

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast community of Winston Heights/Mountview at the northwest corner of 34 Avenue NE and 5 Street NE. The site is approximately 0.05 hectares (0.12 acres) in size and is approximately 14 metres wide by 35 metres deep. The site is currently developed with a single detached dwelling and a detached double garage with a driveway accessed from the rear lane. Future vehicle access is anticipated to be from the rear lane along the northern property line of the site.

Surrounding development to the south, east and west is characterized by a mix of single and semi-detached homes designated as the Residential – Contextual One / Two Dwelling (R-C2) District. Redesignation with moderate intensification has taken place in this area on some corner lots and along Edmonton Trail. A corner parcel one block south is designated Residential – Grade-Oriented Infill (R-CG) District. Development to the north is designated as the Industrial – Edge (I-E) District and characterized by a mix of industrial businesses including auto mechanics shops, an autobody shop, a plumbing shop and more light industrial style businesses.

The site is situated in close proximity to services, community amenities and multiple green spaces. The Georges P. Vanier School (grades six to nine) is less than 300 metres (a three-minute walk) to the southwest. The Nose Creek Pathway system, part of the 5A Network (Always Available for All Ages and Abilities), is located less than 400 metres, (a seven-minute walk) to the east. The Winston Heights/Mountview Community Association, Community Garden and Winston Heights Park are 900 metres (a 15-minute walk) to the south. Mount View School (kindergarten to grade six) is 1500 metres (a 25-minute walk) to the south.

## Community Peak Population Table

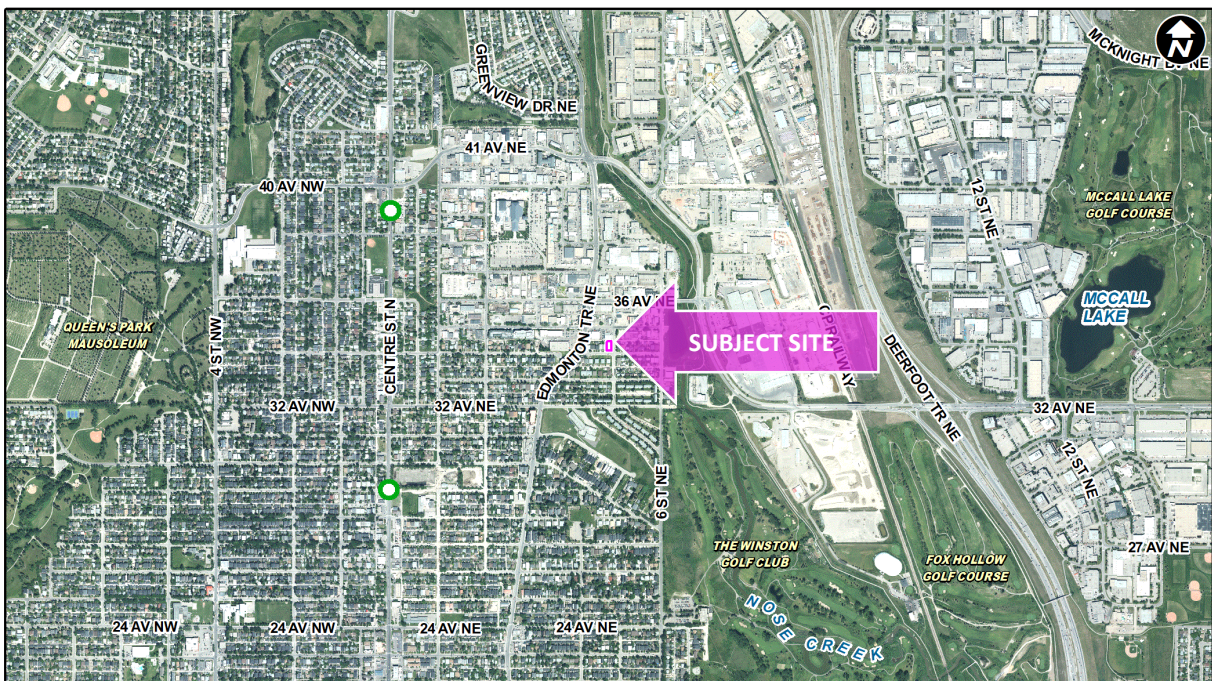
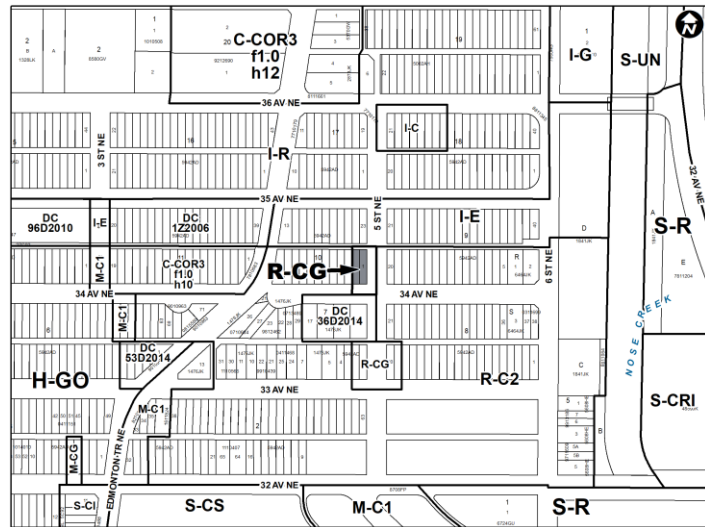
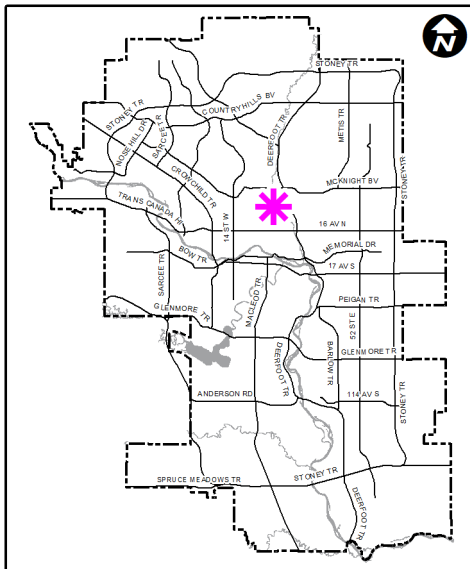
As identified below, the community of Winston Heights/Mountview reached its peak population in 1970.

<b>Winston Heights/Mountview</b>	
Peak Population Year	1970
Peak Population	4,972
2019 Current Population	3,635
Difference in Population (Number)	-1,337
Difference in Population (Percent)	-26.9%

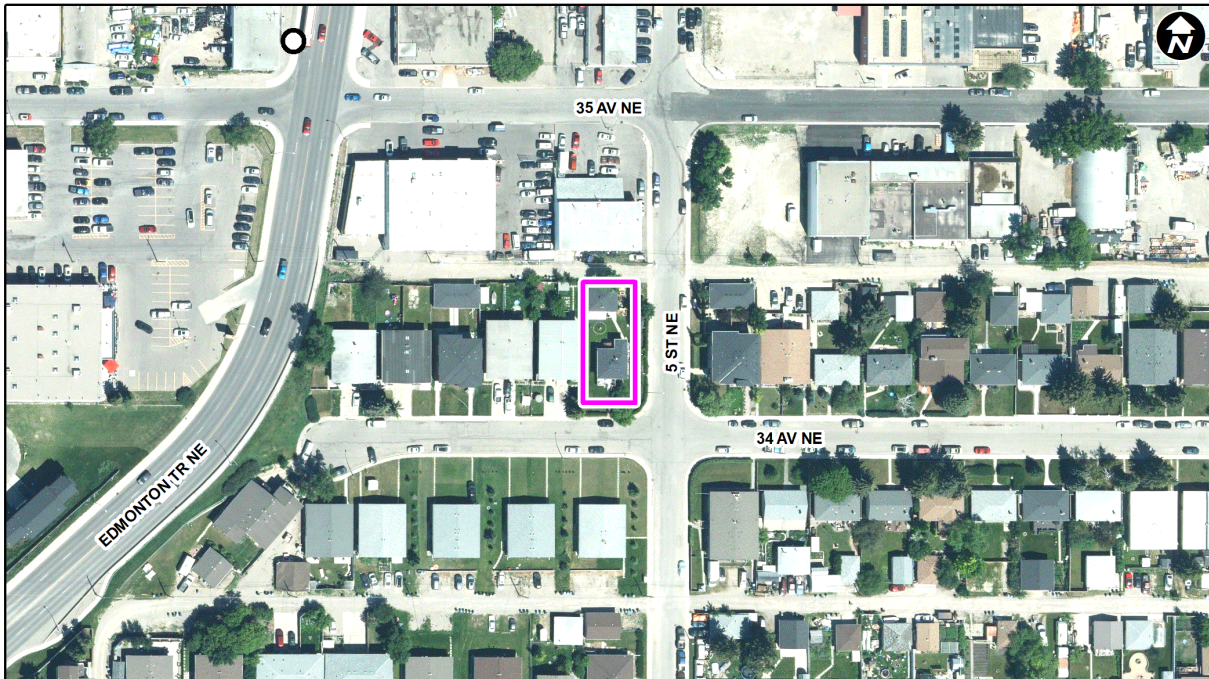
Source: *The City of Calgary 2019 Civic Census*

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

# Location Maps







## 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. The R-C2 District allows for a maximum building height of 10 metres and a maximum density of two 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, townhouses 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 subject site parcel area, this would allow for up to four dwelling units.

Secondary suites (one backyard suite or one secondary suite per dwelling unit) are also allowed in the R-CG District and do not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

### Development and Site Design

The rules of the proposed R-CG District would 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 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 34 Avenue NE and 5 Street NE; and
- mitigation of shadowing, privacy and visual overlooking.

### **Transportation**

Pedestrian access to the site is available from existing sidewalks along both 34 Avenue NE and 5 Street NE. Approximately 200 metres (three-minute walk) east of the site along 6 Street NE is an existing on-street signed bikeway connecting to The City's greater 5A Network. Access is currently provided from the lane to a rear detached garage. Vehicle access through future redevelopment of the site is anticipated to remain from the lane, which is accessible from the east at 5 Street NE. Parking restrictions along 5 Street NE are two hours (8:30-18:00, Mon-Fri). There are no parking restrictions along 34 Avenue NE.

Transit Route 4 (Huntington) runs clockwise covering the central part of the city, along Edmonton Trail NE, and a stop is located approximately 200 metres (three-minute walk) to the northwest of the subject parcel. Transit Route 5 (North Haven) runs counter-clockwise opposite of Route 4 along Edmonton Trail NE located approximately 200 metres (three-minute walk) to the northwest of the subject parcel. This site is approximately 900 metres (15-minute walk) to Centre Street N, which is serviced by frequent transit such as Route 300 (City Centre/BRT Airport), Route 3 (Heritage Station/Sandstone), and Route 301 (BRT North/City Centre).

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

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary and storm 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 application.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

Administration's recommendation aligns 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.

### **Growth Plan (2022)**

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

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

The site is located within the Developed Residential – Inner City area as identified on Map 1 (Urban Structure of the [Municipal Development Plan](#) (MDP)). This application complies with the relevant land use policies that recognize the predominantly low-density residential character within the community and support modest intensification in a form and nature that respects the scale and character of the neighbourhood.

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

### **Calgary Climate Strategy (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has committed to providing electric vehicle capable plug ins and solar ready infrastructure at time of future development permit stages. This supports Programs D; Renewable energy, and F; Zero emissions vehicles of the *Climate Strategy*.

### **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 with an overlay of Industrial Transition category (Map 3: Urban Form) with a Limited building scale modifier (Map 4: Building Scale) which allows up to 3 storeys. The LAP speaks to primarily residential uses in the area and encourages a range of housing types. The Limited building scale policies within the Neighbourhood Local category note that building forms containing three or more units are supported on parcels near an activity centre, on higher activity streets and where the parcel has a rear lane and can accommodate parking on the site.

The site is also within the Industrial Transition Area of the LAP. Development in the Industrial Transition area encourages compatible industrial working spaces with residential uses, while encouraging the provision of live/work units. There are also requirements for interface considerations if an industrial use were proposed. This application, which is solely for a residential use, is also acceptable in this location.

The proposed land use amendment is in alignment with applicable policy of the LAP.