

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Erlton on the south side of 25 Avenue SW, between Macleod Trail SE and Erlton Street SW. The site is approximately 0.17 hectares in size and is 45 metres wide and 37 metres deep. Vehicular access to the site is provided from the rear lane.

Surrounding development is comprised of both single and semi-detached dwellings to the south and west, designated as Residential – Contextual One / Two Dwelling (R-C2) District, multi-residential development to the north designated as Multi-residential - Contextual Medium Profile (M-C2) District and a commercial parcel to the east designated as Commercial - Neighbourhood 2 (C-N2) District.

The site is ideally located, with the Erlton Stampede LRT Station located 200 metres to the north-east. There are bus stop locations for Routes 10 and 17 within 150 metres of the site on Macleod Trail SE and 25 Avenue SW respectively.

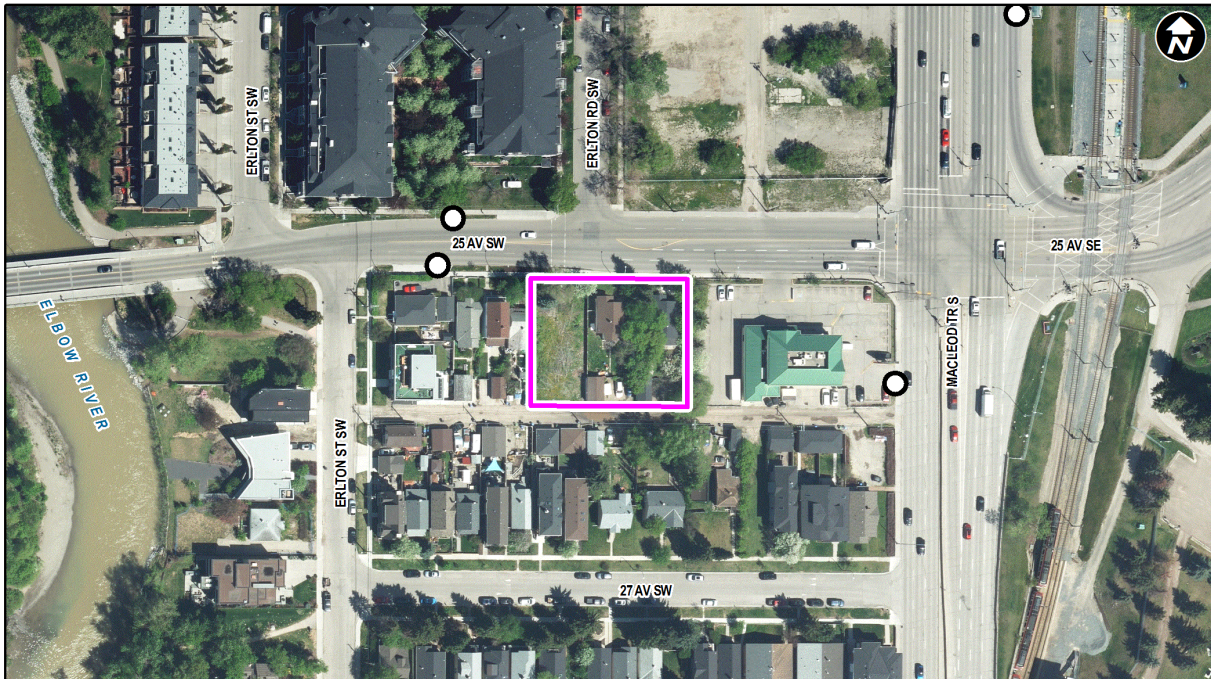
Community Peak Population Table

As identified below, the community of Erlton reached its peak population in 2017.

Erlton	
Peak Population Year	2017
Peak Population	1,307
2019 Current Population	1,270
Difference in Population (Number)	-37
Difference in Population (Percent)	-2.83%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C2 District primarily allows 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 of two dwelling units for each parcel.

The proposed Multi-Residential – Low Profile Support Commercial (M-X1) District is intended to provide for multi-residential development in a variety of forms, with support commercial uses. The M-X1 District will allow for a maximum density of 148 units per hectare, equivalent to 25 dwelling units on the parcel. The M-X1 District will also allow for a maximum building height of 14.0 metres, varied building setbacks and landscaping requirements, along with rules for commercial multi-residential uses in order to provide a compatible transition with surrounding developments.

Other land use districts were considered, including Multi-Residential – Medium Profile Support Commercial (M-X2) District, Multi-Residential – High Density Low Rise (M-H1) District and Mixed Use - General (MU-1) District. After review, the applicants determined that the proximity of the parcel to single detached homes to the south, along with their desired concept lent itself to a development within the scope of the M-X1 District.

Development and Site Design

If approved by Council, the rules of the proposed M-X1 District would provide guidance for the redevelopment of the site including appropriate uses, building height and massing, access and parking. Given the specific context of this mid-block redevelopment site, additional items that will be considered through the development permit review process include, but are not limited to:

- minimizing overlooking, shadowing and privacy for both residents and neighbours;
- establishing well-considered landscaping and amenity space design; and
- reducing the visual impacts of waste/recycling/organic storage areas.

Transportation

Pedestrian access to the site is available via 25 Avenue SW and vehicular access is anticipated via the rear lane. The *Calgary Transportation Plan* classifies 25 Avenue SW as a Collector Street. The area is served by Calgary Transit Route 17 Renfrew / Ramsay with a bus stop 50 meters west of the site on 25 Avenue SW. This route provides service every 30 minutes during peak hours.

The site is located 200 meters walking distance to the Erlton Stampede LRT Station and is therefore in the Transit Oriented Development area. On street parking is prohibited in front of the site on 25 Avenue SW. A Transportation Impact Analysis was not required in support of the land use redesignation application, however further transportation analysis may be required at the development permit stage.

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

Utilities and Servicing

Public water, sanitary and storm exist within the adjacent public right-of-way. Development servicing will be determined at the development permit and development site servicing plan 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 and policy 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 parcels are located within the Inner City Area typology as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Policy 3.5.2 states that sites within the Inner City Area may intensify if the intensification is consistent and compatible with the

existing character of the neighborhood. It also states that at-grade retail is encouraged to provide continuous, transparent edges to all streets and public spaces.

The MDP's City-wide policies, Section 2 and specifically Section 2.2: Shaping a More Compact Urban Form, provides direction to encourage transit use, make optimal use of transit infrastructure, and improve the quality of the environment in communities. The intent of these policies is to direct future population growth and density in the city in a way that fosters a more compact and efficient use of land, creates complete communities, allows for greater mobility choices and enhances vitality and character in local neighbourhoods. The site lies within 200 metres of the Erlton Stampede LRT Station and, as such, the proposed M-X1 District will allow for a mixed-use development and provide for better use of the existing transit infrastructure.

Overall, the proposal meets applicable policies of the MDP.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians, and benefit local communities and city-wide transit riders alike. The proposed land use meets the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing density around transit stations.

Climate Resilience Strategy (2018)

Administration has reviewed this application in relation to the objectives of the [Climate Resilience Strategy](#) programs and actions. The applicant has committed to achieving LEED Gold certification, as well as providing electric vehicle charging equipment and solar panels. This supports Program 1: Energy Performance Standards, Program 3: Renewable and Low-Carbon Energy Systems and Program 4: Electric and Low-Emissions Vehicles of the *Climate Resilience Strategy*.

Erlton Area Redevelopment Plan (Statutory – 1985)

This application was reviewed against the applicable policies of the [Erlton Area Redevelopment Plan](#) (ARP), being the applicable local area plan. The Land Use Policy map of the ARP identifies the parcel as being "Low Density Residential." An ARP map and text amendment to change the classification to "Low to Medium Density Mixed-Use" is required to accommodate the proposed land use amendment. Given that the proposed redesignation is supported by the MDP, the associated ARP amendment is also supported by Administration.