

# Background and Planning Evaluation

## Background and Site Context

The subject site is in the community of Highland Park at the southeast corner of Centre Street N and 42 Avenue NE. The site is approximately 0.05 hectares (0.12 acres) in size and is approximately 15 metres wide by 36 metres deep. It is currently developed with a single detached dwelling and detached garage with vehicular access from the lane.

Lands to the north, south and east are designated Residential – Grade-Oriented Infill (R-CG) District and are characterized by single detached dwellings. Lands across the street to the west and northwest are designated Mixed Use – General (MU-1f4.0h21) District and are characterized by single detached dwellings and a single-storey commercial building. Lands to the southeast are designated Multi-Residential – High Density Low Rise (M-H1) District where a new assisted living facility is currently under development. Lands designated Mixed Use – Active Frontage (MU-2f5.0h40) District are located on the east side of Centre Street N between 40 Avenue NE and 41 Avenue NE.

The site is within the future 40 Avenue N Green Line LRT Station area and bus rapid transit (BRT) service currently operates on Centre Street N. BRT stops are located approximately 250 metres (a four-minute walk) south of the site at Centre Street N and 40 Avenue N.

## Community Peak Population Table

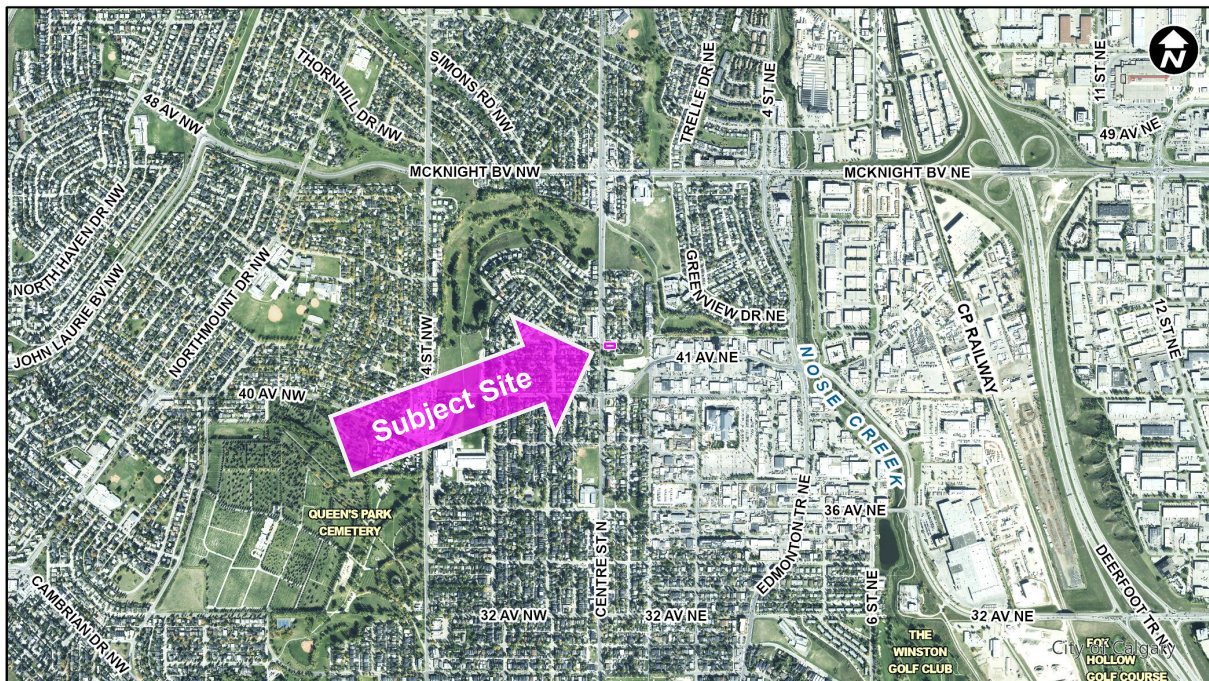
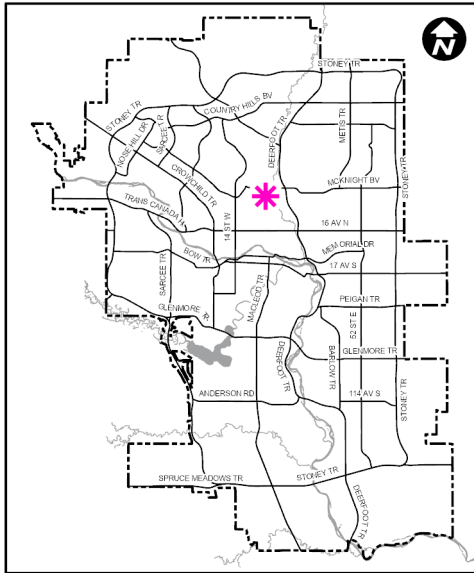
As identified below, the community of Highland Park reached its peak population in 1969.

<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%

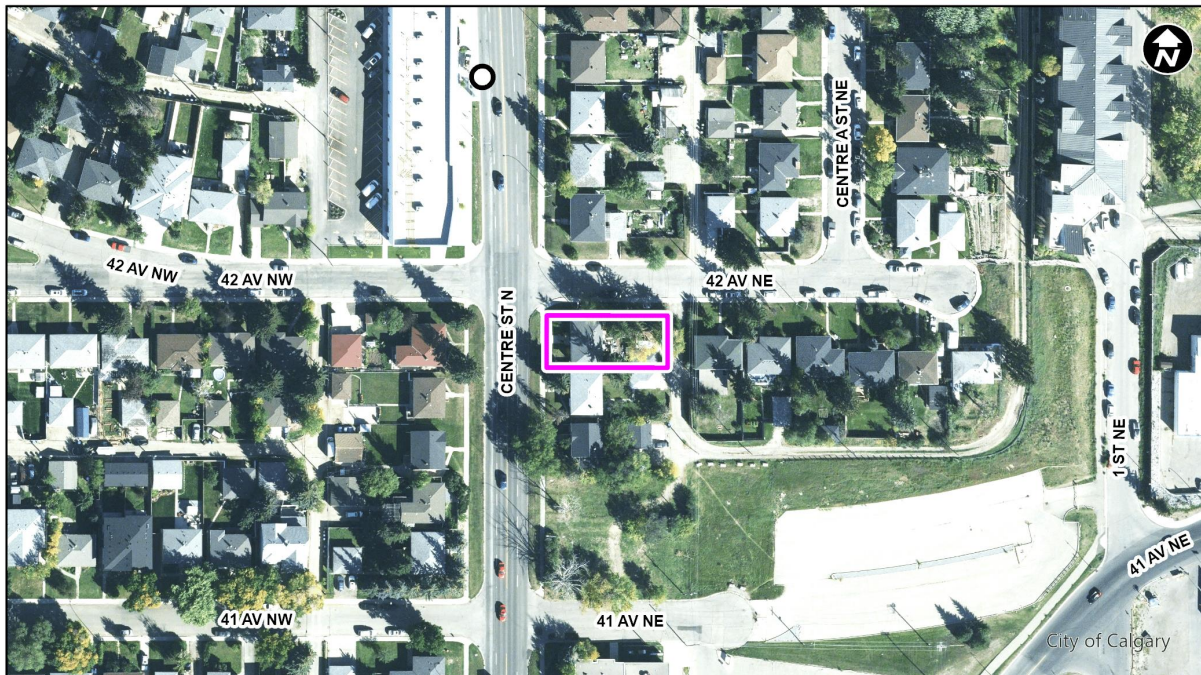
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare, which would allow for four units here.

The MU-1 District is intended to accommodate residential and commercial uses at grade facing the commercial street and allows for a mix of residential and commercial uses in the same building.

The proposed MU-1f4.0h21 District would allow for a maximum floor area ratio of 4.0 which equates to a building floor area of approximately 2,156 square metres. The proposed 21 metre building height would allow for approximately six storeys. The provision of both residential and commercial uses at grade and proposed 21 metre maximum height represents a gentle transition from higher-intensity, active frontage parcels located to the south of 41 Avenue NE.

### Development and Site Design

The rules of the proposed MU-1f4.0h21 District would provide guidance for development of the site, including appropriate uses, building height, landscaping, parcel coverage and parking. Other key factors that are being considered during the review of the development permit application include the following:

- building massing adjacent to low density residential parcels;
- façade treatment along Centre Street N;
- shadowing, overlooking and privacy; and
- residential amenity space.

While the proposed floor area ratio of 4.0 and maximum building height of 21 metres provide for an appropriate intensification of this site along an Urban Main Street, the MU-1 District rules will mitigate the increase in building height through required setbacks on sites located adjacent to low density residential land and allow for a transitional building height.

A 3.048 metre public realm setback also applies to this section of Centre Street N. These setbacks are intended to accommodate public realm improvements, pedestrian environment improvements, and context specific mobility improvements. While there is no front setback requirement in the MU-1 District, all future development would be set back 3.048 metres from the existing front property line to accommodate the required public realm setback. This would be reviewed as part of the development permit stage.

### **Transportation**

Pedestrian access to the site is provided by public sidewalks on Centre Street N and 42 Avenue NE. Existing on-street bikeways along 41 Avenue NE and 1 Street NE form part of the Always Available for All Ages and Abilities (5A) Network. There are existing pathways on 41 Avenue NE and 1 Street NE. A park to the northeast contains a pathway, providing pedestrian access to Edmonton Trail NE.

The site is located on the Primary Transit Network along Centre Street N and is approximately 150 metres (a three-minute walk) south of transit stops serving Route 3 (Sandstone/Elbow Dr SW) northbound and southbound. The site is 250 metres (a four-minute walk) from bus rapid transit (BRT) stops on Centre Street N, serving Route 300 (BRT Airport/City Centre), Route 301 (BRT North/City Centre), Route 62 (Hidden Valley Express), Route 64 (MacEwan Express), Route 109 (Harvest Hills Express), Route 116 (Coventry Hills Express), Route 142 (Panorama Express) and Route 3 (Sandstone/Elbow Dr SW). The site is also approximately 250 metres (a four-minute walk) north of the future 40 Avenue N Green Line LRT Station.

Access to the site will be from the lane and will be confirmed at the time of the development permit. Street parking is not permitted on this section of Centre Street N but is available adjacent to the subject site on 42 Avenue NE.

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

### **Environmental Site Considerations**

No environmental concerns were identified. An Environmental Site Assessment was not required as part of this application.

### **Utilities and Servicing**

Water, sanitary sewer and storm sewer are available to service the subject site. Details of site servicing and appropriate stormwater management will be considered and reviewed as part of the development permit stage.

## 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 within the Urban Main Street land use typology as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). Urban Main Streets provide for a high level of residential and employment intensification along Urban Boulevards and emphasize a walkable pedestrian environment fronted by a mix of higher intensity residential and business uses.

The MDP seeks to direct a greater share of new growth to Main Streets and to optimize population and job growth within walking distance of transit. The proposed land use amendment is in keeping with the overall policy objectives 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 will be explored and encouraged at subsequent development approval stages.

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

The site is within the Neighbourhood Commercial urban form category as identified on Map 3: Urban Form of the [North Hill Communities Local Area Plan](#) (LAP). Neighbourhood Commercial areas encourage street-oriented buildings that support commercial uses on the ground floor facing the higher activity street with a range of uses integrated behind or located above.

The site also has a Low building scale modifier as identified on Map 4: Building Scale. Low scale areas allow for developments up to six storeys and are typically characterized by apartments, stacked townhouses, mixed-use and industrial buildings.

The site is also along an Urban Main Street and within the 40 Avenue Transit Station Area, where high-quality, pedestrian oriented development is encouraged. The proposed MU-1f4.0h21 District is in keeping with the overall policy objectives of the LAP and allows for a greater intensity and variety of uses along Centre Street N.