

Background and Planning Evaluation

Background and Site Context

This 0.05 hectare (0.13 acre) parcel is located in the community of Highland Park at the northeast corner of 33 Avenue NE and 1 Street NE. The subject parcel abuts a laneway on the north side and is surrounded by low density residential developments characterized by both single and semi-detached dwellings in all directions.

The subject parcel is located approximately 175 metres east of Centre Street N which includes a mixture of multi-residential and commercial districts. Transit service is available throughout the community. The site is approximately 200 metres (four-minute walk) east of the Primary Transit Network along Centre Street N which contains BRT Route 3. Centre Street N will accommodate the future Green Line LRT service. In addition, the site is approximately 500 metres (eight-minute walk) west of the Primary Transit Network along Edmonton Trail N which contains Bus Routes 4 and 5.

The dimensions of the subject parcel are approximately 35 metres in depth and 15 metres in width. Existing vehicular access to the site is provided on the west side directly connecting to 1 Street NE. The parcel is currently developed with a single detached dwelling and rear detached garage. A future rowhouse development on the parcel will require closure of the existing driveway and all future vehicular access will be from the north laneway at the development permit stage.

Community Peak Population Table

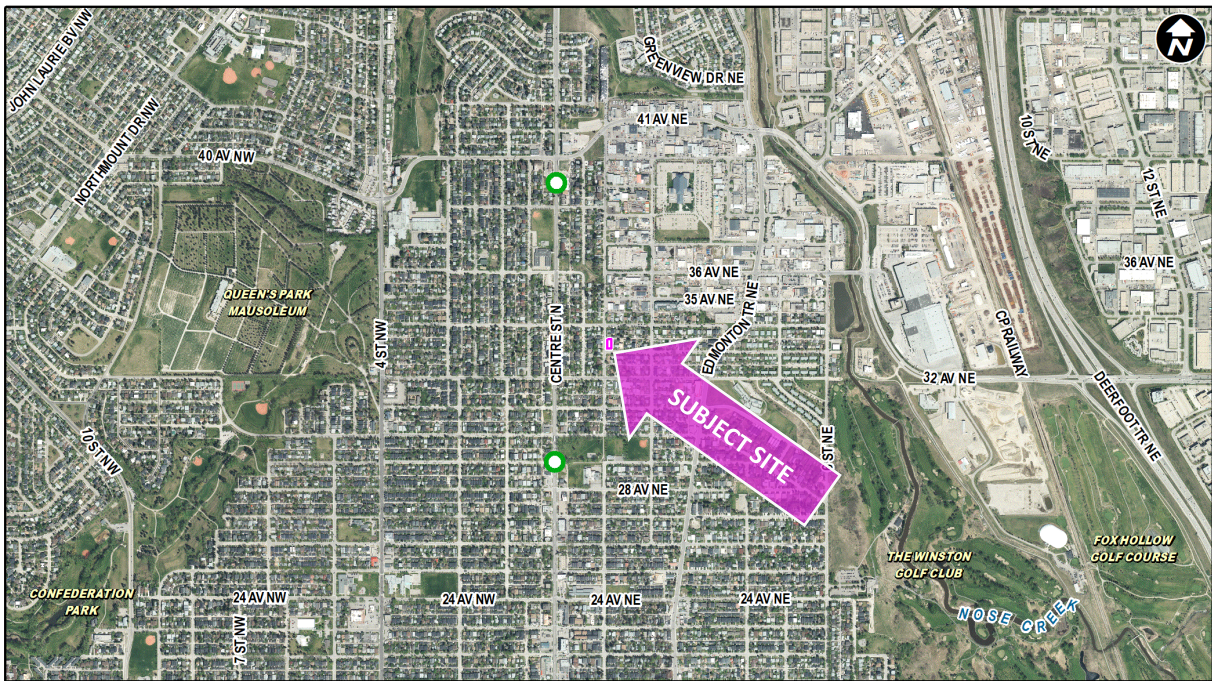
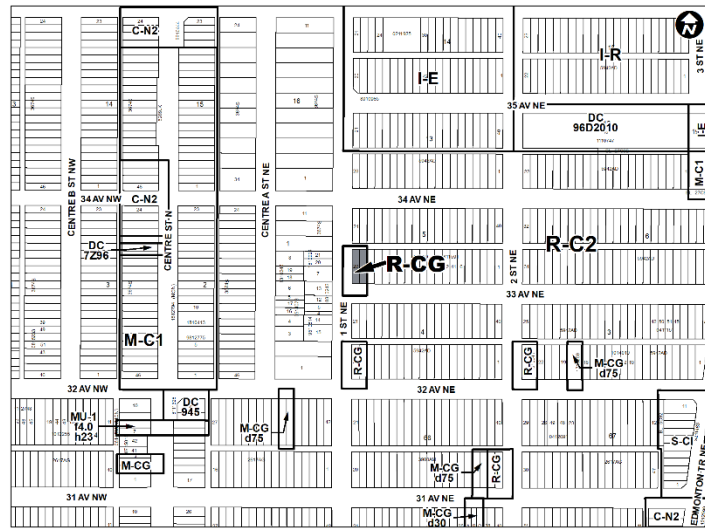
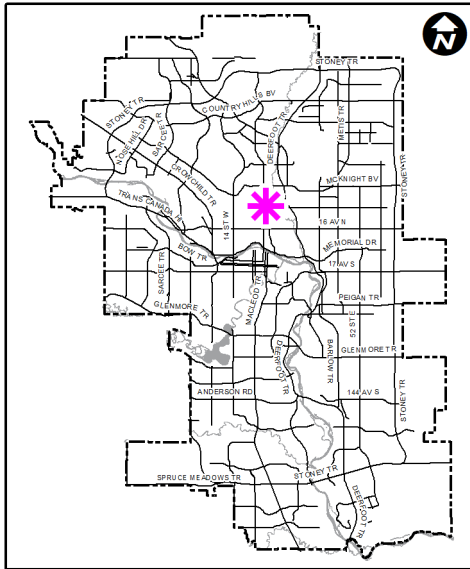
As identified below, the community of Highland Park reached its peak population in 1969.

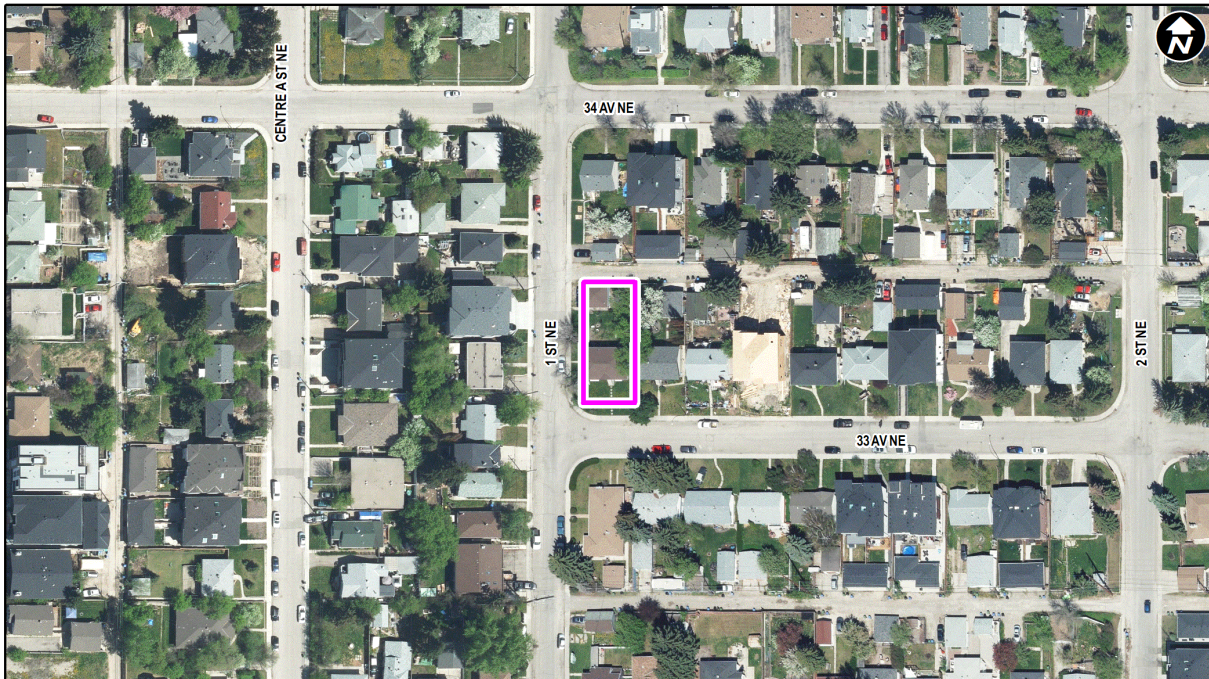
Highland Park	
Peak Population Year	1969
Peak Population	4,875
2019 Current Population	3,838
Difference in Population (Number)	-1,037
Difference in Population (Percent)	-27%

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-C2 District is a residential designation applied to developed areas that is primarily for single and semi-detached dwellings and duplexes with the allowance of secondary suites. The R-C2 District allows for a maximum building height of 10 metres and a maximum density of two dwelling units per parcel.

The proposed R-CG District allows for a wider range of low-density housing forms such as single detached dwellings, semi-detached dwellings, and duplex dwellings with the addition of rowhouse buildings. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 units per hectare. Based on the parcel area, this would allow up to a maximum of four dwelling units on the site in a rowhouse building form where one façade of each dwelling unit must directly face a public street.

Secondary suites (one backyard suite or secondary suite per dwelling unit) are also allowed in the R-CG District. Secondary suites do not count towards density and do not require motor vehicle parking stalls subject to the rules of the R-CG District

Development and Site Design

If this application is approved by Council, the rules of the R-CG District will provide guidance for future site development including appropriate uses, building massing, density, height, and parking. Vehicular access to the site will be required from the north rear laneway. Given the

specific context of this corner site, additional items that will be considered through the development permit review process which includes, but not limited to:

- Building interfacing along both 33 Avenue NE and 1 Street NE frontages;
- Mitigation of building shadowing, overlooking, and privacy concerns of the adjacent properties; and
- Evaluation of any secondary suite designs, if proposed.

Transportation

There is a rear lane access to the site for motor vehicles and parking directly north of the site. There is an existing pedestrian sidewalk along both 33 Avenue NE and 1 Street NE. Parking will be reviewed at the development permit application review stage.

Both 33 Avenue NE and 1 Street NE are classified as residential streets. On-street parking along both roadways is unrestricted. No Transportation Impact Assessment or parking study was required.

The immediate area is well served by high frequency local and Bus Rapid Transit (BRT) services. The site is approximately 200 metres (four-minute walk) east from the Primary Transit Network along Centre Street N which contains BRT Route 3. Centre Street N will accommodate the future Green Line LRT service. In addition, the site is approximately 500 metres (eight-minute walk) west from the Primary Transit Network along Edmonton Trail N which contains Bus Route 4.

Environmental Site Considerations

There are no known environmental concerns associated with the proposal and/or site at this time.

Utilities and Servicing

Water, sanitary, and storm deep utilities are available to the site. Development servicing requirements will be determined at the future development permit review stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned 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.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Calgary International Airport Vicinity Protection Area (2009)

The *Calgary International Airport Vicinity Protection Area* (AVPA) identifies the subject site as being located within the AVPA Protection Area, however, the site is outside of the 25-30 noise exposure forecast (NEF) contour. The [AVPA Regulation](#) was created to ensure that only compatible land uses are developed near airport flight paths. The AVPA Regulation establishes

prohibitive uses in certain locations, identified within NEF areas. There are no restrictions that would affect any development or subdivision plan applications applicable to the redevelopment of this site. Any future development permit applications would be circulated to the Airport Authority and reviewed against the applicable AVPA Regulations to ensure compliance.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential – Developed – Inner City typology as identified on [Map 1: Urban Structure](#) in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities, and transit. Such redevelopment is intended to occur in a form and nature that respects the established character and scale of the immediate neighbourhood context. The proposal is in keeping with relevant MDP policies as the R-CG District provides for a modest, low-density increase in a form that is sensitive to existing residential development in terms of building height, scale, and massing.

The community of Highland Park does not currently have any local area policy and as such, the policies of the MDP have been used in making a recommendation on the planning merits of this application.

Climate Resilience Strategy (2018)

The [Climate Resiliency Strategy](#) identifies programs and actions intended to reduce Calgary's greenhouse gas emissions and mitigate climate risks. This application does not include any actions that specifically meet objectives of this plan; however, opportunities to align future development of this site with applicable climate resilience strategies may be explored and encouraged at the development review stage.

North Hill Communities Local Area Plan (Proposed – 2021)

The [North Hill Communities Local Area Plan](#) (LAP) has received first reading from Council and is currently being circulated to the Calgary Metropolitan Region Board (CMRB). Following approval from the CMRB, the Plan will return to Council for second and third readings in September 2021. Planning applications are being accepted for processing during the local area planning process. The proposed land use is in alignment with the Urban Form Category and Building Sale categories of the proposed *North Hill Communities LAP*.