

Applicant's Submission

The Spray Group has asked us to apply for a land-use Re-designation for the parcels in Parkhill, located in the community of Parkhill/Stanley Park for the parcels listed above. Although this is not planned as a concurrent application, we are currently working on massing and design, and hope to submit a complete development Permit Application in the coming weeks.

Site Conditions and Challenges

The proposed site encompasses 4 homes located just north of Mission Road and west of Macleod Trail South. These homes are in variable conditions, and the immediate context appears to be largely single-family homes. There are gravel lanes on the East side and South side, between 34th and Mission. Both lanes are largely overgrown, and although 6m wide from property to property, leave only about 3.5m of drivable terrain. The lane running along the side of the property starts flat, but the slope exceeds 20% as it approaches the South part of the parcel. The site has a grading differential of nearly 5m from corner to corner.

Zoning Justification

- The existing homes on this site have no significant historical or cultural value.
- The Municipal Development Plan lists this area as Urban Main Street, meaning it is slated for medium to high density development even in aging City Policy
- The parcels between the adjoining lane and the subject property were blanket zoned as a result of a charette process with community members and stakeholders to DC6D2012, based on a MH1 zoning (same as our proposed zoning) with maximum height and no maximum Floor Area Ratio (FAR).
- We are proposing a variety of housing types within development ranging from one bedrooms to large 3-bed room townhomes.
- Excellent proximity to multi transit modes.
- More property taxes to be collected by City of Calgary for sustainable growth

We looked at a number of potential land uses, including the MU and M-C2, but the challenging grading would make it impossible for us to get the density required to pay for hard and soft costs associated with this site. An M-H1 designation will allow for that flexibility.

The shape of the site, and the desire to have a great project with meaningful design will result in a project which will fall well within the allowable parameters of M-H1 zoning.

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Massing, Height and Density and Contextual Transition

M-H1 zoning has policy within it that deals with massing and articulation through stepbacks and height restrictions near property line. We will also strategically reduce the massing at the NE corner of the site and at the back, along the rear lane. Through articulation, street orientation, materiality and massing strategy we will be providing a high-end design which will be an appropriate addition for this transitioning area of the Parkhill community.

MH1 zoning allows for a 28m tall building when it does not have a height modifier. It is our intent to construct a wood frame (combustible) building on a concrete parkade. This means we are limited to 6 stories. Due to the severe sloping of the site, we cannot firmly put a modifier on at this site, but upon further development of design drawings, we will determine the ultimate height of the building. We anticipate that this height would be very close to the 20.5m as permitted in the adjacent DC6D2012 zoning.

As we are planning for a significant courtyard, and will have a townhouse transition along 34th, we will not get anywhere near the maximum FAR allowed by MH1, which is 4.0. The parcels along Mission Road do not have a modifier. Once we have developed our massing, we will know what the anticipated FAR will be and can apply a modifier. At this point we do not anticipate that number to be more than 3.5, but we want to leave a bit of a buffer, so we do not have to go back to council with a minor adjustment. Density for MH1 is defined through FAR, and we are not planning to put a Units per Hectare-111 modifier on, as our variety of housing types would only allow for about 85 units for a 6 storey building.

For proper contextual transition to abutting single family homes, we will exceed MH1 step-back and height requirements by transitioning to a 3 storey townhouse along 34th on the West part of the parcel where it transitions to single family. This Street Orientation, and the units designed as individual homes will provide a perfect transition to RC2 context which would allow a maximum height to match the height of the proposed townhomes

ARP Amendment

The area is situated on the low-density map on the Parkhill ARP. We would like to ask for two amendments to the ARP, the first would be amending the Map 3 to allow for higher density on our parcels. The second would be the amendment of visitor parking requirements, which are noted as 0.3 stalls per unit. We would like to go to bylaw standard of 0.15 stalls per unit. Although we would welcome having this to be a site-specific amendment, we encourage that this rather outdated requirement be struck from the ARP altogether, as it does not align with MDP and current City policy.

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Traffic Assessment and Parking

As directed in the Pre-application , we contracted a traffic consultant to provide us with a Traffic Impact Assessment for this site. We have included a copy in our submission. In short, the TIA by Bunt and Associates makes one notable solution, which pertains to our discussion at the Pre-Application. The question came up about the intersection of 34th and Mission, and whether the additional development might trigger the need for traffic lights. The italicized below was taken directly from the Bunt report.

4.5 Signal Warrant Analysis

Signal warrant analysis confirms that a traffic signal will continue to be not warranted at Mission Road & 34 Avenue SW after development of the site.

The TIA mentions that we may be looking for a slight relaxation for visitor parking. Although this is a transit Oriented Site due to frequent service on 34th, Mission Road, and proximity to LRT, we are planning no relaxation to visitor parking. The site is actually just outside of the border of area 3 on the parking map, which happens to be 34th. Just the same, we are planning to provide the required 0.9 stalls per unit resident stalls (1.0 - 10% for TOD) and 0.15 stalls visitor, meaning no relaxations should be required once the ARP has been amended.

Tandem parking maybe assigned as second stall to a unit as an option but will not contribute to parking requirement.

Energy Use and Environmental Considerations

There are some obvious benefits to multifamily development when it comes to environmental impact, such as;

- Lower energy cost due to shared walls and floor assemblies.
- Centralized heating system
- Less Infrastructure required, especially in established neighbourhoods.
- Proximity to alternate transit modes
- Higher density means less land is being used.

This building will need to meet the requirements of the 2015 NECB and thereby must use about 15% less energy than current standards.

Community and Stakeholder Engagement

Casola Kappe and the Spray group is working with an engagement team which has been actively working on this project for some time. The team is comprised of Lourdes Juan and Srimal Ranasinghe and the Hive Development team.

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Potential Improvements Beyond Property Lines

The lanes are overgrown and create SPTED and functionality issues for vehicular movement. We will work together with the City to facilitate a rehabilitation of lanes, and to provide paving as required through Development Permit Process. Additionally, the developer will work together with the City to provide some off-site improvements as it pertains to pedestrian connection, a staircase currently making a pedestrian connection in the vehicular break of Earlton Court will be provided with additional lighting, and possible protection from weather to address SPTED and safety issues, and will provide better connectivity to public transportation and other amenities from the proposed site, and the public as a whole.

Conclusion

The existing condition of the site, proximity to multiple modes of transit and adjacent higher density land use, along with supporting existing City Policy like the Municipal Development Plan means that the proposed site is ideal for multi-family development, and due to grading issues where height restrictions for M-C2 would be too restrictive, M-H1 is the only reasonable zoning designation for these parcels.