

Background and Planning Evaluation

Background and Site Context

The subject site is mid-block and is located in the northeast community of Crescent Heights, north of Meredith Road NE. Covering approximately 0.13 hectares (0.32 acres), the site consists of two parcels, each with an area of approximately 0.07 hectares (0.16 acres). Each parcel is about 15 metres wide by 42 metres deep. Currently, the site is developed with two single detached dwellings, each featuring a rear detached garage, and is accessible from Meredith Road NE. There is no rear lane access.

The surrounding development consists of a mix of single detached residential, multi-residential, institutional and commercial development designated as Multi-Residential – Contextual Medium (M-C2) District, Commercial – Corridor 2 (C-COR2) District and Direct Control (DC) District.

The subject site is located approximately 80 metres (a one-minute walk) west of 4 Street NE and approximately 180 metres (a three-minute walk) west of Edmonton Trail NE, both of which are Urban Main Streets and part of the Primary Transit Network. Additionally, the site is 230 metres (a four-minute walk) south of 1 Avenue NE, a Neighborhood Main Street. These streets offer a variety of commercial and retail services and feature several multi-residential developments. Rotary Park, with amenities such as a dog area, spray pool, playground, and tennis courts, is located roughly 650 metres (an 11-minute walk) northwest of the site. Murdoch Park, a large community green space that was once home to the Calgary General Hospital, is also about 650 meters (an 11-minute walk) west of the site. Furthermore, Riverside School (CBE kindergarten to grade 9) is approximately 380 meters (a six-minute walk) east of the site.

Community Peak Population Table

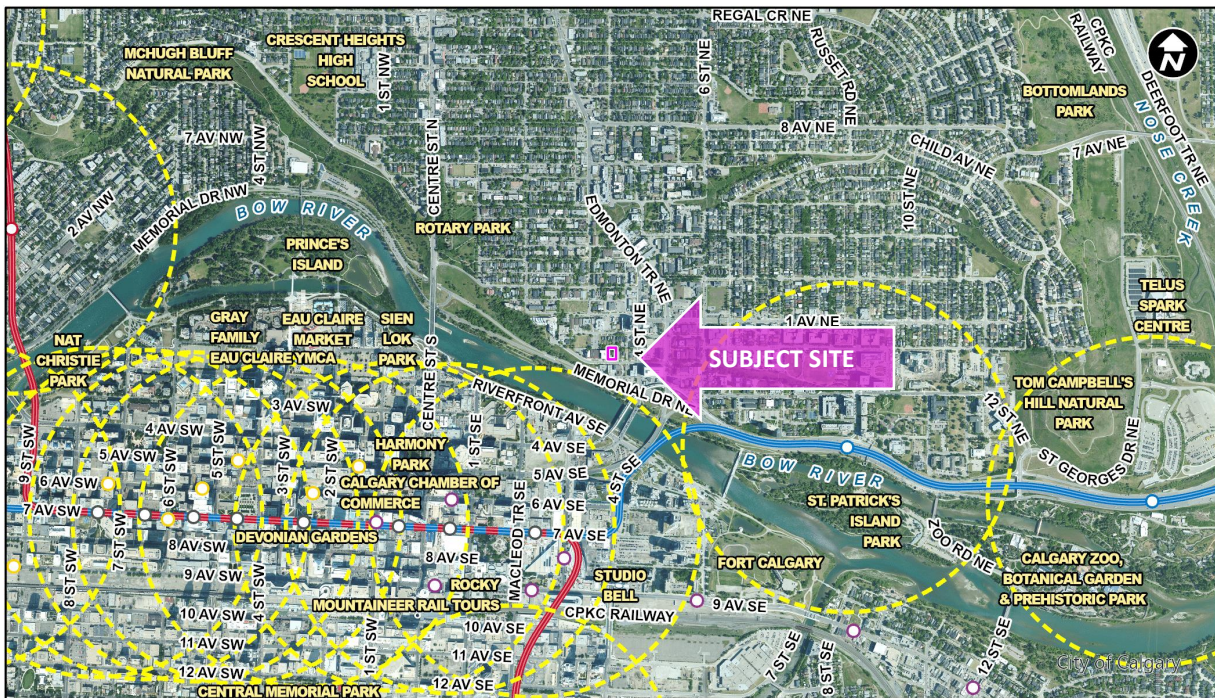
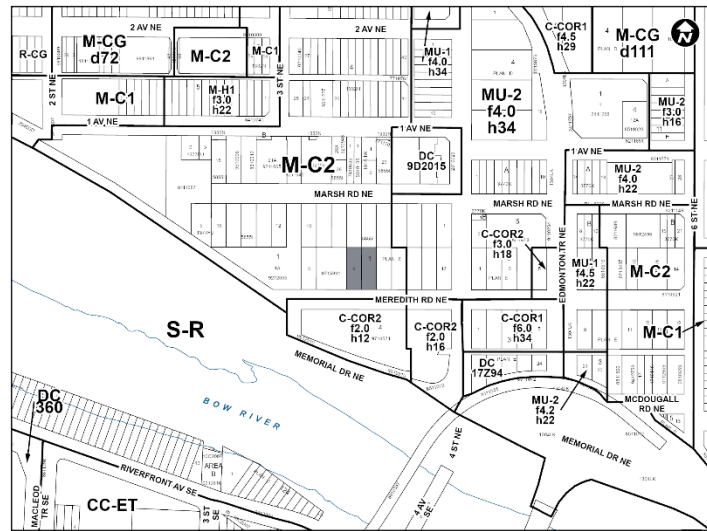
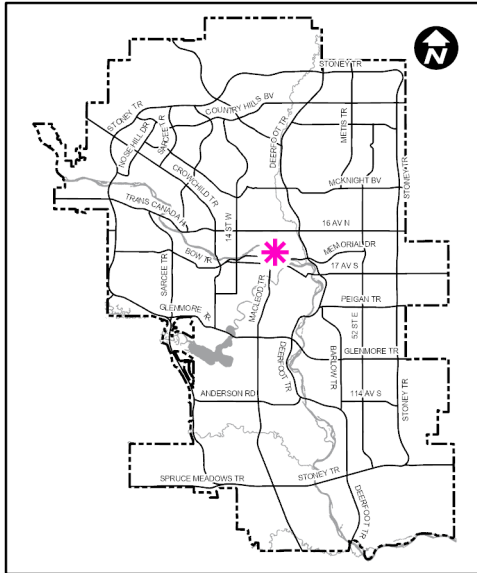
As identified below, the community of Crescent Heights reached its peak population in 2019.

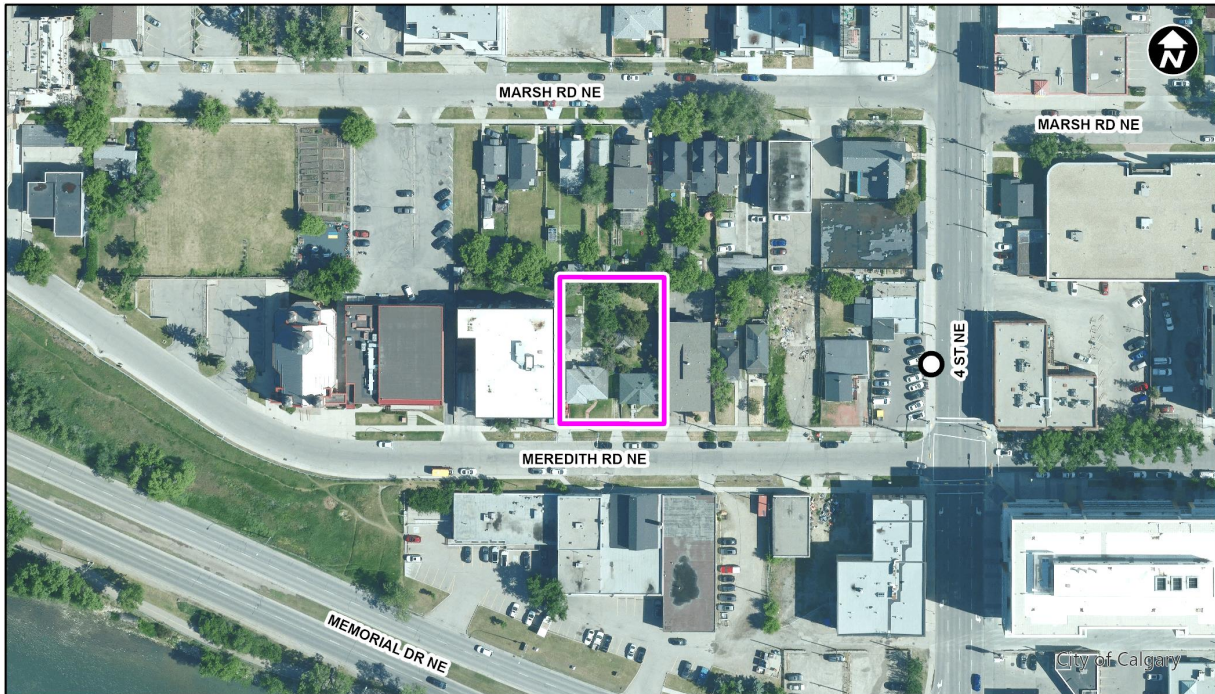
Crescent Heights	
Peak Population Year	2019
Peak Population	6,620
2019 Current Population	6,620
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Multi-Residential – Contextual Medium (M-C2) District allows for Multi-Residential Development in a variety of housing forms within Developed Areas, close to or adjacent to low density residential development. There is no maximum density in the M-C2 District. The M-C2 District allows for a maximum height of 16 metres and a maximum floor area ratio of 2.5.

The applicant is proposing 40 units through DP2024-05269, which is currently under review. The minimum number of parking stalls required for the proposed development in accordance with the current Land Use Bylaw is 19. The development proposal includes 27 parking stalls. The *Bridgeland-Riverside Area Redevelopment Plan (ARP)* requires 1.25 parking spaces per unit, meaning a total of 50 parking stalls are required under this policy. The proposed amendment, if approved, will exempt the subject site from the requirement of 1.25 parking spaces per unit, allowing the Land Use Bylaw to determine the parking for the proposed development.

Development and Site Design

If this policy amendment is approved by Council, the rules of the M-C2 District, including the parking requirements, would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. Given the mid-block site context and existing surrounding parcels, additional items that are being considered through the development permit process include, but are not limited to:

- well-considered amenity space design;
- ensuring an engaging interface along street frontages;
- investigating public realm opportunities to include landscaping; and
- vehicular access and parking adequacy.

Transportation

The subject site is located along Meredith Road NE, approximately 230 metres (a five-minute walk) south of 1 Avenue NE, and 180 metres (a three-minute walk) west of Edmonton Trail NE which are all identified as on-street bikeways as per the City of Calgary's Always Available for All Ages and Abilities (5A) Network. These on-street bikeways connect to other bikeways and provide access to the downtown core and to the Bow River Pathway system which is approximately 200 metres (a three-minute walk) from the site. The subject site is also located near various transit stops providing regular service. Route 90 (Bridgeland/University of Calgary) is located along 1 Avenue NE which is within 280 metres of the subject site. Routes 4 (Huntington), 5 (North Haven) and 69 (Deerfoot Centre) are located along Edmonton Trail NE, 180 metres from the subject site. This well-connected network of mobility options provides access to jobs, services, educational facilities, and many other destinations across Calgary. The site is also within 500 metres (an eight-minute walk) of East Village and the local shops and services in the area.

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, storm and sanitary sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management, are being considered and reviewed as part of a development permit review process.

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 City of Calgary [Municipal Development Plan](#) (MDP) identifies this site as part of the Developed Residential – Inner City area as identified in Map 1: Urban Structure. Section 2.2 of the MDP encourages future growth of the city in a way that fosters a more compact efficient use of land, creating complete communities and allowing for greater mobility choices. Section 3.4.2 of the MDP identifies opportunities to create a high level of residential intensification along and near Urban Boulevard Street types, such as Edmonton Trail. The MDP supports increased residential density in areas well served by primary transit stations and stops, like this part of Crescent Heights, while supporting reduced motor vehicle parking requirements by emphasizing walkable pedestrian environments.

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 will be explored during the Development Permit review process.

Bridgeland-Riverside Area Redevelopment Plan (Statutory – 1980)

The [Bridgeland-Riverside Area Redevelopment Plan](#) (ARP), approved in 1980, provides direction, policies, and guidelines for development in the Bridgeland/Riverside community and this portion of Crescent Heights. The subject site falls within the Non-Family Oriented Redevelopment Area, as depicted in Figure 3: Generalized Land Use. This Non-Family Oriented Redevelopment Area is intended to accommodate multi-residential housing.

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, 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.” 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. Additionally, undue impacts should be minimal given the site’s proximity to on-street bikeways, the Bow River Pathway system and proximity to transit stops providing access to four bus routes.