

**POLICY AMENDMENT AND LAND USE AMENDMENT  
PARKHILL (WARD 9)  
MISSION ROAD SW AND MACLEOD TRAIL S  
BYLAWS 22P2017 AND 150D2017**

**MAP 3C**

**EXECUTIVE SUMMARY**

This land use application seeks to redesignate a parcel in the community of Parkhill from its existing Direct Control District based on the Multi-Residential – High Density Low Rise (M-H1) District to allow for multi-residential or mixed-use development with limited commercial uses to a Direct Control District based on the Commercial – Neighbourhood 2 (C-N2) District to allow for commercial, residential or mixed-used development. A proposed amendment to the Parkhill/Stanley Park Area Redevelopment Plan (ARP) is required in support of this application.

A development permit application for a proposed office development has also recently been submitted to the City for review.

**PREVIOUS COUNCIL DIRECTION**

None.

**ADMINISTRATION RECOMMENDATION(S)**

2017 March 09

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and Land Use Amendment.

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaws 22P2017 and 150D2017; and

1. **ADOPT** the proposed amendments to the Parkhill/Stanley Park Area Redevelopment Plan, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 22P2017.
3. **ADOPT** the proposed redesignation of 0.04 hectares ± (0.11 acres ±) located at 45 Mission Road SW (Plan 5793U, Block 5, Lot 37) from DC Direct Control District to DC Direct Control District to accommodate commercial, residential or mixed-use development, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 150D2017.

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**REASON(S) FOR RECOMMENDATION:**

This proposal is in keeping with applicable municipal policies, including the Municipal Development Plan, Transit Oriented Development Policy Guidelines and the Parkhill/Stanley Park Area Redevelopment Plan, when amended. Through additional development flexibility with a wider range of allowable uses, the ability for standalone commercial development and the incorporation of site specific development rules to ensure compatibility with previously established policy objectives and vision for this area; this proposal is anticipated to assist in allowing for development of a site with numerous existing condition development constraints.

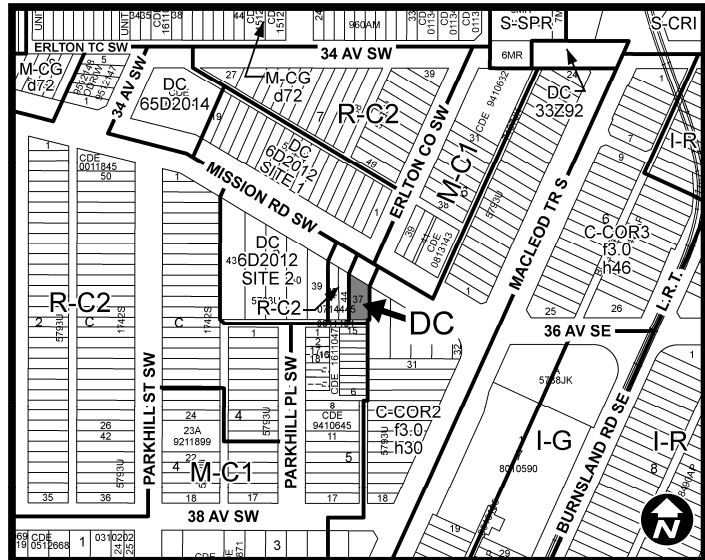
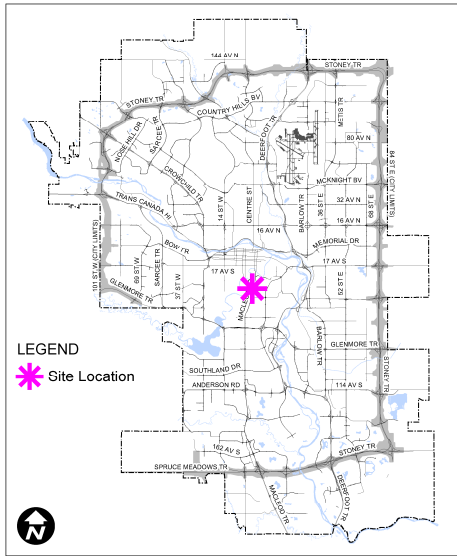
**ATTACHMENTS**

1. Proposed Bylaw 22P2017
2. Proposed Bylaw 150D2017

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Parkhill/Stanley Park Area Redevelopment Plan (APPENDIX III).

**Moved by: A. Palmiere**  
Absent: L. Juan

**Carried: 7 – 0**

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.04 hectares  $\pm$  (0.11 acres  $\pm$ ) located at 45 Mission Road SW (Plan 5793U, Block 5, Lot 37) from DC Direct Control District to DC Direct Control District to accommodate commercial, residential or mixed-use development with guidelines (APPENDIX II).

**Moved by: A. Palmiere**  
Absent: L. Juan

**Carried: 7 – 0**

Reasons for Approval from Mr. Wright:

- This is a very difficult site to develop as a result of size and topography. It is truly an orphan site as the adjacent site recently developed and does not therefore; allow incorporation of the subject site with the remaining Mission study area. Therefore, the proposed DC is appropriate in my mind.

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Applicant:

CITYTREND

Landowner:

Paradiso Investments Ltd

**PLANNING EVALUATION**

**SITE CONTEXT**

The subject site is a vacant parcel located along the south side of Mission Road SW, near Macleod Trail S in the southwest community of Parkhill. The parcel is irregularly shaped and is approximately 15 metres wide by 28 meters deep. The parcel slopes considerably from highpoints in the south down to the north towards Mission Road SW. Some trees and vegetation exist on-site, predominantly within the southern portion of the site where the most significant grades exist. An undeveloped City right-of-way (lane) exists to the south of the site. Commercial developments exist to the east of the site along Macleod Trail S, including a surface parking area for the Subaru automotive sales site located to the immediate east. A two storey semi-detached dwelling exists to the west of the site. The site fronts onto Mission Road SW, with low density residential dwellings that exist to the north of the site across Mission Road SW which is an arterial road.

Parkhill is primarily characterized by low density residential development with commercial development along the Macleod Trail S corridor and a variety of multi-residential developments existing as a buffer between the two. Much of the community is at higher elevations with significant slopes between residential developments and the Macleod Trail S commercial corridor. However, this portion of Mission Road SW including the subject site is at a lower elevation than the immediate residential community and is somewhat physically separated by the elevation and location. Given the predominant slope of the lands to the west side of Macleod Trail S, a limited number of connections are available from the community to Macleod Trail S.

The following table identifies Parkhill's current and peak population by year and any difference in population expressed as a percentage.

<b>Parkhill</b>	
Peak Population Year	1968
Peak Population	1739
2016 Current Population	1697
Difference in Population (Number)	- 42
Difference in Population (Percent)	-2%

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### **Background and History**

There has been significant recent planning history on the subject and surrounding lands. In 2009, an owner initiated land use and ARP amendment was submitted for a number of separately owned and subdivided parcels along Mission Road SW which included the subject parcel. However, in 2011 Council tabled the associated bylaws and approved funding from the Council Innovation Fund to initiate a project involving a charette/engagement process in place of the owner initiated proposal. The Mission Road Main Street Innovation Project ensued and City initiated land use and ARP amendments in support of this process were approved by Council in 2012 (CPC2012-006 and CPC2012-009 and Bylaws 6D2012, 1C2012 and 3P2012).

In 2014, in response to an owner initiated application, a portion of the lands along Mission Road SW that were initially redesignated by Council in 2012 were redesignated with a tied-to-plans direct control district approach to allow for a site specific mixed-use multi-residential/commercial development (Bylaw 65D2014, CPC2014-074).

In 2016, this land use application and supporting ARP policy amendment to amend the designation of the site was initiated.

### **LAND USE DISTRICTS**

This application proposes the redesignation of a portion of a larger existing Direct Control District (Site 3 of Bylaw 6D2012) that is based on Land Use Bylaw 1P2007's Multi-Residential – High Density Low Rise (M-H1) District to allow for multi-residential or mixed-use development with limited commercial uses to a Direct Control District based on Land Use Bylaw 1P2007's Commercial – Neighbourhood 2 (C-N2) District to allow for commercial, residential or mixed-used development. A proposed amendment to the Parkhill/Stanley Park Area Redevelopment Plan (ARP) is also required in support of this redesignation application.

The application is in response to planning rationale provided by the Applicant and Administration's review where development feasibility was considered in light of the site specific development conditions and a detailed analysis of the existing direct control district and applicable ARP policy; whose design was identified by the Applicant as having practical development limitations for the site. A key concern with the existing direct control district (Bylaw 6D2012) is that it is and was likely designed with greater planning emphasis toward the development of the larger sites within the redesignation area (Sites 1 and 2), where there are likely greater opportunities for land assembly and comprehensive redevelopment.

As a result of this review, Administration believes that the existing direct control district provisions were likely established to only allow for multi-residential or mixed-use with limited commercial development across the entire direct control district area (Sites 1, 2 and 3), with the subject site nonetheless incorporated in this overall direct control district approach with less consideration regarding applicability of these provisions on development of the subject site.

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Specific consideration which may have been overlooked initially include, development challenges and constraints due to the site's significant sloped topography, relatively small size and isolated parcel location with less overall opportunities for land assembly or comprehensive development. Notwithstanding these constraints, the subject parcel was included in previous land use redesignations for the area including the City initiated redesignation associated with the Mission Road Main Street Innovation Project.

As such, to remain in keeping with and compatible to the existing established vision for the area developed in association with Mission Road Main Street Innovation Project, the proposed direct control district retains a number of the existing direct control district development provisions while also allowing for a wider range of locally oriented commercial uses, including the opportunity to develop these uses as standalone commercial developments. These provisions include the introduction of an office use as an allowable use, which deviates from the existing direct control district where office and other select uses are omitted. Opportunities for multi-residential development or mixed-use development are also retained in the proposed land use district.

To counterbalance allowing for a range of potential standalone commercial uses, the proposed district's overall maximum building height has been reduced from the existing district's maximum height of 20.5 metres to a maximum height of 15.0 metres to reduce the overall maximum building envelope allowable and to reduce the overall scale of future developments on the site.

The proposed district builds upon and incorporates standard Land Use Bylaw 1P2007 Commercial – Neighbourhood 2 (C-N2) rules that are designed to limit the overall maximum commercial use areas to maintain limits on the commercial intensity of various uses to ensure a local orientation of these uses. Specific provisions to allow for the adaptation of multi-residential buildings to allow for mixed-use commercial development have also been incorporated in the proposed district. Lastly, specific provisions to limit the maximum allowable number of motor vehicle parking stalls associated with future uses to a total of five 5.0 stalls is proposed, irrespective of the proposed use. This provision is proposed in an effort to align with overarching Transit Oriented Development objectives for the area and the pedestrian-oriented development objectives for this site as identified in the existing ARP policy. The proposed direct control district guidelines are in APPENDIX II of this report.

## **LEGISLATION & POLICY**

### South Saskatchewan Regional Plan (SSRP)

The high-level scale and/or scope of the SSRP policies are not relevant to this application.

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Municipal Development Plan (MDP) (Adopted by Council 2009)

The subject site is within an area in the MDP identified as a Developed Residential, Inner City Area and is adjacent to lands along Macleod Trail S identified as an Urban Corridor and part of the Primary Transit Network (Map 1: Urban Structure and Map 2: Primary Transit Network). Inner City Areas are comprised by residential communities that were primarily subdivided and developed prior to the 1950s. Key features of these areas are a grid road network, older housing stock in the form of low to moderate housing densities and a finer mix of land uses along many of the edge streets. The MDP recognizes that sites within the inner city may intensify, particularly in transition zones adjacent to areas designated for higher density, or if the intensification is consistent and compatible with the existing character of these areas.

A range of intensification strategies to modestly intensify Inner City Areas are appropriate, including by parcel-by-parcel intensification or by larger more comprehensive approaches at the block level or greater. The ability to maintain or expand population and local commercial development that provides retail and service uses in close proximity to residents, especially in the highest density locations is desirable. Developments in these areas should maximize front door access to streets and principal public areas to encourage pedestrian activity. The incorporation of at-grade retail to allow continuous, active, transparent edges to all streets and public spaces are also encouraged where feasible.

In addition to the MDP Inner City Area policies and more generalized Urban Corridor policies which encourage strategic development intensification, the MDP also identifies the existence of Neighbourhood Activity Centres (NAC) throughout the city, of which the subject site and surrounding area may be considered as. NAC's are neighbourhood-scale centres that provide opportunities for moderate residential and employment intensities, opportunities for civic activities and an emphasis on mixed-use, neighbourhood-scale development. The specific location of NAC's are not identified within the MDP. However, given the site's location adjacent to an Urban Corridor and the Primary Transit Network, its proximity to the 39 Avenue LRT Station and previous Council direction for the site including the Mission Road Main Street Innovation Project and charrette process and outcome, consideration of this site being within a NAC is warranted. Specific NAC intensities are to be 'established based on local context as determined through a Local Area Plan, land use amendment or comprehensive development permit process.

This land use redesignation proposal is in keeping with overarching MDP policies.

Parkhill/Stanley Park Area Redevelopment Plan (ARP) (Approved by Council 1994)

This ARP was amended in 2012 to provide a special policy area along Mission Road SW in order to recognize it as a Neighbourhood Activity Centre. The plan provides a framework to enable the vision of the Mission Road Main Street Innovation Project and its charrette process to be implemented with options (a number of elements were not mandatory requirements). The special policy area contains the following basic policies:



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- Primarily multi-residential development with limited retail/commercial in a mixed-use format (policy direction);
- Direct Control Districts are appropriate for implementation;
- Form based controls (regulatory, to be read in conjunction with land use bylaw requirements);
- A regulating plan (semi-regulatory, unspecific with optional components);
- An illustrative plan (illustrative of a concept only, not required);
- Street improvement concept (concept only, not required); and
- Vehicular access, parking and comprehensive development policies (regulatory).

The policy for the area also recognizes that it does not apply to permitted uses. However, as the subject site is within the special policy area, the proposed land use district is not tied-to-plans (permitted use), and it contains proposed site specific development provisions that deviate from the existing approved policies, an minor ARP amendment is necessary in support of this redesignation.

The proposed ARP amendment includes minor textual amendments to Section 3.2, the Special Policy Area whereby the site is excluded from being required to comply with the existing regulating plan and accompanying form based controls. In lieu, site specific development provisions are proposed within the direct control district as is identified in the proposed policy amendments outlined in APPENDIX III of this report. An amendment to existing Figure 6, the Special Policy Area Regulating Plan is also required to remove the subject site from the regulating plan area as depicted on the amended Figure 6 in APPENDIX IV of this report.

Transit Oriented Development Policy Guidelines (Non-Statutory 2004)

The Transit Oriented Development Policy Guidelines are intended to provide direction for the development of areas that are typically within 600 metres of an existing or future planned LRT station or Bus Rapid Transit (BRT) station. Transit Oriented Development (TOD) is intended to create higher density, pedestrian-oriented, mixed-use environments within station areas to optimize the use of existing transit infrastructure, create mobility options for citizens, and to provide benefits for local communities and city-wide transit riders alike. Six key policy objectives for TOD areas are: 1) to ensure that transit supportive land uses exist, 2) to allow increased density around the transit stations, 3) to create pedestrian-oriented environments, 4) to encourage urban design 'placemaking' at each station, 5) to manage parking, bus and vehicular traffic, and 6) to plan in context with local communities.

For land use redesignation applications and proposed ARP amendments, the Transit Oriented Development Policy Guidelines (and accompanying City of Calgary - Transit Oriented Development - Best Practices Handbook) should be utilised to assist either in defining new land use objectives for the plan and/or to provide guidance on the merits of the proposed redesignation and policy amendment from a TOD perspective (Section 1.6 Application of TOD

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Policy Guidelines, p.6). The current proposal is in alignment with municipal TOD policy guidelines and objectives.

Slope Adaptive Development Policy and Guidelines & Conservation Planning and Design Guidelines (Statutory and Non-Statutory Plan approved 2009)

The above plan does not prevent development of the subject lands, but guides the appropriate development of lands on slopes of 20 percent or greater by providing specific regulations and guidelines to be applied in the analysis of proposed developments, protection and safety of slopes, as appropriate, and how development will integrate and complement the existing and natural topography. At this time, these policies and guidelines are anticipated to be applicable to guide future development of the site, with additional analysis, including the applicability of these policies to be conducted at later stages of development.

## **TRANSPORTATION NETWORKS**

A Transportation Impact Assessment or Parking Study was not required. These studies may be required at a future planning stage to evaluate potential impacts and/or the appropriateness of certain uses within the proposed land use district. The proposed direct control district allows for a maximum of five (5) motor vehicle parking stalls on-site, irrespective of the proposed use, with all of these stalls required to be located within a future building(s). These motor vehicle parking provisions are in place to align with existing local area policies and the vision for this portion of Mission Road SW as a pedestrian oriented, NAC within a larger TOD area associated with the 39 Avenue LRT Station.

Pedestrian access to the site is from Mission Road SW. Calgary Transit bus service and bus stop locations exist in proximity to the site along Mission Road SW and along MacLeod Trail S. The 39 Avenue LRT station is located approximately 500 meters walking distance to the southeast of the site on the east side of MacLeod Trail S.

An undeveloped City right-of-way (lane) exists to the south the site, which, if developed, could potentially provide vehicular access and connection from the site to Parkhill Place SW. However, due to the undeveloped lane's topography and significant sloping condition, coupled with other development constraints (e.g. existing overhead Enmax utilities that would require removal/relocation, existing slope stability measures associated with adjacent properties, challenging on-site grades which may inhibit or require unfeasible designs to accommodate motor vehicle parking and access for site loading and waste and recycling) development of this lane to allow for vehicular access is unlikely and could potentially negatively impact the overall development feasibility of this site. As such, vehicular access is anticipated from Mission Road SW. Overall feasibility, as well the investigation of any specific design measures to minimize vehicular access impact(s) on the pedestrian realm, should access be allowed from Mission Road SW, will be considered at the development permit review stage.

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## **UTILITIES & SERVICING**

Site services for utilities are available and any required upgrades will be at the developer's expense. Utility line assignments for shallow and deep utilities within the road right-of-way may prevent the provision of street trees within the public right-of-way. As such, opportunities for on-site tree planting incorporated with overall site landscaping should be considered at the development permit stage.

## **ENVIRONMENTAL ISSUES**

A Phase 1 Environmental Site Assessment (ESA) was submitted in support of the proposal with no site contamination and/or environmental concerns identified. As a stakeholder circulation referee, Alberta Health Services (AHS) has requested that if any future sensitive land uses or public facilities (e.g. food establishments, swimming facilities, daycares, adult care facilities, personal service establishments, etc.) are proposed, that these development applications be forwarded to AHS for review to ensure the compliance of these facilities with requirements of the Public Health Act and its regulations.

A Geotechnical Investigation and Slope Stability report was also submitted in support of the proposal, due to the site's sloped topography from the south down toward the north in the order of approximately 7.5 metres. The purpose of this study was to determine the subsurface soil and groundwater conditions in order to provide recommendations for future development and to assess the overall slope stability of the site. Based on this analysis, the existing grades within the site are believed to be stable against instability.

## **GROWTH MANAGEMENT**

The proposed amendment does not trigger capital infrastructure investment and therefore, there are no growth management concerns at this time.

## **PUBLIC ENGAGEMENT**

### **Community Association Comments**

The Parkhill/Stanley Park Community Association's Environment and Planning Committee is in support of the proposed land use redesignation and ARP policy amendment. All of the suggested amendments to the proposed direct control district, as outlined in the Environment and Planning Committee's circulation response letter of 2017 February 12 to Administration have been incorporated. The letter is attached as APPENDIX V of this report.

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**Citizen Comments**

At the time of writing this report, there were no citizen comments or enquires received by Administration in response to the proposal.

**Public Meetings**

A meeting with the Applicant and landowner representative, members of the Parkhill/Stanley Park Community Association's Environment and Planning Committee and Administration was held on 2017 February 07. The purpose of this meeting was to review the proposed land use redesignation and ARP policy amendment as well as to provide any information about the development permit application under review.

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**APPENDIX I**

**APPLICANT'S SUBMISSION**

Through this application we are seeking to redesignate the site to a new Direct Control District. The current designation does not allow for a standalone office building. Due to the site constraints with respect to sloping and the costs of providing parking, it is not feasible for the owner to build a mixed-use building at this location at this time as is envisioned in the current Direct Control District.

The proposed office building will be sensitive to adjacent residential neighbours.

The subject sites location on Mission Road makes it an ideal location for redevelopment. Council has already identified redevelopment potential in the area through the Mission Road Innovation Project. The close proximity to Macleod Trail, the 39 Avenue LRT station, other adjacent commercial uses and the small scale of the redevelopment ensure the development will fit with the local context.

The proposed redesignation would allow for new development on a difficult site and take into account the surrounding land uses and physical site constraints. We believe the land use redesignation should be supported for the following reasons:

- The proposed redesignation is appropriate to the context where there is currently a mix of commercial and residential uses
- The proposed Direct Control District takes into account the physical site constraints including significant sloping on the site
- The design of the development is sensitive to the local context and all parking will be provided inside the building
- The land use redesignation follows the policies of the Municipal Development Plan and the Parkhill/Stanley Park Area Redevelopment Plan

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APPENDIX II

DIRECT CONTROL GUIDELINES

**Purpose**

- 1 This Direct Control District is intended to:
- (a) allow for commercial, residential, or mixed-use **development**;
  - (b) allow for **development** that is complementary to multi-residential oriented **developments** and that contributes to a neighbourhood activity centre with pedestrian and transit oriented **development** in proximity to an **LRT Station** area; and
  - (c) provide site specific development rules.

**Compliance with Bylaw 1P2007**

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

**Reference to Bylaw 1P2007**

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to a reference to the section as amended from time to time.

**General Definitions**

- 4 In this Direct Control District:
- (a) "**Commercial Use**" means any **use** listed in sections 5 and 6 of this Direct Control District, other than **Accessory Residential Building, Addiction Treatment, Assisted Living, Custodial Care, Dwelling Unit, Multi-Residential Development, Live Work Unit, Park, Protective and Emergency Service, and Residential Care**.

**Permitted uses**

- 5 (1) The following **uses** are **permitted uses** in this Direct Control District:
- (a) **Accessory Residential Building**;
  - (b) **Park**; and
  - (c) **Protective and Emergency Service**.
- (2) The following **uses** are **permitted uses** in this Direct Control District if they are located within existing approved **buildings**:
- (a) **Accessory Food Service**;
  - (b) **Catering Service – Minor**;

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- (c) Convenience Food Store;
- (d) Counselling Service;
- (e) Financial Institution;
- (f) Fitness Centre;
- (g) Health Services Laboratory – With Clients;
- (h) Information and Service Provider;
- (i) Instructional Facility;
- (j) Library;
- (k) Medical Clinic;
- (l) Office;
- (m) Pet Care Service;
- (n) Restaurant: Food Service Only – Small;
- (o) Retail and Consumer Service; and
- (p) Specialty Food Store.

**Discretionary Uses**

- 6 (1) **Uses** listed in subsection 5(2) are **discretionary uses** if they are located in proposed **buildings** or proposed additions to existing **buildings** in the Direct Control District.
- (2) **Uses** listed in subsection 5(2) are **discretionary uses** if they are proposed in an existing **building** that does not have at least one **Commercial Use**.
- (3) The following **uses** are **discretionary uses** in this Direct Control District:
- (a) Addiction Treatment;
  - (b) Artist's Studio;
  - (c) Assisted Living;
  - (d) Brewery, Winery and Distillery;
  - (e) Child Care Service;
  - (f) Computer Games Facility;
  - (g) Custodial Care;
  - (h) Drinking Establishment – Small;
  - (i) Dwelling Unit;
  - (j) Liquor Store;
  - (k) Live Work Unit;
  - (l) Medical Marihuana Counselling;
  - (m) Multi-Residential Development;
  - (n) Market – Minor;
  - (o) Outdoor Café;
  - (p) Payday Loan;
  - (q) Place of Worship – Small;
  - (r) Power Generation Facility – Small;
  - (s) Print Centre;

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- (t) Residential Care;
- (u) Restaurant: Licensed – Small;
- (v) Restaurant: Neighbourhood;
- (w) Seasonal Sales Area;
- (x) Service Organization;
- (y) Sign – Class B;
- (z) Social Organization;
- (aa) Take Out Food Service; and
- (bb) Veterinary Clinic.

(4) The following *uses* are excluded in this Direct Control District:

- (a) Sign – Class C; and
- (b) Sign – Class E.

**Bylaw 1P2007 District Rules**

7 (1) Unless otherwise specified, the rules of the Commercial – Neighbourhood 2 (C-N2) District of Bylaw 1P2007 apply in this Direct Control District.

(2) For **Multi-Residential Development**, the General Rules for Multi-Residential Land Use Districts of Bylaw 1P2007 apply in this Direct Control District.

**Floor Area Ratio**

8 There is no maximum *floor area ratio*.

**Density**

9 There is no minimum or maximum *density*.

**Building Height**

10 The maximum *building height* is 15.0 metres.

**Building Design**

11 The ceiling of the first *storey* must be a minimum of 4.0 metres from *grade*.

**Use Area**

12 (1) Unless otherwise referenced in subsections (2), (3) and (4) the maximum *use area* in this Direct Control District is 300.0 square metres.

(2) The maximum *use area* of a **Convenience Food Store**, or a **Convenience Food Store** combined with any other *use*, is 465.0 square metres.

(3) The maximum *use area* of an **Office** is 465.0 square metres.



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- (4) The following **uses** do not have a **use area** restriction:
- (a) **Addiction Treatment;**
  - (b) **Assisted Living;**
  - (c) **Custodial Care;**
  - (d) **Market – Minor;** and
  - (e) **Residential Care.**
- (5) The **use area** measurements for **motor vehicle parking stalls** or **bicycle parking stalls** within a **building** is excluded from the maximum **use area** requirements in this Direct Control District.

**Location of Uses within Buildings**

13 (1) **Commercial Use** and **Live Work Units**:

- (a) may be located on the same floor as **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** and **Residential Care**; and
- (b) must not share an internal hallway with **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** or **Residential Care**.

**Building Setbacks**

- 14 (1) The minimum **building setback** from a **property line** shared with a **street** is zero metres.
- (2) The maximum **building setback** from a **property line** shared with a **street** is 4.0 metres.
- (3) The minimum **building setback** from a **property line** shared with a **lane** is zero metres.
- (4) The minimum **building setback** from a **property line** shared with another **parcel** is zero metres.
- (5) The minimum **building setback** from a **property line** shared with another **parcel** designated a **residential district** is 1.2 metres.

**Landscaping in Setback Areas**

- 15 All areas of a **parcel**, not including those areas covered by **buildings**, or those portions specifically required for motor vehicle access, sidewalks or any other purpose allowed by the **Development Authority**, must be landscaped.

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**Motor Vehicle Parking Stalls**

- 16 (1) The maximum number of required *motor vehicle parking stalls* is 5.
- (2) Surface parking is not allowed. *Motor vehicle parking stalls* must only be located within a *building*.

**Development Authority – Power and Duties for Relaxations**

- 17 The *Development Authority* may relax any of the rules within this Direct Control District provided the test for relaxations as set out in Bylaw 1P2007 is met.

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**APPENDIX III**

**PROPOSED AMENDMENTS TO THE PARKHILL/STANLEY PARK AREA  
REDEVELOPMENT PLAN**

- (a) In Section 3.2.1 after the word “District” insert the word: “approach”.
- (b) In Section 3.2.5 after the word ‘provided’ insert the following:

“, with the exception of the site specific Direct Control District for 45 Mission Road SW which allows for commercial, residential or mixed-use development. In addition to Direct Control District rules for 45 Mission Road SW to guide the design of any residential development so that it may be adapted to allow for commercial or mixed-use development with commercial uses on the main floor closest to grade, consideration that the development will either comply or can adapted to comply with the Alberta Building Code requirements for commercial changes of use is recommended at the Development Permit stage.”
- (c) Delete the existing Figure 6 entitled “Special Policy Area Regulating Plan” and replace it with the revised Figure 6 entitled: “Special Policy Area Regulating Plan” (APPENDIX IV).

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APPENDIX IV

REVISED FIGURE 6: PARKHILL/STANLEY PARK AREA REDEVELOPMENT PLAN



- |   |   |   |                               |
|---|---|---|-------------------------------|
|  | Mission Road Form Based Regulation Area |  | Possible Shared Parking Entry |
|  | Common Space                            |  | Terminated Vista              |
|  | Primary Frontage                        |   |                               |

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APPENDIX V

LETTERS SUBMITTED

**Parkhill / Stanley Park  
Community Association**  
Environment & Planning Committee

4013 Stanley Road S.W.  
Calgary AB T2S 2P5

February 12, 2017

City of Calgary  
Planning Development & Assessment  
P.O. Box 2100 Station M  
Calgary, AB T2P 2M5

Attention: **Melanie Horkan**  
DP Project File Manager  
**Stuart Gripton**  
Land Use application / Senior Planner (South area)  
Via email: [Melanie.horkan@calgary.ca](mailto:Melanie.horkan@calgary.ca) / [DP.Circ@calgary.ca](mailto:DP.Circ@calgary.ca)  
[Stuart.gripton@calgary.ca](mailto:Stuart.gripton@calgary.ca)



Dear Melanie / Stuart:

Re: DP2017-0075 / LOC2016-0176  
New: Office (1 building) / Proposed "DC" (C-N2 base district)

Further to the City's request of January 17, 2017 on the DP application and of January 26, 2017 on the land use amendment and to our community development committee meeting of February 7, 2017 at my office, please find attached our comments on behalf of the Parkhill / Stanley Park Community Association "Environment & Planning Committee".

In attendance at our meeting were Jennifer Maximattis-White (CityTrend Planning) and Rob Ohlsen (Maillot Homes) for the applicant; Stuart Gripton (City of Calgary); Chris Davis, David Dalen and Greg Hay (PSPCA – EPC).

**The Parkhill Stanley Park ARP**

1. Parkhill Stanley Park ARP Bylaw 20P94. The subject site is located within the "special policy area" area as outlined in Section 3.2 and shown on Figure 6 (page 13) of the ARP.

The "special policy area" is shown outlined in red on the attached Map 3 from the ARP (page 4 of the ARP).

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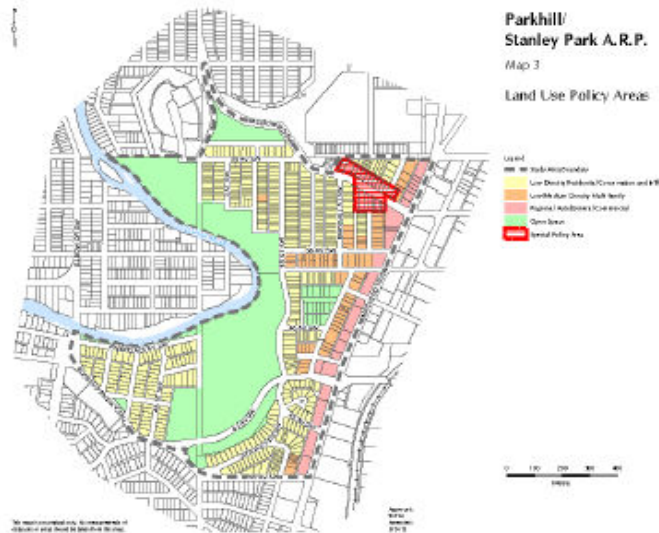


Figure 1 - Parkhill Stanley Park ARP (Map 3)

- Section 3.2.5 of the ARP stipulates that "(d)iscretionary development shall comply generally with the Regulating Plan provided". The "Regulating Plan" is not defined other than by a plan area, within Figure 6 of the ARP.



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3. The subject site is the "stand alone" site on the south-east portion of the shaded area, being separated from the remaining portion of the regulated area by an existing semi-detached 2-dwelling site, which was otherwise excluded from the remainder of the south Mission Road cohort.
4. The applicant and the City planning department proposed amending section 3.2.5 by the addition of language excepting the subject site from the "Regulating Plan" area. Additional language proposes to accommodate future conversion to commercial use on the main floor, should a residential development be the initial redevelopment of the subject site.
5. As part of a proposed amendment to the ARP, Figure 6 will be amended by removing the "shading" from the subject site.

**Low Density Residential Housing Guidelines for Established Communities**

6. Any redevelopment within our community should consider these guidelines to be successful. The proposed development intends to develop much of the subject site. The development plans we reviewed provide for some windows on the east elevation (adjacent to the existing commercial site), but no openings (other than at the very front) looking onto the adjacent low density residential site to the west.
7. The proposed development definitely takes advantage of lot coverage, but has done an admirable job of respecting the existing semi-detached development on the west side. As noted by the ARP, there is a wide variety of architectural styles within Parkhill/Stanley Park. While new development and renovations to existing development should respect / complement the existing massing, scale, rooflines, setbacks, and building orientation of the surrounding development - to maintain the rhythm of the street – it cannot be expected to mirror styles in vogue 10 or more years previously. In the opinion of the committee, the design of the proposed development will be a pleasing contemporary entry way to the community.

**The Calgary Land Use Bylaw 1P2007**

8. The proposed application uses the C-N2 (Commercial Neighbourhood-2) district as a base. The community agrees with the use of this district, OTHER THAN "take out food service" as a permitted use within an existing building. We appreciate that this may be the use found in the stock district, but we believe that the "take out food service" use should be within the discretionary use category, given that it has a potential to have a negative impact on the adjacent low density residential use to the west.
9. The committee also recommends that the proposed "DC" district NOT include draft section 5(2) as this language does not seem necessary in the subject situation.

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10. Finally, with respect to the proposed "DC" district, the committee recommends that section 10(6) be deleted. This section subjects that there be a maximum setback of "7.0 (1.2) metres". This is confusing to use and does not seem necessary in this situation.

Overall, the proposed land use amendment and concurrent DP application seem to be an attractive response to a difficult site that has remained vacant since the "boarding house" use previously on the site was demolished. We support the two applications.

Thankyou for the opportunity to provide our community's comments on this application.

Sincerely,



Christopher Davis  
Co-chair  
Parkhill / Stanley Park Community Association  
Environment and Planning Committee

cc: Brent Bedford (President, P/SPCA); [president@parkhillstanleypark.ca](mailto:president@parkhillstanleypark.ca)  
Parkhill Stanley Park C.A. Environment & Planning Committee  
Ward 9 Councillor Gian-Carlo Carra  
Jennifer Maximattis-White (CityTrend Planning)  
Rob Ohlson (Maillot Homes)