

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Parkhill, midblock on the south side of 34 Avenue SW and west of Erlton Court SW. The parcel is approximately 0.07 hectares (0.17 acres) in size and is approximately 15 metres wide and 47 metres deep. The site is currently developed with a single detached dwelling accessed from 34 Avenue SW. Lane access to the site is available.

Surrounding development to the west and east is characterized primarily by single detached dwellings on parcels designated as Residential – Contextual One / Two Dwelling (R-C2) District. The parcels to the north are designated as Multi-Residential – Contextual Grade-Oriented (M-CGd72) District. The parcels to the south are designated Direct Control (DC) District ([Bylaw 6D2012](#)). The purpose of the DC District is to provide for multi-residential development with limited commercial uses.

The site is close to open space, public transit service, retail, and recreational amenities. It is approximately 230 metres (a four-minute walk) from the Roxboro off-leash dog park to the north and approximately 680 metres (an 11-minute walk) from a regional pathway in the Elbow River natural area which further connects to other parks and amenities. St. Mary's Cemetery is one block north of the site.

The site is approximately 200 metres (a three-minute walk) from bus stops on Misson Road SW and 360 metres (a six-minute walk) to a variety of retail opportunities along MacLeod Trail S. Macleod Trail S forms part of the Primary Transit Network (PTN) and is also an Urban Main Street as per the Urban Structure Map of the *Municipal Development Plan* (MDP).

## Community Peak Population Table.

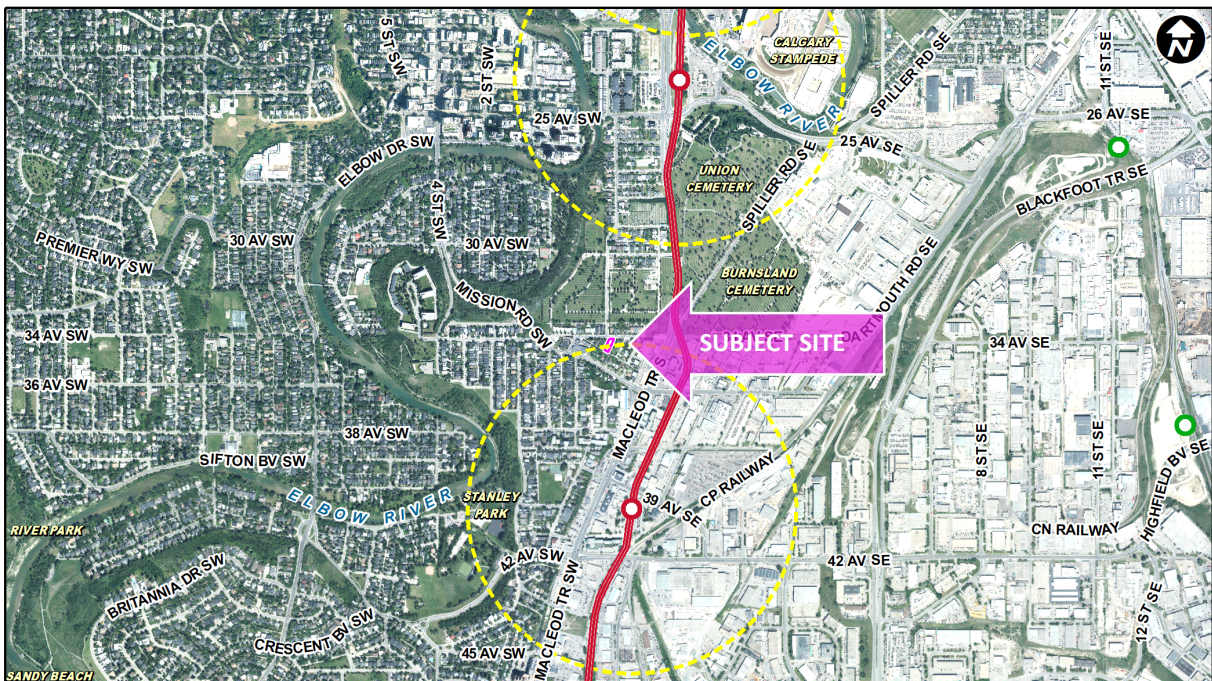
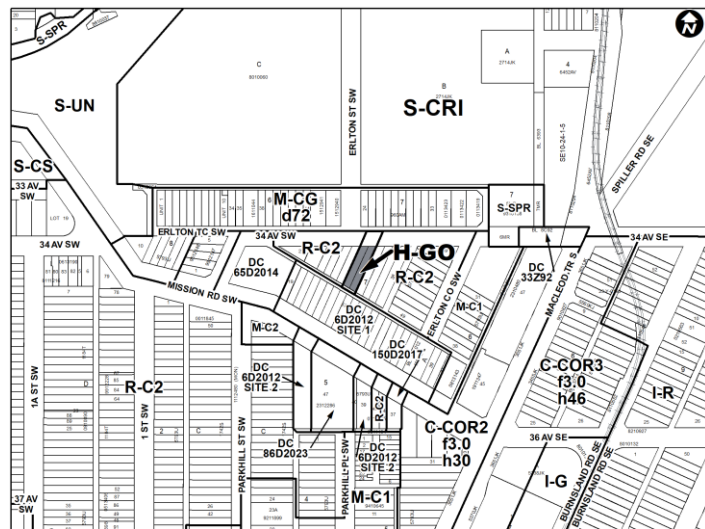
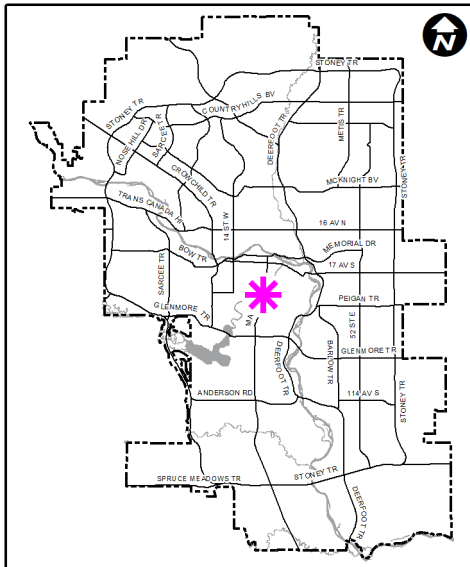
As identified below, the community of Parkhill reached its peak population in 1968.

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

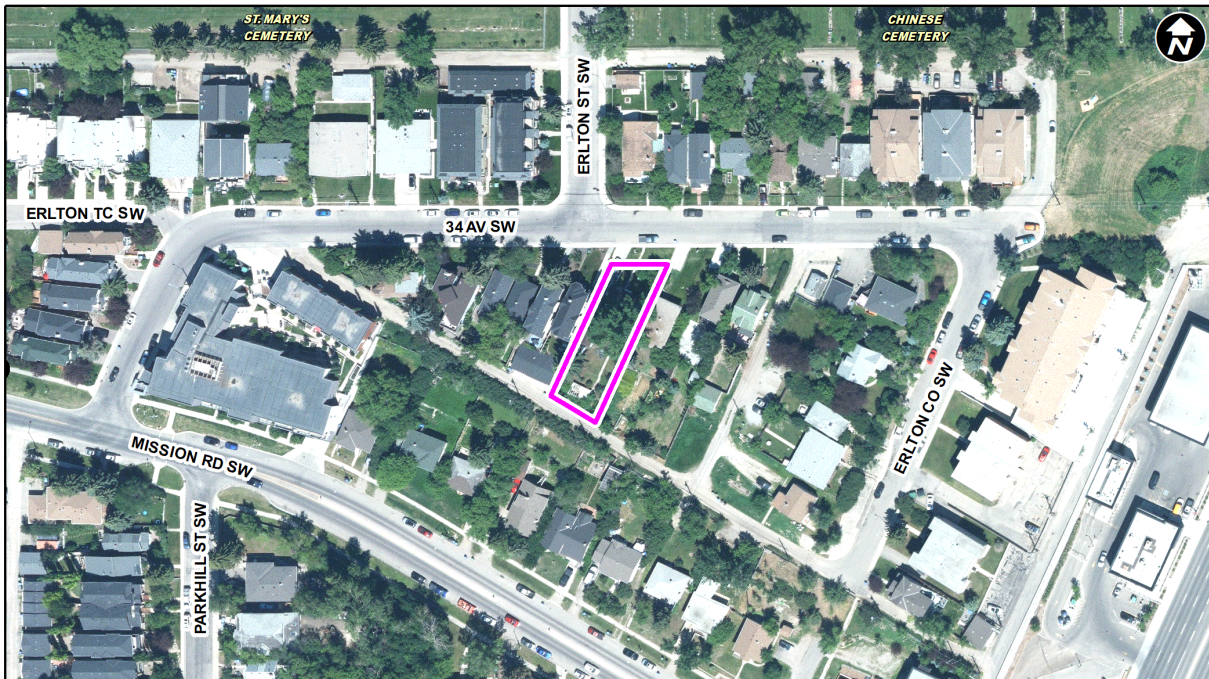
Source: *The City of Calgary 2019 Civic Census*

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 existing R-C2 District is primarily 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. Secondary suites are permitted uses within the R-C2 District.

The proposed Housing – Grade Oriented (H-GO) District allows for a range of grade-oriented building forms that can be contextually appropriate in low-density areas. The district includes rules for overall height, parcel coverage, height chamfers and amenity space that are intended to minimize massing and shadowing impacts on neighbouring parcels. The proposed H-GO District accommodates grade-oriented development where dwelling units may be attached or stacked within a building or cluster of buildings in a form and scale consistent with low density residential districts. The H-GO District also provides rules for:

- a maximum floor area to parcel ratio (FAR) of 1.5;
- a maximum building height of 12 metres; and
- a minimum of 0.5 parking stalls per unit and suite.

Section 1386(d) of Land Use Bylaw 1P2007 provides location criteria for where the H-GO District may be considered appropriate. Sites that do not have an approved Local Area Plan (LAP) must be within the Center City or Inner City and meet at least one of the following criteria to qualify for the H-GO District:

- within 200 metres of a Main Street or Activity Center as identified on the Urban Structure Map of the MDP;
- within 600 metres of an existing or capital funded LRT platform;
- within 400 metres of an existing or capital-funded BRT station; and
- within 200 metres of primary transit service.

The site is within 200 metres of Macleod Trail S which is identified as an Urban Main Street in the MDP. It is also within 200 metres of primary transit service and within 600 metres of an existing LRT platform. As such, the site meets the location criteria and is therefore considered appropriate for the proposed H-GO District.

### **Development and Site Design.**

If approved by Council, the rules of the proposed H-GO 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 this site, additional items that will be considered at the development permit stage include, but are not limited to:

- the layout and configuration of dwelling units;
- slope adaptive design;
- ensuring an engaging built interface along 34 Avenue SW ;
- mitigating shadowing, overlooking and privacy concerns;
- accommodating appropriate waste and recycling storage and pickup; and
- ensuring appropriate provision and design of vehicle access, motor vehicle stalls, and mobility storage areas.

### **Transportation.**

The subject site is located midblock on 34 Avenue SW. Mission Road SW is identified as a future On-Street Bikeway as per the Always Available for All Ages and Abilities (5A) Network. The site is located within 150 metres (a three-minute walk) of Route 449 (Eau Claire/Parkhill) Calgary Transit stop on Mission Road SW and 200 metres (a seven-minute walk) of Route 10 (City Hall/Southcentre) on Macleod Trail S. It is within 600 metres (a 10-minute walk) of the 39 Avenue SW LRT Station and is therefore in the Transit Oriented Development Area. On-street parking is currently unrestricted on 34 Avenue SW. Vehicle access to and from the site is available via 34 Avenue SW and the rear lane. A Transportation Impact Assessment was not required in support of the land use change.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Public water and sanitary mains exist within the adjacent public road rights-of-way. Public storm mains do not exist within the adjacent public road rights-of-way.

At the time of development, a public storm sewer main extension may be required. If required, said work, along with any other public utility work that may be required as to adequately service the site and the intended development, will be at the developer's expense and subject to the terms and conditions of an Indemnification Agreement (IA). Servicing requirements will be further determined at the time of development.

## 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.

### **Growth Plan (2022)**

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment and policy 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 parcel is located within the Developed Residential - Inner City Area and within 200 metres of an Urban Main Street as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner city communities to make more efficient use of existing infrastructure, public amenities, and transit and delivers small and incremental benefits to climate resilience. The proposal is in keeping with relevant MDP policies as the proposed H-GO District provides for a modest increase in density in a form that is sensitive to existing residential development in terms of height, scale, and massing.

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

This application does not include 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 encouraged at subsequent development approval stages.

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

The subject site is identified on Map 3: Land Use Policy Areas as 'Low Density Residential Conservation and Infill' in the [Parkhill/Stanley Area Redevelopment Plan](#) (ARP). The 'Low Density Residential Conservation and Infill' area is characterized by primarily single detached and semi-detached dwellings where the ARP contains guidelines which encourage compatible and sensitive infill development to ensure the continued renewal and vitality of the community. A minor map amendment to the ARP is required to enable the proposed land use amendment. The proposed policy amendment would identify the site as appropriate for 'Low/Medium Density Multi-family' development. This amendment is considered appropriate based on the policy guidance provided by the MDP and ARP.

### **Chinook Communities Local Area Planning Project**

Administration is currently working on the [Chinook Communities local area planning project](#) which includes Parkhill and the surrounding communities. Planning applications are being accepted for processing during the local area planning process and are reviewed using existing legislation and Council approved policy.