

Background and Planning Evaluation

Background and Site Context

The subject site is located on Erin Woods Drive SE, east of the Canadian National (CN) Railway, in the southeast community of Erin Woods. The site was formerly part of the East Calgary Twin Arenas and was subdivided after being identified as surplus to the arena's operational needs. Subsequently, it was made available through the Non-Market Land Sale Program to support affordable housing development.

This site is a flat, triangular-shaped parcel measuring approximately 0.71 hectare (1.76 acres) in size and fronts onto Erin Woods Drive SE. It is bordered to the north by a piece of land designated Special Purpose – City and Regional Infrastructure (S-CRI), which is connected to the Canadian National (CN) Railways' main line. The site does not have a rear lane. Surrounding development is characterized by a mix of low and medium density residential, recreational, light industrial and commercial developments, including multi-residential development designated Multi-Residential – Contextual Grade-Oriented (M-CGd44) District located to the south and west of the site along Erin Woods DR SE. The East Calgary Twin Arena is located immediately east of the site, and a light industrial distribution centre is located to the east of that.

The site is well situated with respect to community amenities. It is approximately 550 metres (a nine-minute walk) to Erin Woods Square, a local commercial strip mall to the east at the southwest corner of Erin Woods Drive SE and 52 Street SE, and approximately 300 metres (a five-minute walk) to Erin Woods School (kindergarten to grade six) to the south. Two bus stops are located along Erin Woods Drive SE: one approximately 70 metres (a one-minute walk) south of the site, and the other approximately 200 metres (a three-minute walk) to the east. 52 Street SE, which is identified as part of Primary Transit Network and well serviced by public transit, is approximately 550 metres (a nine-minute walk) to the east.

Community Peak Population Table

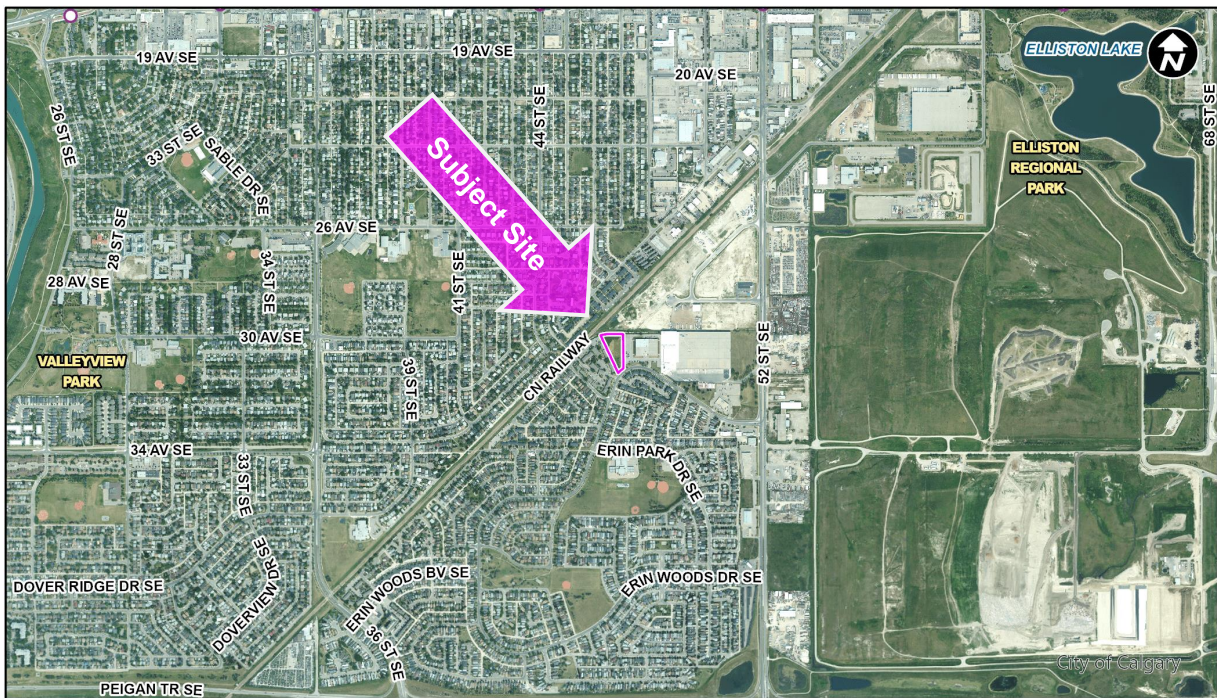
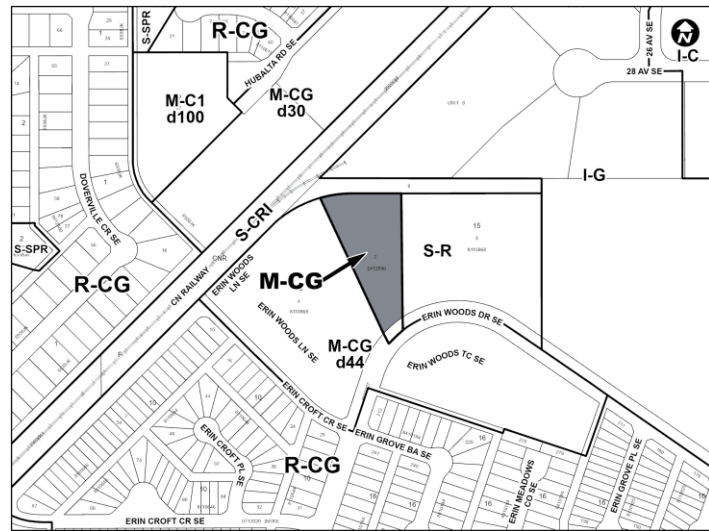
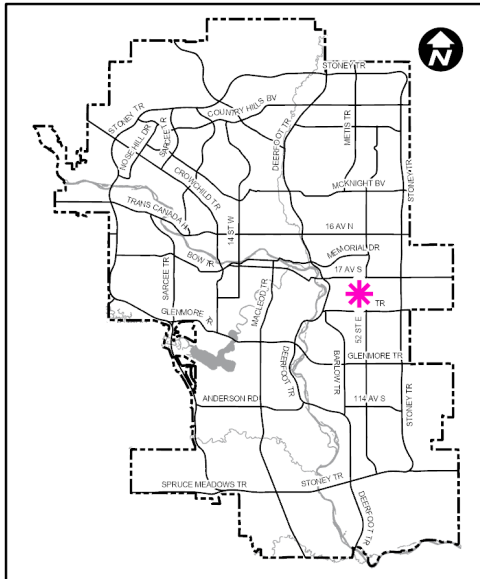
As identified below, the community of Erin Woods reached its peak population in 2015.

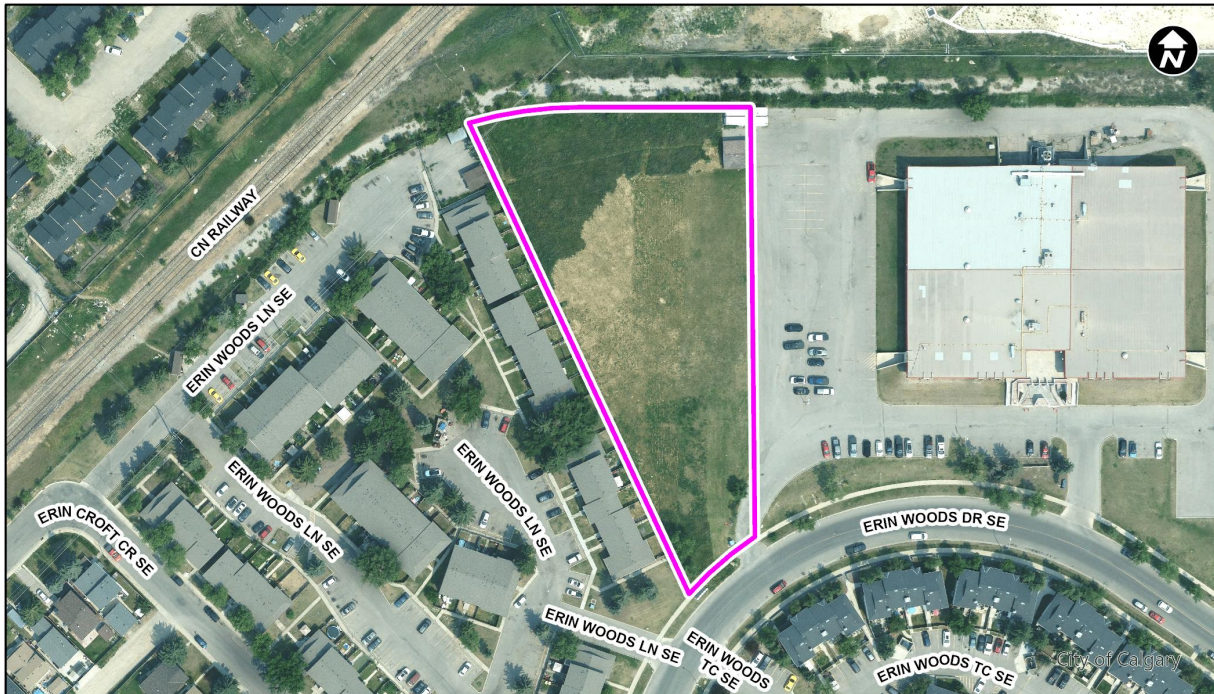
Erin Woods	
Peak Population Year	2015
Peak Population	7,309
2019 Current Population	7,049
Difference in Population (Number)	-260
Difference in Population (Percent)	-3.56%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Special Purpose – Recreation (S-R) District is designed to accommodate a range of indoor and outdoor recreation uses on parcels of various sizes. It does not include residential uses and is not intended to include municipal reserve parcels pursuant to the *Municipal Government Act* (MGA).

The proposed Multi-Residential – Contextual Grade-Oriented (M-CG) District provides for grade-oriented multi-residential development in a variety of forms in the developed area and allows for varied building height and front setback areas in a manner that reflects the immediate context. The M-CG District allows for a maximum building height of 12 metres, and a maximum density of 111 units per hectare. Based on the subject site parcel area, this would allow for up to 78 dwelling units on the subject site.

Administration has reviewed the context and the relevant planning policies and determined the proposal to be appropriate. It supports opportunities for multi-residential development that is consistent with the surrounding development, well-connected to services, jobs and transit, and aligned with the [East Calgary International Avenue Communities Local Area Plan](#) (LAP).

Development and Site Design

The rules of the proposed M-CG 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 through the development permit process include, but not limited to:

- development conditions which mitigate the site's interface with the CN Railway, including required safety setback and noise and vibration mitigation measures, in accordance with the [Development Next to Freight Rail Corridor Policy](#);
- pedestrian and vehicular access to the site, with consideration for right of ways and building placement along Erin Woods Drive SE;
- high-quality building design and the provision of functional amenity space; and
- a storm water design to ensure no environmental issues will be caused due to its proximity to freight rail corridor.

Transportation

Pedestrian access to the site is provided by separate sidewalks along north boulevard of Erin Woods Drive SE. An existing pathway connecting the Always Available for All Ages and Abilities (5A) Network on 52 Street SE is approximately 550 metres (a nine-minute walk) east of the site. An existing on-street bikeway located west of Erin Woods Drive SE and south of Erin Park Close SE connecting the 5A network is approximately 300 metres (a five-minute walk) to the south. Vehicular access to the site is available from Erin Woods Drive SE.

The site has good access to transit services. A bus stop served by Route 58 (Erin Woods/44 Street SE) and Route 135 (Erin Woods/36 Street SE) is located less than 70 metres (a one-minute walk) south of the site. A second stop for the same routes, serving the opposite direction, is located less than 200 metres (a three-minute walk) to the east. Route 23 (52 Street E), which operates along 52 Street SE, is approximately 550 (a nine-minute walk) east of the site.

A transportation memorandum has been provided to support the project, addressing parking, site access and active modes of transportation. This has been accepted by Administration.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, Sanitary and Storm connection is available for connection.

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.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Developed Residential – Established area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The applicable MDP policies support moderate intensification in a form and nature that respects the scale and character of

the surrounding development in this area. It also promotes the provision of a variety of multi-family housing types to meet the diverse needs of present and future populations. The housing policies in the MDP encourage affordable housing opportunities throughout the city, particularly in the areas close to public services and amenities, with a built form that is contextually appropriate to the area. This proposal is in keeping with the MDP policies.

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.

East Calgary International Avenue Communities Local Area Plan (Statutory – 2025)

The [East Calgary International Avenue Communities Local Area Plan](#) (LAP) identifies the site as being part of the City Civic and Recreation category (Map 3: Urban Form) area. This area is characterized by indoor and outdoor facilities on public land and supports a range of recreation, civic, arts and cultural opportunities, as well as commercial services that complement the primary function of the site, and protective and emergency services and municipal-operated building. Non-market housing is also considered appropriate in this area, particularly where there is convenient access to community services and amenities. This proposal is in alignment with the LAP.

The Development Next to Freight Rail Corridors Policy (Non-Statutory – 2018)

The site is subject to the [Development Next to Freight Rail Corridors Policy](#) (Policy), as the proposed multi-residential use is classified under High Density Residential and Commercial Uses in the Policy. The Policy outlines risk mitigation measures to enable appropriate development in close proximity to railways by applying a risk management approach. Potential risks such as derailment, noise effects on residents, vibration, and potential chemical release due to train accidents will be considered and reviewed at the subsequent development permit stage.