



ERLTON

AREA REDEVELOPMENT PLAN



The Blue Pages in this document contain supporting information and do not form part of the bylaw. For the purposes of electronic publications The Blue Pages are identified by the footer “Supporting Information to the Erlton Area Redevelopment Plan”.

Office Consolidations

2022 July

ERLTON Area Redevelopment Plan



THE CITY OF
CALGARY

PLANNING & BUILDING DEPARTMENT

Approved by City Council
March 11, 1985
Bylaw No. 15P84

NOTE: This office consolidation includes the following amending Bylaws:

| Amendment | Bylaw | Date | Description |
|-----------|---------|------------------|---|
| 1 | 21P86 | 1986 December 08 | Change Map 3 Land Use Districts |
| 2 | 23P89 | 1989 October 02 | Delete Map 3 Land Use Districts |
| 3 | 3P91 | 1991 June 17 | Changes to content regarding flood plain |
| 4 | 5P91 | 1991 June 17 | Add text to Section 2.4.2.1 |
| 5 | 12P91 | 1991 June 17 | Change text in Site 9 Section 2.1.2.8 |
| 7 | 3P95 | 1995 January 9 | (a) Add text to Site 5 Section 2.1.2.8 (b) Change Map 2 Land Use (superceded by Bylaw 15P2006) |
| 8 | 15P2006 | 2006 July 17 | (a) Change Map 2 Land Use (b) Add 2.1.2.9 (c) Add Site 18 to Table |
| 9 | 35P2007 | 2007 November 12 | (a) Delete Site 14 from "Land Use Recommendations" table. (b) Delete Site 17 from "Land Use Recommendations" table. (c) Insert Section 2.1.3 (d) Replace Map 1 "Study Area". (e) Replace Map 2 "Land Use". (f) Replace Map 3 "Transportation System". |
| 10 | 28P2008 | 2008 June 1 | (a) Add text to the "Preface". |
| 11 | 14P2014 | 2014 June 10 | (a) In Section 2.1.3 Erlton Station Area, insert text. (b) In Section 2.1.3.1 Policies, insert text in Policy 1. (c) In Section 2.1.3.1 Policies, delete Policies 4. and 5. (d) In Section 2.1.3.2 Development Guidelines: (i) Insert text in Subsection b.; (ii) Insert text in Subsection d.; (iii) Insert text in Subsection m.; (iv) Insert text in Subsection n.; (v) Delete and replace Subsection v.; (vi) Insert new Subsection w. and renumber subsequent subsections (vii) Insert new Subsection m. and renumber subsequent subsections; and, (viii) Delete Subsection e. in its entirety and renumber subsequent subsections. (e) In Section 2.1.3.3 Implementation, delete Subsection bb. in its entirety and insert new text. |
| 12 | 40P2022 | 2022 July 26 | (a) Delete the existing Map 2 entitled 'Land Use' and replace with the revised Map 2 entitled 'Land Use'. (b) Add the new row to the end of the table entitled 'Land Use Recommendations' (c) In Note 1 of the table entitled 'Land Use Recommendations', delete the number "17". |

PUBLISHING INFORMATION

TITLE: ERLTON AREA REDEVELOPMENT PLAN

AUTHOR: CITY AND COMMUNITY PLAN DIVISION

STATUS: APPROVED 1985 MARCH 11
BYLAW 15P85

PRINTING DATE: JUNE 2008

ADDITIONAL COPIES: THE CITY OF CALGARY
RECORDS & INFORMATION MANAGEMENT (RIM) DEVELOPMENT & BUSINESS APPROVALS
P.O. BOX 2100, STN "M", #8115
CALGARY, ALBERTA T2P 2M5

PHONE: 311 OR OUTSIDE OF CALGARY 403-268-2489

FAX: 403-268-4615



Erlton Area Redevelopment Plan

Table of Contents

| | PAGE | | PAGE |
|---|----------|--|----------|
| PREFACE | i | 2.0 THE PLAN | 4 |
| EXECUTIVE SUMMARY | ii | 2.1 Land Use and Development..... | 4 |
| Parks and Open Space | iii | 2.1.1 Objective | 4 |
| Transportation | iii | 2.1.2 Recommended Policies | 4 |
| <i>Floodway</i> Areas..... | iii | 2.1.3 Erlton Station Area (see Site 17 on Map 2)..... | 5 |
| 1.0 INTRODUCTION | 1 | 2.2 Parks and Open Space | 17 |
| 1.1 Overview of Study Area..... | 1 | 2.2.1 Objective | 17 |
| 1.2 Key Issues Affecting the Erlton | 1 | 2.2.2 Recommended Policies | 17 |
| 1.2.2 25th Avenue | 1 | 2.3 Transportation | 18 |
| 1.2.3 Sound Attenuation Along Macleod Trail..... | 1 | 2.3.1 Objective | 18 |
| 1.2.4 Non-Residential Land Use in South Erlton | 2 | 2.3.2 Recommended Policies | 18 |
| 1.2.5 Floodway Areas | 2 | 2.4 Floodway Areas..... | 20 |
| 1.3 Goals..... | 2 | 2.4.1 Objective | 20 |
| | | 2.4.2 Recommended Policies | 20 |

Continued...

| MAPS | PAGE |
|---|-------------|
| 1. Study Area..... | 3 |
| 2. Land Use..... | 11 |
| <i>[Map 3 Land Use Districts was deleted (Bylaw 23P89) and has been included in the Supporting Information Figure 9].....</i> | 11 |
| 3. Transportation System | 19 |

PREFACE

This Area Redevelopment Plan (“ARP”) was adopted by Council when the City of Calgary Land Use Bylaw 2P80 (“2P80”) was in effect. As a result, the ARP references land use districts both in its text and its maps which are no longer current. New land use districts have been applied to all parcels in the City, pursuant to the City of Calgary Land Use Bylaw 1P2007 (“1P2007”), effective June 1, 2008, which transitioned 2P80 districts to the most similar 1P2007 district. Therefore, it is important for the user of this ARP to consult the new land use maps associated with 1P2007 to determine what the actual land use designation of a general area or specific site would be. Any development permit applications will be processed pursuant to the districts and development rules set out in 1P2007.

Notwithstanding the foregoing, the user should be aware that where the ARP guidelines and policies reference a 2P80 district in the ARP, the same guidelines and policies will be applicable to those lands identified by the district on an ongoing basis and must be considered by the approving authority in its decision making, notwithstanding that the 2P80 districts, strictly speaking have no further force and effect.

Bylaw 28P2008

Area Redevelopment Plans are planning documents which set out land use policies and other planning proposals for communities within the City. As such, they are intended to supplement the Land Use By-law by providing a policy context within which the discretion of the Approving Authority should be exercised in a particular community. Districts under the Land Use By-law apply uniformly throughout the City and this Plan provides guidelines related to both existing land use districts as well as to proposed redesignations for individual sites in Erlton.

The expected life of the Erlton Area Redevelopment Plan is ten to fifteen years. This will vary, of course, in relation to general growth trends within the City and in relation to specific trends in Erlton. It is important, therefore, that an evaluation of the Area Redevelopment Plan be undertaken to judge the effectiveness of the Plan in meeting its objectives. This evaluation should occur within five years of the Plan’s approval. In addition, a review should occur when the results of the Elbow River Floodplain Management Study by the Provincial Government are known.

EXECUTIVE SUMMARY

Subsequent to the approval of the L.R.T. South Corridor Land Use Study in 1980, City Council directed that an Area Redevelopment Plan be prepared for the Erlton district as part of the implementation program for the study.

Using the Council-approved policies in the Inner City Plan and the L.R.T. South Corridor Land Use Study as a planning context, the Erlton Area Redevelopment Plan reaffirms the policy of conservation and revitalization for south Erlton (the area south of

25th Avenue S.E.), and establishes a context for compatible redevelopment in north Erlton (the area north of 25th Avenue S.E.) in support of the public transportation system. *However, due to the fact that a portion of the Erlton area is within the floodway as defined by the Elbow River Floodplain Management Study, 1986, development in the floodway areas of Erlton shall be in compliance with the flood protection measures determined by Alberta Environment. Future development will also comply with the general land use and density policies included in this plan.*

Bylaw 3P91

The recommended policies in the Erlton Area Redevelopment Plan can be summarized as follows:

Land Use and Development

- The conservation policy for south Erlton is reaffirmed and redesignation of the conservation area from R-2 to RM-2 is provided for.
- Residential development adjacent to Macleod Trail must comply with the Council-approved Surface Transportation Noise Policy Guidelines.
- Expansion of non-residential uses in south Erlton is discouraged.
- Future development in north Erlton must provide a coordinated and continuous pedestrian access to the riverbank, Lindsay Park and the Erlton L.R.T. station.
- Future development in the Erlton district must address the site-specific land use recommendations as set out in the tables following Section 2.1.2.8.

Parks and Open Space

- The setback requirements along the Elbow River shall be in accordance with the setback policies established in the Calgary River Valleys Plan and the Calgary General Municipal Plan as approved by City Council.
- In the situation where the Calgary Board of Education identifies the Erlton School site as surplus to their needs, consideration should be given by the City for the acquisition of the property for community facilities and local open space purposes.
- The City-owned land parcel to the west of 1st Street S.E. by the cemetery area shall be allocated for the development of a small park to serve area residents.
- The City-owned land parcel in the southwest corner of 25th Avenue and 1st Street S.E. shall be developed as a small park related to the riverbank system.

Transportation

- The roadway systems within the Study Area shall retain their existing designations under By-law 3M82, the City of Calgary Transportation System By-law.
- 27th and 28th Avenues S.E. and the related lanes at Macleod Trail should be closed to minimize through traffic infiltration in the residential community.
- Regular vehicular access through north Erlton to Lindsay Park shall not be allowed.

Floodway Areas

- *The floodway areas are as defined by the Elbow River Floodplain Management Study, 1986, prepared by Alberta Environment* **Bylaw 3P91**
- All properties within the *floodway* area north of 27th Avenue S.E. shall retain their current land use designations (i.e. City-initiated redesignations in this area are not being initiated). *Applications for Development Permits and Land Use Amendments will be evaluated on the basis of Section 2.4.2.* **Bylaw 3P91**



1.0 INTRODUCTION

1.1 Overview of Study Area

The Erlton district is located within the boundaries of the Inner City, approximately one mile south of the Downtown, along the Macleod Trail Corridor. The Study Area is bounded by Spiller Road on the east, Mission Road and 34th Avenue S.E. on the south and the Elbow River on the west and north (Map 1).

The neighbourhood is divided into two components. North Erlton (the area north of 25th Avenue S.E.) lies within close proximity to the Erlton L.R.T. Station and exhibits a strong potential for redevelopment to L.R.T.-related uses. South Erlton (the area south of 25th Avenue S.E.) has an established, low-rise, residential character which should be maintained and revitalized.

The area north of 27 Avenue S.W. is within the floodway as defined by the Elbow River Floodplain Management Study. Future development in the floodway area will be subject to the provisions of Section 2.4.2.

Bylaw 3P91

1.2 Key Issues Affecting the Erlton

Community

1.2.1 Transportation Constraints

Development potential in north Erlton is contingent on the carrying capacities of the adjacent main thoroughfares, eg. Macleod Trail. The Plan ensures that future development in the Study Area will be compatible with the currently available transportation capacities and the access characteristics affecting the area. The Plan also endeavours to minimize the impact of non-local traffic on residential streets in the community.

1.2.2 25th Avenue

A key principle of this Plan is that 25th Avenue, west of Macleod Trail, should remain essentially “as is” so as to control the extent of through traffic at this location.

1.2.3 Sound Attenuation Along Macleod Trail

The noise levels associated with traffic along Macleod Trail affect adjacent residential areas. The Plan recommends application of sound attenuation guidelines in new buildings, where applicable. Sound attenuation from Macleod Trail will be dealt with by the City in the normal process by including this area in the Noise Barrier Retrofit Study Update, with special consideration being given to the environmental impacts of any solution.

1.2.4 Non-Residential Land Use in South Erlton

Non-residential uses include the cemeteries, Cable T.V. facility and a service station. The intent of the Plan is to contain these uses so that their impact on the remainder of the community is minimized. Any increase in non-residential uses could jeopardize the viability of south Erlton as a residential neighbourhood. **Bylaw 3P95**

1.2.5 Floodway Areas

Future development in the floodway areas of Erlton will be allowed in accordance with the flood protection measures referred to in Section 2.4.2 of this plan. **Bylaw 3P91**

1.3 Goals

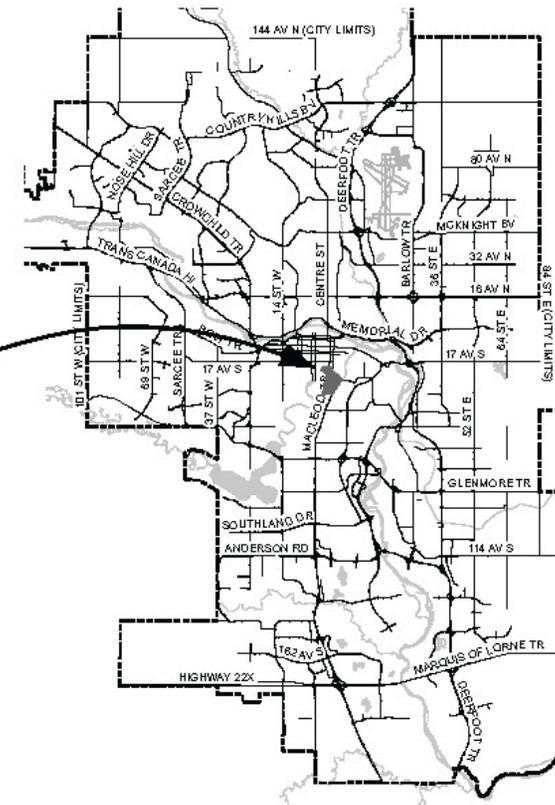
- 1.3.1 To implement the policies of the Inner City Plan and the L.R.T. South Corridor Land Use Study as they apply to Erlton.
- 1.3.2 To reaffirm the conservation policy for the south Erlton area and to revitalize and enhance the established residential community.
- 1.3.3 To optimize development opportunities in the north Erlton area in support of the public transit system.



Erleton Area Redevelopment Plan

Map 1

Study Area



This map is conceptual only. No measurements of distances or areas should be taken from this map.

Approved:
15P84
Amended:
3P91
35P2007



\\work\work\plan\plans\arp\erlton\location.mxd

2.0 THE PLAN

2.1 Land Use and Development

2.1.1 Objective:

To preserve and enhance the established residential character in south Erlton and to encourage L.R.T.-supportive development in north Erlton.

2.1.2 Recommended Policies:

2.1.2.1 Reaffirm the policy of conservation for south Erlton. Infill development is encouraged; this should be compatible with the scale of surrounding development and the local streetscape. Infill development should be sensitive to and complement the natural features associated with the riverbank and escarpment.

2.1.2.2 Where redevelopment takes place adjacent to Macleod Trail, it must comply with the Council-approved Surface Transportation Noise Policy Guidelines.

2.1.2.3 Limited expansion of the Cable T.V. facilities within the boundaries of Site 6 as defined on Map No. 2, is provided for by this Plan. Any expansion beyond the boundaries of this Site is discouraged and would require an amendment to the Plan.

2.1.2.4 Provide for redevelopment in north Erlton in a manner that supports the public transportation system and complements the natural and man-made features in the area.

2.1.2.5 Future development in north Erlton must provide a coordinated and continuous pedestrian access to the riverbank, Lindsay Park and the L.R.T. station.

2.1.2.6 Future development in the area north of 27th Avenue must comply with the policies and guidelines as defined under Section 2.4 (*Floodway Areas*) to the satisfaction of the Approving Authorities.
Bylaw 3P91

2.1.2.7 Utility upgrading may be required as redevelopment takes place and the costs associated with such shall be the responsibility of the developer.

2.1.2.8 Future development in the Erlton district must address the site-specific land use recommendations as set out in the following tables.

2.1.2.9 *Residential and/or office land uses should be allowed at 10 27th Avenue SE.* **15P2006**

**2.1.3 Erlton Station Area (see Site 17 on Map 2):
Bylaw 14P2014**

The purpose of this district is to provide for a high density, comprehensively planned, mixed use development with the following primary objectives:

- A well designed transit oriented development that produces attractive, high quality people places;*
- A high density mixed use development that is a positive addition to the adjacent residential area;*
- A range of local (neighbourhood) commercial uses to serve the needs of the immediate communities;*
- Appropriate interface with adjacent properties, through attention to building massing and quality design;*
- A pedestrian friendly public realm that creates and enhances sense of place, security, comfort and socialization; and*
- Access and site circulation designed to minimize the impact on the adjacent buildings, reduce conflict with pedestrians and reduce the traffic impact in the community.*

2.1.3.1 Policies

1. Land uses identified as transit-supported in the Transit Oriented Development Guidelines are encouraged. Land uses identified in the Guidelines as non-transit supportive are not permitted. To support transit, the minimum gross floor area should be 1 FAR.

Bylaws 35P2007, 14P2014

2. The maximum gross floor area shall not exceed 5 FAR.

3. Commercial uses are intended to primarily serve the local population. Highway commercial uses intended to primarily serve motorists on Macleod Trail are discouraged.

deleted

Bylaw 14P2014

2.1.3.2 Development Guidelines

Sustainability

- a. *Development should follow sustainable building practices compatible with LEED™ principles. Sustainable building practices include, but are not be limited to, such things as:*
- *Minimizing storm water volumes through the installation of roof gardens;*
 - *Using water-efficient landscaping;*
 - *Increasing energy performance through the reduction of demand, harvesting site energy and efficient building design;*
 - *Reducing waste by using local building materials;*
 - *Improving indoor environmental quality through efficient heating and ventilation systems and controlling contaminants; and,*
 - *Reducing light pollution and energy costs by installing outdoor lights that are designed to minimize escape of light to the sky or beyond the site.*
- b. *Green roofs are strongly encouraged. A green roof is a system of hard and soft landscaping which may include: plants, growing medium and root/waterproof membranes that act as a whole to maximize the available environmental benefits of the roof of any building that improves air temperature, air pollution, storm water quality, and provides open green space. **Bylaw 35P2007** Where the roof area exceeds 700 square metres on the retail podium, the building shall contain a green roof covering at least 75% of the roof area. Demonstration of green roof viability and sustainability is required.*

Bylaw 14P2014

Sense of Place

- c. *An important element of transit oriented development is the creation of 'place'. To foster a strong sense of place for this area, the following elements shall be provided:*
- Well designed, legible pedestrian routes/ connections between the LRT station, the development area and the community;*
 - Functional, safe pedestrian connections from the LRT station to the Talisman Centre, Lindsay Park and the river pathway;*
 - Well designed, engaging public spaces that invite activity; and,*
 - Station/pedestrian overpass entrance area designed as a public place/ community gathering point.*
- d. *Commercial uses shall be oriented to 24th and 25th Avenues, and shall not be oriented to the Erlton Road frontage. To promote a sense of place at the intersections of 24th and 25th Avenues with Erlton Road, limited retail frontage may be permitted to 'wrap around' Erlton Road for a maximum distance of 20 metres, at the intersection with 24th Avenue and 25 metres at the intersection with 25th Avenue. Outdoor*

*Café uses must not be located along the Erlton Road frontage. **Bylaw 14P2014***

- e. *Development above the podium for residential towers shall have a maximum floor plate size of 700 square metres (gross area). The Approving Authority may consider increasing the floor plate size restriction to a maximum of 750 square metres, if the proposal adequately addresses:*
- Shadow casting impacts and the need to provide sufficient light penetration to adjacent buildings and public spaces;*
 - The ability to achieve a 24 m tower separation from existing or future development;*
 - The ability to use building orientation, shape and massing to mitigate negative impacts; and*
 - The cumulative building mass impact given the potential build out of the block.*
- f. *Durable, high quality exterior finishing materials shall be used on the building. At the base of buildings, the use of stucco, siding and cinderblock as primary finishing materials is strongly discouraged.*

- g. *Where residential uses overlook roof areas, those roof areas shall be designed to be visually pleasing, and are encouraged to be green roofs.*
- h. *Where possible, sound attenuation (identified in Section 2.1.2.2 of the ARP) shall be addressed through building design and massing.*

Pedestrian Orientation

- i. *The podium level of buildings shall include articulation and materials that add visual interest and variety to building design.*
- j. *Active frontages that foster street-level activities are encouraged. In particular, frontages on Erlton Road and 24th Avenue shall be designed to promote 'eyes on the street'.*
- k. *Street front elevations for 24th and 25th Avenues shall be highly permeable and transparent by providing direct doorway entrances to the street and allowing for pedestrian views directly into the business along the majority of the facade.*
- l. *Commercial uses larger than 465 square metres should be discouraged, except for supermarkets and pharmacies which provide various daily goods and services for residents.* **Bylaw 14P2014**

- m. *Façades of commercial buildings shall be highly articulated and incorporate architectural elements that suggest a rhythm of narrower business frontages. A business frontage width of 7 to 15 metres is suggested to ensure an active and interesting street frontage. The remainder of the business should locate on a second floor or wrap behind adjacent uses. Lobbies for uses above the ground floor may also locate at grade provided the frontage does not exceed 15 metres.*

Bylaw 14P2014

- n. *Individual business fronts facing 24th Avenue that are greater than 30 metres in width should provide for multiple entrances at the street level, which may include incorporating separate, individual uses that have entrances oriented to the street.* **Bylaw 14P2014**
- o. *All commercial buildings shall address the street and be built up to the sidewalk, except where plazas, squares or courts are introduced.*
- p. *Ground floor residential units require individual, direct, entrances from the building exterior. Ground floor units must have main entrance facing the street and be raised above the street level to increase the sense of safety and private space.*

- q. *Development shall demonstrate integration with the existing community/ minimize impact of height. Buildings set back less than 10 metres from Erlton Road shall have a maximum height of 24 metres. Maximum height for any building abutting Macleod Trail shall be 90 metres. Taller buildings shall be located close to Macleod Trail and building height shall decrease toward Erlton Road.*
- r. *The edge of the stepback at the top of the podium shall be identified with a band of distinctive building material.*
- s. *Public space design shall consider all season use through attention to climate and weather protection.*

Site Access and Circulation

- t. *Transportation demand management strategies (including shared parking) to encourage alternative modes of transportation and reduce the impact of parking areas are encouraged.*
- u. *Provision shall be made for convenient and sufficient bike parking locations.*
- v. *Vehicle access to residential and commercial development is permitted from Macleod Trail and Erlton Road, with the location of access points to Macleod Trail to be determined at the*

Development Permit stage. In order to minimize circulation of commercial traffic into adjacent residential areas, appropriate mitigation measures shall be considered at the Development Permit stage. Appropriate mitigation measures include, but are not limited to:

- *Installation of or modification to traffic control devices;*
- *Road and sidewalk improvements; and,*
- *Traffic calming measures.*

Bylaw 14P2014

- w. *A lighting analysis which demonstrates appropriate mitigation measures to minimize ambient lighting on adjacent residential buildings, including headlights from vehicles egressing underground parking structures, is required at the Development Permit stage.*

Bylaw 14P2014

- x. *Should 24th Avenue be closed for the purpose of a private road, the road re-design, subject to existing utility right-of-ways and flood channels, shall:*
 - *foster the development of a neighbourhood heart;*
 - *promote a pedestrian oriented environment;*

- *tie the north and south development sites together; and,*
- *discourage through traffic from Macleod Trail to Erlton Road.*

Parking

- y. *Parking access points from Erlton Road shall be located directly across from the existing access points for the existing residential projects on the west side of Erlton Road.*
- z. *Access to parking structures is not permitted on 24th Avenue.*

2.1.3.3 Implementation

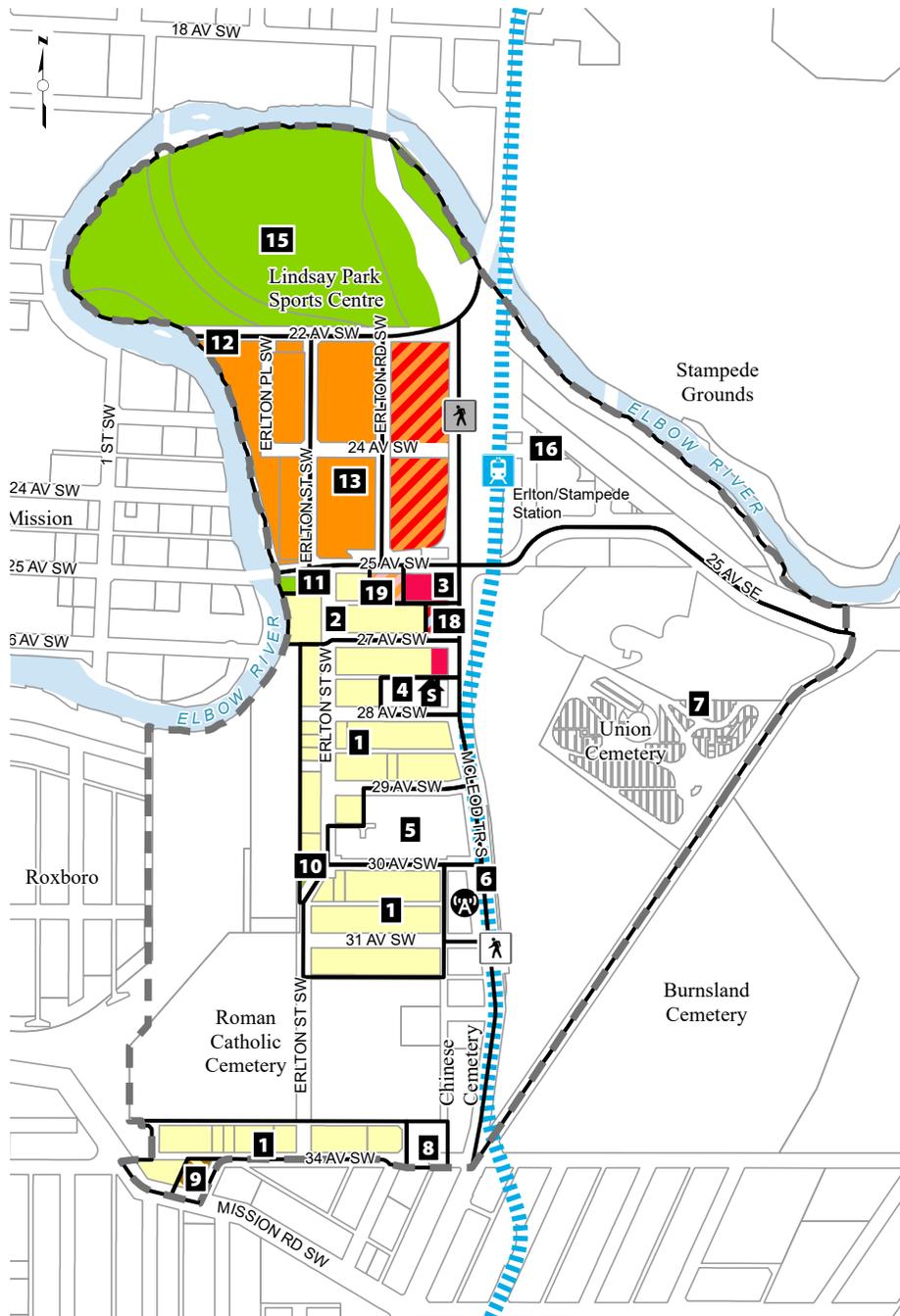
- a. *Given the prominent location of the site, any Development Permits for new structures within the Erlton Station Area shall be reviewed by the Urban Design Review Panel.*
- b. *A phasing plan providing development sequencing information must be submitted with the first Development Permit application. The portion of 24th Avenue between Erlton Road and Macleod Trail must be developed as part of the first phase of the development.*
- c. *A pedestrian overpass over Macleod Trail is desirable in order to provide direct pedestrian access from the Erlton Station Area to the LRT station. With the first Development Permit applications, developers within the Erlton Station Area shall be required to enter into Development Agreements to finance a portion of the pedestrian overpass, subject to the requirements of the Municipal Government Act*

Bylaw 14P2014

Erlton Area Redevelopment Plan

Map 2

Land Use



Legend

- Study Area Boundary
- Low Density Residential
- Medium to High Density Residential
- Low to Medium Density Mixed Use
- High Density Mixed Use
- Local Commercial
- Existing DC Residential
- Residential/ Office
- Major Open Space/ Recreational Facilities
- L.R.T. Alignment
- L.R.T. Stations
- Existing Pedestrian Overpass
- Proposed Pedestrian Overpass
- Erlton School
- Shaw Cable

Approved: 40P2022

This map is conceptual only. No measurements of distances or areas should be taken from this map.

Land Use Recommendations

| Site | Existing Designation | Land Use | Density | Development Guidelines | Implementation |
|------|----------------------|--|------------------------------------|---|---|
| 1 | R-2 | Residential Conservation | RM-2 density | <ol style="list-style-type: none"> 1. RM-2 guidelines 2. The following to be encouraged: <ol style="list-style-type: none"> (a) a variety of housing types excluding apartments, (b) wall-face, rooflines and building details reflective of the community character, (c) aesthetic treatment of roof-tops and decks where they will be visible to other development, (d) provision of 0.15 visitor parking space per residential dwelling unit in multifamily development, (e) adequate screening of parking areas through fencing or landscaping. | <ol style="list-style-type: none"> 1. City to redesignate to RM-2 Residential Low Density Multi-Dwelling District. 2. Certain road/lane closures can be considered to facilitate sound barrier development along the Macleod Trail edge provided: <ol style="list-style-type: none"> (a) developers responsible for cost of necessary closures, (b) provision of utility easements, (c) sensitive treatment of interfacing areas with adjoining properties. 3. Residential Infill development on City-owned land to the south of the cemetery area to be considered. |
| 2 | R-2 | Interim Land Use Residential Conservation | Acceptable Density RM-2 density | Applicable Guidelines <ol style="list-style-type: none"> 1. Development guidelines as for site #1 | <ol style="list-style-type: none"> 1. Existing land use designation to be retained. 2. Owner-initiated applications for redesignation to RM-2 provided for. 3. Development Permit and Land Use Redesignation applications to be evaluated on the basis of the recommended development guidelines and on the policies for floodway areas set out in Section 2.4. 4. Road/lane closure conditions as for site #1. |
| 3* | C-1 | Interim Land Use Local Commercial | Acceptable Density C-1 density | C-1 guidelines | C-1 designation to be maintained. |

- NOTE**
1. The LAND USE and DENSITY columns outline the recommended land use types and corresponding densities for each of the sites identified in Map 2. **Bylaw 40P2022**
 2. The DEVELOPMENT GUIDELINES column sets out guidelines which should be considered by the appropriate approving authority in making decisions concerning each site.
 3. The IMPLEMENTATION column outlines the various procedures which must be undertaken to implement the A.R.P.

Refer to Map 2 for site numbers.

** These sites are located in the floodway area as defined by the Elbow River Floodplain Management Study, 1986*

Bylaw 3P91

Land Use Recommendations

| Site | Existing Designation | Land Use | Density | Development Guidelines | Implementation |
|------|----------------------|---|---------|--|---|
| 4 | PE | Public Park, School and Recreational use. | N/A | <ul style="list-style-type: none"> The school grounds to be redesigned in accordance with community needs, in consultation with the community. (Refer to section under Parks & Open Space) | PE designation to be maintained. Parks/Recreation Department to initiate negotiations with the Calgary Board of Education with a view to redesigning the recreational facilities provided on this site. |
| 5 | D.C., R-2 | Cemetery Use | N/A | <ul style="list-style-type: none"> Should cemetery expansion be undertaken between 29th and 30th Avenues, interim uses pending cemetery development should include, besides residential uses, quiet park uses. | <p>Existing designations to be maintained pending future application by owner for expansion of cemetery use. Prior to the approval of any redesignations or development permits for expansion of the cemetery use, a comprehensive plan outlining the staging of the expansion, interim development plans and integration with the community be developed in consultation with the Erlton Community Association and approved by Council.</p> <p><i>Council approval of Amendment 89/118 reflects the full and final expansion contemplated by the Erlton ARP.</i></p> <p style="text-align: right;">Bylaw 3P95</p> |
| 6 | PE, D.C., R-2 | Cable TV Facilities Residential (pending expansion of Cable TV facilities) | N/A | <ol style="list-style-type: none"> Any future expansion of the Cable TV facility to be reviewed subject to the following: <ol style="list-style-type: none"> the height and scale of the existing structure to be maintained, any structural addition to be in northerly direction to minimize impact on the community, for additional office space, conversion of an existing residential building could be considered, effective landscaping and fencing to be provided for all parking areas. | <ol style="list-style-type: none"> Existing designations to be maintained pending future application by owner for expansion of Cable T.V. facilities (A.R.P. amendment not necessary within boundaries of Site 6). Any land use amendment to be evaluated on the basis of the recommended development guidelines. |

Refer to Map 2 for site numbers.

* These sites are located in the floodway area as defined by the Elbow River Floodplain Management Study, 1986

Bylaw 3P91

Land Use Recommendations

| Site | Existing Designation | Land Use | Density | Development Guidelines | Implementation |
|------|---------------------------|------------------------------|--|--|--|
| 7 | PE, A | Cemeteries | | <ul style="list-style-type: none"> Existing guidelines under Public Park, School and Recreation District or Agriculture and Open Space District. | Existing designations to be maintained. |
| 8 | PE | Public Park and Recreation | N/A N/A | <ul style="list-style-type: none"> Cemetery use in this site not recommended. | City to redesignate at a later date to PE Public Park, School and Recreation District. Parks & Recreation Department to develop plan and cost estimate for submission to Council through normal budget process. |
| 9 | R-2 Bylaw 12P91 | Residential | <i>5 units</i> Bylaw 12P91 | <ul style="list-style-type: none"> Existing D.C. guidelines | The Direct Control District to be maintained. |
| 10 | R-2 | Public Park | N/A | <ul style="list-style-type: none"> This site to be developed as a small park for passive recreational use (refer to Section under Parks & Open Space) | City to redesignate at a later date to PE Public Park, School and Recreation District. Parks & Recreation Dept. to develop plan and cost estimate for submission to Council through normal budget process. |
| 11* | R-2 | Public Park | N/A | <ul style="list-style-type: none"> This site to be developed as a riverbank parkette for passive recreational use with provision for seating (refer to Section under Parks and Open Space). | City to redesignate at a later date to PE Public Park, School and Recreation District. Parks & Recreation Dept. to develop plan and cost estimate for submission to Council through normal budget process. |
| 12* | R-2 | Interim Land Use Residential | Acceptable Density F.A.R. 2.4 (217 units/ha or 88 units/ac.) | <p>Applicable D.C. Guidelines</p> <ol style="list-style-type: none"> Building height to step up from 3 storeys (9 m) at the river front to a maximum of 17 storeys (46 m) towards the eastern boundary of site. Setback requirements to be in accordance with the <u>Calgary River Valleys Plan</u> and the <u>Calgary General Municipal Plan</u> as approved by City Council. Certain closure of roadways and related lanes may be considered to facilitate comprehensive development. | <ol style="list-style-type: none"> Existing land use designation to be retained. Land use amendment applications to be evaluated on the basis of the recommended development guidelines. |

Refer to Map 2 for site numbers.

* These sites are located in the floodway area as defined by the Elbow River Floodplain Management Study, 1986

Bylaw 3P91

Land Use Recommendations

| Site | Existing Designation | Land Use | Density | Development Guidelines | Implementation |
|--------------|----------------------|--|-----------------------|--|---|
| 12 cont'd | | | | <ol style="list-style-type: none"> 4. Ensure 0.15 visitor parking space per dwelling unit; a maximum of 20% site area for surface parking and a minimum of 50% parking to be provided underground. 5. Development must provide for pedestrian connections to the L.R.T. station, the riverbank and Lindsay Park. 6. Provide a minimum of 40% of site area, as landscaped area. 7. To facilitate comprehensive development, density transfer between different land parcels of common ownership within this site may be considered. | |
| 13* | D.C. | Residential | Existing D.C. density | Existing D.C. guidelines | Existing D.C. designation to be maintained. |
| 14* | <i>Deleted</i> | | | | Bylaw 35P2007 |
| 15* | PE | Public Park & Recreation | N/A | Existing PE guidelines | Existing PE designation to be maintained. |
| 16* | I-2 | Under Policy Review, subject to Council's decision on the comprehensive development plan for subject site by Calgary Exhibition and Stampede Board and City. | | | |

Refer to Map 2 for site numbers.

* These sites are located in the floodway area as defined by the Elbow River Floodplain Management Study, 1986

Bylaw 3P91

| Land Use Recommendations | | | | | |
|--------------------------|----------------------|--|--|---------------------------------|--|
| Site | Existing Designation | Land Use | Density | Development Guidelines | Implementation |
| 17* | <i>Deleted</i> | | | | Bylaw 35P2007 |
| 18* | R-2 | <i>To be redesignated as DC (R-2) with the inclusion of office uses.</i> | N/A | <i>Contained in DC District</i> | <i>Owner-initiated application for redesignation to DC(R-2).</i> |
| 19* | R-C2 | <i>To be redesignated to M-X1 to allow for a mixed-use development</i> | <i>A maximum of 148 units per hectare (25 units)</i> | <i>M-X1 rules of 1P2007</i> | <i>Owner-initiated application for redesignation to M-X1. Development Permit applications to be evaluated against the rules of the M-X1 District of Land Use Bylaw 1P2007 and on the policies for floodway areas set out in Section 2.4.</i> Bylaw 40P2022 |

Refer to Map 2 for site numbers.

** These sites are located in the floodway area as defined by the Elbow River Floodplain Management Study, 1986*

Bylaw 3P91

2.2 Parks and Open Space

2.2.1 Objective:

To improve public access to the riverbank area and to respond to the parks and recreation needs of the community.

2.2.2 Recommended Policies:

2.2.2.1 The setback requirements along the Elbow River shall be in accordance with the setback policies established in the Calgary River Valleys Plan and the Calgary General Municipal Plan as approved by City Council. Generally speaking, where redevelopment takes place (other than for single family, duplex or semi-detached dwellings), a setback distance of 30 m (100 ft.) is required.

A riverbank park should be developed within the setback area as redevelopment occurs. Acquisition of the setback land for public use should be encouraged by the following means:

- (i) comprehensive redevelopment which would enable application of density transfer;
- (ii) closure and transfer of public road rights-of-way in exchange for river setback land;
- (iii) purchase of lands by the City on an opportunity basis.

All land within the setback area in north Erlton except for two properties is under City ownership. The acquisition of these two properties should be a high priority as they provide a key link to the open space system in this area.

2.2.2.2 The existing designation of the Erlton Public School site should remain as PE Public Park, School and Recreation District (refer to Land Use Recommendations). It is recommended that the school grounds be redesigned in accordance with the community needs. In consultation with the community, consideration should be given to allocation of a tot- lot, tennis court, seating areas and soft landscaping features. In the situation where the Calgary Board of Education identifies the Erlton School site as surplus to their needs, it is recommended that consideration be given by the City to acquire the school property for community facilities and local open space purposes in accordance with the established Calgary General Municipal Plan policy.

2.2.2.3 The triangular .09 hectare (.23 acre) City-owned land parcel, to the west of 1st Street S.E. by the cemetery area, shall be allocated for the development of a small decorative park for passive recreational use (refer to Land Use Recommendations and Map 2).

2.2.2.4 The City-owned .05 hectare (.12 acre) land parcel, in the southwest corner of 25th Avenue and 1st Street S.E., shall be developed as a small park related to the riverbank system (refer to Land Use Recommendations and Map 2).

2.3 Transportation

2.3.1 Objective:

To minimize through traffic in the Erlton area and to protect the community from potential impacts related to the upgrading of transportation facilities.

2.3.2 Recommended Policies:

The following policies apply to the Study Area (refer to Map 3):

2.3.2.1 The roadway systems within the area shall retain their existing designations as indicated under By-law 3M82, the City of Calgary Transportation System By-law:

Major Roads - Macleod Trail, 25th Avenue S.E. east of Macleod Trail;

Collector - 25th Avenue S.E. west of Macleod Trail; and

Local - all other neighbourhood streets.

25th Avenue S.E., west of Macleod Trail, shall be retained as a Collector to limit through traffic and to minimize negative impact on the community.

2.3.2.2 27th and 28th Avenues S.E. and the related lanes at Macleod Trail should be closed to minimize the infiltration of through traffic in the residential community. The closures, (1) when initiated in conjunction with redevelopment, shall be funded by the developer, and (2) when initiated by the City, shall be funded through the normal budget process.

When redevelopment takes place and requires or provides for closures as an integral part of the design of the redevelopment and land is required for turnarounds or hammerheads as a result of these closures, such land shall be provided by the developer(s) at no cost to the City.

2.3.2.3 Vehicular access through north Erlton to Lindsay Park shall not be provided. 1A Street S.E. may be used for “emergency vehicles access” only to Lindsay Park facilities.

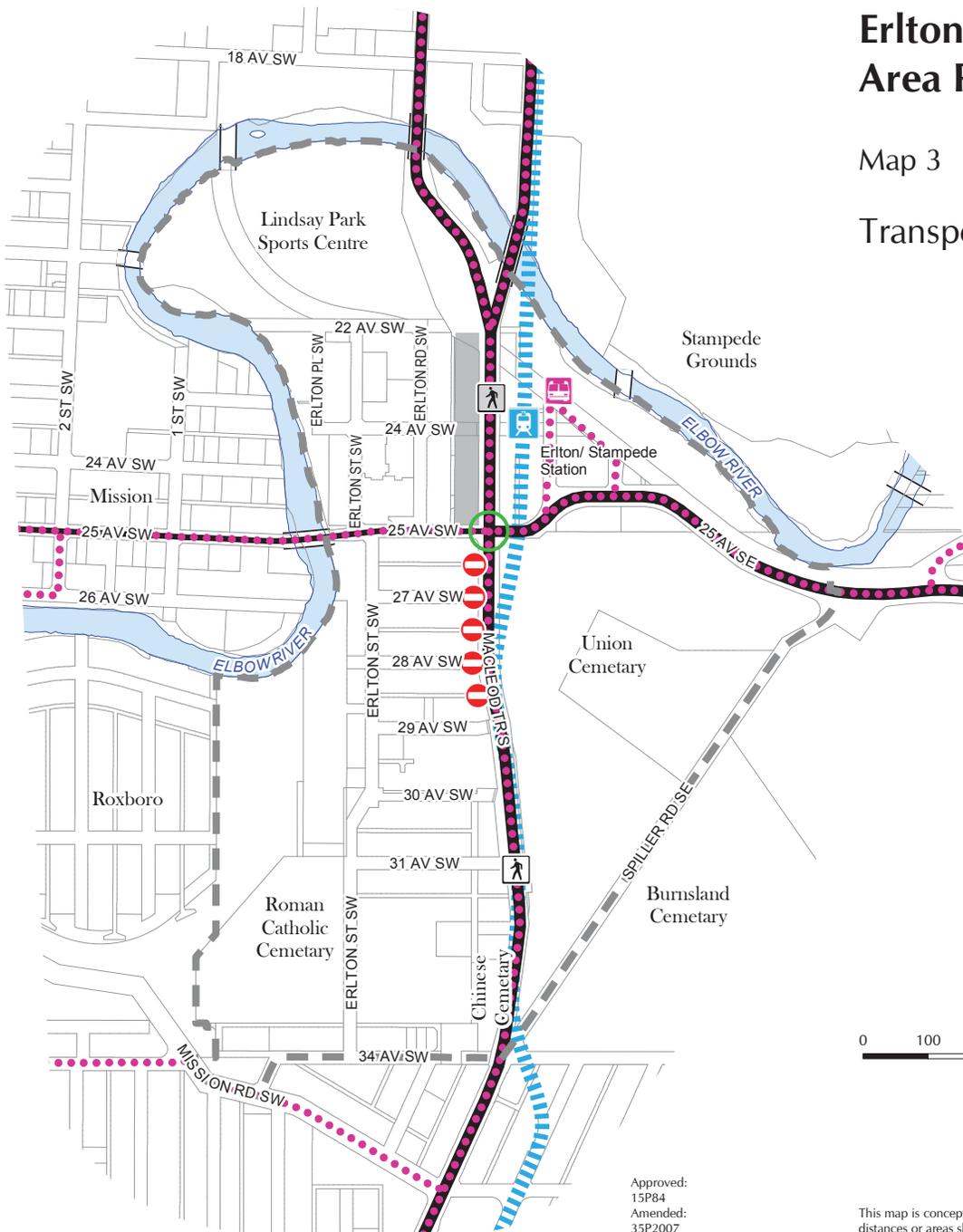
2.3.2.4 The condition of the roads, sidewalks and curbs within the Erlton district be monitored on a regular basis to ensure that satisfactory standards are maintained.



Erlton Area Redevelopment Plan

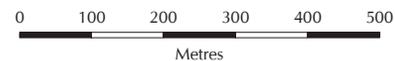
Map 3

Transportation System



Legend

- Study Area Boundary
- Major Road
- Collector Road
- Possible Future Access to Macleod Tr. to be Determined at the Development Permit Stage
- L.R.T. Alignment
- Bus Routes
- Erlton Bus Transfer Facility
- All Turns Permitted
- Possible Road/ Lane Closure
- Existing Pedestrian Overpass
- Proposed Pedestrian Overpass



Approved:
15P84
Amended:
35P2007

This map is conceptual only. No measurements of distances or areas should be taken from this map.



\\work\work\plan\plans\arp\erlton\transportation.mxd

2.4 Floodway Areas

2.4.1 Objective:

To minimize potential flood damage to properties in the floodway areas.

2.4.2 Recommended Policies:

The following policies apply to the floodway areas of Erlton as defined by the Elbow River Floodplain Management Study, 1986, and any substantial changes to these policies will require an amendment to this Area Redevelopment Plan. These areas are shown in Map 1.

2.4.2.1 All properties within the floodway areas shall retain their current land use designations. Future development or land use redesignation proposals will be evaluated on the basis of the land use and density policies of this plan, subject to the following conditions:

(a) *Any new development in the floodway areas of Erlton shall comply with specific flood protection measures determined by Alberta Environment and the City of Calgary Engineering and Environmental Services Department.*
Bylaw 3P91

(b) *For the purposes of implementation the flood protection measures as specified by Alberta Environment, an off-site levy shall be applied to all properties located within the North Erlton flood prone area. The off-site levy will be paid at the time of development or subdivision. The specifics of the proposed levy, i.e., what constitutes redevelopment, when payment must be made, etc., will be spelled out in a separate by-law for Council consideration at a future date.*

Bylaw 5P91

2.4.2.2 Deleted

Bylaw 3P91

2.4.2.3 Deleted

Bylaw 3P91

SUPPORTING INFORMATION

ERLTON AREA REDEVELOPMENT PLAN

PREFACE

This section provides background information to the Erlton Area Redevelopment Plan. Its purpose is to describe the context within which planning policies are formulated. This section is not, however, a part of the Area Redevelopment Plan, and therefore, has no legal status.

Supporting Information to Erlton Area Redevelopment Plan

Table of Contents

| | PAGE | | PAGE |
|--|------|---|------|
| A. City Council Recommendations Re: Calgary Floodplain Study | B-1 | E. Population & Housing Characteristics | B-4 |
| B. Interim Guidelines for Development in the Floodway Areas as Defined by the Engineering Department, City of Calgary | B-1 | F. Ownership Patterns in the Area | B-5 |
| C. Planning Process for the Erlton | B-2 | G. Macleod Trail Edge Acoustical Analysis | B-6 |
| D. Community Viewpoints Re: Conservation Area | B-3 | H. Lindsay Park | B-8 |
| | | I. Existing D.C. Districts in the Area: | B-10 |
| | | J. Community Response - Erlton Community Association | B-24 |

Table of Contents

LIST OF FIGURES

| FIGURE | PAGE |
|---|------|
| 1. POPULATION CHARACTERISTICS | B-4 |
| 2. HOUSING CHARACTERISTICS | B-4 |
| 3. CITY-OWNED LAND PARCELS | B-5 |
| 4. DISTRIBUTION OF PRIVATELY-OWNED LAND PARCELS..... | B-5 |
| 5. ENVIRONMENTAL FEATURES..... | B-7 |
| 6. LINDSAY PARK MASTER PLAN | B-9 |
| 7. EXISTING LAND USE | B-11 |
| 8. EXISTING LAND USE DISTRICTS | B-12 |
| 9. LAND USE DISTRICTS | B-13 |
| 10. ERLTON AREA CHARACTERISTICS..... | B-14 |

LIST OF FIGURES

| FIGURE | PAGE |
|---|------|
| 11. SOUTH ERLTON CONSERVATION AREA (Examples for Infill/Replacement/Renovation) ... | B-15 |
| 12. SOUTH ERLTON CONSERVATION AREA Alternative Redevelopment Schemes (Examples for RM-2 Density) | B-16 |
| 13. SOUTH ERLTON CONSERVATION AREA Special Area along Macleod Trail Alternative Redevelopment Schemes | B-17 |
| 14. SOUTH ERLTON CONSERVATION AREA Special Area along Macleod Trail Alternative Redevelopment Schemes (Community's Alternatives) | B-18 |
| 15. NORTH ERLTON REDEVELOPMENT AREA Redevelopment Concept..... | B-19 |

**A. City Council Recommendations
Re: Calgary Floodplain Study**

The Bow and Elbow River floodway/floodplain limits have recently been updated by the Alberta Department of Environment. Results of the Calgary Floodplain Study, published in April 1983, were reviewed by City Council on October 3, 1983, and the following recommendations were approved:

1. designate the area on the Elbow River below the Mission Bridge as a Special Flood Study Area until such time as further engineering study is carried out in that area to confirm the revised floodlines and investigate potential remedial measures which would minimize the extent and severity of flood;
2. request the Provincial Government to undertake a Special Flood Study on the Elbow River from the Bow River to the Mission Bridge to ascertain what remedial measures can be undertaken to minimize potential flooding and to subsequently carry out the construction of those measures identified.

**B. Interim Guidelines for Development
in the Floodway Areas as Defined
by the Engineering Department, City
of Calgary**

1. At the time of an application for a development proposal, a study shall be submitted to the Engineering Department to satisfactorily demonstrate how flood waters would pass the site without being adversely affected by the development.
2. Such study shall also indicate alternate flood routings which would not adversely affect adjacent properties, nor impede the passage of storm water in the general vicinity, to any greater extent than the development existing on the site on the date of application for development.
3. The study shall also recommend an appropriate step elevation for the site based on the detailed analysis undertaken.

The future Macleod Trail and 26th Avenue interchange may alter the floodway channel in this area. This facility should also be adequately considered when undertaking the study.
4. Any new structure in the affected area is to be designed in such a way that the main floor and all electrical and mechanical equipment are located above the City-approved flood step elevation in question.
5. Any new structure is to be built to withstand potential flood water damage and be compatible with future road grades.

C. Planning Process for the Erlton A.R.P.

April, 1981 - December, 1982:

Formation of the Erlton Community Planning Advisory Committee (E.C.P.A.C.) representing the following:

1. Erlton Community Association;
2. The Concerned Taxpayers Group;
3. North Erlton developers;
4. Independent commercial interests in the area.

Series of meetings and workshops with the community and E.C.P.A.C. members accomplished the following:

1. Development of plans for the Lindsay Park Sports Centre;
2. Development of Lindsay Park Master Plan;
3. Development of north Erlton concept plan;
4. Consideration and review of the proposed alignment alternatives for the 26th Avenue Connector (on-going).

The position papers from the E.C.P.A.C. members were taken into consideration during the A.R.P. process.

January, 1983:

Draft Erlton A.R.P. was placed in public circulation.

February - March, 1983:

Circulation comments were reviewed. At that time, discussions regarding the "A.R.P. form and content" were carried out in relation to a number of A.R.P. is in progress including the Erlton A.R.P.

April, 1983:

Calgary Floodplain Study by the Alberta Department of Environment was published.

October, 1983:

Results of the Calgary Floodplain Study were reviewed by City Council, and a number of recommendations regarding the Study were made by Council.

June, 1984:

In light of the City Council recommendations pertaining to the Calgary Floodplain Study, the Erlton A.R.P. has been revised for submission to City Council.

**D. Community Viewpoints
Re: Conservation Area**

1. The Erlton Community Association, in a position paper dated December, 1981, expressed the following:
 - endorsed existing City Council policies;
 - proposed that the base density be within the R-2 Residential Low Density District designation;
 - suggested that flexible guidelines be incorporated to encourage complementary development within the “Conservation” area.
2. The Erlton Concerned Taxpayers Group, in a position paper to the City dated December, 1981, expressed the following:
 - endorsed existing City Council policies and the R-2 land use/density range for the strip of land between 1st Street S.E. and the Elbow River.

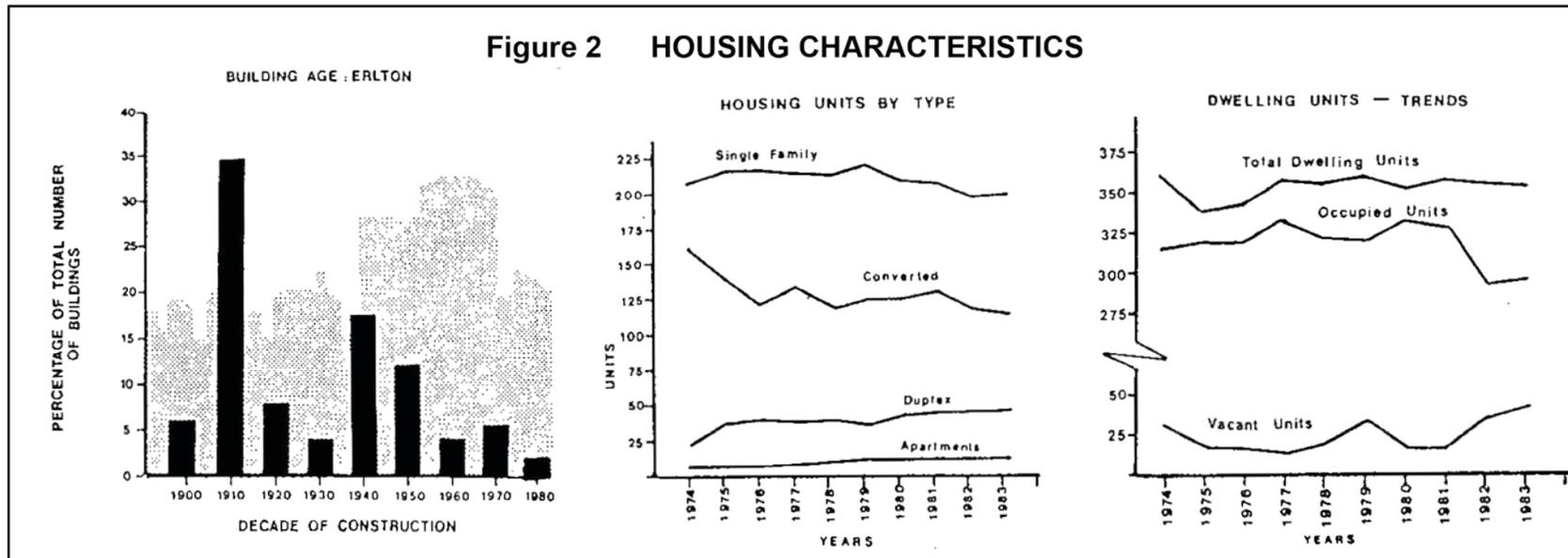
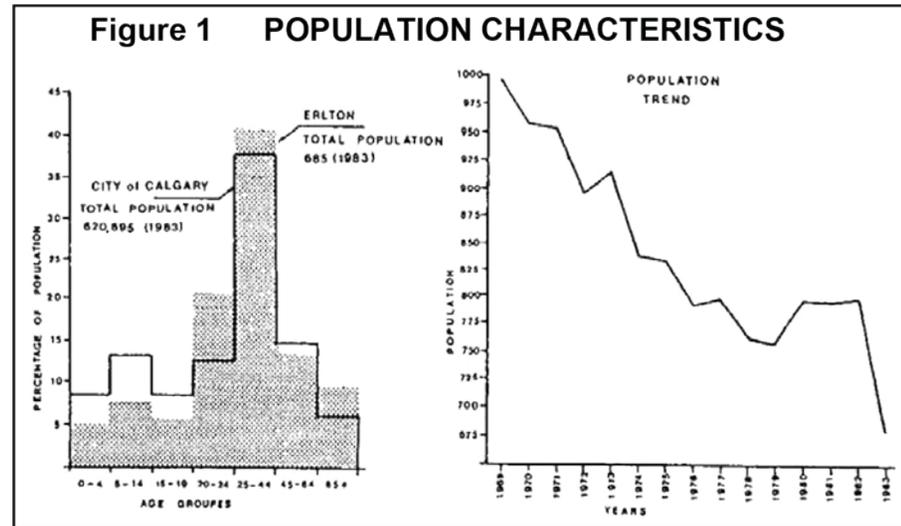
- proposed that RM-3 Residential Medium Density Multi-Dwelling District and D.C. Direct Control District be considered for the area between 25th Avenue and 31st Avenue with commercial development abutting Macleod Trail.

(In consideration of these two points of view, and in light of the “Conservation” concept for the area, the alternative RM-2 Residential Low Density Multi-Dwelling District designation was introduced and as a concession, was considered acceptable and generally was supported by both groups. Therefore, recommendations as outlined in the Area Redevelopment Plan, represent a resolution of these issues, and are supported by the Erlton Community Association.)

3. An additional group, formed under the name of the South Erlton A.R.P. Response Committee, in a letter to the City dated February 24, 1983, expressed concerns relating to the contents of the Erlton A.R.P.

E. Population & Housing Characteristics

The population decline observed in this area during the past fifteen years is similar to the trends in other inner-city areas. In the case of Erlton, despite a decline in population, the total number of housing units has remained approximately constant.



F. Ownership Patterns in the Area

1. The City is a major land owner in the area including a majority of the cemeteries, parcels along the Elbow River and Macleod Trail, L.R.T. station area and Lindsay Park.
2. In north Ertlton, the ownership pattern has been consolidated into three major holdings.
3. Ownership of singular or multiple parcels by residents or absentee owners has been the general trend in the "Conservation" area.

Figure 3 CITY- OWNED LAND PARCELS

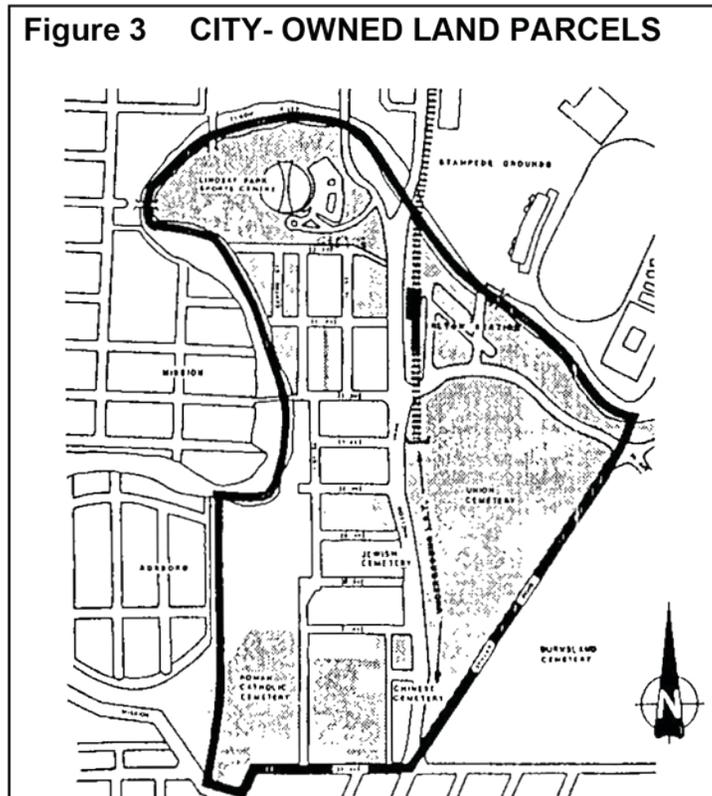
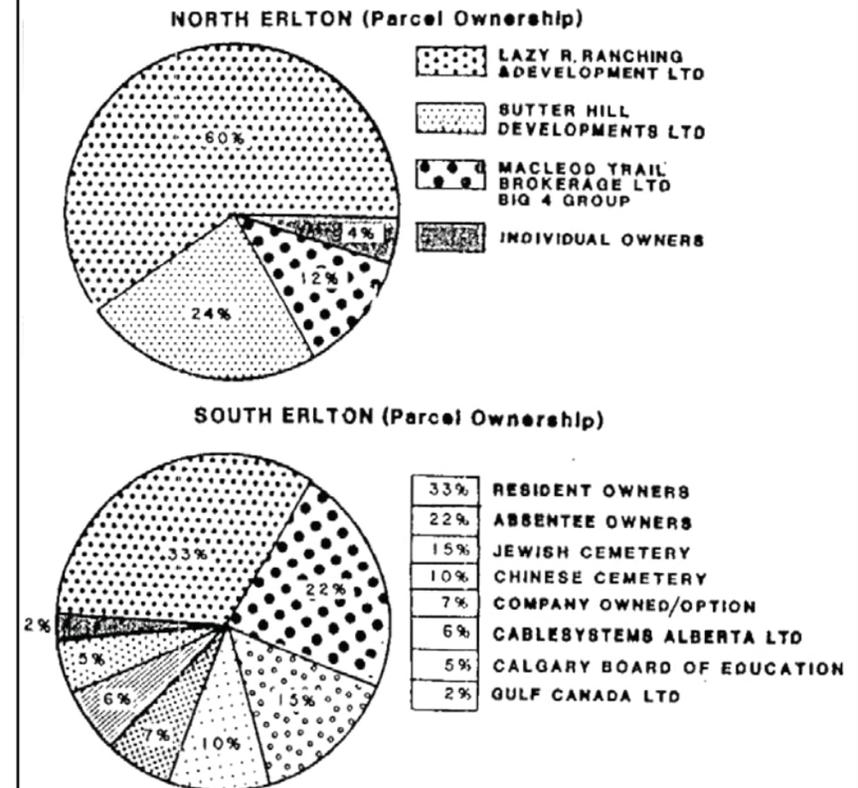


Figure 4 DISTRIBUTION OF PRIVATELY -OWNED LAND PARCELS



NOTE: The ownership patterns in the area have been monitored throughout the study process. During the 1981-1982 period, significant land consolidation activities were observed in the "Conservation" area. In response to this, approximately 50 house owners in the area erected "Not for Sale" signs on their properties. The above graph illustrates the ownership pattern up-dated in June, 1984.

G. Macleod Trail Edge Acoustical Analysis

An acoustical analysis was conducted in the Erlton area in August 1981, to determine whether noise attenuation was feasible at this location. The measurements taken simultaneously in the three specific sites (illustrated with a star in Figure†5) represented the most typical existing traffic noise conditions.

The City of Calgary Design Noise Level Guideline of 60dB(A) Leq (24) is measured or calculated in the nearest outdoor, ground level recreation area of a household adjacent to a surface transportation facility.

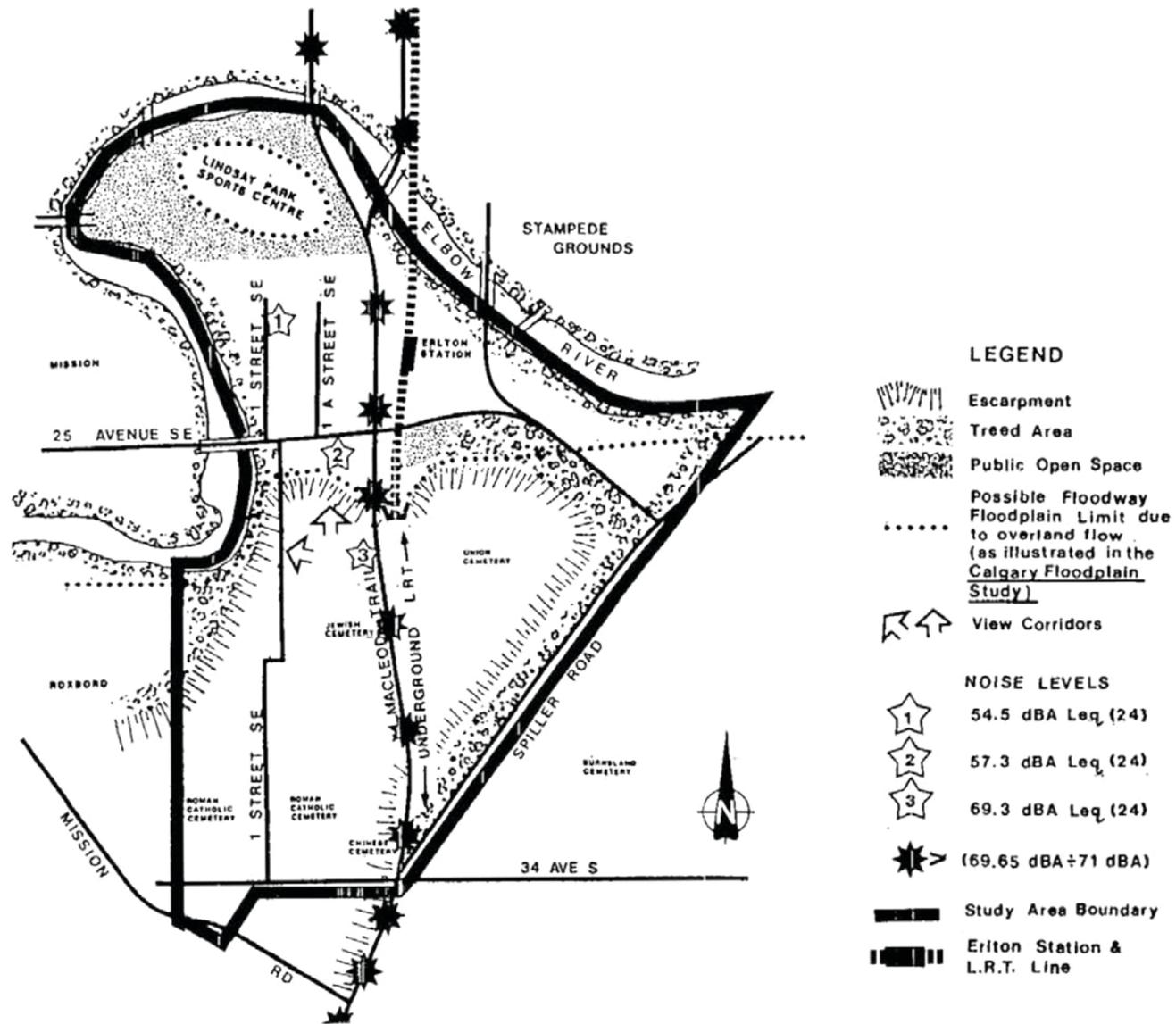
In order to comply with this guideline, the study suggested the following:

1. A noise barrier 5 m in height would be required for the full length of the development from the Gulf Service Station (25th Avenue S.E.) to the retaining wall at 30th Avenue S.E.
2. Alternatively, if a berm were installed, the width of land required would be a minimum of 35 m to maintain proper drainage and stable maintainable 3:1 slopes.

The total costs would have to include construction and materials, roadway and lane closures, landscaping and acquisition of lands required for either barrier alternative. Therefore, it was recommended that:

1. Noise attenuation should practically be obtained by construction through redevelopment in the area;
2. Where the outdoor noise levels were in excess of 60dB(A), the provision of adequate sound insulation, in new buildings, be required. In addition, provision must be made for a suitable outdoor amenity space of 60dB(A) or less. Interior noise levels of 45dB(A) Leq (24) may be more easily achieved during the planning and design stages.

Figure 5 ENVIRONMENTAL FEATURES



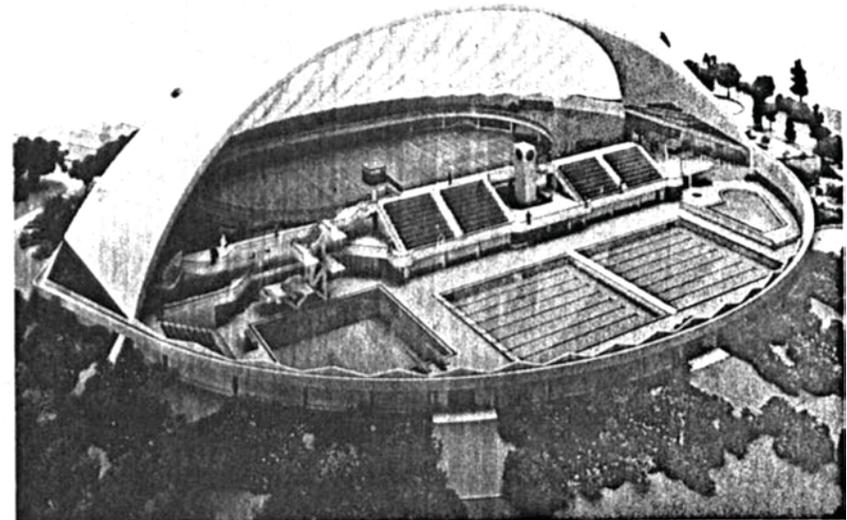
H. Lindsay Park

The City Council instructions for the preparation of the Erlton A.R.P. included a set of guidelines for the development of Lindsay Park. Accordingly, the Lindsay Park Master Plan was developed and implemented during the planning process of the A.R.P. The Lindsay Park Sports Centre is currently in operation.

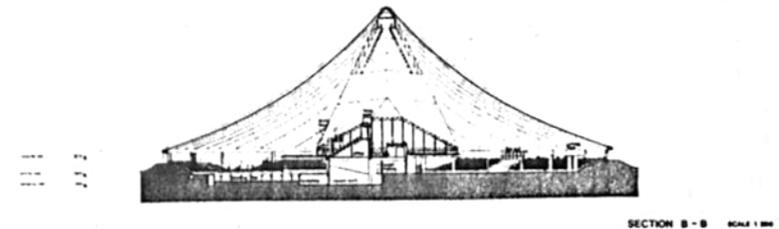
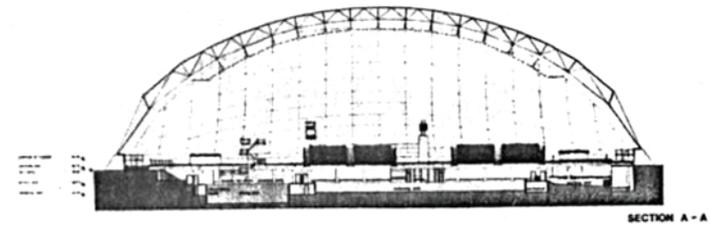
Additional features for Lindsay Park, as requested by the Erlton community, include:

1. A small wading pool/winter skating pond;
2. An informal earth-formed amphitheatre;
3. Incorporation of additional landscaping elements.

The Parks and Recreation Department will consider these or similar features, in the future, when funds are available.



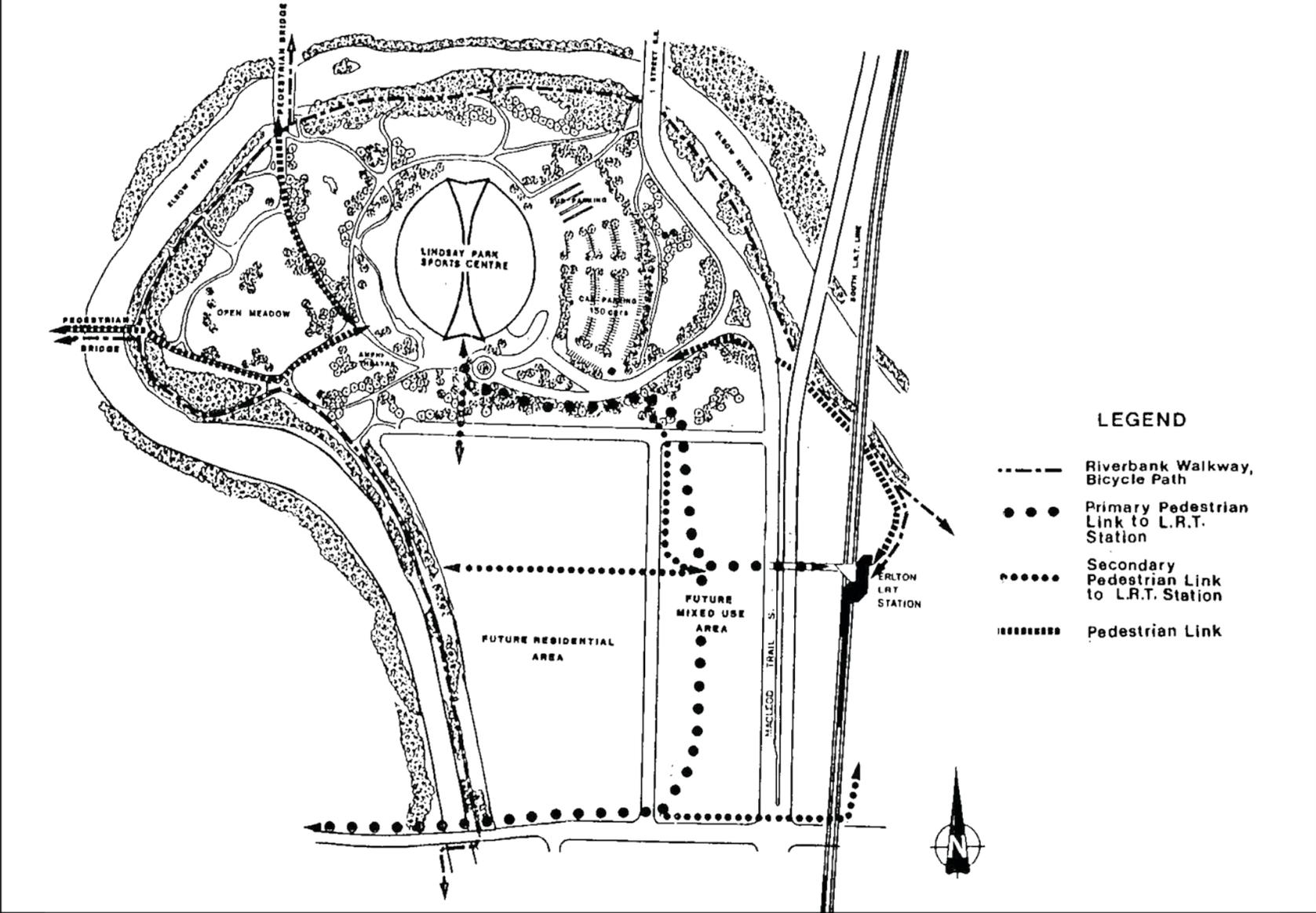
Model



LINDSAY PARK AQUATIC CENTRE & FIELDHOUSE 75

Sections

Figure 6 LINDSAY PARK MASTER PLAN



LEGEND

- Riverbank Walkway, Bicycle Path
- Primary Pedestrian Link to L.R.T. Station
- Secondary Pedestrian Link to L.R.T. Station
- Pedestrian Link

I. Existing D.C. Districts in the Area:

- 1.* **By-law No. 136Z82**
- Plan 3940L, Block 3, Lots 26 - 36, and Condominium Plan 7910520, Units 1 - 4 (June†16/82) (previously RM-4).
 - The General Rules for Commercial Districts contained in Section†33 of By-law 2P80 and the Permitted and Discretionary Use Rules of the C-6 (Highway Commercial District) shall apply.
- 2.* **By-law No. 137Z82**
- Plan 3940L, All of Blocks 4 and 7, and intervening laneways (June†16/82) (previously R-2).
 - The General Rules for Residential Districts contained in Section†20 of By-law 2P80 and the Permitted and Discretionary Use Rules of the RM-7 (Residential High Density Multi-Dwelling District) shall apply.
- 3.* **By-law No. 25**
- 2865AC/4/1-10, 38-40 (Sept. 11/72) (previously A, R-2).
 - To accommodate the expansion of the existing cemetery.

Development Guidelines

1. That the land exchange be negotiated and executed which transfers the seven-foot setback required on Macleod Trail to the City and that portion of the lane lying east of the westerly boundary of Lot 31, being transferred to Chevra Kadusha of Calgary.
2. That landscaping plans including screening of the parking and grave areas from adjacent residences be submitted to the satisfaction of the Calgary Planning Commission prior to the issuance of a Development Permit.

- 4.* **By-law No. 397**
- 960A.M./3/1 (April 5/76) (previously R-2).
 - The land use shall be for a parking lot only as proposed.

Development Guidelines

1. That a minimum four foot high continuous decorative fence be constructed along the entire southwest and north property lines, with screening to the satisfaction of the Development Officer.
2. That construction of the parking lot will be to the satisfaction of the City Engineer.
3. At the time of an application for a Development Permit the applicant is to provide, to the satisfaction of the Director of Transportation, a plan of the proposed parking layout.
4. That prior to the release of a Development Permit, detailed plans including parking configuration, fencing and landscaping shall subsequently be submitted to the satisfaction of the Calgary Planning Commission.

- 5.* **By-law No. 504**
- 5793 U./8/1-4 (Jan. 11/77) (previously R-2).
 - The land use shall be for an 11-suite apartment.

Development Guidelines

1. R-3 guidelines to apply for the development of an 11-suite apartment.
2. A condition of development shall be that the parking of recreation vehicles and trailers on this site be prohibited.

* Refer to Figure 8 for site numbers.

Figure 7 EXISTING LAND USE

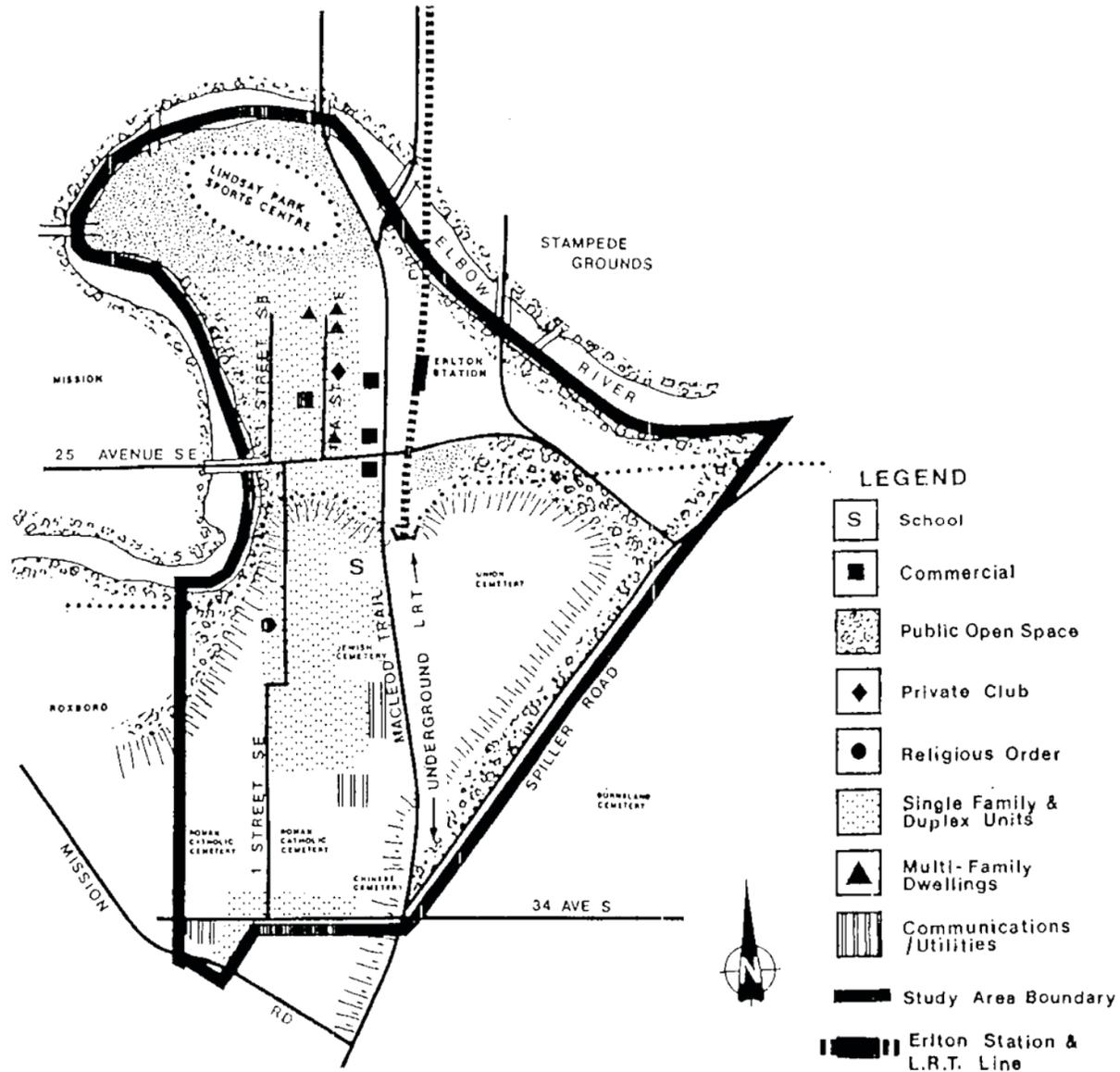
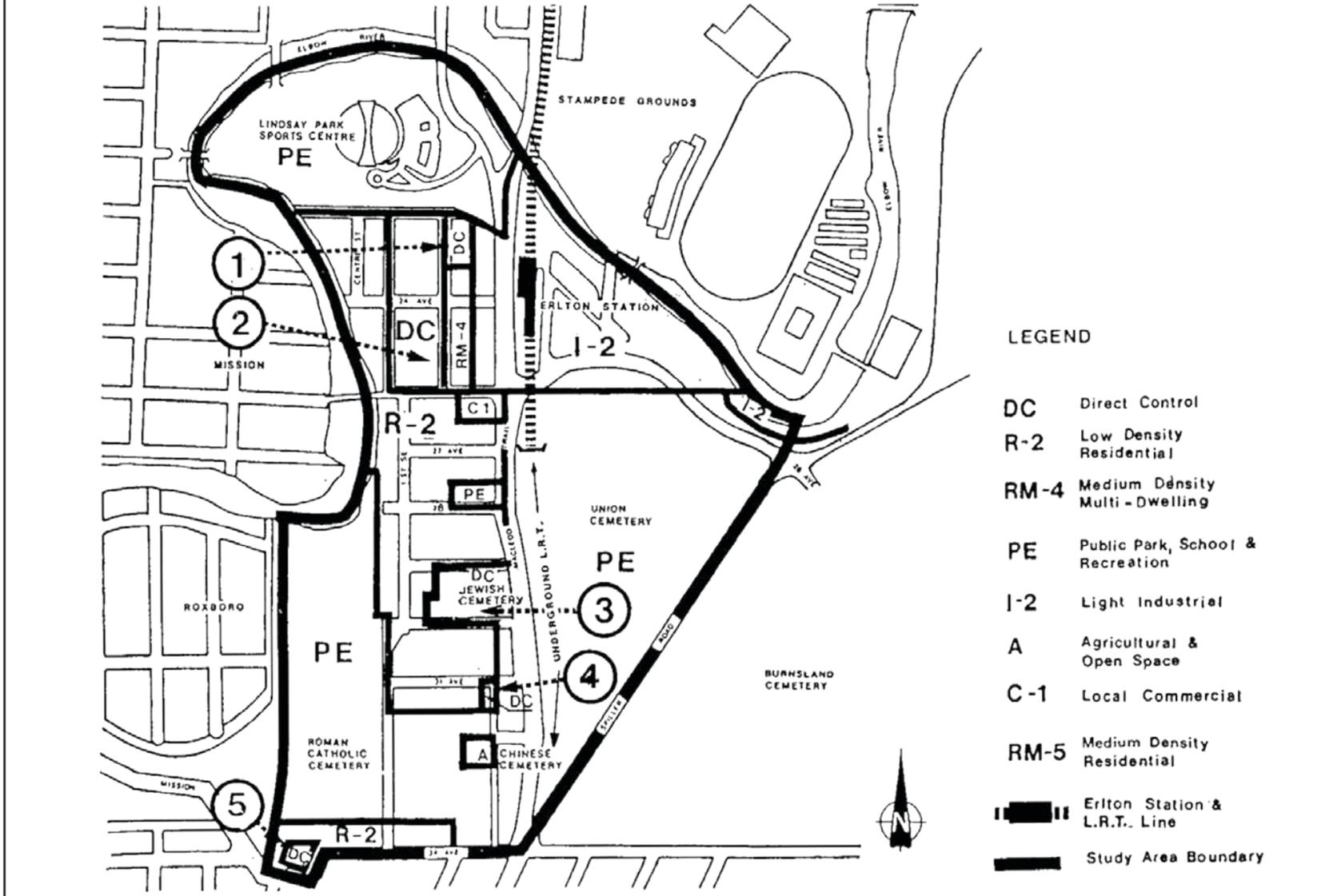


Figure 8 EXISTING LAND USE DISTRICTS



- LEGEND**
- DC Direct Control
 - R-2 Low Density Residential
 - RM-4 Medium Density Multi-Dwelling
 - PE Public Park, School & Recreation
 - I-2 Light Industrial
 - A Agricultural & Open Space
 - C-1 Local Commercial
 - RM-5 Medium Density Residential
 -  Erleton Station & L.R.T. Line
 -  Study Area Boundary

Figure 9 LAND USE DISTRICTS

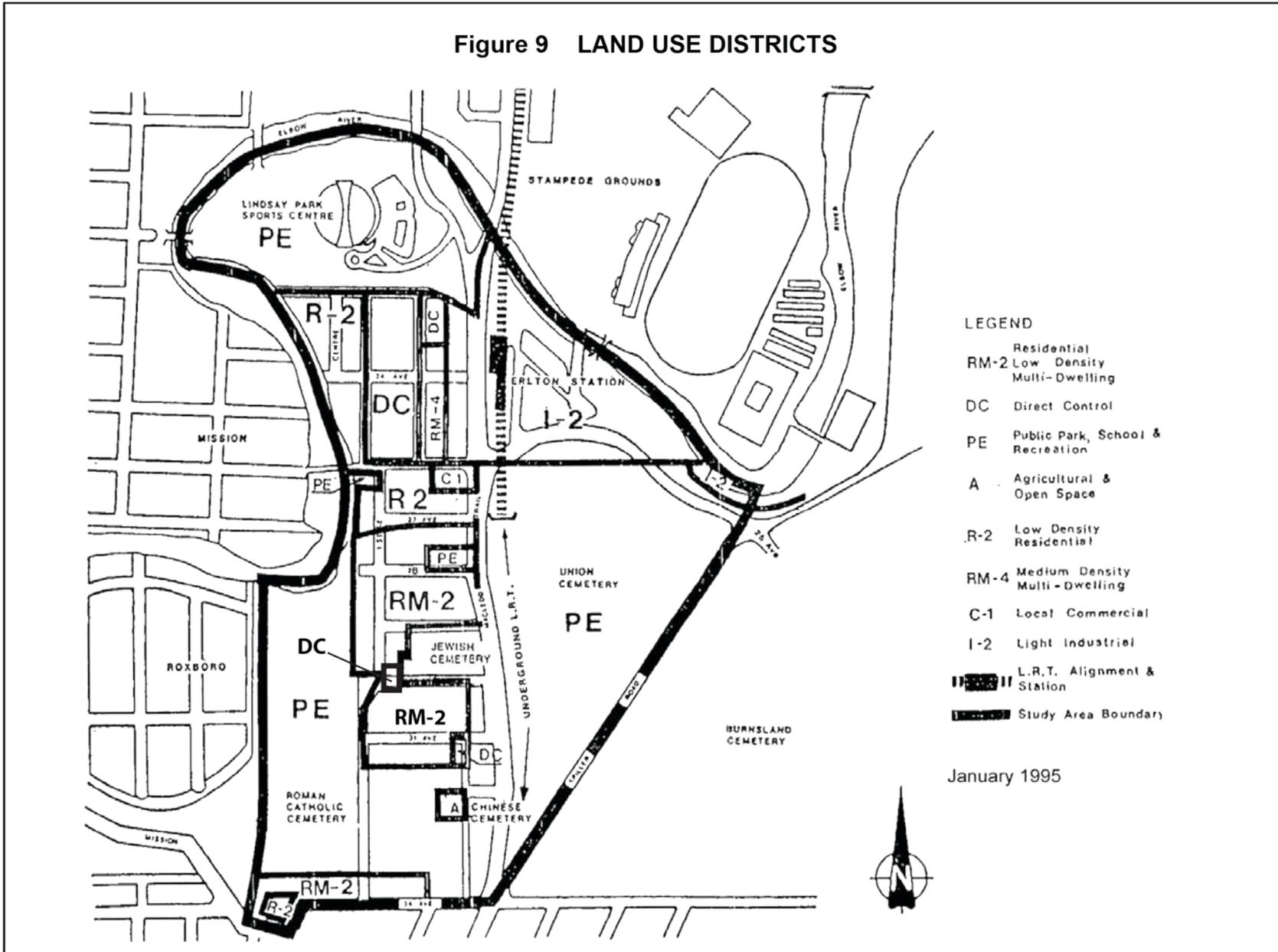
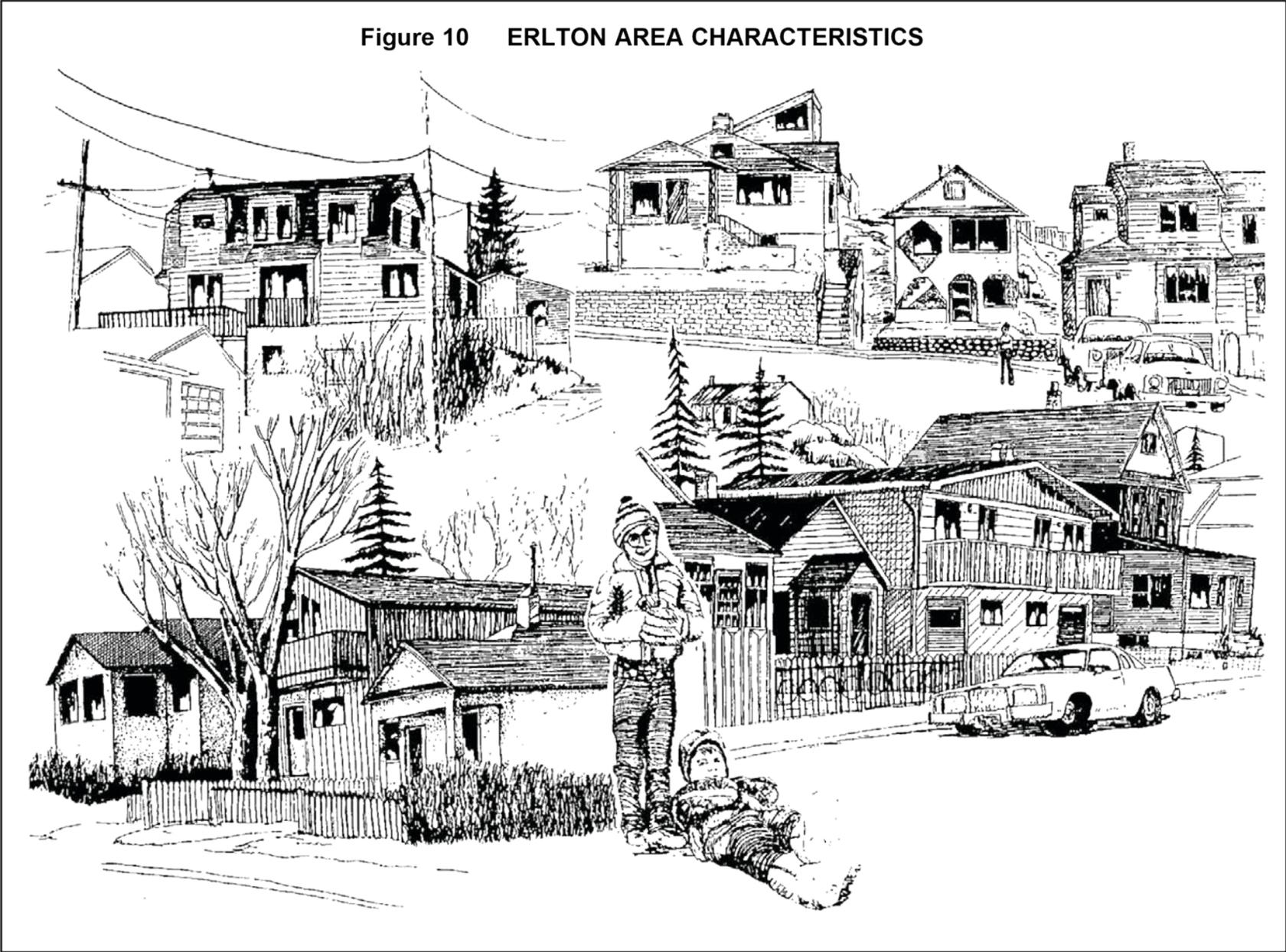
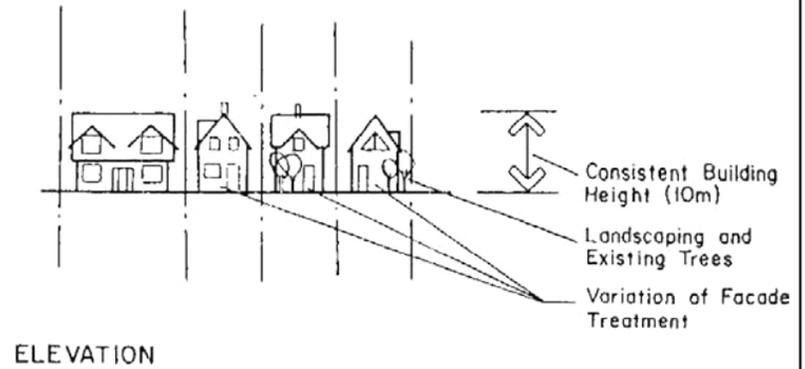
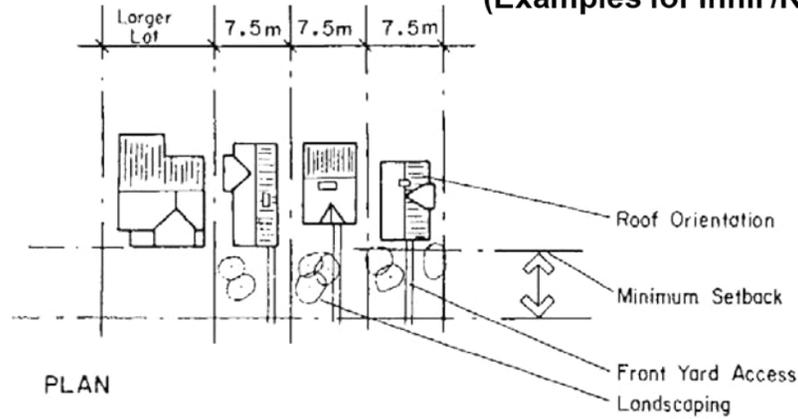


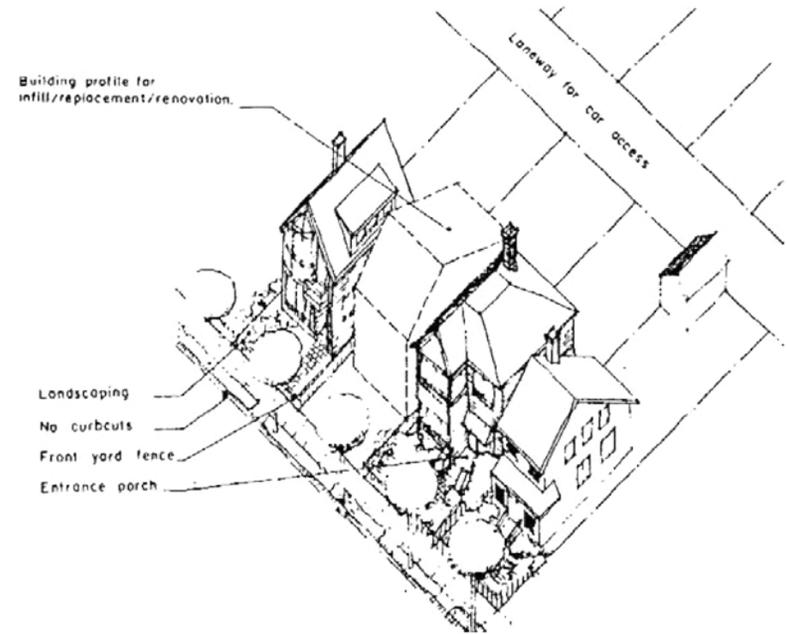
Figure 10 ERLTON AREA CHARACTERISTICS



**Figure 11 SOUTH ERLTON CONSERVATION AREA
(Examples for Infill /Replacement /Renovation)**



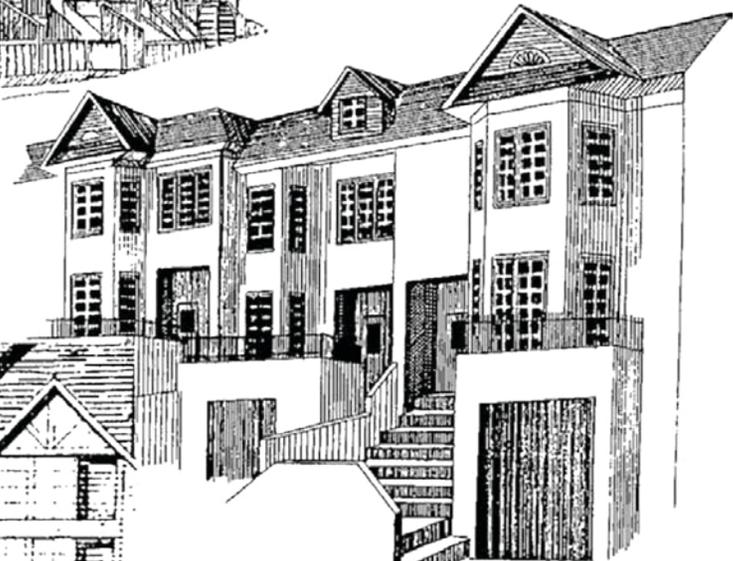
- 2 to 2 1/2 storey houses
- clear definition of public/ private spaces
- mature trees
- hedges or fences to define property lines
- variety of facade treatment



**Figure 12 SOUTH ERLTON CONSERVATION AREA
Alternative Redevelopment Schemes
(Examples for RM-2 Density)**



Example from Sunnyside District

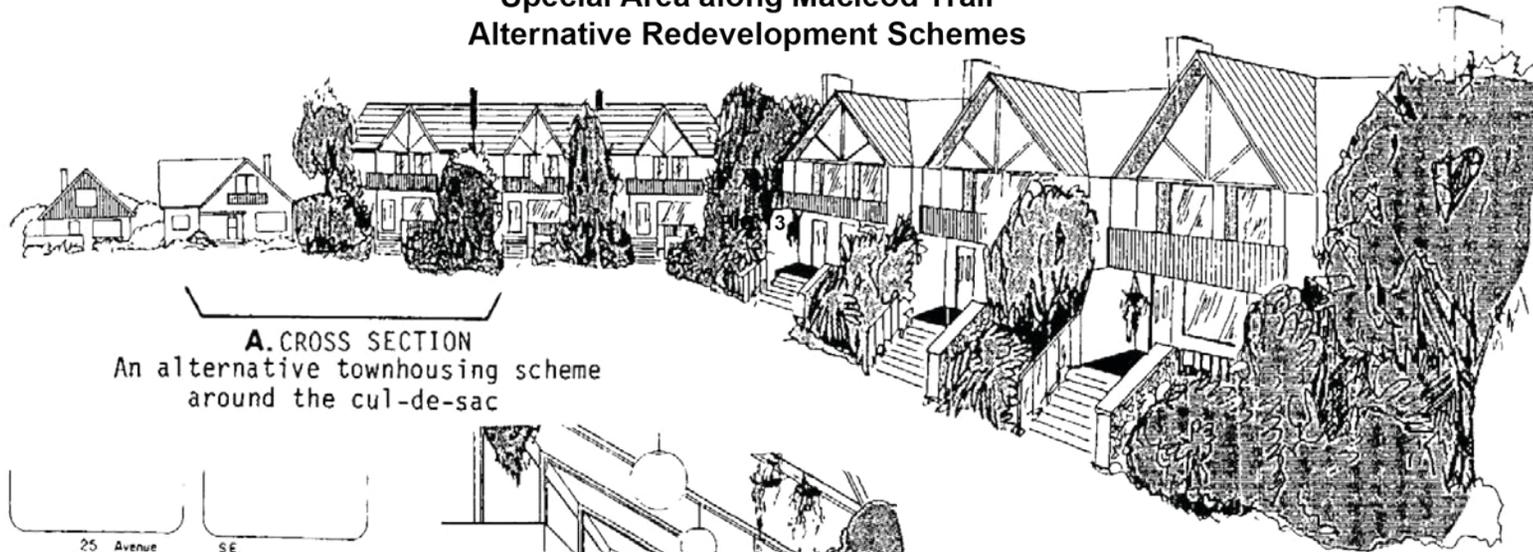


Example from Lower Mount Royal District

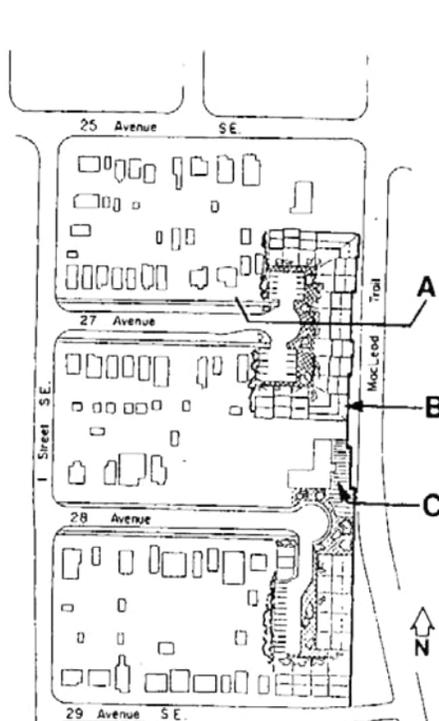


Example from Bankview District

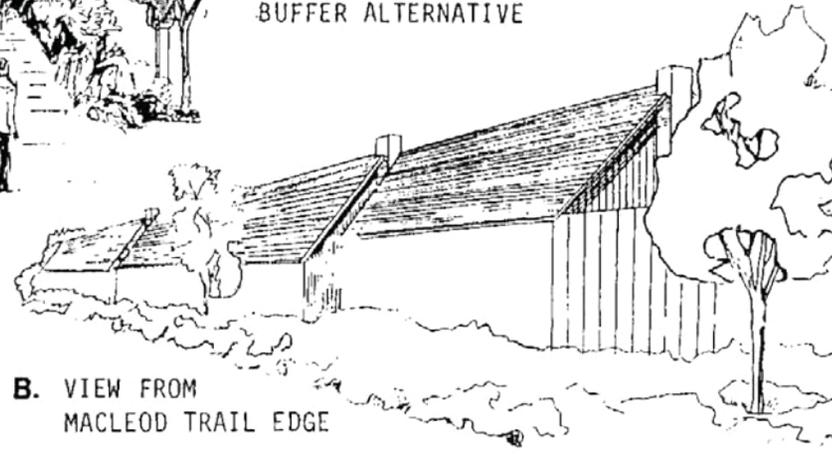
**Figure 13 SOUTH ERLTON CONSERVATION AREA
Special Area along Macleod Trail
Alternative Redevelopment Schemes**



A. CROSS SECTION
An alternative townhousing scheme
around the cul-de-sac

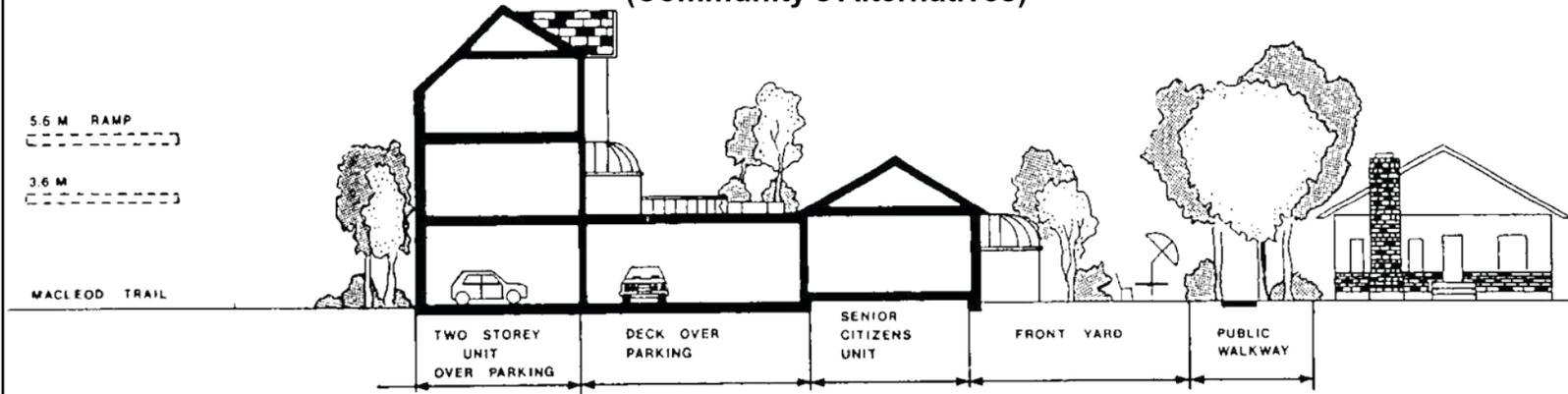


**C. ERLTON SCHOOL
EXPANSION AND
BUFFER ALTERNATIVE**



**B. VIEW FROM
MACLEOD TRAIL EDGE**

**Figure 14 SOUTH ERLTON CONSERVATION AREA
Special Area along Macleod Trail
Alternative Redevelopment Schemes
(Community's Alternatives)**



-  EXTENT OF ERLTON WALL - 57 UNITS
-  FUTURE EXPANSION IF DIAMOND INTERCHANGE - 12 UNITS APPROX.
-  SCHOOL EXPANSION WITHIN WALL/PUBLIC WALKWAY

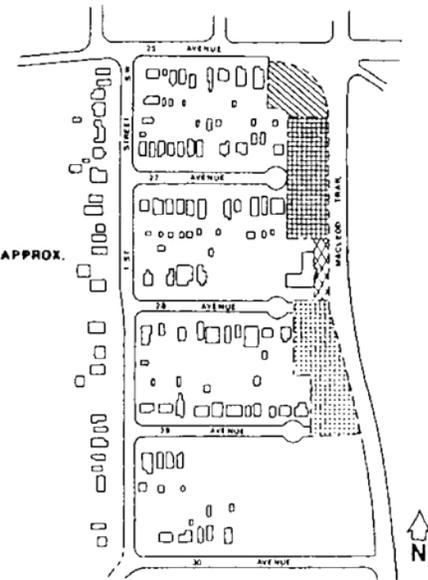
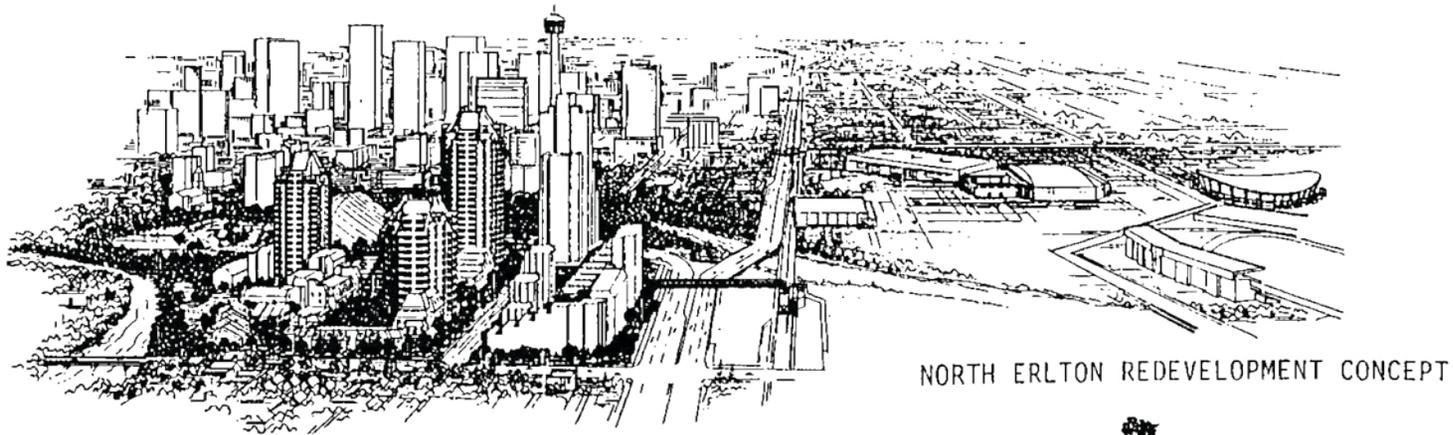


Figure 15 NORTH ERLTON REDEVELOPMENT AREA



RIVERBANK AREA
(PROPOSED)

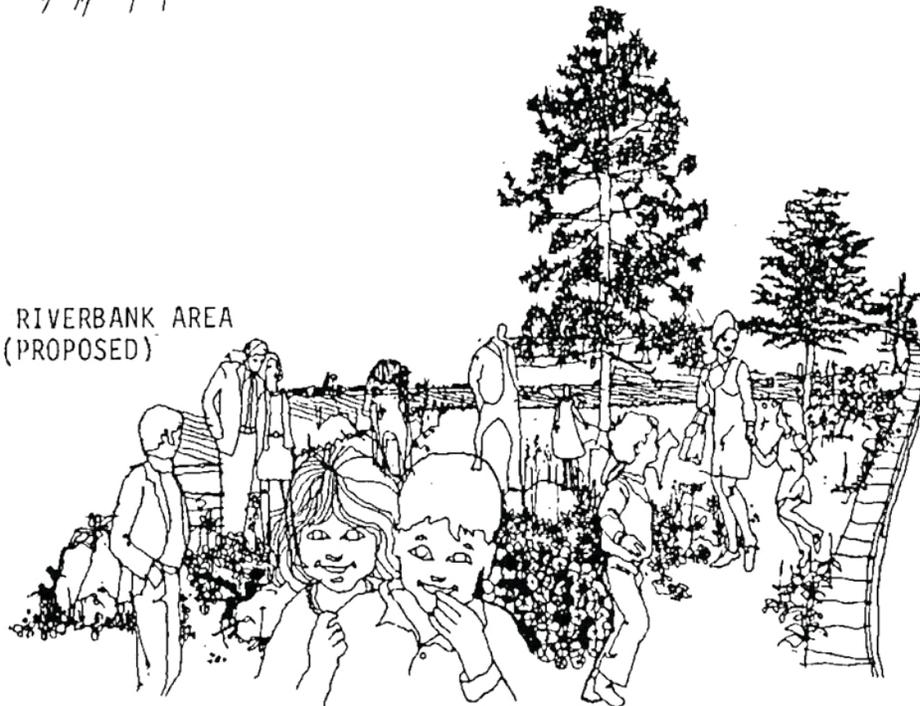
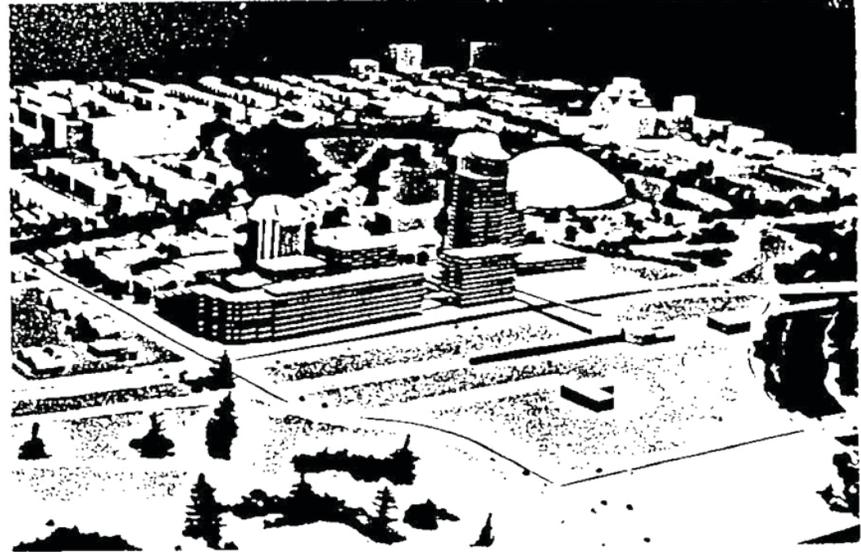
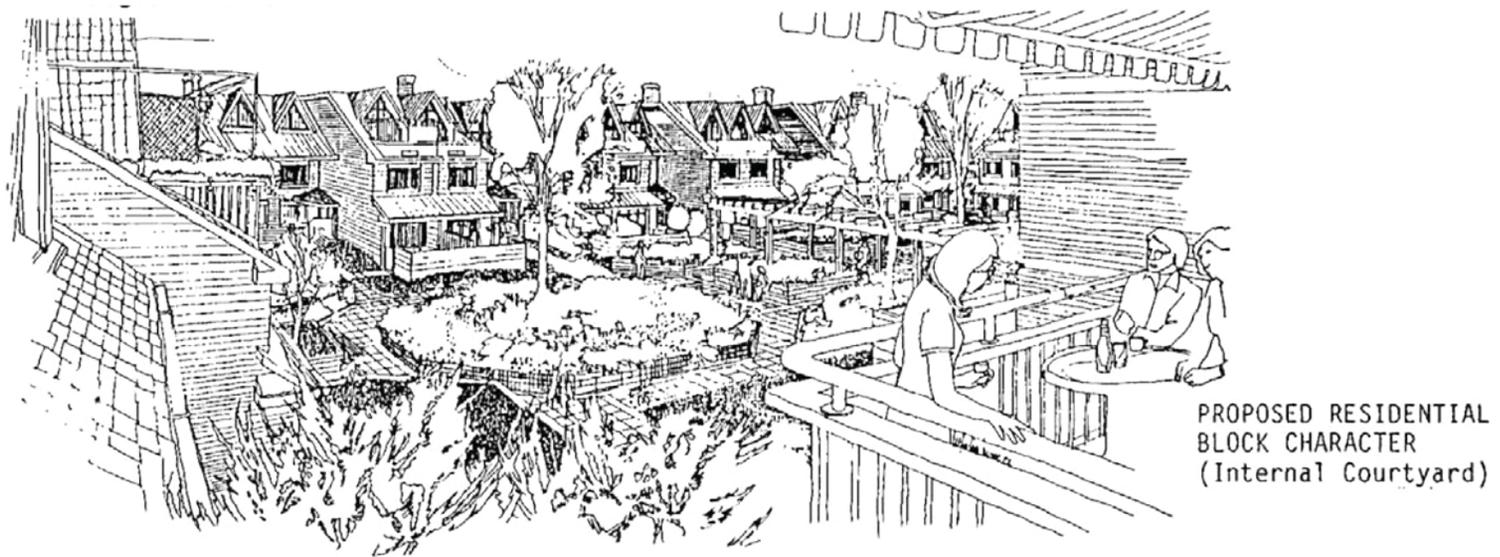


Figure 15 Continued



"ERLTON HOTEL"
PROPOSED DEVELOPMENT CONCEPT

Figure 15 Continued



PROPOSED RESIDENTIAL
BLOCK CHARACTER
(Internal Courtyard)

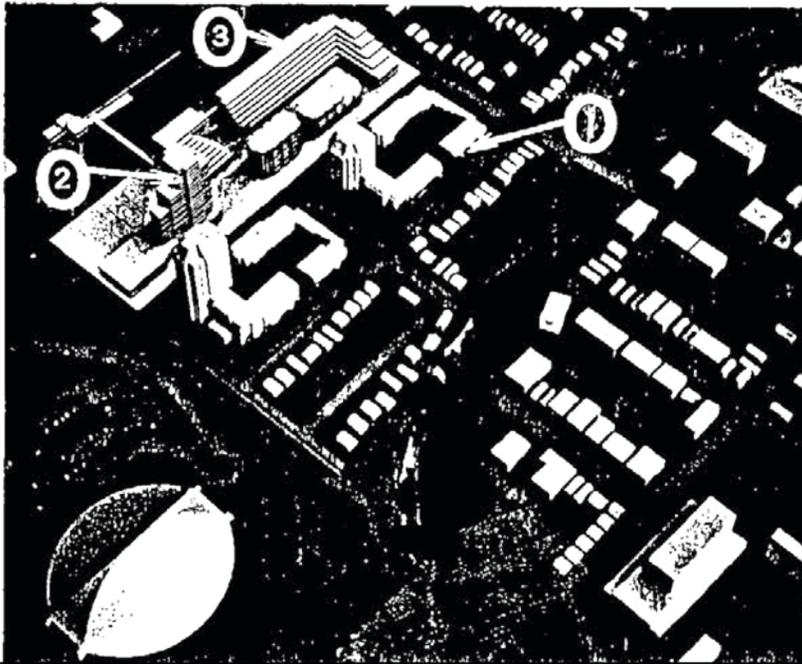
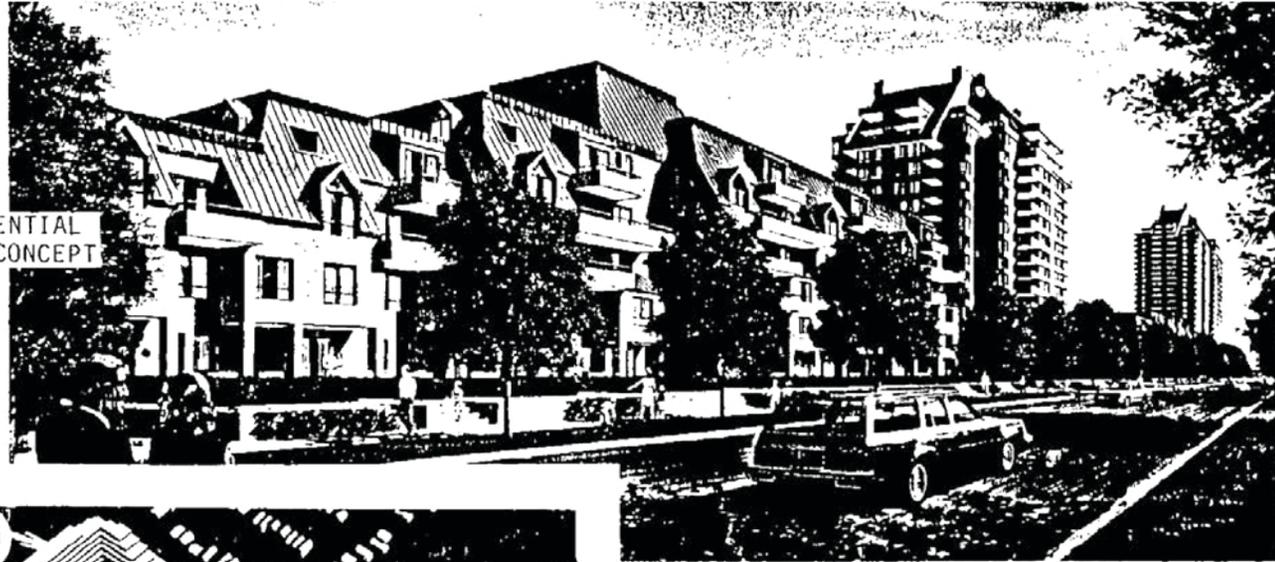
PROPOSED RESIDENTIAL
STREET CHARACTER



Photographs and sketches pertaining to North Erlton Redevelopment area, including the cover illustration, are facilitated with the permission of Lazy R. Ranching and Development Company, Ltd., and Sutter Hill Developments, Ltd., at the courtesy of Mr. Peter Haley - Arcop/Thom Architects & Planners.

Figure 15 Continued

PROPOSED RESIDENTIAL
REDEVELOPMENT CONCEPT



1. RESIDENTIAL REDEVELOPMENT CONCEPT
D.C. DIRECT CONTROL DISTRICT -
By-law No. 137282 (approved June 16, 1982)
2. "ERLTON HOTEL" DEVELOPMENT CONCEPT
D.C. DIRECT CONTROL DISTRICT -
By-law No. 136282 (approved June 16, 1982)
3. MIXED USE REDEVELOPMENT CONCEPT
(D.C. DIRECT CONTROL DISTRICT -
By-law No. 2284
Land Use Amendment Application [No. 83/75]
tabled sine die - March 12, 1984)

COMMUNITY RESPONSE

J. Community Response - Erlton Community Association

The Erlton Community Association has had considerable input into this Area Redevelopment Plan, as a member of the Erlton Community Planning Advisory Committee. Accordingly, we feel that, with few exceptions, we are able to endorse the Plan wholeheartedly, and encourage immediate implementation. The exceptions follow, in order of appearance in the Plan.

1. Overview of Study Area

It is important to note that the terms 'North Erlton' and 'South Erlton' did not exist until the approval of the Inner City Plan in 1978. Up to that time, the entire neighbourhood of Erlton was a community of tree-lined streets, well-maintained houses and manicured gardens. The population was predominantly senior citizens, many of whom had lived in the Community for forty years or more. The Community fought hard with the Planning Department, during the preparation of the Inner City Plan, to achieve 'Conservation' status for the entire community, appropriate to the existing ownership patterns at that time. The Planning Department initially recommended massive upzoning for the entire area, in order to serve the proposed LRT station. This station was, in the Community's mind, of little value to the residents of Erlton, due to the close proximity to the downtown core. We believed, in fact, that we were being made a sacrificial lamb for the LRT, to supply housing for a station that was really there to serve the Stampede Grounds. A compromise was made, and Erlton was divided into two areas, North,

with high density, and South, with a conservation designation. It was only because of the high calibre of the development proposal for North Erlton, prepared with our involvement by the subsequent owners, Richards/Sutter Hill, that the 'split' in the Community became a positive factor to the growth of Erlton. Should this development not proceed, we fear that the division could have disastrous effects on the community.

2. Key Issues Affecting the Erlton Community

2.1 26th Avenue Connector

The Erlton Community Association is diametrically opposed to the construction of a 26th Avenue Connector in the Community. The impact of a diamond interchange at the intersection of 25th Avenue and Macleod Trail will be so great that the Community, already divided by the Inner city Plan and subsequent halt to North Erlton development, could not survive. A raised roadway in this location would necessitate the elimination of essential housing at the Macleod Trail edge, eroding into the heart of the conservation area. Furthermore, the interchange would encourage the upgrading of 25th Avenue west of Macleod Trail to a point that would cut off entirely any neighbourhood connection between North and South Erlton. We feel that our Community, as well as the road systems in general, are coping quite well with the impact of the redesigned Macleod Trail and the Saddledome, which, during Stampede Week, do not generate traffic levels beyond control. To this end, we object to the construction of a 26th Avenue Connector, and accordingly object to its inclusion in the ARP.

2.2 South Attenuation Along Macleod Trail

We do not feel that it is reasonable for the developer of a 25' or 50' lot to bear the costs of sound attenuation along Macleod Trail. (The original concept in the Plan assumed a single developer for the entire strip along Macleod Trail, however the drastic change in development potential has left a situation more suitable to individual lot redevelopment). As well, the LRT South Corridor Land-Use Study, as approved by City Council in

1980, contained an amendment requiring sound attenuation along Macleod Trail to be a part of the cost of the Macleod Trail upgrading. We ask, therefore, that a time frame and budget be established for installation of appropriate sound attenuation measures by the City of Calgary.

2.3 Non-Residential Land Use in South Erlton

We are particularly concerned by the continued pressures of the Jewish Cemetery to expand in our Community (existing Site 5). We wish the plan to be empathic about the refusal to allow any reclassification of land from residential use to cemetery use.

3. Transportation

Road closures of 27th and 28th Avenues must be implemented by the City, in a permanent, landscaped fashion. Not only is it unreasonable for a single-lot developer to bear these costs, the amendment to the LRT South Corridor Land-Use Study, approved by City Council in 1980, recommended these closures as a City project. If the costs associated to close the adjacent lanes is too great, these can remain open to Macleod Trail. We believe that the costs to close the roads themselves does not require land purchase, and therefore a budget and time frame should be established for the implementation of these road closures.

We wish to thank sincerely the individuals involved in the preparation of this Area Redevelopment Plan, one which we believe will serve as a model of successful community, developer and City cooperation. Erlton is an unusual community in the City; close-knit, with a variety of resident groups, in an extremely small and insular area. The dramatic hillside landscape, bordered on the east by Macleod Trail, and on the West by the Elbow River, has provided for over eighty years a unique framework for inner-city, family oriented housing. We look forward to the future that this Area Redevelopment Plan will generate for our Community.

The Erlton Community Association

