

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Fairview on Frobisher Boulevard SE between Flint Road SE and Fairview Drive SE. The full-block site is one parcel with an area of approximately 1.43 hectares (3.53 acres) and is approximately 250 metres wide by 57 metres deep. The site is currently developed with five apartments buildings that are four storeys each, with lane access along the north property line.

Surrounding development is a mix of low density single detached dwellings, low rise multi-residential and commercial developments. To the north across the rear lane are Residential – Grade-Oriented Infill (R-CG) and Multi-Residential – Contextual Medium Profile (M-C2) Districts. To the east across Fairview Drive SE is designated Housing – Grade Oriented (H-GO) District. To the south across Heritage Drive SE are Multi-Residential – Contextual Low Profile (M-C1) and M-C2 Districts and to the west across Flint Road SE is designated Commercial – Community 2 (C-C2) District.

The subject site is approximately 300 metres (a five-minute walk) east of Macleod Trail S, which is identified as an Urban Main Street in the *Municipal Development Plan* (MDP). A MAX Teal Bus Rapid Transit (BRT) Station is located approximately 300 metres (a five-minute walk) east of the site. The Heritage Light Rail Transit (LRT) Station is approximately 600 metres (a nine-minute walk) west of the site.

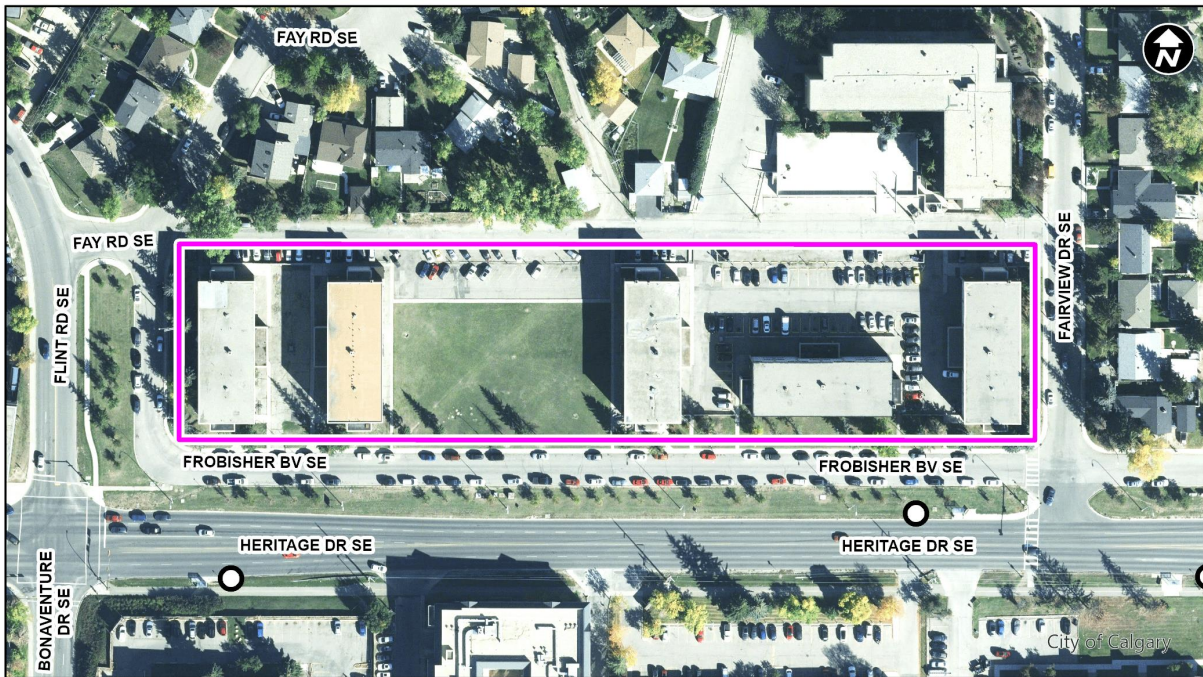
Community Peak Population Table

As identified below, the community of Fairview reached its peak population in 1968.

Fairview	
Peak Population Year	1968
Peak Population	6,425
2019 Current Population	3,646
Difference in Population (Number)	-2,779
Difference in Population (Percent)	-43.3%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Direct Control (DC) District ([Bylaw 95D2015](#)) is based on the Multi-Residential Contextual Medium Profile (M-C2) District. The DC allows for multi-residential development with a floor area ratio of 2.5 and a height of 18 metres.

The proposed Multi-Residential – High Density Low Rise (M-H1f3.3h24) District allows for High density multi-residential development and is intended to be located at community nodes, and transit and transportation corridors and nodes. The M-H1 District modifiers will allow for a maximum floor area ratio (FAR) of 3.3 (approximately 47,119 square metres) and a maximum building height of 24 metres (approximately six storeys). The M-H1 District also has a minimum density requirement of 150 units per hectare, which equates to 214 dwelling units for the subject site.

The M-H1 District has a stepped height requirement that responds to the immediate built context. The maximum building height increase is regulated by the M-H1 District rules which limit the height to 10 metres within 6 metres of the property line adjacent to low density residential parcels and the lane.

Development and Site Design

If approved by Council, the rules of the proposed M-H1f3.3h24 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 the site, additional items that will be considered through the development permit process include, but are not limited to:

- waste and recycling areas at the rear lane is in maintained enclosures;
- landscaping over the whole site is enhanced;
- mitigate shadowing, overlooking and privacy concerns;
- ensure adequate amount of private and common amenity areas; and
- providing an appropriate scale transition to adjacent parcels.

Transportation

Pedestrian access to the site is available from existing sidewalk on Frobisher Boulevard SE.

There is a multi-use pathway, which is part of the Always Available for All Ages and Abilities (5A) Network, located approximately 40 metres south of the site on the south side of Heritage Drive SE.

The site is located along the MAX Teal BRT line and a station is approximately 300 metres (a four-minute walk) from the eastern edge of the site. The Heritage LRT Station is approximately 600 metres (a nine-minute walk) west of the site.

On-street parking is unrestricted adjacent to the site on Frobisher Boulevard SE. Vehicular access to the site is from the rear lane. A Transportation Impact Assessment was not required as part of this application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water and sanitary services are existing to the subject site. Details of the site servicing, as well as appropriate stormwater management would be considered and reviewed as part of a development permit application.

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.

Municipal Development Plan (Statutory – 2009)

The subject site is classified within Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) as being adjacent to the Macleod Trail SE Urban Main Street and within the Developed Residential – Established area. The applicable land use policies support new developments that incorporate appropriate densities, a mix of land uses and a pedestrian-friendly environment to support the Primary Transit Network. The applicable MDP policies support a broad range and mix of employment, commercial and retail uses, including residential uses to accommodate a diverse range of population.

The proposed M-H1 District complies with the relevant MDP policies.

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.

Heritage Communities Local Area Plan (Statutory – 2023)

The [Heritage Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Connector Urban Form category (Map 3: Urban Form) and a Low (up to six storeys) Building Scale (Map 4: Building Scale). The Neighbourhood Connector areas should be primarily residential uses and support a broad range and mix of housing types, unit structures and forms.

The LAP also characterizes the subject site as being adjacent to the Macleod Trail S - Urban Main Street area and along the Heritage Drive S – Community Corridor (Map 2: Community Characteristics). The Urban Main Street area is recognized as a strategic growth area that provides opportunities for residential and employment intensification along a multi modal street with focus on walking, cycling and transit. Community Corridors are pedestrian-focused streets and are intended to support low to moderate growth in the form of primarily residential and small-scale mixed-use building forms. The applicable policies of the LAP will provide further guidance at the development permit stage.

The proposed land use amendment is in alignment with the applicable policies in the LAP.