

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northwest community of Highland Park on 41 Avenue NW between Centre Street N and 1 Street NW. The mid-block site is comprised of four parcels with a combined area of approximately 0.22 hectares (0.55 acres) and is approximately 61 metres wide by 37 metres deep. The site is currently developed with four single detached dwellings and has lane access along the south property line.

Surrounding development is predominantly low-density single and semi-detached dwellings, with some low-scale multi-residential and commercial developments along portions of 40 Avenue NW and Centre Street N. The block that the subject site is a part of is designated Multi-Residential – Contextual Low Profile (M-C1) District and shares a rear lane with Commercial – Neighbourhood 1 (C-N1) and M-C1 parcels. Parcels along 40 Avenue NW to the west of the site are designated Housing – Grade Oriented (H-GO) District and the majority of land use to the north and west is the Residential – Grade-Oriented Infill (R-CG) District.

The subject site is approximately 60 metres (a one-minute walk) west of Centre Street N, which is identified as an Urban Main Street in the *Municipal Development Plan* (MDP). Buchanan School is located approximately 550 metres (a nine-minute walk) south of the site, and James Fowler High School is approximately 580 metres (a 10-minute walk) to the southwest.

## Community Peak Population Table

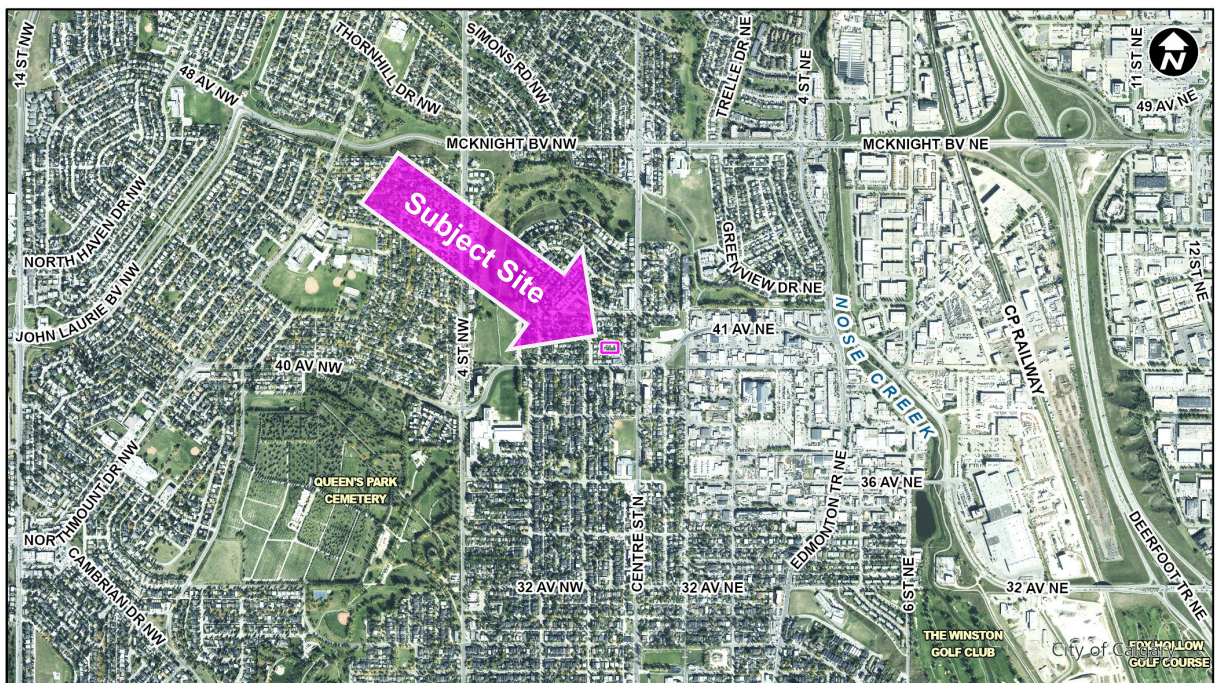
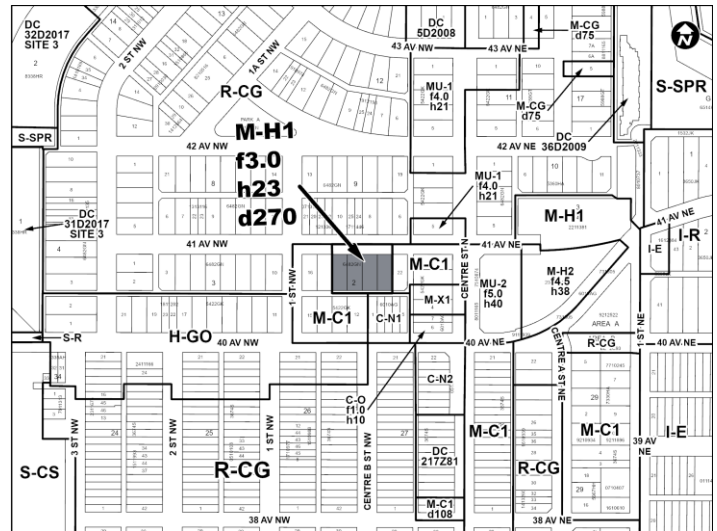
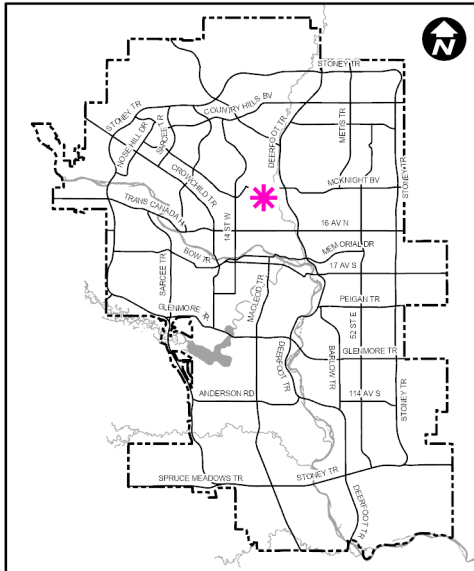
As identified below, the community of Highland Park reached its peak population in 1969.

| <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) | -21.3% |

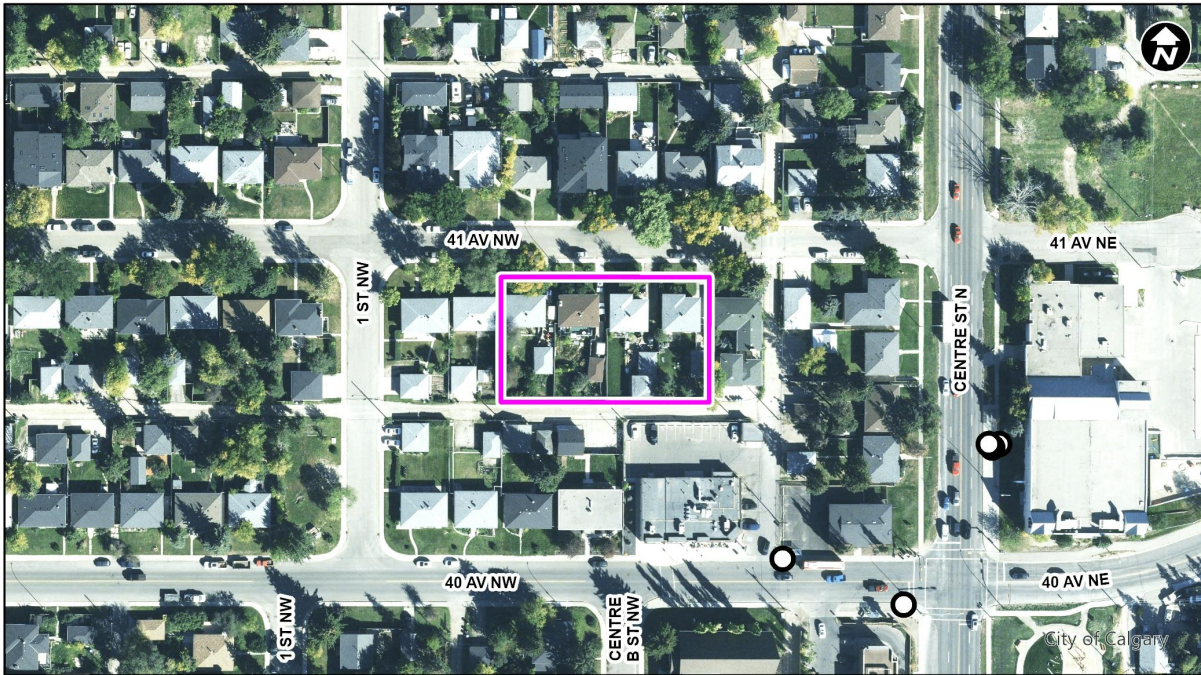
Source: *The City of Calgary 2019 Civic Census*

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 Multi-Residential – Contextual Low Profile (M-C1) District allows for multi-residential development in a variety of forms with low height and medium density. The M-C1 District has a maximum building height of 14 metres (approximately four storeys) and maximum density of 148 units per hectare. Based on the area of the subject site, this would allow for a maximum of 32 dwelling units.

The proposed Multi-Residential – High Density Low Rise (M-H1f3.0h23d270) District allows for high-density multi-residential development and is intended to be located at community nodes, and transit and transportation corridors and nodes. The M-H1 District allows for a maximum floor area ratio (FAR) of 3.0 (approximately 6,684 square metres), a maximum building height of 23 metres (approximately six storeys) and a maximum density of 270 units per hectare. Based on the area of the subject site, this would allow for a maximum of 60 dwelling units. The M-H1 District also has a minimum density requirement of 150 units per hectare, which equates to 34 dwelling units for the subject site.

The M-H1 District has a larger side setback requirement than lower-profile districts as well as a stepped height requirement that responds to the immediate built context. The proposed maximum building height increase is mitigated by the M-H1 District rules which limit the height to 10 metres within 6 metres of adjacent parcels designated as the M-C1 District and the lane.

### **Development and Site Design**

If approved by Council, the rules of the proposed M-H1f3.0h23d270 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 the site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along 41 Avenue NW;
- mitigating shadowing, overlooking and privacy concerns;
- ensuring adequate supply and programming of amenity areas; and
- providing an appropriate scale transition to adjacent parcels.

### **Transportation**

Pedestrian access to the site is available from the existing sidewalk on 41 Avenue NW. An existing on-street bike route, signed and part of the current Always Available for All Ages and Abilities (5A) Network, runs along 40 Avenue NW to the south of the site. Centre Street N is a recommended on-street bikeway priority route.

The site has good access to transit service, with routes located along 40 Avenue NW and Centre Street N, which are both part of the Primary Transit Network. Stops for Route 38 (Brentwood Station/Temple) are located on 40 Avenue NW approximately 115 metres (a two-minute walk) of the site. Northbound and southbound routes along Centre Street N are available within 200 metres of the site (a three-minute walk) and include the following:

- Route 3 (Sandstone/Elbow Drive SW);
- Route 62 (Hidden Valley Express);
- Route 64 (MacEwan Express);
- Route 109 (Harvest Hills Express);
- Route 116 (Coventry Hills Express);
- Route 142 (Panorama Express);
- Route 300 (BRT Airport/City Centre); and
- Route 301 (BRT North/City Centre).

On-street parking is unrestricted adjacent to the site on 41 Avenue NW. Upon redevelopment, vehicular access to the site will only be permitted from the rear lane. 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 services are available to service the subject site. Details of the site servicing, as well as appropriate stormwater management will be considered and reviewed as part of any 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.

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

The subject parcels are located within the Main Streets – Urban Main Street Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and intensification around Urban Main Streets to make more efficient use of existing infrastructure, public amenities and transit service. Apartments, mixed-use developments and ground-oriented housing are encouraged. The proposal is in keeping with relevant MDP policies, as it would allow for increased residential density at an important transit node and supports the future development vision of the Main Street area.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will 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 urban form category with a Low building scale modifier allowing up to six storeys. Neighbourhood Local is intended for primarily residential uses and supports a broad range of housing types and unit structures. Buildings containing three or more units should be supported within transit station areas, near or adjacent to a Main Street, and where the parcel has a rear lane and parking can be accommodated on site.

The site is located within the Transition Zone of the 40 Avenue N Station Area, the northernmost Green Line LRT station outlined in the LAP. This area is one of the most intensively planned in the LAP, outside of 16 Avenue N. The proposed land use amendment is in alignment with the applicable policies of the LAP, as it would allow for transit-supportive density and an appropriate scale transition from the higher-activity Core Zone to low-density areas.