

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Highland Park at the southeast corner of 34 Avenue NW and Centre B Street NW. The site is approximately 0.06 hectares (0.15 acres) in size, with dimensions of approximately 15 metres wide and 37 metres deep. The site is currently developed with a single detached dwelling and a detached garage. Direct lane access is provided along the east side of the site with the existing garage accessed from the lane.

Surrounding development consists of a mix of single detached, semi-detached, multi-residential development and commercial uses. The site is well situated with access to commercial uses and transit along Centre Street located a half a block to the east.

The Centre Street N Main Street is located 50 metres (a one-minute walk) to the east, with the future 28 Avenue N and 40 Avenue N Green Line LRT stations 600 metres (an eight-minute walk) away. There are two schools in close proximity to the site: Buchanan School (elementary) is located 200 metres (a three-minute walk) to the north, and James Fowler High School is located 750 metres (a nine-minute walk) to the northwest. The Highland Park Community Association, along with a park and playground, is located 350 metres (a four-minute walk) to the northwest. Trentuno Park is located 650 metres (an eight-minute walk) to the southwest. The Tuxedo Park Community Association, park, playground and sports field is located 750 metres (a nine-minute walk) to the southeast.

## Community Peak Population Table

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

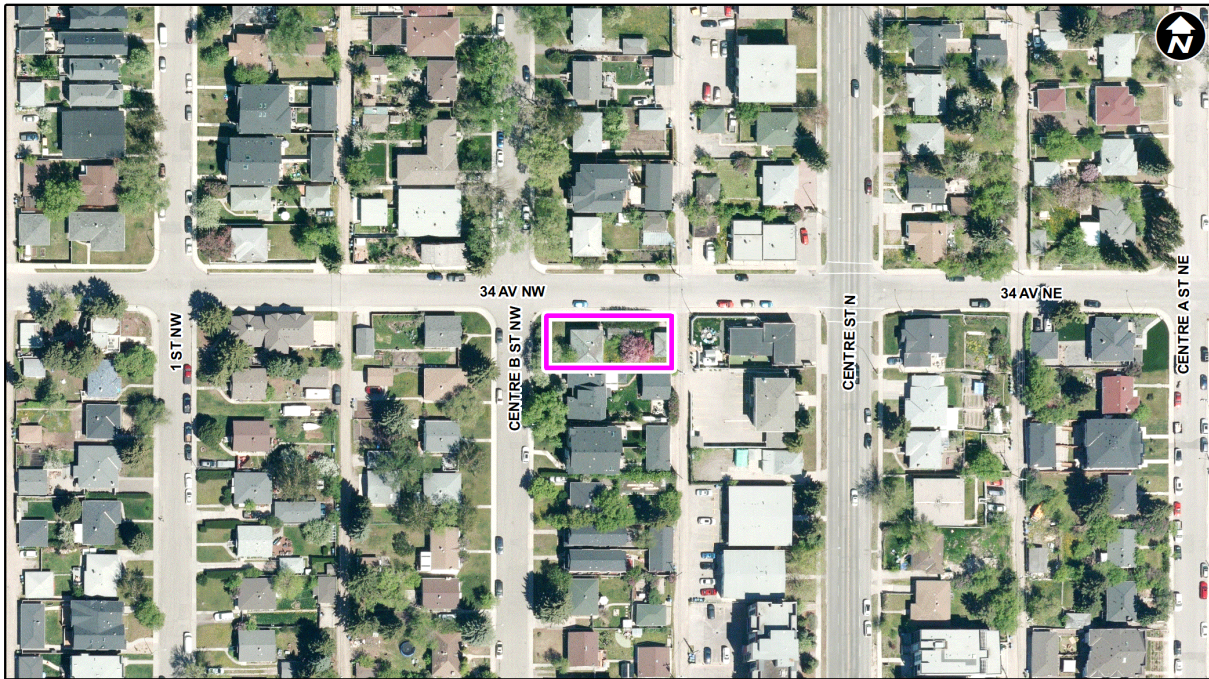
<b>Highland Park</b>	
Peak Population Year	1969
Peak Population	4,875
2019 Current Population	3,838
Difference in Population (Number)	-1,037
Difference in Population (Percent)	-21.27%

Source: *The City of Calgary 2019 Civic Census*

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







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-C2 District is primarily for single detached, semi-detached, duplex dwellings, and secondary suites in the Developed area. The R-C2 District allows for a maximum building height of 10 metres and a maximum density of two primary dwelling units. Secondary suites are permitted uses within the R-C2 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 the parcel area, this would allow a maximum of four dwelling units on the subject parcel.

Secondary suites (one backyard suite per parcel or secondary suite per dwelling unit) are also allowed in the R-CG District, and do not count towards allowable density. The subject parcel may not require parking stalls for secondary suites as the site is located within 600 metres of an existing or future LRT station or within 150 metres of frequent bus service route. Parking requirements will be determined at the development permit stage and will be reviewed for compliance with all the rules of Section 546(2) of the Land Use Bylaw.

### **Development and Site Design**

If approved by Council, the rules of the proposed R-CG District will provide guidance for future site redevelopment including appropriate uses, building massing, height, landscaping, parcel coverage and parking. Given the specific context and features of this corner site, additional items that would be considered through the development permit review process include, but are not limited to:

- the layout and configuration of dwelling units;
- ensuring an engaging built interface along both Centre B Street NW and 34 Avenue NW frontages;
- access and parking provision;
- mitigation of shadowing, privacy and visual overlooking; and
- appropriate location of landscaping and amenity space.

### **Transportation**

Transit Route 3 (Sandstone/Elbow Dr SW) run along Centre Street N and has stops for both north and south-bound travel 300 metres (a four-minute walk) to the northeast. Additionally, Routes 38 (Brentwood Station/Temple), 62 (Hidden Valley Express), 64 (MacEwan Express), 109 (Harvest Hills Express), 116 (Coventry Hills Express), 142 (Panorama Express), 300 (BRT Airport/City Centre) and 301 (BRT North/City Centre) have stops 700 metres (a nine-minute walk) to the northwest that service both north-south and east-west travel.

Street parking adjacent to the site is unrestricted both along Centre B Street NW and 34 Avenue NW.

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

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water and sanitary sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management, will be considered and reviewed as part of a 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.

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

The subject parcel is located within the Developed Residential – Established area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and moderate intensification of established communities to make more efficient use of existing infrastructure, public amenities and transit, and delivers small and incremental benefits to climate resilience. Redevelopment is intended to be of a similar scale and built form to existing development.

The proposal is in keeping with relevant MDP policies, as the rules of the R-CG District provide for a development form that is low-density in nature and sensitive to existing residential development in terms of height and built form.

### **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 may be explored and encouraged at subsequent development approval stages.

### **North Hill Communities Local Area Plan (Statutory – 2021)**

The [North Hill Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Local category (Map 3: Urban Form) with a Limited building scale modifier (Map 4: Building Scale), which allows up to three storeys. The LAP encourages primarily residential uses in the area with a range of housing types. The Limited building scale policies within the Neighbourhood Local category note that buildings containing three or more units are supported on parcels near an identified Main Street or Activity Centre, on higher activity streets, and where the parcel has a rear lane and can accommodate parking on the site. The proposed land use amendment is in alignment with applicable policy of the LAP.