



June 30, 2022

Sholdice, Trevor  
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(403) 808-2926

Dear Applicant:

**Re: Pre-Application Assessment Form**  
**Pre-Application number: PE2022-01081**

The City of Calgary's Planning & Development department has completed a review of this pre-application enquiry, based on the materials provided by the applicant. Please note that these comments are preliminary and are intended to highlight major issues only. These comments do not represent a full evaluation (i.e. Detailed Review) or endorsement of the proposal.

Sincerely,

**Shallu Sharma**  
Planner 1

[Click or tap here to enter text.](#)



## Pre-Application Assessment

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**Application Number:** PE2022-01081  
**Site Address:** 24 28 AV SW, 24 28 AV SW, 26 28 AV SW, 38 28 AV SW  
**Community:** ERLTON  
**Applicant:** Sholdice, Trevor

### Development Applications Review Team

**Planning:** SHALLU SHARMA 403-312-2846 Shallu.Sharma@calgary.ca  
**Utility Engineering:** DAVID BERGE 587-216-7720 David.Berge@calgary.ca  
**Mobility Engineering:** JASON BELL 587-223-0759 Jason.Bell2@calgary.ca

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## Applicant's Enquiry

*Affordable housing is looking at reviewing the noted parcels of land within the city to determine suitability for their Nonmarket land sale proposals*

*Community : Erlton*

## Planning Policies

### Municipal Development Plan

**MDP Policy 2.3.1 Housing – Housing Diversity and Choice** mentions about “*Increased opportunities for affordable housing*”.

- e. Recognize and encourage affordable housing as an integral part of complete communities.
- f. Create affordable housing by encouraging:
  - i. A varied community composition by providing opportunities for affordable housing to locate in all areas of the city with a built-form contextually appropriate to the area.
  - ii. Affordable housing to locate in all areas of the city, with a focus on locations served by the Primary Transit Network and appropriate services, while avoiding an over-concentration of affordable housing in any one area.

- iii. Affordable housing serving families to locate in areas close to parks, schools, recreation facilities and commercial nodes.
- iv. New development and redevelopment to incorporate affordable housing that is visually indistinguishable from market housing.
- v. Affordable housing units of different sizes and types within market residential developments.
- vi. The provision of an adequate supply of rental accommodation across the city that is affordable to low-and moderate income households.
- vii. Partnerships with developers, other orders of government and non-governmental agencies to pursue measures to ensure construction of affordable housing in multi-unit development projects, in new communities and within redevelopment areas

## Required Information

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In addition to the applicable Complete Application Requirement List (CARL), the following requirements must be provided/addressed at the time of application submission. If the following items are not provided, the submission will be incomplete, and the application review will not proceed.

### Planning

1. At the time of application, a Climate Resilience Inventory Form for (land use/outline plan or development permit) shall be submitted detailing/describing the specific elements or measures included in the proposal that address climate change mitigation (reduction of GHG emissions) and/or adaptation (reduction of risk from climate related hazards). Applicants are encouraged review the [Climate Resilience Inventory User Guide](#) for DP (or LOC), and to seek guidance directly from Community Planning or through [CPClimate@calgary.ca](mailto:CPClimate@calgary.ca) regarding specific opportunities.

# Preliminary Assessment

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The following comments identify issues, obstacles and challenges with the proposal that the Applicant and Property Owner are expected to address prior to the submission of the formal application.

## Planning

2. The applicant is strongly encouraged to consider including electric vehicle charging infrastructure within the development. The options include parking stalls equipped with an Electric Vehicle Supply Equipment Installation (EVSE Installation), and stalls considered EV Capable (capable of supporting a minimum of 40 Amps at 208 Volts or 240 Volts for electric vehicle charging which must include the installation of distribution panels, electrical capacity, and wall and floor penetrations to accommodate future charging cabling, and may include an electric vehicle energy management system).
3. Landscaping can contribute to multiple climate-resilient outcomes including on-site storm water management, mitigation of extreme heat, support for biodiversity, and sequestration of carbon. When preparing the Landscape Plan priority should be given to the following considerations:
  - maintaining as much existing mature vegetation as possible;
  - selecting new plantings that are adapted to existing and projected climatic conditions, especially drought tolerant and low-water species;
  - grouping plantings into mulched planting beds;
  - selecting a variety of plants that provide habitat to wildlife and promote biodiversity including pollinator species;
  - providing adequate soil depth (minimum 300mm, greater depths encouraged);
  - including edible landscaping (such as fruit trees and shrubs) where appropriate;
  - incorporating features that collect and infiltrate water such as raingardens and bioswales; and
  - limiting impervious surfaces.
4. Municipal Development Plan

This site is located within Developed Residential Area. According to the Land Use Policies for Developed Residential Area section 3.5.1 (b) Redevelopment within predominantly multi family areas should be compatible with the established pattern of development and will consider the following elements:

- i. Appropriate transitions between adjacent areas.
- ii. A variety of multi-family housing types to meet the diverse needs of present and future populations.

The site is covered under the Inner City Area typology referenced in the Municipal Development Plan (MDP) policy 3.5.2 a, according to which Sites within the Inner City Area may intensify, particularly in transition zones adjacent to areas designated for higher density (i.e., Neighbourhood Main Street), or if the intensification is consistent and compatible with the existing character of the neighbourhood. Transition zones should be identified through a subsequent planning study.

b. A range of intensification strategies should be employed to modestly intensify the Inner City Area, from parcel-by-parcel intensification to larger more comprehensive approaches at the block level or larger area.

The proposed land use amendment and affordable housing concept plan supports MDP Policy 3.5.2.a, which states that Sites within the Inner city Area may intensify, particularly in transition zones adjacent to areas designated for higher density or if the intensification is consistent and compatible with the existing character of the Neighbourhood.

The proposed land use amendment and concept plan also increases opportunities for affordable housing in accordance with MDP policies 2.3.1.e and 2.3.1.f.

The siting of the proposed affordable housing aligns specifically with MDP Policy 2.3.1.f.ii., which directs Affordable housing to locate in all areas of the city, with a focus on locations served by the Primary Transit Network and appropriate services, while avoiding an over-concentration of affordable housing in any one area.

Should this land use redesignation be approved and the applicant moves forward with a development permit that supports the above-noted concept plan, this would be the first residential development and affordable housing proposal in the Area.

#### 5. Primary Transit Network

This site is located along LRT Alignment and approximately 500 metres to Erlton/Stampede LRT station and aligns with A Transit- Supportive Land Use Framework Policy 2.2.2.b. of MDP which supports the increase development densities in proximity of the Primary Transit Network by targeting residential and employment intensities within 400 metres of transit stations and stops, in areas deemed appropriate through the Local Area Planning process and in accordance with the Typology thresholds identified in Part 3.

#### 6. Erlton - Area Redevelopment Plan

According to Erlton Area Redevelopment Plan, the subject parcel is designated as Erlton School. According to Section 2.2 Parks and Open Space the objective is to improve public access to the riverbank area and to respond to the parks and recreation needs of the community.

The recommended policies under section 2.2.2.2 states 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.

Taking into consideration the recommended policies of ARP, Planning would recommend applicant to

1. Undertake public engagement for this file prior to submission of the application - meeting with the Community Association, Ward Councillor and adjacent land owners (in person or virtually) to understand:
  - a. The impacts of the density proposed on the adjacent parcels and surrounding community;
  - b. Demonstrate how community would be benefitted with the proposal.
  
7. Land Use Density  
The subject parcel is surrounded by Multi- residential development M-CGD72 to South, North and West. To the East of the site is LRT alignment.  
Taking into consideration the surrounding land uses and close proximity to LRT station, and the MDP Inner City Policy, Planning is recommend the redesignation of site from S-CS/M-CGD72 to following:  
  
OPTION 1: Change of Land Use Redesignation from M-CG/S-CS to M-CG d72 is recommended. Taking into consideration the surrounding Land Use district, M-CG d72 can be considered as one of the options. This proposal would allow the development which would be compatible with the surroundings.  
However amendments to Erlton Area Redevelopment Plan would be required.  
  
Option 2: Change of Land Use Redesignation from M-CG/S-CS to M-CG with maximum density of 111 units/hectare. M-CG with density. According to Land Use Bylaw M-CG has Multi- Residential Development of low height and low density.  
However amendments to Erlton Area Redevelopment Plan would be required.  
  
Option 3: Change of Land Use Redesignation to Multi-Residential Contextual Low Profile District (M-C1), could be considered as an option. M-C1 provides for Multi Residential Development in a variety of forms. The Multi-Residential Contextual Low Profile District has Multi-Residential Development of low height and medium density. The proposed M-C1 district allows for development with a maximum density of 148 units per hectare and maximum height of 14m.  
Amendments to Erlton Area Redevelopment Plan would be required.
  
8. Other Planning Recommendations:  
According to ARP Section 2.1.2.2 where redevelopment takes place adjacent to Macleod Trail, it must comply with the Council approved Surface Transportation Noise Policy Guidelines.  
Development guidelines of ARP Section 2.1.3.2 are recommended to be followed at planning and design stage.
  
9. In Alberta, all ground disturbance activities are subject to Section 31 of the Historical Resources Act "a person who discovers a historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery." The chance discovery of historic resources is to be reported to the contacts identified within Standard Conditions under the Historical Resources Act: [Standard conditions under the Historical Resources Act](#).
  
10. Erlton ARP:  
Identified as Site 4.

Development Guidelines:

The school grounds to be redesigned in accordance with community needs, in consultation with the community. (Refer to section under Parks & Open Space).

**Implementation:**

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.

**2.2 Parks and Open Space**

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.

## **Utility Engineering**

11. At the time of development, submit a Fire Flow letter, prepared by a qualified professional engineer under seal and permit to practice stamp to the satisfaction of Development Approvals Team Leader, Water Resources. The fire flow letter shall identify the type of the development, address of the development, DP application and the fire flow required based on the fire underwriters survey for the developing property. If the City watermain does not have the flows available to meet the fire flow requirements of the developing property the City main must be upgraded at the cost of the developer. Letters can be submitted via email to: WA-ResourcesDevelopmentApprovals@calgary.ca

Note: The available fire flow in the adjacent City watermain is 10,000 LPM (2 Hydrant flow) with 15 m residual pressure under normal operating conditions.  
Fire Flow letter requirement will be dependent on the number of units proposed.

12. At the time of development, submit a Sanitary Servicing Study, for review and acceptance, prepared by a qualified professional engineer under seal and permit to practice stamp. The report shall identify potential impact and/or *ˆpinch pointsˆ* within the public sanitary sewer system caused by the ultimate flows generated by the proposed development and must be to the satisfaction of Water Resources.  
For further information, refer to the following:

**Sanitary Servicing Study Guidelines**

<http://www.calgary.ca/PDA/pd/Documents/development/west-memorial-sanitary-servicing-study-guidelines.pdf>

Note: Sanitary Servicing Study requirement will be dependent on the number of units proposed.

13. Prior to the release of the formal application, the submission of a Development Site Servicing Plan for review and approval will be required.
14. Water main and sanitary sewer connection is available from 28 AV SW. Storm sewers are unavailable for the subject site. A storm main extension will be required to service the site at the development permit stage.

Note: At the time of development, if all 4 parcels are to be developed under one DP, then a storm main extension is required. As the parcel is larger than 700m<sup>2</sup>, this requirement can be addressed via the following options:

- a. Enter into Indemnification Agreement for the storm sewer extension.
  - b. Conduct a percolation test and provide results to Water Resources for review and approval. If the percolation test confirms that a drywell system is adequate to service the site in the interim, a drywell design is to be provided at the DSSP stage.
15. The watermains adjacent to the site are 90 years and older and although there has been minimum breaks during their life span, any disturbance during construction such as a new service connection or other alterations can cause breaks. Lead joints of old cast iron mains are very sensitive to ground movements.
  16. The allowable stormwater run-off coefficient shall be 50 L/s/ha.
  17. Consolidation of the subject parcels will be required at DP stage.
  18. At the time of development, waste and recycling storage/collection facilities shall typically be designed in accordance with the current waste and recycling guidelines and specifications. Typically, 3 (three) streams of waste are to be stored on / within a site OR development (including general waste, organics waste and recyclable materials).

Note: Refer to the following for further waste and recycling guidelines and specifications:  
<http://www.calgary.ca/UEP/WRS/Pages/Commercial-Services/Development-Permits-Waste-Recycling.aspx>

OR

Contact the Waste and Recycling Services, Technical Assistant at 403-268-8445 for further site specific details.

19. At the time of development, fire access and/or proximity shall typically be designed to current fire access/proximity standards.

See the below link for further details:

<http://www.calgary.ca/CSPS/Fire/Documents/Fire-Department-Access-Standard.pdf>

OR

Contact the Fire Department Specialist at 403-815-1114.



20. At the time of development, off-site levies, charges and fees will be applicable pursuant to Bylaw 2M2016 and will be dependent on the type and size of development taking place. Therefore, an estimate cannot be completed until detailed design drawings are provided at the development permit stage.
21. Coordinate with the affected utility owner(s) before commencing construction of the proposed development. Records indicate there are Telus lines within the subject parcel.
22. Submit recent environmental report(s) (i.e. Environmental Site Assessment Phase 1, Phase 2, etc.) should the applicant be aware of any existing contamination associated with the development site / scope. Said report(s) shall be prepared by a qualified professional, to the satisfaction of Environmental and Safety Management.

## **Mobility Engineering**

23. Existing wheelchair ramps (WCRs) at Macleod Trail are not designed to current best practices. These WCRs will require reconstruction; including better alignment, Tactile Warning Surface Indicators (TWSIs), etc. WCRs shall be designed to the satisfaction of the Director, Transportation Planning.
24. Based on the development's location near the primary bicycle network, Transportation highly recommends that the Applicant include additional bike parking (both Class 1 and Class 2) above the requirements of the Land Use Bylaw to support employees and residents in choosing alternative modes of transportation. All bicycle parking is to be designed as per the City of Calgary Bicycle Parking Handbook. Bicycle parking stalls must include a device specifically designed to park a bicycle; which allows a bicycle frame and both wheels to be secured. The device shall be anchored to a hard surface or fixed structure. Transportation recommends U-racks for both Class 1 and Class 2 stalls as this provides the safest and most accessible design for all ages, abilities and varying bicycle types. Provide a detail of all proposed bicycle parking systems on the plans.
25. The Applicant is required to provide connections from building entrances to public sidewalks along the site to support access to Transit. The site is well served with access to LRT within ~250m. Increased sidewalk widths (2.0m) along Macleod Trail may be required.
26. A Transportation Impact Assessment (TIA) may be required for review and approval. Additional information is required. Submit a concept plan indicating proposed density and how parking and access requirements will be met and laid out for the subject site. Include conceptual details that show the potential horizontal parking layout, site access location, loading areas, waste and recycling collection, and access to the parking area. Include the property lines, setbacks and adjacent roadways on the concept plans.
27. Parking for motor vehicles and bicycles shall be provided per The City of Calgary's Land Use Bylaw 1P2007 requirements. Parking to be supplied and designed to the satisfaction of Transportation Planning. Should a parking relaxation be proposed, a parking study or memo may be required; contact the Transportation Generalist to confirm the scope as necessary. Transportation is generally amenable to supporting a parking relaxation in locations that are accessible to Transit facilities and other alternative mode infrastructure.

28. Development Permit plans must show and label the location, number and size of motor vehicle parking stalls, visitor parking stalls, bicycle parking stalls, pick-up and drop-off stalls, loading stalls and waste & recycling collection. All parking and loading shall be provided on-site. Land Use Bylaw requirements include:
- a) Parking stalls for dwelling units shall be a minimum width of 2.5m.
  - b) Parking stalls for all uses, other than dwelling units, shall be a minimum width of 2.6m.
  - c) Parking stalls, for uses other than dwelling units, where abutting a physical barrier on one side shall be a minimum width of 2.85m, or 3.1m with barriers on both sides.
  - d) Parking stall dimensions shall be clear of all obstructions, other than wheel stops and structural columns.
  - e) The maximum grade of a parking stall shall not exceed 4 percent in any direction.
  - f) The minimum drive aisle width for a parking area, or parkade access shall be 7.2m.
  - g) Parallel parking stalls shall be a minimum width of 2.6m and a minimum length of 6.7m.
  - h) To facilitate access to the end stalls, the drive aisle must extend past the last stall by minimum of 1.2m, to a maximum of 2m for a vehicle to complete the back out and turn maneuver.
  - i) Each parking stall, where located next to a sidewalk, shall have a properly anchored concrete wheel stop (100mm in height and 600mm from the front of the parking stall).
  - j) The site plan should include an on-site loading space with a minimum width of 3.1 metres, a minimum depth of 9.2 metres and a minimum overhead clearance of 4.3 metres.
  - k) As per the Alberta Building Code (Section 3.8.3.22), a barrier-free parking stall intended for use by persons using a wheelchair or other mobility aid shall be designed as a 2.4m wide parking stall adjacent to a 2.4m wide unloading area (which can be shared between two barrier-free stalls).
29. With the development permit (DP) plans, provide a detailed cross-section of any proposed parkade ramps, indicating all grades, transitions and elevations to current City standards per Road Construction Standard Specifications 454.1010.003.
- a) Extend the cross-section across the lane
  - b) Clearly indicate that the parkade ramp width is a minimum of 7.2m for the entire length, to be confirmed with sweep paths.
  - c) Clearly indicate the width of the door to parkade.
  - d) The minimum overhead clearance for a parkade is 2.1m and the plans shall indicate the same.
  - e) The minimum grade section length between transitions is 4.5m. Include a 4% grade for the 4.5m section at the beginning of the ramp. The 4% section is included mainly for visibility purposes, to maintain proper sight lines for drivers approaching the sidewalks or the internal roads.
  - f) The maximum grade change between transitions is 12 percent.
  - g) Provide a detail for the trench drain per Roads Constriction Specification 454.1010.003. Trench drain must be located exterior to the garage door or parkade entry; label a minimum 0.6m offset. Indicate a 2% draining from the parkade door to the trench drain.
  - h) The maximum grade is 15% if uncovered and 20% if covered or heated.

- i) On the section, indicate the grade within the lane to show the transition to the proposed ramp. Ensure that the lane drains away from the parkade entrance.
  - j) Amend the ramp grade closest to the ground level from the proposed 10% to try and get it closer to the 4% standard (as per 454.1010.003) for visibility leaving the parkade.
30. At the development permit (DP) stage, include sweep paths to confirm turning requirements for access to and from the site. Turning templates are required for an SU9 or the largest design vehicle accessing the site (whichever is larger). All templates are required to show the TAC turning template diagram with the design parameters of the vehicle. The minimum design speed is 15Km/h and no dry steering permitted. All minimum clearances between the sweep paths and obstructions (walls, parking stalls, curbs, fencing, etc) are to be clearly dimensioned and must exceed the minimum 0.6 m clearance. Sweep paths are to be signed and stamped by a Professional Engineer or Technologist registered in the Province of Alberta. Include sweep paths for:
- a. Vehicles accessing loading/unloading areas. A loading stall must be located so that all motor vehicles using that stall can be parked and maneuvered entirely within the boundary of the site before moving onto a street or a lane (Land Use Bylaw-1P2007 page 117).
  - b. Waste & Recycling (W&R) vehicle operations; clearly show the position of the W&R vehicle and the containers during the pick up operation.
  - c. Molok collection vehicles. Clearly show the position of the vehicle during the pick up operation. Crane operation for the molok is not to swing over pedestrian walkways, parking stalls, buildings, or other fixed objects.
  - d. Access to surface stalls off the lane, taking into account the existing utility poles and guy wires.
31. Macleod TR S is classified as Urban Boulevard. The access to property is not allowed directly from Macleod TR. Restrictive covenants on title may be required at the development permit (DP) stage.
32. The applicant shall indicate on the drawings the locations of any existing curb cuts/driveways that are not in use, and that these will be closed and rehabilitated at the expense of the developer.
33. Reconstruction of lane aprons may be required with the development.
34. All driveways within the road right of way will require to be constructed in Concrete as per City of Calgary specification. Applicant may construct asphalt behind the property line.
35. For each driveway, provide a detailed driveway cross-section complete with dimensions, ramp grades and elevations at face of curb, back of sidewalk, property line, and driveway ramp on private property as per Roads Specification 454.1010.003.
36. The design of driveways must be approved by the City of Calgary Roads Department. New driveways including driveway modifications, removal and rehabilitations of unused driveway crossings or relocations, sidewalks, wheelchair ramps, and lane paving must be constructed to City standards at the developer's expense. Obstructions such as storm catch basins, hydrants, power poles, etc., must be relocated to City standards at developer's expense.

37. The property line adjacent to the 6.1m gravel lane will have to be set at elevation that ensures there is 3.5-5% crossfall to the centre line of the lane. The grades along the centre line of the lane are considered as existing grades and are not to be altered without the approval of Roads.
38. Provide additional setback to any proposed parking or parkades to facilitate a functional width of 7.2m, such that two vehicles can pass each other within the lane, and opposing parcels can be properly accessed.
39. Provide a detailed grading plan for the lane indicating the existing and proposed elevations along both property lines (subject site and opposing side of the lane) and the centerline of the lane. Elevations should be provided at a minimum of 5m intervals. Grading plan should indicate both the cross slope and the longitudinal slope proposed in the lane. With the grading plan, include a minimum of 3 cross sections through the full width of the lane at key low points or high points. Full grading information is required to confirm if the lane will drain adequately. If drainage issues exist that may result in flooding of the lane or adjacent lots, regrading of the lane may be required.
40. The applicant will have to indicate the 4.5m x 4.5m corner cut dimensioned from the existing property lines of Macleod TR S and 28 AV SW. Clearly show the corner cut on the Development Permit (DP) drawings, keeping this area clear of any permanent structures/landscaping above and below grade. Should a subdivision application occur, Transportation will take the subject corner cut as road right of way (RROW).
41. Provide two (2) boulevard cross sections along each adjacent road. Indicate the existing and proposed dimensions, elevations and slopes at the top of curb, back of sidewalk, property line and the main floor. A maximum 2% grade is permitted in the boulevard. Indicate that all adjacent boulevards are graded at 2% up from the top of curb to the existing property line.
42. With development of the subject site, encroachments such as retaining walls, planters and stairs will not be permitted within the City right-of-way.
43. All site-specific servicing structures (transformer, pull boxes, pedestal, etc). Must be located within the private site and behind the required bylaw setback public realm.
44. A noise analysis report for review and approval for the residential development adjacent to Macleod Tr S may be required. Please contact the Senior Specialist at [vedran.vavan@calgary.ca](mailto:vedran.vavan@calgary.ca) to confirm details of the analysis.
45. The applicant shall ensure that no damage shall occur to City roads, rights-of-way, lanes, and sidewalks, during time of any associated construction, from vehicles or equipment. Any damage incurred by the contractor shall be at the owner's expense.
46. The site is located within existing Residential Parking Permit Zone ZZ; multi-residential units will not receive permits. Refer to <https://maps.calgary.ca/CalgaryParking/>
47. Additional comments regarding the development will be forthcoming following a more comprehensive submission. Future revisions, addendums, proposals or submissions

within the subject area are subject to further Transportation review and analysis, at the discretion and satisfaction of the Director, Transportation Planning.