

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Acadia, east of Macleod Trail S and north of 86 Avenue SE. The site is currently developed with a five-storey commercial office building with a large parkade on the north side of the building. The site has approximately 200 metres of frontage onto the Macleod Trail S Urban Main Street and is 1.84 hectares ± (4.55 acres ±) in size. The Heritage Light Rail Transit (LRT) Station is located roughly 375 metres (six-minute walk) west of the subject site across Macleod Trail S.

Surrounding development is characterized by various commercial shopping centres to the north and south, designated Commercial – Corridor 3 (C-COR3) District and Commercial – Community 2 (C-C2) District, respectively. The Sierras of Heritage residential condominium building is located east of the subject site, designated Multi-Residential – Contextual Medium Profile (M-C2) District.

The initial application submission proposed to redesignate the site from Commercial – Corridor 3 (C-COR3) District to a Direct Control (DC) District based on the Commercial – Corridor 1 (C-COR1) District, adding School – Private and School – Authority School as discretionary uses. Through the review process, however, it was noted that School – Private and School – Authority School would not be compatible uses within the existing context of the area at this time. The applicant responded to the review by revising the application scope to a stock C-COR District, thereby removing the DC District component.

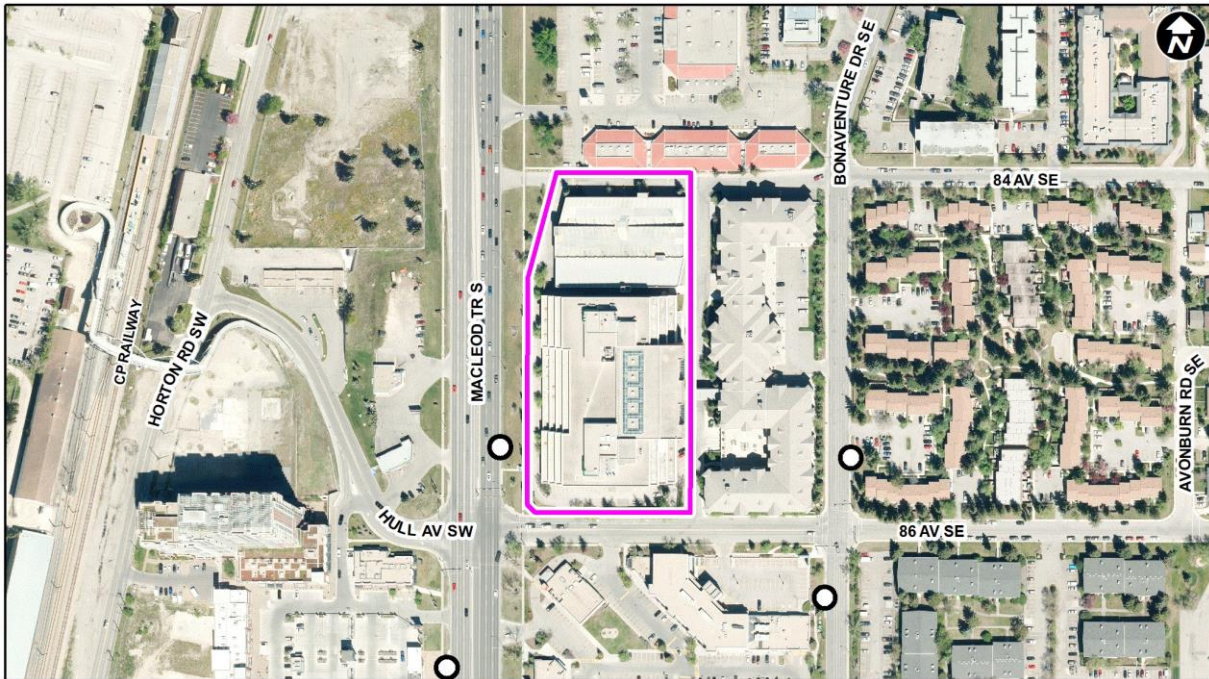
Community Peak Population Table

As identified below, the community of Acadia reached its peak population in 1972.

Acadia	
Peak Population Year	1972
Peak Population	13,589
2019 Current Population	10,520
Difference in Population (Number)	-3,069
Difference in Population (Percent)	-22.58%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing C-COR3f1.54h19 District accommodates commercial uses along major roadways. The District is intended to be located in commercial areas and accommodates mid-scale retail and medium-to-large eating and drinking uses, including limited large retail uses. Residential uses are not allowed under the C-COR3 District. The C-COR3 District allows for a maximum floor area ratio of 1.54 and a maximum building height of 19.0 metres (approximately five storeys).

The proposed Commercial – Corridor 1 f2.0h19 (C-COR1f2.0h19) District is also a commercial corridor designation that is primarily used to accommodate commercial or mixed-use developments that include commercial storefronts. Residential units are allowed on upper floors in the C-COR1f2.0h19 District. The proposed C-COR1f2.0h19 District would allow for a maximum floor area ratio of 2.0 which equates to a building floor area of approximately 36,800 square metres. The proposed 19 metre building height would allow for approximately five storeys.

Administration considered the possibility of applying the Commercial – Corridor 2 (C-COR2) District during the initial review of the application. Due to the auto-oriented nature of the C-COR2f2.0h19 District, however, the C-COR1f2.0h19 District was deemed the most appropriate land use for the site.

Development and Site Design

The rules of the proposed C-COR1 District would provide guidance for any proposed development of the site, including appropriate uses, building interface, massing, landscaping, and parking.

Transportation

Pedestrian and vehicular access to the site is available via Macleod Trail S, 86 Avenue SE and Bonaventure Drive SE. The area is served by Calgary Transit Route 81 (Macleod Trail S) and route 99 (Bonaventure Drive SE). The Route 81 bus stop is immediately adjacent to the site on the northbound side of Macleod Trail S. The Route 99 bus stop is approximately 100 meters east of the site adjacent to 50 Bonaventure Drive SE. The site is within a 240-metre radius of the Heritage LRT Station and is therefore part of a Transit Oriented Development (TOD) area. On-street parking adjacent to the site is fully restricted on 86 Avenue SE. Bonaventure Drive SE has an existing off-street pathway. A Transportation Impact Assessment (TIA) was not required as part of the application.

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

Utilities and Servicing

Public water, sanitary and storm utilities exist adjacent to the site. Servicing requirements will be determined at the time of development.

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 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 subject parcel is identified as part of the 'Urban Main Street' typology on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The Urban Main Street typology seeks to support a broad range of employment, commercial and retail uses as well as housing to accommodate a diverse range of the population. Apartments, mixed-use developments and ground-oriented housing are encouraged. The proposed redesignation from Commercial – Corridor 3 (C-COR3f1.54h19) District to Commercial – Corridor 1 (C-COR1f2.0h19) District is aligned with the applicable policies of the MDP.

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.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas within 600 metres of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize existing transit infrastructure, create mobility options for Calgarians, and benefit local communities and city-wide transit riders alike. The proposed redesignation from C-COR3f1.54h19 to C-COR1f2.0h19 meets the key policy objectives of the Guidelines ensuring transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing density around transit stations.

Heritage Communities Local Area Plan (Proposed)

On 2023 June 20, Council gave first reading to the [Heritage Communities Local Area Plan](#) which includes Acadia and surrounding communities. The Plan was referred to the Calgary Metropolitan Region Board (CMRB) to be reviewed. If the Plan is approved by the CMRB, it will then return to Council for second and third reading. The proposed land use is in alignment with the applicable urban form category and building scale modifier in the proposed *Heritage Communities Local Area Plan*.