

## Applicant Submission

On behalf of the landowner, please accept this application to redesignate a +/-0.16 acre (+/-0.065 hectare) site from M-C1 to C-COR1 f1.0h12, to accommodate a small-scale street-oriented and pedestrian-oriented developments that better optimizes the opportunity and advantages offered by this prime urban main street location and the gateway into the downtown core.

### Site Context

The subject site is located in the community of Crescent Heights in Ward 7, on Edmonton Trail NE between 10 Avenue NE and 11 Avenue NE. Lands to the north and east are designated under the commercial district C-COR1 f1.0h10. Lands to the south is designated under DC Direct Control District (Bylaw 114Z82) which list office building as the permitted use. Residential-Contextual One (R-C2) District sites exist to the west of the subject parcel. Current use of the parcel is a residential bungalow.

### Development and Site Design

The proposed build form of this area is a small-scale street-oriented and pedestrian-oriented developments with building entrances that front onto Edmonton Trail NE. More specially, the landowner is planning to build a three to four storey building with Massage, Physiotherapy, Nails Salon etc. businesses and possible office space and residential units on upper floors at a compatible scale to nearby residential areas. Parking will be located at the rear of the building and vehicular access to the site is from the rear lane.

### Transportation Networks

Edmonton Trail NE is classified as an Urban Boulevard street type. Calgary Transit bus stops for routes 5 and 69 northbound and routes 4 and 69 southbound are located on Edmonton Trail NE within 100 meters walking distance of the parcel. The planned 16 Avenue N Green Line Light Rail Transit station will be approximately 1.0 kilometer walking distance from the parcel. City Hall Light Rail Transit station is approximately 2.0 kilometers walking distance from the parcel. Bridgeland Light Rail Transit station is approximately 2.2 kilometers walking distance from the parcel.

### Strategic Alignment

The site is located within the city, Town area of the Schedule C:South Saskatchewan Regional Plan Map in the South Saskatchewan Regional Plan (SSRP). While the SSRP makes no specific reference to the site, the proposal is consistent with the policies on land use patterns.

Also, the site is located within an Urban Main Street area, according to Urban Structure Map (Map 1) of the Municipal Development Plan (MDP). Urban Main Streets are intended to provide for a high level of residential and employment intensification along an Urban Boulevard street type, as defined in the Calgary Transportation Plan (CTP). The Urban Boulevard is a multi-modal street with a strong focus on walking, cycling, and transit, though it continues to accommodate moderately high traffic volume. Urban Main Streets emphasize a walkable pedestrian environment fronted by a mix of higher intensity residential and business uses. The listed uses of the C-COR1 District include commercial and residential uses and rules that result in street-oriented and pedestrian-oriented building designs. While the MDP makes no specific reference to this site, the proposal is consistent with the applicable policies.

The subject site is also located within a Local Commercial area, according to the Land Use Policy Map (Map 2) of the Crescent Heights Area Redevelopment Plan (CHARP). The purposes of the Local Commercial area is to encourage successful commercial development which will serve commuters and the local community, ensure a high standard of commercial development and minimize its impact on nearby housing. Development in the Local Commercial area is encouraged to improve the pedestrian environment along Edmonton Trail NE and Centre Street NE and support the transit corridor concept for the major roads by providing transit supportive designs, employment and residential uses. The listed uses of the C-COR1 district include commercial uses that serve commuters and the local community and rules that result in street-oriented, pedestrian-oriented, and transit-oriented building designs with heights and setbacks that minimize impact on nearby housing.