

# Applicant Submission



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## APPLICANT SUBMISSION: 2734 RADCLIFFE DRIVE SE LAND USE AMENDMENT

**Company:** B&A

**Land Owner:** City of Calgary

**Applicant's Name:** Kevin Bailey

**Date:** May 31, 2024

The vision for this 2.03 ha (5.01 ac) parcel, which is the south Park'n'Ride lot for Franklin LRT Station, is to allow for a high-density mixed-use center directly adjacent to a major transit site which will act as a catalyst for Transit Oriented Development in the immediately surrounding area. The intended development would replace the existing surface parking with an influx of new dwelling units and improve upon mobility network connections both within and beyond the subject site. The proposed land use redesignation and the design concepts associated with it are in compliance with the CMRB Growth Plan, the City of Calgary MDP, the existing Albert Park / Radisson Heights ARP, and the DRAFT Greater Forest Lawn LAP. To realize this vision, we request Calgary Planning Commission's and Council's support for this application.

The subject site is bounded by Memorial Drive E to the north and Radcliffe Drive SE to the south, with no public streets between it and the parcels to the east and west. Memorial Drive E also represents the north boundary for both the existing ARP plan area and the DRAFT LAP plan area. There are no natural features in need of protection or preservation on site, but there are infrastructure considerations. Most notably, an Enmax substation providing power to the northeast LRT line at the northwest corner of the site and a potable water line intersecting the east edge of the site provide tangible limitations to development. Internal laneway and regional pathway connections would be consistent with those already in place, and seek to improve upon them.

The current Land Use district for this site is Special Purpose – City and Regional Infrastructure (**S-CRI**). The surrounding land uses are primarily residential to the south and primarily industrial to the north (across Memorial Drive). The parcel to the immediate west is home to the Grace Baptist Church and is zoned Special Purpose – Community Institution (**S-CI**). The parcel to the immediate southeast across Radcliffe Drive SE is home to Radisson Park Elementary School and Sir Wilfrid Laurier Junior High School, and is zoned Special Purpose – School, Park and Community Reserve (**S-SPR**). A pocket park to the immediate south is also zoned S-SPR. The parcel to the east, and most of the surrounding area within the Albert Park-Radisson Heights community is zoned Residential – Contextual One Dwelling / Low Density Residential (**R-C1**). To the north of the parcel and the Franklin LRT Station platform, which is located in the median of Memorial Drive, are a range of primarily industrial and commercial land use districts that support a major employment area extending to the south boundaries of the Calgary International Airport lands.

This application proposes a redesignation of the subject parcel to a Mixed Use – General (**MU-1**) district with a maximum height of 90 metres (**h-90**), in order to allow for a significant increase in units, an improvement to the public realm, and the introduction of business or commercial uses to the subject site. The site was strategically determined to support City initiatives to incorporate purposeful and effective Transit Oriented Design in carefully selected locations throughout the City, particularly in proximity to major LRT stations. Furthermore, the redevelopment of this will support City initiatives to address the emerging housing crisis through certain key actions:

- The proposed development leverages City-owned lands to introduce a significant influx of dwelling units without the barriers associated with both cost and timeline presented by private ownership. This development initiative seeks to make use of the Federal Housing Accelerator Fund, a lever which requires milestones within certain timelines, so this efficiency is critical to the success of all development intentions.
- Increasing the supply of dwelling units reduces the market demand, which should slow the rate of inflation in the near term and, ideally, contribute to an eventual reduction in the price of housing rentals. Between 2020 and 2022, the City's rental vacancy percentage was halved (6% to 3%), so correcting this market trend represents a major concern and project goal.
- The proposed project intends to provide non-market/subsidized housing and has partnered with Calgary Housing to ensure enduring success. This partnership was established from project initiation to ensure that the iterative portion of the design process considered the voices of the vulnerable populations that are intended to benefit.

The specific type of development will be determined at the subdivision and development permit application stages, and will be compliant with the allowed uses within the proposed Land Use District and consistent with impacting policy documents, as shown below.

- The **CMRB Growth Plan** designates the subject site as being within an Urban Municipality, which is one of the Plan's Preferred Growth Areas where new developments are preferred to take place within. Additionally, due to the site's positioning along the Blue Line LRT, the Plan would look favourably upon a concentrated TOD redevelopment, as the Mixed-Use/TOD designation is one of its three Preferred Placetypes.
- The City's **Municipal Development Plan** designates the subject site as a *Developed Residential – Established* area, meaning that it is a stable community that was planned and

developed between the 1950s and 1990s, has been fully built out, and is progressing through its expected neighbourhood lifecycle. The proposed use of the subject site would provide an immediate boost to density and stimulate a progression into a new phase of the neighbourhood lifecycle with new building stock.

Considering the *Industrial – Employee Intensive* area north of site across Memorial Drive E in addition to its residential surroundings, there exists a diversity of potential supportive land uses that would support the higher densities intended as part of the project proposal.

- The **Calgary Transportation Plan** policies support redevelopment in an effort to provide a range of sustainable and safe transportation options for Calgarians. Due to its positioning along the Blue Line LRT line and Memorial Drive (a designated skeletal road), the subject site is located along a *Primary Transit Network*, and its adjacency to the Franklin LRT Station also marks it as a *Transit Centre*. Furthermore the site is connected to regional pathways and bike path networks and a short distance north of International Avenue, a designated *Urban Main Street*. The proposed land use redesignation provides opportunities to enhance walking, wheeling, and transit options to better align with this policy document.
- The **Albert Park – Radisson Heights ARP** currently designates the land use for the subject site as *Park'n'Ride* surrounded by *Low Density Residential* and *School* land uses, and section 2.1.1 indicates that “medium density development exists on the edge of the community and is close to major traffic routes,” which applies to the subject site. An ARP amendment to identify the subject site as a ‘Special Policy Area’ has been identified as a requirement for this submission—an action for which precedent currently exists within the ARP.
- The **DRAFT Greater Forest Lawn LAP** designates the Subject Site as *High* for its Building Scale, accommodating buildings up to 26 stories in height—which would be provided for with the maximum height of 90 metres proposed for this redesignation. In terms of Urban Form, the subject site is designated as *Neighbourhood Flex*, which is characterized by a mix of commercial and residential uses with buildings oriented to the street. This site has further consideration as both a *Comprehensive Planning Site – Franklin Transit Station Area*, with direction including, but not limited to, statements that development in this space should explore affordable housing opportunities, provide a range of unit sizes and floor plans for residential developments, incorporate the Always Available for All Ages and Abilities (5A) mobility enhancements into site development, and strongly discourage surface parking. The proposed land use is strongly aligned with the goals of this DRAFT policy, and preliminary messaging from the LAP team has been mainly concerned with ensuring that maximum density is achieved relative to market realities.

For a more comprehensive analysis of all of the items noted above (and many more), please refer to our separate 'Supporting Conditions' document included as part of this application package. Thank you for your consideration. We look forward to Administration's support of this Land Use Redesignation.

Please do not hesitate to reach out with any questions or concerns.

Best regards,

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