

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Parkhill on the south side of Mission Road SW between Macleod Trail South and Parkhill Street SW. The site is 0.28 hectares \pm (0.69 acres \pm) in size, with dimensions of approximately 42 metres wide and a maximum of 78 metres deep. The parcel is currently developed with single detached bungalows.

Much of the Parkhill community to the west of the subject parcels lie at a higher elevation, with significant slopes between the residential development and the Macleod Trail South commercial corridor. The subject lands and this portion of Mission Road SW are at a lower elevation than the immediate community. Furthermore, the subject parcel slopes down from the rear lane to Mission Road SW and as a result, the portion of the lane to the south of the subject site is currently undeveloped.

On the north side of Mission Road SW is a mixture of single detached dwellings and a mixed-use four storey building comprising residential and retail on the corner of Mission Road SW and 34 Avenue SW (developed under DP2014-3527). To the south and west are predominantly single detached and semi-detached dwellings zoned Residential – Contextual One / Two Dwelling (R-C2) District. To the east along Macleod Trail South are commercial and retail developments. The 39 Avenue LRT Station is located approximately 600 metres south-east of the parcel.

Community Peak Population Table

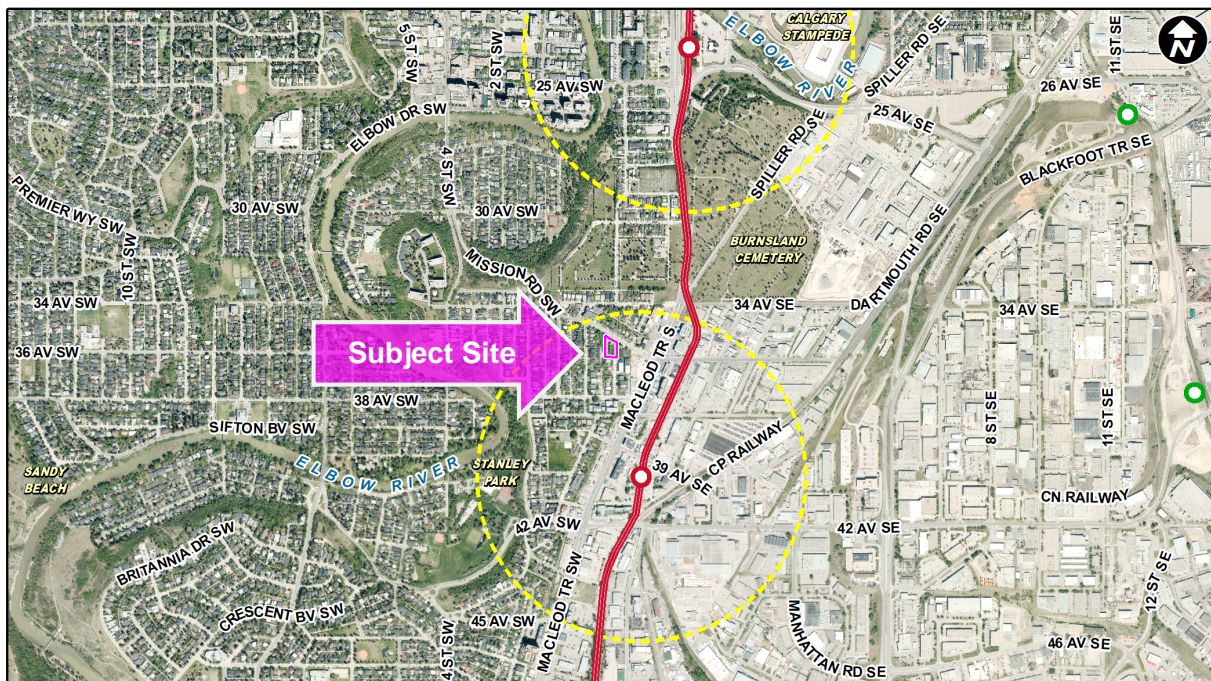
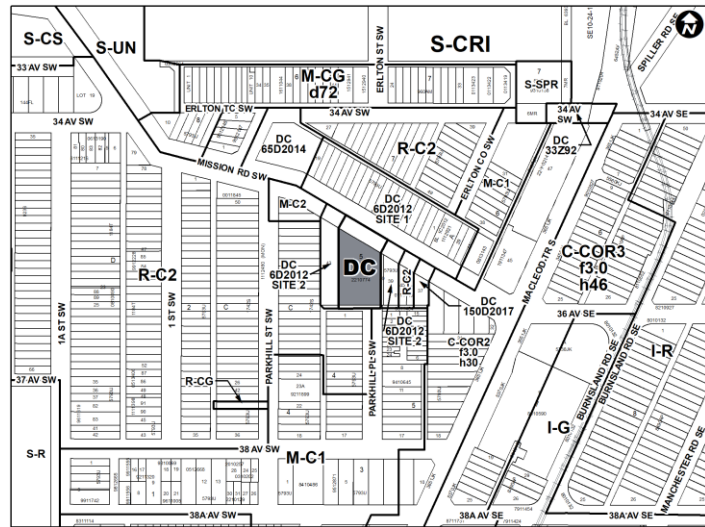
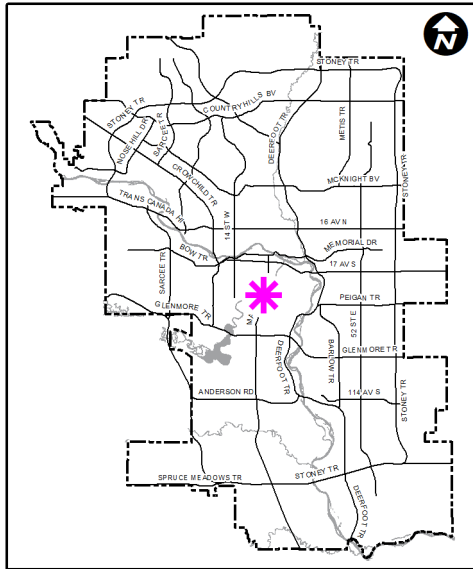
As identified below, the community of Parkhill reached its peak population in 1968, and the population has decreased since then.

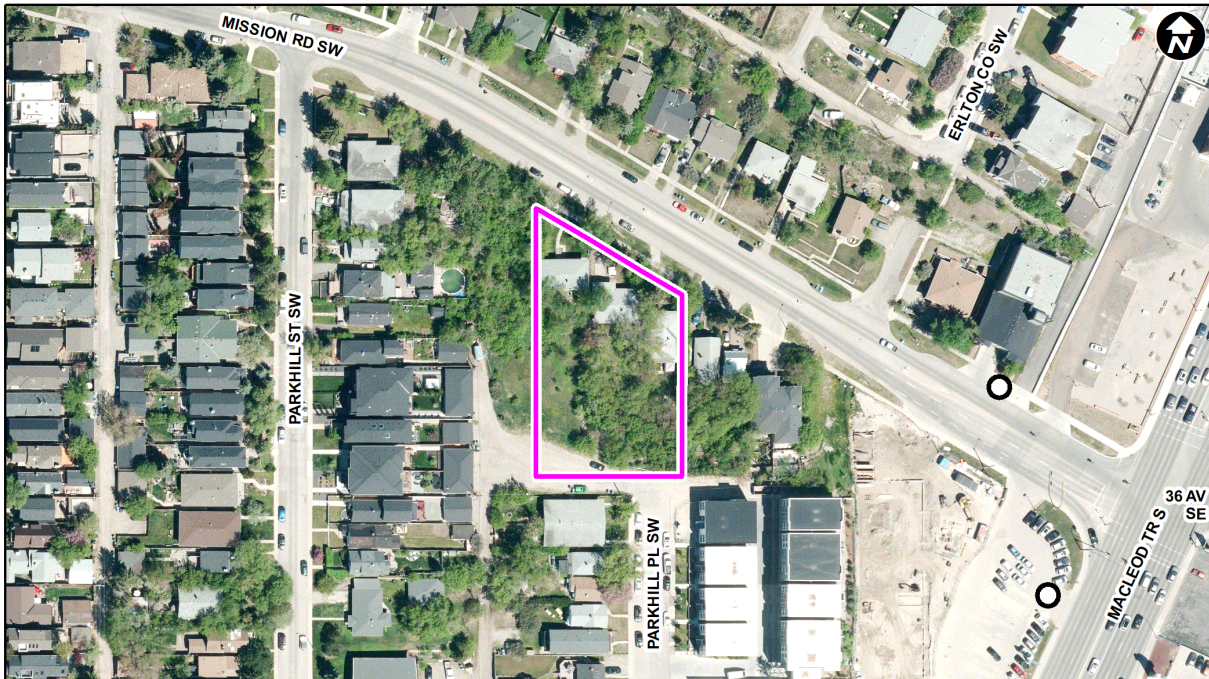
Parkhill	
Peak Population Year	1968
Peak Population	1,739
2019 Current Population	1,691
Difference in Population (Number)	-48
Difference in Population (Percent)	-2.76%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The subject parcel is currently designated Direct Control (DC) District (Bylaw [6D2012](#)). It is based on the Multi-Residential – High Density Low Rise (M-H1) District of Land Use Bylaw 1P2007. The existing DC District is intended to provide for the implementation of a design charrette outcome and form based controls, read in conjunction with guidelines provided in the Parkhill/Stanley Park Area Redevelopment Plan. Furthermore, the existing DC District is intended to provide for a neighbourhood activity centre with primarily multi-residential development and limited commercial use in a mixed use format and prohibits stand alone commercial buildings.

The proposed DC District is also based on the Multi-Residential – High Density Low Rise (M-H1) District of Land Use Bylaw 1P2007. It would retain all the existing DC District rules related to matters such as density, height and building setback areas. Office would now be allowed as a discretionary use in the proposed DC District, along with amendments to the rules for commercial multi-residential uses. Furthermore, all rules for motor vehicle parking have been removed as these have been updated in the Land Use Bylaw 1P2007 since the 2012 DC District.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration, and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to the unique characteristics that will remain from

the existing DC District and the fact that the applicant's intended development will follow the approved DP2021-8400, but with the additional use of office. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. In addition, the proposed DC District has included the opportunity for relaxations to Sections 9 through 13 of the DC District. The intent of including these additional DC sections in the relaxation clause is to allow for flexibility should minor bylaw relaxations be identified during the development permit review. Any relaxations granted would still have to meet the test for relaxation included in Bylaw 1P2007.

Development and Site Design

If approved by Council, the rules of the proposed DC District will provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking.

Additional items that will be considered through the review of a future development permit include, but are not limited to:

- location and specifics of waste, recycling and organics storage areas;
- location and specifics of mobility storage areas; and
- location, size and configuration of amenity spaces.

Transportation

Pedestrian and vehicular access to the site is available via Mission Road SW, which is designated as a Collector Road, as per the [Calgary Transportation Plan](#). The area is served by Calgary Transit Route 449 (Eau Claire – Parkhill) with a bus stop within 200 metres from the site on Mission Road SW, and Calgary Transit Route 10 (City Hall – Southcenter) with a bus stop on Macleod Trail SE, approximately 400 metres from the subject site. Route 449 offers services every 50 minutes during the peak hours, while Route 10 offers services every 45 minutes during peak hours.

The site is within 600 metres from the existing 39th Avenue LRT station and, therefore, is within the Transit Oriented Development area. A Transportation Impact Analysis was not required in support of the land use re designation application.

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 utilities are available at/within the adjacent public road right-of-way. Servicing requirements will be determined at the time of development.

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.

Growth Plan (2022)

The 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 subject site is located on the edge of both an Urban Main Street, an Inner City – Developed Residential area and the Primary Transit Network as identified on Map 1 of the [Municipal Development Plan](#) (MDP).

The applicable MDP policies encourage intensification and an appropriate transition of development intensity, uses and built form between low-density residential areas and more intensive multi-residential or commercial areas. Furthermore, intensification of inner-city communities can optimize use of existing infrastructure, public amenities and transit, while delivering small and incremental benefits to climate resilience. The proposed DC District aligns with these policies.

Transit Oriented Development Policy Guidelines (Non-Statutory - 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.

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.

Parkhill/Stanley Park Area Redevelopment Plan (Statutory – 1994)

The parcel lies within the 'Special Policy Area' of Map 3 'Land Use Policy Areas'. Policy 3.2.1 states that: 'The Special Policy Area applies to areas shown on Map 3 in the [Parkhill/Stanley Park Area Redevelopment Plan](#) (ARP). The intent is to provide for a Neighbourhood Activity Centre under the MDP with primarily multi-residential development and limited retail/commercial in a mixed use format as well as implementation that includes form based controls, a redesigned Mission Road right of way and allows for a design developed through the Mission Road Main Street Project, as directed by Council. In conjunction with this policy, a Direct Control District approach is considered appropriate to implement policy for these lands.

The proposed DC District meets the intent of this policy.

Chinook Communities Local Area Planning Project

Administration is currently working on the [Chinook Communities local area planning project](#) which includes Parkhill and surrounding communities. Land use amendment and planning applications are being accepted for processing during the local area planning process.