

# Background and Planning Evaluation

## Background and Site Context

The site is in the northwest community of Thorncliffe at 5024 Centre Street NE on the east side of Centre Street N and on the south side of Thorncrest Road NE. This 0.09 hectare (0.23 acres) site is vacant of buildings and currently accommodates parking for an adjacent restaurant. There is an adjacent Commercial – Neighbourhood 2 (C-N2) District to the south and west across Centre Street, where there are existing houses. The area is predominantly low-density residential with linear park spaces located within 100 to 300 metres (a one-to-five-minute walk). There is a middle school located 160 metres (a three-minute walk) to the southeast and the Thorncliffe Greenview Community Association and Recreation Centre is located 430 metres (a seven-minute walk) to the north.

There is an agreement between the landowner of the subject site and the adjacent restaurant to utilize the subject site temporarily for additional parking. This agreement can be terminated at any time and was intended to be temporary until the site could be redeveloped.

## Community Peak Population Table

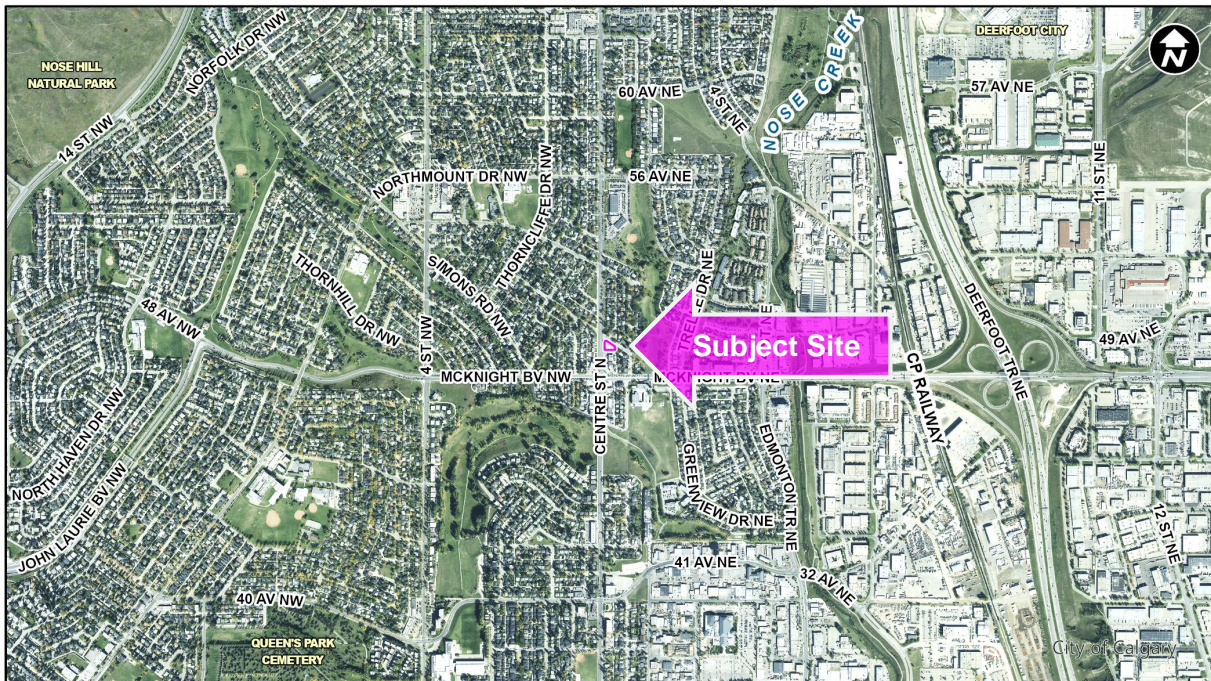
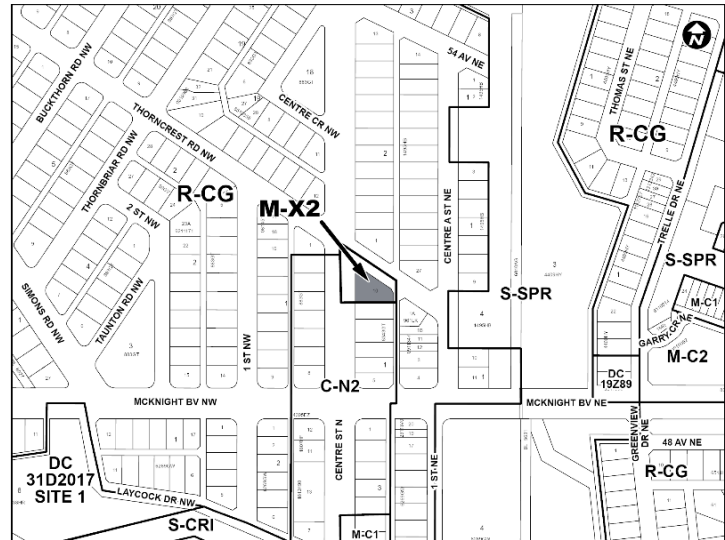
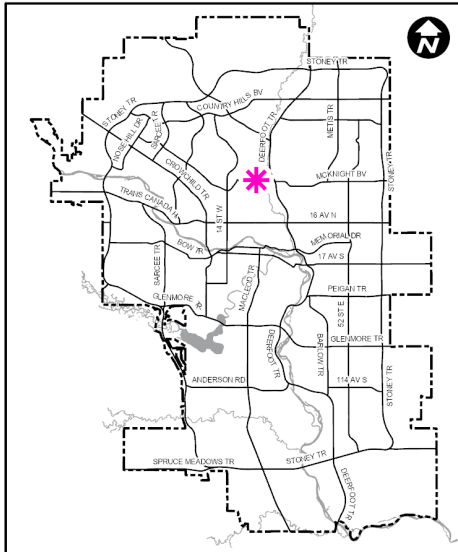
As identified below, the community of Thorncliffe reached its peak population in 1977.

<b>Thorncliffe</b>	
Peak Population Year	1977
Peak Population	11,379
2019 Current Population	8,788
Difference in Population (Number)	-2,591
Difference in Population (Percent)	-22.8%

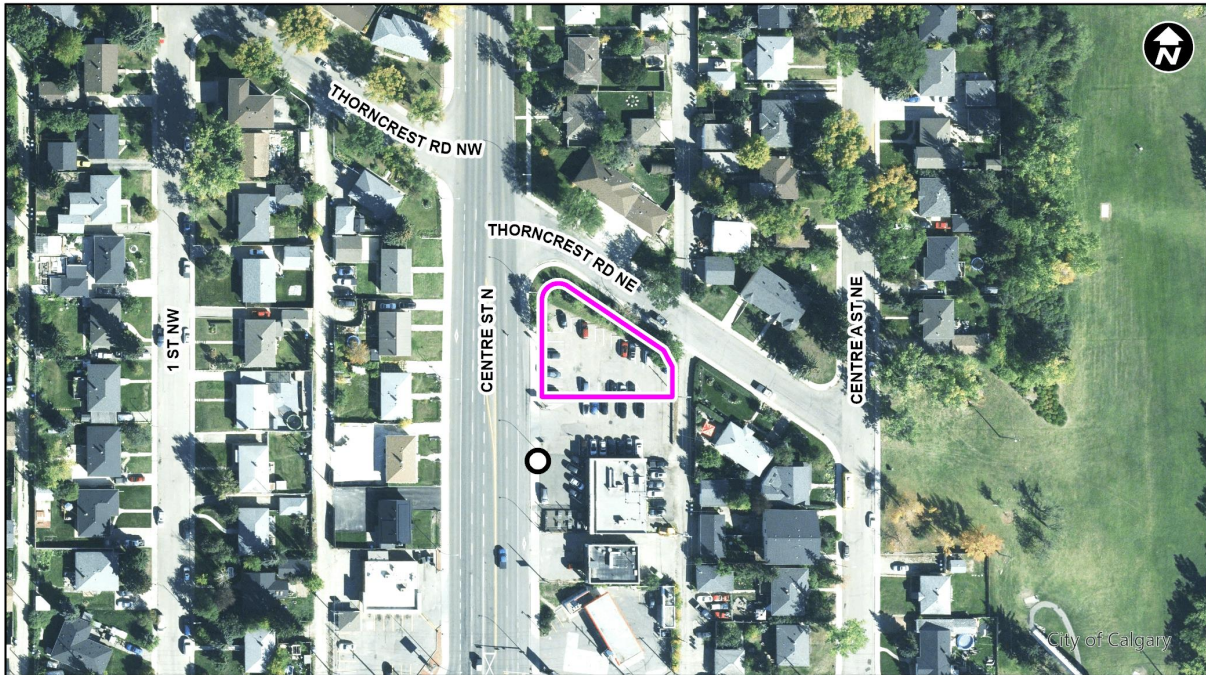
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Commercial – Neighbourhood 2 (C-N2) District is intended for small-scale commercial developments built to a maximum of two storeys (10 metres). The proposed land use amendment to Multi-Residential – Medium Profile Support Commercial (M-X2) District will allow for construction of a four-storey, mixed-use building (up to 16 metres).

The M-X2 District accommodates multi-residential development that provides for higher numbers of dwelling units and higher traffic generation than low density residential dwellings and low profile multi-residential districts. In addition, the site is located on a transportation corridor and within proximity of low-density residential development. This is consistent with the purpose for the M-X2 District. The M-X2 District allows a maximum floor area ratio of 3.0 and a maximum building height of 16.0 metres (four storeys). There is no maximum density limitation, rather the scale of development is managed through floor area ratio and building height maximums. In addition, the M-X2 District requires a minimum density of 60 units per hectare, which equates to a minimum of five dwelling units on this site. Also, M-X2 District requires a minimum of 300 square metres of commercial multi-residential uses located on the main floor.

The site is located along Centre Street N in an Established, Developed Residential area according to the *Municipal Development Plan* (MDP). There is no Local Area Plan or Area Redevelopment Plan in effect. The site is the northern-most C-N2 District along a commercial street that is lined with existing C-N2 District. In addition, the site is well served by existing and

future transit with the nearest transit stop being 20 metres (less than a minute's walk) to the south and a planned Green Line LRT station approximately 480 metres (an eight-minute walk) to the north.

The proposed land use redesignation would support the Applicant's intention to build an approximately 14-metre tall, four-storey building with 12 residential units, ground-floor commercial with underground parking.

### **Development and Site Design**

Detailed site design considerations will be reviewed through a future development permit application. This would include the location, height and massing of the building, site access, parking, waste and recycling facilities and landscaping requirements.

The intent is to construct a four-storey, approximately 14-metre tall, mixed-use building that faces Centre Street N. Access will be via the lane and Thorncrest Road NE to surface parking stalls, waste and recycling facilities and underground parking.

### **Transportation**

Pedestrian access to the site is available from Centre Street N and Thorncrest Road NE. Access to the Always Available for All Ages and Abilities (5A) Network is available from a pathway located at the corner of Centre Street N and Laycock Drive NE, approximately 285 metres (a five-minute walk) south. Vehicular access is from Thorncrest Road NE and via a rear lane. No access from Centre Street N is permitted.

The site is well served by Calgary Transit with bus stops for Route 3 Elbow Drive northbound located adjacent to the site, with Route 3 southbound located 200 metres (a three-minute walk) to the north. Route 300/301 (City Centre), Route 20 (Heritage Station), Route 2 (Killarney / 17 Ave SW), Route 4 (78 Avenue NW Terminal), Route 5 (Centre Street N / 78 Avenue N) and Route 32 (Sunridge) and the planned McKnight Boulevard LRT Station are all located approximately 600 metres (a 10-minute walk) north.

The proposed land use for the site was evaluated on its own merits and future considerations of parking and other site functions on this and adjacent sites will be reviewed and managed through a future development permit application. A parking evaluation will be required as part of a future development permit application.

A Transportation Impact Assessment (TIA) and parking study were not required in support of this land use amendment application.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary and stormwater sewer lines are available to serve future redevelopment on the site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of a future 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 site is identified as Developed Residential – Established, as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The proposal meets the MDP's goal of shaping a more compact urban form. This includes directing future growth in a more efficient use of land, creating complete communities and supporting greater mobility choices. The MDP's policies for Established Areas includes accommodating modest redevelopment that incorporates appropriate densities and a mix of land uses and pedestrian-friendly environment that supports the transit network. The proposal meets all of these policy points.

### **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 will be explored and encouraged at subsequent development approval stages.

### **Transit Oriented Development Policy Guidelines (2004)**

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas typically within 600 metres (a 10-minute walk) of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide transit riders alike. The proposed land use meets the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing density around transit stations.