

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Forest Lawn at 1306 – 36 Steet SE. The site is approximately three blocks north of an Urban Main Street (17 Avenue SE) and adjacent to 36 Street SE, a Primary Transit Network corridor. The site is approximately 0.06 hectares in size (0.14 acres) and is approximately 15 metres wide and 38 metres deep. The site is developed with a single detached dwelling and a detached accessory residential building accessed from the rear lane. Future vehicle access would be from the rear lane along the east side of the site.

Surrounding development is characterized by a mix of residential development, including single detached, and semi-detached development on parcels designated Residential – Contextual One / Two Dwelling (R-C2) District. Immediately to the west of the site, and to the south are multi-residential developments designated Multi-Residential – Contextual Grade-Oriented (M-CG) District. One block south of the site are parcels designated Residential – Contextual Grade Oriented (R-CG) District in association with the 17 Avenue Main Street area.

The subject site is located in close proximity to a number of parks, schools and amenities. Radisson Playground & Greens is located approximately 300 metres (a five-minute walk) west of the site. Forest Lawn Outdoor Pool is located approximately 600 metres (a 10-minute walk) southeast of the site. Patrick Airlie Elementary School and playground is located approximately 500 metres (an eight-minute walk) southeast of the site. Father Lacombe High School is located approximately 500 metres (an eight-minute walk) north of the site. Sir Wilfrid Laurier School (Grades Five to Nine), playground and Radisson Heights Tennis Courts are located approximately 700 metres (a 12-minute walk) northwest of the site. Forest Lawn High School and Ernest Morrow School (Grades Six to Nine) are located approximately 1000 metres (a 17-minute walk) east of the site. The Bob Bahan Aquatic & Fitness Centre, Forest Lawn Disc Golf Course and Forest Lawn Library are also located 1000 metres east of the site.

The subject site is located on 36 Street SE providing direct access to several large employment hubs such as the Peter Loughheed Hospital (approximately five kilometres) north of the site and the Calgary International Airport (approximately 10 kilometres) north of the site. Community amenities such as Marlborough Mall is located (approximately two kilometres) north of the site. The subject site is also located approximately 500 metres (an eight-minute walk) north of International Avenue / 17 Avenue SE, where numerous shops, restaurants and other commercial uses occur on this Urban Main Street.

Community Peak Population Table

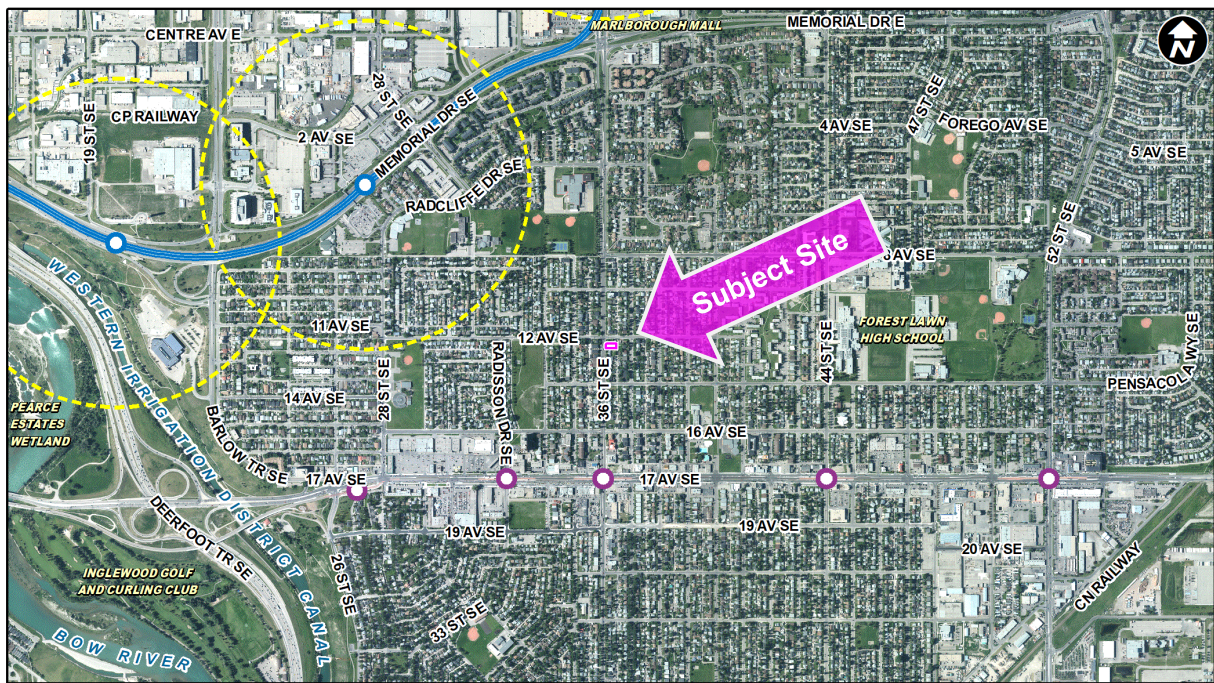
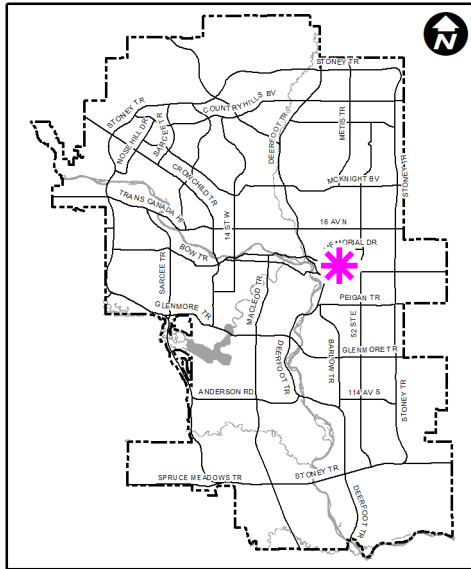
As identified below, the community of Forest Lawn reached its peak population in 1982.

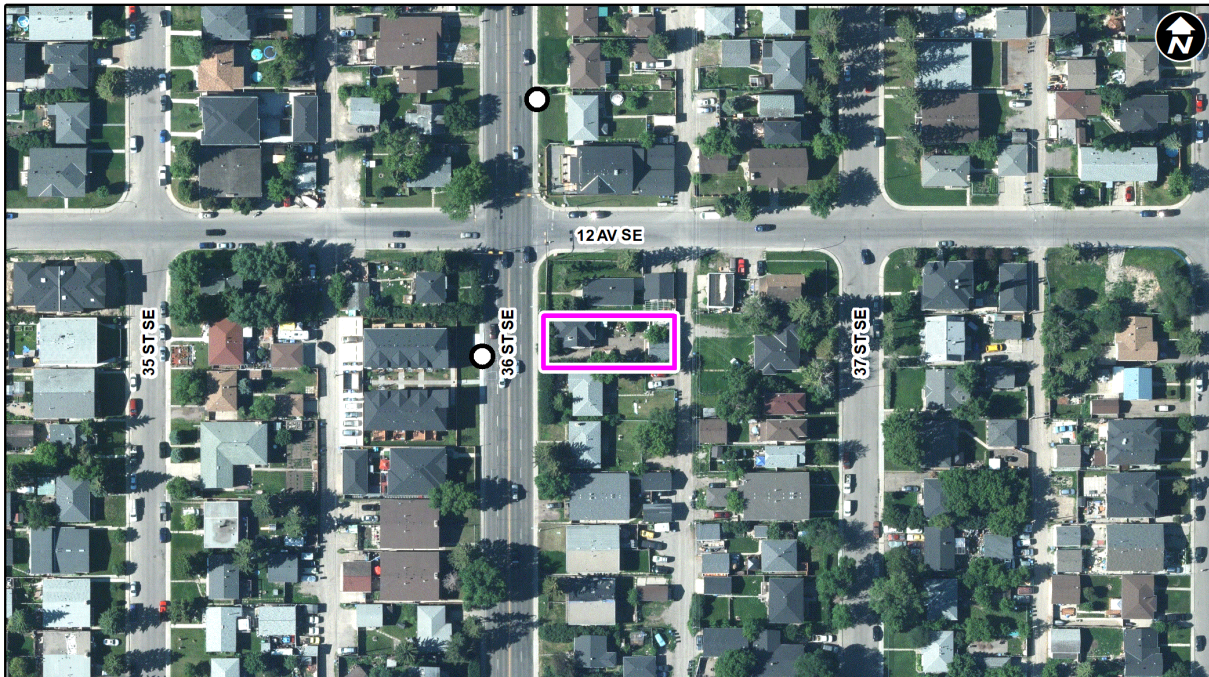
Forest Lawn	
Peak Population Year	1982
Peak Population	9,088
2019 Current Population	7,814
Difference in Population (Number)	-1,274
Difference in Population (Percent)	-14%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C2 District is primarily for single detached, semi-detached, duplex dwellings and secondary suites. 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 870 square metres on this site;
- 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;
- a minimum requirement of 0.5 motor vehicle stalls per dwelling unit and per secondary suite; and
- a minimum requirement of 0.5 mobility storage lockers for each unit and suite not provided a motor vehicle parking stall located in a private garage.

Only parcels that meet the site selection criteria located in the purpose statement of the district in the Land Use Bylaw 1P2007 have the potential to be redesignated to the H-GO District. The subject site is located in the Inner City area identified on the Urban Structure Map of the Calgary Municipal Development Plan and is located within 200 metres of primary transit service.

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 36 Street SE;
- mitigating shadowing, overlooking and privacy concerns with neighbouring parcels;
- appropriate design and provision of amenity space;
- accommodating appropriate waste management pick up and storage; and
- implementation aspects associated with the Applicant's climate resilience development intentions.

Transportation

Pedestrian access to the site is available from 36 Street SE and 12 Avenue SE. An existing on-street Always Available for All Ages and Abilities (5A) Network bike route (signed) is located along 8 Avenue SE, 300 metres (a five-minute walk) north of the site.

The site is located adjacent to 36 Street SE where Bus Route 43 (McKnight-Westwinds Station/Chinook Station) and Route 135 (36 Street SE/Erin Woods/Marlborough Station) share northbound and southbound stop locations. Northbound and southbound stops are located under 100 metres (a one-minute walk) north or west of the site. Bus Route 87 (Applewood/Marlborough Station/17 Avenue SE) north and south bound is also under 100 metres (a one-minute walk) of the site.

17 Avenue SE is located approximately 500 metres south of the site (an eight-minute walk) and has Bus Route 1 (Bowness/Forest Lawn). The MAX Purple Line (Route 307) is also located along 17 Avenue SE approximately 500 metres (an eight-minute walk) south of the 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 Public Realm Setback is adjacent to the site which requires a 5.182 metres setback identified along both the east and west sides of 36 Street SE. This public realm setback will be used to accommodate a wider sidewalk and potential boulevard trees to enhance the pedestrian experience.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water main, sanitary and storm are available and can accommodate future redevelopment on the subject site. Site servicing details and appropriate stormwater management will be detailed and reviewed through the development permit process.

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)

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 other ground-oriented housing. A broader 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 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)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has committed to providing LEED Gold Certification as part of a future development permit application. This supports Program A: New Buildings of the *Climate Strategy*. The applicant further committed to use mostly permeable pavement, preserve mature trees, install solar panels, and include EV charging as part of a future development permit application. This supports Program K: Natural Infrastructure and Program F: Zero emissions vehicles of the *Climate Strategy*.

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, such as 36 Street SE;

- Section 2.4 – ARP Goal of while allowing townhouse and apartment redevelopment at appropriate locations while enhancing and maintaining the community as a low density residential neighbourhood;
- Section 3.1.3 (a)(i) – to improve and stabilize the residential areas by encouraging new residential buildings to respect the context of the surrounding streetscape; and
- Section 3.1.3(a)(iii) – to improve and stabilize the residential areas by providing for a variety of housing types.

Map 2 - Land Use Policy Areas classifies the subject site as Low Density Residential/Conservation, which is intended for low density districts, allowing single and semi-detached building forms only. A minor policy amendment to Map 2 – Land Use Policy Areas, from Low Density Conservation to the Low Density Multi-Dwelling land use policy area, which allows for townhouse developments 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 goals and objectives of the ARP and is in alignment with the MDP.

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 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.