

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Dover at the northeast corner of 34 Avenue SE and 28 Street SE. The site is approximately 0.05 hectares in size (0.12 acres) and is approximately 15 metres wide by 34 metres long. The site is currently developed with a single detached dwelling that faces 28 Street SE and a parking pad that is accessed from 33A Avenue SE.

There are a variety of land uses adjacent to the subject parcel including commercial uses directly across 34 Avenue SE, low density residential uses with a mix of single and semi-detached dwellings to the immediate north and east, and multi-residential districts across 28 Street SE to the west and southwest consisting of semi-detached dwellings and rowhouse units.

There are several amenities within 400 metres (five-minute walk) of the subject site including two schools, two places of worship, the Dover Community Association and Valleyview Park which includes a spray park, playgrounds, beach volleyball courts, soccer fields, and baseball diamonds. A local transit stop is located approximately 200 metres (two-minute walk) from the subject site and 28 Street SE and 34 Avenue SE are also both part of the on-street shared bikeway network.

## Community Peak Population Table

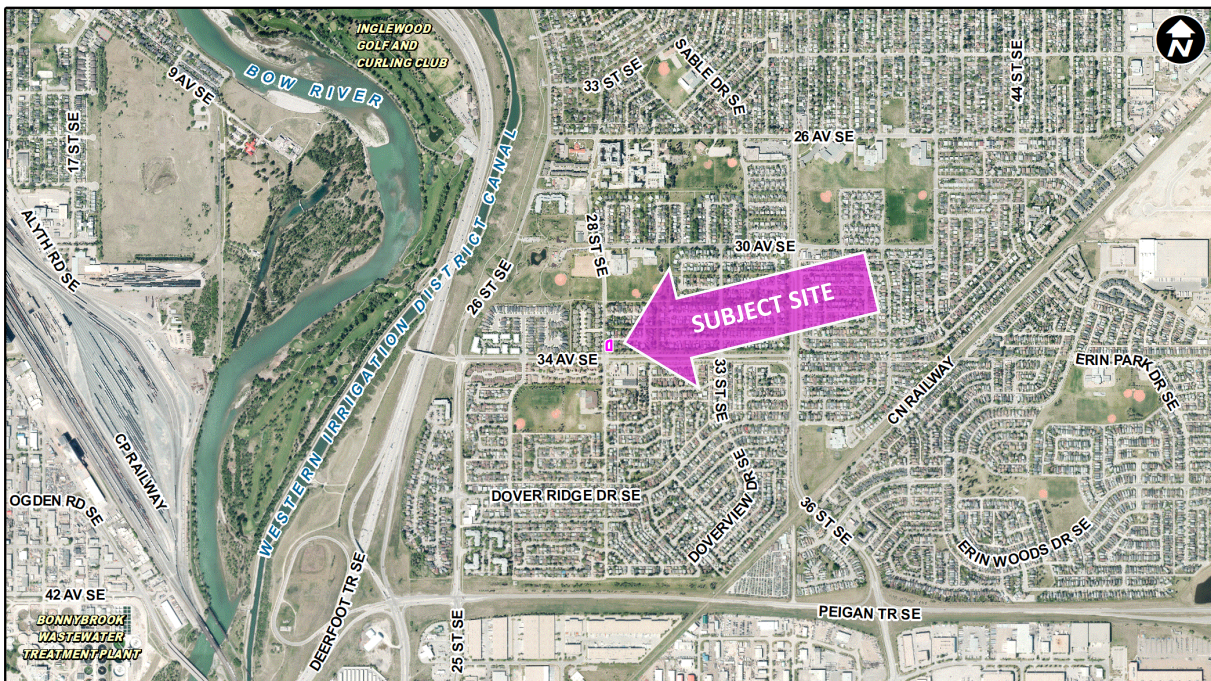
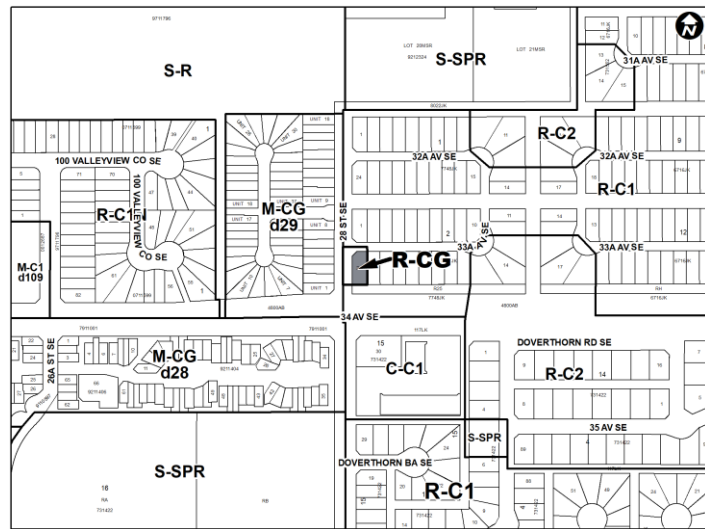
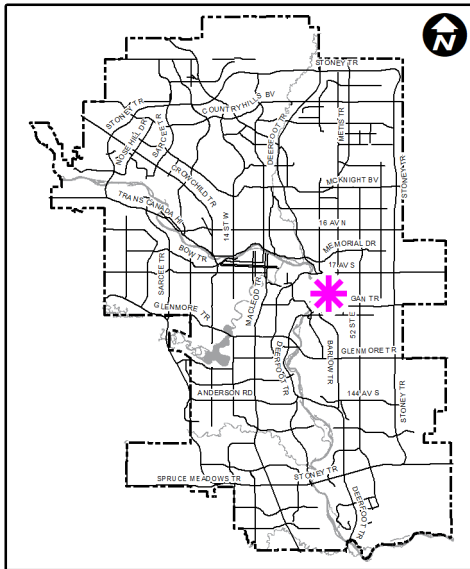
As identified below, the community of Dover reached its peak population in 1982.

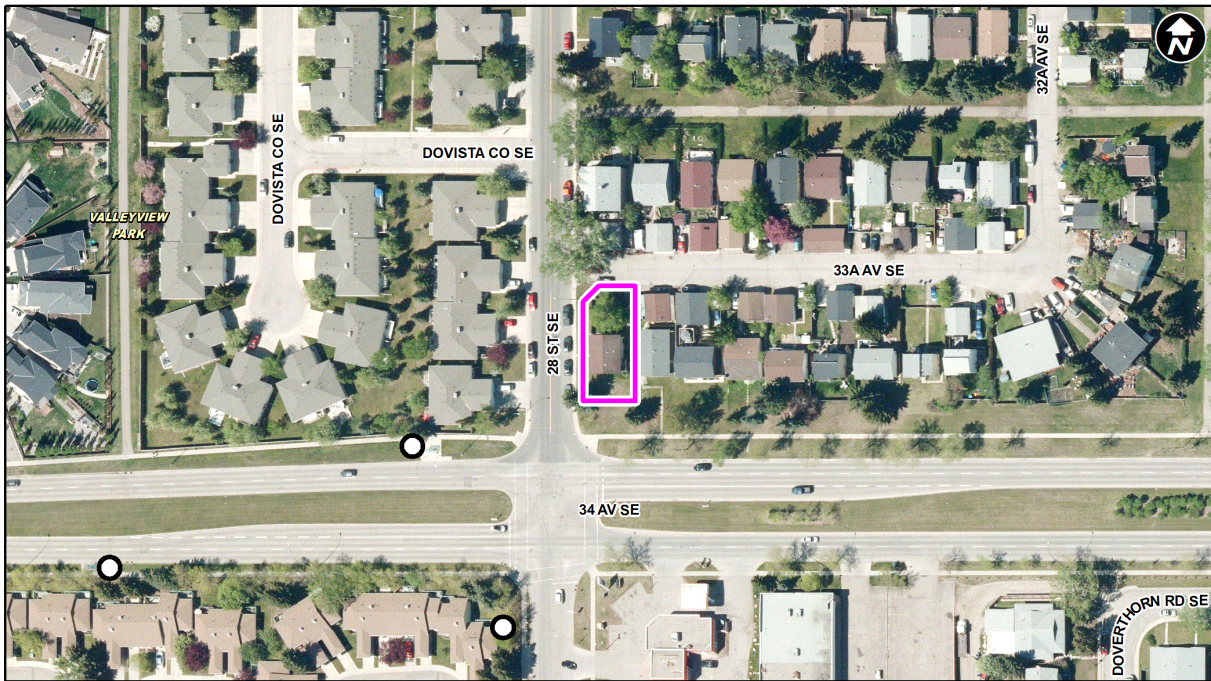
<b>Dover</b>	
Peak Population Year	1982
Peak Population	11,953
2019 Current Population	10,351
Difference in Population (Number)	-1,602
Difference in Population (Percent)	-13.40%

Source: *The City of Calgary 2019 Civic Census*

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

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-C1 District is a residential designation applied to developed areas that is primarily for single detached dwellings. The district allows for a maximum building height of 10 metres and a maximum density of one main dwelling per parcel. Secondary suites are a discretionary use within the R-C1 District, whilst semi-detached dwellings are not a listed use within the R-C1 District.

The proposed R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, 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. Based on parcel area, this would allow up to a maximum of three dwelling units on site in a rowhouse building form where one façade of each dwelling unit must directly face a public street.

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

### Development and Site Design

If the application is approved by Council, the rules of the proposed R-CG District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping, and parking. Given the specific context of this corner site, additional

items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along both 34 Avenue SE and 28 Street SE frontages, with access for the principal dwellings meeting grade-oriented design; and
- mitigating shadowing, overlooking, and privacy concerns.

### **Transportation**

Pedestrian and vehicular access to the site is available via 28 Street SE, 33A Avenue SE, and 34 Avenue SE. As per the *Calgary Transportation Plan*, 34 Avenue SE is classified as an Arterial Road and 28 Street SE is classified as a Collector Road. The site has access to a paved 2.5 metre wide regional pathway along 34 Avenue SE that provides cycling connections to the regional pathway network on 36 Street SE.

The area is served by Calgary Transit Route 155 (West Dover) with a bus stop 200 metres from the site at 34 Avenue SE. Route 155 provides transit service every 30 minutes during the peak hours. The area is also serviced by Calgary Transit Route 43 (McKnight – Westwind LRT Station and Chinook LRT Station), with a bus stop 500 metres from the site on Dover Ridge SE that provides service every 15 minutes during the peak hours.

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

### **Environmental Site Considerations**

At this time, there are no outstanding environmental contaminant issues associated with the site and/or proposal.

### **Utilities and Servicing**

Public water, sanitary and storm (deep utilities) exist within proximity to the site. Development site servicing will be determined at the time of development.

## **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 Airport Vicinity Protection Area. 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 Noise Exposure Forecast (NEF) areas. The proposed land use amendment will allow for residences that are allowable within this AVPA contour. Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

**Municipal Development Plan (Statutory – 2009)**

The subject parcel is located within the Residential – Developed – Established area 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 scale and character of the neighbourhood context. The proposal is in keeping with relevant MDP policies as the R-CG District provides for a modest increase in density in a form that is sensitive to existing residential development in terms of height, scale and massing and delivers small and incremental benefits to climate resilience.

There is no local area policy for the subject area.

**Climate Resilience Strategy (2018)**

This application does not include any specific actions that address the objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.