

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Acadia, at the southeast corner of Heritage Drive SE and Macleod Trail SE. The site is an irregular-shaped parcel and is approximately 1.80 hectares (4.45 acres) in size. The site is currently developed with two one-storey commercial buildings including a considerable amount of surface parking. The site has two driveway accesses, one each from Heritage Drive SE and Bonaventure Drive SE, and a third access point connects the site to Macleod Trail SE through an adjacent parcel to the west (8312 Macleod Trail SE).

8312 Macleod Trail SE carries the same land use designation as the subject site (Commercial – Corridor 3 (C-COR3f1.0h12) District) and contains a parking lot. This parcel is City land that is reserved for the future redesign of the Heritage Drive SE and Macleod Trail SE intersection.

Surrounding developments include a four to five-storey commercial development to the south designated as Commercial – Corridor 3 (C-COR3f1.54h19) District and another four-storey residential building designated as Multi-Residential – Contextual Medium Profile (M-C2d127) District. Across Bonaventure Drive SE to the east is a residential development (four-storeys in height) also designated as M-C2 District. A one-storey commercial development designated as Commercial – Community 2 (C-C2f0.75h28) District exists across Heritage Drive SE to the north. The Heritage LRT Station is approximately 400 metres (a seven-minute walking distance) east of the subject site.

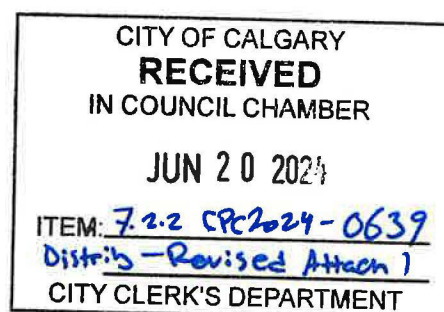
## Community Peak Population Table

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

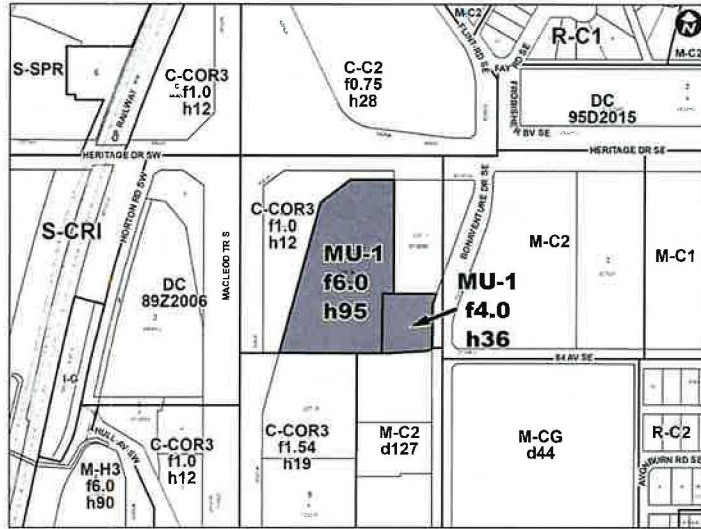
<b>Acadia</b>	
Peak Population Year	1972
Peak Population	13,589
2019 Current Population	10,520
Difference in Population (Number)	-3,069
Difference in Population (Percent)	-22.58%

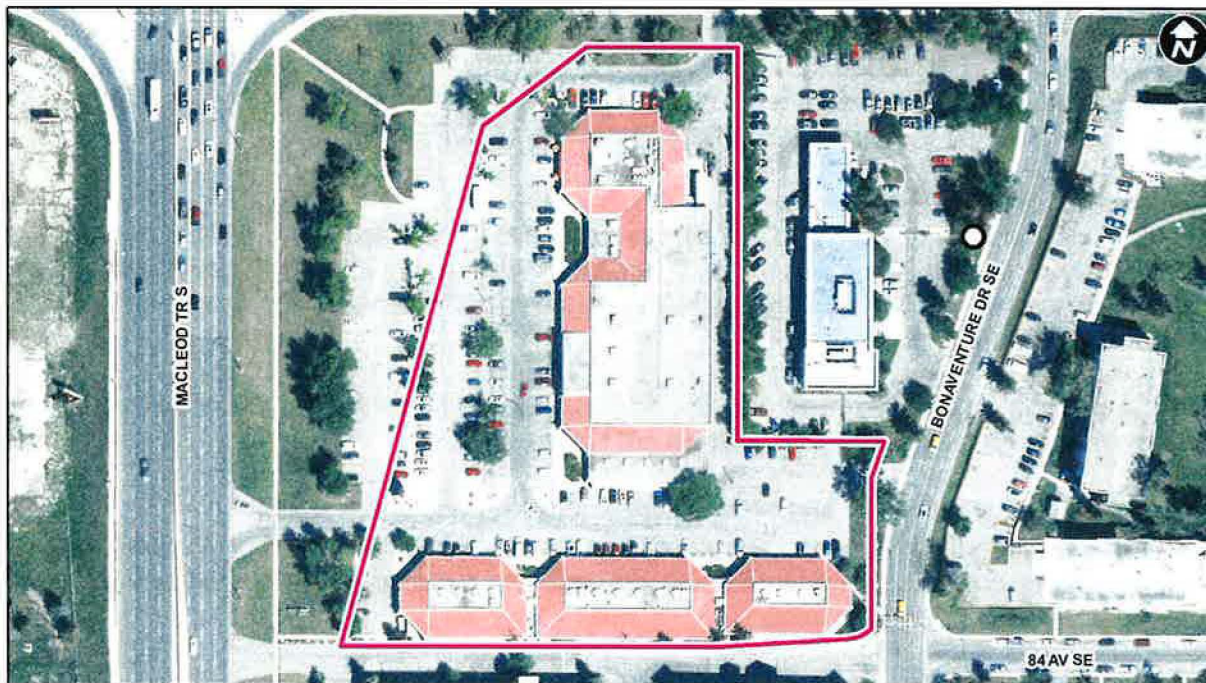
Source: *The City of Calgary 2019 Civic Census*

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



# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing C-COR3f1.0h12 District is primarily for large retail without residential uses along major roads. The district allows for a maximum building height of 12.0 metres and a maximum parcel to floor area ratio (FAR) of 1.0.

The proposed Mixed Use – General (MU-1f6.0h95) District and Mixed Use – General (MU-1f4.0h36) District are intended to accommodate a mixed-use development comprising of commercial, retail and residential uses on the ground floor with residential dwelling units above.

The portion to be redesignated to MU-1f6.0h95 is approximately 1.50 hectares in size while the portion to be redesignated to MU-1f4.0h36 is approximately 0.30 hectares in size. The designation split corresponds with the Building Scale classification for this site within the *Heritage Communities Local Area Plan* (LAP). Combined, the proposed land use will allow for a maximum building floor area of approximately 102,000 square metres and the maximum building height will range between 36.0 metres (up to 12 storeys) and 95.0 metres (up to 26 storeys).

This MU-1 District is intended to be located along commercial streets where both residential and commercial uses are supported at-grade, facing the commercial street. The MU-1 District also responds to local area context by establishing maximum building heights for individual parcels.

While the future development on this site may not have buildings that directly front onto the Macleod Trail SE Urban Main Street, Administration believes the MU-1 District is an appropriate land use district for this site because it provides the flexibility to distribute a mix of uses across the site and still accomplish the general intent of the MU-1 District including the applicable policies of the LAP and the *Municipal Development Plan* (MDP).

### **Development and Site Design**

If this redesignation is approved by Council, the rules of the proposed MU-1f6.0h95 and MU-1f4.0h36 Districts will provide guidance for future site development including appropriate uses, building configuration, parcel coverage, building massing and height, landscaping, waste management and parking.

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

- articulation of built form and physical separation from adjacent sites,
- mitigating shadowing, overlooking, and privacy concerns to adjacent developments; and
- integrating a pedestrian-oriented built interface and streetscape design along the adjacent streets and driveways.

### **Transportation**

The site fronts onto Heritage Drive SE to the north and Bonaventure Drive SE to the east. Macleod Trail SE which is a Main Street corridor is located less than a one-minute walking distance to the west. Pedestrian connectivity in the neighbourhood is provided through sidewalks on Heritage Drive SE, Bonaventure Drive SE and Macleod Trail SE. Current vehicular access to the subject site is provided from Macleod Trail SE, Heritage Drive SE and Bonaventure Drive SE.

The subject site is located adjacent to a Primary Transit Network. Transit stops for Route 99 (Acadia/Oakridge) and Route 149 (Point Trotter Industrial) are located on Heritage Drive SE within a two-minute walk of the subject site. These transit options provide connections to West Island College, Chinook Mall, Manchester Industrial, downtown, South Foothills Industrial, Southcentre Mall, and other parts of Calgary. The parcel is a Transit Oriented Development (TOD) site within a seven-minute walking distance of the Heritage LRT Station. The parcel is not located within an existing Residential Parking Permit (RPP) Zone.

Administration is supportive of the proposed land use amendment and the ability to ensure the full development potential of a TOD site while maintaining a strong transportation network.

### **Environmental Site Considerations**

Remedial Action Plan and Risk Management Plan reports were reviewed and accepted by Administration in relation to the subject site and proposal. No environmental concerns were identified.

### **Utilities and Servicing**

A Sanitary Servicing Study report was reviewed and accepted by Administration in relation to the subject site and proposal. Water, sanitary, and storm sewer mains are available to service the site. Specific details of site servicing, stormwater management and waste and recycling management will be reviewed in detail at the time of development permit application.

### **Fire Access**

The subject site is adjacent to parcels that have separate existing titles. At the time of development, either a general vehicular access easement agreement (for all vehicle types, including emergency services and / or fire department vehicles) or an emergency access easement agreement may be required. Fire access, on-site maneuvering and / or egress requirements, will be further determined at the time of development to the satisfaction of Administration.

## **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 site is classified within Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) as being within the Urban Main Street land use typology. Urban Main Streets are strategic growth areas that are intended to provide for compact and high-quality urban development, with a mix of uses. Urban Main Streets should achieve a minimum development intensity of 200 people and jobs per gross developable hectare. The applicable land use policies support new developments that incorporate appropriate densities, a mix of land uses and a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network.

Map 2: Primary Transit Network also identifies both Macleod Trail SE and Heritage Drive SE as Primary Transit Networks, and their intersection as a Primary Transit Hub. The applicable MDP policies support a broad range and mix of employment, commercial and retail uses, including residential uses with varying ownership tenures to accommodate a diverse range of population, as well as apartments and ground-oriented units. The proposed MU-1 Districts comply 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 Flex land use category (Map 3: Urban Form) and within both a High scale modifier (up to 26 storeys) and a Mid scale modifier (up to 12 storeys) in Map 4: Building Scale

of the LAP. The applicable land use policies support a mix of commercial and residential uses with buildings oriented to the street.

**In addition, the LAP identifies the subject site as an Urban Main Street area and within the Core Zone of the Heritage Transit Station Area. LAP policies for the Urban Main Street area support a broad mix of residential and commercial uses and provide guidance for development to be comprehensively designed to improve the public realm and create safe, welcoming pedestrian environments. Policies for transit stations areas seek to create vibrant, mixed-use areas with varied mobility options. Core Zones specifically provide for the greatest development intensity and building heights with the LAP area.**

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