

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Albert Park/Radisson Heights and is currently the Franklin C-Train bus loop and south Park ‘n’ Ride facility. A second Park ‘n’ Ride facility is located on the north side of Memorial Drive SE. The site is bounded by Memorial Drive SE to the northwest and by Radcliffe Drive SE to the east. The site contains an ENMAX substation at the northwest corner which provides power to the northeast LRT line. The ramp to the pedestrian overpass to Franklin LRT Station is on the northwest side of the site and there is also a potable water line running along the east side of the site.

The subject site is approximately 2.03 hectares (5.02 acres). Surrounding development is characterized by Industrial – Business (I-B), Commercial – Neighbourhood 2 (C-N2) and Commercial – Corridor 3 (C-COR3) Districts to the north across Memorial Drive SE. The Grace Baptist Church designated Special Purpose – Community Institution (S-CI) District is adjacent to the southwest and low-density residential areas designated Residential – Grade-Oriented Infill (R-CG) District are located adjacent to the northeast and further to the south. A park is located approximately 35 metres (a one-minute walk) to the south. A commercial area designated Commercial – Community 1 (C-C1) District including a pharmacy, medical clinic, salon and restaurants is located approximately 450 metres (a six-minute walk) to the northeast of the site. There are four schools to the east of the site:

- Radisson Park School is approximately 57 metres (a one-minute walk);
- Sir Wilfrid Laurier School is approximately 500 metres (an eight-minute walk);
- Holy Family School is approximately 550 metres (a nine-minute walk); and
- Father Lacombe School is approximately 800 metres (a 13-minute walk).

Community Peak Population Table

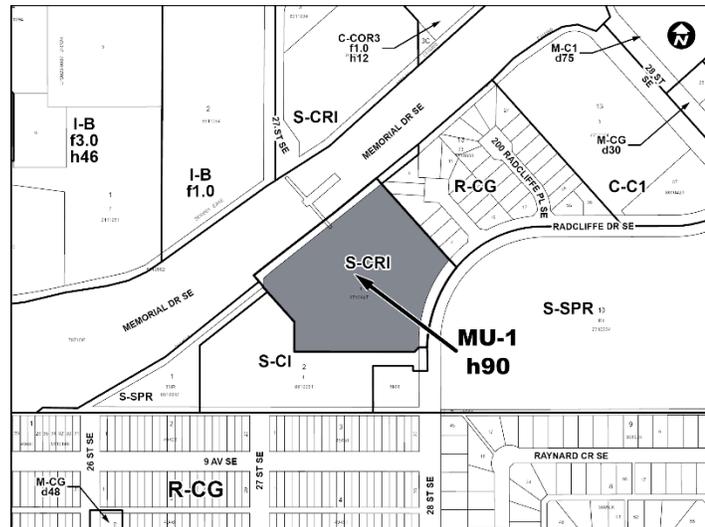
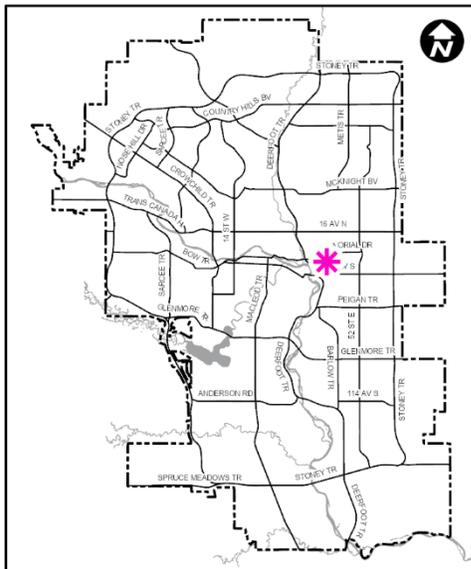
As identified below, the community of Albert Park/Radisson Heights reached its peak population in 2019.

Albert Park/Radisson Heights	
Peak Population Year	2019
Peak Population	6,997
2019 Current Population	6,997
Difference in Population (Number)	0
Difference in Population (Percent)	0.0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Albert Park/Radisson Heights Community Profile](#).

Location Maps





Previous Council Direction

Home is Here, The City of Calgary's Housing Strategy 2024-2030, was approved on 2023 September 16. Redeveloping City-owned land around LRT stations for non-market housing aligns with the Housing Strategy's vision where everyone in Calgary has an affordable place to call home. The [2024 Progress Update](#) indicated that the project to advance transit-oriented development at Franklin Station is underway and supported through Housing Accelerator Funding.

[RouteAhead](#) is a 30-year plan that provides direction for planning and investing in transit in Calgary. On 2023 July 04, Council approved updates to RouteAhead which includes station area integration by encouraging and supporting transit-oriented development on lands closest to LRT stations.

Planning Evaluation

Land Use

The existing land use is the Special Purpose – City and Regional Infrastructure (S-CRI) District which is intended for uses operated by the federal, provincial and municipal levels of government including infrastructure and utility facilities, and facilities and systems for public transportation.

The proposed Mixed Use – General (MU-1) District is a mixed use designation characterized by street-oriented buildings with either residential or commercial uses on the ground floor. It allows for the flexibility to accommodate a mix of residential and commercial uses, only residential, or only commercial uses in a development. The District has rules for building setbacks from property lines, which provide for visual separation between the podium of the building to reduce the bulk of a high density building when viewed from the street.

The proposed MU-1h90 District has a height modifier which would allow for a maximum building height of 90 metres (approximately 26 storeys). This height modifier corresponds to the proposed maximum height as indicated in the draft Building Scale map of the draft *East Calgary International Avenue Communities Local Area Plan* which identifies this site as High Scale (up to 26 storeys).

Administration has reviewed the context and applicability of the proposed MU-1h90 District and determined it to be appropriate for this location as it offers the flexibility to construct multi-residential, commercial, or mixed use development in close proximity to services, jobs and an existing Transit LRT station.

Development and Site Design

If approved by Council, the applicable land use policies and the rules of the proposed MU-1 District along with the proposed amendments to the policies in the *Albert Park/Radisson Heights Area Redevelopment Plan* (ARP) will provide guidance for the future redevelopment of this site including appropriate uses, height and building massing, landscaping and parking.

Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- providing a compatible interface with existing and future development in the area;
- ensuring a high quality building design and public realm;
- enhancing pedestrian and wheeling connections and private open spaces located on site and connecting to adjacent amenities;
- mitigating shadowing, overlook, and privacy concerns on adjacent properties and open spaces; and
- potential inclusion of commercial or business uses.

Transportation

Pedestrian access to this site is provided by sidewalks/pathways along the north boulevard of Radcliffe Drive SE. The pedestrian overpass north of the site provides access to the Franklin LRT Station and across Memorial Drive to the commercial area to the north.

The site is well connected to the existing greater Always Available for All Ages and Abilities (5A) Network. Radcliffe Drive/28 Street SE has an existing on-street bikeway connecting 17 Avenue SE BRT corridor and the Bow River pathway system to the south, as well as 40 Street SE bikeway to the east. Existing pathway access at the northwest corner of the site connects cyclists to the on-street bikeway on 26 Street SE.

The site is well served by Calgary Transit buses and the LRT Blue Line. The Franklin LRT Station is located immediately north of the site, approximately 25 metres (a one-minute walk). A bus loop serves two bus routes (155 West Dover/Forest Lawn) and 440 (Chateau Estates/Franklin Station) and provides a replacement shuttle when the LRT is down. A more compact bus loop is anticipated to be part of a future development permit application.

Vehicular access is available from Radcliffe Drive SE via a large wide split driveway. The future driveway access will be located and designed to minimize conflicts with the pedestrian/cycling facilities along north boulevard of Radcliffe Drive SE, and to shorten crossing distances as much as possible at the Development Permit stage.

The site is located within the Residential Parking Zone DD. There is no parking adjacent to the site along the north boulevard. The opposite side is restricted to 30 minutes for short stay access pick-up/drop off for school children.

The south Franklin Park 'n' Ride currently accommodates approximately 290 parking stalls for commuters using the LRT, which will not be replaced with a future development. The south and north Park 'n' Ride lots operate at varying capacity. There is adequate parking at other park and ride locations on the Blue Line, including Whitehorn which has approximately 550 stalls available each weekday. Council-approved policy provides direction for redeveloping some Park 'n' Ride sites to provide more housing while maintaining adequate parking along each LRT line.

A Transportation Impact Assessment (TIA) was submitted in support of the proposed land use redesignation. The TIA was reviewed and accepted by Administration.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm sewer are available for connection from Radcliffe Drive SE. The site is encumbered by several public utilities, including a 750 millimetre critical water feedermain in the east side of the site, and existing utilities that service the Enmax substation building and the Franklin LRT Station.

Sanitary Servicing

A preliminary Sanitary Servicing Study was submitted in support of this application. The report identified segments of sanitary mains that may need to be upgraded, and a more detailed Sanitary Servicing Study will be required at the future development permit stage when the ultimate site density is known.

Stormwater Servicing

The subject site is located within the Western Irrigation District drainage catchment area and is subject to stormwater volume control measures. Future development must achieve a net-zero increase in stormwater discharge. Low Impact Development measures are recommended in the ultimate site design.

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

Calgary International Airport Vicinity Protection Area (2009)

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies the subject site as being located within the 25-30 NEF (Noise Exposure Forecast) Contour of the AVPA. The AVPA Regulation was created to ensure that only compatible land uses are developed near airport

flight paths. The AVPA regulation establishes prohibitive uses in certain locations, identified within NEF areas. The proposed use is allowable within the contour area and the proposed land use district maximum allowable height of 90 metres was circulated to NAV Canada with their response indicating no impacts. Future development permits would be circulated to NAV Canada and the Airport Authority and reviewed against the application regulations to ensure compliance.

Municipal Development Plan (Statutory – 2009)

The subject site is located in the Developed Residential - Established area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) and is in extremely close proximity to the Franklin LRT Station. The MDP (Section 2.2.1) – Vibrant and Transit-Supportive Mixed-Use, Activity Centres and Main Streets – encourages locating a portion of new housing and jobs within higher intensity, mixed use areas that are well connected to the Primary Transit Network. Section 2.2.2 (b) – A Transit-Supportive Land Use Framework - looks to increase development densities near the Primary Transit Network by targeting residential and employment intensities within 400 metres of transit stations and stops.

The application also meets the policies contained in:

- Section 2.1.1.(c) - Creating a City Attractive to People - provide greater housing choices in locations close to job markets and in areas well served by the Primary Transit Network.
- Section 2.2.2.(e) - a Transit Supportive Land Use Framework - looks to ensure that the design and mix of land uses surrounding transit stops and stations support transit and emphasize a pedestrian oriented environment.
- Section 2.2.5 (c) - Strong Residential Neighbourhoods - encourages higher residential densities in areas of the community that are more extensively served by existing infrastructure, public facilities and transit, appropriate to the specific conditions and character of the neighbourhood.
- Section 2.3.1.(f.ii) - Housing - calls for 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.

Transit Oriented Development Policy Guidelines (Non-Statutory – 2004)

The [Transit Oriented Development Policy Guidelines](#) directs development of areas within 600 metres of an LRT or BRT station to provide for walkable, mixed use shopping needs and contribute to the vibrancy, activity and pedestrian connections to the transit-supportive land uses. The TOD area is intended to be characterized by a mix of uses, with medium density residential development as the predominant use. Commercial development is intended to provide local access to retail area. The proposed land use meets the key policy objectives of the Guidelines.

Calgary Climate Strategy (2022)

Increasing density by having more people live near the primary transit network helps achieve the goal of zero carbon neighbourhoods contained in the [Calgary Climate Strategy – Pathways to 2050](#). Opportunities to enhance the development on this site with applicable climate strategies have been identified and shared with the applicant including exploring ways to reduce greenhouse gas emissions in the operation of a future development. Policies have been included in the policy amendment to reflect these opportunities and the need for further assessment through the development permit stage.

Home is Here: The City of Calgary's Housing Strategy (2023)

Administration's recommendation aligns with the policy direction of [Home is Here](#) which was approved by Council in September 2023 and aspires to ensure that everyone living in Calgary has an affordable place to call home. The strategy will also make more land available to building housing. This land use application proposes to redevelop a portion of the site for a transit-oriented development including mixed-market housing targeted towards families. Franklin is envisioned to accommodate mixed-market housing types, where a proportion of the rental units will have non-market rates, and the remainder will have market rates. The specific proportion is yet to be determined. The land use application aligns with *Home is Here*.

Albert Park/ Radisson Heights Area Redevelopment Plan (Statutory – 1989)

Map 3 of the [Albert Park/ Radisson Heights Area Redevelopment Plan](#) (ARP) identifies the site as a "Park 'n' Ride" but is not subject to specific development policies within the ARP. Given this application contemplates the complete redevelopment of the Park 'n' Ride site, a policy amendment to the ARP is required to support this application.

The proposed policy amendments are crafted to guide future development for this site. The proposed policy amendments include provisions on land uses, building height and massing, building interfaces with a centrally located transit plaza and with the street, and enhanced mobility connections. The proposed policy amendments align with the draft *East Calgary International Avenue Local Area Plan* and with the City's MDP and TOD policies of increasing density near transit.

East Calgary International Avenue Communities Local Area Planning (Proposed)

On 2024 September 10, Council gave first reading to the [East Calgary International Avenue Communities Local Area Plan](#) (LAP) which includes Albert Park/Radisson Heights and surrounding communities. The LAP was referred to the Calgary Metropolitan Region Board (CMRB) to be reviewed. If the LAP is approved by the CMRB, it will then return to Council for second and third readings. The proposed land use is in alignment with the applicable urban form category (Neighbourhood Flex with a Comprehensive Planning Site modifier) and building scale modifier (High Scale up to 26 storeys) for the subject site in the proposed LAP. Planning applications are being accepted for processing while the project is in progress, however, applications are reviewed using the existing legislation and Council approved policy only, including the existing *Albert Park/Radisson Heights ARP*.