmonton Trail is identified as being a part of the Primary Transit Network as per the *Municipal Development Plan* (MDP).

An existing on-street bikeway is available along 3 Street NE approximately 100 metres (a two-minute walk) to the west and is a part of the Always Available for All Ages and Abilities (5A) Network.

A Transportation Impact Assessment was not required as part of this application.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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.

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Main Streets – Urban Main Street area as identified in Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage different housing forms including apartments, mixed-used development and ground-oriented housing. The proposal is in keeping with relevant MDP policies.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable strategies were encouraged at the development permit stages but were not considered in the design.

Bridgeland-Riverside Area Redevelopment Plan (Statutory – 1980)

The subject site is located within the Non-Family Oriented Redevelopment Area as identified in Figure 3: Generalized Land Use Map in the [Bridgeland-Riverside Area Redevelopment Plan](#) (ARP). This Non-Family Oriented Redevelopment Area is intended to accommodate multi-residential housing similar to what was permitted in the RM-4 or RM-5 Districts of Land Use Bylaw 2P80, which included fourplexes, townhouses and duplexes.

The ARP contains policies for higher parking requirements than contained in Land Use Bylaw 1P2007. The higher parking requirements in the ARP were intended to help manage parking issues associated with the former Calgary General Hospital. Section 3.10 of the ARP states that within the Non-Family Oriented Redevelopment Area, if the development comprises of three or more units of non-senior citizen housing, parking shall be 1.25 spaces per unit. This amendment is required because the policy statement contains the word "shall", which must be adhered to. The proposed amendment, if approved, will exempt the subject site from this requirement, allowing the current land use bylaw to determine the parking for the proposed development. This will allow for consistency with all other development proposals across the city.

The proposed policy amendment is further supported because the current ARP policy does not align with current Council priorities regarding parking and mobility.