

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Highland Park at the southeast corner of Centre Street N and 36 Avenue NE. The site consists of a total area of approximately 0.09 hectares (0.23 acres) and is approximately 30 metres wide by 27 metres deep. The site is currently vacant. Access is available from the rear lane along the eastern property line of the subject site.

Surrounding development is characterized by low-density residential, multi-residential development, commercial development, and east of the site is the Greenview Industrial area. Many of the surrounding sites are designated to allow for either multi-residential development or commercial development. Small-scale commercial developments are located along Centre Street N one block south of the subject site.

The subject site is located on Centre Street N, which is identified as an Urban Main Street and part of the Primary Transit Network. The site has good access to parks and open spaces including Queens Park and Confederation Park, the Community Association, and four school sites. Highland Park Community Centre is located approximately 300 metres (a five-minute walk) west. The Buchanan School site (Kindergarten to Grade 6) is located adjacent to the site approximately 50 metres (a one-minute walk) to the northwest. James Fowler High School (Grades 10 to 12) is located approximately 650 metres (a nine-minute walk) to the northwest.

## Community Peak Population Table

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

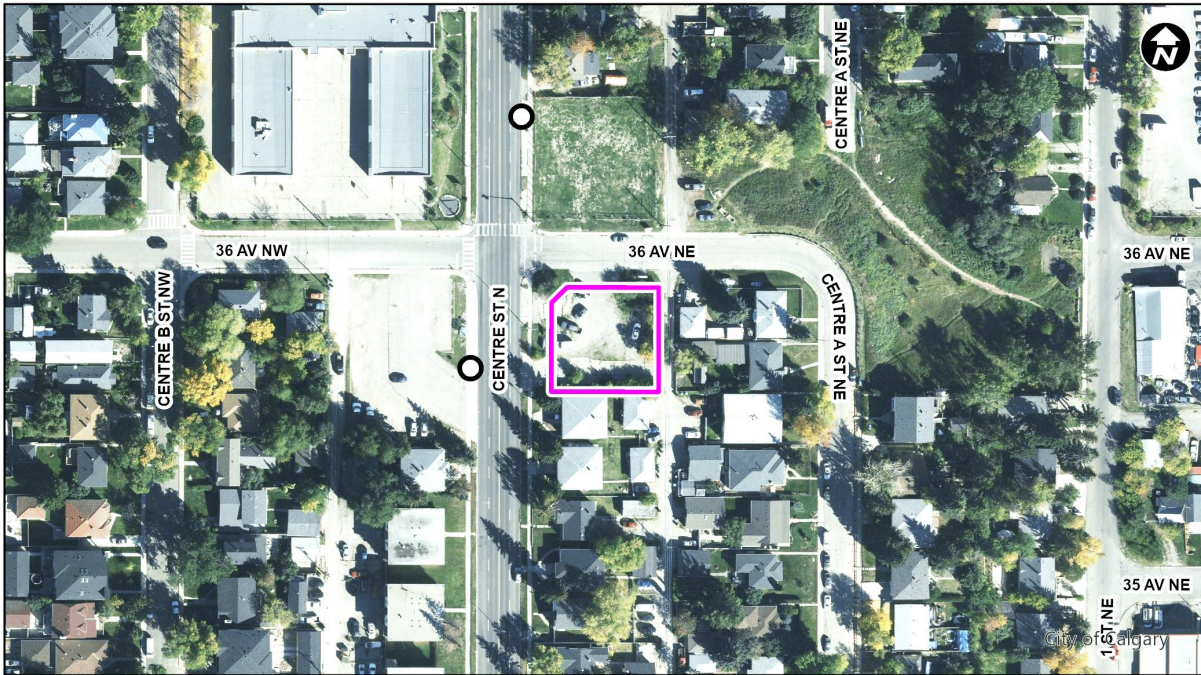
<b>Highland Park</b>	
Peak Population Year	1969
Peak Population	4,875
2019 Current Population	3,838
Difference in Population (Number)	-1,037
Difference in Population (Percent)	-21.27%

Source: *The City of Calgary 2019 Civic Census*

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







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject site is currently designated as the Commercial – Neighbourhood 2 (C-N2) District. The C-N2 District is primarily for small-scale commercial development that provides opportunities for residential uses to occur on the upper floors of buildings that contain commercial uses. This District allows for a maximum building height of 10 metres and a maximum allowable floor area ratio (FAR) for buildings of 1.0.

The proposed Mixed Use – General (MU-1) District is intended for street-oriented development that accommodates both residential and commercial uses at grade. A mix of residential and commercial uses may occur within the same building or multiple buildings. Development should respond to the immediate context by establishing a maximum building height and FAR. The proposed MU-1 District would allow for a maximum FAR of 4.0 (approximately 3,600 square metres) and a maximum building height of 20 metres (approximately six storeys). The MU-1 District does not have a maximum density, and since no density modifier is proposed, the maximum number of dwelling units would be dependent on unit size.

### Development and Site Design

If approved by Council, the rules of the proposed MU-1 District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping, and parking. Given the specific context of this corner site, additional items that are

being considered through the development permit application include, but are not limited to:

- creating an engaging built interface along Centre Street N;
- establishing the layout and configuration of dwelling units, potential commercial uses and amenity space;
- determining building placement, height and massing;
- providing safe vehicular access;
- allocating waste and recycling facilities; and
- mitigating shadowing, privacy, and overlooking.

### **Transportation**

Pedestrian access to the site is available from an existing sidewalk on Centre Street N along the west property line of the site. Motor vehicle access to the site is available from the rear lane along the eastern property line of the site. An existing approach offering vehicular access directly from Centre Street N will be replaced with access to the site from the rear lane only. The site is well positioned with respect to the City's Always Available for All Ages and Abilities (5A) pathway and bikeway network. Future connections include on-street bikeways on Centre Street N, 36 Avenue NE/NW and 1 Street NE.

The site is located along the Primary Transit Network (PTN) on Centre Street N. Several bus routes stop on Centre Street N in close proximity to the site. At 36 Avenue NE, Route 3 (Sandstone / Elbow Drive). At 28 Avenue NE Route 300 (BRT Airport / City Centre) and Route 301 (BRT North / City Centre). The nearest planned station for the future Green Line LRT is located approximately 300 metres (a four-minute walk) north of the site on Centre Street N at 38 Avenue NE. There are no on-street parking restrictions on the site.

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

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary and storm services are available to the site. Details of site servicing, as well as appropriate stormwater management are being considered and reviewed as part of the development permit 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.

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

The subject parcels are located within the Main Streets – Urban Main Street area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and intensification around Urban Main Streets to make more efficient use of existing infrastructure, public amenities, and transit service. Apartments, mixed-use developments and ground-oriented housing are encouraged. The proposed MU-1 District would allow for an appropriate increase in residential density and building scale transition from

the higher-activity Main Street to low-density areas. The opportunity for at-grade commercial can also contribute to providing continuous, active, transparent edges to the adjacent streets. The subject site is also situated in the Developed Residential - Inner City area where development should focus on intensification, supporting increased commercial development to provide retail and service uses in close proximity to residents, and encouraging at-grade retail to provide continuous, active, transparent edges to streets and public spaces. The proposed land use amendment is in alignment with the applicable policies of the MDP.

### **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 climate strategies are being explored and encouraged through the development permit review.

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

The [North Hill Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Commercial urban form category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for up to six storeys. 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. Commercial frontages have frequent entrances and windows along the street to encourage pedestrian activity. The public realm and built form within Neighbourhood Commercial urban form areas are designed to support frequent pedestrian interaction with the buildings and a moderate to high volume of pedestrian movement along the street. The building scale policies in the LAP note that when adjacent parcels have different scale modifiers, development should provide an appropriate transition that considers the neighbourhood context. The proposed land use amendment is in alignment with the applicable LAP policies.