

# Background and Planning Evaluation

## Background and Site Context

The subject site is located within the developing southwest community of Belmont, south of 194 Avenue SW and directly east of Belmont Street SW. The site is approximately 1.01 hectares (2.5 acres) in size and is currently undeveloped.

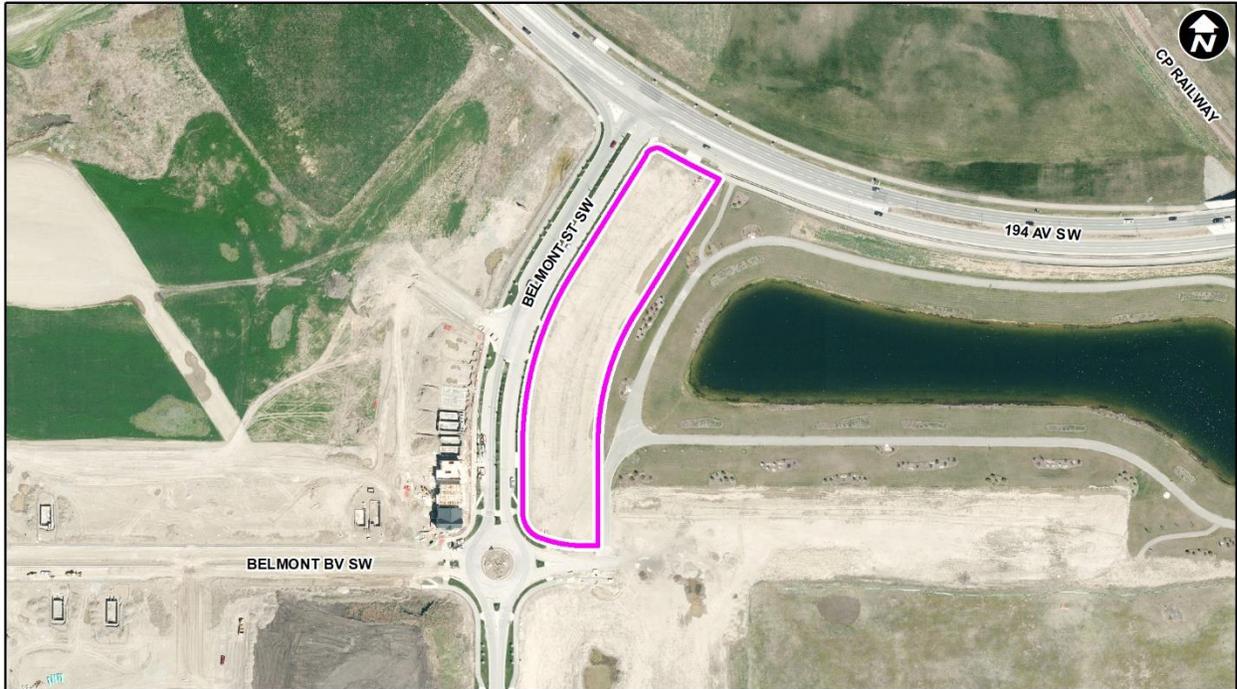
The site is located at one of the north entrances to the community, off 194 Avenue SW, and is adjacent to a stormwater pond and pathways that are situated east of the site. Surrounding land uses include Residential - Low Density Multiple Dwelling (R-2M) District and Multi-Residential - Low Profile (M-1) District. The only existing development in proximity to the subject site is located west of the site (on the west side of Belmont Street SW) and consists of predominantly semi-detached dwellings.

The subject site is adjacent to a future Neighbourhood Node as identified in the *West Macleod Area Structure Plan* (ASP) and is approximately 600 metres from a future LRT station.

## Community Peak Population Table

The community of Belmont has yet to reach its peak population as it is an actively developing community. No census data is available to date for this community.





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Residential - Low Density Multiple-Dwelling (R-2M) District is intended to primarily accommodate comprehensively designed low-density residential development in the form of duplex dwellings, rowhouse buildings, semi-detached dwellings and townhouses in the developing area. The maximum density for parcels is 50 units per hectare for rowhouses and townhouses when all buildings face a street, and 38 units per hectare for townhouses in all other cases. This would allow for a maximum of 38 to 50 units on the subject site, depending on site design. The maximum building height is 11 metres.

The proposed Multi-Residential – At Grade Housing (M-G) District allows for multi-residential development that typically has a higher number of dwelling units and traffic generation than lower-density development. Multi-residential development in this district is intended to be of low height and low density, and all units must have pedestrian access at grade. The maximum density for parcels is 80 units per hectare and the maximum height is 13 metres. The maximum density would allow 80 units on the subject site, however the development permit application under review (DP2022-03088) proposes 68 units.

### Development and Site Design

The applicable policies of the ASP and the rules of the M-G District will provide guidance for the future development of this site including appropriate uses, height, building massing, landscaping, and parking. Additional items that will be considered through the review of the development permit (DP2022-03088) include, but are not limited to:

- appropriate and attractive design interface between proposed buildings and the stormwater pond/pathway;
- appropriate noise mitigation with 194 Avenue SW; and
- pedestrian-oriented and attractive interface with Belmont Street SW.

### **Transportation**

A Transportation Impact Assessment was not required for this proposal. Pedestrian access to the site is available from the existing sidewalks along Belmont Street SW and Belmont Boulevard SW. An off-street local pathway is located on the east side of site (adjacent to stormwater pond).

Vehicular access to the site will be from an access point off Belmont Street SW. No access to the site is available from 194 Avenue SW. A noise attenuation study for residential adjacent to 194 Avenue SW shall be submitted and reviewed with the development permit.

Currently, no public transit serves the subject site, however, a future bus route is proposed along Belmont Street SW and a bus stop is proposed adjacent to the site.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary, and stormwater utilities are available to service the site. A Sanitary Servicing Memo was provided in support of this application to confirm that the flow from the proposed development does not increase more than the allowed 1 litre per second due to the land use change. Details of site servicing will be considered and reviewed as part of a development permit application.

## **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.

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

The subject parcel is located within the Developing Residential - Planned Greenfield with Area Structure Plan (ASP) as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The *West Macleod Area Structure Plan* (ASP) was developed to align with the policies of the MDP and provide direction for the development of the community. The proposal is in alignment with the overall objectives of the MDP, shaping a more compact urban form that fosters a more efficient use of land, optimizes infrastructure, and creates complete communities.

**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.

**West Macleod Area Structure Plan (Statutory - 2014)**

The [West Macleod Area Structure Plan](#) (ASP) identifies the subject site as 'Residential Area' and on the edge of the 'Transit Station Planning Area'. The Residential Area provides for a diversity of housing options that are pedestrian-oriented and create a sense of community. The 'Transit Station Planning Area' supports higher residential densities, direct and convenient pedestrian routes to the LRT station and a built form that complements and supports the transit function. The proposal supports the policies within the ASP by providing a density increase for a parcel close to the LRT station, providing higher-density residential development adjacent to park space, and providing a pedestrian-friendly environment with grade-oriented development.