

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Forest Lawn at 1336 – 36 Street SE. The site is two blocks north of an Urban Main Street (17 Avenue SE) and adjacent to 36 Street SE, a Primary Transit Network corridor. The site is currently vacant, however in the past it was developed with a single detached dwelling that was demolished in the late 1980s.

Surrounding development is characterized by a mix of single detached dwellings, semi-detached and limited multi-residential development on parcels designated Residential – Contextual One / Two Dwelling (R-C2) District. To the south of the site are blocks of land that have been designated Residential – Contextual Grade Oriented (R-CG) District in association with the 17 Avenue SE Main Street area.

The subject site's location on 36 Street SE provides direct access to several large employment hubs such as the Peter Lougheed Hospital (approximately five kilometers north of the subject site) and the Calgary International Airport (approximately 10 kilometres north), and community amenities such as Marlborough Mall (approximately 1.5 kilometres north). The subject site is located approximately 200 metres from an Urban Main Street area (International Avenue / 17 Avenue SE; a six-minute walk). It is well serviced by numerous shops, restaurants, and other commercial uses along the Urban Main Street.

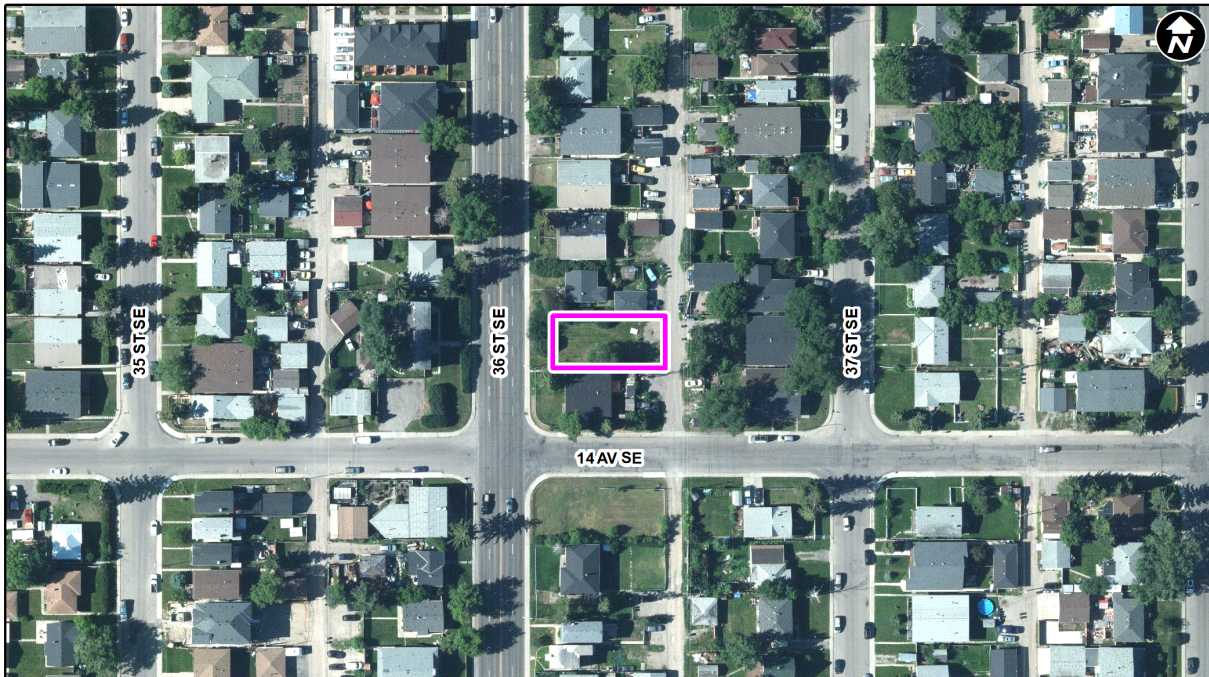
Community Peak Population Table

As identified below, the community of Forest Lawn reached its peak population in 1982.

Forest Lawn	
Peak Population Year	1982
Peak Population	9,088
2019 Current Population	7,814
Difference in Population (Number)	-1,274
Difference in Population (Percent)	-14%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The subject site is currently designated R-C2. The existing R-C2 District is primarily for single detached, semi-detached, duplex dwellings and secondary suites. This District allows for a maximum building height of 10 metres and a maximum of two dwelling units. Secondary suites are permitted uses within the R-C2 District.

The proposed Housing – Grade Oriented (H-GO) District is intended to provide an opportunity for dwelling units to be developed in a wide range of housing forms including rowhouse, townhouse and stacked townhouse units. In the H-GO District, development scale and intensity are managed through a combination of:

- a maximum Floor Area Ratio (FAR) of 1.5 that allows for a total developable area of approximately 753 square metres (8,105 square feet);
- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of a parcel to ensure a functional courtyard amenity space;
- a maximum building height of 12.0 metres; and
- a minimum requirement of 0.5 motor vehicle parking stalls per dwelling unit and per secondary suite.

This site is appropriate for the proposed H-GO District as it meets the location criteria established in the Land Use Bylaw 1P2007 under Section 1386 (d). It is located approximately 195 metres from the Urban Main Street area of 17 Avenue SE, and is located on 36 Street SE, which is a designated part of the Primary Transit Network as identified in the *Municipal Development Plan*. The subject site is therefore appropriate for redesignation to the H-GO District.

Development and Site Design

The rules of the proposed H-GO District would provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this site, additional items that will be considered at the development permit stage include, but are not limited to:

- ensuring an engaging built interface along both 36 Street SE;
- mitigating shadowing, overlooking and privacy concerns with neighbouring parcels;
- ensuring appropriate provision and design of a range of mobility options including motor vehicle parking, bicycle parking and alternate mobility storage lockers;
- accommodating appropriate waste management pick-up and storage; and
- ensuring appropriate amenity space for residents.

Transportation

The parcel is located adjacent to 36 Street SE where Route 43 (McKnight-Westwinds Station / Chinook Station) and Route 135 (36 Street SE/Erin Woods / Marlborough Station) share northbound and southbound stop locations. A northbound stop is located 120 metres (a two-minute walk) south of the subject site, while a southbound stop is located 275 metres (a four-minute walk) north of the subject site.

Along 17 Avenue SE, less than 400 metres from the parcel (a seven-minute walk), Route 1 (Bowness / Forest Lawn) offers services every 20 minutes during peak hours, and Route 87 (Marlborough Station / 17 Avenue SE) offers services every 30 minutes during peak hours. The MAX Purple Line is additionally located on 17 Avenue SE, less than 400 metres from the subject site, and therefore within the Transit Oriented Development (TOD) area. TOD policies, including parking relaxations and high-quality pedestrian connections, will apply to future development of this site.

On-street parking is available along 36 Street SE with restrictions between 7:00 a.m.-8:30 a.m. and 3:30 p.m.-6:00 p.m. Monday to Friday when parking is not permitted.

A Transportation Impact Assessment was not required as part of this application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, storm and sanitary sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management, will be considered and reviewed as part of a development permit review stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the [South Saskatchewan Regional Plan](#) which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Growth Plan (2022)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Metropolitan Region Board's [Growth Plan](#) (GP). The proposed policy and land use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009; updated 2020)

The [Municipal Development Plan](#) (MDP) identifies this site as part of the Developed Residential – Inner City Area as identified in Map 1: Urban Structure. Sections 2.2.5 and 2.3.2 of the MDP identify opportunities to create strong residential neighbourhoods while respecting and enhancing neighbourhood character. These policies include allowing for innovative and creative designs, providing an appropriate transition of intensity, and complementing the established character of the area. These sections of the MDP support growth and change in low-density neighbourhoods through redevelopment of a similar scale and built form and developing a range of housing types including “accessory suites, semi-detached, townhouses, cottage housing, rowhousing and other ground-oriented housing”. An evolved range of housing types are expected to help achieve the goal of stabilizing population declines and supporting the changing demographic needs of communities.

The proposed policy and land use amendment is in alignment with the applicable policies of the MDP.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas typically within 600 metres of a transit (LRT or BRT) station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide transit riders alike. The proposed land use meets the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing density in proximity to the MAX Purple stations.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan (ARP) (Statutory – 1995)

The subject site is within the [Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan](#) (ARP). This application partially aligns with the ARP by reflecting the following policies:

- Section 1.5.1(a) – Residential Policies encouraging compatible infill development in low density areas; 36 Street SE;
- Section 2.4 – ARP Goal of "maintaining and enhancing the community as a low density residential neighbourhood while allowing apartment and townhouse redevelopment at appropriate locations";
- Section 3.1.3(a)(i) – to stabilize and improve residential areas by encouraging new residential dwellings and additions to existing dwellings to respect the context of the surrounding streetscape; and
- Section 3.1.3(a)(iii) – to stabilize and improve residential areas through providing a variety of housing types.

However, policy 3.1.4(a) of the ARP states that lands designated Low Density Conservation are "suitable for those areas zoned R-1, R-2, and DC (with residential guidelines)". As such, the application as proposed is not in alignment with Map 2 – Land Use Policy Areas, which classifies the subject site as Low Density Residential/Conservation. A minor policy amendment to Map 2 from Low Density Conservation to the Low Density Multi-Dwelling land use policy area, which "allows townhouse developments in addition to single-detached and semi-detached dwellings" is required for the proposed application to align with the policies established by the ARP.

The site, adjacent to 36 Street SE, is additionally subject to ARP transportation policies in section 4.3(c), which establishes regulations regarding road rights-of-way, setback areas, and underground/above grade building encroachments.

The proposed ARP amendment meets the basic goals and objectives of the ARP and is in alignment with the MDP. Therefore, on balance, the proposed amendment is in alignment with applicable planning policy.

Greater Forest Lawn Communities Local Area Planning Project

Administration is currently working on the [Greater Forest Lawn Communities local area planning project](#) which includes Forest Lawn and surrounding communities. The proposed land use is in alignment with the applicable urban form category and building scale modifier found in the draft Greater Forest Lawn Communities Local Area Plan. Planning applications are being accepted for processing during the local area planning process and are reviewed using existing legislation and Council approved policy.