

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Parkhill on the east side of Erlton Court SW, just south of the intersection with 34 Avenue SE. The site is comprised of three parcels with a combined area of approximately 0.24 hectares ± (0.59 acres ±) and a rectangular shape that is just under 95 metres by 30 metres. The subject site is currently developed with four single detached dwellings; the southern three dwellings are accessed by a rear lane, while the northern dwelling is accessed by a driveway on Erlton Court SW. The site has a significant slope and a retaining wall along part of the western edge (at the interface with Erlton Court SW).

Surrounding development is characterized by a variety of residential types, with higher-density forms concentrated along the Macleod Trail S and Mission Road SW corridors. Development is primarily low-density residential to the north, south and west, with low-rise apartment buildings and low density residential to the east across Erlton Court SW.

The site is within the Macleod Trail S Urban Main Street area and is 180 metres (a three-minute walk) from the intersection of Macleod Trail S and Mission Road SW. The 39 Avenue LRT station is approximately 650 metres (a nine-minute walk) to the southeast of the site. The Parkhill-Stanley Park Community Association is 700 metres (a 10-minute walk) south of the site and Roxboro Park is 500 metres (a seven-minute walk) northwest of the site.

Community Peak Population Table

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

Parkhill	
Peak Population Year	1968
Peak Population	1,739
2019 Current Population	1,691
Difference in Population (Number)	48
Difference in Population (Percent)	-2.8%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Parkhill Community Profile \(calgary.ca\)](http://calgary.ca/parkhill).



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 M-C2 District accommodates multi-residential development with higher numbers of dwelling units and higher traffic generation than low density residential and lower profile multi-residential land use districts. The M-C2 District contains contextual regulations that guide sensitive development of higher density and height that is intended to be located adjacent to or in close proximity to low density residential development. The M-C2 District allows for a maximum floor area ratio of 2.5 and a maximum building height of 16.0 metres (approximately four storeys).

The proposed M-C2 District will provide additional housing options and units within an Urban Main Street area, while ensuring that development is context-appropriate and sensitive to the adjacent low density residential currently surrounding the site.

Development and Site Design

The rules of the proposed M-C2 District will provide guidance for future site development including height, massing, landscaping, parking, building orientation, use areas and access.

Transportation

A Transportation Impact Assessment (TIA) was submitted by the applicant and reviewed by Administration. It was determined that Erlton Court SW will need to be improved to the current design standard. At the Development Permit stage lane paving of both lanes will be required at the full expense of the applicant. Transit service is available within 130 metres (a two-minute walk) on Mission Road SW for Route 449 (Eau Claire/ Parkhill), 220 metres (a four-minute walk) on Macleod Trail S for Route 10 (City Hall/ Southcentre), and 39 Avenue LRT Station is located about 650 metres (a nine-minute walk) from the site. The closest 5A on-street bikeway is available along Mission Road SW, and a future Always Available for All Ages and Abilities (5A) Network on-street bikeway is planned along Erlton Street SW. The site is within the ZZ Residential Parking Zone, and parking to be provided on site as per the requirements of the Land Use Bylaw.

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 and sanitary utilities exist adjacent to the site. No public storm utilities exist adjacent to the site.

The site is currently serviced from an existing dead-end public water main (Erlton Court SW). At the time of development, the applicant will be required to provide a Fire Flow Letter and a Sanitary Servicing Study (SSS) for review and acceptance.

At the time of development, a public storm sewer main extension will also be required. The storm sewer main extension, along with any additional public utility improvements work that may be deemed necessary for development servicing purposes, will be at the developer's expense, and subject to the terms and conditions of an Indemnification Agreement (IA). Development 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 recommendations aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed policy amendment and 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 [Municipal Development Plan](#) (MDP) identifies this site as part of an Urban Main Street area on Map 1: Urban Structure. The proposal is consistent with the general policies for Main Streets (Section 3.4.1), the specific policies for Urban Main Streets (Section 3.4.2) and the general policies of the MDP. Urban Main Streets require a minimum intensity of 200 people and jobs per hectare and are intended to include medium and high density residential (Table 3-2, page 97). The proposed M-C2 District would provide a transition from higher density development located

along the Macleod Trail S corridor to areas of lower density residential located to the west of the site.

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 strategies may be explored and encouraged at subsequent development approval stages.

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

The [Parkhill/Stanley Park Area Redevelopment Plan](#) (ARP) shows the site as part of the 'Low Density Residential Conservation and Infill' area on Map 3: Land Use Policy Areas (page 4). Policies for these areas direct that low density development should be maintained through preservation or infill development. An amendment to the ARP will be required to support this application; the area is proposed to be shown as part of the 'Low/Medium Density Multi-family' area on Map 3.

Chinook Communities Local Area Plan

This site is located in Area 8 (Chinook Communities), which includes Parkhill and surrounding communities. Administration is currently developing the Chinook Communities Local Area Plan project. Planning applications are being accepted for processing while the project is in progress, however, applications are reviewed using existing legislation and Council approved policy only, including the existing [Parkhill/Stanley Park Area Redevelopment Plan](#) (ARP). The proposal is in alignment with the applicable urban form category and building scale modifier for the subject site in the draft Chinook Communities Local Area Plan (LAP).